

Floating Power

May/June 2018



Honorary Life Members of the Traction Owners Club

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss
Chris Treagust

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Registered Office:

58 St. Augustine Road, Griffithstown,
Pontypool, Gwent, NP4 5EZ
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Missing Magazine?

Please contact John Oates
01629 582154
membership@traction-owners.co.uk

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

Saturday 16th June 2018

**To submit your articles, photos and
letters to the editor, email**

**Bryan Pullan on:
editor@traction-owners.co.uk**

Cover Image

*A Summer group of
French Tractions by Bob Street*

Editor's Epistle



Well Summer is here at last, and the driving/show season is upon us. The continuation of Winter right up until April has taken its toll, as witness to one or two somewhat sparse Section Reports elsewhere, many members staying by their firesides up until and beyond Easter in some parts of the country.

My show season got off to an ignominious start, with my car refusing to start on Easter Sunday due to a combination of flat battery and sticky starter motor. Apart from a couple of brief runs around the block, and a New Year's Day trip out, dreadful weather conditions have kept it in the garage for most of the winter. Hopefully the weather will improve and the car will get some sensible use prior to the potential shock (for the car) of a drive to and around Snowdonia. The motto is, make sure that your drive to the National in North Wales is not your car's first serious run of the year!

In this edition we have a large piece from FBHVC catching up on the latest on the forthcoming requirements for VHI status. Not our problem all being pre 1957? Well it is actually and that is why I keep banging on about it.

For a start you will need to re-declare your car's historic status every time that you re-tax it, and if you don't then you will be asked for an MOT. The decider for VHI status is originality as well as age. If your vehicle is substantially changed in the last 30 years within the somewhat woolly guidelines, then you will have to state same, and as a result you will be required to have it MOT'd. By a separate process, you may also lose your historic registration and be required to pay VED.

The requirements are set out in the following pages, and anyone who is uncertain of their car's originality is encouraged by the legislation to seek the advice of an 'expert', it being assumed that each single marque club will put forward someone who will be able to proclaim whether a car is original or isn't. Well, hopefully most of us will not be affected, but, if you have fitted a four speed gearbox, or an alternative engine (and a few out there have done this to their Tractions) then you could be at risk of losing your historic status. I am aware, for example, that the Triumph Stag owners club have a slight state of panic amongst those of their members now operating cars which have had the original troublesome Triumph V8 replaced by either a Rover V8 or a Ford V6. Beware.

There is to be no checking up on status apparently, your word will be taken when you tick the box that your car is original, and there will be a temptation in some quarters to stretch the truth a little. However, I foresee a new generation of Loss Adjusting 'experts' arising who will be employed by insurers to go through your car's spec with a fine tooth comb in the event of a claim in the hopes of finding a 'get out of jail' card in an undeclared change to the car specification. Our expert, incidentally, is Steve Reed, whose contact details are listed under the Committee headings elsewhere in the magazine.

There is, of course, still a body of opinion out there saying that this piece of legislation should not have been enacted, and that the abolition of the need for an MOT in cars aged up to as recent as 1974 is folly. However, if you have tried to get a sensible MOT response for an older classic car out of a modern garage recently, you may well know that it is becoming ever more difficult. Could there have been a separate simpler test for classics? This is probably not realistic in logistical terms and I for one, struggle increasingly to get my 1964 Volvo through a test, not because it is defective, but due to the local garage's increasing unfamiliarity with aspects of the technologies present (or rather not present) in a car designed in 1941. I have also, on several occasions over the years found significant defects in my cars that have just passed an MOT! Therefore, as someone who is a reasonably competent home mechanic, I personally welcome the ruling. Given the deaf ear that the Government has given to opponents thus far, I suspect that the so called consortium of clubs that elements of the classic car press are trying to band together to oppose, is now simply wasting its time, and come May 20th, all will be in place, and that will be that.

Of course, if you are running a classic and do not have the necessary knowledge and mechanical savvy, then it is sensible to pass it to a specialist for a periodic health check. Alas not all of us are close enough to a specialist to be able to do this, and there is a rather sad letter elsewhere in this magazine from a member who is retiring from the scene because he does not feel that he is able to access sufficient support and knowledge of a Citroën Traction in his area, to make ownership a viable prospect.

I wonder, in coming years, this situation will arise more and more often, as the generation of 'hands on' motorists who are capable of doing their own repairs and maintenance, pass slowly into history.

Anyway, keep your motors running and I hope to see some of you in Llangollen in a few weeks time.

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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.

PRESIDENT

Bernie Shaw

01933 274382 • Email: president@traction-owners.co.uk

CHAIRMAN

Chris Bailey

07768 325924 • Email: chairman@traction-owners.co.uk

SECRETARY

Ian Harvey

01462 711248 • Email: secretary@traction-owners.co.uk

TREASURER AND COMPANY SECRETARY

Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent, NP4 5EZ

01495 763239 Email: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY

John Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP

01629 582154 • Email: membership@traction-owners.co.uk

SOCIAL SECRETARY

Laurence Acher

07828 241877 • Email: events@traction-owners.co.uk

HELPLINE

Steve Reed

0115 911 0960 / 0044 115 911 0960

Email: helpline@traction-owners.co.uk

CLUB SPARES

Chris Treagust

98 First Avenue, Batchmere, Chichester, West Sussex, PO20 7LQ

01243 511378 • Email: spares@traction-owners.co.uk

CLUB SHOP

Vanessa Plumpton

98 First Avenue, Batchmere, Chichester, PO20 7LQ

Email: shop@traction-owners.co.uk

EDITOR FLOATING POWER

Bryan Pullan

07513 362202 • Email: editor@traction-owners.co.uk

MARKETING & PUBLICITY

Bev Oates

01629 582154 • Email: enquiries@traction-owners.co.uk

REAR WHEEL DRIVE

Martin de Little

CALENDAR GIRL

Martin de Little

07951 417148 • Email: rwd@traction-owners.co.uk

NON-DESIGNATED

Peter Riggs

Julian Pratt

Cleve Belcher

COMMITTEE ARCHIVIST

John Ogborne

01749 675312

Email: committee-archive@traction-owners.co.uk

SOCIAL MEDIA

Dylan Harvey

Email: social-media@traction-owners.co.uk

President's Ponderings

Further to my report in the last issue, the minutes of the ACI AGM (held in Paris on 10th February) were finally made available on 26th March but as they contained Mr. Reboul's "Confidential" information regarding AC's vision for 2019, I was still unable to circulate them. After numerous requests an amended version, omitting that detail, was issued on April 3rd. I believe I covered the basic points last month so I do not consider it worth filling FP with the detail but, as this document is still not available on the ACI website I have asked the TOC Webmaster to post it on the TOC website should anybody want to read the full(ish) minutes of the meeting.



In the meantime, the dedicated 100th anniversary website that which I previously mentioned - www.citroencc.com - is up and running and there you will find a downloadable registration form for the July meeting in La Ferté-Vidame.

On the communications front, we recently discovered a few faults in some of the TOC e-mail addresses – especially the group address "Sections@..". These do now appear to have been resolved in no small part thanks to all the Area Reps who patiently replied to the many "test" mails sent out over the last month. However, if anybody experiences rejected mail (or fails to get an expected response) from any TOC e-mail address, please let us know in case there is a redirection or other fault.

We have been asking for ideas to help recruit younger members and, partially in response to that, Walter and Noëlla Callens kindly drew up a comprehensive proposal showing how they would like to see the TOC re-organised more along the lines of the French Club, TU. The ideas involved devolving more responsibility to the various sections giving them greater financial responsibility. After much consideration, the Committee decided that, while such a structure may work for TU, such re-organisation is not suitable for the TOC. The decision was not made

lightly. I know Walter and Noëlla were disappointed and, personally, I sincerely hope that they will not hold this against the Committee. In any democratic organisation, every member is entitled to an opinion and has the right to air it but they should also accept the situation if overruled by those elected to represent the membership. However, if anyone feels they have a strong case and they think that the elected team has got it wrong, then I believe they should bring it up at an AGM, because that is the opportunity to access a wider portion of those members who are actually interested in the way the Club is organised and managed.

Back in the garage, the 15/6 is finally on the road again – 3 days and counting as I write this. There are still a couple of small jobs to do – there always will be – but I am now confident about being ready for Drive-it-Day and then the bigger events of May and June. With respect to the annual rally, we are reviewing the prize categories for the "Concours d'Élégance". Several years ago, we revised the judging procedure to give all vehicles present an opportunity and all rally-goers a say in the prize-winners. The "original" judges were still called upon to analyse the people's votes but the procedure changes allowed them to better enjoy the activities of the rally with their friends and families instead of spending many hours crawling about under and over cars.

Multiple awards may possibly have been merited in the past but the situation was nevertheless disappointing for many people. We are therefore trying to reallocate the awards in a way that we hope will lead to them being more thinly spread. That may not necessarily mean only one award per vehicle but the prime aim is to see a wider variety of names on the trophies. Of course, like the "People's Choice" judging system, this is a departure from the way in which a traditional Concours d'Élégance is judged. Our view is that we are not in the same category as those clubs where prestige is paramount – often to the detriment of a friendly atmosphere - and we therefore hope this will make the TOC's Concours more interesting for everybody involved.

And finally – I have recently been exchanging rather a lot of e-mails with new member, John Foley, based in Guernsey. John is rebuilding a 1923 5HP Cabriolet – possibly the only person to undertake such a project by correspondence course!

A handwritten signature in blue ink, appearing to be 'S' or 'S.', located at the bottom right of the page.

I notice that two months ago I opened with the statement that “winter is behind us”. That shows what I know because it then snowed and the gritters came back out. Even though the snow has now gone (again) we haven't yet seen too much sunshine.

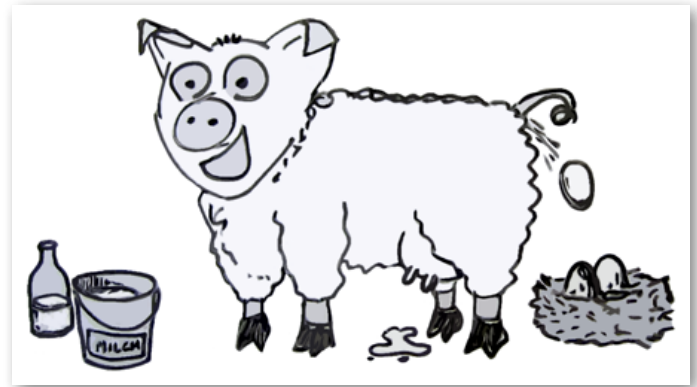


So, I am very much looking forward to the Welsh Rally in the summer. My preparations, as last year, include making sure the car is watertight and that the wipers are in tip-top condition. A wet car always looks shiny.

Sadly, I am not going to attend the TU's 50th anniversary celebration at Magny Cours. Family and work priorities have taken precedence – I can't afford to both get divorced and lose my job at the same time.

I am very sorry that our long-standing Rest Of the World Coordinators have resigned after 10 years in that position. Over the last 10 years Walter and Noella Callens have given many, many hours of their time to communicate with members around the world as well as arranging trips in Europe and liaising with TU and TA-N. We are indebted to them and wish them well in the future and I hope they remain members of the TOC.

I have spent a fair amount of time in the last few weeks following up on your responses to the survey. This has taken longer than I had intended. If you gave me your email address and haven't heard from me yet it should not be long before you do.



