

Floating Power

September/October 2017



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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Floating Power is the official magazine
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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
September/October Floating Power is

Sunday October 8th

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

Cover Image

*Refuelling in Terrebas, Haute Garonne.
(Bob Street)*

Editor's Epistle

Well, the season is now starting to come to a close, the evenings are drawing in and your modern car is probably covered in condensation when you open the curtains before breakfast. Yes, Summer will almost be over by the time that you read this and it is one of the oddities of editing a two monthly magazine, that by the time that you, dear reader, are sitting out in the late September sunshine reading this, I will be contemplating a Christmas edition! In the meantime, as the picture shows, a recent run down to Millbrook for the Committee Meeting, saw me returning with a full car, as all the paraphenalia for the Manchester Show was passed to me.



My four legged friend Charlie was not with me, but came along afterwards to supervise the unloading so that he could claim back his righteous post behind the dog guard!

Of course the big news announced recently, is the proposed ban on the sale of new Internal Combustion powered cars by 2040. This may seem a long way off, but the reality may well start to bite well before that. There are significant economic consequences associated with the industries that are reliant on the classic sector and if electric cars are going to be an increasingly high proportion of new cars sold, how long before reduced petrol sales, result in the gradual disappearance of the local petrol station? Will it then become difficult to run a classic car, simply because retail outlets for petrol are so thin on the ground. Chris has more to say about this and I wonder what the FHBVC response will be? No clues in the latest newsletter!

The death of petrol fired private motoring apart, it hasn't been too bad a summer in weather terms. The car has had a couple of soakings, but the main events that we have been to have passed in fine if not hot sunny weather, and so have been far more successful at the time of writing, than the last couple of soggy summers up here in the North West.

At the events that we did attend, what was encouraging was the interest shown by visitors in our cars. This, of course, is what we want, and moreover, we want to encourage anyone thinking of buying a classic to consider a Traction. One of the most telling comments was from one visitor (at the Houghton Tower event) who commented that he really liked the Traction shape, but assumed that at £20k plus, it would be out of his league. When I pointed out that a good one would probably only cost half that amount, a degree of shock was registered. To hopefully assist in this education process, we have, as promised, previewed for comment, the draft buyer's guide in the following pages. This is a slightly condensed version of the actual document, since I did not want to take up the entire magazine with it.

We also have a rally report on the Scottish Mountains event, and organiser, Peter Fereday has also written something of a personal reflection on the event, which we will publish in the November magazine.

Finally we have a survey in the offing. This is not via the magazine, but is an online affair, which will have been accessible via a link emailed out to you. This will aim to help the club to understand its membership better, and will hopefully inform what the club should be doing to best serve its membership.

Enjoy what is left of the summer.

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Committee

The members of the committee of the **Traction Owners Club** are all volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

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President's Ponderings

Well, what a learning curve going from 4 to 6 cylinders has been. It started as a long hard slog over winter which seamlessly continued into and through spring and then encroached on summer. However, having got the car running and MOT'd at the beginning of June, I finally felt there was nothing to stop us running it in on the road to Scotland at which point all the pain and tears were forgotten and the effort suddenly became worthwhile.

In Scotland Peter and Carol Fereday organised a most enjoyable weekend for us. The accommodation was ideal for our group with plenty of parking/maintenance space and even the weather gods smiled on us for the most part. The majority of cars behaved – some better than others – but, despite the odd mishap, the weekend was memorable for the right reasons. There is a full report in this issue but I will again thank Peter, Carol and their many helpers for introducing us to the beauty of the region and giving us all such a splendid time.

Then there was Brittany..... Having experienced a minor disaster of my own on the return journey from Scotland I was fearful that HM, although just about run-in, might not be driveable in time for its first of many (I hope) sorties back to the motherland. However, another dip into the piggy bank (garnished with a generous amount of moral support from Mme. and friends and liberally lubricated with burned midnight oil) saw a new exhaust manifold sourced, assembled to the inlet, machined and fitted in almost record time and we were roadworthy again with lots of hours to spare.

Our preferred crossing is over to Calais enabling us to spend several days – some with old friends – making our way to the starting point in Sable d'Or les Pins. On the first morning, the CTAB rally joined forces with members of Traction Universelle who were themselves just coming to the end of their annual rally in the same region. What a sight, over 80 Tractions parked up outside the Casino.

The "Brittany Rally" was exactly what we expect of the CTAB. To the best of my knowledge, everybody enjoyed themselves and there were no nasty car concerns well, almost none. I must confess to HM overheating on the long and picturesque (but slow and hot) route on mostly single track roads through the scenic Rance Valley on the Saturday afternoon. That led to what without doubt is the pinnacle of the (aforementioned) steep learning curve. Removing the radiator cap was a very quick - and never to be forgotten - way to learn the cooling system of the 6 is pressurised, unlike that of the 4 cylinder, Perfo, engines! The physical scars have almost faded already but that bit of knowledge will certainly stay with me for life! Fortunately, nobody else was within range and I was relatively lucky myself as the bonnet deflected the steam/water/anti-freeze mixture away from my face. I again thank all who sprang to my assistance and help was almost instantaneous but nobody moved nearly as quickly as I had sprung backwards and without their input, I am sure my situation might have been far worse. Unfortunately for me Martin de Little caught the whole episode on camera so everybody now has an opportunity to see me making a fool of myself. Enjoy!

Despite almost 45 minutes in a 4.5 mile queue at the Dartford crossing on our return journey, we did not overheat again.

During the weekend one of our members observed that it would be much nicer if the Brits and French were to mix a bit more – especially at meal times. Rest assured we have tried that over the years but my own experience is that most people (from both clubs) generally want to sit with their own group of friends and it is very difficult to break into an established group. In fact, that very mentality caused an incident at the Saturday evening meal when the early formation of "clans" meant that, within a short space of time, there were only odd single seats free and these were dotted at different tables throughout the two rooms we provided. Those who came to the table last therefore found themselves not only split from their friends but, in some instances, seated apart from their partners as well. Frustrating for some but, on the other hand, it did ensure a degree of integration.

There was also a suggestion from Roger Gullen that name badges would probably help integration because even some of the TOC "old hands" did not know the names of all the regular CTAB people. However, we are only guests of the CTAB and cannot enforce our wishes on them so the idea was abandoned. That particular subject leads me to another personal confession it was I that could not recall a particular French name



when asked. I regret I have always had a problem with all names – to the point that, when I first saw him at the weekend, I found it necessary to ask somebody Roger's name before I ventured to say hello to him! Because I have this mental block, name badges would certainly help me but, in the meantime, I shall take this opportunity to apologise to anybody I do not address by name when we meet in future but at least you now know why.

Finally, I should like to return to a point made in the Trossachs Report concerning the relatively advanced age of many TOC members. This is a subject that has been brought up many times in the past but, so far, we have been unable to find a practical way to redress the situation. I have known Ken and Honorée Gordon for many years and they have owned a wide selection of classic vehicles so, although they may be Traction Virgins (first qualification for being "invited" to write the rally report), they are not newcomers to the world of classic cars. Interestingly, they told me one of their other clubs - Morris Minor Owners Club – has created a "Junior" section in order to try and attract more "yoof".

I think one of the reasons we struggle is simply that Tractions were far less common over here, even in their heyday, and so there are fewer people who had an opportunity to develop the sort of nostalgia that is likely to lead to wanting one today. That said, I have just been browsing through the TU's latest magazine and, from the many picture, I would conclude their average member is not a great deal younger than that of the TOC.

In the UK a Traction is still comparatively affordable and most people who enquire at shows or events are usually surprised to learn they are not expensive to buy. They are also quite economical to run so what must we do to promote them and ensure owners don't die out before the cars? Answers/suggestions to the Committee, please.

The youth section in the MMOC, is open to anyone under thirty, Ed

New Members

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

2586	Ms C Trim	Southampton
2587	Mrs D M Saintebarbe-Ward	Mundesley
2588	Mr M J Maisey	Bedfordshire
2589	Mr F J S Wilkie	West Sussex
2590	Mr B Thompson	Buckinghamshire
2591	Mr S Barnes	Staffordshire
2592	Mr B P Reece	Halesworth
2593	Mr S S Greenly	Dunsfold
2594	Mr R Larter	Helensborough
2595	Mr R Hall	Surrey
2596	Mr C Alger	Coventry
2597	Mr N A Raven	Farnham



If things have gone to plan you will have received an email link to the survey I mentioned in the last issue. If you have not yet responded there should be a few days left.

As you may have read in Bernie's Ponderings the age profile of active club members is a concern. This is one of the things that prompted the survey because I don't think we actually know what our age profile is. So, that's one of the questions. Don't worry – it's anonymous! We are also asking some questions to find out not only what members want from the club but also how you would like to help. We only really know about those who come to events and we may be surprised to learn what the rest of the membership want. Whatever we find out though we do need to encourage new members, especially young members.

Bernie also mentions how his new 6 cylinder toy reminded him that its cooling system is pressurised and therefore different to the humble 4 cylinder. I'm glad Bernie survived the experience and that the Brittany Rally was a success. I feel I should mention that just because the 4 cylinder system is not supposed to be pressurised doesn't mean it isn't. In 2012, my radiator spectacularly exceeded its pressure limit on the M25. The vent tube had become blocked, apparently for some time, where it went through the drain tap. So, even though you have an unpressurised system, please be careful when you unscrew your radiator cap.

I had hoped that we would be able to announce the launch of the new website but, as is the way with IT things, there have been a couple of last minute speed bumps to iron out which, I hope, will be resolved soon.

I started to write this in a thunderstorm but it's now brilliant sunshine. So it must be car show season – not that I've been to any yet. That'll soon be over and we'll be thinking about the Manchester and NEC shows and next year's events. You will have received emails about the NEC and so thank you to those who volunteered, especially those whose offers were declined.

It's a good problem to have when there are more volunteers than are needed – so please put your hand up again next year!

We have been invited to join the TU to celebrate their 50th anniversary and we also have 2019 in view as well. It will be 100 years since Citroen launched his first car. There will be a celebration in France but for those who want to mark the event in the UK it is proposed that the TOC join with the CCC and 2CVGB and organise something. Consider this a call for both ideas and volunteers!

Further in the future we have the prospect of petrol becoming harder to obtain with the announcement that petrol and diesel cars will not be sold after 2040. That's a long way off but market forces and target-driven scrappage schemes may accelerate this. On the other hand, depending on our age profile, it may not matter to many of us anyway. As a club though, we do have the mission to promote the usage of the Traction Avant for future generations so we need to have plan for when we need to try quite hard to get petrol. I ramble on with some thoughts about this in Bailey's Banter.

Vive la Traction

Chris

CITROËN CENTENARY

The club is currently looking for a couple of members to represent TOC interests on a committee which will be formed in coming months to organise an all Citroën national rally in the UK in 2019 to celebrate the above. This will be a collaboration with The Citroën Car Club, 2CVGB and possibly other Citroën enthusiast clubs and will replace the 2019 National TOC Rally. Venue and dates have yet to be decided, so this is definitely a role that will be in at the ground floor, in terms of strategy and decision making.

If you would like to offer your services, then please contact Chris Bailey on Chairman@traction-owners.co.uk before the end of September 2017 please.



TOOLS

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

SCOTLAND

Northern Scotland

Well, our annual rally, this time at Aberfoyle, is now past and was an outstanding success!! Congratulations to Peter and Carol Fereday, and indeed to their family for organising such an outstanding rally. Everything went like clockwork, very thoroughly enjoyed by the fantastic turnout of our members who had travelled a long, long way to join us. Plenty organised for all to do and see and it was great to renew old friendships and also to put names to faces, and to join in the camaraderie and fun. I escaped lucky, only asked to set up a simple “name the parts” competition of traction parts, and most had a good crack at it!! One answer sheet in particular gave me a great laugh! Found out it was entered by two ladies, both named Liz, and their answers were absolutely great! Answers included “a gadget for weighing midges”, “a tool for removing blackheads,” a Victorian ladies diaphragm” and other answers in similar vein! Absolutely great!

Smithy is not doing well at the moment, he has been having dizzy spells for some time, now diagnosed with Meniers disease, and waiting to go into hospital.

