

Floating Power

July/August 2017



Honorary Life Members of the Traction Owners Club

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Missing Magazine?

Please contact John Oates
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Be a part of Floating Power...

The closing date for input for the July/August Floating Power is

Sunday 13th August

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

Cover Image

655 UXB in glorious black and white by Laurence Acher

Editor's Epistle

I hope that you are enjoying your Summer. Drive it Day is now well past, as is Easter, and by the time that you have read this, both the Dutch Mountain and the National Rally will also be gone. Bob Street has written up a report on the Dutch Rally elsewhere in the pages of this edition of FP, and there will be a further report on the National Rally in the September/October edition....by which time it will be approaching Winter again, and we will be starting to wonder whatever happened to 2017! Hopefully the weather will have been kind in Scotland, at least.

I have recently spent a couple of weekends with fellow members up here in rural Lancashire, sitting in the sun at shows (yes the sun does shine in Lancashire) and very enjoyable it is, too. I often wonder, though, how many people who come to a car show are actually potential classic owners themselves. Interaction with the public is mixed. Faced with a line of four or five Tractions, most members of the public do stop and stare, and one of the most common questions that I am asked is, can you still get parts for these? Considerable surprise is often registered when I say yes. Likewise when quizzed on value, there is a degree of amazement when I reply £10-12k for a nice one. Perceptions are clearly that this is a rich man's pastime. How we break this down and encourage new owners and members is difficult to say, but showing the cars has to help. Chris also has something to say about this in his latest CC.

Sadly, there seemed to be no other Citroëns represented at these shows. Where are all the DS's, 2CV's, and pre-war RWD cars. The closest that we seem to get is the odd H Van, usually selling burgers or coffee!

Okay, onwards. Inside this edition, there is a slightly weightier section on FBHVC matters this time around and we also welcome their new Secretary Emma Balaam, who takes over on July 1st from Rosy Pugh, to whom we also give our best wishes for a happy retirement.

Looking forward, a large chunk of next month's magazine will be taken up with a draft Buyers Guide. Why do we need a buyer's guide? Well the truth is probably that quite a few of us who have already jumped in at the deep end don't, (or it is too late) but one of the Club's missions is to encourage new members, who like what they see when they look at our cars when at a show or rally, but still don't know quite where to start. At the moment the club has nothing accessible on the website, and nothing that we could hand out to a genuinely interested party at, say, the NEC or Manchester shows, or a major rally. It won't be a heavily technical piece, the aim is to encourage potential buyers to come forwards, not to scare them off. So, this will become that document, and it will be reproduced initially on these pages with a view to getting your feedback.

Finally, I recently had a car mishap (fuel pump again!) and had to be towed the last mile or so home by the RAC. The RAC man was quite impressed by the car and my knowledge of it, and was a classic car owner himself. He made the interesting comment that an increasing number of stranded classic owners that he came across, were completely clueless about their cars and took to the road in vehicles half a century old (or more) without even rudimentary knowledge, having bought it as an investment on the strength that it had been restored!

Food for thought there.



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Committee

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President's Ponderings

And another brief one

I shall start with news from home. The 6 is finally running and two days ago it travelled the length of our drive under its own steam. That was the first time I had driven it since I bought in and I have spent today refitting the wings. Traction gods willing it is, at last, looking as if it will get to Scotland at the end of the month and to Brittany in July.

On the Brittany front the CTAB recently held their AGM and now have a new president, Thierry Roullier. Thierry has been a member for many years and regular Brittany participants will know him well with a period caravan behind his Normale and often accompanied by his daughter Morgane and her now, not so little, daughter!

Next year will be the 50th Anniversary of Traction Universelle. Last year their President, Jean-Louis Poussard came to our 40th anniversary rally in Kent and he has now written to me extending a personal invitation to all TOC members to join the TU in celebrating their 50th. He says

“To celebrate this event, we invite all tractionists of all sections of La Traction Universelle as well as our friends from other clubs to gather for a festive weekend on 10-12 May 2018 at the Ferme du Marault and at the Circuit of Nevers Magny-Cours (Nièvre).

You liked the 75 Years of Traction in Arras in 2009 ...

And the 80 Years of Traction to La-Ferté-Vidame in 2014 ...

Come celebrate the 50 Years of Universal Traction in 2018!”

I hope TOC members will support TU on this special occasion. It is still a long way ahead but accommodation is likely to be the biggest problem so, if you are interested, I strongly suggest you start making plans (I believe there



will be more detail in this issue of FP).

Meanwhile, I am looking forward to seeing many of you in Scotland

Bone root,

New Members

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

2574	Mr Will Beard,	Uttoxeter, Staffordshire
2575	Mr Andrew Mutimer,	Woodbridge, Suffolk
2576	Mr William Cannell,	London
2577	Mr Andrew Smith,	Bideford, Devon
2578	Mr Clive McKeough,	Paston, Norfolk
2579	Mr Andrew Pettigrew,	London
2580	Mr Richard Greaves,	St Martin, Guernsey
2581	Mr Mick Newton,	London
2582	Mr Andrew Elliman,	Shere, Surrey
2583	Mr Jens Tjell,	Kobenhavn, Denmark
2584	Mr Graham Banner,	Flore, Northamptonshire
2585	Mr Sachit Shah,	London

The Dutch Mountain Rally was rather good. A full report appears later in this issue and the only thing I want to say here is to thank Lisette and Wiljen for all their hard work and imagination to get it so right. And of course well done to all the intrepid mountaineers who successfully got their cars to the top and back down again.



The younger generation was either well or poorly represented depending on your point of view with three of those present being under thirty.

We don't know the age profile of Traction owners, nor do we know the age profile of TOC members. But there is an impression that we are all getting on a bit and the car is not getting too much interest from younger people.

The FBHVC survey came to a similar conclusion looking across the whole old vehicle scene, being concerned about specialist trade skills.

The aim of our club is to ensure that Tractions and RWD Citroens are restored, maintained, conserved and preserved for the enjoyment of current and future owners. Who and where are these future owners?

If people are only interested in cars that go back as far as those their parents' generation owned and used regularly, then does that mean that the future Traction owners must be drawn from our own kids and those of people we know?

Maybe though, we get a false impression as we only actually see those who are interested in the area meetings and rallies.

I bought my Traction when I was 36, when our first child was born. Not on the same day of course, I realise that would have been insensitive, but it wasn't long after. I fitted seat belts in the back to secure the child seats and it was a practical car to have with a young family. But I didn't have the time to go to rallies or club meetings. Only now that the kids are slightly less demanding have we emerged into view of the club. Am I representative of the norm or an oddball?

To find out, we are going to do a survey. It will be an

on-line thing so apologies now if you don't do things on-line. We haven't prepared the questions yet and, as the government has discovered, you have to be very careful that the question people are answering is the same one that you intended to ask. Our objective will be to find out bit more about the club membership. Age profile is one thing, but we also want to take the opportunity to understand what you and your family want the club to do for you and also what you want to do with and for the club. There will not be more than ten questions.

The general election in June had a 69% voter turnout, slightly less than for the referendum on Europe. Let's see if we can beat that. We have email addresses for almost all members and will be sending out a link to the survey website. If you have not given us an email address and wish to take part in the survey we can send you a printed one for you to return.

If of course the survey doesn't ask the question you want to answer and you want to make a different point, by all means write to me or any of the committee at any time. I would also encourage you to come along to the AGM and express your views.

Meanwhile I look forward to seeing many of you at the National Rally in the Trossachs which, as I write, is only a couple of weeks away. I am guessing that, on average, each car will cover about 500 miles that weekend giving a total of about 20,000 miles. So that will be an interesting reliability test.

Vive la Traction.

A handwritten signature in blue ink that reads "Chris." with a period at the end.

**ARE YOU READING
YOUR LAST COPY OF
FLOATING POWER?**

**At the time of going to Press, 204
members' fees were overdue!**

**Please pay before the end of July
to remain a member of the Traction
Owners Club**

John Oates



TOOLS

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

SCOTLAND

Northern Scotland

Well, fine weather, glorious sunshine, still working outside in broad daylight at 11pm- what else could you ask for??!! Rally season is upon us again, Attended Forres as a first this year, but weather unusually was not at its best. As usual, we attended the Wetherby Rally,(CCC), nothing much of a rally, but no longer interested in looking under bonnets or checking out spare parts to buy, but it is a very friendly and laid back rally, attended every year by a hard core of Citroen minded people, great to renew old friendships and always enjoy it, albeit the 720 mile round trip is getting a bit tiring now. Only one traction in attendance, the BL of Dave Faulkner from Ashington, and enjoyed his company for a while. Plenty other Traction owners present but without their classics,- Stan Platts busy selling some bits and pieces, the famous Dr Ali, Jim and Liz Rogers from Lancaster, who tell me work on their Big 15 (TUB) is now in progress by their son, and lastly, Chris Andrews, the well known owner of the Slough built hydraulic 6, but this time with his six-wheeler Visa van. Next one, next weekend as I write, is the highly rated K.V.V.V.C rally, which bring together the best of the vintage classes. Last year, our Light 15 won the cup as best in its class, and consequently have been invited to compete in the "Champion of Champions competition being held down South. Have not yet decided to enter, as have twice attended this competition, and quite honestly, bit of a waste of time, as you are up against real "cheque-book restorers" who simply throw money at a project, and against such cars, DIY restorers like myself stand little real chance!

My wife, Sheila, is out of hospital for past month now, and as "good as new"!! Smithy, my very long time mate, is not having a good time of it health-wise, irregular heart beat causes all sorts of problems, and now, irreparable problems and damage to his inner ear, which knocks him for 6 all too regularly, thus he cannot plan to go



Andy's two cars at last year's KVVVC Kildrummy Rally

anywhere, thus his absence at all the things he was always present at.

That it for the moment, the TOC Rally in a fortnight time, so hopefully will meet up with many of you there!!

Andy.

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

Email: north-scotland@traction-owners.co.uk

SOUTHERN SCOTLAND

I'm writing this in between finalising plans for the National Rally in the Trossachs. There's an amazing amount of organising that goes into a weekend event like this. Every hair I have left is definitely grey now.

Drive it Day saw us still in the Dordogne as it was so close to the Easter Break. On the Bank Holiday Monday we went to the village of Vaunac, as usual, for their vide grenier. There was also a small collection of classic cars on view including two tractions. One was a smart 11BL but the other was, surprise surprise, a Slough built Light 15 on very recent French plates. So unusual to come across an English car registered in France, but I couldn't find the owner to check out its history.



In May I went to the Bridge of Allan for the Stirling Classic Car Show. This was a splendid display of 600+ cars in brilliant weather in a stunning setting. As ever, mine was the only Traction but a great day out in the company



of 2CV Ecosse and CCC Scottish Section members and their cars.

For details of planned activities contact: Peter Fereday.
south-scotland@traction-owners.co.uk
Tel: 0131 4494449

Hi Peter, thanks for taking the time out of organising the National to send these. Interestingly, I have been to two shows with my Traction in the last couple of weeks and there was nary another Citroën anywhere!!!

WEST OF ENGLAND

By the time you read this, the **Bath Festival of Motoring on the 17/18 June** will have been and gone. It will have been a gloriously sunny weekend and a good time will have been had by all.

The next event after that is the **Cotswold Steam Fair on 4/5/6 August** (or to give it its proper title: the "42nd Annual Gloucestershire Vintage and Country Extravaganza"). The deadline for exhibitor registration has passed, but you can still rock up to see the show as a visitor. We anticipate some 12 Traction/DS attendees over the two days.

Thornfalcon is still on **Aug 20th**. LOCATION : The Parklands, Henlade, Nr. Taunton, Somerset. POSTCODE : TA3 5NB. There is food and a bar. No charges or booking, just turn up on the day. If you are thinking of going, let me know and, if there are enough, I can arrange a "club" space.

On a personal note, the trip to Holland was a great success, our thanks to Wiljan and Lisette for their brilliant organisation. And it was quite hilly!!

Off to sample the delights of Brittany in July. Just have to raid the loft for the camping kit.



Cheers

Terence McAuley
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NORTH EAST ENGLAND

For once Drive-it-Day came with a good weather forecast so Michael and Heather Broadbent, Wendy and me joined up for a day out, Michael says :-



Excellent drive-it day today - coffee at Brocksbushes Farm (where the MG Club were just setting off on their own little jaunt), then on to the Carts Bog Inn near Langley for an ample lunch (Bog Pie specially recommended!). From there to Allenheads and over the top into Weardale, then down to the Black Bull at Frosterley where we caught the end of the classic gathering. Good weather, good food, good company and well-behaved cars- what more could we ask?!

Mountains Of Holland Tour

We just had to go and see them!! I convinced our youngest son that he would enjoy it and he wouldn't spend most of his time having to chat to grey haired men about old cars. I also, for the first time, said he could do some driving. So off we went to North Shields to pick up the overnight Ferry to Amsterdam. Chris immediately wanted to take the driver's seat and I half heartedly agreed. "Now don't drive this like your sports car. Don't forget about double declutching. First to Second gear doesn't have syncromesh. !" We lost the trafficator arm in the first half hour....my fault I don't normally sit in the passenger seat and I must get a switch to show the trafficators are out. The crunching of gears through Newcastle made me wonder if the gearbox would get us through.