There were some very interesting ideas put forward; some practical, some less so – but all thought provoking. There is no arrangement that meets everyone's wishes. Many people have come up with sayings to describe this conundrum – you may be familiar with Abraham Lincoln's statement “you can please all of the people some of the time, you can please some of the people all of the time but you can't please all of the people all of the time”. A German colleague of mine recently expressed it much more succinctly – “there is no **eierlegender Wollmilchsau**” - you may wish to ask Google for a translation but here's a clue in the form of a cartoon, courtesy of Wikipedia (it was even their foreign word of the day in 2012).

The gear box club can report a success – Mike Wilcock has fitted his rebuilt box and has completed a 30 mile drive home – “The gearbox was perfect, no whines, rumbles or backlash and the synchro works”. Well done team!

Chris.











MEMBERSHIP RENEWAL

You will have received, together this edition of FP, the annual request for membership renewal, together with payment details.

Please make sure that this is not overlooked, otherwise this could be your last copy of Floating Power!!

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	See section report for coming meetings/events.
Kent/ East Sussex	Adrian Phillips Tel: 01892 520857 Email: kent-east-sussex@traction-owners.co.uk	See section report for coming meetings/events.
Lakes and Borders	Bob Cuppage Tel: 01539 433 391	See section report for coming meetings/events.
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	See section report for coming meetings/events.
North East 	Graham Handley Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
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	See section report for coming meetings/events.
Southern Scotland 	Peter Fereday Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
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	See section report for coming meetings/events.
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	Julian Pratt Tel: 01974 272888 Mobile: 07824313541 E Mail: julianpratt@gmail.com	See section report for coming meetings/events.
West of England 	Terence McAuley Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
Rest of World		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>

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

Not a lot happening, but weather now improving, and time to get the Light 15 out and on the move again! First wee job is to be the wedding car at our neices wedding at start of May, followed next day by a big autojumble, - selling, not buying nowadays! Then its the start of the local rallies and Concours competitions. Drive-it Day with the local car clubs, then the Crathes Rally and the very old Kildrummy Rally, now oldest in Scotland. I like these two rallies in particular, as both incorporate scenic drives, with stops for refreshments and village breaks to allow the public to examine the cars. Far better than being stuck in a field and static for hours!

Sheila and I are going to miss our T.O.C. Rally this year, as we had already booked the hotel and ferries to attend the (CCC) Irish rally near Belfast, which is the same weekend. We have been at quite a few of the rallies over there at various places in Ireland, and thoroughly enjoyed every one of them. It is quite a long run for the Light 15, but well worth it as you are always made to feel most welcome, with good banter, good company and good camaraderie. Certainly, these rallies are to be recommended!

Smithy's health is much the same, When asked how he is feeling, his stock answer is always "nae bad!" so hard to know just how he really is. His dizzy spells have greatly diminished, only about once a fortnight now, he is still driving, but only short distances and apparently not very often. Not great news on the health of my close friend and fellow enthusiast of some 50 years standing!

No contact from other Traction owners, but here to help if needed.

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

Not much to report at this time of the year – I am writing this in mid April just before the season starts properly.

New member Richard Larter of Helensburgh will be joining me in his 1949 Light 15 for Drive it Day to New Lanark on April 22nd



and also to the Stirling Show on May 13th. This will be a 50% increase in the number of active members in the South of Scotland.....

I spent an interesting day with Andy Burnett up in Aboyne earlier this month. Along the way, he virtually gave me an old steering wheel as the present one on my 11B is badly cracked. The wheel Andy gave me is also in poor condition - but ripe for refurbishment. Turns out to be a Trabet 2 spoke, not a Quillery as he thought, and an upmarket accessory for a pre war roadster – quite how it will look in my car remains to be seen.

Whilst up on Deeside we went to see Ian Crossan near Banchory who is disposing of his vast stock of Classic Citroen parts. Sadly no traction bits but for those with other Citroens, particularly DS's and CX's it could be worth giving Ian a call. Cars range from a complete DS, through a complete solid DS19 shell, to part cars, lots and lots of panels etc, one or two engines and many small parts, some of which are brand new. He also has a very early CX which just about complete and will be worth money soon. Anybody thinking of going along the 'DS mechanicals for their traction' route should get in touch soon

He even has bits for other Citroens - new boxed RHS rear light for a GS perhaps?? If interested contact Ian on 01330 811266 or ian.crossan101@gmail.com. Don't leave it long as he will be approaching the English DS dealers soon to make offers for the lot...

Peter Fereday

For details of planned activities contact: Peter Fereday.

south-scotland@traction-owners.co.uk

Tel: 0131 4494449



WEST OF ENGLAND

If you were there, I hope you enjoyed the lunch in Wells. I'm sure I did.

The next event in our local firmament is the **Bath Festival of Motoring on the 16/17 June**. I have signed us up for a club space on the Sunday. However if you want to come you need to sign up your individual car at: www.bathfestivalofmotoring.com/individual-entries/ 'Tis a jolly day out, as is the Saturday if you wish. Let me know if you are coming.

The deadline for free registration, entry and inclusion in the programme is **19th May 2018** after that you can still register your car using the online registration form but there is a charge of £5 per car payable in cash at

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the gate on the day. The entry will include entry for the driver and 1 passenger for 1 or 2 days, a free programme and a commemorative plaque

The next event after that is the **Cotswold Steam Fair on 3/4/5 August** (or to give it its proper title: the "44th Annual Gloucestershire Vintage and Country Extravaganza"). This is at South Cerney near Cirencester. For this, I need to send the organisers a list of exhibitors (car model, reg. no, year, owner) so can you let me know if you are coming, and on which days, by the 24th May. They will then send me passes to distribute. This is where we had the annual rally 3 years ago, and is another jolly event. There is camping if you are so inclined.

Other area events for your diary, which might be more local to you:

21st-22nd July: Somerset Steam and country Show at Langport. There is a website:

(somersettractionengineclub.com) for more details.

4th-5th Aug: West Somerset Railway Association Vintage Rally at Bishops Lydeard. Again a website: www.steamrally.org.uk

19th Aug: Penallt Classic Car show. In the deepest, darkest Forest of Dean. Details to follow.

I am advised that there will be at least one other Traction at each of these events, so no need to be shy.

Finally, I came across a useful listing of this type of event to browse at your leisure: http://www.classiccarevents.uk/listings/west_country.php Keep you busy for months!

Don't the months roll by....

Cheers

Terence

For details of future planned activities contact:

Terence McAuley

Tel: 01225 466939

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

NORTHERN SECTION

Things are waking up now as I write this in early April, although a couple of very early events at St Catherine's were scotched by snow and rain, the first and coincidentally also the Easter Sunday breakfast meet at the Corner House in Wrightington had bright sunshine, and was only marred by a cold breeze getting up later in the morning.

Amongst the hundred odd cars present, we had four Traction, although my own refused to start due a combination of a battery in decline and a sticky starter motor, and was left behind in disgrace on the drive whilst Charlie and I resorted to the household's Fiat 500X. Alas, my faithful Volvo PV544 is not on the road

at the moment, awaiting some suspension work and the arrival of MOT free status in May, and the R4 is, as yet, unfinished.

It was good to see new member Adam Czutkowna there. Adam had asked me previously if I knew of any cars for sale and I was able to put him onto returned member, Steve Wright, who was selling a very nice white Light 15, and which duly appeared on April 1st, piloted by Adam.



My own car has had a few good works carried out on it now, the latest to replace the battery. I have also had a slight leak on the brake hydraulics, which I have now hopefully cured. I will be reviewing this again after a few drives over the coming weeks. The starter motor is a bit of a question mark. It refused to budge when the new battery was installed after the event, and tests with a voltmeter showed that the full current was arriving at the terminal on the motor itself. After turning the squared spindle on the rear of the casing half a turn with a spanner, it then burst into life at the next push of the button! Hopefully we are not looking at a new starter motor just yet!!! It behaved at St Catherine's on Sunday, so we will see how it goes. You will also see elsewhere in the magazine, that the saga of Mike McDonald's gearbox goes on, but we have made progress, although at the time of writing, the car is not yet complete.

St Catherine's, incidentally, had a good turnout, we had three Traction and one new member who had only just taken possession of his Traction and so hadn't yet tried it on the road.

By the time that you read this, Drive it Day will have been and gone, but is still a week off as I write this, and so will be reported next time around.

In terms of upcoming events, the annual Mawdesley Cricket Club Show is on Spring Bank Holiday Monday, and again we are aiming for a substantial presence. This is followed by Heskin Steam Fair on the 2/3rd of June.

As noted in the previous FP Northern Section report, there are a substantial number of shows in the region over the summer that you may like to attend. I will probably be rationing myself to one each month over the Summer.

As well as the two most local ones at Mawdesley and Heskin, I will also be aiming for Leighton Hall on July 1st, Stonyhurst on August 12th, and Hoghton Tower on 2nd September (I am still not sure what has happened to the Hoghton Tower breakfast meets as yet).

In between these there are the regular Corner House events on the first Sunday of the month, and Classics at the Mill at St. Catherine's Hospice at Lostock Hall on the second Sunday of each month....and somewhere in between is the national rally in Llangollen.

Welcome to new member Bill Farragher, who is based on the Wirral and who has bought an 11B, which he hasn't taught himself to drive just yet. Bill came to St Catherine's and introduced himself, and we had a quick teach in about his new car, using Steve Wright's and Ian Gardner's Normales as exemplars. If any local members in that area would like to make contact with Bill, then please get in touch with me and I will forward details.

Finally, Manchester Classic Car Show, we now have a space confirmed, and I could do with finalising who is available and willing to show a car, and/or help out on the 14th/15th September at Event City in Manchester. Please get in touch.

Bryan

Bryan Pullan

Email: northern@traction-owners.co.uk

Tel: (mobile) 07513 362202

SURREY, HAMPSHIRE & SUSSEX BORDERS

Spring finally seems to be arriving and we are all looking forward to taking the cars out for a run. Unfortunately our monthly meeting in March had to be cancelled due to the snow.

There is no meeting at the Fairmile in May due to the planned visit to Robin Hamilton's on the 27th. Sadly Robin is unable to go ahead with this visit due to family commitments but we are pleased to announce that we will be organising another event on that day. We will be visiting the Milestones Museum in Basingstoke, followed by a late Sunday lunch at a local Pub. For more information on the museum please go to www.hampshireculturaltrust.org.uk/museum/milestones If you would like to attend please contact me ASAP.

On the 3rd of June, for the first time, there will be a TOC stand at the Queen Elizabeth Country Park Classic Car Show near Portsmouth. If you are interested in attending please contact me for details.

There will not be a meeting on the 17th of June as it is Father's Day but we hope to see many of you at the Annual Rally in North Wales which starts on Friday 22nd June.

Philippe Allison

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

PEAK

There will be a report & photographs of the Peak Section Drive it Day event in the next issue of FP.

There will be no meeting in June as most of us are attending the annual rally. Therefore our next meeting will be Sunday August 5th in an Inn somewhere in Derbyshire.

Further details in due course.

For details of future planned activities contact:

Bev & John Oates

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

LONDON

London section winter get together at the Hare and Hounds are increasingly well attended, in April we welcomed for the second time new member Bertel Bjorvik and Tom Reece graced the meeting with his Traction, our first car out for the spring. Bertel is keen to join Drive it Day with his Lt 15 and to meet more Tractionnistes.



Meanwhile, around London things are stirring; Martin de Little has designed and fitted 12v l.e.d. Lighting to run off 6v; Mike Wilcock has successfully test run the first gearbox group's rebuild and, with Ian Harvey plans to join the Eastern section trip to the Norfolk tulip fields, all he has to do is remember where he stored the side lamps. With DiD and Magny Cours rushing up Adrain Church is considering checking his plugs.