At home, we are still busy clearing out masses of stuff collected over the past 60 years, making the house and garages etc. ready for sale, and also finding a suitable small house locally incredibly hard!

Still, onwards. and upwards.

Andy

Pleased to hear, incidentally, that Sheila is now well on the road to recovery.(Ed)

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

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

WEST OF ENGLAND

For details of future planned activities contact:

Terence McAuley

Tel: 01225 466939

Email: west-england@traction-owners.co.uk

NORTH EAST ENGLAND

The north-east contingent for ‘Traction in the Trossachs’ was reduced, sadly, from three cars to two by Graham Handley’s untimely health problems - the survivors (James and Joanne Geddes and Michael and Heather Broadbent) met up at Otterburn in Northumberland and motored on together up the A68. Once we crossed the border, a trickle of Traction started to appear in front and behind, until they gathered in all their splendour in the car park of the Rob Roy Hotel. The excellent weekend’s activities will no doubt be well described elsewhere – but we should at least record that James upheld the honour of the section with his convincing victory in Andy Burnett’s quiz. He had nobly offered his services as mechanical trouble-shooter, but the cars were so well-behaved that there was very little for him to do. Both our cars behaved impeccably and made the homeward journey without incident.



Next fixture was the annual NECPWA gathering at Newby Hall, near Ripon, on 16th July – 1500+ cars, including a very good turnout of vintage and veterans, and once again we had our own TOC stand. Seven of our cars were on parade this year and, as usual, they attracted plenty of interest and lots of questions. The weather was kind, and it was good to see Graham and Wendy Handley back in action.



It has to be admitted that some of us no longer find it so easy to crawl about under our cars, and James Geddes in his ‘Traction Repairs’ workshop in Morpeth does

a great deal to keep us all on the road. He is also working some amazing transformations on cars from further afield – manual to automatic, big boot to small boot. Not yet water to wine, but we are hopeful!

Next fixture is likely to be a North Yorkshire jaunt in September, led by Nick Hopkinson - date and details still to be finalised.



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.

Unfortunately Speke Hall, a very memorable show usually, has again disappeared off the calendar, reasons uncertain.

A couple of us did, however, manage a damp morning at the Coffee and Classics event at Hoghton Tower, and a couple of weeks later, there was a similar (but drier) event at St Catherine's Hospice in Lostock Hall, this time organised by the Wolseley owner's Club and again with Traction's in attendance.

St Catherines are intending to try and make this a regular event, although their August show is on the 13th which coincides with the Committee Meeting, so I will not be able to attend. Hoghton also stated an intention of reviewing making the Coffee and Classics morning a regular, but I have not heard any more on that front to date. Turnout was fair, and actually quite good considering that it poured with rain until around 10-30 am. I will keep you posted.

The Corner House meetings continue, and the July and August meetings saw Traction's present, once more. Again these are enjoyable events, with an interesting range of vehicles present. Future meets are September 3rd, with the season's finale on October 1st, plus a New Year's Day event.

Nothing much to report on the home front, although I need some welding doing on my front bumper bracket which has cracked and leaves the front bumper rather flexibly mounted. Not a problem in the normal course of events, but makes using the starting handle a no-no at the moment.

Manchester Car Show, I am advised that we definitely have a stand with room for four cars, once more, next to the CCC stand. Current car exhibitors are Mike McDonald, Ian Gardner, Bill Dyke and George Halsall. I will keep you all posted.

Bryan Pullan

Email: northern@traction-owners.co.uk

Tel: (mobile) 07513 362202



Section News

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our meeting at the Fairmile was cancelled on the 18th of June as it was Father's Day and we felt that Dad's might not be popular with the family if they chose to go to a TOC meeting rather than a family lunch! Instead on the 17th we booked a visit to The Andwell Brewery near Basingstoke. After breakfast at a local café we went in convoy to the microbrewery set in very pretty surroundings. After an informative talk during which we were given a glass (to keep) and jugs of ale to top them up with, we had a tour and visit to the gift shop! This was followed by a Pub lunch and everyone went home happy!



The next few weeks were taken up with the annual rally in Scotland and the Brittany rally. Both were a great success and I'm sure will be reported elsewhere in the magazine, both these events were strongly supported by our area members. After the Scotland rally a group of five cars went north into the Highlands for a mini tour, taking in Inverness, Loch Ness and Fort William. We had a wonderful day trip on the Jacobite steam train passing over the famous 'Harry Potter' viaduct. A four hour round trip with a visit to the lovely fishing village of Mallaig.

IMPORTANT INFORMATION: Our Christmas lunch this year is on Sunday 10th of December at the Barley Mow, West Horsley, Surrey. KT24 6HR . 01483 282693. Time: 12.30 for 1.00. If you wish to attend please contact Helen Shelley to be put on the list, places are limited and this is always a very popular event. Helen will then send you a payment slip and menu. Please return payment and choice of menu no later than two weeks before the 10th of December. You can contact Helen on helenshelley@msn.com or 02083307216.

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

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

EASTERN

Web Page

I have been very kindly rescued by Anna & Laurie with updating the Eastern section of the TOC web, but after all of this effort I now understand Bev will be updating for us, what a hero so in future the Eastern Section should include interesting events mid FP editions, so please do keep me posted in events/happenings that you feel would be interesting to other members.

Classic & Sports Cars by the Lake Sunday 3rd Sep

Held at Fornham St Martin (just outside Bury St Edmunds). This event grows year on year over 5000 visitors attended last year and it is a major fund raising event for St Nicolas Hospice. Nic Burton of CCC East has kindly organised a slot for 10 cars in the showing area, let me know if you would like to be stand in if we have any gaps appear near/ on the day so I can give you a call. For more info see St Nicolas Web site.

Regular Social Meet Up

Our last meet up at the Compasses nearly took over the pub car park, well worth a visit, a lovely mix of cars arriving. All welcome with your car on the road or not, both venues offer excellent fayre, ale or simply a cuppa.

The Compasses, Little Green, Essex CM3 1BU

September 5th – October 17th

The Angel Inn, Larling, Norfolk NR16 2OU

September 26th

For details or suggestions for future activities contact Jasmin Gagen

Tel: 01284 827039

eastern@traction-owners.co.uk

PEAK

Sometimes we have lots of members attending and other times there are very few...

August 6th was one of our smaller meetings with only 8 people and 3 Tractions arriving at the Knockerdown Inn at Carsington Water. Two Tractions were missing - poor old Mike & Marg only got as far as Macclesfield

before they heard “knocking” and needed to be relayed home. Mike thinks it might be a driveshaft. The Marley’s Traction didn’t make it out of their garage as they need a new accelerator return spring. At least with just a few attending we all got to chat to each other.



Our next meeting will be a week later than usual - Sunday 8th October - our annual trip to the Yew Tree in Caudon. Do join us to see this fascinating pub and enjoy a first class pint and pork pie.

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Bev & John Oates
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LONDON

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SOUTH WEST

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REST OF WORLD (ROW)

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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
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lakes-borders@traction-owners.co.uk

Your Letters

STEAM UP IN NORFOLK

Hi

The North Norfolk Steam Railway organises a classic vehicle event every year which includes free steam/diesel train or classic bus/coach travel from Holt to Sheringham. There is usually a very good turn out at this event and it coincides with the annual Potty Festival of Dance weekend in Sheringham, a must see!

A great day out for all and this year, as last, the weather was very good.

3 Tractions, as you can see, plus a DS at least 3 2CVs and a very tidy GS Estate that came up from Bury St Edmunds.

Sorry battery ran out on the camera.

Tom Evans



Laurie and yours truly admiring the well turned out Belgium built 11BL



My Trusty Big15 and Laurie's recent acquisition

BASTILLE DAY ACROSS THE ATLANTIC

Another selection of images from Mark Gluck, this time of a Bastille Day parade in New York.



MORE HANOI TRACTIONS

Dear Editor,

Re Hanoi Traction Floating Power July/August

Some years ago we were in Vietnam and stopped at the Grand Metropole Hotel in Hanoi and they had (have) in fact 2 Citroen Traction. One is the 1953 11BI and the other a 1956 15/6. Both in immaculate condition (paintwork) but from the engine and interior quite modified (don't get me started on this subject again... hey Bob!!).

Both have upgraded gearboxes with 4 speed and the 15/6 an automatic box. Air-conditioning is standard as is a modified power steering unit. Some hideous wing mirrors and much

additional chrome.

As far as we could ascertain the engines are the same with slight modifications which the 2 drivers could not explain. My Vietnamese was as good as their English.

The two were constantly out for city tours of either by the hour or the day.....a very expensive way to appreciate a Citroen but great to see these in such good working order.

A couple of pictures are supplied.

Great work Editor by the way.

Nigel Dent (Member 1927) Terrebonne France



HIGH LEVEL BRAKE LIGHTS.

On the subject of third brake lights for the Traction I opted to fit a light that is technically designed for a motor bike. These are easy enough to come by on EBay.

http://stores.ebay.co.uk/classicbikeshop/_i.html?_nkw=vintage+rear+stop+light&submit.x=0&submit.y=0&submit=Search

A few minutes reversing the brackets makes it easy to fit on the rear parcel shelf. These require a dual filament bulb but you only connect the brake light cable.

6v Dual filaments LED bulbs are also possible to source on EBay such as <http://www.ebay.co.uk/itm/2x-6V-1157-bay15d-1154-24-LED-RED-Car-Bulb-Stop-Tail-Brake-Reverse-Rear-Lights-/221279044775>

I think it makes a neat, unobtrusive and reasonably retro looking solution. Really helps with the safety aspect too.

Nodding dog is optional

Simon Scotland



COMMERCIALE PRIZE-WINNER

As a new member of TOC and an old member of CCC, I thought you might be interested that my Traction Commerciale won the prize for the best pre 1955 car at the national rally at Abbots Ripton.



Laurie Coburn

Very nice too, quite a rare machine these days, have you any other images that you can send through? (Ed)

MORE ON BALL JOINTS

I feel compelled to comment on the "Ball Joint" article, first published in 1999 and re-printed in the last issue of FP. The author states: *"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"*. I am very pleased that FP always carries a disclaimer (page 2) because I understand the spacers to be essential to the correct set up, operation and life of the swivels and, in my opinion, to discard them would be foolish and, in extreme cases, possibly dangerous.

The spacer is not only designed to ensure and maintain the correct clearance between the ball and its two cups but, equally importantly, it then serves to firmly clamp and hold the complete assembly and thus ensure the cups are prevented from swivelling within the housing. Small cup movement is unlikely to lead to a steering failure but will eventually cause wear within the lower arm and subsequently affect the geometry. Future correct fitting may then become difficult as a result of any wear.

It is therefore important to understand that the spacers are as essential when using the so-called "adjustable" conversion as they are for the original shimmed set-up. When using the latter, the adjustable bottom cup should first be fitted tight to the lower arm and then the "adjuster" screwed up hard to ensure the cup and spacer assembly is fully clamped and securely retained within the housing. This modification is only meant to eliminate the shimming process – which it does well – and should never be considered an alternative method of setting the clearance between the ball and cups.

I am less concerned by the idea of leaving out the taper keys but personally I would rather struggle to fit them than risk damage to the taper should the ball swivel.

Bernie Shaw

SWISS TRACTIONS

Hi Brian,

One of my son's colleagues recently went to Switzerland and lots of Traction owners came for a visit to the factory where he was working.

Thought it may be interesting for the mag.

George (Halsall)



VIVE LA DIFFERENCE

Some more feedback on previous items on updating your Traction, plus a comment on the differences between Slough and French Tractions, from Chris Holme.