It was a choppy overnight Ferry and Wendy wouldn't have enjoyed it! In the morning Chris took the driving seat again. "Do things much slower Chris. I said" Hey Presto it worked and I was able to relax and do the navigating. He'd got the hang of it and settled down to do the 165 km drive to Mechelen.

I am not going to detail what we did on the Rally because

I hope a fuller account is detailed elsewhere in this mag. Chris and I sneaked over the border into Germany and he disappeared one night to Maastricht in the traction. We all thoroughly enjoyed



Section News

the rally seeing parts of Holland you perhaps wouldn't stop at and our heartfelt thanks must go to Wiljan and Lisette for organising such a spectacular enjoyable event.

Mountains? Not really compared to Northern England but rolling hills just like Northumberland.

And Chris enjoyed his chats most of which were not car related and he ended up doing virtually all the driving. At the end he asked me if he could take the Traction down to London in September for a friend's wedding. I'm still thinking about that!!

News From John and Julie Dawes In South Lakes :-

Good to hear from you. I hope you & yours are well. Julie & I look forward to seeing you at Traction in the Trossachs. The weekend before, we will be over your way, as we have entered the Beamish Run on the 18th June (we completed it in 2015 too, restoring the honour of Citroen, I believe). Don't know if people go out to see the spectacle, but give us a wave if you do, or even take a photo! We are going to do the Dalemain event too, there is the Rose & Thistle run the day before (Sat - start & finish near Carlisle), we completed this last year and are entering again this year. Didn't know if a contingent of tractions might venture over the big hill for the Sunday (or even the Saturday to do the run). We will be staying near Carlisle. Meanwhile Tractioning across North West (awarded best vintage dress at 'Countryfest' near Kendal on Saturday last). And many more events to go.....

Thanks John, Will explore the possibility of coming to Dalemain.

What's Next? Well, after the Trossachs we have planned:-

2nd July Classics In Corbridge show. Organised by the MG Car Club and all proceeds go to charity.

8th July North Yorkshire Lavender at Terrington.....mini rally. Contact me if you want to join in.

16th July NECPWA Newby Hall Show.....we try and get all north east traction owners together at the north's largest classic car show and auto jumble.

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

Email: north-east@traction-owners.co.uk

NORTHERN SECTION

Things are gathering momentum now as the season progresses.

Drive it Day saw us tagging along, as before, with our friends at the local

Morris Register . Alas the trip to the Midland Hotel at Morecambe didn't come off and we had instead, a drive up the Ribble Valley with four Traction in attendance, one having joined us actually at our destination at the Calf's Head near Clitheroe (he only lived just a few miles away over the next hill).

May 29th at Mawdesley Cricket Club Car Show, saw us with five Traction all in a row and we caused quite a stir by arriving in convoy, having met up in advance about a mile away. The day was not quite as sunny as 2016, and started a little damp, but was well attended and fine from lunchtime onwards. We put up the flag and received quite a lot of interest, a number of visitors commenting that they hadn't seen so many Traction in one place at the same time.

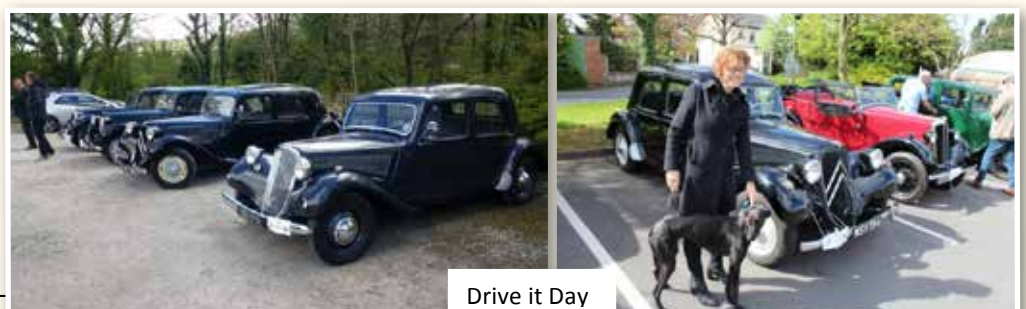


Mawdesley Cricket Club

Similarly at the Heskin Steam Fair, the morning was a little cloudy, but was quite a scorcher by the end of the day. Four Traction were present here, but oddly, at neither event were there any other Citroens of any shape, size or vintage! Both shows were very well attended and had a wide variety of cars of all vintages, although it should be noted that pre-war cars do seem to be slightly fewer in number as the years go by.

The Corner House meetings are now under way, and the May 7th meeting saw Traction present, once more. Again these are enjoyable events, with an interesting range of vehicles present. Future meets are July 2nd, August 6th and September 3rd, with the season's finale on October 1st.

Next event is the Houghton Tower 'experimental' Breakfast Meet on the 25th of June. Experimental because it will continue in future months, if successful. I only live a



Drive it Day

couple of miles away and will definitely give it a whirl and will report back. There are a number of meetings around the region in August, but as yet, largely due to holiday commitments, no firm plans for a group presence, but I will let you know via the website and email of any proposals.



Heskin Steam Fair

On the home front, I experienced some wheel bearing noise whilst doing some enthusiastic cornering recently and after a chat with one of the other members, decided to have a look at my rear wheel bearings. One was quite loose and the grease was a little elderly, and so I adjusted, repacked and put new split pins into both. Hopefully that's a fix and certainly the noise wasn't in evidence driving back from Heskin last weekend. One of them, I am ashamed to say, had no split pin in the castellated nut!!!! This wasn't evident until the grease was wiped off, but just reminded me that I haven't had the rear drums off since I bought the car in 2014, and probably means that the nut was slowly trying to undo itself!

Further news on the September Manchester Car Show, I am advised that we definitely have a stand with room for four cars, once more. I will keep you posted

Bryan Pullan

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Tel: (mobile) 07513 362202

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our first real outing this year was Drive It Day on 23rd April. We followed the Arun from its source at Horsham to the sea at Littlehampton. The weather was fine and after a bacon butty and coffee we all made our way to Littlehampton. There was a good selection of Tractions and a number of more modern Citroens.

Upon reaching Littlehampton we all tended to go our separate ways for lunch. The drive home was wonderful through beautiful countryside and passing through spectacular bluebell woods.

We had our monthly meeting at the Fairmile Cobham on the 21st of May and then the Classic Car Show at Queen

Elizabeth Country Park on 4th June. The weather stayed dry despite a forecast of thundery showers, it was attended by about 300 cars of all makes and ages.



Our next monthly meeting will be on 16th July. As a large number of us will be on the Brittany Rally Steve and Julie Reed have kindly offered to host it, usual venue, the Fairmile at Cobham.

Forthcoming Events.

20th August Hazel and Marcel have agreed to host their very popular Summer BBQ at home. More details to follow.

17th September French picnic and boat trip at Netley Abbey.

Information will be sent out prior to these events, if you are not in our area but would like to attend any of the events please contact me.

Sunday October 15th Picnic/BBQ/ Traction Bits Boot Sale Under Cover. By kind permission of John Braithwaite.

For more information please contact Philippe Allison on 01256 761444 or email, surrey-hants-sussex@traction-owners.co.uk

SOUTH MIDLANDS

CANDIDATE NEEDED FOR SECTION REPRESENTATIVE

Please contact Bernie Shaw, President, if you are interested in filling this role.

MID SHIRES

Drive it Day this year was spent at the Bicester Heritage open day and what a great event it was, something for everyone from modern supercars to the most wonderful collection of 1930's cars, I've never seen so many old Bentleys in one place before.

The car restoration companies that operate from the old wartime airfield, normally closed to the general public, were

all open to show what they do.

I was very tempted by an immaculate 1934 Delage, four seater open tourer



Section News

offered for sale, but had to remind myself that my '32 C4g remains unfinished, I say unfinished that implies that there is not much left to do, that is most definitely not the case.

Citroen's were few are far between, a nice C4 with a for sale sign, perhaps next year? Well worth it.

Earls Barton, The car / bike meet held the first Wednesday of every month, goes from strength to strength, the April meet attracted over 1,000 vehicles of every possible variety, if the weather is good it's a pleasant way to spend an evening (starts at 4.30pm) if you are planning to visit, email me and I'll try and make a point of finding you.

My C4 is languishing between bodyshop and paintshop, the metalwork is finally completed, it's etch primed and waiting for the paint guys to move to new premises next week, before they start painting it.



I've made a start on the upholstery, 'my man' said 'can you wait til September', so I thought I'd have a go myself, an industrial sewing machine later and the front seats are nearly finished, I think I may be a bit short of material, so if anyone has some left over, or wants to join me in the purchase of a roll from the

manufacturers, please let me know.

**For details of future planned activities contact:
Stephen Prigmore & Tina O'Connor
Mobile: 07759 372242
Email: midshires@traction-owners.co.uk**

EASTERN

Regular Social Meet Up

The Compasses, Littley Green, Essex CM3 1BU - 25th July - 5th September - 17th October

The Angel Inn, Larling, Norfolk NR16 2QU - 4th July - 15th August - 26th September

Come along to chat all things Citroen, both pubs have food on offer if required, no need to book, at The Compasses we take over the right hand room with grill door, and at The Angel we meet in the right hand bar, feel free to pop along, cuppa, ale or dinner the choice is yours.

All welcome with your car on the road or not, we join up with the Eastern Section of CCC and talk all things Citroen, well us girls normally expand on that one. No need to book if food required the pubs are always very accommodating so just suit yourself, a chat and cuppa, drink or meal if required.

Looking Forward

On Sunday 3rd September 2017 the annual Classic & Sports Cars by the Lake in Fornham St Martin (just outside Bury St Edmunds) is taking place. This event grows year on year over 5000 visitors attended last year and it is a major fund raising event for St Nicholas Hospice. Nic Burton of



CCC East has kindly organised a slot for 10 cars in the showing area, please let me know if you would like to take part, you will find more info on the St Nicholas web site.



Drive it Day report

All the best laid plans of mice and men.

Our drive it day did not go fully to plan. The World Famous Cafe sadly did not live up to its name and refused to open as promised. So our intrepid troop went onto Duxford Imperial War Museum, who gave us a lovely greeting, leading us to our display parking area. With various planes parked behind us and the twin seater Spitfire on constant joy ride duty throughout the day. Now with everyone parked and rather famished, first port of call, breakfasts at one of the airfields cafes, all refreshed everyone headed in different direction to various displays. Duxford has a lot to offer and not being one of their flying days made it a joy to walk about, busy, but everything in easy view. Our thanks go to Sam and her very helpful crew; we could not have been looked after any better.

Our line up included 9 Traction, inc Tim and Suzi in their lovely Roadster and Laurie and Anna with their newly acquired spacious Commercial (who needs a stretch limo).

For details or suggestions for future activities

contact Jasmin Gagen

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eastern@traction-owners.co.uk

PEAK

We had a lovely Drive It Day as the weather was super and enjoyed a very picturesque route. 5 Traction took part and were joined by a DS3 at the lunch stop, so 13 people in total. We met at Cromford Canal for coffee and a photo opportunity, then drove 49 miles via Via Gellia, the Chatsworth Estate, Hassop, Curbar Edge and over the moor to Hathersage and the Hope Valley ending up at the Bull's Head in Foolow where we all enjoyed a very good meal.



There was no meeting in June as most of the local members were planning to go to the Scottish Rally.

Our next meeting is on Sunday August 13th (later than usual due to TOC Committee meeting) and will hopefully be at the Knockerdown Inn near Carsington Water so we can have lunch and then stroll down to the Reservoir for an ice cream – IF it is a sunny day.

**For details of future planned activities contact:
Bev & John Oates
Tel: 01629 582154 Email: peak@traction-owners.co.uk**

LONDON

**For more details or information please contact:
Pete & Sue Simper on: 01784 559867 after 8pm or
london@traction-owners.co.uk**

KENT/E SUSSEX

**For details of future planned activities contact:
Adrian (Phillips)
email: kent-east-sussex@traction-owners.co.uk**

SOUTH WEST

**For details of future planned activities contact:
Howard Speirs - Tel 01872 862386
south-west@traction-owners.co.uk**

IRELAND

**For details of future planned activities, contact
Richard Sheil
Tel: 00 353 87 656 9928
ireland @ traction-owners.co.uk**

REST OF WORLD (ROW)

**For details of future planned activities, contact
Walter & Noëlla
Section Co-ordinators - Rest of the World
Traction Owners Club
Tel: 0032 471 860 979
email: rest-of-the-world@traction-owners.co.uk**

WALES

CANDIDATE NEEDED FOR SECTION REPRESENTATIVE

Please contact Bernie Shaw, President, if you are interested in filling this role.

LAKES AND BORDERS

**For details of future planned activities, contact
Bob Cuppage
01539 433 391
lakes-borders@traction-owners.co.uk**

Your Letters

BADGERS!?

My parents have badgers which they have been feeding for years. I took the Traction to Pembrokeshire to reunite it with my father who was the former keeper. Whilst there I took some badger photos and the car happened to be in the background.

I'll have a look and see if there are other photos of the trip which was from Southport to Ross on Wye, to Marloes near Haverfordwest and then back to Southport.

Car initially loaded with 10 glazed units for blown windows in Ross, plus dog and camping bits.

Bill Longden

Nice one.