In the workshop the 'Big 15 rattling tappets saga' has entered a new phase. You will recall that as a result of oil starvation we had to replace most of the valve mechanism and the cam followers. Out with the engine whereupon a section of the bell housing fell off!

The welded bell housing.

The clutch lever bushes, cam shaft bushes, big ends, main bearings and piston & liners were all found to

Section News

be badly worn. Some of the crank' drillings were blocked with congealed oil and muck, no wonder the main journals were picking up metal from the bearing shells.

.....lurking in the crankshaft.

Almost finally, the clutch return spring was missing. Rust in the water jacket needed a good Hoover and the rad. was heavy with crud. When it's reassembled this Traction will be so much faster!

Here's to DiD with our Surrey, Hampshire and Sussex friends.

Contact **Pete Simper** for further details of events.

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



Thorpe Morieux, Bury St Edmunds, Suffolk IP30 0NT
Saturday 16th June 2018 Shuttleworth Evening Air Display & Camping
Old Warden Aerodrome Biggleswade SG18 9EP



Close to mid-summer with the light typically at its best long into the evening this classic flying evening at Shuttleworth will have a relaxed atmosphere, and one of the best chances to see the Edwardian aircraft if the weather is calm and favourable enough. This unique collection of aircraft from the early and pioneering years of aviation are quite unlike any found anywhere else in the UK. Also available a free Swiss Garden tour, vintage buses will be running free passenger rides to and fro.

We will have group Citroen parking, on site refreshments available including a bar. **Tim Savill of CCC is kindly liaising with the organisers please email him your interest on eltonbogg@gmail.com** If you do not use email or like me are still waiting to get something more than snail mail simply give me a call and I will pass your details onto Tim.

Jasmin Gagen

For details or suggestions for future activities contact Jasmin Gagen
Tel: 01284 827039
eastern@traction-owners.co.uk

EASTERN

Our regular meetings are every three weeks. Alternating between The Angel Inn, Larling and The Compasses Inn Little Green, we meet up with the Eastern Section of Citroen Car Club, and generally chat about all things Citroen. Both hostellers give us a warm welcome, offering food, fine ales or simply a cuppa the choice is yours (no need to book).

The Angel Inn

Larling, Norwich, Norfolk NR16 2 QU
01953 717963 info@angel-larling.co.uk
Meeting in right hand front bar.

The Compasses Inn

Little Green, Chelmsford, CM3 1BU
01245 362308
compasseslittlegreen@googlemail.com

Meeting in raised right hand room with grill door.

Dates

The Angel Inn = 5th June - 17th July – 28th August
The Compasses Inn = 15th May – 26th June – 7th August

Additional Events Planned

12th – 13th May Pop Up Technical Weekend in Suffolk

The weekend is for those that would like to learn more about their Ds, but any TOC members wishing to visit are very welcome there will be a constant supply of Tea/Coffee/Cake and no doubt many other models visiting so do pop in if passing. Little Home Farm, Bury Road,

NORTH EAST ENGLAND

No doubt when we read this spring will have sprung and those cold wet and snowy days of winter will be forgotten. Needless to say nothing to report from the North East but details have just emerged about the North's largest annual Historic Vehicle Rally And Autojumble (to give its proper name) or "Newby Hall" to those regular attendees. This year it will be held on **Sunday 15th July** and again restricted to 1500 vehicles. **So it's first come first served.** The closing date for entries is **Wednesday 27th June.**

Again we have a section of the display area specifically for Tractions. However, I asked the organiser if we could



have other Citroens as well and he said "providing they are pre 31st December 1972". So if you have a rear wheel drive, a 2CV or DS or any other Citroen of that age please do come along. We try and congregate together under a small marquee in case of rain and have a good natter. The more the merrier and lets give a good French Citroen Display.

This event is organised by the NECPWA and is free to members. But if you are not a member it is only £4.00 per car payable with your entry form. If you would like to come along please email me and I'll send an entry form to you. Full details are on the form and to whom it should be submitted. Camping is available and there is lots to see and do.

Graham Handley

For details of future planned activities contact:

Graham Handley

Tel: 01661 843493

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

WALES

We have moved to West Wales in March and I am just starting to discover where we are and where everyone else is! There are 18 members in our area and it is a substantial area.....however, I will be contacting you all individually to try and arrange a meeting either before or after our Annual Rally (that is being held in Wales!) in late June.

I am considering a Sunday lunch time meeting at a suitable pub, perhaps in the Llandrindod Wells area. This seems the most central meeting place for most of our members, except for those in the north of the county. If anyone has any better ideas, please let me know. I will be making contact with all of you by the end of April.

For details of future planned activities contact:

Julian Pratt

Tel: 01974 272888

Mobile: 07824313541

E Mail: julianrpratt@gmail.com

Your Letters

EASTER BONNET



George Halsall turned up at the Easter Day meet in Wroughtington with an Easter bonnet attached to his grille.

My own car alas, failed to start due to combined dodgy battery and a sticky starter motor and I was Tractionless at the same event!

Bryan Pullan

SAD FAREWELL

Dear all,

I just wanted to say how much I've learned by being a member of the Traction Owners Club in my first year, and from reading the many articles in Floating Power, it has certainly been a worthwhile 'investment' as I feel I have discovered much about Traction which has helped me understand better what ownership might involve.

Due to a number of reasons, which are practical in the main, I have decided that ownership is not going to be a practical proposition for me, which is sad, but living on an Island with limited technical resources to hand does have drawbacks, however, I didn't want to leave without wishing all the members an enjoyable summer with their Traction.

Best regards,

Richard Greaves.

Guernsey

OIL STARVATION

Tony Hodgekiss writes:

Following Pete Simper's London Area report in the March FP, about a noisy rocker shaft, something similar happened to me a few years ago;

The Traction was progressing quite normally and at some point we had to climb a long but not very steep hill. By the time we reached the top the engine note had changed and it was sounding very 'rattly' and then started misfiring, so I pulled off the road and investigated. There was nothing obvious externally, but the problem seemed to be inside the rocker cover. With this off, it was clear that the front rocker arm nearest the water pump had seized on the shaft and the one behind was also stiff to move. As Pete found, there was a distinct lack of oil on these arms which had caused their seizure. I managed to free them off using improvised tools and oil from the end of the dipstick and continued the short remaining journey. Back home I dismantled the rocker assembly to check for any damage and found that the clearance between the front rocker arms and shaft was much greater than I felt it should be. In fact, the shaft at the front end was all blue from frictional overheating and scored by lack of lubrication. Using the best bits of that shaft and others from my shed, I managed to assemble an acceptable replacement and it worked fine after that.

Once I had it dismantled it was plain to see where the danger points are. The rocker assembly relies on receiving oil via a branch pipe from the main oil gallery. This is that slim pipe which is bolted to the back end of the cylinder head. Oil goes into the cylinder head and along a short oil gallery to emerge below the rear shaft support pillar. Then it goes up a gallery in the support pillar to meet a hole in the shaft and flow forwards along the shaft's bore. At the point where each rocker arm pivots on the shaft there is another small hole which allows some of the oil in the shaft's bore to bleed out and lubricate the 8 arms. Oil constantly bleeds between arm and shaft, out over the top of the cylinder head. This should provide enough lubrication and cooling to these highly stressed items. There is a fine clearance between the arm's bore and the shaft, which allows just enough oil to bleed out at each rocker. So the oil feed should stay adequate and consistent along the whole assembly.

This all works fine when things are in good condition, but problems occur when this changes. If the oil flow in the supply pipe is restricted due to a poor pump or blockage, then the whole rocker assembly will be starved. If the clearance between any of the arms and shaft becomes too large with wear, then excess oil will bleed out of these and reduce the feed to subsequent arms further down the shaft. If enough of the clearances are too large then all the oil flow will have bled out before the final arms [i.e. those at the front] have received any. I believe that this is what happened in my case and the long climb just before it occurred was enough to ensure that the front arms were starved.

I have always felt that the Traction engine could be better designed in this area. This is a typical way of feeding oil to the rocker assembly, but several other engines of the period have the entry point from the cylinder head gallery passing via a central shaft pillar and not an end one. Here the oil only has to feed 4 arms from each side of the entry point, instead of the Traction's row of 8. Thus, the oil has less distance to go to reach the end arms and less effect from a worn arm /shaft en-route.

On early engines, up to November 1945, the parts manual shows that Traction arms were fitted with bushes [Part No 461112, 14mm bore and, I assume, bronze]. After 1945 the bushes were discontinued and the steel / cast iron of the arm directly bored as the pivot. I assume this was for cost saving, but maybe Citroen found that the natural lubrication in cast iron was adequate. If you had the facilities to do it, fitting bushes to your worn rocker arms would be a way of reconditioning them, if they get like my old ones. Obviously you would need mate these with a new or very good shaft.

Most owners would find it easier to replace these worn parts and fortunately, TOC Spares does supply the essential parts to recondition your rocker assembly; new shafts and both left and right hand arms and locking tabs for all engine models. So if you have any doubts about your cylinder head's oil supply before making the trip to Wales for the rally, then now is the time to do the job.

If it sounds a bit noisy, have a look inside, like Pete Simper did."

DVLA

Dear Bryan

Like Michael Johnson (Your Letters, March-April issue) I, too, have suffered apparent pig-headedness (deliberate obstruction?) when trying to implore the DVLA properly to describe a historic car on the V5. As in Michael's case, I gave up in the end exhausted, and settled for both the make and the model as a description of "Make".

As to Michael's reference to age-related registrations, I wrote fairly recently to the FBHVC (no acknowledgement of receipt yet) to ask whether the Federation might bring its weight to bear on the DVLA in the matter. It may well be, and understandably if so, that the FBHVC will not enter into correspondence with individual members of historic car clubs, so I am attaching to this a copy of my email.

Finally, and completely unconnected, may I offer a point about the spelling of "Citroen"? I'd imagine we're all familiar with the fact that it's a made-up name deriving from the word "citron" (French for "lemon"). André Citroen's great-grandfather was an itinerant

citrus-fruit trader in Amsterdam, gaining the Flemish nickname "Limoenman". Under Napoleonic Code laws citizens were obliged to adopt a patronym, so for this purpose his nickname was chosen. When André's grandfather moved to Paris, he added the name "Citron" to "Limoenman", and later became known just as Citroen (without the diaeresis or dots over the "e"). It was when André first went to school 1885, aged 7, that the diaeresis over the "e" was first applied, and this denoted that the last syllable of the name should be pronounced (i.e., Cit-ro-enn).

*I'm afraid I can't type the two dots that should be over the "e".

Kind regards

David De Saxe

p.s. I wonder if Michael is Canon Michael Johnson, until very recently vicar of Wroughton. When I met Canon Michael about twenty years ago, as I remember he had a delightful dark red Scottish-registered Light 15.

DVLA - CONTINUED

Subject *period-related registration numbers*

From *David A De Saxe*

To *secretary@fbhvc.co.uk*

Date *2018-03-01 14:16*

Dear Sir or Madam

I write as a member of at least three FBHVC-affiliated historic car clubs. It may be that my point, detailed below, is not endorsed by a sufficient weight of members, but I would like to raise it just the same. Is it possible to bring the FBHVC's considerable weight behind a request to the DVLA that they issue "age-related" vehicle index marks (registration numbers) that are truly age-related? What we have tolerated for over 30 years are inventions of the DVLA which don't relate to any period at all. At the start, these were letters-first registrations that would have been issued by former Scottish and Welsh licensing authorities, but because of the low volume of cars sold and registered in those (typically remote and sparsely populated) counties never got to be issued prior to both the start of the suffix lettering system in 1963 and the local authority changes the following year. Latterly the DVLA seem to be issuing numbers-first registrations whose letters commence with X or Y with the middle letter U. None of these relate to any age at all.