I saw your last note indicating you were trying to spot the differences between UK and French cars. It is only a small point but definitely little known - the windscreens on the 11BL (France) and the Legere (UK) are not the same. Here are the key differences that I learned after trying to fit a UK screen and frame to my French BL:

- The mountings are different. The UK screen needs extensive stripping of the screen surround to access the mounting screws. The French model allows access to the 6 screws (3 each side) attaching the top hinges to the frame by simply pushing it up and using a long screwdriver. Total time to remove and re-fit a frame was 20 minutes (but needs 4 hands) even for an amateur like me
- The Slough screens appear to be steel whereas the French ones are aluminium
- Importantly the glass sizes are different by a few mm in width and height which means the glass has to be the "right one" if you are just changing the glass. Otherwise as I found out, when trying to fit an English glass into the French frame, "it just won't fit". The Slough screens are slightly larger due to shallower frame channels than their French counterparts

French screens and frames are available on Leboncoin

Spare Parts

We are cursed with a non-supply of wings. Again many are available via Leboncoin but I have heard talk of a young chap specialising in refurbishing wings and body parts near Dunkirk. A wing comes in at about €300 all sandblasted

and primed. If anyone wants further details please let me know

Generally parts are available via Leboncoin. I recently came across a guy who had fully refurbished a grille that he had bought at a jumble sale! He was a retired orchestra conductor!

I see the TU have commissioned some laminated screens for the 11BL. They are also available from Pat2D

Moral of story – seek and ye shall find!

LEDs

I have read some of the material circulating about LEDs. Recently while replacing a rear stop bulb the rubber insulation on the bulb mount crumbled leading to much smoke and heat as live met earth! As a result I sourced a pair of LED tail/stop lights from Pat2D (www.Pat2D.com). For the money you get an entire new light fitting (less the lens). Even to my unskilled hands fitting was simple, with the old replaced with the new and tested in less than 10 minutes. Simply undo the 2 screws securing the old unit to the wing, screw on the new one and join the 2 wires ready fitted with push fittings.

While they are not cheap the quality is outstanding fitting is easy and ... they are BRILLIANT literally.

I use Pat2D a lot (as well as Jose Franssen) and their service pre and post sales is outstanding

Chris Holme

France June 2017

SLOUGH CHAMPION

I am pleased to report that Chris Treagust now has some new spares. Philippe Allison has organised manufacture of brake and clutch pedal springs for the post-50 high pedal Slough cars while Den Hewitt has similarly procured these items for the earlier low pedal cars, in addition to clutch cables for the earlier Slough cars (later models have rod actuation).

Although I have had a few helpful responses to my requests for help, I have not exactly been inundated! So, if you were thinking of replying and didn't get round to it due to other pressures, please try to find time. If you prefer to talk one to one rather than write emails, please try phoning me on 01256 354910.

However, I can give some updates on my last article.

Fuel Tanks: These can indeed be a problem and there are many standards covering all the models. Tim Newing has informed me that he had a French tank from the Club shop modified by a radiator specialist who brazed the fittings removed from the old tank. His pre-war Light 12 has the filler on the driver's side though, so he didn't have the complication of the later small boot cars having the filler on the left side. I assume that if you adopt the French drain plug and outlet pipe fitting, only the gauge sender fitting needs to be addressed (as the wiring and gauge are different for Slough cars). In principle the filler can be swapped from the right to the left, but it would require more effort, particularly getting it placed accurately. Has anybody out there tackled this problem? Tim also informed me that the thin steel of the new tank made brazing difficult. Is anyone aware of a supplier offering tanks made of thicker material? I know Sarl Renel sells Stainless tanks which I suspect are thicker. When I get some more information I can hopefully prepare a guidance note. I don't think it is realistic for the Club to get tanks modified for stock as there are so many standards and it would be expensive. My overall conclusions so far are that the left side filler is the major issue, and modification would be easier with thicker material, so please help with solutions to these problems in particular.

Starter Bendix: Roger Gullen pointed me to "Robson and Francis rewinds" in London who recently completely rebuilt his starter motor, as they have done for other members. I contacted them and the only part they have a problem with is the actual pinion gear. These gears do wear of course and the supply of either unused stock or acceptable quality used ones is an issue now it seems. Before I start investigating the cost of getting a batch made (and justifying this to the committee) please contact me if you have found a solution.

Steering Racks: I have received no input on steering racks, so unless somebody shouts soon, I will assume that rack wear is not a pressing problem and the main issues are with those other components that are available such as the pinion gear and ball joints etc.

Windscreen Wiper Assembly: Again no feedback received so I will delete this from my concerns.

John Moon, slough@traction-owners.co.uk



MAURICE BAILEY: 13/8/1938 TO 24/7/2017

It is with great sadness that we have to inform the Citroen world that Maurice Bailey passed away on Monday 24th July after a long fight against cancer. Maurice had a great zest for life, never losing his Devon accent from where he was born in Exeter, on the 13th August 1938.

Maurice worked for many years at St. Thomas Hospital until he had to give up his work as head of administration, after an operation on his back. Maurice was in some ways larger than life.

He spent many years performing as a magician in front of an audience of up to 2,000. He said what he thought, being completely honest, with a naughty sense of humour, loving bright colours, once saying "give me a piece of fabric and I can work miracles". Self taught, making curtains and upholstery, which then became a part of his love in restoring old cars, particularly those of the Citroen marque. His cars were

always restored to the highest standard, winning many prizes at classic car shows over the years.

We first met Maurice at a classic car show 25 years ago, organised by Clive Hamilton - Gould, where he won first prize. Many people will remember the taxis being his particular interest, his Ac4 taxi being taken to France to be filmed in a series of Poirot. More recently he completed his B12 taxi which is now owned by Martin de Little.

He will be sadly missed as a dear friend, who made us laugh and was always willing to give his advice and help to those who asked for it.

Helen Shelley and John G. White

Lakeland Motor Museum

On a wet weekday recently, we found ourselves in the South Lakes and decided to call in at the Lakeland Motor Museum near Newby Bridge. This small museum claims a collection of around 3000 exhibits, of which 140 are classic and vintage cars, housed in two buildings, of which one is dedicated to Sir Malcolm and Donald Campbell. The latter has a full size replica of the jet propelled Bluebird boat that Donald met his end in, plus replicas of one of the previous waterscrew driven boats and the 1935 Bluebird car. There is also a Bluebird electric record breaking car and a couple of other Campbell related vehicles. The museum apparently attracted some 500,000 visitors in 2016.

Classic Citroens there are, in the main building. There is a nice black French Traction which appears in very good order, and nearby, a bright yellow 1921 Type A 10CV Citroën with a wood panelled rear end reminiscent of a horse drawn trap. Although the Museum details did not elaborate, I am told that this is a Normandie, favoured by local farmers in that part of France. Elsewhere in the museum is a very nice DS21.

The museum is open every day of the year apart from Christmas Day and is famed in the area for its Boxing Day Classic car meet. There is also a regular gathering on the first Saturday of every month, with a discount for admission for those turning up in a suitable vehicle. Worth a visit, and also has a very good café that can be accessed independently of the museum.

Bryan Pullan



The only downside of the museum is its somewhat over enthusiastic use of smaller exhibits such as the cycle (top left), which tend to clutter some displays and make it harder to view some of the cars on show. (BP)

IN COMMITTEE

Committee meeting held at Millbrook Village Hall on Sunday 13th August.

Editor – More members are contributing articles for inclusion in Floating Power which is good news. Next magazine is well on its way and is on schedule.

Treasurer – the Annual Accounts are ready and have been approved for publication in the next issue of FP with accompanying notes. Further explanations can be given at the AGM.

Club Shop – few sales were made at this year's annual rally. In the future it may be more beneficial to take sample goods and take orders instead. Vanessa is looking to buy fleeces with the new TOC logo in a variety of colours.

Spares Shop – the Committee agreed to buy the spares being offered by Andy Burnett which are new and old parts for Slough cars. April to July has been a very busy time for Chris with £17,000 of orders including a lot of tyres sold.

Social – the Annual Rally was very successful. The Committee, via FP, would like to thank Peter & Carol Fereday for organising a first class event. The Brittany event also went well – on the first day the T.U. Club arrived so there were 80+ Tractions parked in a market square. Next year's annual rally will be 22 & 23 June in Llangollen. There will be more information in the next issue of FP with an Early Booking Discount available with the January issue. 2019 is the centenary year for Citroën – TOC, 2CVGB & CCC are proposing

to organise an event in the UK to celebrate this but not clashing with any French events. Each Club to nominate 2 people to sit on a planning group – volunteers needed. Anyone interested please contact the Chairman.

Membership – since April there have been 20 new members and 8 rejoiners. Recently 75 people have been removed from the membership database due to not renewing their membership this year.

Marketing – we now have an updated leaflet to encourage people to join the TOC – it includes the new logo and has credit/ debit card details removed as these are no longer accepted for membership payments. Copies have been posted to all Section Co-Ordinators and will be available at the Manchester & NEC Shows. (Copies are available for all members via Bev Oates)

Website – there have been issues with the new site in relation to the membership shop. As soon as this is resolved final checks can be made with the intention of launching the new website by the AGM. The Forum will not change.

AGM is on Sunday October 22nd at Cherry Hall in Harwell. Members to arrive at noon for a free buffet lunch with the AGM meeting starting at 13.00.

The next full Committee meeting will be on 28th January.

Bev Oates

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.

Contact Vanessa Plumpton for full details on shop@traction-owners.co.uk
or ring 01243 511 3780 Minimum Postage £3.35 by Royal Mail



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



The Traction Owners Club Limited

Explanatory notes on the accounts for the year ended 31st March 2017.

Summary

The company made a profit before tax of £3,920 (2016– loss £1,269).

Spares sales in the year were £46,759.07 (2016 £48,870)

Gross profit on spares sales was £12,325 (2016 £14,599).

Shop sales made a small loss of £84 (2016 – loss £717).

Other notable variances when compared to the previous year are as follows:-

Other Income

Subscriptions - £23,111 (2016 - £20,981)

Spares Levies - £729 (2016 - £765).

Overheads

Magazine Production - £18,080 (2016 - £19,850) .

Postage and Carriage - £3248 (2016 - £3,852)

Stationery - £263 (2016 - £830).

Tour and Exhibition Costs - £779 (2016 - £2,891).

Depreciation - £1,029 (2016 - £1,029).

Financial Report as at 31th March 2017

1. The cash at bank held by the club at the above date is as follows:-

Barclays Spares Account	<u>£ 8,057.27</u>
Barclays Main Account	<u>£ 6,130.74</u>
Barclays Premium ME Account	<u>£ 4,510.90</u>
Santander	<u>£13,047.56</u>
TOTAL	<u>£31,746.47</u>

Tony Malyon

13th July 2017

**THE TRACTION OWNERS CLUB LIMITED:
PROFIT AND LOSS ACCOUNT - YEAR ENDED 31ST MARCH 2017**

PAGE 3

	2017	2016
	£	£
Turnover	47,369	49,350
Cost of sales	35,044	34,433
	-----	-----
GROSS PROFIT	12,325	14,917
Administrative expenses	34,828	41,344
	-----	-----
	(22,503)	(26,427)
Other operating income	26,423	25,158
	-----	-----
OPERATING PROFIT(LOSS) ON ORDINARY ACTIVITIES BEFORE TAXATION	3,920	(1,269)
Tax on ordinary activities	463	402
	-----	-----
PROFIT/(LOSS) FOR THE FINANCIAL YEAR AFTER TAXATION	3,457	(1,671)
General fund brought forward	145,853	147,524
	-----	-----
GENERAL FUND CARRIED FORWARD	149,310	145,853
	=====	=====

PAGE 4

BALANCE SHEET - 31ST MARCH 2017

	2017	2016
	£	£
FIXED ASSETS		
Tangible Assets	3,081	4,110
Investments	750	750
	-----	-----
	3,831	4,860
CURRENT ASSETS		
Stock	116,852	117,419
Debtors	11,900	6,126
Cash at bank and in hand	31,860	39,990
	-----	-----
	160,612	163,535
CURRENT LIABILITIES		
Creditors falling due within one year	15,133	22,524
	-----	-----
NET CURRENT ASSETS	145,479	140,993
	-----	-----
TOTAL ASSETS LESS CURRENT LIABILITIES	149,310	145,853
	=====	=====
CAPITAL AND RESERVES		
General fund	149,310	145,853
	=====	=====

Another Summer's Story

You will recall from my previous musings in the magazine that I never ever tell myself my car is going well since it is invariably the trigger for a 'depannage'.

Now I can't even think it! At the risk of being long-winded, I was recently flying back from a short lunch, and for a change I had relaxed and eyes were not glued to the temperature gauge. All is well I thought to myself.

