

Floating Powers

March/April 2018



Honorary Life Members of the Traction Owners Club

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Missing Magazine?

Please contact John Oates
01629 582154
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Be a part of Floating Power...

The closing date for input for the
May/June Floating Power is

Saturday 14th April 2018

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

Cover Image

*Small boot and Big Boot Traction at
the Corner House, Wrightington in
Lancashire in the Summer of 2017.*

Editor's Epistle



Due to deadlines, I am writing in February and there is snow on the ground outside. Hopefully, by the time that you read this, UK members will be at least contemplating taking their cars out of hibernation. Overseas members may be a little luckier in that respect, but many of us in GB have left our cars indoors this winter, after a series of freezing spells, some heavy snow and all of the associated salt that the local councils feel it their duty to spread on the roads every time that the temperature dips towards zero. I usually try to keep the car going all through winter, weather permitting, but apart from a trip out on New Year's Day, my own car has seen little activity so far this winter, although I have carried out a service and some other good works.

The long awaited guidelines have now been issued for VHI (Vehicle of Historic Interest) status, principally to establish originality with regard to avoiding the annual MOT inspection. Self certification will be required, and you will have to declare when next taxing your car (even though VED/Vehicle Excise Duty is free for a VHI) that your car is substantially in its original state and has had no significant modifications in the last 30 years.

What is a significant modification? Well, the legislation has been deliberately kept flexible (ie: vague!) and there are many grey areas. Re-shelling a car with an identical pattern body is not, it appears, an issue, but major changes to that body (such as the Cabrio conversion featured in the last FP), suspension, steering and power unit are. So, it is clear that if your cabrio or decapotable was the result of a chop in the last 30 years, then you will be liable for MOT (although your VHI status is probably not compromised). It is also likely that a roof chop, conversion to a van or pickup, carried out now, will also result in an immediate loss of VHI as well as OT free status. However, whether, say, the addition of a power steering kit or a brake servo gets you back into the grips of the MOT man, yet remains to be seen. You can foresee lots of grey areas arising here, leading to anomalous rulings and resultant disputes. In fact it is already happening! The owner of a very valuable and rare classic AC is currently suing DVLA for £150k for the loss of value caused by their withdrawal of his car's historic status. DVLA claim that it is not sufficiently original and incorporates parts from several cars. Could this be the first of many similar cases and could it eventually result in something more onerous than self certification?

Likewise with alternative engines. You are allowed an 'other' engine which was fitted as an alternative option, but not, as far as I can see, any other type. So, there are a few Traction out there with, for example, Renault 16 engines and gearboxes and the odd diesel conversion, which will certainly be drawn into the net. But what about an engine/4 speed gearbox from a DS? It could be construed as being a derivative of a Traction powerplant, but it was never fitted as an option, unlike say, the various engine capacity and gearbox alternatives for seventies Fords or VW Beetles. Of course it's up to you to declare any modifications, and therefore the onus will be on you if latterly you are found out to have wrongly declared. And you can bet that your insurer will be on the case if, after a serious tiff with another car, you are found not to have declared something perceived as a non compliant mod. It does beg the question of why is there a double standard here. If a car's VHI status is questionable for MOT purposes, why can it still be considered original enough to be a VHI for free VED status?

Another change that has sneaked in unannounced via the DVLA last September, is that it is no longer possible to obtain a history of a particular car from DVLA. This is down to the soon to be enacted Data Protection Act. DVLA say that they can no longer provide this service, and you will need to demonstrate 'Reasonable Cause' for this information, for example tracing the owner of a car in a hit and run situation. Simply wanting to know where your car has been in the last forty or so years, is not now deemed 'Reasonable Cause'. This is a shame because many classics come onto the market with little or no information beyond the previous couple of owners, and unless clubs can provide information from their own annals, which again will be subject to the act, then this could now be a dead end.

The Act also impacts on all car clubs, including TOC. This will affect all members in terms of how we record and store your details, and who we can supply that information to.

Anyway, on a lighter note, have you yet applied for a slot in the Welsh Mountains Rally? I understand that over 40 members have signed up thus far. Llangollen is a good central location and we are hoping that a lot of members from the northern half of the country, who might have considered themselves out of range of previous rally locations will give this one a go.

I shall be there.....Traction permitting.

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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

Feedback from the Classic Car Show has been very positive and this year the TOC signed up a record number of new members either during or shortly afterwards as a direct result of their show experience. Once again congratulations and thanks to Julian and his team for such a splendid effort. The TOC has already made an application for the 2018 show so we now wait to learn if we shall be allocated stand space.

On the correspondence pages of this issue of FP is a letter from Olivier de Serres. Olivier has written a large number of books about the Traction and is, arguably, the font of all Traction knowledge. He has also very kindly offered to write an article for FP (possibly several, please Olivier?) and I am very much looking forward to reading his contribution in the fullness of time.

I have been corresponding with a new member and prospective Slough 6 owner, Jim Close. Jim would be interested in attending one of Daniel Eberli's Traction maintenance courses and has established that Daniel is open to the idea of using the student's own car for the course. If you might be interested in joining such a course, please see Jim's letter to FP under correspondence and/or his post on the Forum.

I shall risk saying that the TOC Website does now seem to be settling down but we are not complacent and there are still various behind-the-scenes tweaks going on to improve the experience for all. As ever, constructive feedback and suggestions for additional content or improvement will always be welcome. Meanwhile we will be changing the process of accessing the Forum in order to reduce the number of "clicks" required – that was something that had particularly frustrated me because so much of the sign-in process seemed unnecessary and time-wasting. Forum use is increasing but, unfortunately, it is beginning to look as if we may never be able to recover the pictures lost when the original data was transferred to the new provider.

The annual Retromobile exhibition in Paris was, as usual, the occasion of the AGM of the ACI. We learned that the 2017 Portuguese Rally was an all-round success and returned 5000€ to ACI funds. The 2019 2CV World meeting in Croatia will receive AC/ACI funding despite the main 2019 event in the Citroën Calendar being the Centenary Celebration Rally. The latter will take place on 19th-21st July at La Ferté-Vidame with a basic registration fee of 100€ per vehicle and 2 people. There will be on-site parking for 5000 pre-registered Citroëns with an optional (also on-site) area capable of accommodating a further 2000 vehicles if registrations exceed the expected 5000. All participants will be guaranteed the opportunity to drive around the 15km test track. The Polish organisers of the excellent 2CV meeting are also well underway with their plans for the 2020 ICCCR in Torun, the same location as the successful 2CV meeting.

This year, in addition to the normal business, we were addressed by three people from AC and PSA. Xavier Crespin, Managing Director of L'Aventure Peugeot Citroën DS, Xavier Peugeot, Product Planning Chief for the Citroën brand with additional responsibility for Citroën's heritage, and Hugues Reboul who will oversee "CENTENARY CELEBRATION CITROËN" in 2019. We learned that the Conservatoire will be relocated to the site of the old Simca factory at Poissy, roughly 30km west of Paris. An area of 8000m² has been designated for a Citroën "Museum" featuring the Aulnay collection which it is hoped will be opened before the end of 2019. Not all vehicles can be displayed in this space but key vehicles will remain on permanent show and the remaining stock will be rotated to allow all to be seen at some time. We were assured that the recent sale of some vehicles was a one-off exercise to clear duplicates and there will be no further sales of Conservatoire vehicles whilst new vehicles will continue to be added in future. The staffing at Poissy will be increased to enable services

including access to archive information, vehicle authentication re-manufacture and supply of difficult spare parts and a workshop.

M. Reboul presented a very interesting taster of Citroën's plans for 2019 – then promptly told us it is all "Top Secret and not to be shared until further notice". So, with my hands tied, I can only say Citroën do seem to have embraced the situation. They have created a special "Origins" logo and there are plans for numerous events throughout the year and throughout the world. Watch this space – (and visit www.citroencc.com for more information and updates).



Fleetwise, the Cloverleaf is running well and has already been out several times since Christmas – and the 15/6 is still in bits. The radiator leak has been repaired but I am now trying to take advantage of the access afforded by its absence to check the adjustment of the clutch toggle fingers. The bad news is that the necessary gauges are not the same as those which I made (some 40 years ago) for the 4-cylinder clutch and so I have had to make a new set. There is (supposed to be) a silver lining in that the clutch can be removed without removing the gearbox from the engine but the further bad news is that I am struggling on that front. Hey-ho, life would be no fun without the odd challenge. In anticipation of everything eventually going to plan I am looking forward to being fully mobile for Drive-it-Day at the very latest and I have also signed up for both the TU 50th Anniversary Rally in May and, of course the Welsh-based TOC summer rally in June. See you there?

And finally People join the TOC for a variety of reasons and I have recently been in contact with a US-based member who neither owns a Traction nor has any intention of buying one. He told me *"my hobby is building 1:8 scale model cars. But rather than merely assemble what might be in a kit, I try to build historically accurate, completely detailed models of specific vehicles or, at least, a specific version of that vehicle"*. His current project is an early Traction, a 1936 11A, and although some components will be fettled from existing (off-the-peg) kits, much of the detail – and boy does he go into detail – will need to be custom made. To that end he says he has found both the TOC's on-line technical Library and the Technical Disc invaluable in his research. I have seen a number of his drawings (from which parts will eventually be produce on a 3-D printer) and they are truly stunning. He has kindly agreed to do an article for FP in the future but, in the meantime, a visit to his website: <http://www.jrhscalecars.com/Index.html> is very interesting and will almost certainly whet appetites for his forthcoming article.

New Members

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

| | |
|--------------------|------------------------------|
| Mr C Foster | London |
| Mr N Cooper | Ipswich |
| Mr D Dromey | Hastings |
| Mr A Mynett | Lydbrook |
| Mr J Foley | St Saviour, Guernsey |
| Mr C Smith | Auckland, New Zealand |



I hope that winter is now behind us and we can start doing things again – although I just read that Spring is delayed by a couple of weeks. Irrespective of that, Drive it Day this year

will be April 22nd.

Looking at the “What else do you have in your garage?” feature in the last issue, it may be difficult for some to choose which vehicle to drive on the day. For some of us the choice is made easier – take the one that will start. Unless another that won't is in the way.

Of course, having started it we need to make it will also stop. Now that our cars don't need MOTs it is pretty important to have a good look at the important bits, whether or not the car has been laid up over the winter. It's better to find out about rusty pipes and leaky pistons on the driveway than heading down a steep hill with a load of other old cars that are seeing their first daylight this year.

My own car has not been laid up over winter but recently it's had less use than usual. It's not that I've gone off it, I'm just not around it much at the moment. For example I'm writing this at 195 mph on a Hayabusa Bullet Train with a view of Mount Fuji through the window.

Whilst my own car is feeling a little neglected. Most of yours will have benefited from the winter by having all those details jobs done. Your paintwork will be touched up and your chrome polished. They will look splendid.

You will see elsewhere that I recently spent a week in Cuba where there are apparently a couple of Tractions that have not managed to retain all their original features. The proud owners have done what was necessary to keep their cars on the road. We all make our choices – they're our cars and we should do what we like with them. I hope you find room in your hearts for the shabby chic.

The preparations for the National Rally are moving along well and you can read the report elsewhere in this issue.

Before that we have the celebration of the TU's 50th anniversary in Magny Cours. That might seem like a long way to go but for those of us in the south it is far closer than the Scottish Lowlands were last year (I'm sure the lowlands haven't moved and are still just as far away this year).

Thoughts about the UK edition of the Citroen Centenary Celebrations in 2019 are progressing – although the organising committee would still welcome all ideas and help. I also note that that the Dutch are planning to celebrate it a year earlier from 10th – 12 August 2018. Tickets and information available at www.100jaarcitroen.nl.

Despite what the Dutch think, centenaries don't happen every year. However anniversaries do and in the world of Triumph, TSSC members (like me) celebrate the birth of Sir John Black (chairman of Standard Triumph) by taking photos of Triumphs on his birthday which is February 10th. The idea is that the cars are driven somewhere that result is in an interesting picture. Some of course are unable to move and garage shots are also welcome. That's as far as mine will get this time.

I'm sure you all know that Andre Citroen's birthday is Feb 5th – we've missed it for this year but, starting next year why don't we do the same thing with our pre-1957 water-cooled Citroens? An early Drive-it-Day for the brave. Too soon? Too cold? Too salty? If Triumphs can do it Citroens certainly can.

I'm pleased to see the forum is getting used more and becoming useful again in helping us to help each other. The more we use it, the more useful it will be. Thanks to John Oates for its continued development. I'd also like to thank Bob Street for feeding news items to our Facebook page which we can see is attracting comments and “likes”.

My particular thanks to Committee Member, Julian Pratt, who has just now volunteered to become Section Rep for Wales. Julian's contact details will be added to the Sections list in the next FP and no doubt he will be in contact with all of the members in his Section in the meantime.

Vive La Traction











Chris.

CAR RADIO INSTALLATIONS

Peter Fereday is looking for information on car radio installations in Tractions. If you have either a modern or period car radio installation, or indeed any relevant knowledge, then please contact him by email on south-scotland@traction-owners.co.uk or ring him on 01505 842263

Traction Owners Clubs: Section Details

The chart below contains all of the contact details of the various Sections. Any Section Reports received will be separate, in the following pages. *Editor*

| Section | Contact | Details of Regular Meetings (where available) |
|---|---|---|
| Eastern  | Jasmin Gagen Tel: 01284 827 039 Email: eastern@traction-owners.co.uk | Our regular meetings are every three weeks alternating between pubs below. The Angel Inn Larling, Norwich, NR16 2QU The Compasses Inn Littley Green, Chelmsford, CM3 1BU |
| Ireland  | Richard Sheil Tel: 00 33 87 656 9928 Email: Ireland@traction-owners.co.uk | |
| Kent/ East Sussex | Adrian Phillips Tel: 01892 520857 Email: kent-east-sussex@traction-owners.co.uk | |
| Lakes and Borders | Bob Cuppage Tel: 01539 433 391 | |
| London  | Peter & Sue Simper Tel: 01784559867 Email: london@traction-owners.co.uk | First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR |
| Midshires | Stephen Prigmore / Tina O'Connor Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk | |
| North East  | Graham Handley Tel: 01661 843 493 Email: north-east@traction-owners.co.uk | |
| Northern  | Bryan Pullan Tel: 07513 362202 Email: northern@traction-owners.co.uk | Summer meetings at monthly Breakfast Meets at the Corner House pub, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Members also meet on Thursday evenings throughout the year at various Lancashire pubs in collaboration with the Thursday Knights VCC. See TKVCC website for details: http://www.spanglefish.com/thursdaynightvintagecarclub/ |
| Peak  | Bev & John Oates Tel: 01629 582154 Email: peak@traction-owners.co.uk | The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations. |
| Northern Scotland | Ian Smith and Andy Burnett Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk | |
| Southern Scotland  | Peter Fereday Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk | |
| South Midlands | | <i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i> |
| South West  | Howard Speirs Phone: – Home: 01872 862386 – Mob: 0797 418 7267 | |
| Surrey/Hants/Sussex  | Sue & Philippe Allison 01256 761444 Email: surrey-hants-sussex@traction-owners.co.uk | Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports. |
| Wales | | <i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i> |
| West of England  | Terence McAuley Tel: 01225 466939 Email: west-england@traction-owners.co.uk | |
| Rest of World | Walter & Noëlla Callens Antwerp, Belgium. Email: rest-of-the-world@traction-owners.co.uk Tel: (00)32 471 860979 Please note that the time in Belgium is GMT+1. | |

Note: all of the above are volunteers and will also have other commitments. Please bear this in mind when trying to contact them. Up to date details of forthcoming local events will be posted either in the Sections page of the TOC website, or within Section Reports in Floating Power. A summary of the current Section reports is also posted periodically on the club's Facebook site.



NORTHERN SCOTLAND

Oh-ho!! that time already?? All appears in deep slumbers up here, no sign of life or movement anywhere, so all must be well! Only thing of interest was a visit from Henry O,Hara, from Edinburgh, who has dismantled the rear hub of his 6H due to a noisy bearing. Wow, that car certainly was the test-bed for the D range!! That rear end set-up looks exactly the same as the early DS in almost every respect! Henry's inner ballrace track was badly broken up, and although I did not have one to match in the boxes of bearings here, he has found a supplier at a good price, so all is well. Henry tells me there is another 6H also in Edinburgh, but I am unaware of this car and do not know if the owner is even a Club member! Fantastic to know there are now 2 of these extremely rare cars in our area! On big Smithy, spoke with him recently, and he says the latest course of tablets have made a good improvement in his balance and his panic attacks are now almost gone. We all wish him well, as he is a true gentleman and a (very) long time lover of all things Citroen!