What I would propose is that, where an application to register a historic vehicle that has lost its original registration (for whatever reason) is accompanied by a request to allocate a registration number that could have been issued by a licensing authority on the date of the vehicle's original sale (or thereabouts, if desired), quoting (also if desired) the then authority that could have issued it, the DVLA should grant the request. For example, one of my historic cars was originally registered in June 1960. It had lost its original registration number when it underwent restoration and was returned to road use some years ago. I would have liked it to have been re-registered with its original number, if available. I accepted DVLA's statement that the number was now in use on another vehicle and was consequently unavailable. As a second choice I would have liked a number which could have been issued by any licensing authority in June 1960, but this was - and is - not possible. My request is that the FBHVC consider entering discussions with the DVLA to permit owners of historic vehicles to apply, in the circumstances exemplified above, for a genuinely period-related number if they so wish.

Yours sincerely

David A De Saxe

SLOUGH MATTERS

I asked in the last issue if anyone had experience of WOSP "Hi-Torque" starters; I have had one response from Roger Grix who reports it works well. I've also been made aware of good experience by Triumph TR owners who use a version of this starter.

I also asked if anybody had information about colours used by Slough. Bev and John Oates have found some information in the archive compiled by Graham Sage and Tricia Brice in 1984, and in all likelihood published in FP at that time. I believe these are not necessarily the actual original colours, but those judged to be nearest and thus possibly a good starting point for those undertaking a complete respray:

Regal Red: Rolls Royce Regal Red, Valentine 26684, Belco Met Chrome PO31-2132. Also Chrysler Rouge Tabor, Berger 4969.

Peacock Blue: Vauxhall Riviera Blue Starfire, Berger 6130

Mist Green: Citroen Vert Argent Metallic, Berger 5664

Silver Grey: Volkswagen Silver Metallic, Berger 5578.

Cars also came in Black, Grey, and Airforce Blue. The wheels often matched the bodywork.



Having just had my wiper mechanism to pieces to correct earlier "bodges" etc, I thought I'd add some information on this. A good place to start is the Lucas Overseas Training Manual on the Club Website which explains all the components in some detail. The motor is a standard Lucas part and is listed in the Club Spares. The usual piece to cause problems is the motor tripod mounting, with deterioration of the rubber mountings. Chris has a stock of replacements, but as mine was not original I'm not sure of the original fit. The Club spares have the rubber piece on each stud which reduces in diameter, but will not fit through the mounting holes.

Looking at other installations, I opted to open up the holes to accept the smaller diameter section of the rubber so that there was rubber above, below and in the holes. Equally, I could have simply bolted it with all the rubber above the holes. Which is correct?

Tom Evans has alerted me to the fact that the drive rack is available from places such as Stafford Vehicle Components and other places probably. I imagine these must have been a standard rack.

Other parts probably only require a good clean and regrease. The only part I am stuck with is the rubber pieces which go through the scuttle and accept the wheelbox shafts. Chris has none in stock; has anyone found a suitable replacement from another vehicle?

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

CLUTCH AND TIMING CHAIN REPLACEMENT

The Plot so far.

Some of you may have gathered that Mike MacDonald's Light 15 conked out last summer with what was diagnosed as a damaged crown wheel. Fortunately he was only a few miles from home at the time, and was recovered without too much difficulty. Mike has had this car for some ten years without undertaking any major repairs. He inherited a fairly detailed history from the previous owner and it has generally run well until August 2017, so he was understandably, a little perturbed.

Alas this breakdown was an issue on several fronts, apart from ruining a day out with Peak Section, and the obvious financial implications of repair costs, he was also booked in to show the car at the Manchester Classic Car Show only a few weeks later.

Yours truly pointed him at the late Dave Hackett who was, at the time, selling a couple of refurbished gearboxes and Mike quickly dashed down into the South West to buy one of them....but further progress was then thwarted by the unavailability of clutch components. His existing clutch was dubious, and had been slipping intermittently for some time, especially on his forays into the Peak District, and he wanted to take advantage of the dismantling of the car, to make the transition to a diaphragm setup. This requires the use of a specially machined adaptor plate, which allows a modern SACHS clutch cover assembly to be used, with an original spec Traction clutch plate. It was sod's law, that the adaptor plates were temporarily unavailable! The possibility of getting the car mobile again by mid September faded to zero.



Prior to his catastrophe, Mike and I had discussed the possibility of a clutch change at some point in the year, and so we took advantage of the good weather in August, I loaned him an engine crane, a home made wooden engine stand and myself, and we removed the engine and gearbox and dismantled the clutch. There was some oil on the clutch plate, but not apparently from the engine

or gearbox seal, more likely from over enthusiastic oiling of the release bearing in the past.

Well that was that for 2017. The clutch situation did not redeem itself for some time and by then, we were well into winter and as well as being reluctant to freeze outside during arctic weather, Mike's workload began to increase as his clients' year end accounts started to pile up.

So we gave up for the time being.

The car, sans moteur, was wrapped up and pushed down the side of the



garage and we retired for the winter.

March 2018, the weather has improved,(slightly) and Mike has signed up for the National in Llangollen. Progress is required. He had already carried out an assessment of what is required. As well as the gearbox, he had now obtained a diaphragm clutch set, a new timing chain and tensioner, some metallastic engine mounts to replace the old spring mounts, and a selection of other associated parts, in order to take advantage of the engine being sat exposed and accessible on the garage floor.

We started with the clutch. This kit of parts comes with plate, modern diaphragm cover, a machined spacer ring, release bearing, return spring and three small rivets.



First step was to change and modify the release bearing.

The release bearing is a ball race with an offset centre, carried in a heavy casting, which slides on the

gearbox mainshaft and a guide post screwed into the back of the casing. It is retained by a pressed metal doughnut cover, which is riveted into the casting and also provides anchorage for a spring return which is also hooked into the removable lug in the casing. The casting is also secured via an adjustable lug, to a sliding catch which unlocks the gearchange when the clutch is depressed. This is secured with a screw and has ribbed mating faces which allow adjustment of the clearance between it and the operating fork on the gearbox.

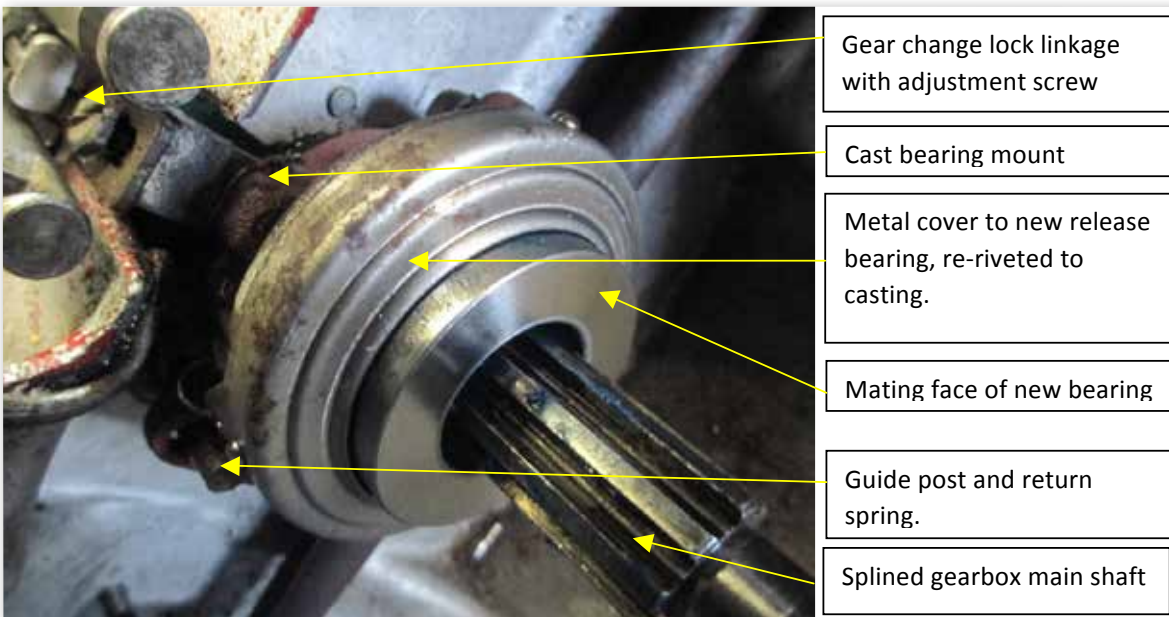
The new bearing's mating face that interfaces with the spring release fingers, protrudes further than the original, since the diaphragm cover plate is shallower than the original unit, so hence the change.

First step is to drill out or file off the original rivets and remove the cover and its old bearing from its housing. The bearing is a tight fit, but comes out with some help from some mole grips around its circumference. The new bearing needs to be packed with grease, we have been advised that using the original oiler is a risky proposition, and this is borne out by the patch of oil on the original clutch plate. The new bearing is then pressed carefully into the casting. There are already a couple of sets of rivet or screw holes in the casting which tells us that this is not the first bearing change and we are obliged to drill a third prior to securing the cover, which now seems to require to be pushed slightly further down to secure the outer rim of the bearing. It is also

Clutch and Timing Chain Replacement

important to make sure that the spring mounting lug is in the same place as previously, to allow its connection onto the new return spring, which, together with new rivets, comes with the kit.

first trial fitted without the plate, using the mounting pegs only as guides, to establish that it was, in fact, going on the right way round, the position was marked and the cover was then assembled fully with the plate in place.



At this point you need a clutch alignment tool, (there's nowt suitable in the club tool kit) and if you can borrow a universal tool, which has a series of collars of various sizes, then you should be okay. I can also advise that a Morris 1000 (and possibly other A Series BMC engined

This is all then assembled into the bellhousing, together with some judicious lubrication of the cross shaft ends and a small smear of grease on the splines. Finally, re-attach the small transmission lock catch with its screw. Adjustment will come later, but there needs to be a clearance of 2mm between the mating faces of the slider and the fork, when the release bearing is just touching the fingers of the diaphragm.

Another small challenge was the need to swap the pulley shaft, bearings and coupling from the original gearbox to the new. Mike's engine is a Perfo and so the coupling is a thick metal disk with slots in either face which connect with lugs on the end of the camshaft and the pulley shaft. When refitting, we found it easier to pull this out of the engine side and insert it into the drive shaft end, where it was a fairly tight fit onto the lug. If you are doing this on an 11D engine, you will find that you have a splined connection, which I suspect is probably easier to align when refitting the gearbox. The castellated nut behind the pulley was removed with the help of a punch, but a proper tool is obviously more desirable and could be fabricated using a piece of steel tube and a tommy bar, to the overall dimensions given in the workshop manual.

You will also need to improvise some drifts to push out the bearings themselves which are a push fit into the casing. We used a socket of the right size, with an extension piece, all tapped into place using a mallet, ideally.