How did you manage to get the pictures? Was it a camera trap? (Ed)

It was a go pro with an app connecting the camera and phone. Camera placed in front of food - leftovers and peanut sandwiches with me in cottage watching. Badger made dinner date before fox or seagull.

Bill (Longden).



HI THERE NZ

My name is Ian Moore and I live in New Zealand

I was first introduced to Citroën in 1948 when my single uncle, Mr Max McKay, brought home his first car! In the 50's, 60's and 70's he amassed a collection of 100 tractions and 80-D models. Our little town of 600 people in Manaia Taranaki Nz got the name Citroenville as there were more Citroëns per head of population in the area than Paris! Clients came from all over the country for their cars to be serviced. He often collected cars on trailer at night and put them in sheds around the area so no one could find them! When he died (in a Citroën of course) I was unable to find about 30 cars. Tractions were stored in a paddock near the garage as they rusted away, I being a farmer, would load 3 cars at a time on my trailer and dump them in a large hole! I would have disposed of about 20 cars in this manner. He would only sell to people he liked, people would pester him for days to buy a certain vehicle but often he wouldn't relent and sell to them! I spent many an hour stripping down, cataloguing and storing parts. He purchased a large disused dairy factory to store about 40 tractions in plus many parts including 35 traction and 6 cylinder gear boxes, grills, bonnets, guards seats etc. An arsonist set fire to the store room all gear boxes etc. were destroyed. In his collection he had no pre war cars, mainly Lt 15's and 8 big 15 6's. Big 15's were common in NZ at that time.

When my uncle died in the early 1990's, I shifted farms and sold the dairy factory plus the garage (Waimate Motors) to other Citroën enthusiasts. My love affair with the Citroën has continued, as well as the 180 Citroëns left to me, I have owned over 70 cars myself.

I currently own a 1937 L12, one owner 1951 slough big 6 done 22,000mils, 1957 DS19 a very rare car, this is currently for sale, 1973 DS wagon and a 1974 DS Pallas.

I am currently working on a 1955 2CV pickup, it originally came to NZ from Australia, I used to own it in the 1960's and found it lying in a shed in a state of disrepair!

Anyone travelling to New Zealand is welcome to visit my museum in Ashburton Canterbury South Island NZ. We can be contacted on sharonian@xtra.co.nz to arrange times.



Ian Moore's Slough Big 6

TRY A DIFFERENT TRACTION?

A while back someone wrote in about wanting to try a Traction, either before buying one or to see if theirs was up to scratch. I would be happy to offer members or genuinely interested non members the chance to drive my 53 light 15, perhaps in exchange for a drive in theirs. Appropriate insurance would of course have to be in place.

Call me on 07891870499.
Andrew Tweed

HANOI TRACTION

Dear Mr. Editor

I was recently on holiday in Vietnam, and came across this lovely 1953 Traction in front of the Grand Metropole Hotel in Hanoi. I was very excited at the prospect of hiring it for a drive around the city, but sadly it is "in maintenance" at the moment.

Anyone heading out to Vietnam fancy negotiating a discounted room rate at one of Hanoi's best hotels in return for some repair work?

Regards,

Jim (Close)

Nice pictures Jim, interesting how the chevrons on the radiator grille have been re-positioned. It would be interesting to know if this car, as so many others in the region, has been extensively modified with newer components.



CITROËN THERAPY? - WELL SORT OF. CITROËNS SUPPORT AFRICAN-AMERICAN BRAIN HEALTH INITIATIVE AT RUTGERS UNIVERSITY.

Dr. Mark A. Gluck is a Professor at the Center for Molecular & Behavioral Neuroscience, at Rutgers University in Newark, New Jersey. Mark is also a Traction 15-6 owner and Citroën enthusiast. On Saturday, April 22, 2017 the university staged a car show as part of the African-American Brain Health Initiative to promote brain health, Alzheimer's awareness, and research participation by African-American men in Newark and northern NJ. Given that opportunity, Mark invited a few local Citroën owners to participate and here are a few photos:



Okay, I know that this is a Citroën magazine, but I couldn't resist this lovely Chevy Bel Air on the right (Ed)



Modernised Your Car?

Here are a couple of feedback responses to our previous article about upgrading your Traction. Neither seem to have had any issues with the 'improvements'

Firstly a response from Larry Lewis to the previous edition of FP, requesting information from members regarding any modifications that they have been carried out to their cars. I particularly like his modifications to the electrics to make the best of the 6 volt system. The South Wind heater also sounds similar to an Eberspacher heater which I once had in a VW Trekker, (That's a VW Thing to US and Canadian members) which burned petrol on a separate feed. I must admit that I was always a little apprehensive using it, although it was very efficient. If considering something like this, do bear in mind that the unit needs to be carefully fitted and regularly checked, especially in terms of ventilation, since it does give off carbon monoxide as a product of combustion. (Ed)

One Reader Writes By L. Lewis

Concerning the enquiries in the latest Floating power, it was requested to give one's own experiences on these matters so here's mine

Woodruff keys

Regarding the broken woodruff key in the steering arms fitted to the hub, that has happened twice to me so far. The first time was when I first got my 54 11B on the road in 1986. The left side track rod kept hitting the steering gearbox. I even had the car aligned and nothing changed. One day I was under the car and noticed how the arm was at a slight angle compared to the other side. I never noticed it before but I did drive the car for several years before I finally noticed it. The angle never changed in all that time and the car was never difficult to steer. I took the hub apart and pressed out the arm and found that the key had sheared off. A new key and all was well.

The second time occurred about four years ago when I pulled my Light 15 out of the garage. All of a sudden, I couldn't steer the car. I looked underneath and the right side (off side to you) arm was sitting at a sharp angle upwards. No warning at all. I was able to pull the car in off the street and repair it. This time it only took about an hour to sort it out. I couldn't say how long the key was broken, it might have happened right then or at some time previously. It's not a difficult repair but you will need a two-jawed gear puller and possibly a torch to heat up the surrounding hub. A large hammer will surely help.

Regarding the key on the drive shafts, that's to locate the drum to the same point on the shaft, that's all.



Modifications

Regarding modifications. I have done a few on all of my cars, the 54 11B, the 54 Light 15 that I sold two years ago and the 49 BL that I bought to replace it. Can't live without a project. The first thing I did with the 54 after getting it on the road was to install a third brake light. It sits in the middle of the back window and isn't too ugly. A few years later after the headlamp switch melted, I installed relays for the high and low beams. With relays and re-silvered reflectors the headlights are fairly bright for 6 volts. It's funny how you really can't buy accessory third brake lights anymore.

In 1988 I installed an ID-19 short block with the original 11D head. The original crankshaft was ground beyond limits and was unusable so I really had no choice. The mods needed in order to use the later block aren't difficult to do and besides it's from a 1959 so it's not much of a change. I've also replaced the drive shafts for the CV type about ten years ago and haven't had a problem since. The inner cardans I replaced with new Spicer joints back in the 1980s and these show no wear as the U-joint cross can be greased unlike the original. On this one I have installed a driving light, a swivelling doctor's light and a reverse light which I have described in a previous issue. All of these

have relays, two are modern and one is a vintage item that I bought on Ebay several years ago. It should be noted that on this side of the pond, any changes made for safety purposes are irrelevant for judging purposes at car shows. I'm not sure how it works in the U.K. Also, over here any added lights must work in order to pass any sort of provincial or state M.O.T. type inspection

On the 54 I have also installed a petrol-burning heater called a South Wind. It works a whole lot better than factory equipment and looks a lot nicer than the Smiths heaters that are common in the U.K. It is an original period accessory and has never cost me any points in a car show, not that I take it to shows much anymore.

On the 49 BL which is also 6 volts (I see no reason to change to 12) I have installed relays for all of the lights and horns including the brake lights and the reverse light. Seven in all and they are mounted behind the battery box.

The vertical part of that was rusted as they all do so I cut the entire area out and had a piece of metal cut and bent to fit. This closed the hole off completely and is a lot thicker than the original steel. All of the lights are much brighter as a result and the engine bay looks more original, unlike my 54 where relays are mounted on both sides of the bulkhead.



On this car it still has what I think are the original drive shafts and when it comes time I will change them to the CV joint type. I expect to install an ID-19 block soon as I have a rebuilt one available for free. I can afford free. I will keep the original head and all else.

On all three cars I have installed external oil filters. I've described these in a previous article so won't go into detail here. They aren't full-flow but are better than no filter at all. (I will track this item down and re-run it in a future FP for the benefit of more recent members, Ed)

I think that if you want to change the car in any way, it's yours so do what you like. I have no problem with period accessories and fittings such as a Gregoire suspension or a glove box radio. At Arras in 2009 it was fascinating to see the modifications that cars received over their long lives. A totally original car was actually kind of boring in a way.

But, there are modifications that can be made and the more they are done it seems to me that there would be less "feel" of driving a Traction. DS engine? 4 speed? 12 volts in a 6 volt car? Sat Nav? Modern radio? Maybe I'm wrong but I think that with all of these, you are no longer driving a proper Traction but like I say, it's your car. But having said that, from all accounts a 4-speed is a thing well worth doing. Also a lightened flywheel and a 10 x 31 differential ratio. I wouldn't do any of these myself but I would buy a car where the work had been done. Let someone else spend the money. I don't really care to change either car to a 4-speed. The three speed is adequate for North American roads and I've driven my 11B on motorways here for eight or more hours at a stretch and have always been able to keep up with traffic. Noisy but so what? I've made the changes I've made and I wouldn't go back but I don't feel like I've lost the plot.

Larry

Modernised Your Car?

This next letter is from Marcus Lasance.

Hi Bryan,

Firstly, congratulations on a very interesting edition of Floating Power. I have to admit I don't read them as keenly as I used to thirty years ago.

Diane actually alerted me to your article and I was soon engrossed in it.

I have been a Traction owner/driver since 1971 and have restored my share of them. Some restoration histories can still be read on my now no longer maintained web site www.traction-avant.co.uk In fact, having moved to France 7 years ago, I am trying to donate my web site domain name to John Gillard, but that's a slow other story.



Apart from restoring the 4 cyl Roadster now driven by Mick Popka, my last restoration projects have all been six cylinder models. Two Slough Sixes and my current French 15CV bought from John Gillard.

On each of these cars I have put in an electronic ignition from 123ignition in The Netherlands.

To the untrained eye this product is indistinguishable from the original, so I can't see how anyone could have a problem with that. They are reliable, maintenance free and so easy to set up. Six or 12 volts makes no difference.

https://www.123ignitionshop.com/gb/citroen/14-123SIXR.html?search_query=traction&results=4



The other upgrades which I have fitted on each of these cars is the higher ratio crownwheel and pinion as supplied by Roger Williams of Steam Car Developments. In fact Roger has rebuilt all my gearboxes for the last 30 odd years. I am surprised he doesn't get a mention in your article or anywhere in the TOC magazine. I have always fitted his modern CV drive shafts and diaphragm clutch conversions as well. None of them have ever failed in the last three decades. More info see <http://www.traction-avant.co.uk/Restoration/gearbox.html>

My latest Traction project here in France involved a complete rebuild of my six engine, grinding the crank with new oversized main bearings, a set of liners with domed pistons for extra compression and of course the high ratio gearbox rebuilt by Roger. Another mod involved Roger reconditioning the oil pump with a new pressure release valve and a new oil pressure pick up point on the main gallery behind the starter



flywheel. I now can monitor oil pressure and water temperature on a new set of gauges added to the dashboard, giving me peace of mind cruising on the French routes Nationales.

Marcus Lasance

Interesting letter Marcus, many thanks, and a very nice car, too.

We haven't heard from Roger Williams for quite a while, and are not sure that he is still in business as such, although he may well be doing a few projects for friends etc.

The higher ratio crown wheel is now quite a frequent upgrade and as you will have seen from the previous FP, my own car has recently had this fitted. It does improve the car quite considerably, in my view, albeit at the cost of a little driving flexibility.

We have had feedback on cars fitted with 123 Ignition, in that they do improve performance and economy, the only downside being that they can (and do) occasionally fail, and when they do, that is that, as far as a roadside 'get you home' repair is concerned. Quite a few people that I have come across keep their old distributor in a box in the boot, just in case! However, you could argue that you are no worse off than you would be in a modern car, which is pretty well unrepairable without full workshop diagnostic facilities these days.

Keep your responses coming in please. (Editor)

IN COMMITTEE

FROM BEV OATES

Brief notes of the Committee Meeting held on 30th April in Steventon.

Club Shop – Vanessa is planning to have polo shirts produced with our new logo on in time for the Scottish Rally. Vanessa will also take the remaining 40th anniversary stock and sell at a reduced price. Tea towels are also being considered.

Spares – Sales continue to be high – particularly the sale of tyres over the last few months. Chris is working with a supplier to ensure quality is maintained with regards the riveting of front brake linings. Chris will liaise with John Moon to decide what parts we need to supply which are specific to Slough built tractions.

Social – The Scottish Rally is fully booked. Laurence considering magnetic rally plaques this time as the cost is substantially cheaper than the usual tie on version. Brittany Rally is also full. Next year Traction Universelle are celebrating their 50th anniversary and have invited TOC members to attend their event at the Magny Cours circuit in May. The TOC Annual Rally in 2018 will be held in North Wales on 22 & 23 June and 2 hotels have been provisionally booked.