Och well that's that finished, time to hibernate for a while again----- Andy

Andy Burnett.

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

Snow is still falling outside but I'm gradually getting my head around planning for the season ahead.

For this year's Drive it Day on Sunday 22nd April, we are not just joining up again with the CCC Scottish Section and 2CV Ecosse but also the Stirling and District Car Club for a run starting from the Birds and Bees Pub in Causewayhead, Stirling and ending at the World Heritage Site of New Lanark, where we have reserved parking and the opportunity to visit this 18th century mill village at a special rate. This will be a trip of about 45miles with a great mix of classic cars. It would be nice to see another traction or two – the route is as near to Edinburgh as Glasgow. How about a 6H???. I will attempt to contact as many local TOC members as possible, but please email or ring me for full details.

On Sunday 13th May there is the annual Stirling and District Classic Car show at Bridge of Allan. 600+ cars in a splendid setting. Once again we will have a joint TOC/ CCC/2CV Ecosse display. Please let me know if you would like to come or need more info.



There has been some positive movement on the personal traction front. Remember at the end of last year I had sent my 123 distributor to Leen at 123Ignitionshop in Holland for possible repair. Posted at the end of November, it had still not arrived by the end of the first week in January after more than a month. My own fault for sending it International Parcel but untracked. Resigned to the fact that it was broken and had served me well for 11 years, I submitted a claim to Royal Mail

for the maximum compensation I could claim - £28. This was promptly paid by them on 16th January and guess what? Yep, the parcel arrived in Holland the next day and the distributor was swiftly repaired. New circuit boards still appear to be available for these old 123's and one was fitted with new external wiring. The boards are €80 but with shipping, Paypal and VAT, the total was €118. Much cheaper than a new ignition though. Just fitted it and all is good. Will keep a spare old mechanical dizzy in the boot though, just in case.....

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

WEST OF ENGLAND

As ever, the first event in this area is our annual planning/ late Christmas lunch. We plan to have this on **Sunday 22nd of April** at the usual haunt, the Britannia Inn in Wells. This year this coincides with drive-it-day, so that rather neatly kills two birds with one stone. Please let me know in due course if you are proposing to come along. Bright ideas for things to do always welcome.

Other events which happen locally and which you might like to put in your diaries are:

June 16/17th – The Bath Motoring Pageant. A jolly day out – bring a picnic. This is at the Walcot rugby ground up at Lansdown. Registration details TBA.

August 3-5th – The Cotswold Steam Fair. If it is old and mechanical, it will be there. Opportunities to camp on site. We are limited to the 12 cars we had last year, so if you want to come along, let me know soonish.

August/September (Date TBA) – Thornfalcon meeting, near Taunton – another get together in a field with old cars.

Section News

Further details of the above to follow.

If there are other events in the area that might be attended, please let me know. Finally, as the editor likes pictures, I will leave you with another in a very occasional series of 101 uses for a Comerciale:



Cheers
Terence.

Piccies are always more than welcome....Ed

**For details of future planned activities contact:
Terence McAuley
Tel: 01225 466939
Email: west-england@traction-owners.co.uk**

NORTHERN SECTION

I am writing this in mid February, so not a lot to report socially since Christmas.



January 1st saw us at the Corner House. It stayed fine and there was a good turnout, but I was the only Citroën there! Since then we have

alternated between freezing cold and dry and warm(ish) and wet. The councils have covered everything with saltso my Traction has stayed indoors.

A winter inspection has also latterly revealed a leak from the banjo union at the back of the brake master cylinder, and explained a slight drop in level in the

reservoir, so I now have a new cylinder and various fittings to install and am just wondering whether to get my cheque book out and replace all of the wheel cylinders as well, since sod's law says that as soon as I get it all bled after the current repair, then one of the blighters will start leaking and I will have to do the whole thing over again!!!! I am however, waiting for some slightly warmer weather, since the car isn't going anywhere just yet.

April 22nd is of course **Drive it Day**. I am thinking of a run from just outside Preston and then a drive up the A6 to Conder Green, lunch either at The Stork or the little café just a few yards along by the riverside carpark. Outward journey would be northwards up the A6 to Galgate and then a short cut across country, to Conder Green itself. Return journey across the Fylde. There are numerous opportunities for stops en route, Barton Grange on the A6 between Preston and Garstang has all facilities for a brew/natural break, as does Guy's Hamlet on the canalside and there is also a coffee shop/café next to the canal marina at Galgate. Coming back you can choose your route, you can have a look at the boats at Glasson, there is a small studio pottery at Pilling, which may be of interest, or you can head back to Preston for the Spring Steam Sunday on the Ribble Steam Railway which is on during the afternoon until 5.00pm and promises to have three locomotives in steam. Alternatively, just have a post lunch stroll along the Lune Coastal path. Something for everyone.

If you feel that this is the sort of thing that you would like to come along to, then please let me know well in advance and I will finalise things and reserve tables at the Stork.

In terms of local events (North West that is) here is a brief selection of things that you might be interested in:

Vintage & Classic Cars & Coffee Meeting, at the Kilton Inn on the A50, just 3 miles east of Lymm services, on March 18th.

From **April 1st**, and after that the first Sunday of the month, the usual breakfast meets at the Corner House pub at Wrightington start again.

Hoghton Tower. Nothing on their website yet, but I am advised by the MG lot, that HT are starting their Coffee and Classics Sunday mornings again, the first being on **April 29th**. Mark Woodward is also advertising a full blown car show there on **September 2nd**. I will try to confirm exactly what is afoot with the Sunday events nearer the time.

Classics at the Mill at St Catherine's Hospice at Lostock Hall is also, I understand, returning on the second Sunday of every month, and has already had a meet in January. This isn't terribly well publicised at the moment, and I wonder whether they will get much interest until the weather warms up. I will go and have a look next time and report back.

Mawdesley Cricket Club Car Show: May 28th . This is a pleasant little one day show in an attractive south Lancashire village with an optional organised morning run for those who want a little more. Car entries are free for the show itself, but there is a small charge for the run.. <http://mawdesley.play-cricket.com/website/articles/14941>

May 27th and 28th and again on **22nd July**, and **26th August**, **Cheshire Classic Car Show** at Capesthorpe Hall, Macclesfield. Diverse shows with themed exhibitions, in front of a stately home, in Cheshire.

2-3rd June: Heskin Steam Fair, Heskin Hall, Lancashire. A big fair with steam, commercials, and all sorts of other attractions, alongside a fairly substantial classic car attendance. Exhibitors are free

Tatton Park Car Show: June 2nd

The Woodvale Transport Festival is planned to take place at Victoria Park, Southport, Lancashire, PR8 2BZ, 16th June, 2018

The Leighton Hall Classic Car and Bike Show at

Leighton Hall, Carnforth, Lancashire, LA5 9ST, 1st July, 2018 A pleasant venue on the edge of the Lake District.

August 12th: Stonyhurst Classic Car and Motorcycle Show. Stonyhurst College is an attractive location, in the Ribble Valley near Clitheroe. This is a new event by Classic Shows.

September 2nd: Festival of 1000 Classic Cars: Cholmondeley Castle, Cheshire., in the grounds of an NT property. £4.50 entry fee, again by Classic Shows.

There are, of course loads of other shows over the summer and it would be possible to get out to something every weekend over high summer. It would be good to get a party of Traction at one or two of these events in 2018. We managed to get five cars to both Mawdesley and Heskin last year, it would be nice to do something similar this summer as well. I will certainly be at Mawdesley/Heskin and probably at Stonyhurst and Hoghton Tower, as well as some of the Corner House events. Let me know your thoughts.

Finally, don't forget that the National Rally is fairly local to us all in North Wales this year. If you haven't yet booked and still want to attend, then time is running out.

Bryan Pullan

Bryan Pullan

Email: northern@traction-owners.co.uk

Tel: (mobile) 07513 362202

SURREY, HAMPSHIRE & SUSSEX BORDERS

Our Christmas lunch was excellent as always. Unfortunately a few people didn't make it due to the snow. A huge thank you to Helen and John for all their hard work co-ordinating the bookings, decorating the Hall beautifully, buying raffle prizes and holding the whole event together. They make it look so easy but that only happens when a lot of work is put into the day. Barry Annells and Family started out from Lincolnshire but, had to turn back home owing to snow and disruption on the motorways. Thankfully Father Christmas was able to arrive safely.

Despite the weather everyone had a good time, with rocket balloons and of course the raffle. I wish to thank Peter Simper for his support and Sue Simper for organising the sale of tickets. and Kirsty Woodman for taking the time to compile a quiz, everyone agreed the meals were excellent. A vote was taken and agreed

| | Phil & Sue Available or Not | Venue | Activity | Host or Organiser |
|-----------------------|-----------------------------|------------------------------|-------------------------------------|----------------------------|
| January 21st Sunday | Available | Fairmile | Monthly Meeting | Phil & Sue Allison |
| February 18th Sunday | Available | Fairmile | Monthly Meeting | Phil & Sue Allison |
| March 18th Sunday | Not Available | Fairmile | Monthly Meeting | Steve & Julie Reed ? |
| April 15th Sunday | No Meeting | No Meeting | No Meeting | No Meeting |
| April 22nd Sunday | Available | Drive it Day | Drive it Day | Peter Simper |
| May 11-13th | Magny Cours | Magny Cours | Magny Cours | Magny Cours |
| Sunday 20th May | No Meeting | No Meeting | No Meeting | No Meeting |
| May 27th Sunday | Available | Robin Hamilton at Home | Robin Hamilton at Home | Robin Hamilton |
| June 3rd Sunday | Available | Queen Elizabeth Country Park | Classic Vehicle Show and Autojumble | Steve & Julie Reed |
| June 17th Sunday | Fathers Day | No Meeting | | |
| June 22-24th | TOC Annual Rally | TOC Annual Rally | TOC Annual Rally | TOC Annual Rally |
| July 13-15th | Brittany Rally | Brittany Rally | Brittany Rally | Brittany Rally |
| July 15th | Not Available | Fairmile | Monthly Meeting | TBA |
| July 29th Sunday | Available | John Braithwaite | Local Drive Out | John & Nicki Braithwaite |
| August 3-4-5th | South Cerney | South Cerney | South Cerney | Terence McAuley |
| August 18th Saturday | | Capel Classic Car Show | Capel Classic Car Show | |
| August 19th Sunday | Available | Summer BBQ | Summer BBQ at Home | Hazel & Marcel |
| September 16th Sunday | Available | Boat Trip and Lunch | Netley Abbey | David & Margaret Kerr |
| October 21st Sunday | Available | Fairmile | Monthly Meeting | Phil & Sue Allison |
| November 18th Sunday | Available | Fairmile | Monthly Meeting | Phil & Sue Allison |
| December 9th Sunday | Available | Barley Mow | Christmas Lunch | Helen Shelley & John White |

Dates highlighted in RED are dates that do not fall on our usual 3rd Sunday or are additional events.

Section News



that we will be holding the 2018 Christmas Party at the same venue (on the second Sunday of the December. I have already taken bookings for 4 persons.

Our first meeting of the year was in January at the

Fairmile in Cobham and was very well attended.

Please note that our visit to Robin Hamilton's in October has been brought forward to May 27th replacing our monthly meeting on May 20th.

Robin has some interesting vehicles for us to look at including a Stanley Steam Car and a Light 15. Hopefully we will also be able to visit the classic Rolls Royce specialist next door. Robin is located just a few minutes from our own club shop so this will be a good opportunity to collect pre ordered items from Chris, please liaise directly with him.

Hopefully we will have an update from Peter Simper on drive it day shortly.

All area members should have received a new timetable of events, if not contact Philippe Allison at surrey-hants-sussex@traction-owners.co.uk or phone 01256 761444.

On page 9 is the updated calendar.

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

PEAK

We met on Sunday 4th February at a new venue for us, The Hanging Gate in Shottle. The food was excellent which all 11 of us thoroughly enjoyed and agreed we would return in the future.

Congratulations to Dave Gardner and Alistair Carter who turned up in their Traction – this is a rare occurrence for our winter meet in Derbyshire.

Our next meeting will be Drive it Day on Sunday 22nd April. The plan is to meet at a pub at around 11.00 am for coffee, have a pretty scenic drive in the countryside and back to the pub for lunch and chatter.

There will be no meeting in June as most of us will be going to the annual rally in Llangollen.

For details of future planned activities contact: Bev & John Oates

Tel: 01629 582154 Email: peak@traction-owners.co.uk

LONDON

With our Traction's safely garaged it's been a winter of well attended Hare & Hound evenings and lengthy lunches, especially for Christmas, with our Surrey, Hampshire and Sussex friends; time enough for winter overhauls before Drive it Day.

Two unusual problems in the workshop. First a late Big 15 with rattling tappets. Resetting quietened most but at least one sounded completely out. Another reset without improvement, we considered a possible broken valve spring but with the rocker cover off and the engine running where was the oil? Barely a drop at the rocker shaft.

The rocker shaft, rocker arms, exhaust valves, cam followers and valve guides were all badly worn; judging by the play in the guides and the wear pattern on the valve seats the valves had been self centering as they closed. The owner had always been reassured by the oil light going out and the good news was a healthy oil pump.

High pressure air and lots of poking restored the rocker oil supply and the machinist did an excellent job with the head.

The head was soon assembled, tightened and adjusted but still the death rattle! The bad news is that there's only the cam shaft and bushes left, the moral? Even if you are a Corbynista, don't trust the little red light!

Our second task was straightforward but hard work; a 1947 Lt15 with a broken rear torsion bar, thankfully a rare failure. The car limped into it's garage some 18 months ago and settled close to the floor. The adjusters were clean, remember the rear ones are in all the muck without the benefit of leaking engine oil so it's worth cleaning and greasing them. It was a long hard job, over 8 hours with our legs sticking out of the door into the February weather.

It looks like a classic fatigue fracture, a small crack progressing from a surface defect then without warning, rapid and complete failure.

Drive it Day:

10am for an 11am depart from Dembies Wine Estate, Dorking. A gentle morning drive through the Sussex



lanes to our lunch stop at the Black Horse, Hookwood. After lunch, maybe a visit to Nymans, Standen House, Sheffield Park, Wakehurst Place, the Blue Bell Line or Gatwick Aviation Museum? Something for everyone, it just depends how long you make your lunch last.

Mike Willcock

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

EASTERN

Drive it Day

Tip toe through the Tulips 22nd April 2018

This year's Drive it Day we will be tip toeing through the Tulips. We have the wonderful opportunity to drive through Norfolk Tulip fields and to view modern day production at the **Belmont Nursery in Terrington St Clement, Nth Norfolk**. Belmont Nursery is a grower of cut flowers and quality bulbs for supply to the British flower industry, including some of the UK's biggest supermarkets. A family run company, with decades of experience of flower growing and forcing. This year alone 66,700,000 tulip bulbs have been planted.

We aim to meet at the nursery, starting with a tour of the hydroponics system, preparation and packaging plant, commencing at 11am prompt, (comfortable shoes and warm wear). Once the site tour is completed we will take a route to view the field grown tulips, (as we make our way towards lunch), this may be up to 30miles, the amount of 'colour' we see in field grown is entirely dependent on weather conditions. We then aim to arrive at Carpenters Arms, East Winch for lunch. If people could call pub with a menu choice that would be helpful to them (see their website). They would still like me to give them an idea of numbers. No problem for those intending a drink and chat.

We are very grateful to the Ward family in taking the time to show us around at this very busy time of year. They also grow outdoors Asters, Peony, Sweet William and Gladioli. Indoors they grow Daffodils, Tulips, Asters and Stocks.

Commencing 11am at Belmont Nursery Ltd, **Use entrance**, New Roman Bank, Terrington St Clement, Norfolk PE34 4HN

Lunch Carpenters Arms, East Winch, on A47 Lynn Road, PE32 1NP Tel 01553 841228

For those internet free I am happy to post you details/directions, just give me a call.

Regular social meet ups Angel April 3rd May 15th

Compasses' April 24th June 5th. The editor has pub details.