WRONG! DON'T THINK!

Looking down I see 100 degrees showing! Immediately kill the motor and coast to a stop, jumping out muttering dark words. After all I have had at least 2 months of trouble free motoring!

Opening the capot, I find immediately I can turn the water pump and alternator by hand. Further delving shows the pulley at the bottom of the engine also turns freely! Even my limited knowledge told me this wasn't right as the pulley is on the end of a shaft/axle sprouting from the engine which normally drives it!

So I struggle the last mile home in 200 yard spurts and call my Hero, Lord Harding who bless him was due a visit anyway part social and part work along with his good lady wife Debs.

So when Supermark arrived it was bonnet off, grille off, radiator off to get a look at the pulley. So it was rotating independently of that it was screwed to.

What next ... well ... unbolt it and the huge pile of washers behind the bolt and remove pulley. In said pulley is a keyway which lines up to a keyway on the shaft. It is supposed to have a 'key' to lock the pulley to the shaft.

But *nichts! Niente! Rien!*

We did find a sheared piece of circular rod languishing in the shaft designed for a square keyway. "Bodgers" mutters Mark (well actually more than muttered!) and we wander off to my Aladdin's cave of a shed. A piece of steel is found and Mark fabricates a key!!

Just 4mm x 4mm x 20mm. Slides pulley onto shaft inserts key which fitted first time. The man is a genius ...really! All bolted up minus the pile of unnecessary washers and we are back in business!!

In case you don't remember from previous articles this was the same Moretti rebuild that had the duff rings and liners! Need I say more.

Other jobs while we were at it included:

- manifolds off, to level the inlet manifold surfaces (so alternator disconnected exhaust disconnected carb off etc)
- torque down the head adjust the valves and she runs as sweet as a nut
- replace handbrake cables
- replace rear shocks (a job even I could do as Mark wrestled the brake cables off)
- replace seals in rear brake cylinders
- replace rear brake shoes which was interesting as the previous owner clearly didn't know what a split pin was – small nails were used instead and bent over at the ends!! *(On a par with my own experiences Chris, the previous owner of my car didn't bother with any split pins at all in the rear offside hub. Editor)*

All of the above done in 9 hours. So I hope my beauty is now restored to rude health. The 2 days passed quickly with Lord Mark and his lovely wife, Debs and much wine and food was consumed amid the Tractioning. Good summer to you all!!

Chris Holme

2018 CALENDAR:

**Have you any interesting/
amusing, (but preferably not rude)
photographs that you would be
willing to submit for next year's
calendar. If so, please submit these
to Martin de Little at
rwd@traction-owners.co.uk**

Lancaster Insurance Classic Motor Show

We are making good progress with the organisation of the Club Stand at the NEC. I have emailed all our members asking for volunteers and have had an enthusiastic response with a further 10 volunteers. The organisers have given us a smaller stand than last year, still in the same Hall 5 but is now Stand number 5-545.

We will be showing the following cars:

LHD 11BL 1956	Chedley Mahfoudh
RHD Big 15 1953	Laurence Acher
RHD Light 15 1937 Roadster	Tim Walker
LHD 11B 1956	Dave Butcher

In this edition you will find details of the discounted tickets on offer to our Club, and these offer a small but significant price reduction.

If you are coming to the show, but are undecided which day to attend, we found last year that Friday and Saturday were the busiest days. Sunday was much calmer and more relaxed. If you have never been to the Show, we can assure you that it is very impressive. Apart from some beautiful cars, it is possible to buy almost any part. However, you need to make sure you have a list of things you might need before you come! There is a lot to see!

If you do come, please drop by the stand. We want to meet as many members as possible and this is a rare occasion where perhaps the majority of UK membership will perhaps be under the same roof! We look forward to seeing you at the NEC

Julian Pratt

NEC Organiser

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*Club ticket (adult 16 years+) offer only applies to Saturday and Sunday and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years), based on your ticket stub or print at home voucher to your club's stand and they will benefit from a commission. Calls cost 13p/min plus standard network charges. All bookings are subject to a single transaction fee of £1.00. Tickets include a show guide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

FBHVC NEWS

Still not a lot of progress on most fronts, given the Government preoccupation with Brexit. The following are verbatim extracts from the latest newsletter, but due to space pressures in this edition, I would refer you to the FHBVC website, where you can read the newsletter in full. (<http://www.fbhvc.co.uk/members-pages/newsletter-archive/>)

UK Legislation – Bob Owen

There is a Chinese curse, 'May you live in interesting times'! Given the outcome of the General Election, it is good news to be able to report that John Hayes MP, who has knowledge of, and is sympathetic to, historic vehicles and with whom we were able to establish a good working relationship during the last Parliament through the All Party Parliamentary Historic Vehicles Group, remains in post.

However, it takes time for things to settle down following a General Election and the All Party Parliamentary Historic Vehicles Group is not as yet re-established for the new Parliament. There may be consequences of the current uncertainties, so we will just have to wait and see.

Scrappage-Congestion Zones

.....Secondly, the Consultation promotes the possibility of scrappage schemes for some older vehicles. We suggested that any scheme exclude from its ambit any vehicle which is already in the historic taxation class. Readers will recall that under the previous scrappage scheme, a number of historic vehicles were lost.

The Emissions Surcharge to the London Congestion Charge (or T Charge as it is known) will come into force on 23 October. That surcharge does not of course apply to historic class vehicles. To remind readers, that does not mean historic vehicles are exempted from the Congestion Charge itself.

Lastly, Transport for London has issued a brief online Consultation on the bringing forward of the London Ultra Low Emission Zones' (ULEZ's) commencement from the planned 7 September 2020 to 8 April 2019. We responded simply reminding them of our agreement with the continuing exemption for historic vehicles, and reminding them that we would like to see a method of recognition of overseas historic vehicles, in line with best international practice.



The Footman James

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The TOC 2017 Rally has happened and very good it was too. There's a proper report elsewhere in this issue. As a southerner, I regard Scotland to be a land far, far away. Even for those in the North it is still a land quite far away. On average, according to Google Maps, each of the 40 cars that made the trip covered 660 miles just to get there and back by the most direct routes. With the planned excursions and other diversions in total I reckon that together we clocked up 30,000 miles.



Let's not dwell on the carbon footprint, let's marvel instead on the achievement of these venerable machines.

As far as I know the only car problems were a sticky float valve and a dodgy starter motor. Not bad as all the cars were between 60 and 80 years old.

We took our dog. He's not small but there was plenty of room for him on the floor in front of the back seat. That meant that we couldn't take human passengers but other cars did and lugged four adults around.

The trip involved motorways and twisty, hilly hairpins and the day after we got home I drove to work in the Traction as usual. Very little oil and water were used in our 1100 mile round trip. I didn't monitor the fuel consumption but it would have been drinking at its usual rate of about 28 mpg. Others may have had a different experience but my point is that, despite its age, a Traction Avant is a very usable and practical vehicle. It is not a car to be scared of or to be treated with kid gloves. They are very capable cars – as the Tractions Sans Frontieres group are demonstrating as they tour Ireland this summer.



Almost all the cars on the Rally were nice and shiny with mine being something of an exception. I like a shiny car and better still a car park full of them. On the other hand there is something very endearing about one that shows it's seen a bit of life. Like this very honest 1954 Light 15 which I saw whilst out walking the dog. I like its handy tow rope accessory. Now, why would it need that? It must be to help other less reliable cars.

I regret I did not make it to the CCC Rally. I had intended to go but work travel commitments took precedent. I got back to Heathrow on the Saturday evening so, in theory, I could have made the trip on the Sunday. The last time I attempted a journey soon after getting off a long-haul flight it didn't end well (although it could have been worse) and there's still a mark on the M1 crash barrier to record the event. I chose not to repeat the experience.

From what I saw on Facebook the rally looked very well attended and one Traction made it there. I believe this was Laurence Coburn's 1954 Commerciale and I guess it won "Best Traction" as I see no evidence of any others. If my Normale had been there it would have offered it no competition as the Commerciale looks to be very respectable. *'It actually won the prize for 'Best Pre 1955 Car, see letters page, Ed'*

The Commerciale, with its hatchback rear end, is a very practical car although its long wheelbase does rather exacerbate the Traction's already poor turning circle. There was never a hatchback option for the Normale or Legere. Well, that's not quite true if one considers the Danish vans or the police special with a rear door (as seen at the ICCCR).



Editor Bryan has been working on a buyer's guide to assist prospective new Tractionistes to find their way around the options and pitfalls. Such things already exist

Bailey's Banter

but we felt we should have something of our own that we can publish on the TOC website. We hope to spread the word that, if you are looking to enter the world of classic car ownership, the Traction Avant is a very practical proposition being easy to drive and, with good parts availability, not too daunting to maintain.

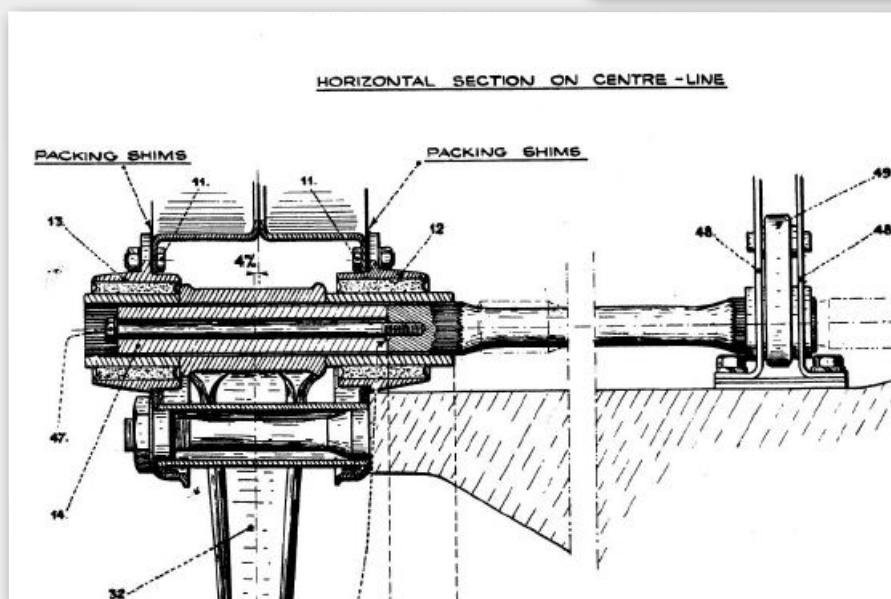
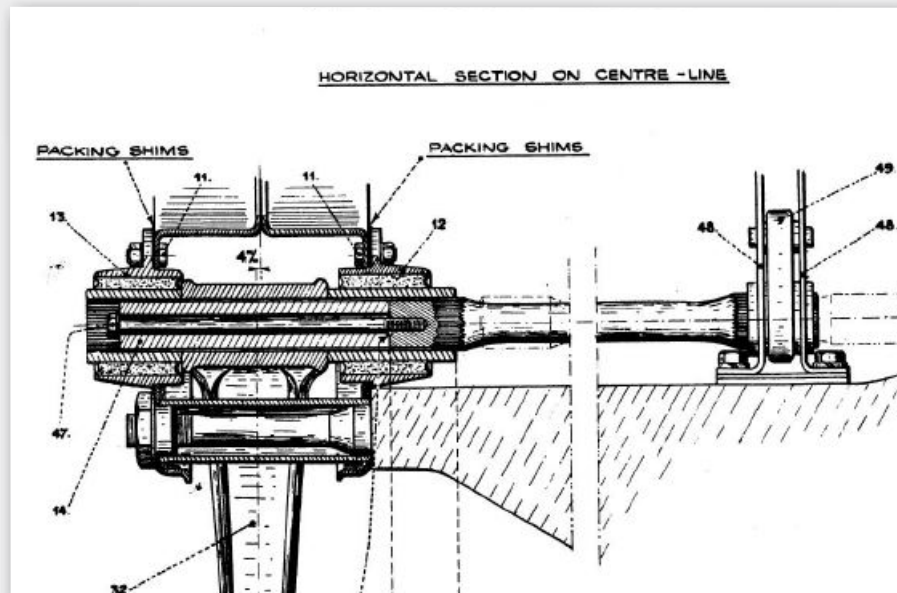
Speaking of maintenance, I just gave my own car a bit of a service. Despite the warning in the owner's manual, I topped up my gearbox oil, for that is the source of the drips on my driveway. The grease points were greased – fewer of them since my driveshafts now have CV joints. And of course I changed the engine oil. This needs to be changed quite frequently, there being no filter. The manual states 2000 miles as the interval but, without a filter, the more frequently it is changed the less the risk of something nasty taking a few laps around the engine. Happily there were no metallic flakes in the old stuff which was black but otherwise quite healthy looking.