The clutch spacer ring and cover assembly are now fitted and torqued up with the various Allen bolts provided in the kit. The cover was



car) alignment tool also fits the splines on the plate, but will need a few turns of tape around the other end to make it a snug fit into the recess in the centre of the flywheel. Insert the tool and slide the outer collar into the centre of the clutch plate and tighten progressively and finally torque down the cover assembly. You are tightening against the spring diaphragm and this will grip the plate against its mating surfaces in the cover and on the flywheel. You should then be able to withdraw the centring tool and this will leave the centre of the plate correctly aligned to receive the spline on the gearbox shaft. Without taking these steps, getting the whole thing to mate together satisfactorily is extremely difficult. The picture adjacent, incidentally, isn't a Traction clutch, but merely shows how an alignment tool works.

Plugging the gearbox back onto the engine is a two man job. The unit is quite heavy with the bellhousing etc, in place, and you will need an extra pair of hands possibly to turn the drive shaft flanges



slightly to allow the mainshaft splines to engage with those on the clutch plate, as well as rotating the pulley shaft to allow the coupling slot to engage onto the lug on the end of the camshaft. You need a small spot of lubrication, preferably dry,

Clutch and Timing Chain Replacement

on the end of the shaft which inserts into the flywheel. There should be a gasket around the pulley coupling face, but we 'made' one out of RTV prior to fitting.

We helped with the alignment by using a trolley jack under the gearbox casing to give some support. It is important in any gearbox replacement, that the weight is not allowed to hang on the gearbox drive shaft, since it may bend slightly, and create other problems further down the line. Once you have it engaged with the two alignment lugs, one either side of the casing, then get a couple of bolts in and you should be home and dry. Don't forget (as we did) to fit the lower cover plate whilst doing this. We had to loosen the whole lot again and slide it into place as an afterthought!

Timing chain/tensioner was more straightforward. After unbolting the casing, knocking back the washers to unlock the retaining nuts on the wheels thus exposed and removing them, the chain and gearwheels can be drawn off with a puller after marking to ensure alignment, and replaced with the new one piece chain in situ, making sure that the same points are still aligned. You may have to lock the engine by wedging something into the ring gear otherwise the whole thing will rotate when you apply your spanner to the retaining



nuts on the crank. There were (like my own engine in 2016) no visible alignment markings on the gearwheels so make sure that you mark them accurately and can't be accidentally erased whilst handling the parts. **Do not allow the engine crank, or camshaft to rotate whilst carrying out this operation.** If you do, then your valve timing will be out and the engine may not run. It is a pity that the supplied new chain does not have a removable link like the original, this would make refitting less of a risk as regards losing the valve timing as well as making removal of the chain wheels unnecessary.

The tensioner itself slots in between the casing and the block using a replacement stud which is exposed within the casting and replaces one of the hold down bolts. Instructions are obviously the result of some translation software, but the illustration provided is adequate and a fibre washer is provided

to abut the casing and provide an oil tight seal. The tensioner itself is a curved piece of spring steel that pivots on its stud and whose free end is trapped by the casing. Lubrication is provided via the local oil supply, but we gave its workface a smear of grease just to help things along. Likewise, some oil on the chain will ease its first few revolutions until the engine's own oil pressure delivers some lubrication.

Again, this casing has obviously been off at some time, judging from the amount of RTV around the bolts and mating faces. We cleaned everything up, replaced the original gasket with new and gave it a smear of gasket seal just to make sure, given its eventual inaccessibility. Again be careful to torque down the bolts to the correct level. There is no scope for getting a spanner down the back of the engine if things aren't tight enough.

On my own car, this revision alone, improved the sound and feel of the engine quite considerably, since even a new chain will flap around quite a bit when the engine is on tickover.

Well that is as far as we have got, thus far. Mike has now gone away to tidy up his engine bay and slap some paint on the engine and gearbox, before we rub it all off with the slings putting it back into the car. There are also a set of metallastic engine mountings to be fitted.

Hopefully by the next edition of FP we will have it all back together again and it will have been to Snowdonia and back!

What did we have in our tool set besides the usual stuff?

A mobile folding engine crane

A home made engine stand.

A decent set of metric sockets and spanners, plus Allen Key inserts for the clutch bolts.

A special key socket for the couple of Citroën special bolts on the bell housing.

A suitably sized gearwheel puller.

A universal clutch centring tool.

A scraper to remove old gasket material.

A tube of RTV gasket maker/sealant.

All purpose automotive grease.

Sundry drifts and punches(plus a hammer).

Several cups of tea, sandwiches and some Rich Tea biscuits (thanks Marg)

You may also have to find or improvise a suitable spanner to remove and replace the castellated nut on the shaft behind the engine pulley. It can be carefully tapped off with a hammer and punch, but really needs the proper tool to put it into place. There is a drawing on page 20 of the illustrations section of the Workshop Manual.

Thanks also to Steve Reed at the Club Technical Helpline, for a few words of wisdom at one point.

ENGINE OVERHAUL

We seem to have focussed mainly on gearboxes in recent magazines, and here is an article that hopefully paves the way for a change in emphasis, into the world of engines. Gearboxes tend to be something of a dark art to many of us, possibly because of the engineering tolerances involved in setting up certain areas, but, with the help of the local engineering workshops, I suspect that more of us attempt engine overhauls.

In this, the first part of a two-part article, published originally in FP in 2008, Robin Jones describes the overhaul of the engine in his 1952 Slough-built Light 15.

He entitled it "Traction Tribulations", so read on to find out the problems and to learn from his experience.

After the usual round of cooling system troubles and adjustments to cure rough running two years ago, I discovered a more serious problem with my Traction. in driving around town. which is mostly what it was being used for, there was nothing apparently wrong -she started OK. ran smoothly with no odd noises, seemed to have enough power and used only at minimal quantity of oil. However once I put a wheel on a motorway or dual carriageway and went over about 50mph for any period the oil consumption was truly horrendous.

I discovered this on a trip to Lancashire where I used five litres of oil for a 550 mile round trip. Fortunately I stopped at frequent intervals to check. otherwise Mr Seizure would definitely have paid a visit when the oil ran out somewhere on the M6. Closer inspection revealed it was not leaking from any seal or gasket and it did not appear to be burning it (at least there was no visible blue smoke). The cause turned out to be crankcase pressure building up to force the oil out of the ventilated tiller cap.

First I tried the easy option and removed the breather downpipe (on the LHS underneath the engine coolant drain plug) to check for blockages, but no such luck! I was going to have to dig deeper.

Next I tried one of those large diameter sink plugs - the sort that goes over the top of the plughole and is held against the sink bottom by water pressure. This was a neat fit under the standard oil filler cap and turned the latter into a sealed cap. Result - it transferred and worsened the flow of oil from the top to the breather pipe, so much so that even at idle speed there was a steady dripl About the only dubious benefit was that the engine stayed cleaner without all the oil volcanoing out of the filler and running down the sides!

A compression test confirmed my worst fears and revealed cylinders 2 & 4 to be well down on compression - this had now turned out to be a major refurbishment exercise.

A few months of psyching up for the task followed. I should explain that I live in a top floor flat in London and the car is in a standard size garage 5 minutes walk distance with no electric

power, light, heat. running water, or similar luxuries. Having de junked the garage of all extraneous things (bye-bye sailboard, mountain bike etc) and after careful work with tape measure I calculated that I just, but only just, had room to stand the engine across the front of the garage if the car was pushed back to the end wall.

I set about dismantling the front end using as much ingenuity as I could in placing the parts removed. thus the radiator shell went on the back seat. radiator. generator. upper cross-member etc into the boot. the bonnet leaves went onto the car roof suitably protected by an old curtain. I made up a wooden cradle to hold the engine to the dimensions shown in the original workshop manual. the only difference being that it sat flat rather than tilted with the gearbox uppermost. I tracked down an hydraulic engine hoist for hire that fortunately split down small enough for transport (my everyday car is a Rover 25). Having drained all the fluids and disconnected all the necessary components the engine came out with remarkably little trouble once I'd sussed out that it needs to tilt quite considerably for the clutch actuator housings to clear the lower cross-member - think U boat doing a crash dive" to get some idea of the angle necessary. I used a webbing sling under the water pump housing as shown in the manual and. being of a cautious nature. I ran another smaller loose sling back to the rear lifting eye in case I got too enthusiastic with the tilt angle. One important point for those contemplating a similar exercise is to remove that engine breather pipe before doing anything else as it will be snapped off when the engine "lands" on the wooden cradle - fortunately I was tipped off about this else would probably have needed a new breather on the shopping list.

With the engine on the deck it was an easy matter to disconnect the gearbox. No. I lie, what lunatic came up with those silly little bolts? - the ones with a tiny head with only two flanges. Much rummaging in the toolbox produced the only thing i had to fit these. being a small 6mm open ended spanner. This wouldn't quite go on properly for the bolt in the recess between the fan pulley layshaft housing and the projection for the timing hole. Jamming the spanner on endways & using tong nosed molegrips on the flanks of the spanner did it in the end but it was a mangled and chewed bolt that eventually came out (first item on the shopping list). I still had the hoist to support the weight of the gearbox a it was disconnected. The engine ancillaries all came off easily enough apart from the combined manifold. One of the studs broke straight away and it stubbornly refused to part company with the head. Much work with hammer and drift and levering with large screwdrivers and cold chisels eventually did the trick, albeit with some minor damage to the metal flange of No.4 port. The head lifted off easily enough, although I nearly forgot to disconnect the oil transfer pipe at the rear first - fortunately it will 'stretch' a bit!

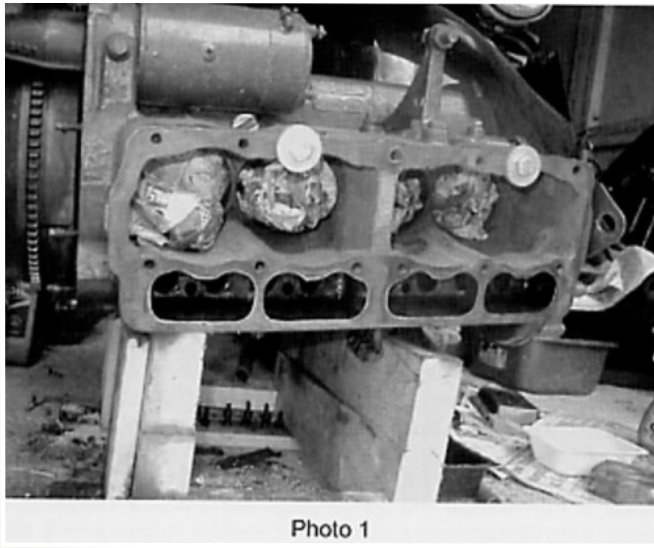
I had already decided that t would limit my dismantling and replacement as far as possible to only those components I knew or suspected to be at fault.

Engine Overhaul

immediately prior to my purchase of the vehicle it had had a new timing chain and a check upon the crankshaft end-float so I didn't intend to touch these areas. To enable work to take place only on the engine parts at fault would entail departure from the specified method in the workshop manual. I was not going to remove the crankshaft (unless inspection showed signs of wear in the big ends or main bearings), the timing gear, or camshaft. I would still of course need to get the engine onto its LH side in order to remove the pistons and connecting rods.

I still had the trusty hoist, so I could re-sling the engine around the lower bell-housing brackets and right hand engine mount bracket, with another webbing adjustable "roof rack" sling on the LH mount which I then progressively released to turn the engine on its side and land it back on the cradle. See photo 1.

The sump then came off, followed by an attempt at undoing the unions on the oil feed pipe. I managed eventually to get



the pump end loosened but I gave up with the crankcase and having attacked it alternately with gas torches and a plumbers pipe freezing kit. Obviously it is only possible to use an open ended spanner on the union nuts so this limits the pressure that can be applied before there is a risk of rounding the nuts. The oil pump also took some "persuading" having released the pinch bolt and locknut. With the way clear. I was able to undo the big end caps and slide each piston up its barrel. As numbers 2 & 4 came clear two halves of a top ring fell onto the floor - the root of the problem at last.