Jasmin Gagen

For details or suggestions for future activities contact Jasmin Gagen

Tel: 01284 827039

eastern@traction-owners.co.uk

NORTH EAST ENGLAND

It may be cold and wintery outside but warmer days are on the horizon when we can get the Traction out and go for a drive. So get your diaries out and put these dates down for some get togethers :-

- Sunday April 22nd Drive It Day. This has never been well supported by Tractionists and this year I too will miss it because we will be abroad. However, if you fancy a run out why not head up to Bellingham in Northumberland (we centred the TOC Annual Rally here in 2010) and have lunch at the Railway Carriages. These two old carriages serve excellent light lunches and quite a novel experience.....but you may need to book as other Classics head there.
- Friday May 18th to Sunday 20th. Citroen Car Club Rally on Wetherby Racecourse. A good turn out of all things Citroen and we join them on the Sunday.
- Friday June 22nd to Sunday 24th. TOC Annual Rally Welsh Mountains. Details in your last edition of Floating Power.
- Sunday 1st July MG Northumbria Classic Car Show. This is the one I always like because all profits go to local charities. It has grown so large that they have had to move it from Corbridge and Lord Allendale has kindly offered his back garden at Bywell Hall. It is already used for the County Show so parking and getting in and out will be good. I'll post on our Facebook page when details are known
- Sunday July 22nd Newby Hall Show. This is the favourite and details are sent out to those who are members of NECPWA. Make sure you pay your £15 subs to get their magazine, entry forms and details of other North East Shows.

Further information will be emailed and/or posted on Facebook as they come available. If you are not on the closed North East England Facebook page and would like to join please email me.

Graham Handley

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

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

An email recently received from Olivier de Serres regarding the recent Floating Power article on a custom built Traction Cabrio in Canada.

MORE ABOUT CONVERTIBLES

Dear Mr Pullan, Dear Bernie, Dear Chris,

It is always a pleasure for me every two months to receive the Floating Power, thank you for all the work done to produce it.

In the last issue there is a reproduction (of an article) from the Citroenvie site about a Traction 11BL Convertible. Apart the fact that it does not look so good with that too big hood folded on the back, some references are made which does not seem exact, so I would like to precise some points. With the side and custode windows the author brings a comparison with the Découvrables. There is absolutely nothing to deal with the Découvrables, the only comparison that comes to mind could be -in a much higher quality- with the Swiss made convertibles like the Worblaufen (see pictures). And more of this, the author talks about the Découvrables designed by AEAT, but the pictures joined are not at all works from this coach builder! The first one is a reproduction from the Belgium Phlups, and the other one is EDM body (Etablissements Denis Michel from Nice). I join two pictures of a real AEAT Découvrable on a 11 Légère, so your readers will have more precise information.

Here I join a first picture with a Worblaufen convertible.



Pictures (below) are of an 11BL AEAT Découvrable.

First one seen from the rear is a 1937 model, the other one by profile is a 1951 model.

Olivier de Serres



Olivier is something of an authority on this subject and has published a book titled 'Traction Avant, Coupe, Cabriolet, Découvrable,' which is worth a read should you wish to know more. Editor

RUNNING HOT AND COLD

Following Bernie's dramatic re-enactment of the eruption of Vesuvius during the Brittany Rally, we were discussing how to keep the engine of a 'pure' Traction running cooler in summer, if you choose not to use that modern device, a Kenlowe fan. Down here, apart from the odd 'heretic' like myself, I am surrounded by 'puristes' (nothing to do with mashed potatoes). The weather is also a lot hotter than the UK in summer, so how do they do it?

According to one elderly French Tractionist, the answer is to be found in a pair of tennis balls. You insert a piece of string or similar 'dangly thing' to each tennis ball, then attach one to the inside of the lower part of the bonnet on each side. There they sit, perfectly happily, until you chance upon a particularly hot day, when the lower bonnet is opened and the tennis ball is allowed to drop out slightly and thereby keep the lower part of the bonnet open, to allow a lot more air to get to the engine.

When (if?) this letter is published, it will be winter, so it might be worth mentioning the Swedish Tractioning tip that I was given some years ago by – guess who? – Bernie. Namely, to slip a small piece of wood underneath the bonnet on each side at the top, facing the windscreen. Apparently, in 'arctic conditions', this will keep the windscreen relatively clear by channelling the hot air from the engine and will also help to avoid the screen misting-up.

Sorry if this is turning FP into Viz Top Tips!!

BOB STREET

Haute-Garonne, France

Bob actually wrote this before Christmas, but we ran out of space. Perhaps now that (hopefully) Summer is on its way again, we can hope to see the need for some balls under the bonnet.

CTAB LATEST

CTAB Brittany Rally - based around the "Parc of Puy du Fou", in the Vendée region"

As previously announced, because of the Parc Management's requirements; final numbers were required by Autumn 2017.

The Brittany Club (CTAB), have opened a waiting list, in case there are any cancellations. At the time of writing (early February), there were 5 names on the list. There is still no guarantee of an entry.

Contact Martin Nicholson for further information. Email vicmarnic@gmail.com.

Early information suggests that the rally will start in the village of Le Pellerin, which is on the south side of the River Loire, just to the west of Nantes.

Cheers

Martin N

MORE DVLA DIFFICULTIES

Dear Bryan

Thanks for the great job that you are doing as editor. It is much appreciated!

I read Ron Herivel's saga and frustration over his dealings with DVLA with interest. He reminded me of the struggle I had to change/correct the V5 for my Traction. When I first acquired the car, a 1954 Slough built Light 15 I asked the DVLA to send me the information they had in their records.

They sent a photocopy of the old green (or was it brown?) log book showing that a piece of paper had been stuck over the original box for the make, which read CITREON LIGHT15. Below, in the box for the model was still written the Light 15. When this was transferred to a computer, the car's make became CITREONLIGHT15.

So I thought that it would be a simple matter to ask DVLA to correct the spelling of Citroën and get the model name put in the box provided for the model name.

It was a long and boring exercise. For a while they resolutely refused to change anything at all. Then finally, after several attempts at sending the V5 back for correction, and having it returned to me several times, I received a new one. They insist that the make includes the model name, but at least they made a change and spelt Citroen correctly, or nearly so. I never imagined that the umlaut (the two dots over the o) would appear! I decided that this was the time to call an honourable draw. So for the past decade or so I have been the proud owner of a car made by a company called Citroen Light 15!

By contrast, in the mid 1990s I bought a 1972 Mercedes 280 SE which had spent its early life in South Africa, and was built at the Mercedes plant in East London. It has been given a 1980 registration with a W suffix when the previous owner imported it when he came back to this country. Like Ron Herivel, I wanted an age related number and went to the Swindon local DVLA office, as it happened, this was just a couple of days before it closed and the work was sent to Bristol. I took the V5 and all the South African documents that I had to the DVLA office and came out 20 minutes later with an age related number. It couldn't have been simpler!

I wonder if the FBHVC would want to take up with the DVLA the issue of issuing age related numbers. It might be able to simplify something that appears to be getting harder to deal with.

With best wishes

Michael

Michael Johnson

Membership number 786

Thanks for this Michael, I have had several run ins with DVLA over the years over age related registrations. I don't really understand why they are so awkward when the car is obviously older than the date set before which VED is not payable. I also once had a VW T4 Caravelle whose V5 kept coming back from DVLA as being a Golf Convertible!! We got there in the end but it took three re-submissions for amendment. None of this has been helped by the closure of the local offices. Editor

HILL CLIMB SPECIALIST

Hi Bryan,

Herewith a picture of a very young looking Doctor Willy Sellers (secondleft) with his 11bl Roadster getting ready to tackle Prescott Hill Climb in 1977 or thereabouts. I can't remember whether Willy drove the car himself on that occasion as his wife Dominique was also very capable of 'burning the rubber' and she may have obliged. Either way the car flew up the Hill helped no doubt by a fitted Supercharger which I seem to remember replaced the dynamo on a temporary basis.



Willy found the car in a French Scrap yard and after making it roadworthy he and Dominique used it for their Honeymoon.

I had a 1947 Light Fifteen saloon at the time and I was so impressed with the Prescott performance that I swore that one day I would have a Roadster. It took me two years to find one and 'Emily' as we call her is still in my garage and like Willy's car has competed at Prescott many times.

Willy still has his car too and in recent years it has been restored to a high standard. Pity we don't see it very much these days but who knows....one day maybe.. ?

With all Best Wishes for the New Year to everyone.

Regards,

David Boyd

DAVE HACKETT

Following the recent death of my dear husband Dave, I would like to sincerely thank all our friends in the TOC and also CTAB for their wonderful messages and cards. They have brought a great comfort to me. A special thank you to those members who travelled from far and wide to join us in celebrating Dave's life, especially as there was snow in many areas. I would like to thank John and Terence for putting together such a great obituary, true reflections of a very special person. It has been some comfort to me to know how well Dave was liked, loved and respected by so many. The memories of the wonderful times spent over the years at TOC and Brittany rallies are very precious to me and will never be forgotten.

Many thanks and kind regards
Jackie Hackett

LOST KEYS

Hi Bryan

I came across these pics from the 1981 rally in Thetford Norfolk.

Anyone recognise themselves or the cars, and who still has a Traction etc?

I helped organise the rally with Alan Sibley, who I believe now lives in America, but my daughter was born that weekend so I missed most of it.

My 2 year old son lost the traction's keys on the day I was supposed to deliver the beer to the rally site so I had to break in (very easy on a Slough car) and then hot wire the car to start it. I then realised as the switch was so worn I could turn the ignition on with a small screwdriver! Much later when the engine was out for some reason or other, I found an ignition key mixed up with all the dirt and grease resting on the torsion bar that must have been dropped there earlier in the car's life. The original key was never found though. C'est la vie.

Tom Evans

Photos courtesy of Archant/Eastern Daily Press



PERCY PINK

Best wishes for a happy, healthy and peaceful 2018 from the market of Saint Cyprien, Périgord.

Promoting the Percy Pink documentary where ever possible, of course in a Traction Avant ...

on behalf of the Percy Pink team

Ronald Knoth



AUSSIE TRACTION

Hi Bryan.

On a recent visit to Australia my nephew spotted a Traction in the lobby of his hotel (Mantra Club Croc - Airlie Beach)

Looks in good condition and I presume still has the correct interior and engine?

Keep up the good work.



BOB STREET

Haute Garonne, France

APRIL MAINTENANCE COURSE

Dear Bryan

A call to fellow TOC Members, especially the newbies like me. You may have seen Bob Street's letter in a previous FP noting a 3-day Traction maintenance course that is being run from 5th to 7th April in Switzerland (delivered in English) by Daniel Eberli (eberlid@swissonline.ch and www.oldtimer-taxi.ch). To date I am the only one registered, but sadly it is not worth running the course with only one person. This is a call to see if anyone is interested in joining me. I am about to take ownership of a 1951 15/6 Normale and plan to drive from Ashford to Benken (northern Switzerland) with an overnight stop in Reims or Eprenay on the way out, and TBC on the return. My car will be used on the course, so there will be some 6-cylinder work, and Daniel also has 4-cylinder cars too. More details from Daniel as noted above or me at jimclose2011@gmail.com.

All the best,

Jim Close

#2551



ACROSS THE OUTBACK?

If you think this extraordinary event may be of interest to some Traction Citroën Owners of your network, I will send you the English version of the pdf document.

In case you have already heard of this event, please accept my apologies for this reminder.

I look forward to hearing from you soon.

Best regards,

Isabelle Humbert, T3 Agency France

<https://t3.fr/voyages/tracbar-dundee-2018/>

T 33 617960339

We have had this letter for a little while now, so vehicle number availability may be different to that stated above by Isabelle . If anyone is up for this, then they should contact TRACBAR direct. Editor

Dear Sir,

I am contacting you to enquire whether some members of your club would be interested in the Tracbar Dundee Road Trip taking place in Australia with the famous Traction Avant Citroën in August 2018 (for 4 weeks) to celebrate the 20th anniversary of the French T3 events and motorcycle agency created in Australia in 1998.

There will be 20 vehicles and so far there is still room for 8 vehicles (2 or 3 adults per vehicle is possible. To be checked).

The average price of this crazy adventure is between 8000 € and 14 000 € (it depends how many weeks the traveller would like to travel as you don't have to drive the whole month).

SLOUGH MATTERS (WITH SOME LHD CONTENT!)

I will start with a subject which may also be of interest to owners of LHD cars who have converted to 12v and would like a starter to suit. We have been trying to establish the availability of new Bendix drives for the Lucas starter motor and our editor Bryan alerted me to an eBay advert for a rebuilt Traction starter from a company (www.phoenix-marine-electrics.co.uk) that seemed to specialise in sourcing these items for a wide variety of applications. I contacted the owner, who is very knowledgeable about Lucas items in general, and confirmed that although the Traction Lucas bendix is not unique and had many applications, it is now in short supply. However, he did point out that a friend of his (WOSP Performance, who also make the well known Dynators and alternators) manufactures new "Hi-Torque" starters, which are based on the Denso offset gear reduction design, and the Traction is among the applications covered. For those of you with a garage full of Citroëns, they also make units for the H van, the SM and some DS cars. They are claimed to need no modification to fit, save weight and space and have improved performance. The only disadvantage I can see for some owners is that they do not look like the original item. They can also be supplied by well known places such as AES for around £340, which is roughly the cost of a full rebuild,

including rewind, of an old Lucas unit. I would be very interested to hear of any experience that readers have had with these units, so that I can pass it on.



LHD owners may now carry on with the rest of FP, while I address some specific Slough matters.

The Forum raised an old problem recently, which I know many restorers have faced, that is the question of Slough colours. I have not been able to establish whether there is any information available about paint codes so that owners can get paint specialists to reproduce the original Slough colours. Has anybody managed to track down this data?

Another problem raised on the Forum concerns the oil bath type air filter fitted to (as far as I know) some export and later UK market cars. Many of these have been replaced by the other alternatives, probably due to deterioration of the rubber bellows and possibly the rubber elbows connecting the air cleaner to the carburettor. Some owners would like to keep their cars original and Roger Grix has contacted me after struggling to source particularly the bellows for his South African import. Andy Burnett has informed me that there is a similar set up on many other cars such as the CX, and, I believe, some DS models. Has anybody reading this found an easy solution to sourcing the rubber components?

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

WOSP only sell their products to the Trade but AES seem to stock a full range. Their webshop is at <https://www.autoelectricsupplies.co.uk/product/1517/category/217> WOSPPerformance have a website at <http://www.wosperformance.co.uk/contact/>

The Traction Avant Gearbox - Part 2 - Reassembly

The 4 Cylinder Traction Avant Gearbox. Part 2 - Reassembly.

Here is the second episode of the gearbox gang's foray into gearbox renovation.

In the previous article, the most common cause of a Traction's gearbox failing was considered. It begins with the surface area of the bushes for the 2nd/Reverse cluster arguably being too small - about which we can do nothing. Typically the longer of the two bushes migrates inwards and blocks off the oil feed to the inner part of the cluster. On the evidence of our eyes rather than any sophisticated research, over time it would seem that there can be sufficient wear - principally - on the bushes for the cluster to "tilt" and for the teeth clash with the adjacent gearwheel teeth.

How loose is loose you may be wondering ? To the right (*Photo 1*) is a bush recovered from a broken 2nd/rev cluster. One small strip of paper 20mm wide will readily slide between bush and shaft - sometimes 2x strips . The original diameter of the shaft was 30.00mm but will have worn to slightly less, about 29.95 mm. The inside diameter of the bush has become larger with wear and is around 30.25 +/- . Taken together - there is enough movement for a disaster!!

We know of two possible methods that should help in reducing wear. Press the new (undersize and yet to be reamed) bushes in using "Loctite 641" to hold them in place or machine up a ring (*Photo 2*). The ring will keep the bushes the correct distance apart, and allow oil to reach the inner ends of the bearings.

Spacers.

Many of the components in the gearbox have to be set with very small gaps between them. With one exception, this is achieved through the use of what the handbook calls "Celeron" washers. Many of us know the material better as "Tufnol" . In essence paper or very fine cotton fabric is impregnated (if I might be permitted to use such language) with phenolic resin. The resulting material has many electrical and mechanical engineering uses. If you have never handled Tufnol, you may at least be familiar with its pungent tell tale smell, typically given off when something electrical is getting rather too hot.