Membership – we currently have 633 members. Renewal letters will be going out in the May/June issue of Floating Power.

Website – work is ongoing and it is hoped we will be able to launch the new site in July.

Events – it was decided we need to buy an exhibition stand to improve our display at shows such as the NEC and Manchester. Julian & Ian had visited a company in Shropshire to view options and we have decided to purchase a Stand which will be stored at the company plus they will plan the display panels needed based on the space allocated at each Show. Following discussion guidelines will be produced so members are clear what expenses can be claimed if volunteering to help at any Show in the future.

AGM – it was agreed to have a similar format as last year – a buffet lunch followed by the meeting. Ian to check the availability of Steventon Village Hall for Sunday October 22nd.

Next Meeting – Sunday August 6th at Millbrook.

Bev Oates

50 ans La Traction Universelle

The Traction Owners Club have been invited by the French Traction Universelle to join them for their 50th anniversary at the *Circuit de Nevers, Magny Cours, in May 2018. We enclose a copy of the registration form and the official details of the event and applications should be returned direct to the address on the form, together with your remittance. We advise that potential participants should book their accommodation before sending off the application form, since as with many of these events, local hotel and other accommodation may be at a premium.*

If you require further detail, then please contact Laurence Acher at events@traction-owners.co.uk. Can you please also advise Laurence when you book, so that he can keep track of numbers of participants.

50 YEARS LA TRACTION UNIVERSELLE

10-11-12-MAY 2018, Marault Farm, Circuit de Nevers, Magny Cours

Useful Information

The access to the farm and the circuit are exclusively reserved for Citroën Tractions of all models from 1934 to 1957. The organising committee reserves the right to refuse vehicles not meeting standards of authenticity. For safety reasons there will be no pedestrian access.

One registration form is valid for each Traction and passengers. Fees cover three days admission. Shorter stays will not incur a rebate. The Traction and driver will benefit from a reduced rate for admission if applications are received before 31/10/17. Admission applications will be closed on 31/03/2018.

The Thursday Barbecue at the farm is optional at the price of 20 Euros by advance reservation only. Tickets are not available on the night.

The Friday Evening Dinner is optional, and is on the paddocks of the Circuit de Nevers, at the price of 30 Euros. Again, a ticket cannot be bought on site.

The Saturday Night Birthday Dinner is free for all participants registered before 31/03/2018 and tickets cannot be bought on site, advance bookings only please.

Registered cars must be insured for participation in this type of event and drivers must be in possession of a valid Drivers License. The organisers disclaim all liability in the event of an accident.

Your entry will only be registered once total payment has been received. You will be sent a confirmation of your reservation.

Reservations for accommodation must be arranged direct through the Tourist Office of Nevers and Moulins. See information on our website:

www.la-traction-universelle.org

Registration forms to be returned together with payment only by cheque drawn on a French Bank to the order of 50 Ans- La Traction Universelle



50 ans La Traction Universelle

10 - 11 - 12 Mai 2018

Ferme du Marault * Circuit de Nevers-Magny Cours

Bulletin d'inscription / Registration form

Conducteur / Driver	Traction
Nom / Name :	Modèle / Model :
Prénom / First name :	Année / Year :
Adresse / Address :	Fabrication / Built in :
.....	Couleur / Colour :
Code Postal / Postal Code :	Carrosserie / Body :
Ville / City :	N° d'immat. / Regist N° :
Tel :
E-mail :	Club :

Frais d'inscription / Registration fees	Nb	01/06/2017 31/10/2017	01/11/2017 31/03/2018	Total
Traction + Conducteur / Traction + Driver	1	70 €	90 € €
Passagers / Passengers	...	50 €	50 € €
Dîner anniversaire samedi / Saturday dinner	...	Gratuit / Free	Gratuit / Free	X
Barbecue à la ferme jeudi / Thursday BBQ	...	20 €	20 € €
Dîner circuit F1 vendredi / Friday dinner	...	30 €	30 € €
Total général / Total Fees	X	X	X €

Adressez votre bulletin avec son règlement exclusivement par chèque payable en France, libellé à l'ordre de :
 Registration forms to be returned together with payment only by cheque drawn on a French Bank to the order of :

50 Ans - La Traction Universelle, 1 Avenue Marthe, 95100 Argenteuil, France.

OU / OR

Inscription en ligne et paiement Paypal sur notre site internet

On line subscription and Paypal payment on our web site

www.la-traction-universelle.org

The Dutch Mountain Rally

THE DUTCH MOUNTAINS RALLY 4th – 8th MAY



How to sum-up the Dutch Mountains Rally? Channeling an ex-Prime Minister, I would say “Success, Success, Success!” (Yes, the original version made me cringe, too).

In the weeks leading up to the rally we all received regular updates and reminders, so it was with a sense of complete confidence in the organization that Trisha and I set off on Tuesday May 2nd from our home in southern France for the two day journey to Holland. On the Thursday afternoon, we gently rolled to a stop in the courtyard of a wonderful hotel in Mechelen, Holland, called The Old Brewery (I know!!)



Waiting to greet us were Wiljan and Lisette Cats, ably assisted by Walter and Noëlla Callens. Goodie bags were handed out to each arrival, plus a very comprehensive Rally Book.

The rest of the afternoon was passed by meeting up with old club friends and discussing car woes.



The wives were very happy to see each other as well and the bar did good business from our two groups.

The Dutch Mountain Rally



Then to dinner and off to bed, ready for an interesting day ahead.



The first morning many of us (not the author) were up bright and early to get their cars in tip-top condition for the day's journeys. One of the first was our erstwhile chairman and his wife, Maggi, who posed with what looks like an antique oil can, although knowing Cleve, it could be an antique wine box for emergencies en route.



We set off for a tour through the hills of south Limburg and Belgium. We now entered the surreal world of post-Schengen Europe, where the only clue as to which country you are in is given by the flag(s) hanging from the town hall. The best way to tell whether you are in Holland or Belgium is the state of the roads. Belgium's roads (based on the small sample we encountered) were just as bad as the UK. If there was a version of the Eurovision Song Contest for bad road surfaces, surely our two countries would be high on the bookies' favourites list.



The Dutch Mountain Rally



Lunch was held at the Barrage de La Gilleppe (a magnificent dam) and we enjoyed a spectacular meal in a restaurant perched on top of a tower.

The TOC version of the drunken partygoer who jumps on the table and gets it all out (you mean you've never done this?) is to go out into the parking and open your bonnet for all to see your manly pride and joy. And so it was, following this convivial lunch. Bonnets were opened and large air intakes displayed to wide male approval. One participant found all this so funny, that he ended up rolling around on the ground (I think).



We then set off for the Abbaye de Val Dieu, 'a Cistercian abbey/brewery (with tasting)' as it said in the notes. Everyone tried to look very serious while we were told the secrets of brewing (you don't need to tell this lot!) before the pack descended to the bar, and we could stop pretending we were there to enrich our knowledge and just get on with the business



of tasting it.

Then, an excellent dinner back at our hotel, interrupted only by Wiljan, anxious to catch us before we got too 'happy', and advise our itinerary for the next day.

Day Two was again an early start, with a 130km journey through south Limburg to a famous location near Maastricht.



No, not a visit to the tomb of John Major, but to another location where man had dug a huge hole for himself, known as 'the Jezuitarie'. We had all wrapped up in warm clothes, as instructed (and, in any case, the Dutch weather was having a hissy fit, so clothing was warm for the start of most days) and we set off in three separate groups to investigate this warren of man-made underground passages.

The Dutch Mountain Rally



Starting at a nondescript entrance, the door was locked behind us and the usual 'guide patter' of jokes and warnings was given, to help us relax before we went forth into the darkness (oooh, Betty!) The guides are all volunteers and one of the other groups was guided by a world-renowned concert pianist, who gives up his free time (do concert pianists have free time?) to lead groups of philistines around what must be one of the real wonders of European natural history.

The caves were originally created in the 18th century by digging out large blocks of sandstone, which were used in local buildings and in other locations throughout Europe. Between 1860 and 1960, the caves belonged to a Jesuit order and, when they were free on Wednesday afternoons (so, not much of a day off), the theological students would go down into the caves and 'get away from it all' by working on large scale pictorials, which they typically produced with charcoal, or coloured paints, on the nearly-white walls of the caverns.

This tour took some time and a long walk, yet we could only have seen a small part of all the underground routes. But, it gave us an appetite and lunch duly followed in the courtyard of the nearby Chateau Neercanne. The sun came out, the corks popped, and the food was on continuous supply. TOC heaven.



Feeling replete, we all set off for a visit to a vineyard (who'd have guessed?) where we again had to look serious and make up some questions, before we were allowed to put on our trough-snouts and get down to the serious business of tasting the wares.



Now, a curious thing happened at this vineyard. Normally, it seems to me, the men get most of the fun, as it's all cars and booze (and education, education, education, of course). But, this time the women seemed particularly interested in how you make a bottle of wine.

The educative bit was led by most normal mens' worst nightmare, a tall, snake-hipped, good looking bloke who has a good line of patter, dresses in skin tight jeans, Louboutin-style shoes and even has a medallion. Yes, 'Eddy' had obviously done all this many times before and knew exactly what audience he was directing his comments to. While we blokes shuffled our feet and wondered when we could get on with the tasting, the ladies were all rapt attention. "Oh, do tell us more, Eddy", you could see them thinking. Strewth! Not only that, it turned out – he let slip – that he is co-owner of the vineyard and drives a large BMW. Okay, no contest. *At this point I tried to put in Bob's picture of Eddy..no honestly....but every time I did, the computer locked up!!!...I wonder why? (Ed)*



We finally prised the ladies away from the serious bit and set off in search of the 'refreshments'. As the subsequent

The Dutch Mountain Rally

tasting experience drew to a close, we were told where we could find the exit and the whole group joined in the chorus: "Through the shop!". Clearly an experienced bunch of travellers. An optional detour on the way back was a visit to the Lock of Ternaaien, which is an engineering marvel, with a fall of 14m, only recently installed to improve the pan European waterway network.



Once again, an excellent dinner, followed by drinks in the cellar bar (they also supply free plates of local cheese and dried sausage to soak up the booze – a great country!) Then, off to bed a little later than planned.

The final day, Sunday, was treated as a 'free day' to do as you pleased. Several possibilities were suggested by Wiljan and Lisette and they were all well-researched for our benefit. Our group chose the steam train experience, taking in a trip on both steam and standard train to go to Valkenberg. Now, not a lot of members know this, but we have in our midst a man who is

actually licenced to drive steam trains (yes, our nerdism knows no bounds). Step forward (or in this case, up onto the footplate) Tim Walker.



He could have been our driver on this day, except he left his train driver licence in his other jacket. So, we all set off for a journey down memory lane, where even the ticket collector didn't have a handheld barcode reader. Up until then, Mike Wilcock had managed to keep a fairly normal persona, but I could see him struggling to keep his inner techie under control. Finally, it burst out with a question about

how many types of luggage rack were used in our carriage. This led to a discussion about publishing a "Luggage Racks of the World" book. Think how much time and miles could be wasted trying to put this together. Nerd heaven. Mike recorded the train number in case he decided to take the idea further.



Valkenberg was where the 'Women of TOC' got their own back on the men. A town full of clothing shops; after three days of cars, engines and whatnot, the ladies took back control and left the men sitting outside while they went off in search of plunder.



Valkenberg was also full of restaurants and bars – whole thoroughfares of pedestrian-only food outlets. It would have been a shame not to sample

the local cuisine.



On the way back to the train, we chanced upon a traditional organ grinder and made the mistake of getting too close. The organ grinder produced a set of pipes and asked for help with turning the organ handle. This led to a photo entitled "Monkey Grinds Organ".



And so, back to our hotel and preparations for the final dinner. Period dress was 'suggested' and most members got into the spirit (oh God, another unintended pun).

The Dutch Mountain Rally



A terrific final evening ensued and we presented Lisette and Wiljan with some small thank-yous for the marvellous few days we had enjoyed in their lovely country. Not content with giving us a perfectly organized rally, Wiljan then made a small 'return speech', finishing with the astonishing revelation that he and Lisette had managed to procure some locally produced wine as a reminder of our rally. A bottle was handed to each couple and, for once, all the participants were lost for words.

Well done Lisette and Wiljan!!! Hip Hip, Hooray!!



Oh yes; and those Dutch Mountains. Did we see them? Well, it was Lisette and Wiljan's little joke: Holland is incredibly flat!

Text: Bob Street Photos: MDL, CB, Trisha Kelly

More Dutch Images

A few extra pictures from Chris Bailey that took my fancy (Ed).



FBHVC NEWS

Please Note: From 1 July, Rosy Pugh retires and her place will be taken by a new secretary, Emma Balaam. Emma is a long time fan of Classic Cars, with a specific affinity for Fords and indeed was the former secretary of the Ford RS Owner's Club. Her current mode of transport is a Mk 1 Escort Mexico although her write up in the latest FBHVC news says that she also enjoys riding a horse!

Many thanks to Rosy for her tireless efforts on behalf of the historic vehicle movement and welcome Emma, we look forwards to meeting you.

From July 1st, the new address for correspondence will be,

PO Box 295

Upminster

Essex

RM14 9DG

Email: admin@fbhvc.co.uk

A new telephone number will be advised in due course.