A careful study of the big ends (white metal in my case) showed very light scoring only. and micrometer readings taken at right angles to each other across the crankpins showed negligible ovality. This confirmed my decision not to interfere with the crank or main bearings. Photo 2.

Having received warnings about the potential trouble from a distorted engine block. I spent some time with a straight edge and set of feeler gauges measuring longitudinally and laterally across the barrel tops. I couldn't detect any warping within the limits of the kit I was using. The next task was to get the

barrels removed from the crankcase. I found an off-cut of 4x2 inch timber which just fitted between the crank counterweights and the bottom of the barrels. Much sawing and rasping of one end produced a rounded wedge shape plug which fitted snugly in the lowest tapered part of the barrels and a thinner metal rod then acted as a drift between the hammer and the wooden wedge.

As usual with these things, three of the barrels came out without much trouble but the fourth one put up a hell of a fight.

Having taken the cylinder head, pistons, and barrels back to my loft (dark and cramped. but at least I had power). separated the pistons from the con-rods by heating them in the oven (make sure you have the oven cleaner for use before the next Sunday roast) and. using a two legged puller, sandwiching the piston against a backstop with a gap for the gudgeon pin to slide through. I cleaned them up - oven cleaner useful again here for the remnants of hard carbon deposits on the piston crowns - and was thrown into indecision about the best course to take. The obvious thing was to get a new piston/cylinder set but. on the other hand. there seemed to be remarkably few signs of wear in the existing ones and there was no "lip" in the barrels at the top or bottom of the piston travel. The pistons were a little scratched and the top surfaces a little pitted but they polished up reasonably. There were, however. scratches down the side of Nos 2 & 4 barrels caused by the sharp edges of the fractured piston rings and areas of minor corrosion-like pitting. There was also the nagging doubt as to what had caused the ring breakages in the first place. I decided to let the machine shop be the arbiter of whether it was possible to resuscitate the old components. They seemed confident they could hone out the scratching without taking the dimensions out of tolerance so I left the barrels with them and got on with dismantling the head.

At the very least it seemed a pity to have the head on the bench and not take the opportunity of rebuilding it to run on lead free fuel. Removing the valves showed I had a problem of burnt and pitted seats (Nos 2 & 4 again). I also wanted to do something about the infamous cylinder head water distribution lube. This is a whole separate subject area in itself and I will cover it in another article. Suffice it to say that I crimped over



the visible end of the tube at the front of the head behind the water pump. grabbed the metal "tang" so formed with a pair of long nosed pliers and pulled.

Result, about two inches of wafer thin ultra corroded multi perforated metal. I took the dismantled head along to the machine shop with a set of new valve guides courtesy of TOC spares and instructions to check it for flatness, install new valve seats and the guides. and to blow out the water channels with an air line to try and get rid of the last remnants of the 'boiler' tube.

Back to the garage again and to tackle the thorny problem of how to clean up the rust. sludge. shrapnel. remnants of dissolved cylinder head tube, and general detritus from the engine block without contaminating the crankcase or pushrod housing areas. I couldn't find anything of the correct size to form "bung's" in the barrel housing so resorted in the end to loads of tightly scrunched newspaper crammed into the apertures. Several treatments of engine cleaner followed by

water flushing, brushing and blowing out with a nozzle in the end of a foot-pump was the nearest I could get to compressed air! - to get rid of the build up. The amount of solid sludge blocking the engine drain hole was unbelievable. I eventually drove a small diameter tommy-bar through it but not without difficulty. The critical dimension from the outside face of the drain hole is 110mm. If you have cleared that much you have reached the inside of the engine block.

My anticipated timescale for the task was by now slipping drastically. The '1000 Tractions in Dunkerque' meeting had now gone by so the next deadline I was working to was my summer

holiday in late July. Although some of this delay was of my own making. I did have several long waits for pans and for machining to be completed.

.....to be concluded in the next issue.

National Rally Update

The National Rally at Llangollen takes place on June 22-24th and we now have 52 cars signed up, which is something of a record, and brings us up to capacity, in terms of room numbers booked.

As in 2017, we have chosen a particularly scenic part of the country to visit and the weekend promises some interesting drives and visits around Snowdonia and the area immediately surrounding, as well as the opportunity to put faces to names, see old friends and bore our partners to death with talk about Tractions all weekend.

If you have missed out on booking for the Rally, then all is not yet lost. Laurence Acher is starting a waiting list on a first come first served basis and will advise in the event of any cancellations. Contact Laurence on events@traction-owners.co.uk, or telephone him on 07828 241877 to have your name added.



CELEBRATIONS IN AUSTRALIA



Congratulations to the Citroën Classic Owners Club of Australia for celebrating its 40th Anniversary in March of this year. Originally formed in 1978 as a splinter group from CCCV to support Citroën Tractions and 2CV cars, the club evolved into an all Australia club, supporting all older Citroën models.

Prior to 1978, Mark Navin records in Front Drive the club magazine, most clubs were state based and focussed on DS models with little support offered for Traction models. Although Traction owners were seen as the core of the new national club, it was recognised that eventually other older Citroën models would find themselves in the same straits in the future and so support has been extended to more recent models such as GS, CX and SM models.

The club year starts on March 3rd to coincide with the release date of the Traction in 1934.

FBHVC Newsletter

*As luck would have it, this came out just after the last edition of FP had gone to print, and so we now enclose a relevant segment of it here, verbatim. The main issue under discussion is VHI (Vehicle of Historic Interest) status, and liability for an MOT, and this addendum provides the final answers, which are broadly in line with what we published in the previous FP. **You may think, as the owner of an already exempt vehicle, that you are not required to do anything, but this is incorrect. After May 20th, all UK based VHI owners will have to make a declaration when next they tax their vehicle, and this will have to be done by completing a form V112 at the Post Office, and not on line.** Subsequent applications can be made online. Those of you who live in affected areas may also find the section on Clean Air legislation of interest. Please read on for the full FBHVC text on these subjects.*

ROADWORTHINESS TESTING – Bob Owen

At last all the speculation is over. We can now discuss the actual approach of the Government to the implementation of its obligations under the EU Roadworthiness Testing Directive and how it will affect the United Kingdom's MoT Test as it applies to historic vehicles and specifically Vehicles of Historic Interest (VHIs).

Section A. General Comments

1. To get any political questions out of the way first, though the UK is obviously exiting the EU, the UK Government's policy is that, until the actual leaving date, the UK is bound legally to apply every piece of EU legislation in accordance with its terms. All UK laws made in support of EU legislation will be carried over and these laws will only be changed if it is clearly an advantage to do so. As the general principles of the Roadworthiness Testing Directive were actively supported by the Government on road safety grounds, and as the Department for Transport (DfT) believe, with some justification, that the UK system of MoT testing is robust and effective, it is probable that these rules will continue post Brexit.

2. Most of the content of the Directive has nothing to do with historic vehicles. Much of the Directive does not require any change to the existing UK MOT regime.

3. The decision that the UK should avail itself of a right to exempt VHIs has been taken after both consultation and examination of the accident statistics. It is the view of DfT that an increased level of exemption beyond the current 1960 cut-off will not lead to a greater number of accidents. DfT has also a wish, in the interests of efficiency, to standardise how testers report their undertaking of the MoT test to the Driver and Vehicle Standards Agency (DVSA). They hope that exemption of VHIs will lead to a reduced number of MoT tests having to be undertaken on vehicles which were built to different standards than current vehicles and that this reduction will enable simplification of reporting. While this approach could have the effect of increasing standardisation of the way MoT tests are carried out, thus making testing of older vehicles with different characteristics more difficult, the Federation is not yet aware of that effect occurring or being planned in the actual testers manual. Only three new items to be tested, all being covered by the Road Vehicles Lighting (Amendment) Regulations 2017 which were laid in Parliament on 14 September.

4. The change provides a right to an exemption from the MOT. The Federation is aware that many owners, particularly of vehicles towards the newer end of the spectrum, will wish to continue to submit their vehicles for an annual MoT test. There is no prohibition whatever on them continuing to do so, as of course has been the case with the former exemption for vehicles built up to 1960.

5. MoT testing and all matters which pertain to it are and remain the responsibility of the DVSA. Roadworthiness testing has nothing to do with vehicle registration or licensing, which is controlled by the Driver and Vehicle Licensing Agency (DVLA). The sole involvement of DVLA in the arrangements described below is to provide the platform for declaration by its keeper of a vehicle as a VHI. However, the pre-existing registration status of the vehicle may affect its eligibility as a VHI. This matter is further discussed in the substantive comments below.

6. The Federation is aware that earlier drafts of Guidelines published by the DfT caused great and indeed justified concern to Federation members. It is important to make clear that these guidelines are now in the past and that the only relevant documents are those referred to below.

7. While the eventual solution may not be quite what the Federation might have wished, we were deeply involved in the evolution of the Guidance into its current form, and we must give great credit to the staff of the DfT who have been dealing with this matter, under a significant amount of time pressure, for the extent to which they listened to and took account of our advice and views in reaching what we consider to be the workable and fairly light touch solution for which all parties wished.

Section B. Substantive Proposals

1. All aspects of changes to the MoT testing regime in the UK come into force, in line with the Directive, on 20 May 2018.

2. The DfT is availing itself of the right provided by the Directive to permit a limited exemption from Roadworthiness Testing for historic vehicles.

3. While the Directive assumes that motorcycles will not be included in the Directive until 2022, and has not yet laid down a final list of criteria to be met in motorcycle roadworthiness testing across the EU, the DfT, considering that the UK MoT regime in respect of motorcycles is already robust and accepted, has decided to include those which qualify as VHIs within the ambit of exemptions. However, the criteria for categorisation of a motorcycle as a VHI is, for practical reasons, much simpler, as set out in Substantive paragraph 20 below.

4. Certain vehicles which operate commercially, however original, are not capable of exemption as VHIs from MoT testing. These are (a) buses and coaches built after 1960 and (b) all heavy goods vehicles.

5. Heavy steam vehicles remain excluded from all MoT testing.

6. DfT considers that the right to grant an exemption is limited by the precise permission in the Directive, and that it must therefore limit the right to exemption to those vehicles which meet the definition of a 'vehicle of historic interest' in the Directive. Not all EU Member State Governments have interpreted the Directive so strictly but the legal reasoning is perfectly clear.

The actual legal basis is contained in the Motor Vehicles (Tests) (Amendment) Regulations (2017 No 850) which were laid before Parliament on 14 September 2017.

7. Section 7 of these Regulations deals with the definition of vehicles of historic interest. The wording essentially (with one exception) replicates the provisions of the Directive, as follows: 'vehicle of historical interest' means a vehicle which is considered to be of historical interest to Great Britain and which

- was manufactured or registered for the first time at least 40 years previously;
- is of a type no longer in production; and
- has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.'

The exception is the choice of forty, not thirty, years as the time limit for exemption. This is chosen generally to reflect the age that a vehicle requires to be to become entitled to 'historic' class Vehicle Excise Duty status.

8. There is further legislation, to which reference is made in Section A paragraph 3 and 11b of this Section B.

9. The policy of the DfT, as set out in a letter to the Federation chairman, David Whale, of 11 August 2017 from the Minister responsible, Jesse Norman MP, is that application should be by a 'voluntary, self-reporting system not affecting the vast majority of vehicles'.