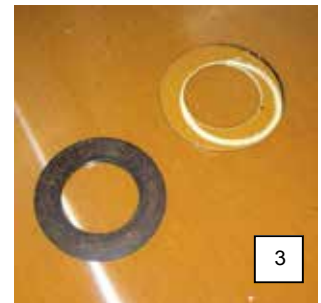
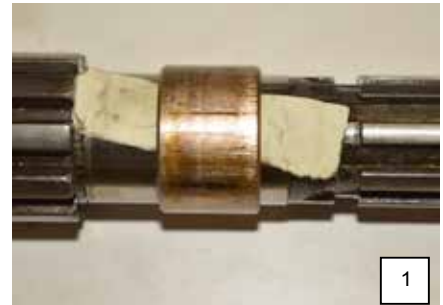
To the right (*Photo 3*) are two Celeron/Tufnol spacers. An original and a new one turned up by us. New ones are typically £15.00 each before vat and postage. Only about 6x thicknesses are available from the usual sources. Either you buy in a range of washers and perhaps have to sand them down to a required size or, you make your own. It should be noted that we are not minded to make them for anyone else, there is too much trial and error involved.

We have purchased a few sheets of "Whale" grade Tufnol and when we require a particular thickness of washer, we cut it roughly to size on the bandsaw and mount it on my lathe. A new washer can easily be turned up to within a few hundredths of a millimetre and for less than a pound.

Setting up the Crown wheel & Pinion

For quiet running and with no backlash in the transmission, the Crown Wheel & Pinion (CW&P - technically a Spiral Bevel Gear) must be set up exactly. The pair are "lapped" to perfectly fit one another and should never be separated. In operation, the teeth roll into and out of contact with one another and being a spiral, the point of contact begins at one end as a pair of teeth engage and moves along to the other end.

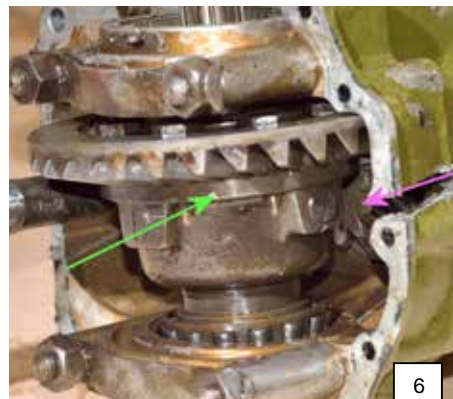
The handbook would suggest that assembly is quite straight forward but in our experience, it is the most trying part of reassembly! The gap between Pinion end face and the CW is



The Traction Avant Gearbox - Part 2 - Reassembly

determined in terms of the exact distance that the face of the pinion must be from the centre of the CW. In (Photo 5) is a Sun & Planets carrier and a CW. The carrier is a tight fit in, and will be bolted to, the CW. In (Photo 6) you see the CW plus carrier sitting on the end of our broken box. There is no accurate way to measure from the centre of the CW so, we measure from the machined edge of the carrier.

The green arrow is pointing to the EDGE of the carrier which back in the factory, was machined exactly to a diameter of 110.00 mm. The pink arrow is pointing to the face of the pinion - hidden in the background. See also a pinion face in (Photo 8.) In (Photo 7) is another view of the CW&P set. The blue arrow is pointing to the machined surface of the planet carrier the red to the gap between Pinion end face and the machined edge of the carrier. This gap is **THE** critical part of the assembly.



Back to (Photo 8) you see a slightly distressed (but it got your chairman home from work one evening) pinion and etched into the end is the number = 56.75 which means that the pinion face must be fixed that exact distance from the centre of its matching CW. Using the carrier to measure from; its diameter is 110mm, the radius of the CW carrier therefore = 55mm. The difference between 55mm and 56.75mm = 1.75mm and that gentle reader, is the gap one is trying to achieve! Every Traction CW&P set will be fractionally more or less. Moving on with the set up, the CW&P assembly is now bolted to the box using the correct torque settings.



At the other end of the gearbox (Photo 9) is; the end cap, the main nut, the bearing, bearing carrier and a steel shim (one of many of different thicknesses). With these components assembled the large nut is torqued up. This pulls the shaft tight against the bearing. All done? No !!

The bearing/shim assembly must be now bolted up tight against the box in order to achieve an accurate reading. Bolts are passed through the end cap, bearing carrier and shim into the box; this will ensure that the bearing is held firmly in the carrier and that the carrier is tight up against the shims. The gap is now tested with a feeler gauge. At first attempt you will probably be way out, so you grab the micrometer, do your sums and try again with a different permutation of shims. In my experience this can go on for a quite awhile; with the entire assembly on and before and until the gap is finally correct.



The bearing can sometimes be a tight fit in the bearing carrier so some gentle warming usually does the trick. One of our number thought that my tea warming device (Photos 10 & 11) may have other uses, but we have yet to discover what those might be !!

Synchromesh.

With at least 2x of the 8x gearboxes we have seen, the owners have complained that changing gear in and out of 2nd/3rd was always accompanied by some crunching. Upon investigation we found that the synchromesh unit on both boxes had been incorrectly assembled by previous restorers, and would not have worked correctly from day one.

A quick look then at how the synchromesh should work and why it will not. In (Photo 12) you will see that some of the teeth are straight (spur) and others at an angle (helical). Spur teeth are cheap and easy to produce. For a long time they were used for 1st and Reverse in most cars, and because the teeth engage sequentially, the gears tend to "whine" even at slow speed.

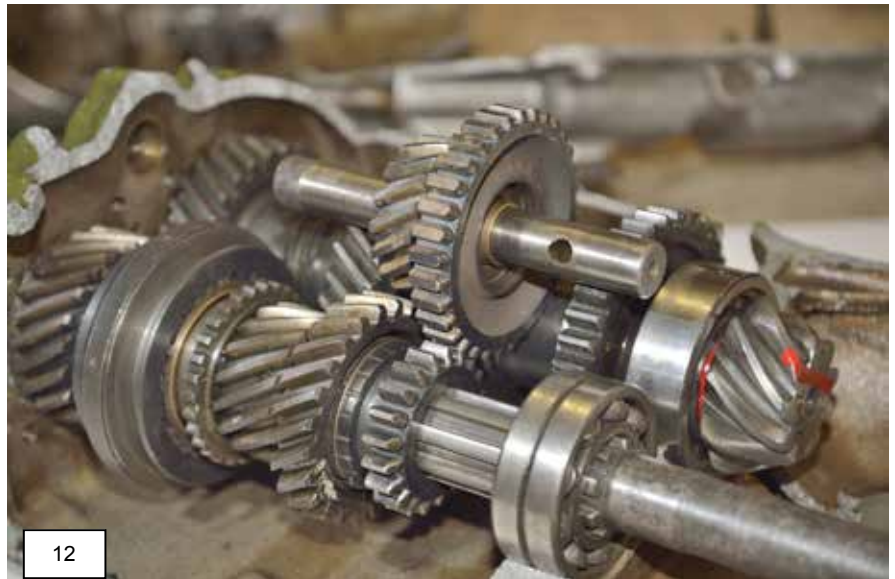
Spur teeth have rounded sides see (Photo 12) this



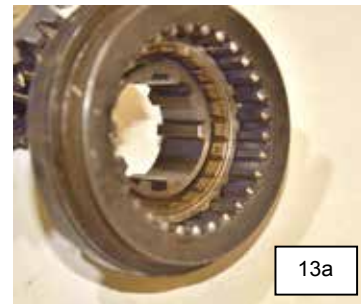
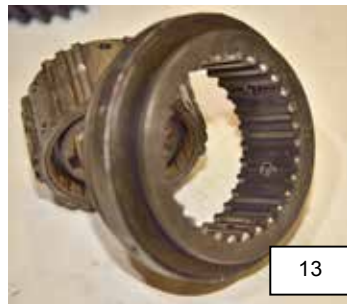
The Traction Avant Gearbox - Part 2 - Reassembly

facilitates the physical sliding of the spur gearwheels one into the other when changing gear. Do it too quickly and the spinning gears clash. To engage 1st gear on, say, your Traction whilst moving requires double de clutching, as you try to get the spur gear wheels to rotate at pretty much the same speed. En passant... pre war cars only have spur gear teeth, which necessitates double declutching up and down - **all** the time. With helical teeth though, they are permanently in mesh and for this they provide a silent running gearbox, but how to smoothly change gear ?

In (Photo 13) is the synchromesh unit. It comes in two distinct parts (outer ring and an inner piece) "held" together with 6x ball bearings and 6x powerful springs. The assembly can move about 4.5mm each side of a centre line. The outer ring slides over the inner part but, to do so it must overcome the 6x powerful springs and 6x ball bearings inside the unit. These balls and springs perform a very important function which we come to below. That the springs are very powerful is easily proven if you carelessly dismantle the unit; the 6x ball bearings will suddenly be fired into all the deepest corners of your w/s, never to be seen again !!



There is a tapering bronze conical shape on the inner part of the synchro (Photo 13 & 13a) which is a perfect match for a similar shape on the end of each gear wheel. A gentle push and they will hold together (Photo 15). In (Photo 16) are 3rd & 2nd gears on the mainshaft with a gap in between for the synchro.



Looking now at (Photo 12) you can identify the synchro, with 2nd/Rev to its right and 3rd to its left. In operation, as you move the gear lever in the cabin to 2nd the gear lever slides the synchro assembly along the shaft towards 2nd gear (i.e. to the right).

The bronze tapered cone meets the shiny steel cone on 2nd gear. As you continue to move the gear lever the resistance being offered by the 6x ball bearings and their powerful springs means that you push the tapered bronze ring up to and against the shiny steel taper on the gear wheel and the two wheels are brought to the same speed. In the final process of changing gear, you feel a resistance in the gear lever as you overcome the resistance of the 6x ball bearings, the many small teeth (aka dogs) on the inside of the outer synchro ring engage with an identical set on the end of the gear wheel behind the shiny cone. In one seamless movement you have brought the gearwheels to the same speed **and** engaged gear.

The reason that the synchro units were not working in the units we examined was because when they were reassembled, they had no balls (make up your own jokes here) !! The 6x balls and 6x springs were omitted!! Result - no synchro. If your Traction has poor or non existent synchro on 2nd/3rd I hope we have helped you to understand better why. The good news is that the 6x balls and springs are easily come by and cost only a few pounds.

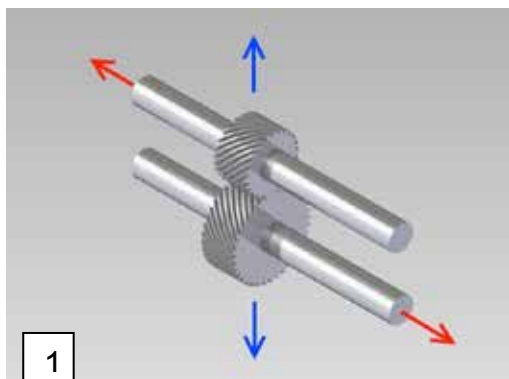


The bad news is that to get the ball bearings into the synchro requires that much of the gearbox has to be dismantled.



The Traction Avant Gearbox - Part 2 - Reassembly

Supplement



Helical gears

As already mentioned helical gear wheels are always in mesh (Photo 1). When one of these gear wheels attempts to turn the other gearwheel, by reason of the teeth being at an angle to one another, they want to slide away from each other. This is shown in the drawing by the red arrows. A crude analogy would be of a finger and thumb being opposed with an apple pip between them. At some point the pip will pop out at right angles to the pressure being applied. To hold the gear wheels in position, washers or bearings that can resist these sideways forces (thrust washers) are required. This adds to the frictional losses and therefore heat within the gearbox.

Alternatively a double helical arrangement can be installed as per (Photo 2). Now the sideways (axial) forces are balanced. The same principle was applied to the rear axle (Photo 3) of M.Citroën's early motor cars - the Type A of 1919 up to the Type B12 of 1926. While this system is balanced and works, the gear teeth are not rolling in and out of mesh free from any sliding or slipping. There was inevitably an unacceptable degree of wear over time, and Monsieur moved to the Spiral Bevel Gear for his subsequent models.

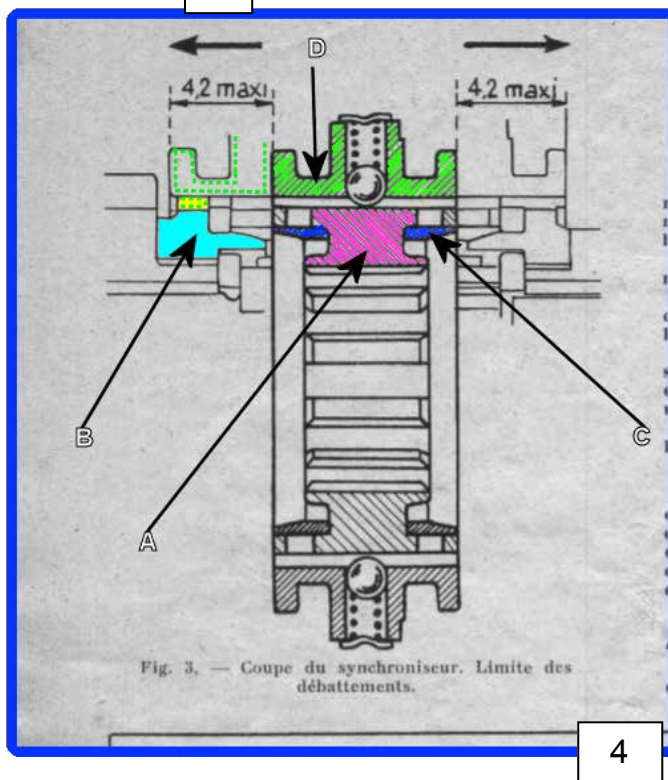
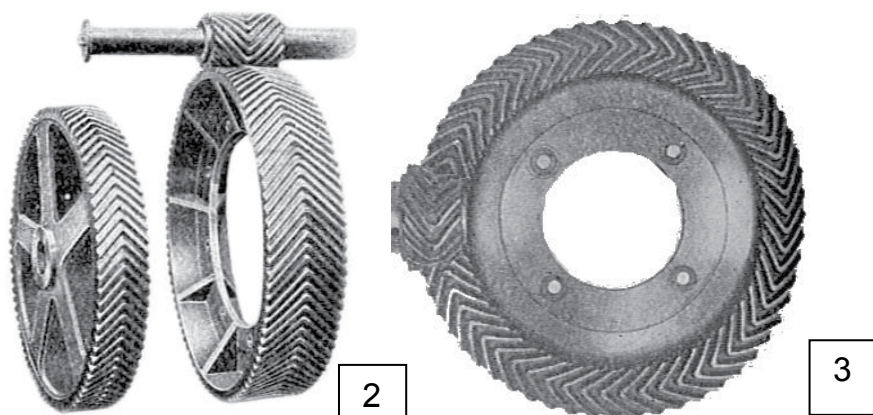
Synchromesh

The diagram (Photo 4) is of a sectioned synchro unit. In the middle of the bright green ring (D) you can see one of the 6x ball bearings and the powerful spring behind it. Pressing as it does on the pink centre (A) portion, the unit is in effect one item.

The arrow (D) is pointing to the groove that is used by the selector fork. In the photo of the inverted gearbox lid (Photo 5) you can see 2x "selector forks" -looking rather like upside down horseshoes. The larger one, bottom left operates 2nd/3rd the smaller one operates 1st/Rev.

The centre section (A) has the two bronze based synchro rings (C) fitted to it. When the entire unit is slid towards the left the dark blue synchro cones meet the shiny steel cone (B) on the end of 3rd gear. The two units are brought down to (braked if you will) or are sped up to the same speed. A final move of the gear lever moves the bright green outer ring to engage with 3rd gear. The yellow + green dots = the "dog teeth" of 3rd gear and the outer synchro ring coming together.

Martin de Little



Wheel Bearings

This initial piece, is a reprint of an article from Floating power in May/ June 2010, about wheel bearings. To supplement this, is a further short piece about a recent experience from the Northern Section with a rogue outer front wheel bearing. No credits in the original article, so apologies to the author, whoever he might be.

From time to time I have heard complaints about the quality of wheel bearings because of their failure after a short time.

Citroen changed the width of the outer front wheel bearings from 17mm. to 19mm. in the early 1950s (see photograph 1, and also note the result of trying to tap the bearing out rather than use the correct tool).