The General Election has rather put paid to a lot of the decision making, and many matters remain as they were when previously reported. Here are a couple of relevant extracts verbatim, please visit the FBHVC website for more information .

Compulsory Insurance under the EU Motor Insurance Directive ('Vnuk')

We introduced this contentious subject in the previous Issue of the Newsletter. To remind you all briefly, as a result of a decision of the European Court of Justice (known as 'Vnuk') which re-interpreted the EU Motor Insurance Directive, the UK Government has decided they need to compel insurance of all motor vehicles, whether or not they are used on the highway.

They issued what they describe as a 'Technical Consultation' to assist them in more fully understanding the problems such a decision might have and to gain an understanding of the views of all those with an interest in the consequences.

Clearly the major high profile consequence was the possible effect on motor sport, including historic motorsport, as the insurance industry has made clear their unwillingness to insure significant aspects of motor sport activities.

But to us there were two further major issues:

- (a) The effect on vehicles which are not currently, or perhaps ever, going to move, and
- (b) The effect of extension of the categories of vehicle covered, which could particularly affect a range of historic agricultural and horticultural vehicles.

We set many of our concerns out in the last issue of the Newsletter

After much thought, we have managed to do a full response to the Consultation. We provided a general statement of our views and provided answers supported by as much data as possible from the point of view of our members on many of the specific questions asked by the Consultation, pointing out the practical and administrative difficulties which were likely to arise. A précis of the Consultation is on the website and we will of course keep you aware of any developments as they arise. Again, we need not expect any significant developments until after the General Election.

And in due course there will no doubt be further Consultation to which we will of course contribute.

Roadworthiness Testing

Progress in DfT on this matter appears glacial. The response to the Consultation, due to appear on 31 January, has not appeared and will now presumably have to await the settling down of a new administration.

I had hoped, following the meeting with the Department for Transport which I reported on in the last Issue, possibly to have seen progress on the establishment of a workable method of deciding what is a Vehicle of Historic Interest (VHI) and indeed to have been involved in some level of discussion.

Although the Federation is opposed in principle to the need for such a classification, we do need to understand how VHIs would be decided upon practically in the event that our pleas are ignored. We are clear that the 8 point rule is not workable as a basis. However, we have heard no more regarding any consultation on a proposed test, and will now no doubt have to wait till after purdah.

We understand that the current Minister responsible, John Hayes MP, had said he did not support the application of any mileage limit, news which we found encouraging. We will have to see what transpires following the election in this regard.

Sadly the anti-terrorist police are quite busy in our major cities. In my youth, when they were similarly busy with IRA related activities, I attracted their attention once when, for reasons I cannot explain, I drove through three sets of red lights in Central London. They jumped out of their car and, in their long black coats, made it very clear that I was expected to stop at all red lights, even at 2 am. Since they were armed to the teeth under those coats, and I was merely a bad driver, they were not going to waste their time on such paperwork and I heard no more about it. I have since made a point of stopping at red lights.

And then, both you and my insurance company may be surprised to learn, I attended a Defensive Driver course. "You should not be stopping at red lights" said my ex-police traffic cop driving instructor, repeatedly and with exasperation. "It's a habit I've got into" I apologised "it won't happen again".

The point he was making was not that I should ignore red lights but that I should always arrive at them when they are green and not red. This is easier said than done but, annoyingly this instructor was very good at it. If I try hard I can do it too, although not in heavy traffic. I don't know what would happen if everyone tried to do this but I can guess it would either be very good or very bad. I do know that if the person behind doesn't realise what is happening he gets very frustrated.

However, on an individual basis if one tries this technique one can make very smooth progress. It's not just about traffic lights, this applies to roundabouts too.

I mention this because as a daily Tractionist, with no synchromesh on first and a somewhat flaky version of it on second, when I reach third gear I like to stay there. Whilst the engine does have good low down torque, it is not good enough for starting off. Hence, I try to avoid stopping.

The first car to have a synchromesh gearbox was the 1928 Cadillac with its "Clashless" transmission. The Traction Avant was launched only 6 years later with synchromesh on two of its three gears. It was quite a few years before one could guarantee the luxury of synchromesh on first gear. My 1971 Herald hasn't got it.

Modern as synchromesh was in 1934, it was Andre Citroen's vision that the Traction would be an automatic. Or was it?

The story I had understood was that Citroen was all set to go into production with the Sensaud de Lavaud automatic gearbox until a couple of weeks before launch when it was realised that it boiled its oil when presented with a hill.

What was this automatic box in which Andre had such faith until losing it as the very last minute?

I wanted to find out more about this gearbox and its story. If only there was a book about it – well there is. After a Google search for Dimitri Sensaud de Lavaud I found on Amazon a book by Alain Cerf; "*Dimitri Sensaud de Lavaud : Un ingénieur extraordinaire*". There was one copy. I dithered and then it was gone. After a few months of sulking I looked again and found The Tampa Bay Automobile Museum selling an English language edition: "*Dimitri Sensaud de Lavaud: an Extraordinary Engineer*". A purchase was made and it has now arrived.

Alain Cerf presents a different story which I shall attempt to precis. But first, who is Alain Cerf? He is a Frenchman living in St. Petersburg,

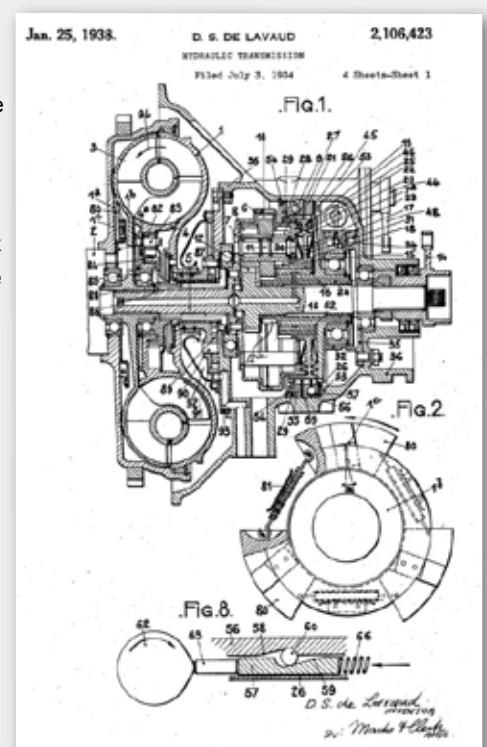
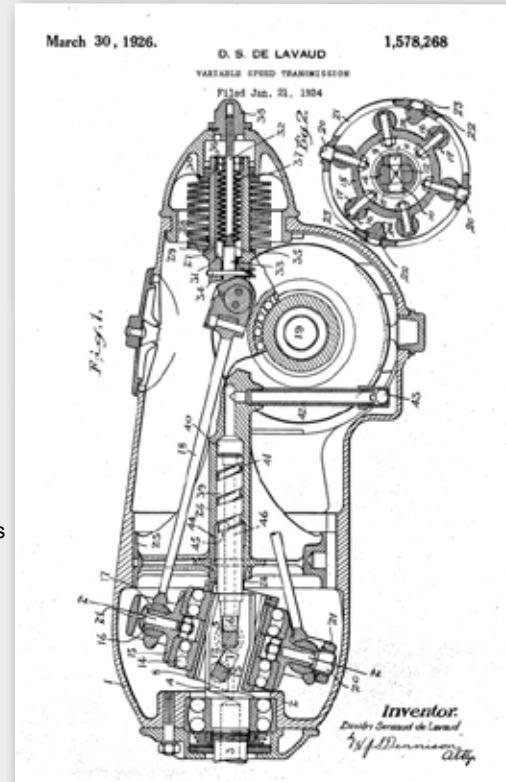
Florida who owns Polypack, a company that makes packaging machinery. He has set up a car museum next door. The Tampa Bay Automobile Museum features, amongst others Tatra, Voisin, Panhard, BSA, Ruxton and Citroen cars. He is clearly interested in the alternative designs that were being explored as car design evolved. Alain Cerf has also taken it on himself to research the inventor and entrepreneur Dimitri Sensaud de Lavaud resulting in the book.

Dimitri Sensaud de Lavaud was born in Spain to a French father and Russian mother. His family moved to Brazil where he made his money by developing a method of casting iron water pipes. From there he was able to invest his time and money in things that interested him. He was the first person to fly a plane in Brazil. Of course, before he could do that he had to build his plane, including building an engine of his own design first.

He moved to France and developed a mechanical automatic gearbox, the patent for which was filed in 1924.

With no hydraulics of any sort used – this was a wonderfully complex device using effectively six ratchets operated by pushrods whose stroke varied to change the ratio. The stroke length changed as the angle of a swash-plate varied in response to the throttle position and load. It was trialled extensively on some real wheel drive Voisins including a 2000 mile trip reported on in *The Autocar* in June 1925. The gearbox was located in the rear axle and another of Sensaud de Lavaud's inventions was a freewheel-based differential. Essentially this employed a freewheel on each side – the same scheme was apparently used on the LeMans winning Ford GT40s on the 1960s.

But the mechanical automatic gearbox itself



Bailey's Banter

was all very complicated and the trials seems to show that everything worked well when it was set up precisely. If not there was trouble. The idea attracted interest but, whilst a number of vehicles were retrofitted it was not interesting enough for any car manufacturer to take the risk of adopting it. I imagine a clicking noise as it drove along. There are no surviving physical examples.

And so a different idea was developed. Cotal already made a self-shifting gearbox with electromagnetic clutches selecting the gears in response to the driver operating of switch. A clutch was still necessary. Sensaud de Lavaud promoted the idea of using a fluid flywheel with a Cotal self-shifting gearbox. He also developed what is now known as the torque converter – a fluid flywheel with a third member called stator that acts to multiply torque. Alain Cerf implies that Sensaud de Lavaud invented this feature but I'm not sure about that. He certainly filed a patents including this feature but others were also active in this area. The point is that Sensaud de Lavaud was developing the combination of a self-changing gearbox with a torque converter. In 1932 he demonstrated a Rosalie fitted with such a thing to Andre Citroen who was impressed. Citroen eventually signed an exclusive agreement to develop a design for the upcoming front wheel drive car. The agreements were about the development the "turbine" – i.e. the torque converter, not the gearbox.

The author has detected a certain "not invented here" attitude within Citroen's engineers, the same problem that Gregoire had encountered when working with them on his Tracta CV joints.

For some reason Citroen did not want to use the electromagnetic clutches on the 2-speed epicyclic Cotal gearbox but wanted to use a mechanical change mechanism. Why? This is not clear but I would hazard a guess that it was not just about being awkward but that it was about cost. What this means though is that the gear change was never going to be automatic and a mechanical gear change was envisaged all along. This may have been an epicyclic arrangement or it could have been the sliding mesh type with synchromesh with which the car was launched. I suspect, therefore, the mustard spoon, with all its complications behind the dash was not an afterthought rushed in at the last minute. Furthermore, the gearbox we have was not hurriedly designed in the space vacated by the Sensaud de Lavaud device. The space reserved for the torque converter is now filled with a clutch.

Now, to the trials – there seems to be a paucity of hard facts and those that do exist seem to contradict each other. The story that just before launch 5 cars failed to climb the Petit Clamart Hill to the south west of Paris seems to be contradicted by only two "turbines" having been ordered. And it appears that only one car may have been involved in this trial and that does not actually seem to have had a gearbox – just the torque converter. This is the car that overheated and caused the Sensaud de Lavaud device to be abandoned very late in the day.

Now, at the time of writing, I haven't got my head around this. The author puts the blame on the Citroen engineers for allowing a catastrophe with the objective of killing the Sensaud de Lavaud collaboration. Would the engineers really be so belligerent? Would Andre Citroen really be so blind that he could not see what was going on?

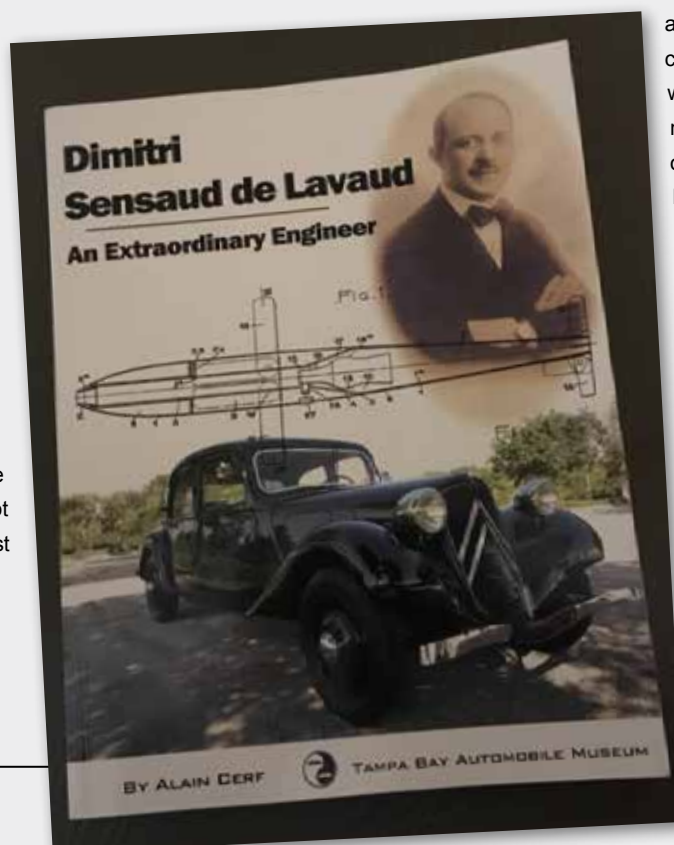
Torque converters have a characteristic called a slip curve. The existence of the stator means that torque multiplication is maximum when the speed difference between input (engine) and output (wheels) is maximum. With a small engine that develops relatively low torque and no gearbox the slip characteristic needs to be arranged so that it continues to multiply torque by some factor as speeds increase. This leads to a lot of slip in the gearbox which develops a lot of heat.