10. The actual exemption regime will be administered by way of Departmental Guidance from DfT. This Substantial Change Guidance and accompanying Advice is reproduced in full following this article. It should be recognised that departmental Guidance is not strictly a part of UK laws but is administrative in nature. What this Guidance does is to set out formally how DfT and its agencies, DVSA and DVLA, will administer application of the Legislation.

11. The exemption for VHIs replaces two previous global exemptions from the MoT.

a. All vehicles which the DVLA recognised as having been built before 1960 are exempt until 20 May 2018 but the Regulation will require all these vehicles to be VHIs in order to continue to be exempt.

b. Separately, old heavy goods vehicles (originally those built before 1940, latterly before 1960) were excluded (not exempted) from testing by reason of the Plating and Testing Regulations, for the sole reason that it is difficult, if not impossible to test them. However the Plating and Testing Regulations have been amended by the Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017, laid before Parliament on the same date as the main Testing Regulations. They remove historic vehicles from the list of excluded vehicles, meaning that the very small number of old goods vehicles which are so modified as not to qualify as VHIs should be subject to an MoT test after 20 May 2018. The Federation is not convinced that the distinction between exemption and exclusion was fully understood when the decision to remove these old vehicles from the list of exclusions in the Plating and Testing Regulations was made. DVSA do understand the situation and will try to assist in solving issues if any of these vehicles prove difficult or impossible readily to test. DVSA has also assured the Federation that any vehicle which is not to be tested does not require to be

plated. Discussions on the modalities of this approach continue. Any vehicle owner encountering any practical issues with this position is invited to contact the Federation.

12. Much of the Guidance is the proposed regime for deciding whether a vehicle is a VHI. A vehicle built more than forty years ago is a VHI unless it has, within the previous thirty years, undergone a 'substantial change'. The Guidance sets out the criteria to be considered in assessing what constitutes a substantial change, primarily by assessing what is not to be considered substantial.

13. All comments from this paragraph onwards have to be recognised as expressing the views of the Federation. They do not alter the Guidance as such.

14. The process for recognition as a VHI is one of self-declaration. Each year, when the keeper of the vehicle applies for licensing for the next year, whether online or at a Post Office, which of course is required annually even for vehicles which are entitled to a nil rate VED, there will be a question about the status of the vehicle as a VHI. The precise wording of the question has not yet been published by DVLA. The Federation will publicise these words when they are known. There is currently no procedure for advancing the date of declaration from the due date for re-licensing.

15. If the keeper of a vehicle considers the vehicle to be a VHI, the keeper is entitled to tick the box and declare it a VHI. The vehicle will then be exempt from taking an MoT test during the next year.

16. Clearly if a vehicle which is declared as a VHI then undergoes a substantial change it will not continue to be a VHI and the keeper will not be able to declare it in the year subsequent to the change.

17. At the time of writing the transitional arrangements are not fully clear.

18. According to the legislation, it is the status of a vehicle as a VHI (not its declaration as such,) which infers exemption. This has differing effects as between pre- and post-1960 vehicles.

19. Pre-1960 vehicles, which are currently exempt, may not require licensing, and therefore their keepers may not be able to make a declaration as a VHI, until up to twelve months from the 20 May. Current advice from DVSA is that though the database will continue to show them all as exempt, and they will not be subject to any enforcement action until their date of re-registration. Keepers who will be choosing not to declare their vehicle as a VHI when it comes time for re-licensing would be wise to have their vehicles submitted for an MoT test prior to that date.

20. The position for post-1960 vehicles over forty years old is somewhat different. There is the same probability that many will on 20 May be scheduled to undergo their next MoT test before the next date for re-licensing. That is the status the database will show, although clearly under the legislation, if they are qualified as VHIs they ought to be exempt. If nothing changes, the advice would have to be to have the vehicle submitted for an MoT on the current due date and, if the keeper so decides, declare the

vehicle as a VHI when the vehicle becomes liable for re-licensing which will mean exemption for subsequent MoT tests. This appears inconsistent with the legislation, a fact now recognised within DfT and the Federation will continue to progress this matter.

21. It will be possible for any keeper who considers that there is a benefit in having his vehicle recognised as a VHI, to both make a declaration as a VHI and also have the vehicle undergo a voluntary MoT test.

22. While there is not currently any proposed check on the correctness of the declaration, the Federation must advise members not to wrongly declare a vehicle is a VHI if it is known to have undergone substantial change within the previous thirty years.

23. Not least, in view of the fact that a vehicle's status as a VHI does not exempt the keeper from responsibility for keeping the vehicle roadworthy at all times, a finding after an accident that a vehicle ought not to have been declared a VHI, and thus exempted from an MoT, could well be considered evidence that the vehicle concerned was not in fact being kept in a roadworthy condition.

24. There are two categories of criteria.

- a. Those which describe the nature of change, largely by exception, and which are not to be applied to motorcycles, and
- b. Those which, by reference to the basis upon which they were registered, are regarded by DVLA as too new to be eligible. Only this set of criteria applies to motorcycles.

25. It is not intended here to list the criteria, as it is assumed members can study the document itself. General points of note follow.

26. The VHI requirement refers to technical standards, not originality. This applies to all components, thus permitting the gradual like for like replacement of components of all types, including the chassis or monocoque, which many historic vehicles will have to undertake simply in order to remain roadworthy.

27. Generally, fitting of an engine which was available for the model of vehicle at the time is not considered 'substantial'.

28. In the listing of components, the absence of specific reference to transmissions is deliberate. It is recognised that almost every gearbox change will have been made for reasons of efficiency, safety or environmental performance.

29. Before making an assessment that a change is 'substantial' keepers should study the four general exemptions set out in the guidance.

30. The Guidance calls for any keeper who is in doubt as to whether his vehicle has suffered 'substantial change' within the past thirty years to seek the advice of an expert. While it is the joint understanding of the Federation that the overall effect of the Guidance as finalised should be that a greater proportion of UK historic vehicles will qualify as VHIs, the Federation has nevertheless undertaken to DfT, in order to ensure that there is limited scope for self-described 'experts' to enter the field, to set

up a list of approved experts, which we trust will include many of our major member clubs. The Federation intends to have a list of experts in place together with a statement of what keepers will be entitled to expect, and indeed not entitled to expect, from those experts, before the new regime comes into force in May and we will be publicising that list for any keeper having a need to take advice on our website.

This article has taken account both of our understandings from our discussions with DfT and of questions asked by members since the Guidance was issued. I am aware that a number of members asked questions and were asked to be patient until they had had an opportunity to read this article. Now that you have had an opportunity to read our advice, if you still feel there are issues that are not clear, please do not hesitate to contact me either directly or through the Secretary.

Vehicles of Historical Interest (VHI): Substantial Change Guidance

Most vehicles manufactured or first registered over 40 years ago will, as of 20 May 2018, be exempt from periodic testing unless they have been substantially changed¹.

Large goods vehicles (i.e. goods vehicles with a maximum laden weight of more than 3.5 tonnes) and buses (i.e. vehicles with 8 or more seats) that are used commercially will not be exempted from periodic testing at 40 years.

A vehicle that has been substantially changed within the previous 30 years will have to be submitted for annual MoT testing. Whether a substantially changed vehicle requires re-registration is a separate process.

Keepers of VHIs exempt from periodic testing continue to be responsible for their vehicle's roadworthiness. Keepers of vehicles over 40 years old can voluntarily submit vehicles for testing.

Keepers of VHIs claiming an exemption from the MoT test should make a declaration when renewing their vehicle tax. The responsibility to ensure the declared vehicle is a VHI and meets the criteria, rests with the vehicle keeper as part of their due diligence. If a vehicle keeper is not sure of the status of a vehicle, they can consult a marque or historic vehicles expert, a list of whom will be available on the website of the Federation of British Historic Vehicle Clubs.

If a vehicle keeper cannot determine that the vehicle has not been substantially changed, they should not claim an exemption from the MoT test.

The criteria for substantial change

A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles², are:

- Chassis** (replacements of the same pattern as the original are not considered a substantial change) or **Monocoque bodyshell** including any sub-frames (replacements of the same pattern as the original are not considered a substantial change);
- Axles and running gear** – alteration of the type and or method of suspension or steering constitutes a substantial change;

Engine – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.

1 If the type of vehicle is still in production, it is not exempt from periodic testing.

2 Further arrangements for motorcycles may be introduced, including if core testing standards are considered further internationally.

The following are considered acceptable (not substantial) changes if they fall into these specific categories:

- changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available;
- changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within ten years of the end of production);
- in respect of axles and running gear changes made to improve efficiency, safety or environmental performance;
- in respect of vehicles that have been commercial vehicles, changes which can be demonstrated were being made when they were used commercially.

In addition if a vehicle (including a motorcycle):

- has been issued with a registration number with a 'Q' prefix; or
- is a kit car assembled from components from different makes and model of vehicle; or
- is a reconstructed classic vehicle as defined by DVLA guidance; or
- is a kit conversion, where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle;

it will be considered to have been substantially changed and will not be exempt from MOT testing.

However if any of the four above types of vehicle is taxed as an "historic vehicle" and has not been modified during the previous 30 years, it can be considered as a VHI.

This guidance is only intended to determine the testing position of a substantially changed vehicle, not its registration.

How to declare a vehicle for the 40 year MOT exemption

Vehicle keepers are required to ensure that their vehicles are taxed when used on a public road. From 20 May 2018, at the point of taxing a vehicle, the vehicle keeper can declare their vehicle exempt from MOT if it was constructed more than 40 years ago.

When declaring an exemption, you will be required to confirm that it has not been substantially changed (as defined in this guidance). This process will be applied to pre-1960 registered vehicles, as well as newer vehicles in the historic vehicle tax class.

If the vehicle does not have an MOT and you wish to continue using it on the public roads, you will have either to undergo an MOT or, if you wish exemption from the MOT, to declare that the vehicle is a VHI.

If the vehicle has a current MOT certificate but you anticipate that on expiry of that certificate you will wish exemption from future MOTs you will at the time of relicensing be required to declare that the vehicle is a VHI.

How to tax your vehicle in the historic vehicle tax class

Where vehicle keepers first apply for the historic vehicle tax class, it must be done at a Post Office. If you are declaring that your vehicle is exempt from MOT, you will need to complete a V112 declaration form, taking into consideration the substantially changed guidelines, (as defined above). Further re-licensing applications, including making subsequent declarations that the vehicle does not require an MOT, can be completed online.

Further advice on taxing in the historic vehicle tax class can be found via the following link:

<https://www.gov.uk/historic-vehicles>

Advice (not part of the Guidance) What do I need to do if I am responsible for a vehicle aged more than 40 years old and first registered in or after 1960?

From 20 May 2018 most of these vehicles will not need a valid MOT certificate to be used on public roads. You still need to keep the vehicle in a roadworthy condition and can voluntarily have a test.

We recommend continued regular maintenance and checks of the vehicle.

You need to check whether the vehicle has been substantially altered in the last 30 years, checking against the criteria (in the guidance above). If it has been altered substantially a valid MOT certificate will continue to be required. If you are unsure check, for example from an expert on historic vehicles (list referenced in the guidance). If you buy a vehicle, we also recommend checking with the previous owner if you can.

The registration number of a vehicle should not be used to determine if the vehicle is a VHI as it may not reflect the vehicle's age (cherished transfers, reconstructed classic vehicles etc.) The registration certificate (V5C) is more authoritative, but there are specific cases for example related to imported vehicles where in some cases the age of the vehicle would not have been captured at point of registration.

If your vehicle does not have a current MOT certificate and is exempt from needing an MOT test you will need to declare this each time when you apply for Vehicle Excise Duty.