I was looking through the paperwork I received with my car 20 years ago and learnt (or relearnt as I must have known this before) that my engine had its white metal bearings remetalled shortly before I bought it. That's good news but I was hoping to see that shell bearings had been fitted. Remetalling white metal bearings is something that needs a specialist. Thankfully there are still some left. I don't know how long it will be before I need to make use of them – or will I get shells fitted? It had new pistons and liners too which is nice to know, but if and when they need doing again that's a job I'd be happy to do myself.

The only other task on a Traction that really needs a specialist is replacement of the

silentbloc bushes in the front suspension. Removal of the old ones from the cradle requires a 200 tonne press which is not something found in the average garage. There are some amusing, but not necessarily helpful, videos on YouTube showing people attempting to cut corners using gas torches and hammers. I am beginning to think this is a job that I may have to prepare for soon. I say this because my clutch judder is back as well as some suspicious noises when going over bumps. When I jack up the front of the car for its lube job I support the suspension arms – so I never get to see the suspension in an unloaded state, let alone poke around with pry-bars. That's the MOT tester's job... hmm - since there is no MOT tester I'd better have a go myself. Certainly the silentblocs have looked past their best for a while now.

If it does turn out that's the cause, and it's not just loose wheel nuts, the kit of parts to replace the silentblocs costs £360 from the TOC Spares (or £306 with the spares



levy discount) or 400 euros from Jose Franssen who also offer a complete used cradle assembly for 600 euros. This includes the torsion bars which I would not need. There would be some shipping on top of that but at this point I find the idea of swapping the whole thing rather attractive. So better still, the TOC has an exchange service on cradles at £630. Big numbers – and yet more attractive than finding a 200 Tonne press.

With numbers like these, is running a Traction an economic proposition? I don't know if the silentbloc bushes have

been replaced before on my car. I have its history back to 1984 so I know they have lasted 33 years but I suspect they may be original. That works out at £10 - £20 per year for that. I would say that compares quite favourably with the cost of replacing suspension bushes on some modern cars. It does mean that, with an older car, you need a cash reserve for these big costs. It also means that there is a big difference between the cost of running an old car and the cost of restoring one where everything needs replacing at once. In the latter case you would need to keep it and run it for a long time to get your money back.

We are starting to see what the long term future for motoring looks like. After 2040 it seems you will still be able to buy plug-in hybrids but otherwise there will be no internal combustion engine cars sold in the UK. From what I can see the French ban also included all types of hybrid. Whatever the future for hybrids the demand for petrol will certainly plummet and we can assume that by 2055 when almost all Tractions will be over 100 years old, petrol will be more difficult and more expensive to get hold of.

What does this mean for future generations' experience of older cars?

Some years ago Arnold Schwarzenegger became governor of California and instituted a policy that all car manufacturers must include a hydrogen fuelled vehicle in their range to qualify them to sell anything in his state. For his part Schwarzenegger provided the Hydrogen Highway, a system of hydrogen filling stations. I am a big fan of fuel cells and wholeheartedly supported this initiative. Most manufacturers offered fuel cell powered vehicles – essentially electric cars with fuel cells instead of large batteries. Uniquely BMW's response, which was to offer an internal combustion engine powered from hydrogen gas. I regarded that as a lazy, rather cynical response as it still emitted NOx. They just did the minimum to qualify.

After Arnie left office the fuel cell development quietened down but has not gone away. Toyota, Honda and Hyundai have fuel cell powered cars available. You can only get one if you qualify. Our infrastructure has not benefitted from any government level visionaries and if your driving habit is likely to take you out of range of a filling station you won't be allowed to have one. One recently opened at the Cobham service station -

There are only eight hydrogen filling stations in the UK all of which are in a triangle defined by Nottingham, Port Talbot and the M25. Cobham is 24 miles away from me but my driving is all outside the triangle, so I don't qualify.

Petrol on the other hand is available everywhere. I suspect that by, say 2050, that position will be substantially reversed – maybe a lot sooner than that.

There is already at least one battery powered Traction amongst us – how soon before we see the first hydrogen fuel cell powered car conversion?

I suspect the future will include a mix of fuel cell and battery power for transferring and storing energy in electric vehicles and that, whilst petrol will become difficult to obtain, hydrogen will become easier. I can imagine a future where the gas main reverts to hydrogen (the old town gas was predominately hydrogen). After all, at some point it will become unacceptable to burn methane in your house.

If hydrogen does become widely available, even in your home, then a conversion to run your Traction (or any petrol engine) from hydrogen is probably imaginable, inspired by BMW's lazy response.

Of course hydrogen doesn't make sense if it is derived from methane as it currently the case. It will have to come from electrolysis of water and the electricity for that will have to come directly from renewable energy. That's the only way to avoid the creation hazardous pollutants – I'm pleased that the Cobham Services installation operates this way.

I know many people will point out the low energy density of hydrogen is and dig out the picture of the Hindenburg going up in flames. Hydrogen is as safe as any other fuel when handled appropriately and as unsafe as any when not. The energy density issue is entirely about capital investment, rather than absolute efficiency and whatever we do will need Big Government sponsorship and a long term vision – that will be biggest obstacle in this country. However, I offer a glimmer of hope that hundred year old Tractions, modified to store and burn hydrogen, could still be running around and their owners could be worrying about their wet liners and white metal bearings in 2060.

Of course we also have to think about what it might be like driving a Traction when Autonomous vehicles are the norm. Those of you who have fitted electric power steering have made already made the first step.

Meanwhile, back in 2017, the gearbox self-help team has produced its first complete one and there's another one nearly done. Mine, sadly is just a pile of bits as I have been distracted by work and other things.

Traction in the Trossachs

TRACTION IN THE TROSSACHS – you take the high road ...

Honoreé and Ken Gordon, plus pictures and Distillery tour by Martin de Little.

The hotel name was a dead giveaway :‘The Rob Roy!’ The warm welcome by a load of Rob Roy look-alikes, including the newly-hirsute club President, as they all rushed (well, maybe ‘tottered’ forward, given the average age of members) to greet us was the next clue. Since when was a beard a membership requirement? Just in case you had really not got it by then, a few highland cattle dotted about in the field opposite left us in no doubt this was indeed the venue for ‘Traction in the Trossachs’,

the 2017 Traction Owners Club (TOC) national 3-day rally. A fleeting thought that maybe we had stumbled instead upon a Labour Party hustings was soon dispelled by the proffering of a goody bag, name badge and rally programme. All early signs of what proved to be a meticulously planned, well-organised and hugely enjoyable rally - a heartfelt thank you to the organisers Peter and Carol Fereday. What goes smoothly and seemingly effortlessly on the surface belies great effort behind the scenes.



Leaving aside the hotel’s passing resemblance to a set from “Crossroads” (you KNOW you are old enough to remember it!), or indeed an ex-Butlin’s - told by staff to occupy the same seats at breakfast as the night before senior club members showed more than a passing disregard for authority :‘*awa’ ‘n bile yer heid*’, sitting exactly where they wanted next morning to swap anecdotes, renew friendships and discuss the relative merits of obscure car parts. The hotel was ideal being well-situated, peaceful, clean, with good, tasty, hot and efficiently served meals (with the inevitable haggis-filled options) and a copious breakfast, but for us Scots, most importantly representing excellent value for money! Even more crucially, it offered plenty of parking.



The star attraction, of course, was the magnificent array of cars. Our first glimpse on the way up to Aberfoyle was of two Traction’s meandering their way along the A84, atmospheric against the backdrop of the forest and distant mountains. Over 40 cars turned up (some later than others: Adrian and Eileen Church didn’t make it far past their South London starting line before breaking

down with a fuel problem. Adrian, in a very fetching boiler suit, with matching grubby hands and the car on a transporter did get to his son’s graduation ceremony en-route. However, thanks to Pete Simper who expertly discovered and re-tightened the loose fuel float valve in the carb he was able to participate in the rally and drive home under his own steam. Some had come far – many in excess of 400 miles – and John & Bev Barsley, making a week’s touring holiday of it received the prize for the furthest travelled to the meeting having covered 579 miles from Kent. Others, like ourselves, new members almost on false pretences, were only one hour from home in Edinburgh, with our own 11BL safely tucked up in its garage in France but that meant we had the pleasure of gliding effortlessly up the Duke’s Pass in Bernie’s 6-cylinder (which unbeknown to most had a manifold held together with sellotape, or similar, for the journey up from the South-economy measure, Bernie?).

Traction in the Trossachs



The weather was predictably Scottish, a good smattering of rain, lots of wind and the odd midge or two. That did not stop the intrepid club members. Day one saw members negotiate the aforementioned pass with aplomb (Traction Avant definitely translates as “best wheel forward”) to reach the shores of Loch Katrine and the steamship ‘Sir Walter Scott’. There the eagle eyed (couldn’t resist the pun) were rewarded with the sight of an osprey circling overhead. Those who partook of the Rob Roy cocktails for sale on board (yes, really....), liberally laced with whisky or brandy, but passing as sensible mugs of tea or coffee might have been forgiven for thinking

they saw two. In any event the vast majority of us spotted the even more rare Scottish mountain goat aka Peter Fereday scrambling up the rocks to get a decent group shot from on high some people will do anything for a good photo opportunity. The hardiest members stayed out on deck throughout the loch cruise, others spent the time inside, admiring the views from a warmer spot and having a good ‘blether’. A perfect opportunity to swap car stories and share advice.



What struck us both was the good balance between organised activity and free time. Not that the members needed much organising: they read their rally booklets, complete with great suggestions for things to do, places to visit, excellent lunch spots and of course petrol stations; they turned up on time and stayed relatively sober, and so the Butlin’s approach was swiftly abandoned. On Saturday afternoon most members took up the opportunity to visit Deanston whisky distillery

(quelle surprise!). As reluctant non-drinkers, we skipped the distillery tour and had a ‘*donner aboo!*’ Callander so we thank Martin De Little for kindly supplying the following report on the Deanston visit:

This next section is by MDL, Honoree and Ken not availing themselves of a trip to sample the delights.....



After a couple of hours of bracing fresh air on the Sir Walter Scott, we each made our way to

Callander for a light lunch. Having dined hugely (if not wisely) many of us ventured onto “main street”. In anticipation of the ceilidh due that evening, quite a few of our number were intent on spending the afternoon prowling around the town looking for an article of clothing with a splash of tartan in it.

The results you see in the accompanying photographs Armed with an appropriate piece of tartan we made our way to the distillery. Our guide told us that Deanston Distillery started life in 1785 as a cotton mill designed by Sir Richard Arkwright, and remained as such for 180 years until it was transformed into a distillery in 1966. The constant supply of pure water from the River Teith contributed to the decision to turn the mill into

Traction in the Trossachs



a distillery and Deanston is now the only distillery in Scotland to be self-sufficient in electricity, with power generated by an on-site hydro-energy facility. Deanston sits in the Highland single malt region of Scotland and produces whisky which is handmade by ten local craftsmen, natural in colour and bottled at a strength of 46.3% ABV.