What is almost never mentioned in this book is the V8 22CV car that was also under development. Surely, if there was a car that would benefit from a torque converter that would be the one. We know that Citroen was enthusiastic enough about this car that three of them were displayed at the Paris Show launch of the Traction Avant. It is also said that these cars didn't actually have any engines. In fact I am not sure there is even any evidence of tooling for these engines.

This is sheer conjecture on my part but I can imagine that there may have been some intention for the larger engine to be used with just a torque converter alone, whilst the small 7A engine would certainly need a gearbox. However, in the absence of any V8 engined cars to test the set-up, there was only the 7A available. A torque converter that would allow the small engined car to pull away whilst effectively being in top gear would have to be set up with a lot of slip at low road speeds – whereas the V8 would have sufficient torque to not need that. So the torque converter in the 7A would be very slippery whereas one for a V8 would not. Nowhere in the drawings that I have seen, or in the notes in the book, have I seen any mention of a heat exchanger.

My guess is that the 7A test could really have been looking at how the V8 car might behave and somewhere along the thought process the engineers decided that, because the torque converter was intended for the V8

it did not need a heat exchanger and one was therefore never considered –when a slippier version was tested on the 7A it would not need one either. Was this oversight or deliberate or some underhand behaviour? If Citroen had by then realised the V8 was a long way off, if it was ever to even materialise at all, there was no real reason for the torque converter. He had enough on his plate already and the development of a clutch would be low risk. Without the V8 engine the binding agreement with Sensaud de Lavaud to develop the "turbine" would be a liability and a distraction. One assumes that just giving up presumably would incur penalties. A failure gave a convenient exit route.



I have only skimmed the surface relating the achievements of this man. He led quite a life and was responsible for some fantastic technical innovations and yet his name is relatively little known. I haven't even finished reading the book yet – but looking ahead it seems that Sensaud de Lavaud went on to develop other things including both a jet engine and a ramjet engine. Living in France he inevitably got involved with the Germans somehow and as a result ended up being imprisoned and put on trial. By this time he was an old man and whilst he was eventually cleared and released. Bankrupt, he died soon after. He was not the first innovator in France to end that way.

If you want to know more I do recommend reading the book. Some of its contents in conjecture by the author, to which I have added my own speculation. You may come to a different conclusion.

At the time of writing the gearbox self-help group is about to produce its first rebuilt example. It is not mine – I am lagging behind and must try harder.



Despite our local CCC and TOC areas jointly arranging a Drive it Day event which started just around the corner from our house, we had already signed up for a different one which started from a Vineyard in Dorking. The Croydon Rotary Club had arranged a charity drive starting from Denbies (opposite my brother's house) and ending at Chatham Historic Dockyard (our son's university campus). So my wife and other son took our dog and we made a family day of it. You can do that with a Normale. Laurence and Theresa Acher brought their Big 15 along so the Tractions outnumbered most other car types except the Astons of which there were four. So the company was good – both cars and people. As was the weather and the cars' behaviour. No spanners were used.

That was my first proper drive with the new CV-jointed drive shafts and very lovely they are too; much smoother than my worn out old UJs. They are said to be much smoother than new UJs would be but I can't confirm that. I threw a couple of new wheel bearings in whilst it was all apart so all rumbles were banished.

Before we left for the Dutch Mountains I had my four new tyres fitted. The best of the old ones is now the spare. Somehow they feel a little more sticky on the road – or is that my mind trying to make sense of the Visa bill? But new rubber ought to be more compliant than 20 year old stuff.

I'd been to the tyre place recently with my DS so I knew they could handle centre-less wheels with tubes but they seemed to have forgotten. If I hadn't known they had both a suitable plate for their balancing machine and a fitter who knows about tubes I would have been put off and minded to look for someone else. That would have been a problem as the Dutch rally was imminent.

We chose to use the Dover - Dunkirk ferry crossing and were therefore a bit surprised to find I had actually booked the Dover-Calais boat. We only realised when we met up with fellow mountaineer Richard Denner-Brown who, having fuel problems with his car, had missed his departure time. He tried to rebook onto the same boat as us – which I insisted was going to Dunkirk. DFDS insisted was going to Calais and, as it was their boat they won the argument. I have nothing against Calais and the boat was very nice.

Richard got his car together enough to make it onto the boat but it wasn't very happy. So there we discovered it is possible to rebuild a carburettor on the car deck of the ferry even after it has left the port. It may not be legal and if anyone from DFDS is reading this it never happened but thank you anyway.

Richard's car is a 1938 RHD Paris built 7C Legere and is therefore a bit of a rarity. It has an interesting story which I will try to persuade him to write. It also has a 1628cc engine and the low ratio final drive pinion which means its cruising speed is a little lower than my Normale's. We drove in convoy along Belgium's motorways slightly slower than the trucks and made only one navigational cock-up on the Brussels ring road. That didn't cost us much time and we arrived 2 minutes before the 6 o'clock target time.

There are rules about these rallies. No stop can be made without bonnets being raised. Whatever tool you need will be the only one you left behind but someone else will have it. When bonnets are raised one must have a look and offer advice. And so it was that I have learned that my fan was fitted back to front. That doesn't mean it was blowing the wrong way, just that is not as efficient as it might be. Whilst there is no doubt that I fitted it that way myself, in my defence I am almost sure I put it on the same way it came out. I started to do a survey to show it wasn't just me – that there would be a 50:50 chance of getting it wrong – it soon became clear it was just me so I stopped looking. I have since swapped it round – learning point here – it is much easier to replace the fan when the radiator is not in the car.

The tour route included an opportunity to stop at Jose Franssen's traction parts emporium. I couldn't think of a single thing I needed whilst I was in there so I left empty handed – of course I remembered a couple of essential things as soon as we were back on the road and rather more since.

Meanwhile we are looking forward for the drive to Scotland for the TOC National Rally. Scotland is a country far, far away – almost twice as far as the Dutch Mountains. Let's see if we can get there without stopping.

Ball Joints

This technical article dates from July 1999, and was authored by Chris Ryle. Having recently witnessed member, Bill Dyke, trying to achieve this without the proper breaker, but with a very comprehensive set of heavy duty workshop tools, I was amazed that a/ he didn't break the car and b/ that he didn't injure himself. The alignment is very important, and with the benefit of having previously read this article and heard of Bill's exploits, I found the operation reasonably straightforward when subsequently assisting another member.

The club provides both top and bottom ball joint breakers in its Section toolkits and you are strongly advised to get your hands on these before embarking on this particular exercise.(Ed)

BALL BREAKING

The separation of the taper and ball on the lower joint of the 4 cylinder car can prove disastrous if not undertaken in a careful and methodical way - this article is intended to prevent beginners and the unwary from making mistakes.

This operation is necessary when work is needed to driveshafts, inner cardans, or more likely the rubber or leather gaiter which protects the joint.

The task is not helped by the joint being under the bottom suspension arm, with (in original guise) shims to adjust the joint, cup and spacer, all of which are subject to gravity and fall to the ground once the bottom triangular shaped retaining plate has been removed.

Thus having to do this in the gutter as some of us do, adds to the hazards by introducing uncertain weather, small boys and dogs and curious passers-by.

Removal to a dry, well lit shed with a stable level floor is preferable, and I should add that proper support and jacking arrangements are essential as you will be working partly underneath the car.

The following tools and parts are essential:

1. Bottom ball joint breaker
2. Top ball joint breaker
3. Grease gun
4. Can of petrol or paraffin for cleaning components. (Petrol is nasty stuff and potentially carcinogenic, so suggest that you buy one of the proprietary engine cleaners to do this. Wear some mechanic's disposable gloves as well. Ed)
5. Appropriate sized sockets
6. Selection of shims or better still, adjustable mechanism to replace the original.
7. New gaiters
8. Hammer and drift.

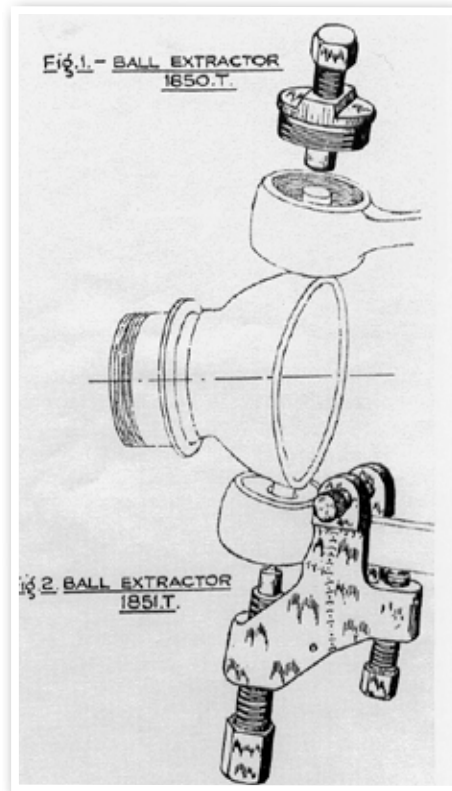
As has been explained elsewhere, the partial weight of the car

hangs on this joint and frequent greasing every 1000 km is essential both to prevent wear and to discourage the ingress of water.

If you have ever suffered from stiffness of the steering accompanied by creaking noises, it is almost certainly due to water having entered the joint, the remedy is a fresh application of grease.

The design of the joint (as opposed to the 6 cylinder cars where this phenomenon cannot occur) is the root of the problem, allowing water in through the top of the gaiter and taper. If you ever have to fit a new joint the cost will make you wish that you had been more diligent with your greasing.

Once the front wheel has been removed, the lower suspension arm needs to be jacked up so it is roughly parallel to the ground, but in such a position that it does not prevent the application of the ball joint breaker onto the lower suspension arm.

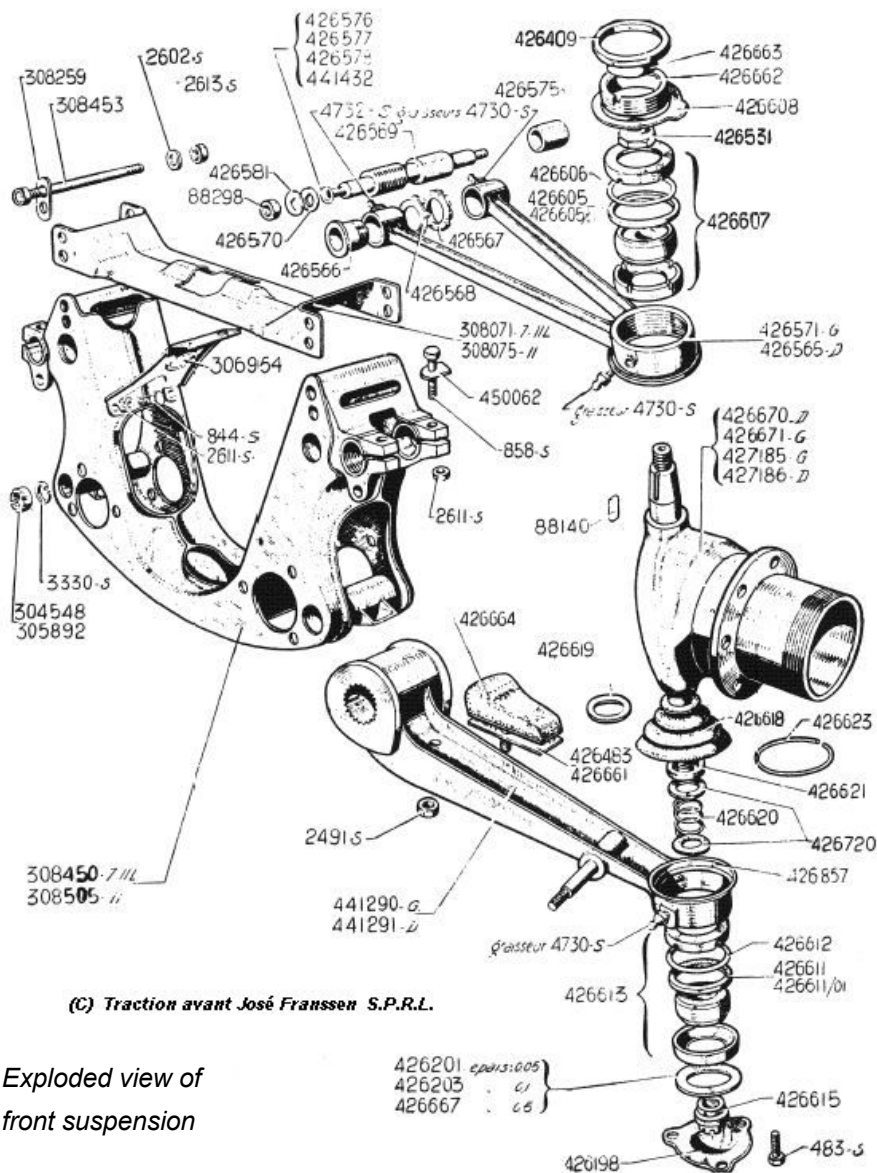


Next remove the triangular shaped cover plate from the bottom of the arm, but before doing so, clean off the outside surfaces so as to prevent the ingress of any dirt and grit- set aside the cover and screws. Once the plate has been removed the shims, bottom cup and spacer will fall out in that order, again carefully clean and set aside for re-use.