If the narrower 17mm. bearing is replaced with a 19mm. wide one it is essential to reduce the width of the spacer between the bearings (see photograph 2) by 2mm.



If this is not done, the wider bearing will protrude too far (see photograph 3). The consequence will be that when the drum is refitted it will press very hard on the centre part of the bearing, imposing a huge sideways load, which will ruin it in a short while, (see photograph 4).

A further consequence is that the taper of the driveshaft and drum will not seat properly leaving the drive to the drum and wheel solely to the woodruff key.

On a Legere or Light 15 the woodruff key can last for a few hundred miles, but in the process the taper of the drum and drive- shaft will be wrecked, along with the bearing.

Developing the 'how-not-to-do-it' theme, when undoing or doing up the castellated nut that retains the outer bearing it is not necessary to bludgeon it with a heavy hammer and blunt drift, nor to grease the taper before fitting the drum.

If the taper is damaged a very short term remedy (but only a short term remedy) is to raise a series of 'dinks' with a centre punch (see photographs 5 and 6).

I am not sure that I really like the idea of dimpling the drive shaft to get some more grip, although it's probably one of those temporary repairs that will be found again, intact, another decade hence.

Definitely for emergency use only, I would suggest.



Another Wheel Bearing experience

A good piece of improvisation here when the club toolset fails! Editor

Bill Dyke recently noticed that there was some slack in the front nearside wheel bearing of his Légère and decided that this was the time to do something about it, having just signed up for the National Rally, in Llangollen, some 70 miles away.

Initially everything went smoothly, he asked me if I could provide the club tools and I duly turned up with same and my own torque wrench, Ian Gardner came along to assist, and we set to.



We jacked up the Traction with a trolley jack, took the wheel off and then



undid the castellated nut on the driveshaft. This came off suspiciously easily, and as an experiment we applied the torque wrench to the recommended reading and again tried the assembly for play. It made no difference, so we loosened the nut again and got out the club extractor, the hub and brake drum assembly came off with only a modicum of gentle persuasion, and the special tool for the castellated inner

nut was deployed. The brake linings looked good, clean and thick, there were no apparent brake fluid leaks and we congratulated ourselves on a smooth start to the day.

Now, however, things became more complicated. Attempting to apply the extractor once more to the outer bearing revealed a distinct lack of fit, and when the grease had been cleaned off and we inspected closely, we realised that the groove in the bearing was missing. This posed something of a problem, with nothing to grip the bearing outer.



Fortunately, Bill also has a small engineering workshop, and, after some brief head scratching, he fabricated two tees which would insert into the cross piece of the universal extractor. He then welded the other end of each of the tees to the outer face of the old ball race, inserted the screw into the extractor and wound it slowly down.

Clonk!

The lower of the tee pieces came adrift, together with a small chunk of the old ball race! Out with the Mig again to re-weld.

This time the old bearing came smoothly out of its housing and we were able to complete the dismantling process. Clearly a previous owner had

replaced the Citroën part with a standard bearing, either without any thought of how it might be removed again, or assuming that since it had probably lasted several decades at that point, it would not be an issue that had to be faced again in his ownership.

Reassembly, was, to quote Mr Haynes, a reversal of the process, using the torque wrench to complete the tightening up of the outer hub nut once more.

Unfortunately, we couldn't see the point of adding the tee pieces to the club toolset, since a welder would also be required to make use of them!!

BP



Are you on email?



It is one of the facts of life that more and more communication is via the internet these days. If you have provided an email address to the club, then the club and in particular

your local Section, will use that address to contact you and will assume that you read your emails on a fairly regular basis. Ringing around Section members, or writing to them individually, can be an arduous and expensive business and it will save a lot of time if email is available.

Please, therefore, if you have email, make sure that you have provided the club with an up to date email address, and equally important, check it regularly to see if you are being contacted.

Another possible contact route is via text. Do you have a mobile number and are able or willing to receive text messages? Again, please let your Section rep know.



Balearic Traction

Mike MacDonald spotted this nice Traction, obviously in regular use, whilst he was on holiday in Menorca last year.

Bailey's Banter

By the time you read this Christmas will be a distant memory. We spent the holiday in sunny Cuba where, as you may know, there are many old cars. They were not the only reason for going there – the architecture, the history, the beaches, the weather and most of all the friendliness of the people all make it a great place to be.

The cars though... I had no idea there were so many old cars. They're everywhere and it's a big island.

There are three eras of car in Cuba – the most interesting to me are those that were there before the 1962 trade embargo – they're mainly the big American jobs that figure in all the photos but you can also see some British, German and French cars from the '50s. The 60s, 70s and 80s are predominantly represented by the eastern bloc cars, initially from Moskvich, Skoda and Volga but then mostly from Lada. When the USSR collapsed in 1991, Cuba needed a new trading partner and eventually found China. Hence you see Citroen ZXs and Berlingos, Peugeot, Golfs, Passats and then the current Geelys and MGs.

So what French cars of the 50s can be seen? We saw a Renault 4CV, a couple of Peugeot 304s and a Renault Dauphine. There are others. The internet suggests there are at least two Tractions in Cuba – one being a Havana-based 15/6 no less. Well, actually it may now be less than that. The pictures suggest the car has been subject to some modifications – the yellow paint job being the least of them. A bit more googling reveals that this car has been the "pace car" for the Marabana Marathon in Havana on at least two occasions – chosen presumably as

it is bit different from the run-of-the-mill 50's Chevys. The other car, in red, looks to be a Legere with running boards, rear quarter lights and a unique front wing profile.

Had I done my research before we went I might have been able to know where to look for these cars – obviously my family would have killed me so it's probably for the best that I didn't.

Given the different wheels and increased ride height I wouldn't be surprised to find both Traction bodies to be sitting on more prosaic RWD chassis. And since most old cars in Cuba seem to have acquired diesel engines maybe these cars to have done the same. Maybe I'll get to see them next time we're there as it is a place I definitely want to visit again.

If you want to see more of the car scene in Cuba take a look at Jalopnik's article here: <https://tinyurl.com/yce4snm> - you might spot a BX!

The Cubans believe they must have the best mechanics in the world as they keep their aging fleets going despite the scarcity of parts. Almost everything has been modified in some respect. The workmanship ranges from superb to just about functional.

Whilst we were away in the warm sunny Caribbean, my own relatively stock and boringly black Normale was shivering under a cover on the driveway. When we got back it started first pull so off it went to

Brooklands to be the only Traction there on New Year's Day. It seems to have developed a bit of a squeak - not an engine squeak but something caused by the car moving. It's at the front end and I'll have to investigate. As previously mentioned I'm planning to do some major work at the front soon anyway.

O. L. D.
 (small text: Gamme de pièces pour voitures de tourisme - état actuel d'entretien rigoureux et ponctuel à la pièce.)

| | | | |
|-------------------|--------|--------|--------|
| AVANT | 11 CV | 11 CV | 11 CV |
| avec amortisseurs | 410. » | 440. » | 480. » |
| avec ressorts | 295. » | 325. » | 365. » |
| avec | 240. » | 270. » | 310. » |

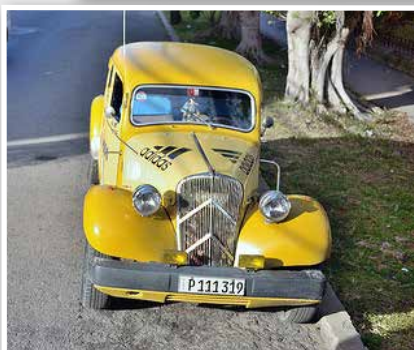
Supplément pour solénoïde à la demande 90. »
 Bien spécifier à la commande le type exact des ressorts et le diamètre des axes de l'arbre et s'il s'agit au lieu de roues "pleines".

SPEED
 Avant aux 4000 cmc de poids d'acier en aluminium chromé inoxydable.
 La pièce 300. »
 Spécifier à la commande 7 cv 11 CV Legere, Cabriolé, 11 CV Normale, 11 CV Tourisme avec ou sans direction au roues "pleines".

"E. T."
 Ressorts de suspension - Montés d'un dispositif spécial à géométrie permettant un réglage parfait.
 Ce modèle ne se monte que sur VOITURES A ROUES PILOTES

| | | | |
|-------|--------|--------|--------|
| Avant | 11 CV | 11 CV | 11 CV |
| avec | 300. » | 410. » | 420. » |

"ECLAIR"
 Tout en acier et sans pièce enroulée - l'acier au four en mode laminé - légèreté et du poids avec réglage parfait et sans maintenance de plus.
 7 cv 11 CV Legere roues Pleines La pièce 220. »
 11 CV Normale — — — 280. »



Looking through the Accessories Catalogue page 26 shows a kit offered by Speed to improve the effectiveness of the front dampers. For 300 Francs you could buy a kit that fixed the dampers in a more vertical position. I wonder if anyone actually fitted such a kit and whether it made a noticeable difference. Why not just fit stiffer dampers?

Another modification offered in this catalogue – described on page 27 as "Une Nouveauté Sensationnelle!" is the "Bloc de Triangulation" which adds an extra control arm to the lower part of the front suspension. I've never seen one but a Traction in France has this kit fitted – the owner has been asking on the TU forum for help locating the rubber balls used in the ball joints. He has the whole assembly stripped reports it weighs 110kg! One wonders if improved suspension control is worth the extra weight.

The catalogue is full of things that could be useful to a greater or lesser extent but on page 17 there's a thing I don't recognise at all. "Le Manipulateur Prelac" is a control lever which attaches to the steering column with a cable running from it. But what does it do? I wondered if it was some kind of hand throttle which you would use as a rudimentary cruise control which would be scary. Editor Bryan tells me that a member in the Northern Section has such a thing fitted as an advance/retard control, which is more sensible.

Looking through the catalogue again I am amused to see running boards on offer. For some reason many people believe the Traction already has them – you say you have a Traction Avant and they say "oh the one with the running boards" whereas it is specifically the one that doesn't have running boards. So for 300 or 400 Francs you could buy a set and make your car conform to the norm.

George Dyke's article in the Jan/Feb issue of Floating Power described a unique convertible. From the front it looks like the car in *Indiana Jones and the Last Crusade* which is also a convertible that started life as a saloon. That one did have the roadster style rear end but the reason they look similar is that both, having had their roofs chopped off, have retained the saloon style windscreen frame instead of the folding type



fitted to the proper cabriolet.

The Indiana Jones car is now rusting away in Disneyland. The Canadian car on the other hand looked very smart and may have a new owner by now.

The cabriolet was offered by Citroen, along with all the other model variants, right from the launch in 1934 until World War 2. They were not made after the war but several companies did then offer conversions of saloons to convertibles. Olivier de Serres' book *Traction Avant coupe, cabriolet, decouvrable* gives details. Some versions are more successful than others both in terms of aesthetics and practicality.

The Traction Avant has appeared in hundreds of films. The imcdb.org website aims to list every car in every film. **Martin deLittle** of Calendar fame told me of a Traction which appears towards the end of *The Sound of Music* in which the Von Trapps drive off somewhere. I've never got that far through the film and probably never will but from the grainy picture on the imcdb.org website it seems to be a suitably shabby Legere. I thought the Von Trapp family was quite numerous so it must have been a squash. I guess a Normale was not available.

A film I have watched to the end several times is *To Catch a Thief*. This, being a Hitchcock movie, ticks many boxes for me. Set in the Cote d'Azur the police use a humble black Normale to chase Cary Grant and



Grace Kelly along the coast road in their Sunbeam Alpine convertible. The Citroen bears the number plate 15-H-6 but it's not an example of the then new 15/6 H. I wonder if Hitch knew he was doing a bit of subtle advertising. Apparently the handling, or the police driving skills, are not a match for the Sunbeam and it is last seen entangled in a stone wall.

Allied is a more recent movie set in WW2 and features a 7A with its early high mounted rear view mirror – except for the interior shots when it disappears. When Brad Pitt jumps into this car, having just arrived from the US, he starts it by turning the key and zooms off. A remarkable car that one.



From Russia with Love includes a black Legere in which Bulgarian agents follow 007 through the streets of Istanbul. I can't remember it at all but it figures as No. 40 in the Universal Hobbies James Bond Car Collection (although it is listed as a 1954 car which it clearly is not). More memorable to me is the Legere in *The Great Escape*, from which the Resistance machine gun the Nazi officers sitting outside the café.



For me though, the most memorable movie appearance of the Traction is in the excellent film *Diva* which features a white Normale which, for some reason, has Six style bumpers. It is described in a taped message as a very rare car just before it is blown up and an identical (well almost) one appears just around the corner. Must be time to watch that movie again soon.



There are many other movies too – *Tintin* springs to mind and apparently the Traction featured in something called *Maigret*?

ULEZ

I have been communicating with the FBHVC about the TfL's ULEZ. Don't you love acronyms? ULEZ is Transport for London's Ultra Low Emissions Zone which will operate from May 2019. You would think only ultra-low emissions vehicles would be allowed and, at first glance, their on-line vehicle check facility appears to support that. For most Traction's are listed as not exempt. But, further down the same website says all "Historic" vehicles are exempt. So, that's good news for us but less good news for the environment as I don't think my Traction's emissions are ultra-low. The real oddity though is why TfL think their vehicle checker has any value at all if it gives you the wrong answer. The reason the FBHVC are involved is that the checker does not even always indicate the wrong answer – for example my 1972 DS is listed as exempt! On face value it doesn't really matter but the inconsistency suggests that there is something wrong in the way the information is held in the database. That does matter because it is the reference used for charging and issuing penalties. The FBHVC is taking up the issue with TfL and we'll learn more in due course. Meanwhile I believe that none of our vehicles are subject to ULEZ. I hope it hasn't cost much to implement.

Torque Settings

Light 15 Torque Settings

Here is a Torque Settings table from the annals of Floating Power. A useful source of reference whilst overhauling your car. This was compiled by Andre Ciantar from the Citroën Traction Workshop Manual and has been reproduced in FP in a couple of previous editions over the years, but no apologies for including it again for the benefit of more recent members.

| Engine | Kg/m | lb ft | Gearbox | Kg/m | lb ft |
|---------------------------------|----------|------------|---------------------------------|---------------------------|---------|
| Breather Pipe Set screw | 2.5 | 18 | Coupling flange nut to flywheel | 10 to 12 | 72-87 |
| Camshaft chainwheel | 15 | 108 | Crownwheel bolts | 6 to 7 | 44-51 |
| Camshaft thrust plate | 1 | 7.5 | Cap (2) | 2 | 15 |
| Clutch attachment to flywheel | 2 | 15 | Cap main shaft(3) | 14-15 | 101-116 |
| Clutch casing | 3 | 22 | Caps flange bearing | 7 - 8 | 51-58 |
| Connecting Rod Bolts | 3-4 max | 22-28 | Cap screws front bearing | 2 | 15 |
| Crankshaft bearing caps | 7 | 51 | Front bearing (4) | 15 | 109 |
| Crankshaft chainwheel | 20 | 140 | Gearbox cover | 2 | 15 |
| Cylinder Head | 3 then 5 | 22 then 36 | Gearbox to engine | 2 | 15 |
| Flywheel to crankshaft | 2.5 | 18 | | | |
| Manifold | 1 | 7.5 | Front Axle | | |
| Manifold to head | 2 | 15 | Brake backplate mounting bolts | 2 | 15 |
| Mounting bracket on Engine | 4.5 | 32 | Brake shoe to backplate | 3 | 22 |
| Oil feed pipe to head | 2 | 15 | Hub nut | 30 | 216 |
| Oil baffle set screws | 1.5 | 11 | Hull stud nut (5) | 20 | 145 |
| Rocker shaft to head | 1.2 | 9 | Outer ball race slotted nut | 15 | 108 |
| Sump bolts | 1.2 | 9 | Shock absorber | 8 | 58 |
| Timing Chain lubricator | 1 | 7.5 | Silica block fixing nut | 4.5-5 | 32-36 |
| Timing cover bolts | 1.2 | 9 | Steering arm to swivel | 10 | 72 |
| Timing chain lubricator locknut | 1.4 | 10 | Swivel to driveshaft(17) | 10 | 72 |
| | | | Upper ball joint (42) | 7 | 51 |
| Oil Pump | | | Cap (6) | 5 | 36 |
| Filter to body | 1.3 | 10 | locknut | 8 | 58 |
| Pump body setscrew | 1.3 | 10 | Upper link ar slotted nut(19) | 6 to 8 | 43-58 |
| Oil pipe to block | 6 | 44 | | | |
| locknut | 4 | 29 | Rear axle | | |
| Oil pump to block | 1.5 | 11 | Brake cable sheath bracket | 2 | 15 |
| locknut | 3 | 22 | Brake backplate nuts | 2 | 15 |
| Tubular support to body | 2.5 | 18 | Link arm ring nut(9) | 25 | 160 |
| | | | Stub axle nut | 10 | 72 |
| | | | | Then slacken off 1/4 turn | |
| Water Pump | | | Shock absorber pin nut | 15 | 108 |
| Fan setscrews | 1.3 | 10 | Cap | 5 to 6 | 36-43 |
| Gland nut (29) | 2 | 15 | | | |
| locking screw | 0.5 | 3.5 | | | |
| Pulley to shaft | 4 | 29 | | | |
| Pump to cyl head | 3.5 | 25 | | | |
| Slotted ringnut (26) | 3 | 22 | | | |