Deanston Distillery has a number of unique production features which contribute to its distinct character in taste and look. The spirit is handmade by a small team of local craftsmen who rely on traditional distilling techniques; no technology or computers are used. Deanston uses only Scottish-grown barley and in 2000, was one of the first distilleries in Scotland to start producing organic whisky, certified by the Organic Food Federation and using barley grown in specially selected sites, free from pesticides and chemicals. The distillery also uses an 11-ton open-topped mash tun - the only one of its size in Scotland - and four unique pot stills. I did not fully grasp the principles, but apparently they are designed to give the whisky its light character. The spirit is matured in the original weaving shed designed by Arkwright in the 1830s, which holds a

capacity of 45,000 casks. Returning to our starting point we were invited to try a 12 year old Malt, this we eagerly did. Then we were shown, and it was explained, that the smallest amount of water dropped into the whisky from a pipette would release all manner of fragrances. To be honest, your correspondent did not detect any appreciable difference in taste, leading to the inevitable conclusion that he probably requires further practice - hic! (MDL)

In Callander we successfully avoided the tourist tat and found the super little toy museum and shop, coming out with (yet more) model cars and a (non-politically correct) gollywog. Back to the hotel and time for a well-earned snooze (see previous reference to average member age) or, for some, to don overalls and find things to do on the car, before dinner.



The highlight (apart from the cars?) had to be the ceilidh. The enthusiastic Glaswegian (oxymoron) band were first rate, successfully encouraging club members, even the Sassenachs (google it), to get up and 'trip the light-fantastic' - whilst the excellent Edinburgh Dancers who had the unenviable job of trying to guide everyone, were told to *'forget their prissy Edinburgh steps for the St Bernard's waltz and 'gie it some welly'*, thumping out the 'one- two- three Boom! Boom!

Members needed no second bidding to join in! The 'Gay Gordons' prompted at least 20 couples to get up as the first dance- the majority executing the steps with surprising expertise!

The raffle at the interval provide some welcome respite and a chance to get your breath back (age again....) and replenish glasses. Well done to Kirsty, Peter and Carol's daughter, for not only artfully sourcing prizes from numerous sponsors but for her charm as compère at this point. (A suggestion for next year' competition: 101 uses for a Citroen thermometer?) Unfortunately, there was no 'best-dressed' prize, the so-called Scottish 'outfits' ranging from discreet bow ties, to Steve Southgate and Paul de Felice each in a tartan 'peenie' while the Chairman sported a tartan tammie.



Traction in the Trossachs

The serious bit was Sunday, well not that serious as the judging and prize-giving is good natured (at least it appeared so on the surface). Preceded by a choice of a short morning drive to Balloch on the shores of Loch Lomond, or visiting a nearby castle, the sight of all these elegant cars arriving at Boturich Castle for lunch was a joy to behold. Located high overlooking the loch, and hosting its first car rally, this was a venue that takes some beating. Thanks must go to host, Ruairidh (Rory to the Sassenachs), for the warm reception the club received. An excellent buffet lunch in the marquee on the lawn was followed by the presentations. The TOC is not the sort of club where you have to have a gleaming exhaust pipe to win a prize but it was surely fair that the Masterclass Trophy went to Philippe Allison for his superbly restored and gleaming 1939 Light 15 Roadster. The First-Time Entry award went to John Dawes for his 1949 Light 15 who, in his Henley Regatta blazer, would surely also



have qualified for the 'snappiest dresser' award had the category existed. A full list of prize winners is published elsewhere in this issue.

All too soon it was time to return to the hotel. Andy's evening quiz sorted the men from the boys-apologies to lady members, but unless you knew at least your manifold from your baffle there really was no point in even entering! Avid Citroen car buffs vied to identify obscure car parts. This was where it got really serious. Even the club's president was beaten, not being able to identify the fixing plate for a big boot catch but James Geddes knew what it was and consequently picked up first prize. However Liz Harvey and Liz King did receive an honourable mention for their combined effort of inspired tongue in cheek answers.



Monday morning the unpredictable Scottish weather at last provided sunshine-but this added to the pleasure of the inevitable return journey home-friendships renewed, expertise shared, new (dancing) skills learnt and with memories of our lovely Scottish scenery. Once again, on behalf of the membership thank you to all involved in making it such an enjoyable rally.

A bientôt de vous revoir!

Prizewinners

Winner			Runner-Up		
Name	Year	Model	Name	Year	Model
JOHN DAWES	1949	LIGHT 15	Best First Time Entry	NO RUNNER UP THIS YEAR	
BERNIE SHAW	1948	15-Six	Best Paris Built Car	PETER SIMPER	1951 RHD 11BN
TIM NEWING	1937	LIGHT 12	Best Slough Built Car	PAUL de FELICE	1954 BIG 15
TIM NEWING	1937	LIGHT 12	Best in Show	JOHN DAWES	1949 LIGHT 15
PHILIPPE ALLISON	1939	LT 15 ROADSTER	Master Class	No Runner-Up Category	
Will be announced at the AGM			Barbara Longden Memorial Award (For Services to the TOC)	No Runner-Up Category	
ADRIAN CHURCH	1949	LIGHT 15	Disaster Of The Year (Graham Pitcher Trophy)	No Runner-Up Category	
JOHN BARSLEY	1954	LIGHT 15 579 Miles	Furthest Driven	No Runner-Up Category	

Buyers Guide

As promised in the previous issue, this is a draft of the proposed Buyers Guide, which will eventually be uploaded onto the website, and which may also be provided in booklet form for use at major shows. Your comments are invited. This is, incidentally a slightly condensed version, the final version will have an introduction with blandishments to join the club, plus a couple of illustrations which I have omitted, all in the interests of not taking up too much magazine space. (Editor.)

THE CITROËN TRACTION

Citroën Traction were first built in in 1934 and production continued until 1957 .



Normale (left) and Light 15(Légère) side by side.

Most survivors will be in the two principle saloon car styles, the Normale and the Legere, or their Slough built RHD equivalents, the Big 15 and the Light 15, these being built in the UK, and mainly finding their way into Commonwealth countries such as South Africa, Australia, etc.

A further permutation is the 15/ 6, of which there are some survivors and which replaced the standard 4 cylinder engine spec with an inline six, and a yet rarer derivative, the 15H Hydraulique, which has the hydro pneumatic rear suspension similar to that found in the later DS. These latter cars are in Normale form, are relatively uncommon and command a high premium over standard 4 cylinder models. There are then long wheelbase Commerciales (with an opening rear tailgate), and Familiale 9 seaters, with three rows of seats. Again survivors are not numerous.

The chart below gives an indication of the principle models likely to be encountered.

As you can see, there are also two door coupe variants and two door roadsters. These are rare and very expensive, and some care is needed if one is offered, since some are actually converted saloons with their origins in the Far East.

The body style that most buyers will be looking at is a four-door saloon fitted with a 1.9-litre engine in four-cylinder

form, (early cars had

smaller capacity engines, but again, survivors are quite rare) The Legere or Light 15 is a medium sized four seat motor car, relatively low slung compared to most 1930's cars. The Normale is a slightly longer wheelbase version of the same car, with most of the additional length in the rear seat area. It also has a slightly wider track and cabin. This does make a significant difference to internal passenger space and

also engine accessibility is improved over the smaller models. Later versions of both cars, post 1952, also have a larger boot enclosing the spare wheel.

The Traction Avant was known as the 7CV, 11CV and 15CV in France as well as receiving different names in England with the 11CV renamed the 15HP and 15CV called the 'Big Six' (this model having the 6 cylinder engine).

Generally, but not exclusively, Right-hand drive models were built in Slough with Left-hand drive cars being built in France and Belgium.

Small booted cars (Malle Plate) are more sought after than the post July 1952 Big Boot (Malle Bombe) cars and command slightly higher prices. Slough built cars also have chrome grilles and headlight bowls and the distinctive double chevron on the front is usually behind the grille mesh.



Large and small boot Traction

	Small Body 4 cyl engine - (4 Door)	Small Body 4 cyl engine - (2 Door)	Wide Body 4 cyl engine- (4 Door)	Wide body - 6cyl engine - (4 Door)	Wide and long body 4 cyl engine- (4 Door)
Slough	Light 15	Convertible or Fixed head Coupe	Big 15	Big 6	n/a
Paris/ Forrest	11BL (Legere)	Cabriolet or Faux Cabriolet	11BN (Normale)	15/6	Familiale/ Commerciale

LIVING WITH A TRACTION:

Like many French cars the Traction is a quirky machine, with some (in its day) unconventional engineering and has an undeserved reputation in some quarters for being difficult to drive and maintain. Get behind the wheel and you will find that the car is a very attractive, practical and enjoyable drive. Interior space is great, especially in the Normale versions, with bags of head and legroom. Boot space is also reasonable in both large and small boot versions, although actual available luggage space is only slightly greater in the large boot variants. If you need more carrying capacity, a period roof rack completes the look.

On the move, the car handles very well, a combination of front wheel drive, torsion bar suspension, and a relatively low centre of gravity resulting from the lack of a hefty chassis, means that excessive body roll on corners is largely absent and the supple ride, aided by the standard Michelin radial tyres, gives smooth progress. Well sprung seats when in decent condition, add to the comfort.

Performance is not in the sporting class, but the more numerous 1911cc cars will keep up in modern traffic and on cross country drives the handling helps to keep average speeds up. Earlier cars do have smaller engines and may not be as lively. Engines are flexible and gearing is relatively low, all cars have three speed boxes as standard. The dash mounted change is good, although it looks bizarre when first encountered. Take gearchanges in reasonably leisurely fashion and the synchro on second and top should cope nicely. Final gearing can be low, especially on long wheelbase examples. Many cars are now upgraded to have a higher ratio crownwheel and pinion, this cuts down revs and makes cruising at main road speeds a little less frantic under the bonnet.

Steering is a little on the heavy side at low speeds and many owners pump up the tyres slightly more than the original manufacturers recommendation to lighten the load. Some cars



are upgraded with electric power steering, for which kits are available.

Brakes are drum all around, and don't quite have the grab of a modern car, but as with all older classics, one of the attractions is that you do need to drive this sort of car and a little advance anticipation will keep you out of trouble. Having said that, it is possible to do a very passable emergency stop if your leg muscles are in reasonable condition.

Heating is a little crude, in the form of a hot air duct from the radiator, rather after the fashion of a VW beetle, again many cars are upgraded with a Smiths type heater tapped off the cooling system. Ventilation is via an opening windscreen and scuttle vent.

There are several Traction specialists in the country who will offer repair and restoration services.

Day to day servicing is however, quite a viable DIY proposition, although some specialist tools are required (available on loan from the club) when more advanced work is envisaged such as brake relining, etc.



Familiale and Legere saloons.

Oil changes need to be frequent because no filter is provided and as with most cars of this vintage, there are numerous greasing points around the car.

Spares supply generally is excellent, both via the Club and a number of European suppliers. The Slough built cars use a lot of standard Lucas parts in ignition systems, lighting, etc.

BUYING A TRACTION, WHAT TO LOOK OUT FOR:

Most of the checks that you would apply to a prospective purchase are commonsense and typical of all unitary built steel bodied cars. Unless your primary aim is a project, always try to buy the best condition car you can find in your price bracket as renovation costs can quickly add up.

Buyers Guide

BODYWORK AND RUST:

The traction was unusual in its era, in that it has a genuine monocoque shell. Like most such cars, much of the longitudinal strength is in the sills, and the floor is a flat steel pan stiffened with vee section ribs. The sills are in three parts, outer and inner with strengtheners between, corrosion on the outer sill can be a sign of hidden rust on the inside and cosmetic patching may conceal issues.

This is first place to check for corrosion, along with the bottom of the 'C' pillars behind the rear doors. The rear suspension legs mount onto the rear of the inner sills – any weakness here can cause rear axle movement.