You should now see amongst all the grease, the end of the threaded taper with castellated nut holding the ball to the taper, remove and discard the split pin. With appropriate sized socket loosen the nut and unthread until level with or just below the top of the thread. The reason for this will become apparent.

Now attach the ball breaker onto the lower arm, (see diagram) and with the aid of the adjusting screw on the end align the thread of the breaker with the axis of the taper, ensuring that the ball bearing on the end of the breaker thread is located in the recess in the end of the taper. Clearly Citroën realised how critical this alignment is since they took the time and trouble to cast a pip on the bottom of the suspension arm into which the adjusting thread should locate.

The end of this adjusting threads should therefore be concave to locate this pip, but some of the remanufactured tools that I have seen do not have this detail. When and only when you are



(C) Traction avant José Franssen S.P.R.L.

Exploded view of front suspension

satisfied that the tool is correctly aligned can you apply torque to the breaking thread. The joint may go with a bang, or it may resist in which case a sharp tap on the end of the breaking thread may enable you to exert more torque. Do not strain the tool or put undue torque on the breaking thread.- some joints will break easily, some will prove more recalcitrant. If you had not left the castellated nut on the thread of the taper, the exertion of the breaking tool is likely to expand the thread, which will then prove difficult to or impossible to re-thread, requiring the hub carrier to be removed from the car for treatment. In extremis, the thread can be so badly damaged that the hub carrier is of no further use- you have been warned. You will also see the necessity for having the steering arm parallel to the ground, as the geometry is such that in any other position it will prove difficult or impossible to fit the breaking tool.

Once the taper joint is broken, the castellated nut unthreaded, the ball will slide off the taper and the key on the taper can be removed.

It is now that the bearing surfaces of the ball which take the weight of the car can be carefully examined for pitting and wear, and the top cup tapped out of the arm. Remove also the rubber/

leather gaiter if still in place and either clean it up if it is in decent condition and can be re-used, or discard if not. Retaining a doubtful gaiter is false economy and if there are any signs of cracking or stiffness, then renew.

Reassembly is then simply the reverse procedure, ensuring that all the components are scrupulously clean and that the castellated nut holding the ball on the taper is well tightened and secured with a new split pin. A good tip for replacing the gaiter is to invert it inside out so that it looks like an admiral's three cornered hat- apply to the arm and flip each section over so that it locates into the groove on the outside of the joint, machined for that purpose. Trying to grasp the rubber tag with a pair of pliers and pull the gaiter over is a mug's game. Leather gaiters will need to be secured in the groove with ductile wire of an appropriate gauge, twisted off to secure.

I take the view that neither the spacer nor the taper key serve any purpose and discard them- this is not however, official club policy.

Finally reinstall the bottom cup, the appropriate thickness of shims, and the retaining plate, or more sensibly a substitute plate with adjuster and locknut, in which case the shims can be discarded. When adjusting the ball joints for play, it may be necessary to reduce the thickness of the spacer on a latching machine or similar. A gasket should be fitted to the retaining plate, or alternatively a smear of instant gasket. Finally grease the joint well, but not so much that you blow the gaiter off its retaining machined recess.

This is not a job to be rushed, but since the club provides a set of tools to most of the Sections, there is no reason why it should not be attempted. Writing this article brings to mind two things- an advert for the DS Oleo Pneumatic suspension spheres " We blow your balls up" which is exactly how you will feel if you get it wrong. And second wouldn't it have been easier to design the bottom joint like the top one, but that would have been too simple for Citroën.

Chris Ryle.

Adjustable bottom cup fittings are available from various of the Traction spares outlets in Europe. (Ed)



La Société des Taxis Citroën.

Part 3.

B12 Paris Taxi 1926 - 1927 by Martin de Little



For the final part of this series we take a look at a fully restored 1926 B12 Paris Taxi. While the principle B12 models were being made with steel bodies, the less common models still had coach built wooden bodies. It is worth keeping in mind that this model is but a tiny snapshot of the French automobile industry covering only 5 years (1922 - 1927). It was only 8 years later, that the revolutionary Traction Avant appeared, such was the speed with which automobile engineering was evolving in those days.

Maurice Bailey (well known to many older TOC members) undertook all of the

restoration on this vehicle to incredibly exacting standards over a period of about 10 years. He began by searching out a genuine example of a Taxi and found one on a farm, a little way south of Paris. This taxi, in the form of a flat bed lorry, was physically dragged from its barn - much to the consternation of a family of chickens - to then be carried back to England. Back home, Maurice began by stripping everything off the chassis with a view to slowly rebuilding it.

Opera Lamps

You may recall the opera lamp was mentioned in the first article. A quick reprise; as theatre and opera goes emerged into the gloom of the unlit streets of Paris, the lamps on the sides of the carriages would readily identify whose waiting carriage was whose.



Canework.

The "six way standard" pattern of canework was a sparingly used decoration on motor cars from the very beginnings of the automobile. Originally the cane would have been the real thing but, it did not weather well. Later the technique in France (anyway) was to take pre printed finely woven cloth panels and apply them using glue and varnish. Citroën used the effect extensively across the entire back end of his vehicles, perhaps to make his Taxis "stand out" from other makes? Maurice achieved the effect by floating specially made "water transfers" onto the body then varnishing to seal the finish.

The Société door badge .



One on each of the rear doors -originally pressed out - these are hand made copies, right down to the "dimpled" texture. They were made using the technique of "repousse". A copper blank (an ellipse in this case) is made and allowed to settle into a tray of soft bitumen. The pattern/shape is drawn onto the copper. With a small hammer and a variety of punches, the pattern is hammered - in the reverse - into the copper. Finally the bitumen is softened up and the copper "released" for further finishing.

Corne de Ville.

Like the Traction there is a town horn and a country horn. This one is an



American product but, made in Paris under licence.

La Société des Taxis Citroën



Landaulet roof.

The idea that one should be seen by "Society" was very important in the mid 1920's hence a roof that reveals the passengers to the world. The roof has some clever geometry about it and it must fold down without "pinching" the roofing material or rear window, yet also allow the passengers to be seen.

The roofing fabric is what the Germans call "Happich" (after Gebruder Happich GmbH) but popularly known in England as "Original German Material" (thereby reflecting our nation's fine grasp of modern foreign languages). Considered to be the very best of its kind it is fearfully expensive. The roof is built up from different layers of

waterproofing material and finished with a lining of West of England Wool. The Landau Bars (aka pram irons) were cast in aluminium alloy from patterns made specifically for the purpose and then machined up.

Notice the "belt line" running around the rear of the vehicle, it is a device to physically and visually separate the point at which roof meets faux cane work. It is one of those things you do not notice - until it is pointed out, but when you see it - all becomes clear. On some Taxi restorations/copies the belt line is often omitted and what you see is an untidy meeting of the two surfaces. The belt line on Maurice's Taxi is of black gloss and begins with the door just above the rear door handle, it is set proud from the cane work (swaged) then rises and arches around the back of the vehicle to repeat on the other side. All delightfully elegant.



Split door.

There is precious little literature to be found that speaks of Citroën's Taxi Company. Several French texts claim that Citroën was the first manufacturer to give some thought to the difficulties of carrying luggage in a public service vehicle.

Here the front n/s door is in two parts of 1/3rd and 2/3rds. This arrangement was only ever found on Citroën's Taxis and is a key identifier when looking for a genuine example. When the small door is closed, it supports the squab for a front passenger. Otherwise the squab is hooked up to make space for large cases and both doors are used.



Petrol gauge.

Maurice spent quite a lot of time prowling around Retromobile and other such events looking for genuine parts. This petrol gauge was found, still in its original box. The device extends down into the tank, the float rises and falls with the petrol level.

Plafonnier

You would be forgiven for thinking that this is the real thing but actually.... it is a brass ash tray and a broken down reading lamp from brocante melded



La Société des Taxis Citroën

together to produce a delightful art nouveau ceiling light.



Laminated glass.

In Paris in the 20's the legislating authorities required that this glass should be used in public service vehicles and that there should be a clear statement to the effect that it was laminated. Quite why the word "SECURITE" had to be so large I do not know.



Les Tarifs.

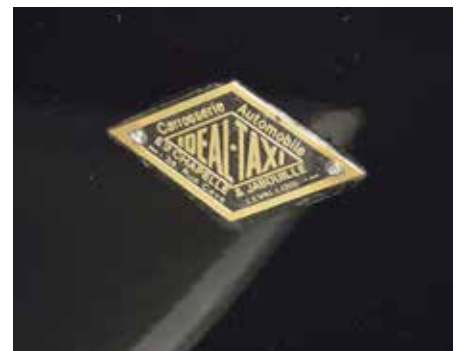
No taxi would be complete without a lot of notices in the back and this one is no exception. For the most part the notice is quite straightforward. Towards the end though there are terms and conditions for journeys to and from the Bois du Boulogne or Longchamps Racecourse - at night. At a guess this is information for gentlemen who have procured the services of a "dame de la nuit". Then of course there would be an additional small fee required to pay off nosey gendarmes.... all to be negotiated.



Door interior

As found the doors were completely rotten but, they retained all the original fittings and fixtures. On the door you can see; left to right the bone door latch release, the bone runner for the window height adjustment and the bone door pull.

The interiors of these cabs were never utilitarian and were frequently richly decorated. What looks like mother of pearl inlay was acquired from a drum manufacturer. That brown material on the interior of the door, window strap, door strap and seating is all "Bridge of Weir" leather; a very expensive and beautifully soft leather from Scotland - manufactured entirely for very expensive automobiles.



MdeL

SLOUGH CHAMPION

Thanks to those who have contacted me with words of encouragement and suggestions of potential problem parts. This article is intended to provide an update on progress and ask for your help.

Having given this new Club role some thought, I have decided, in consultation with other members of the committee, to try to prioritise effort in order to make the task more manageable and hopefully produce some positive results in a reasonable timescale.

The obvious area to start is to draw up a list of Slough specific parts which are critical for either Safety (the ability to pass an MOT-type test) or reliable functioning. This removes, for the time being, body and trim parts etc, although please see later in this article. Hopefully members will agree that we should first of all address any issues which would prevent us all from enjoying driving our cars.

It would be impractical to list all "roadworthiness" parts here, but I intend to make my initial attempt available on the Forum for everyone to review and correct, as I am sure it will contain mistakes and omissions. I would really like this to be a living document to which members can add their solutions to problems as a result of their experience, for the benefit of others.

The initial findings (subject to your scrutiny!) are that there are thankfully not too many critical parts but the following may need more research:

Fuel tanks: Although there are products available to clean out the tanks and seal small holes, some members have faced the problem of badly corroded tanks, and Chris Treagust gets some enquiries for replacements each year which he cannot satisfy. Units for French cars are available, but of course the filler is on the wrong side on small boot cars and the gauge sender unit fitting differs. In principle, it would be possible to modify the appropriate new French tank (there are several standards of course). Has anyone found a more practical

solution to this problem?

Starter motor bendix: Until recently, Chris has been able to get starter motors reconditioned, but the source has dried up, mainly because of a lack of a replacement bendix. All other electrical parts appear to be available. I intend to investigate whether it is viable to get some manufactured, but is there someone out there who knows an available source?



Steering rack: Although most parts in the rack assembly are the same as those in French cars, the actual rack itself, although similar, is different. Currently, Chris can get rack assemblies reconditioned, but the actual rack probably rarely needs replacement. I would like to know members' experiences to see if there is a potential problem here and whether anyone has found a solution.

Windscreen wiper assembly: Chris can supply replacement motors, but I would like to establish if there is any potential problem with the rest of the assembly, or can they normally be restored to health with minor work?

Finally, although I stated that we should concentrate effort on roadworthiness parts; one group of body parts which seems to cause members some problems is that of handles (doors, windows, boot and sunroof). Is there someone out there who would like to pass on their knowledge and experience on possible solutions?

John Moon (slough@traction-owners.co.uk)

TOC SHOP

Contact Vanessa Plumpton
for full details on
shop@traction-owners.co.uk
or ring 01243 511 3780

The club shop has the following items of regalia available, including some sweat shirts and fleeces with the 40th Anniversary logos on them. All inc. VAT
Minimum Postage £3.35 by Royal Mail



Hi-Vis Jackets	£ 4.80
Polo Shirt	£10.80
Sweatshirt	£13.20
Fleece	£15.60
Key Fobs	£ 8.00
Lapel Badge	£ 3.99
Mugs	£6.00
Grille Badges	£20.00
Binders	£ 6.00



**Lancaster Insurance
Classic Motor Show,
N.E.C,
Birmingham 10th - 12th ,
November 2017**

We have now had our entry accepted for the NEC Lancaster Insurance Classic Car Show 2017.