- **Numbers in brackets indicate part as shown in workshop manual drawings.**
- **Kgm shown in manual. Lb ft have been rounded up to nearest pound.**
- **Torque settings taken from 1938 manual.**

Oil Pressure Setup

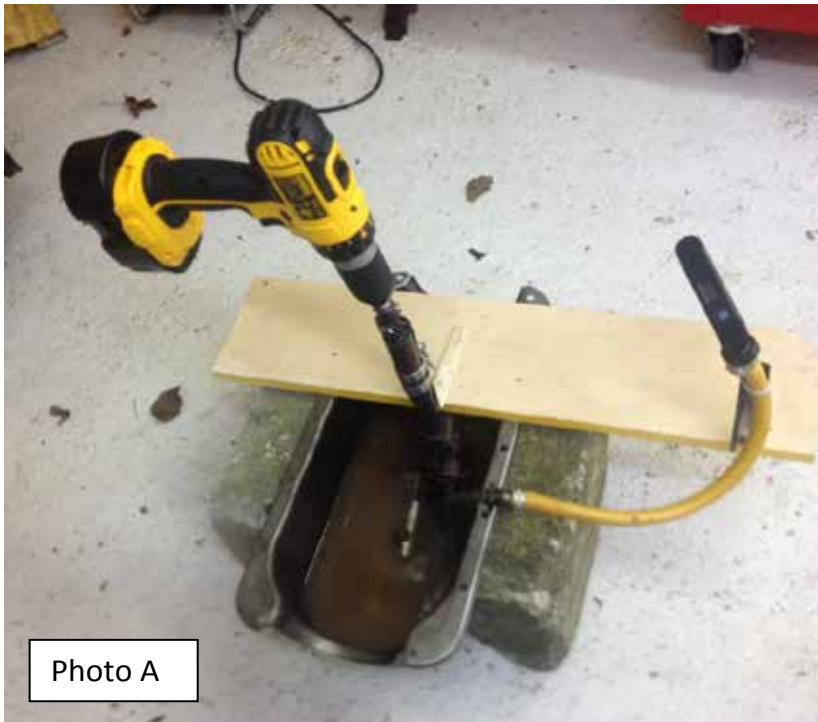


Photo A

During an engine rebuild some time ago it was necessary to set the oil pump to deliver the correct oil pressure.

According to the Traction Maintenance Manual this should be set to between 32-35psi at 68*f (20*c) at a pump rotation speed of 1,000rpm.

With the engine stripped down there is a procedure in the manual to measure oil pressure.

This means supporting the sump with say, two blocks and filling it with oil to cover the pump intake and measuring pressure at that speed with a suitable gauge. This can be achieved using a section of garden hose, jubilee clips and an electronic tyre pressure gauge.

See Photo A.

The photo also shows a drill with a rotary speed of 500rpm or 1,400rpm.

By varying the adjustment for the pump, a reading of approximately 30psi may be set for the drill speed of 500rpm. Setting the speed to 1,400rpm then results in a pressure of approximately 40psi i.e., 1psi per 90 revs. Extrapolating the scale, this corresponds to a pressure of approximately 35.5psi at 1000rpm, as recommended in the manual.

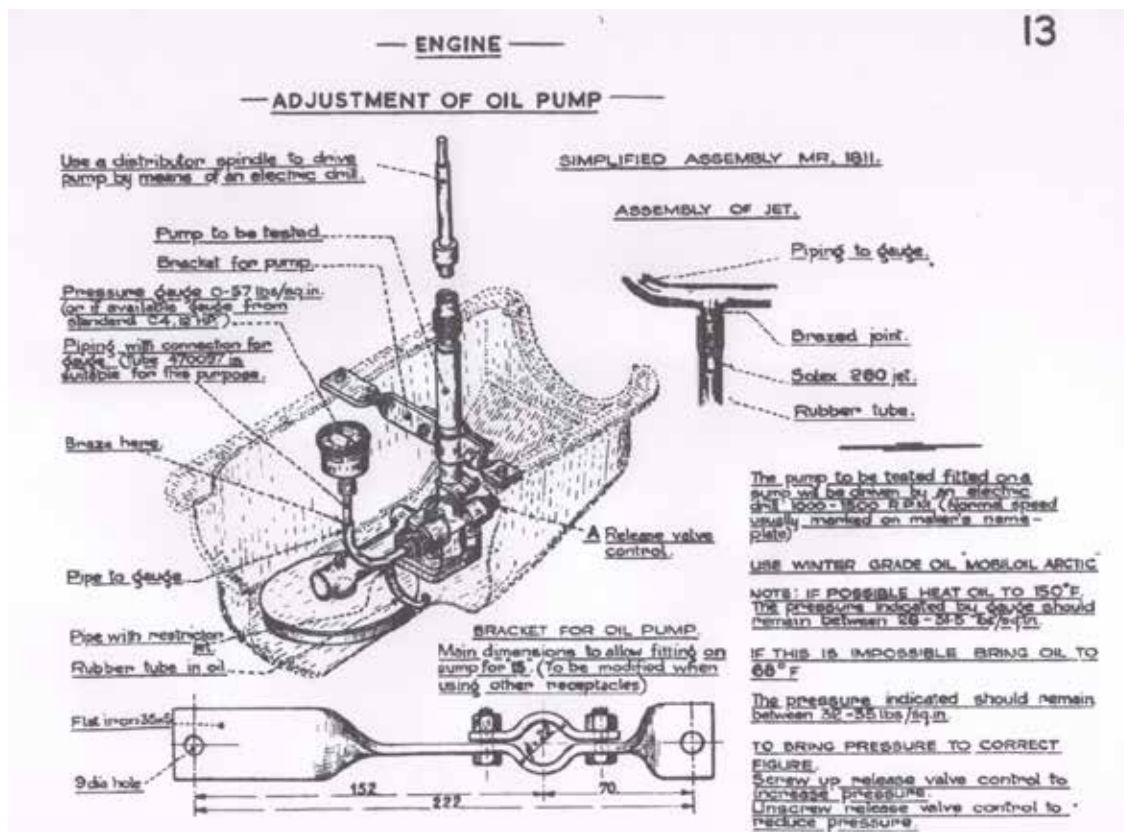
This was checked with the engine rebuilt and the car cruising out on the open road and the on-board pressure gauge read as anticipated at 35psi.

Using a small jubilee clip at the neck of the electronic pressure I found sufficient to act as a seal. If you look closely you can see it in the photograph.

Ideally, the oil should be heated to 150*f (65*C) and pressure adjusted to to 28-31.5psi. As this is difficult to achieve and maintain on a DIY basis, an alternative indicated in the Maintenance Manual is to set the pressure to 32-35psi at room temperature 68*f (20*c).

David Murphy

A somewhat more elaborate setup is shown in the Workshop Manual, right.



What else do you have in your garage?

A further selection of 'other' classics that members have in their garages. Perhaps we should organise a members' non Traction rally as well!?

Terry Gest

I see in the latest issue of Floating Power that you are asking for info on other cars owned by members.

As well as my 1952 11BL, I own a **1967 Jaguar Mk2**.



Paul Barnard

These are additional cars that I have (not all as there are a number of 'projects' including an MGBGT V8 conversion that I'm working on currently). **1969 Chevrolet Chevelle SS396, 1969 Reliant Scimitar Se5, 1971 Chevrolet Camaro SS396, 1968 Volvo Amazon 122S.**



Barry Plant This is my Traction's stable mate. Treated myself to a new **Mazda RX8** when I retired and it is just as unconventional as the Traction with its twin Wankel rotary engine delivering 230bhp, suicide rear doors and four usable seats in a sports car, but it is a bit quicker than the Traction!

Over the years we have had a Citroen Dyane 6, three BX's, two Xantias and an AX as well as Simone the Traction so I suppose you could call me a Citroen fanatic, similar to my late father-in-law who drove a Slough built Traction in the 1950's, a GS, a couple of 2CV's, and a DS Pallas.

My collection now runs to a VW Passat in France, a VW Passat Sport SW and Ford Fiesta Ecoboost here plus our daughter's Suzuki Swift. Think I need a bigger garage!

(you are not alone there, Barry)



What else do you have in your garage?



Mark Buckley As you will see from the attached images I am now also the owner of a **Peugeot 202 BH Camionette**. These were launched in 1938, only four years after the Traction. The styling is completely bonkers but somehow very French. The Peugeot and Citroen seem to attract a great deal of attention, the Peugeot was subject to a bare chassis re-built including a new hardwood body 13 years ago in Le Puy in the South of France and now resides happily next to the Citroen in Southsea. (Mark also has a very nice XK150, right)



Dante Mansi These (left) are what's in my garage. I've had the 1955 11BL for 29 years, the Healey 3000 Mk III for 5 years, and the 1954 Bentley R Type for 6 months. I might be biased, but although all three are fairly iconic cars in their own right, I'm convinced that dynamically, the Traction is the superior car ; in fact W O Bentley ran a Traction as his everyday car.

Tony Stokoe: Here (below) is my garage as of a year or so ago. Since then the ID Safari has been sold, but I have bought a **1968 DS21 Pallas** which will be restored over the next year. I plan to sell the **Bentley S2 Flying Spur**, as I have bought another Lancia, a **1955 Aurelia B12**, so a picture of that is attached too. The cars shown in the garage are, L-R: our **1972 SM**, owned for 30 years next year and



the car we will always have, **1960 Bentley Continental Flying Spur by Mulliner**, **1994 Bentley Continental R**, **1967 Lancia Flavia Vignale**, **1967 ID 21 Safari** and last but not least, our **1949 Slough Big 6**. Only the first and last cars have names, the SM is SaMantha, the 6 is Celia. Oh and the dog, another grand old lady, is called Tessa.



IN COMMITTEE - January 2018

Summary Notes of Committee Meeting held at Millbrook Village Hall on Sunday 28th January, 2018.

Floating Power –

Bryan, Editor, apologised for the late delivery of the January/ February edition. Unfortunately the Printers had a machine breakdown. Please keep sending in articles and photographs.

Spares –

December was a quiet month but sales picking up again. Chris investigating other suppliers of French parts. The Committee are looking at the possibility of running basic maintenance courses for members – watch this space.

Shop –

Sales very quiet. Hopefully stock and photographs will be on the website soon so members are able to view stock but not order online yet.

Social –

Members have been using the Early Bird Discount for the annual rally with 30 already booked.

Julian Pratt has joined a small committee with members of 2CVGB and CCC to look at a UK event to celebrate 100 years of Citroen production next year. This will not clash with events in France but will replace the TOC annual rally.

Membership -

We currently have 635 members. Since the last committee meeting 35 have joined, 14 rejoiners and 1 leaver.

Marketing –

Insurance Companies continue to support the TOC by advertising within Floating Power. Bev to look at expanding the adverts included.

The Committee decided to produce a new car window sticker to advertise our website and new logo. Thanks to Julian for actioning this. It was agreed a free sticker will be sent to all members when they renew their membership and additional copies will be available to buy.

Helpline

- Still well used by members for technical advice plus help in registering Tractions.

Webmaster

– The plan is to move our email host from the current USA provider to a UK host when our Contract runs out later in the year. Feedback on the website from members is positive but the Committee is always willing to receive ideas to improve it. John to improve the structure of the Forum for easier access.

General Data Protection Regulation (GDPR) –

This is an extension of the UK Data Protection Act of 1998 and comes into force on 25th May 2018. It affects all organisations that collect and hold personal data so affects the TOC. Cleve was thanked for all his hard work on researching the new GDPR and its implications. Cleve will produce simple guidelines of the Act and how the TOC intends to comply. For members it will mean a different renewal form this time as the TOC will need positive consent from each member to hold their data. All Committee members who hold a specific role need to write a job description and show how it complies with GDPR.

AOB

- Paul de Felice has decided to stand down from the Committee – he was thanked for all his work on behalf of the TOC.
- Chris, Chairman, is to send out a discussion document to all Section Coordinators to find out what is happening in each area and how we can try and attract new members especially younger people. We also need to try and encourage members to set up a section in an area where there is currently nothing available.

Next meeting – Sunday 29th April, 2018, in Steventon.

TOC NATIONAL RALLY 2018 - LLANGOLLEN UPDATE

Congratulations to all you early birders. You have done us proud by getting your bookings in so promptly.

We have now filled 1 hotel to the brim and have options on the second.

With just 3 weeks left for final bookings, now is your chance not to miss out.

With 44 cars already booked in we might be heading for some sort of a record attendance. The last big rally was the 40th anniversary of the club when a whole bunch of overseas owners joined us.

See you in Wales

Laurence Acher



FBHVC Drive It Day Event (verbatim)



2018 will be an important year, not least because it will be the 30th anniversary of the Federation. Plans are in hand for celebrations during the year but the opening celebration for the year will be a charity and driving event culminating on Drive It Day on 22 April.

Working with Practical Classics FHBVC are planning a 1000 Mile Reliability Run ending at Bicester Heritage for the Drive It Day celebrations. They have a small group of historic vehicles organised to complete the route but will be welcoming member clubs and enthusiasts to join in during the Run and at scheduled stops. The detailed route will be published in early 2018. The Practical Classics team have been restoring a unique Austin Westminster estate which will lead the Run. Other tour members joining the Westminster represent a range of historic vehicles. FHBVC will introduce those in forthcoming editions of the Newsletter.

The Run is also designed as a charity fund raiser in aid of the Lennox Children's Hospice. Sponsorship at 1p per mile will provide £10 to the charity.

'Our member clubs will be well aware of the Federation's actions in promoting training and apprenticeships, particularly for younger enthusiasts. We plan to involve a number of apprentices in the Run both in the driving seat and as navigators. We will be making announcements about apprentice involvement in a future edition of FBHVC News but if you know of apprentices who might like to get involved with the Run, send us an email (apprentice@fbhvc.co.uk).'

Are you involved with the above, or any other local Drive it Day event? If so, please make sure that you photograph it and send me your images. If we get enough, we will run a picture feature on this in the following magazine.



STATUTORY MATTERS

It has been a bit quiet in recent months, plus there has not been sufficient spare room in the magazine to justify reiterating old news, but now in the second edition of FP of 2018, and feeling that it was time for a catch-up, no apologies for including this rather bumper extract from the last couple of newsletters (generally verbatim, although a few paragraphs not relevant to Traction owners have been deleted.).



This discusses several issues relevant to Tractionists, particularly the question of South African imports and also that of modified cars, especially coupe and tourer conversions. At the time of publishing the last newsletter, there had not been any resolution of the issue of MOT liability/ originality. Guidelines have now been formalised, and I have summarised these in my Editorial piece at the beginning of this magazine. The section on LED's has been referred to previously in FP, but I feel is worth reiterating. Editor

EDITORIAL

Emma Balaam

Well, another couple of months have passed and I am still as busy as ever in the office. Thank you to those who introduced themselves at the AGM at the British Motor Museum in October. You made me feel very welcome.

It was lovely to see Rosy Pugh and her husband Martin in attendance, who were awarded a wonderful gift as a thank you for the service and dedication shown to the FBHVC over the many years as Secretary. (Rosy, I'm sure you will be missed.)

The Conference held in the afternoon was split into two speakers, the Association of Rootes Car Clubs and the Healey Archive. Both were very informative and well received by the audience and we thank you very much for sharing your world with us. Please refer to the main feature in this Newsletter for details on what The Association of Rootes Car Clubs has and continues to achieve, very inspirational indeed.