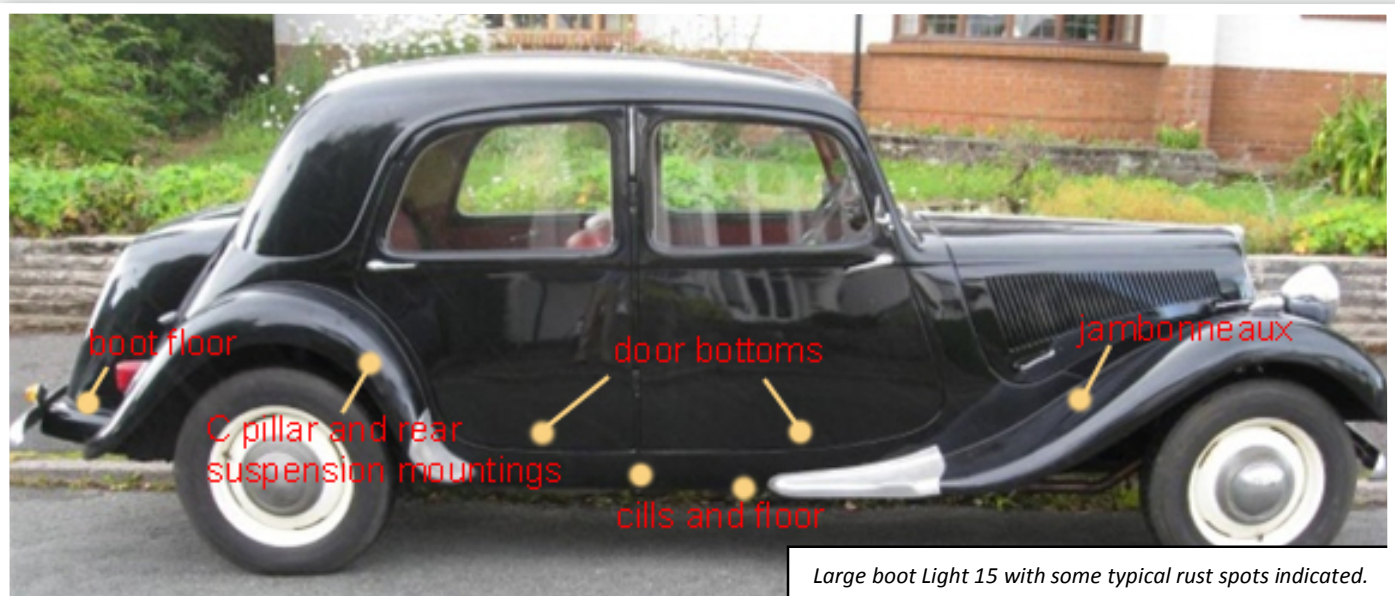
If the monocoque is weakened, the car will also sink ahead of the windscreen 'A' pillar, as the engine subframe gradually pulls away.

the scuttle vent in front of the windscreen which often allows water in. Cars that have been stored outside long term will therefore possibly have rot in the front floor, since they will have leaked rainwater. Lift up the carpets and see what condition the metalwork is in.

Long-wheelbase cars like the 'Commerciale' and 'Familiare' flex much more than the short-wheelbase cars and ripples in the panels behind the rear door can be a sign of this.

Ideally, door gaps need to be even on all four doors and they should open and close with no problems.

Bottom edges of doors and boot-lids can rot, as can the boot floor if the drain holes become blocked. Citroën only fitted a basic rubber strip at the lower edge of the door glass to try and stop water entering the door interiors and it is worth adding a door membrane inside the trim panels and making sure that



Large boot Light 15 with some typical rust spots indicated.

UK cars tend to suffer more from rust, not only due to our climate, but also due to the presence of trafficator slots in the B pillars and, when fitted with sliding roofs, the failure of the drain tubes.

Citroën did not see fit to insert sill drain holes into any of its Tractions!!.

Many though were exported to South Africa and Australia and have since been brought back to the UK, and so have survived better in the drier climate. As an early job it is recommended that you inject some cavity wax into these areas!

The 'Jambonneaux' (front sill extensions forward of the bulkhead) should be carefully inspected for damage. Stress cracks on the floor at the back of the engine bay are not uncommon. However, distortion in the bulkhead above the side arms may point to front-end accident damage.

Floor-pans are susceptible to rotting, which can be exacerbated by blocked sunroof drainage holes on Slough-built cars and

drain holes are clear to ensure that rainwater is thrown back into the door and out again.

The tail end of the front wings have a small double skinned area which is a mud trap and can rot. Stone guards may hide rust.

Corrosion sometimes takes hold in the seams between the bodywork and wings – watch out for bubbling paint and rust streaks.

Slough cars will often have a sunroof fitted, although this is rare on French and Belgium built cars. However when all of the cars were constructed there was a panel let into the roof and that joint may be visible. This is not a blocked in sunroof and many cars that have been restored over the years may will have had the joint smoothed out.

Wings, bonnet and boot panels and doors all bolt on. Body repair sections for areas such as floor pans and door skins are readily available, but replacement wings are expensive and some cars may be fitted with GRP replicas.



Rust horror pictures. Top left, rotted sill seam., middle top, rot around torsion bar mounting, top right, floor/sill seam rot from underneath. Bottom right, bodged repair adjacent to steering box. Bottom left, rear floor edge rot from inside. Oddly enough on this particular car, the outer sill looked okay and the true extent only came to light when the car was taken in to Citroën Classics for other work..

modern fuel issue. A sharp tap on the float chamber prior to start up usually cures this.

The six-cylinder cars are also tough, but are higher maintenance and are more prone to overheating. A rattle while starting could be due to the starter ring gear being loose. Rattling



Metallastic engine mounting.

ENGINE:

Four-cylinder engines use wet-liner construction and are reliable being slow revving and long stroke by modern standards.

Crankshaft bearings and big ends in the original 'Perfo' engine were 'white metallised' direct into the con rod, a technique that is expensive to replicate now. Some cars have been changed during rebuilds to shell bearings and upgraded con rods from newer 11D engines.



The oil must be changed every 1,500 miles to ensure longevity as engines were built with no oil filtration system. Ask about the frequency of oil changes. Timing chain rattle is fairly common and nothing to worry about, as a tensioner was not fitted as standard. This is just as well, since replacement of the chain is an engine out operation, this being at the rear, by the bulkhead. A tensioner kit is now available.

Cars will have Zenith or Solex downdraft carburettors fitted which are relatively straightforward. As with most older carburettors, over time the intake float may leak and need replacing and butterfly spindles can wear. I also experience occasional sticking of the float /needle valve. This may be a

while at idle is likely to be due to a loose crankshaft damper – this needs to be fixed before any damage is done. Cylinder heads are also more prone to warping than those on the smaller 4 cylinder engines.

Engine mountings on 4 cylinder cars, which are volute springs, can become sloppy and allow excessive movement, which can be a source of clutch judder and may cause the large rear rubber block mount which sits in a bulkhead recess, to thump alarmingly against the bulkhead on overrun. The mounts are relatively easy to replace and new springs are available.

Some cars are modified with metallastic engine mounts and discard the rear block, although opinions are divided on the benefits of this. My own car has this modification and is much better for it, in my view. Parts are readily available from TOC spares and various European suppliers.

On all engines, a smoky exhaust can be a sign of bore wear, but may also be sticking piston rings, if the car has been laid up for a long time.

Electrics: English built cars have 12 volt Lucas Electrics powered by a Lucas dynamo. French cars came from the factory with 6 volt SEV Marchal / Ducellier electrical systems, again powered by a dynamo.

Many French cars are have been converted to 12v and upgraded to use alternators instead of dynamos for their higher output. This gives starting advantages and enables the use of auxiliary equipment such as additional lights, radios, etc.

A 6 volt car in good condition with sound earths, etc. is viable, however, but cold starting can be a lottery and some cars are adapted with an auxiliary 12 volt battery to aid starting.

Buyers Guide

RUNNING GEAR:

Jumping out of gear may be a fault, but can also be an adjustment that is required to the gearchange/clutch lock. Non-functioning synchromesh on second and top indicates internal gearbox wear, however, in common with most synchromesh of the period, it will not enable fast gear changes, so a leisurely shift should provide a silent change. If the unit is noisy or rough, then it could be a tooth having chipped or even detached from the crown wheel – this can potentially do serious damage. Some oil drips are probably inevitable, but excessive oil leakage should be viewed with suspicion as a car that has been regularly bump started may crack its gearbox casing.

Water pumps are mounted directly above the car's bell housing where it joins the crankcase. Any leaks can lead to water running down into the bell housing and seizing the clutch / damaging the clutch release bearing. Release bearings tend to be a little noisy when the pedal is depressed. It is worth upgrading to a modern diaphragm type clutch when replacement becomes necessary. You may also come across a car that has a 4 speed conversion using a gearbox from a later DS. This is obviously a non standard modification, needs a little local re-engineering and so the quality of the conversion work should be taken into account.

Drive shafts may click on full lock if worn. Gripping the shafts and trying to twist them will reveal any excess wear. Some cars will have been fitted with modern CV jointed drive shafts. These tend to wear less, and many claim that they improve the driving experience, although I have not noticed any substantial difference.

There are multiple grease points on front transmission and suspension/steering, which need repeated attention.

SUSPENSION:

The Traction Avant has Torsion Bar Suspension all around and the 'Silentblocs' are metal sleeves bonded to rubber bushes.

The condition of the front bushes can be seen fairly easily under the front wings. The rear ones cannot be checked just by looking, but assume if the front look to be in poor condition then the rears may not be good either. Shock absorbers are visible and easy to change if worn or leaking. Changing the silent blocks is a major operation and requires a substantial press. If the silent blocks are in poor condition, then a significant discount should be negotiated.

BRAKES:

All the usual checks here. Look for signs of brake fluid leaks on the outside of the brake backplates, on the rear face of the tyres and a spongy pedal. Also excessive travel. The brakes are generally adequate for the car's performance.

INTERIORS:

Slough cars have, in the main, leather seats, French cars are cloth, pattern and type varying according to age and model.



Slough interior compared with typical French interior (right)

Head linings are usually suspended cloth although mine is a perforated vinyl which is almost certainly not original. Upholstery kits are available for refurbishments, but as with all such things, are not cheap. Most cars have individual front



seats but some have benches as an alternative. Slough models also have wooden dashes, apart from the economy version of the 12 built in 1939/40. Slough instrument styles vary, from square, distinctly Art Deco to standard circular instrumentation. Many cars will have additional non standard instruments fitted including oil pressure and temperature gauges. Look out for headliner staining from leaks, and general wear and tear.

PARTS:

The club operates a comprehensive parts service and there are also various European suppliers in France and Belgium (see Traction Owners Club Website). Body repair panels and most mechanical components are readily available. Prices for components are comparable with other classic cars, although when buying from Europe, bear in mind courier costs, which can be steep. Electrical components for Slough built cars can sometimes be sourced more cheaply, often being standard components from manufacturers such as Lucas, but some RHD specific items may be more expensive and slightly harder to source, although the club has no evidence that this currently represents a serious problem.

Typical costs: (TOC Spares list)

A sample selection will be provided here and a link to the TOC spares list

POSSIBLE UPGRADES

The Traction is a great drive in standard spec, but members sometimes carry out the following modifications to update the experience slightly.

- 6v to 12v conversions with alternator.
- Diaphragm clutch
- Additional Sound insulation
- Electric power steering
- Higher ratio final drive
- Metallastic engine mountings
- LED Lighting/ Improved headlights (with 12v conversion)
- Modern CV joints to FWD setup.
- Improved interior heating..

Tractions have been more extensively modified, there are V8 examples out there, at least one diesel and we are aware of conversions to use Renault 16 engine/auto transmission combinations and an electric version.

Some cars may have DS engine and four speed gearbox conversions, and although desirable, the quality and source of the conversion needs to be understood.

WHERE TO BUY:

Cars do appear in Auctions and at Dealers, but the latter will tend to be top price examples and the dealer may well not be terribly knowledgeable about the car type and may genuinely not know whether it is in decent shape or not. However, a purchase from a dealer should give some enhancement in consumer rights, may provide some kind of warranty, and it is worth balancing that against any price premiums.

Private sales tend to attract lower prices and there are various specialist classic car websites on line that will provide examples for sale, as well as the columns of classic car magazines and dare I say it, the back pages of Floating Power, the Traction Owners Club's magazine. Classified ads are also reproduced on the club website: <http://www.traction-owners.co.uk/>

The **Car & Classic** web site www.carandclassic.co.uk often has a good selection of both trade and private sales, in the UK and Europe. If buying in Europe, then **Les Anciennes** (www.lesanciennes.com), and **Leboncoin**, both French websites, are well worth perusal.

PRICES:

Values of the more common models have not moved a great deal in recent years and UK prices can vary from around £6000 for a car that is usable, but needs some work, up to £12,000 for a really nice example. Small boot cars command slightly higher prices.