It has been agreed by the Committee that that we should, for the first time, contact all our members to ask for volunteers, both to exhibit their cars for the whole show and to help on our stand.

This is a great opportunity to meet fellow enthusiasts and look round one of the biggest shows of its type in the world. We need cars together with volunteers to be part of our duty roster that requires attendance for 4 hours a day on the stand and a willingness and ability to chat to visitors. In return, you will get an admission ticket, car parking and a travel allowance. If you are on the stand for more than one day there is also a hotel and breakfast allowance. Not bad for 4 hours work! Ideally we will get more volunteers than we need. This will mean that some of you may be disappointed.

Obviously we will need to get a spread of cars of age and type, so if your car is not selected, please do not take this personally!

For more information and an application form please contact me on nec-classic@traction-owners.co.uk or 07824 313541

Regards

Julian Pratt

NEC Organiser

The logo features a small crest with a footman carrying a tray, followed by the text 'The Footman James' in a blue serif font. Below this, 'CLASSIC CAR SHOW' is written in large, bold, blue capital letters, and 'MANCHESTER' is written in large, bold, red capital letters.

Similarly we now have a confirmed stand for the above show at Event City, next to the Trafford Centre, on the 16th-17th of September. The stand is quite close to the public entrance, will take four cars, and, of course, there are opportunities for helpers to come along for all or part of the show to talk to the public, and also to help put the stand together on the Friday. Even if you can only manage half a day, then you will be most welcome.

As at the NEC, entry for exhibitors and helpers is free and car parking at the venue is free anyway. Please contact me at tocnorthern@gmail.com, or ring 07513 362202 if you would like to get involved.

Bryan Pullan,

Northern Section Representative

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE: 1955 Paris built Commerciale in black with cream side panels. Well known in the TOC. The car has been upgraded to an ID engine block with DS head and four speed gearbox and has 12 volt electrics. It is fitted with an electric fan to the radiator and there is an internal heater to the cab. It has a bespoke stainless steel exhaust system. The present Insurance agreed valuation is **£15,000. Offers around this figure please. For more information please ring 0115 0115 9118218 or email m.holmes1@ntlworld.com**



FOR SALE: André is our much loved UK registered French built Traction, acquired 18 years ago and regularly used for touring in France. Born in Paris in 1950, he is our lovely small boot Onze Normal (11BL) and is very original, although the engine was refreshed by Traction Renaissance Services, including new shell bearings, lead free head and a brand new 'old stock' carb some years ago and was always maintained by them. He also has a stainless steel exhaust and the rear seat re-trimmed in correct fabric. The pilote wheels are shod with Michelin X rubber and we have another unused refurbished set if desired. Bodywork is really good, rather than completely perfect and there are a lot of new spares and a large history file. The car is currently in France (49260) and will be available near Southampton from November. André is the perfect touring saloon, having drop dead gorgeous French small boot looks and massive rear cabin space. This very reluctant sale will provide many years of wonderfully happy classic motoring for **£8695. Email any questions to longchap@hotmail.co.uk. Thanks for reading, Bill & Letsie Tilley.**



FOR SALE: French built 1956 BL Traction Limo, in perle cream used as wedding car. I am selling this car because of old age and illness. Beautiful red leather interior, body good for year. New battery, hub remover and a few bits and pieces. New front tyres. Has an electrical problem, but for someone with knowledge of these cars shouldn't be a problem. Taxed **Tel 07596829209 Antonio tony08041944@aol.co.uk**



FOR SALE: Citroen Big 6

- the car lived in Wales until 1995. In my ownership since then. Unfortunately just not being driven. Registered as an historical Vehicle in North Germany since 1996, original British plates available. Offers over 20K. Jon Gillard helped in 1996 with Pilote Wheels, Kenwood fan and electric fuel pump. Lots of additional Photos available. The car is presently in Oldenburg, 55km from Bremen. German and English Spoken. **Contact 0049 441 74028 or email: david.green@gmx.net**



FOR SALE: Normale 11b. 1955. LHD. Big Boot. Black

During the last seven years the engine has been rebuilt and reconditioned (now runs on unleaded fuel), a reconditioned gearbox has been fitted, the electrics have been converted to twelve volts (with alternator), a stainless steel exhaust has been fitted, an electric cooling fan added and the interior has been re-trimmed. The car is garaged, reliable and used regularly throughout the year. Its agreed insurance value is £15,000. **Offers around £12,000 please. Telephone 0208 835 8161 or email vagabond7@btinternet.com.**

Classified Adverts



FOR SALE: 1950 Lt 15, RHD, Slough Built, Small Boot
Black, Sun Roof, Wood Dash, Restored 20 years ago.
Solid and good Chrome. 12v, Reluctant sale.
East Surrey. £10500
Text me with your E Mail address on **07834 392765** for more details and photo file.



FOR SALE: 1953 Light 15 Slough, RHD, Big Boot. Sunroof. Maroon (resprayed and chromed July 2015).
Perfo head on DS block. Alternator. Kenlowe fan.
Electric Power Steering.
In regular use and well maintained.
Sundry spares and manuals.
Offers circa £14,500.
Tel: Oxford (01865) 858555
Email: nym200@btinternet.com



FOR SALE: For Sale: Citroën Traction Avant 11BL 1951
French built. Small boot. LHD in very original but well-maintained condition.
Reliable and a joy to drive. A real head-turner.
Bought in the UK in 1990 and imported to France in 2005 where she presently resides! UK registered and plated. Permanently garaged and presently used on a regular basis during the summer months in France. Sadly selling due to imminent lack of suitable garaging.
£9750
Contact Jane or Ned on janeenderby@hotmail.com or phone/text 0034692142636

TRACTIONS WANTED

WANTED: by new member. I'm looking for my first Traction. Would love small boot but! LHD or RHD. Must be in good mechanical and cosmetic condition. Cash waiting for the right car.
Please contact Justin on 07974 177350.

PARTS FOR SALE

FOR SALE: Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a **TOC** member. We also balance Traction wheels for free. **www.longstone.com**
Tel: 01302 711123
Email: sales@longstonetyres.co.uk

FOR SALE: Reconditioned steering gear for a Traction Normale.
Price: **250 euros**
Ronald KNOTH. Mail ronaldknoth@gmail.com

FOR SALE: I have a very nice set of spats for post war cars for sale. These spats are in excellent condition and recently polished. Price £100 for the set. Would really prefer you to collect (Redditch, Worcs).
Contact David Boyd 01527 894599 or E Mail pariscars@btinternet.com

FOR SALE: Set of 4 Doors to suit Big 6 or Big 15. Good condition no welding needed £1200.00
Big 6 Radiator re-cored but not with sloping fins £500.00
Open to offers on both of these items.
Contact Derek Fisher 01225 864570. d.e.j.fisher@gmail.com

FOR SALE: Traction Diff + bronze bush and output shafts to convert 4 speed 'D' box + another slightly rusty diff £20
Trying to clear out some unwanted items! Also an early D head complete I think, valves etc + early D discs.
Tom Evans, Norwich 07808335123 tiger.tom@zen.co.uk



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FOR SALE: A set of five, pre-war Dunlop wheels. These were on my Traction when I bought it. They have been sand blasted and painted with black - 2pack paint. Four shown in the photograph, fifth still being used as a spare on my Traction. **£400.00 the set.**



FOR SALE: Pair of complete headlamps fitted with modern reflectors and TH lamps. These are a pair of post war steel headlamps which I had chromed to fit on my pre-war Normale. I fitted a pair of modern reflectors, so I could fit modern tungsten halogen lamps. These are 12volt H7 type. They have the side lamp built into the side of the reflector. The chrome is starting to 'pit' a little, but still

looks good when polished up.
£200.00 ono the pair

**Steve Reed tel: 01730 821792,
email: stevejreed@aol.com**

PARTS WANTED

WANTED: I would like the bonnet emblem for my Light 15. Don't mind if its broken, as plan to have a macquete made. **Contact Michael. plumb695@btinternet.com 01493 750818**

WANTED: for French Traction 11 Normale, rear cloth seat squab in any condition . Would consider buying complete seating if necessary.
Tel 01600 775544.

WANTED: four speed manual gearbox from early D series car for conversion and subsequent fitting to my Light 15 .
Andrew Tweed 07891870499

WANTED: I am looking for an advance/ retard dashboard mechanism, complete, for my 1952 Slough built Lt 15 small boot. If you are able to assist please send details to Paul: pauldomoney64@gmail.com or Whatsapp, +263772513884. Shipment would be to a UK address. Paul Domoney Membership 2413 P O Box CH168 4 Star Close, Chisipite, Harare
**Tel: +263 (0)4 490130
Mobile: + 263 (0) 772 513 884
Email: pauldomoney64@gmail.com**

MEMBER SERVICES

Traction bodywork and servicing/ repairs Club member. Newcastle.
**James Geddes 07783 259874
james.geddes62@tiscali.co.uk**

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

EVENTS DIARY

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

Unfortunately, due to a combination of circumstances, I can't be at the National this year, but looking further forwards, next year (2018) it is intended to have the National Rally in North Wales in the Llangollen area. (More details to follow). Llangollen itself is a very attractive place in a highly scenic area, and a good central location in national terms. Even more distant, the club is also looking at what sort of interest there is in attending the Citroen 100th anniversary in 2019 and Laurence Acher would welcome your feedback on this. (Editor)

2017		
July 8th-9th	Chateau Impney Hillclimb Nr Worcester.	www.chateauimpneyhillclimb.com please see announcement elsewhere in this magazine.
16th	Rochdale Classic Car Show	Charity event at Hollingworth Lake Country Park in aid of Rotary Charities including Prostate Cancer. website: www.rochdaleclassiccarshow.org.uk email: rochdaleclassiccarshow@gmail.com Tel 07582 954 228.
August 4th, 5th, 6th	South Cerney show	Details Terence McAuley email west-england@traction-owners.co.uk
19th	Capel Classic Car Show	Nr Dorking Surrey 12-5pm details www.capelcarshow.com
27th/ 28th	Crich Tramway Museum Classic Transport Gathering	Booking form is available, downloadable from the website (www.tramway.co.uk) or booking can be done by telephoning Crich Tramway Village office (01773 854321).
September 15th – 17th	Angoulême Circuit des Remparts	As always, this will take place the third weekend of September
16th – 17th	Manchester Classic Car Show	
November 10th – 12th	NEC Classic Car Show	
2018		
June	42nd Welsh Mountains (Llangollen) TOC Annual Rally,	June 22nd, 23rd, and 24th 2018

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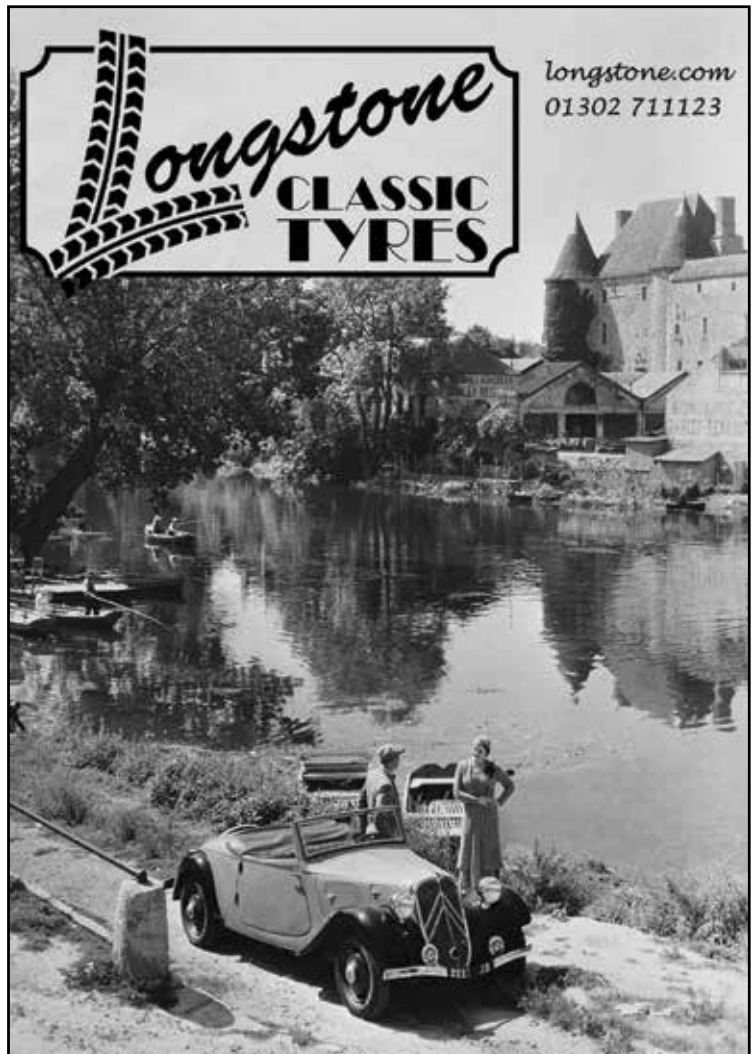
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Chris Treagust,
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Email: chris.treagust@tesco.net

Please note, a full spares list

**is available on the
club web site at**

www.traction-owners.co.uk



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