Following another earlier article in this publication, I wish to thank everyone who took the time to come and say hello at the Classic Motor Show. You made me feel part of 'the family' and I even remembered some of your names. I hope the family ties continue well into the future as there are many more of you I wish to meet at forthcoming events.

For all trade supporters, please be aware your subscriptions are due to expire on 31 December 2017, therefore please keep a look out for your renewal which should be with you soon.

Wishing you a very Merry Christmas and a healthy and Happy New Year.

UK Legislation

Bob Owen

CLEAN AIR LEGISLATION

To remind you, the Emissions Surcharge to the London Congestion Charge (or 'T Charge' as it is known) is in force. Historic class vehicles are exempt, but not from the Congestion Charge itself to which they have always been liable. It is interesting that as far as I can see, although the introduction of the T Charge got

quite heavy media coverage, no commentator in the major media picked up on our exemption, either positively or negatively. This is probably a good thing. It should be noted that if one checks the status of a historic vehicle on the T Charge Checker, the response is correct in stating the vehicle is not subject to the charge but is otherwise simply wrong as it suggests the vehicle is compliant with the emissions standards. We have put this down to simple incompetence and do not intend to raise it with TfL unless it creates a problem for anyone. Do let us know if it does.

Two new consultations have been opened, both of which raise new problems.

The Oxford Zero Emissions Zone would prohibit any vehicles not powered by electricity from, at first, central Oxford and in due course a wider area. This creates a slightly different problem for us as it is in effect creating something close to a pedestrian zone. But we see issues with residents of the area who own historic vehicles. And there may be special justifications for use such as filming etc. which we suspect Oxford City Council will not wish to prohibit. The Legislation Committee has this in hand and will be responding when we have decided what to do.

The Scottish Government has issued a consultation on 'Building Scotland's LEZs' It uses Glasgow as a worked example, which one must assume makes it likely that the first LEZ in Scotland will indeed be in Glasgow. Not surprisingly given the Scottish Government's different take on the workings of markets, they are proposing not charging schemes such as are proposed and indeed in effect in England, but actual bans. They do envisage a possible historic vehicle exemption, and, as the importance of exemption is increased significantly by a ban, meaning a vehicle owner cannot simply choose to pay to travel within the zone, the Legislation Committee will be strongly supporting an exemption.

COMPULSORY INSURANCE UNDER THE EU MOTOR INSURANCE DIRECTIVE ("VNUK")

Vnuk has not gone away. DfT has published a summary of the responses to its Technical Consultation, to which of course we contributed. In the summary, it is not clear whether they have yet fully understood the scale and importance of the issue we raised of immovable vehicles, such as those permanently in museums.

Nevertheless, there is a mass of evidence for them to consider.

It still remains of surprise to the Federation that this is seen as a matter of such concern by the UK Government but not by any other EU Member State. Though the EU Commission is looking at possible revisions to the Insurance Directive to take account of the general surprise created by the interpretation of that Directive by the European Court of Justice, Member States have not to our knowledge expressed concern as to how fast this examination should proceed. We are still not clear whether the perception of problems in the UK is a function of the laws in the UK, experience of some difficult court cases, or the relationship between Government and the insurance industry. We would hope in the near future to have greater clarity as to the intentions of DfT and from that to tease out why it is such a concern here.

We will let you know what we find out. Meanwhile we can all be reassured that an immediate requirement to extend the range of vehicles to be insured is not about to appear. There will be good notice.

ROADWORTHINESS TESTING

We would appear to be getting close to a conclusion on this knotty problem, which will we hope to be better and less onerous that

many had feared.

Pressures of publication dates mean that we cannot yet tell you the definitive proposals, but we can with some confidence set out the broad principles. We have to give serious credit to the efforts the Department for Transport (DfT) have put in to understanding and addressing the practical issues regarding application of the new requirements.

The Government's basic proposal on exemption is now law. The Motor Vehicles (Tests) (Amendment) Regulations (2017 No 850 for anyone interested) were laid before Parliament on 14 September 2017. Section 7 of the Regulations deals with the definition of vehicles of historic interest, which will be exempted from testing. The wording essentially replicates the provisions of Paragraph 3(7) of the EU Directive on periodic testing of vehicles of 3 April 2014, except that it uses a date of forty, not thirty years as the qualifying date. It will come into force on 20 May 2018.

It will be put into effect through a set of Guidelines, which is what we have been working on with the DfT to ensure that they are workable and practical.

The fundamental position in respect of historic vehicles will be that the current pre-1960 exemption from the MoT test, which applied to all vehicles without any examination of their underlying originality, will be withdrawn. It will be replaced by a new exemption, available to those vehicles more than forty years old (essentially the 'historic' class) which qualify as Vehicles of Historic Interest (VHIs), by reason of not having been subject to substantial change.

An important qualification will be that only changes carried out either after 1988 or less than thirty years ago, need to be considered. Currently DfT have proposed the fixed date of 1988, but our proposal for a rolling thirty year date complies more closely with the Directive. This is not yet settled. So earlier modifications, however major, do not disqualify the vehicle from being a VHI.

Most discussions have centred around how the phrase 'substantial change' is to be defined and how it is to be established that a vehicle is a VHI.

We think we are moving towards a fairly generic description of a substantial change, which will have the effect of meaning most historic vehicles will qualify, which is the shared intent of ourselves and the DfT. We will set out the criteria in detail when they are finalised.

Many historic vehicles will be known by their keepers to be substantially as built and they will be able to be declared as VHIs with little or no problem. The Guidance will propose that anyone applying to have a vehicle recognised as a VHI who has any doubt should consult an expert for advice. The Federation has agreed to be the custodian of an approved list of experts and we will be working to create a fair and equitable method of accession of experts onto the list.

Roadworthiness Testing We are aware that many people have been confused by the potential use of existing DVLA rules, which is not now going to happen, into thinking this change relates to registration. May I emphasise most strongly that it does not. This is not only our view but is shared within DfT and DVLA. The worst thing that can happen to a historic vehicle which does not qualify as a VHI is that it has to undergo an MoT.

We also think we are close to agreeing a fairly simple process which will occur at the time of re-licensing in each year. It does have to be annual because a vehicle could have been changed during the previous year. We are arguing strongly for it to be simple, so that those owners of historic vehicles who are quite happy to continue

with an MoT test, and we know there are many, are not required to go through the hassle of deciding whether they can declare whether or not their vehicle is a VHI.

It is important to state that no actual monitoring is proposed of declarations made. This is entirely a self-assessment process.

There are some issues not quite settled at the time of writing, though we are hopeful they mostly will be.

Probably most important is the applicability of these rules from the outset to motorcycles, whereas the Directive does not expect them to be applied till 1 January 2022. One can understand the position of Government, which is that as the UK has a perfectly sound system of motorcycle MoT testing, which is essentially accepted by the whole community, there seems no justification for not moving forward with motorcycles at the same time as cars, vans, lorries and buses. Our view has been that the motorcycling community, especially the historic motorcycling community, has not expected to be affected till 2022 and thought there was time to sort out any motorcycle specific issues before then. We will have to see the outcome of this discussion.

We are still working on reclaiming the complete exemption for goods vehicles built before 1940, which has been in place ever since the introduction of testing for goods vehicles, and have expressed the view that no vehicle should be required to be tested if the facilities and skills required properly to test it do not exist.

Finally, some readers will ask why this is all happening when the UK is in the course of leaving the EU and even if it is, does it matter in the long term? Well, firstly, we have not yet left, and it is settled Government policy that while we are members we will ensure all of our legislation complies with EU laws. Secondly, it is the settled intention of the Government that, upon leaving, all EU mandated laws will pass unchanged into the various laws of the countries of the UK. Thereafter normal UK legal processes will be applied to establish which of these laws require changing and if so, how. It is only realistic to suggest that this particular aspect of law is unlikely to be a high priority for change, so what is settled now is likely to be of long-term effect.

It is to be hoped we can provide a clear statement of the settled position, including the detail of the final VHI criteria, in the first edition of the Newsletter in 2018. This will of course just predate the introduction of the new regime in May 2018.

SALVAGE CODE OF PRACTICE

A word of warning is in order to any member who may be so unfortunate as to be involved in an accident in which his vehicle suffers significant damage and perhaps also to those who wish to be clear on their entitlements under their historic vehicle insurance policies.

There has been a long-standing practice that if a vehicle was so damaged that the insurance company was minded to write it off, then so long as the vehicle could be repaired safely and legally, at whatever cost, the owner could buy the salvage and himself take steps to rebuild the vehicle or have it rebuilt. This is still the case. It may be wise, if you are in doubt, to check with your insurer or broker whether they still are happy to follow this practice. It is unlikely that they will ever make an absolute future commitment, but they may well give an indication.

So why should we be concerned?

We have for some time been aware of a few cases where a vehicle insurance examiner with little or no knowledge of historic

vehicles or their methods of construction has made incorrect assessments of their ease and safety of repair.

In September a new Code of Practice for the Categorisation of Motor Vehicle Salvage (the CoP) was agreed by most of the organisations involved in the matter, under the auspices of the Association of British Insurers, and drafted by Thatcham Research. It introduces a more structured system of assessment of the severity of damage to a vehicle and thus does give significant power to insurance assessors.

The Federation was advised by Thatcham that the CoP had been finalised in June.

At that time the CoP contained the following words, which were introduced after representations by the Federation, in two places.

'It is recognised that some historic/classic vehicles or vehicles of special interest may be repaired irrespective of extent of damage, providing it is safe to do so. In these cases the vehicle will fall outside the Code of Practice, which will not apply.'

We were somewhat concerned at the looseness of these words and as a result we agreed with the ABI the following:

'The Code of Practice (CoP) concerns itself with the categorisation of vehicles and their parts for the purposes of salvage. The applicability or otherwise of the CoP is without prejudice to statutory requirements concerning the safe use of vehicles.

The CoP therefore does not come into effect in respect of any individual vehicle until the owner of the vehicle has transferred ownership to the insurance company.

This remains the case notwithstanding that inspection by a suitably qualified person and a recommendation as to how the CoP would be applied may already have been made in respect of the vehicle.

The CoP is voluntary. Thus any insurance company may, having regard to paragraphs 8.1 and 9.4 of the CoP, decide that it will not acquire the ownership of a vehicle following a claim, whether or not there has been an inspection by a suitably qualified person and a recommendation made as to how the CoP would be applied. The insurance company may thus leave the owner of the vehicle to decide without reference to the CoP upon whether the vehicle should be repaired or destroyed in accordance with statutory requirements. The owner of the vehicle will of course still have to comply with statutory requirements concerning the safe use of vehicles.'

Then someone got at the system and the CoP was further revised in September so that in one of the two places the words appeared, they were changed to read as follows:

'It is recognised that some historic/classic vehicles or vehicles of special interest (Sentimental Value) may be repaired irrespective of extent of damage, providing it is safe to do so. In these cases the vehicle will fall outside the Code of Practice, which will not apply. However careful consideration must be taken to justify this action and if required escalation sought to make sure the correct decision has been made.'

These words were clearly introduced with the aim of limiting the interests of our members and reducing the incidence of the sale of salvage of damaged historic vehicles. We do not know who introduced these words, nor with whom they were discussed, but the Federation was unaware of the intention to make any change to the CoP, let alone one intended to affect the rights of our members. We have of course protested.

So we would advise any member whose vehicle has a significant accident, suffers a fire or is in a flood, carefully to monitor, or have someone else carefully monitor, the initial treatment of their vehicle

and raise immediate concerns if it appears the opinion of the examiner is that the vehicle should be written off.

If you think it is salvageable, make sure you do not sign anything which transfers ownership of the vehicle to the insurance company, and, assume nothing but make immediate contact with your insurance broker or company if you think purchase of the salvage is justified.

There will always be occasions, as there are now, where the insurance company will feel constrained not to permit the vehicle back on the road. That is their right and obligation. But only active involvement will ensure that no historic vehicle is unnecessarily lost.

LEGISLATION:

Ian Edmunds

Regulatory Position on the Use of LED Light Sources in Historic Vehicles (summarised)

Background

The use of LED light sources has been of interest to the historic vehicle community for as long as LEDs have been readily available and not surprisingly many articles have been written on the subject in both club magazines and in the specialist press. Unfortunately, not all of the information provided has been accurate and FBHVC felt it should research the subject to enable the provision of definitive guidance to its members.

In addition to research by the FBHVC Legislation Committee an opinion was also sought from Department for Transport and the Committee were gratified to find their conclusions confirmed. However, we should repeat a warning from the DfT reply – "The guidance provided is based on the requirements of The Road Vehicle Lighting Regulations and all vehicles must comply when used on the road, ultimately interpretation of law is the sole prerogative of the courts."

Unfortunately, the relevant regulations are quite complex and there is no simple overall yes or no answer to the question "is it legal to use LEDs in the existing lamps on my historic vehicle?" The situation is different for different lamps and also for different dates of first registration of the vehicle in question. This article will explain the background before summarising the conclusions at the end.

There is no regulation that specifically prohibits the use of LEDs in lamps first used prior to the e/E marking requirements, although there is a requirement for e/E marked lamps fitted to a vehicle first used on or after 1st April 1986 to be fitted with e/E marked bulbs.

Conclusions

Lamps where the use of LEDs is legal subject to the conditions noted earlier -

- **Front Position Lamps.** (Side lamps). Vehicles first registered before 1st January 1972 LED light sources in the original lamps are compliant.
- **Rear Position Lamps.** (Tail lamps). Vehicles first registered before 1st January 1974 LED light sources in the original lamps are compliant.
- **Rear Registration Plate Lamps.** Vehicles first registered before 1st April 1986 LED light sources in the original lamps are compliant.
- **Stop lamps.** Vehicles first registered before 1st January 1971 LED light sources in the original lamps are compliant

Lamps where the use of LEDs is not legal -

- **Stop lamps.** Vehicles first registered after 1st January 1971 LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.
- **Direction Indicators.** (flashing type). LED light sources in the original lamps are non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations.
- **Headlamps.** LED light sources in the original lamps are generally non-compliant. This is because LEDs will not meet the minimum wattages specified in the regulations. However, in some particular cases it may be possible to locate LED light sources of compliant wattage.

DVLA

Ian Edmunds

Many of you may be aware of the difficulties that can arise in obtaining a first registration in the UK for vehicles which have returned from foreign territories to which they were originally exported in CKD form. The major problem is normally that of establishing a date for the final assembly of the vehicle in the destination country. Generally, the local assembly company no longer exists and no records survive. However, from the feedback I receive, it seems that with persistence and the support of an appropriate club a satisfactory conclusion can normally be reached.

We now hear of an additional difficulty with vehicles returning from South Africa. This has only become apparent in the last few months and takes the form of a recently issued South African registration document which refers to the vehicle as 'built-up'. Rather confusingly this is not a reference to the vehicle having been originally imported in CKD form but is in fact a catch-all term that the South African authorities use when the history of a vehicle is unknown or unclear. In some cases, it arises for no other reason than the vehicle was not registered for a period and the original records were lost, but it is used in many different circumstances including for rebuilt insurance write-offs. DVLA are fully aware of this ambiguity and decline to register a vehicle so described without further information.

We discussed this issue with DLVA at a recent meeting and their advice to vehicle owners was to contact the South African authorities for an explanation of the exact circumstances of the vehicle in question. Some doubts have been expressed regarding the likely response but DVLA assured us they have seen helpful replies from South Africa.

MODIFYING VEHICLES

Readers may recall a somewhat cryptic reference under the heading 'Modifying vehicles' in Newsletter Issue 3, 2017. Whilst this is an ongoing issue, and is likely to remain so for some time, I can now provide a little more background. We were made aware from a member club of a coupé of 1970s construction which the owner had had professionally modified to a roadster (the manufacturer originally offered both versions). When this change was notified to DVLA the registration was withdrawn.

The DVLA rationale is that the modification is such that the car is required to be assessed under the 'radically altered' rules. These rules specifically preclude an altered monocoque bodyshell. Thus, the car cannot retain its original registration.

The Federation does not believe it can contest this conclusion but does nevertheless have two concerns. There is some evidence to suggest that DVLA may not have been entirely consistent in their handling of such conversions over the years, but there is a greater concern regarding information available to vehicle keepers.