Six cylinder cars are more expensive and can fetch prices in the high twenties for a nice example.

French examples can be bought more cheaply (in France), but factor in transport costs and possible import and registration hassles.

CONCLUSION:

These are a terrific car, far from a commonplace sight on British roads. Drive one and you will be hooked. Don't be put off by exaggerated horror stories about complexity, fragile drive trains, etc. A well sorted Traction is quite a viable long distance car, and as can be seen from the annals of the club magazine, many are used to tour the Continent and clock up considerable mileages doing so.

Being realistic, you will be very lucky to find a perfect car, the youngest are sixty years old now. The trick is to find the car with least potential issues at the best and most truly representative price. Provenance and history is desirable, but in my experience tends to be patchy on cars of this age, although there are cars about that have been in families for twenty or thirty years that sometimes come onto the market.

Finding a few issues may not preclude the car, but the price should reflect that, if say, the engine is tired, or the car needs some cosmetic work. Dry country imports are always worth a look because of reduced corrosion issues, although interiors, if original, can take a hammering from UV damage.

Interior refurbishment can be as expensive as bodywork restoration of course, and again the cost should reflect the condition and work needed.

FURTHER READING:

Citroën Traction Avant, by Jon Pressnel is worth getting hold of and provides additional buying information as well as a detailed history.

The CATS website is also an excellent resource, particularly if you are trying to get your head around the detail changes between various different models. <https://cats-citroen.com/>

The early 7A, 7B and 7C cars - Jerome Collignon's site focuses on those - there aren't many left and are probably best avoided by the novice - but on the other hand if you find one for little money, it would be good to know more: <http://jeromecollignon.blog4ever.com/>

Compiled from a variety of sources including personal experience, by Bryan Pullan/ Chris Bailey plus comments from others. Photographs by Bob Street/ Citroën Classics, Martin de Little, Chris Bailey and the Editor



Even More on Ball Joints

It was a useful article in the last FP about breaking the lower link ball joints. As it was me that assembled the club tool kits and wrote the user instructions which are held with each tool kit, I was pleased to see that Chris Ryle had also recommended leaving the castellated nut partly on to minimize thread damage.

I thought it might be worth printing this section of the user instructions in FP because they add a couple of extra points which users might find worth knowing. Chris correctly emphasises the need to have the breaker and swivel pins in a straight alignment and he quotes how the original tool has a 'pip' locator to ensure this. I believe that all of the TOC kits have non-original breakers and therefore do not have this 'pip' locator. The important thing is to ensure the alignment and this may entail not only using the breaker's adjusting screw, but raising or lowering the suspension arm or even adjusting the height of the bodywork in relation to the arm to achieve alignment.

I have also quoted another method of breaking the joint if a breaker tool is unavailable or there is a risk of damage. This was given to me by the late Alec Bilney [one time Club chairman and whose signature is on each drawing], who had it used on his own car at a small garage in France. It's obviously the way repairers managed without the 'official' tools. Alec also drew me the two diagrams accompanying the text, (but fig 6 shows the nut removed, which is not as quoted in the text). I included it in the club tool instructions as I felt it should have wider knowledge and might save members damaging the club tools if things got really bad with one of the potentially trickiest jobs on a traction.

[Spanners sizes quoted below are for the Club tools]

.....4. Dismantling the steering/suspension ball joints.

Items you will need: Mechanics tools, jack, stands and blocks, split pins, special breakers - lower [1851T] and top [1850T]. 24mm and 33mm ring spanner or socket. Patience and possibly some help.

Remove the wheel and support the lower suspension arm on a stand about half way along its length. The arm must be supported high enough to allow fitting of the lower breaker tool and use of a hammer on the thrust bolt.

A. LOWER JOINT

Remove the cap [3 bolts], cup, any shims and split-pin. Loosen the castellated nut, but do not remove completely. *[This tends to be a very stiff thread, which is normal. It does not indicate damage].*

The joint may be fitted with the original shim adjustment system or the optional spring cup adjusters [TOC Part no.H4].

Fit the breaker tool as shown in Figure 4 (right)

When using these tools, it is absolutely essential that the axis line of the breaker's thread, B, and the axis of the swivel pins of the hub unit all form a straight line.

If this is not achieved, then it will be very difficult, if not impossible to break the joint. There is also a strong risk of bending the screw thread of the breaker.

To achieve this straight axis, the lower breaker can be aligned using screw A which contacts the suspension arm. If this alone cannot achieve alignment, then the relative position of the hub must be adjusted by raising or lowering the suspension in relation to the body, or raising the body in relation to the suspension, whichever is necessary.

Having established alignment, the breaker thread, B can be tightened using the 33mm socket. When under tension, use of the copper mallet on the bolt head, in line with the thread axis should break the joint. If it does not break readily, check the alignment again and retighten.

These joints can be very tight and there is some risk that the breaker tool could be damaged. If this is likely [and for emergency uses], it is worth knowing that it is possible to break the lower joint without the use of the tool, as shown in Figs 5 & 6 below:

Remove the cap, any shims and bearing cup under the lower ball and loosen the nut on the swivel pin. The leather or rubber swivel gaiter must be unwired and turned back to allow access to the top of the ball on the swivel pin taper. The entire hub must now be lowered onto something firm (an axle stand is ideal) until all the weight is on the lower swivel pin, and no possible movement can occur (work the bottom nut down the swivel pin to protect the thread). Using a suitable punch and heavy hammer, knock firmly on the top of the suspension ball. This will break the taper joint. Once it is loose, re-support the axle before proceeding.

When the taper has been broken, remove the nut and separate the cones and joints. Take care not to lose the small feather key, gaiter spring and washer.

Tony Hodgekiss

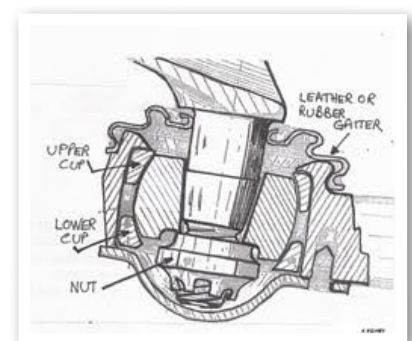


Fig. 5 :
Joint complete

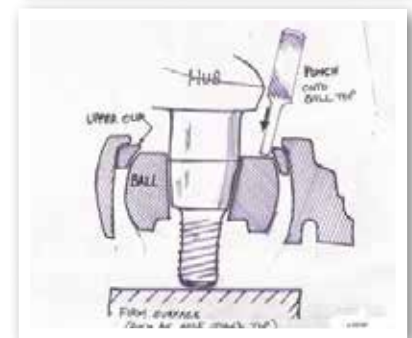
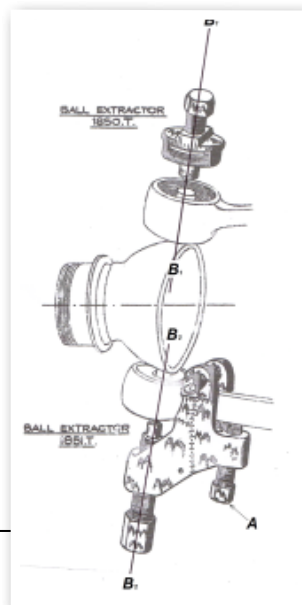


Fig.6;Ball
removal [nut
removed]

TYROLEAN TRACTION

A selection of images of Citroën Traction at a rally in the Austrian Tyrol, taken by Bob Street earlier this summer.



THE TRACTION OWNERS CLUB 2017 AGM

The Traction Owners Club 2017 AGM, is on **22 October 2017** - Harwell Village Hall, High Street, Harwell, Oxon OX11 0EX.

Lunch at 12.00pm, meeting starts at 1.00pm.

Please come and make your presence felt.

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

2017		
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
14-18 July	CTAB Brittany Rally	<p>A 4 day event based near le Puy du Fou in the Vendée Region of France. Puy du Fou is a “ theme park with historical re-enactments”.</p> <p>https://en.wikipedia.org/wiki/Puy_du_Fou</p> <p>Visits to the park, probably for 1 or 2 days will be included in the rally entry fee, as well as camping fees, evening meals etc. More details will follow as and when available.</p> <p>NOTE...The 2017 Brittany Rally was oversubscribed, so if you are interested please register as soon as possible. Dates to be confirmed.</p> <p>Martin Nicholson. email vicmarnic@gmail.com”</p>

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: 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: Slough built RHD traction. big boot. original registration, MOT exempt. The following mechanical work has been carried out by John Gillard of Classic restorations

- 1.Stripping all brakes and replacing both front wheel cylinders and one rear.
- 2.Replacing one front brake drum and skimming the other 3.
- 3.Replaced hand brake cable.
- 4.Replaced all front brake flex hoses and rigid pipes.
- 5.Replace all 4 wheel bearings.
- 6.Replace all 4 shock absorbers.
- 7.Replace collapsed Lardon nearside front.
- 8.Replaced drive shaft and suspension wishbone.
- 9.Replace inner and outer bearings.
- 10.Remove fuel tank, clean out, refit and replace rigid fuel pipe from tank to pump.
- 11.Rebuild fuel pump and refit.
12. Make bracket to support exhaust system.
- 13.Replace fan belt, carry out compression test to establish engine is very good, adjust tappets.

Chassis is ok but will need work in the future. The sun roof has been sealed as was leaking now dry.

The body requires cosmetic work to both the doors and the boot lid. This car is now very reliable. I have bills for £3500 pounds. I have tried to be very honest about this car which has a very good interior with modern front seats for better comfort.

£10,000, contact: bob-wall@tesco.net, tel: 01403 782174

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..**



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



FOR SALE: Very Good Traction Avant Legere 11BL 1953. £10,500 ono.

This car has exceptional good body/hull and paintwork, must be one of the best body and paintwork in the UK (maybe a few as

good but not better) If this is the car you are wishing to purchase you must check this car out as you will go far to find better. The last owner fitted new door skins, total repaint approximately 8 years ago just before suffering Alzheimer's sadly passing away without being able to make use of his work. He also overhauled the engine, gearbox, steering and brakes. Since Purchasing this car the following work (regardless of cost) has been carried out with brand new parts. Fuel tank, Distributor, Glass top Fuel pump, External Door Handles, Spark Plugs, Lens to all Lights, Complete Marchal Headlamps/ Chrome Rims, Pillar Parking Lights, Tyre & Tube spare wheel, 6 Volt Battery, Painted Dash, Complete Carpets including boot and back of rear seat. Engine Flush & Classic motor oil and Radiator Core.

This car can be delivered to Cairnryan (Scotland) Liverpool or Holyhead Shipping Docks. For A Genuine Buyer would consider costing and Shipping further.

This car can be viewed being Driven on the Open Road via YouTube Citroen Avant Light 15 Ref/ John Selfridge (2 Videos) Car is in Ireland.

tel: 07729518992 or email: davidselfridge52@icloud.com

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: 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: stevereed@aol.com

FOR SALE:
One reconditioned three speed RHD Gear Box complete with Bell Housing. £980.
One reconditioned three speed Gear Box without Bell Housing. £850.
Telephone Dave Hackett on 01225 810569 or email [davejackie@hackett7 .plus.com](mailto:davejackie@hackett7.plus.com)

FOR SALE:
(1) selection of Slough and French seating, good frames and bases, but need recovering.
(2) full set of carpeting for familiale, grey, good condition. (3) Selection of BL/BN straight bumpers, all need respraying/

rechroming. Any interest in any of foregoing??
FINISHED/Fitted panels: L/H LT 15, L/H and R/H. Big 15 front wings, R/H front door, R/H BN/BIG 15 rear door, Slough big boot and lower closing panel for big boot, all finished in 2-pack Black, also both halves of BN/Big 15 bonnet and both sides front closing panels, all in primer, also- Unused Slough BIG 6/ Big 15 post 1950 bumper, (half-round profile) newly 3-stage rechromed (at cost of 350!) **To discuss further if interested! phone Andy on 01339 886290 (Aberdeenshire)**

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**

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


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Chichester, W Sussex, PO20 7LQ.
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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