The V5C quite rightly requires the keeper to notify DVLA of changes to the vehicle but gives no indication that this could lead to the withdrawal of the registration. Neither does it provide any reference to the relevant information, either the INF26 booklet or the gov.uk website.

The Federation has initiated discussion with DVLA on this matter and will obviously report the outcome. Meanwhile the advice should continue to be that it is probably not wise to undertake any conversion of the body of a registered monocoque vehicle. This applies equally to conversions of coupé to convertible, saloon to convertible, saloon to pickup or any similar changes.

VEHICLE HISTORY

Several people have drawn my attention to an unfortunate revision to the DVLA service to supply information about a vehicle in response to a V888 request. Up until September it was possible for a vehicle keeper to obtain all the registration history that DVLA held for that vehicle on payment of a small fee. DVLA considered that researching the vehicles history was 'reasonable cause' for needing the information.

However, since September DVLA have revised the requirements for 'reasonable cause' and researching the vehicle history is no longer acceptable. The V888 form itself has been revised to reflect these changes. Further guidance on 'reasonable cause' can be found at www.gov.uk/request-information-from-dvla We will discuss this further with DVLA but we believe that the General Data Protection Regulation does unfortunately leave them with no choice. Thus, we have all lost a valuable service.

Recently I have been receiving a number of reports from clubs of registration applications, which had been compiled in a form which has been accepted in the recent past, now being rejected. In some cases it appeared that agreements previously reached with DVLA were no longer valid. Whilst I do not have, and indeed may never have had a complete explanation for this apparent rash of rejections, I am confident that they represent errors or misunderstandings rather than any fundamental change. It does also appear that some mail may have been misdirected within DVLA which has not helped. In that context some have believed that the address for V765 applications has changed – it has not. To avoid any confusion I repeat it here: K&R, D4, DVLA, Swansea, SA99 1ZZ.

FOOTNOTE

As a change from the normal registration matters I have received one query about driving licence entitlement and it may be worth repeating the information here. Restrictions on the weight of vehicle that can be driven on a particular driving licence refer to the Maximum Authorised Mass (MAM), i.e. the total weight of the vehicle plus the maximum load it can carry, and not to its actual weight on the day. I am also advised that road traffic offences are almost all strict liability offences, that means that it is quite irrelevant whether or not you intended to commit the offence, if you did it quite unintentionally you are just as guilty as someone who deliberately committed it.

The Floating Power Calendar

Every year club members are invited to send in photographs for the F.P. calendar and every year I struggle to find enough submissions to put in it. With over 600 members most of whom have phones with inbuilt cameras, you would not have thought there would be a problem.

If you are shy about submitting your efforts, please do not be. If you are not sure about choosing one, then send in several pictures. A few pointers for you, whatever camera you may be using.

- Look at both the car and its background. Background can be neutral or of interest, but should not compete with the car for attention.
- A photograph that "says something" is what we are after.
- Place the focusing square (or the equivalent in non iphones) on the part of the car nearest to you. By and large, the camera will automatically diffuse the back ground a little and make the car "stand out".
- If you have people or animals in shot and their eye can be seen, ALWAYS focus on the eye. As humans looking at a picture, we are immediately drawn towards the eye of an animate being. If the eye is not in focus, the impact is lost.
- Always take several shots (4,5,6 or more) it costs you nothing; not like the old days with your roll of film. One image will probably be better than the others. If in doubt send them all to me.
- Images have to be sharp unless what you have photographed is so amazing that it outweighs a little camera shake.
- An overcast day provides diffused light and this is good.
- A bright sunlit day creates significant shadows and contrast between light and shade. Not so good unless you turn on the flash. It may seem odd to use flash in bright sunlight but it works. Do not worry about the old back to the sun instructions - particularly when using flash..
- Late afternoon is an excellent time for most photography but car photography in particular, because you get great reflections on the curved panels.

1ST SEPTEMBER IS THE ANNUAL DEADLINE, BUT PLEASE SEND YOUR PHOTOGRAPHS IN AT ANY TIME.

Above right... Humans in shot always add interest to a photograph.



Top; While the bride is delaying her grand entrance, she receives a briefing from a bridesmaid. I wonder what was said ?

Right; The Legere is about to park up behind the Normale meanwhile, the old boys are no doubt reminiscing .



Martin de Little

The same goes for cover photos as well. I am always receptive to suitable images for the Floating Power cover. Please note however, that for cover photos, the main point of interest needs to be in the right hand half of the image, which will form the front cover. I receive loads of really good images of Tractions, but alas too many have all of their subject matter facing the wrong way round for my purposes!! (Editor)

LA VIE EN BLEU - 26TH-27TH MAY 2018

La Vie en Bleu is an annual event organised by the Bugatti Owners Club at the famous Prescott Hill Climb near Cheltenham and is a celebration of the French Automobile.

As in previous years the Traction Owners Club has got together with the CCC and 2CVGB to organise a joint Citroën presence at the event. We will have our own designated display area and Citroën UK have again kindly agreed to supply us with one of their mobile exhibition units. We have been doing this for many years now, although last year we had an enforced break for reasons beyond our control.

There will be a French market, catering, trade stands and a licensed bar and the Bugatti Trust Museum will be open to visitors. Various other entertainers will also be performing and sometimes we are lucky enough to be treated to a flypast by the Battle of Britain Memorial Flight or some other aerial display. The main attraction, of course, will be watching the various vintage and classic racing cars in practice and competing throughout the weekend.

The site is about 3.5 kilometres due East off the A435 between

Evesham and Cheltenham via the village of Gotherington. OS Map ref. 987297. Post Code GL52 9RD.

Entry fees are £15 per person per day in advance or £20 on the gate alternatively you can buy a two day ticket in advance for £25 per person or £35 on the gate. These prices apply whether you are displaying your car in the club area or not. Under 16's have free entry. Camping for exhibitors is available on site in the Orchard from Friday afternoon.

Advance tickets can be booked over the phone on 01242 673136. If you wish to put your car on the club stand you will need to ask for an Orchard Pass when booking. There is also an online booking facility at prescott-hillclimb.com/events/tickets/la-vie-en-bleu-2018 but there doesn't seem to be any way of requesting an orchard pass so you would have to phone them anyway!

If you wish to exhibit your car on the club stand on either or both days please contact me first on 01905 454961 or at janeandsimonsaint@hotmail.com. as space will be limited.

Simon Saint



Citroën AC4F

Member Neil Welsh has recently brought back his AC4F from France, and has been overhauling the brakes. I am hoping to pay him a visit and have a closer look as soon as the weather picks up.

Editor

EVENTS DIARY 2018

For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site. Talk also, to your local Section representative about things happening in your area. www.traction-owners.co.uk



| | |
|--------------------------|--|
| 2018 | |
| 22nd April | Drive it Day: Contact your local section coordinator for details of any events in your area. |
| 10th to 12th May | 50 ans La Traction Universelle at the Circuit de Nevers, Magny Cours. More information www.la-traction-universelle.org |
| 18th - 21st May | 27th Circuit Historique de Laon For details contact: Association de la Montée Historique de Laon, 9 rue du Bourg, BP 513, 02000 LAON, FRANCE Tél : 03 23 79 83 58 / 00 33 3 23 79 83 58 E.mail : circuit-historique-laon@orange.fr website : http://www.circuit-historique-laon.com/en/ |
| 26/27th May | La Vie en Bleu , Prescott Hill Climb, Cheltenham, Glos. See separate notice in this magazine. |
| 2nd June | Tatton Park Car Show: At Tatton Park in Cheshire, Well known and possibly the largest major Summer show in the NW of England. http://www.cheshireautopromotions.co.uk/index.php |
| 16th June | The Woodvale Transport Festival is planned to take place at Victoria Park, Southport, Lancashire, PR8 2BZ, , 2018 :Email: info@woodvalerally.com , Website: http://www.woodvalerally.com/ |
| 22nd - 24th June | 42nd Welsh Mountains (Llangollen) TOC Annual Rally , June 22nd, 23rd, and 24th, 2018 Details in the Jan/Feb issue. Booking up fast now! |
| 12th-15th July | CTAB Brittany Rally. As previously announced, because of the Parc Management's requirements; final numbers were required by Autumn 2017. The Brittany Club (CTAB), have opened a waiting list, in case there are any cancellations. At the time of writing (early February), there were 5 names on the list. There is still no guarantee of an entry. Contact Martin Nicholson for further information. Email vicmaric@gmail.com . |
| 29th July | Trewithen Classic Cars and Country Fayre , Trewithen Gardens, Truro, TR2 4DD. Charity Event to raise money for Marie Curie. contact : larry@datson.co.uk for details. |
| August | Tracbar Dundee are organising a raid in Australia. It starts in Brisbane and ends a month later in Perth. For more information www.tracbar-dundee.com |
| September 15-16th | Manchester Classic Car Show , Event City, The Trafford Centre, Manchester. Probably the largest under cover classic car show North of Birmingham, There will be a TOC stand as in previous years . Exhibitors are sought, please see Bryan Pullan for details. |
| November 9-11th | Lancaster Insurance Classic Car Show: Probably the country's largest under cover show, at the NEC, Birmingham. Exhibitors will be sought for the TOC stand in due course. See Julian Pratt for details. |

Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE: 1955 Paris built Commerciale in black with cream side panels.



This car has been upgraded to an ID engine block with DS head and four speed gearbox and has 12 volt electrics. It is fitted with an electric fan to the radiator and there is an internal heater to the cab. There is also a bespoke stainless exhaust system. This car is well known in TOC circles having done many miles on Rallies, including a 3000 mile journey to the Arctic Circle . **Offers around £14,000 please for this much loved car. Reason for sale is a current restoration project of a 1950 Light fifteen, money & space required.**

Please ring 0115 9118218 or email m.holmes1@ntlworld.com for more information.

FOR SALE: 1953 11B Normale. Paris Blue. Big boot.



Body work really good with recent work including new half wings and r/os door skin. Gearbox rebuilt by John Howard plus crown wheel and pinion, clutch and gear linkages All the usual mods 12v, electronic ignition, fuel pump. Runs really well. Interior good with good carpets roof lining and upholstery.

£11750, Tom 0771406 9364.
Tommor33@hotmail.co.uk

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:

Finished/ready to fit body panels *.
Front R/H door,(all) £175 *
Rear R/H door (BN) £175 *
all finished in 2-pack Black. *
Big bootlid, hinge holes for Big 15 £175 *
Big boot lower closing panel £40 *
Both halves of bonnet for BN/Big 15 in primer, £300 pair
BN R/H & L/H front closing panels in primer £30 each
Front wings, fitted/repared if necessary on car,for correct fit.
L/H Light 15 £225
R/H Big 15 £225 Both in 2-pack Black.
R/H & L/H BN, in primer, exceptional. £275 each.
Tel Andy on 01339 886290 for more info (Aberdeenshire)

FOR SALE:



Newly made Flying Lady mascot .These are made of brass and are chrome plated.
Please contact Mike Plumb for info on either 01493750818 or Michael. plumb695@btinternet.com

FOR SALE:

2 Front Wings for a Normale.
2 New hand made Front Wings Left/ Right, Primed and ready to paint to your required colour match.
Total Price £900 for both, including postage to UK.



Contact Davy Selfridge Mobile

07729518992 or

Email: davidselfridge52@icloud.com

Photos can be provided after fabrication & before Primer

Davy

FOR SALE:

For traction Avant 165x400 size.
x2 Michelin tyres brand new from club spares £100 each.(never fitted.)
x2 inner tubes for the above brand new.(£15 each)(never fitted)

Bob Wall

3 Woodlands Way, Billingshurst,

West Sussex, RH14 9TB

email: Bob-wall@tesco.net

tel: 01403782174

FOR SALE:

Pair of fibreglass front wings for a Light 15 in very good condition, finished in gloss black. These were bought from another TOC member, but don't quite fit my Slough car. Photos available on request. Price £175 the pair (no offers). Collection preferred (Swindon, Wilts) or I could possibly deliver within a reasonable distance, for nominal fuel cost.

Ralph Morgan Tel: 01793 762937 email: ralphjm2000@btinternet.com

FOR SALE:

Floating Power Magazines
Volumes . 5. 6. 8. 9. 11. Issues 1 to 6.

- " 4 " 4. 5. 6.
- " 7. " 1 to 5.
- " 8. " 2. 4. 5.
- " 10 " 1. 2. 3. 4. 6.
- " 12 " 3. 4. 5. 6.
- " 19 " 3. 4.
- " 25 " 2.
- " 26 " 3.

All for £30, buyer collects.

Derek Fisher 01225864570

Email: d.e.j.fisher@gmail.com

FOR SALE:

Special tools for use on models 12 & 15
Traction Avant.

- Diff.bearing/hub and ball race extractor. (1750 T)
- Collets for extractor (1819 T, 1820 T)
- Spanner (1870 T)
- Top and bottom ball joint extractor (1850 T, 1851 T)
- Large socket spanner. Unsure, but could be 1640 T

£100

Original Workshop/Repair Manual. Well used but complete.

Spare parts catalogue (copy).Vol 5-C for 12 and 15 models.

£50

57 back copies of Floating Power included if you pay postage.

Tel. 01547 510664

email martinbritnell@hotmail.co.uk

FOR SALE:

Some years back I purchased a few sets of Classic Car postage stamps issued by La Poste in France. I have just discovered that I have 4 sets remaining.

These are in mint condition and are date stamped by La Poste on day of issue. As you can see one of the stamps is a Traction and the "surround" also features a Traction bonnet and grille. Size 11 x 19 cms approx

£10 each set, plus recorded delivery postage and packing. (Or could be delivered to Magny Cours)

First come, first served! Martin NICHOLSON
vicmarnic@gmail.com



MEMBER SERVICES

Traction bodywork and servicing/repairs Club member. Newcastle.

James Geddes 07783 259874

james.geddes62@tiscali.co.uk

Traction bodywork and paintwork. Club member. Hull area.

Steve Thompson 01964 533433

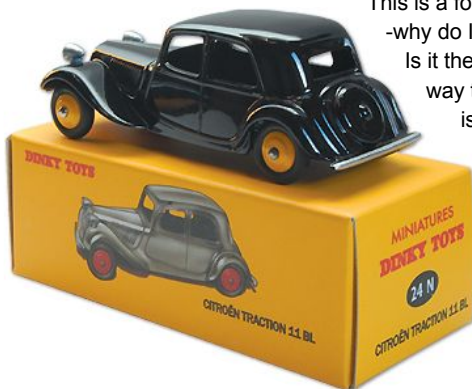
stevethompsonmotors@rocketmail.com

DINKY TOY APPEAL

Russell Phillippo's father, Roger, is also a car enthusiast and has authored this short item about the appeal of Classic and Vintage cars. Roger has also penned the cartoon, to be found elsewhere in these pages.

One of the earliest of my own toy cars was a Dinky Triumph Renown, which alas, disappeared along with most of my old toys at some point in my teens, when my mother probably donated them to a worthy cause. A pity, because some of them would have been worth a small fortune now. Editor

Dinky Toy Appeal



This is a form of self analysis -why do I like old vehicles?

Is it the shape, is it the way that they drive, or is it the sound that they make as they proceed?

I do not know 'the answer to any of these, 'all I know is that I am not in the slightest

mechanically minded. When other enthusiasts talk of such matters, I show interest, but haven't a clue, and I am not interested really.

I own a few old vehicles, although not now as old a selection as I have owned in the past. I have trouble double declutching on the older pre-war stuff, the ankles not being what they were. There will be a time to come in the not too distant future when I cannot drive at all, unfortunately.

But what is it that I like about these older 'crates', 'bangers', 'jamjars'? I really think that Dinky Toys are to blame, the shape of these playthings of earlier days is instilled in the mind's eye, the hours spent pushing and pulling those hand sized motors around the table top or lino surfaced floor was standard procedure during our young waking hours. There were deliveries to be made in yellow lorries, cars to crash at junctions, slopes to be made so that cars could run down on their own, only to be collected and done so again (and again....)

As I sit looking at the 1950's and 60's vehicles in my backyard, yes they look like very large Dinky toys, and do I like looking!

More than anything it is the appearance, the shape, the colour, nothing like the modern car, a wind tunnel aerodynamic wedge with all of its safety features and to me, all looking the same.

Roger Phillippo

TOC SHOP

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

The club shop has the following items of regalia available,
including some sweat shirts and fleeces with the 40th
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| | |
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01243 5113780

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

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club web site at**

www.traction-owners.co.uk



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