For large vehicles, see also the later sections.

What do I need to do if I am responsible for a vehicle first registered before 1960?

These vehicles are currently exempt from the requirement for a valid MOT certificate to be used on public roads. Most, but not all, will continue to be exempt. You still need to keep the vehicle in a roadworthy condition and can voluntarily have a test. We recommend continued regular maintenance and checks of the vehicle.

You need to check whether the vehicle has been substantially altered within the last 30 years checking against the criteria (in the guidance notes). If it has been substantially changed, an MOT certificate will be required for its use on public roads from 20th May 2018, even if the vehicle has previously not required an MOT.

If your vehicle does not have a current MOT test certificate and is exempt from needing an MOT test you will need to declare this each time when you apply for Vehicle Excise Duty.

If you are responsible for a large goods vehicle (more than 3.5 tonnes) or a public service vehicle (with 8 or more passenger seats) used commercially, you will require a valid test certificate if the vehicle has been substantially changed in the last 30 years or if, in the case of a goods vehicle, it is used when laden or towing a laden trailer.

Which old, large vehicles do not require testing from 20th May 2018?

Buses and other public service vehicles with 8 or more seats that are used commercially are exempt if they are pre-1960 vehicles. This is still the case from 20th May 2018 unless they have been substantially changed.

Buses that are not public service vehicles over 40 years old are exempt from 20th May 2018 if they meet the new definition of "vehicle of historical interest".

Large goods vehicles (of more than 3.5 tonnes) are exempt from testing, if first used before 1960 and used unladen, but provided (with effect from 20th May 2018) they have not have been substantially changed.

A small number of pre-1960 large goods vehicles will require goods vehicle tests. If they have never been tested, owners will need to apply for a first test using a VTG1 application form. This includes contact details for DVSA, which can be used in the event of practical problems, for example concerns about testability and finding a test centre.

Some separate exemptions from testing in full or parts of the test are relevant to some old, large goods vehicles. For example steam powered vehicles are exempt from testing. Another example is in respect of the petrol driven historic lorries, all spark ignition (petrol) vehicles over 3.5tonnes are exempt from a metered check in the test.

This document has been written by DfT.

UK Legislation – Bob Owen CLEAN AIR LEGISLATION

This is the only other subject on which I think I ought to comment this time round.

We did respond to the two consultations I mentioned in the last Newsletter. In both of our responses we emphasised the insignificant actual effect on the environment of historic vehicles and therefore the limited benefits to be obtained by excluding them from clear air zones.

The Oxford Zero Emissions Zone consultation was not to approve or object to specific proposals but was designed alert planners to factors which might influence future legislation. The

intention signalled was to introduce actual prohibitions at first in central Oxford, and in due course a wider area, on any vehicles not powered by electricity. This approach could have massively adverse effects on residents of the area who own historic vehicles and would also have perhaps unforeseen impacts on Oxford. We decided that we had to widen the approach we have taken. We thus covered in our comments not only forty year old vehicles entitled to be in the 'historic' class, but those over thirty years old, that is to say in line with the FIVA definition of what is a historic vehicle. And for the first time we offered for consideration the possibility of permits, both for residents and for vehicles visiting Oxford for heritage and cultural events which might benefit the economy of the city.

The Scottish Government has issued a consultation on 'Building Scotland's LEZs'. As mentioned in the last issue, the proposal prefers exclusion of traffic rather than charging schemes such as are proposed and indeed in effect in England. They do envisage a possible historic vehicle exemption, and, as the importance of exemption is increased significantly by a ban, a vehicle owner cannot simply choose to pay to travel within the zone. We therefore raised the possibility of exempting vehicles over thirty rather than forty years old and raised the question of permits.

We will keep you aware of the reactions, if any, which we get to these proposals and will make sure the historic vehicle community is not forgotten as stakeholders.

And consultations now come thick and fast.

We responded to a consultation on possible economic aspects of clean air zones. This consultation sought opinion on the question of scrappage schemes, which gave us a chance to request that any scheme should require special measures before a vehicle which is more than thirty years old is scrapped. The consultation also gave us an opportunity to emphasise the heritage and cultural importance of historic vehicles and their potential for creating economic benefits for the country, and again to suggest that, where exclusion rather than charging zones are being proposed, a cut-offdate of thirty rather than forty years old should be considered.

And on a more local level,

(a)Transport for London is consulting on a tidying up of its ULEZ proposals, and

(b)Leeds is commencing examination of its own Clean Air Zone proposals.

In each case we will be making the case for sympathetic treatment of historic vehicles.



Plans for the TOC Welsh rally are progressing well. As usual there will be a bit of competition with attendees voting for their favourite cars. Sadly a category we probably don't need to cater for is the V8 engined 22CV which is a pity as I do like the sound of a V8. Wouldn't it be great if one did show up?

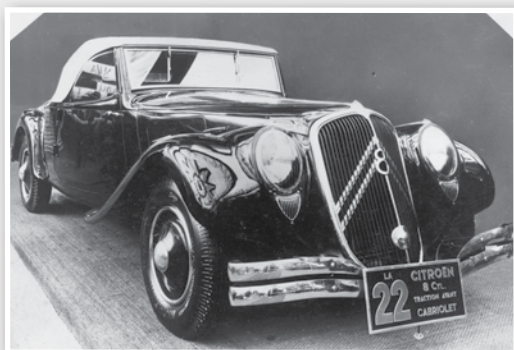
How could that happen? One way would be if the replica 22CV made by Dutchman Dr Boewe De Boer were to come along. This is the car that can be seen on youtube and



looks like a barn find. If it showed up at the rally it would almost certainly get the prize for best V8, even though it is a replica. It features in a couple books by Fabien Sabates - the one I have is "22...! V'la Les Traction". Whilst it is the cover story there are only a couple of pages about it in the book. He has, however, produced another book with Herve Laronde entitled "La 22 Citroën 8 cyl. traction avant, carrosserie monocoque sans chassis" which also seems to be published as "La 22 - Enquête sur une mystérieuse CITROËN" - these must both be the same book as they share the same ISBN number : 978-2840780137. I think maybe I'd like a copy. There's one available on amazon.fr for 99 euros which is a bit rich for my money. Fortunately, Jon Pressnell has summarised the story in a chapter of his book "Citroën Traction Avant".

The replica was made in 1985-9 from a big boot Normale, converted to small boot with no opening boot lid (correct for 1934) and fitted with a Ford V8 flathead engine mated to a Renault 16 gearbox. The lenses for the faired-in headlights came from a 1938 or 1939 Chenard et Walcker. The radiator grille was widened and the bonnet was given a single vent flap on each side as fitted to the original cars.

There seems to be some confusion about how many original 22CVs were built and how many had Citroën V8 engines and how many had Fords. Or indeed how many had any engine at all. Jon Pressnell lists nine "definites and near certainties" and 5 "possibles". Other sources suggest as many as twenty were built - or at least started. Despite my conjecture a few months back that the Sensaud de Lavaud automatic gearbox was really destined for the V8, the only references I can find regarding transmission point to the cars having manual gearboxes. At least one seems to have had a 4-speed box.



The 22CV was not fully developed, despite 4-page catalogues being produced with prices and three cars being shown on the 1934 Paris show stand. There was a Familiale, a Cabriolet, and a saloon. A Faux Cabriolet was also offered. The Citroën V8 engine was not ready and testing of the car showed some stability problems. The steering was reported to be light, despite the additional weight (150kg) of the engine - so the steering must have been quite low-g geared. This may have contributed to reports of vague steering in the pre-rack and pinion era. One or possibly two of the cars were destroyed in crashes - in one of which the driver and a potential customer were apparently killed. The remaining cars were eventually all ordered to be destroyed or converted into Normales to be sold to employees, although three cars were retained for a while as development test beds.

There are suggestions though that the instructions to destroy all the 22CVs were not fully executed. Is there one in Vietnam or Beirut - or



Switzerland? Of complete cars there are only rumours and it is highly unlikely we will ever see one at a TOC rally - but if one did show up, it would certainly get a prize. Fred Annells speculated in a letter to FP in 1998 that, since three supposedly destroyed 22CV prototypes had recently emerged, maybe there was hope yet of discovering a V8 cabriolet.

The 22CV was apparently trimmed to a more luxurious standard than the 4 cylinder models, although the standard dashboard seems to have been used. Those cars which were converted to Normal specification and sold would have retained their plush interiors. Are any still around? One converted coupe apparently made it to England where it was destroyed by a bomb during the war.

The only remaining artifacts are apparently one confirmed headlamp surround and possibly a grille. That's not enough to get a prize.

A V8 engined Traction would, to my mind and when properly developed, have been a very fine thing indeed. The handling would have been sorted out with attention to spring rates and damper settings and of course the adoption of rack and pinion steering. The engine, being based on the 1911cc engine needed attention to the cooling system and breathing. All models were priced at 7000 francs (25 - 30%) more than their 11CV

equivalents. Twice as many horses for only 25% more money. Top speed was advertised as 140 km/hr - 87.5 mph. Jon Pressnell compares the prices



Bailey's Banter

with contemporary 6 and 8 cylinder offerings from Peugeot and Renault and finds the 22CV to be competitively priced. I agree. The 8 cylinder Renault Nervasport Saloon would cost 41,600 francs and run to 145 km/hr.

So, with a bit more development the 22CV would probably have been quite a success. Clearly though Citroen had, by trying to introduce such a wide range of innovative machines at the same time, bitten off much more than it could chew. That's a pity because, as the success of the Traction without the 22CV shows, it wasn't necessary to spread resources so thinly. I think M. Citroen was not a patient man.

In the '80s and '90's it was often said that the French didn't do



big luxury cars well; the lack of a decent engine being one of the problems. My CXs certainly needed something smoother than a pushrod 4 banger. The 6-cylinder engine developed for the Traction did not fit the low front profile wanted for the DS and the planned flat 6 never materialised. What if the V8 had been developed? Being shorter than the 6 would it have been able to fit in the DS? What a car that would have been.

My younger son is learning to drive. A professional instructor is teaching him but he has been practicing with me. Without really thinking it through he chose to drive me down a road in our town called New Street. It has a newish block of flats at the top end but the rest of the street was built around 1900. We used to live in the next road along which, being one street further from the centre of town, was built slightly later. The builders started at the lower end, near the main road and worked their way up to the top end. By the time they got to our old house, in 1907, indoor bathrooms were now a standard feature. Less than 10 years old and New Street wasn't looking so new now! These days New Street is not an easy one to drive down and is one of the more challenging streets for a learner driver. On-street parking prevents two cars passing anywhere except at side turnings from which, of course, cars often emerge. It wasn't



his plan but my son soon learnt how to slip between first and reverse.

We were in my older son's C2 where first and reverse are on opposite corners of the gate. How much easier it is in a Traction where first and reverse are in the same plane. With a 3-speed box that means second and third are also in the same plane which is also a very good thing on the road. In 1934, Citroen had produced design that is very usable even today. Just as the residents of New Street found out, things change quite significantly in less than a decade. Only 7 years before the Traction was launched Ford was still making the Model T which also had a very slick way of swapping between forward and reverse. On the T you pressed the middle of the three pedals. Yes, the one we would expect to be the brake. Cadillac was the first manufacturer to use the modern pedal layout on the Type 53 of 1916. By 1934 it must have been pretty much standardised.

New Street was not the kind of road that would have had many car owners in 1934 and it is unlikely that any of them would have upgraded from their old Model T to a brand-new Citroen Twelve.



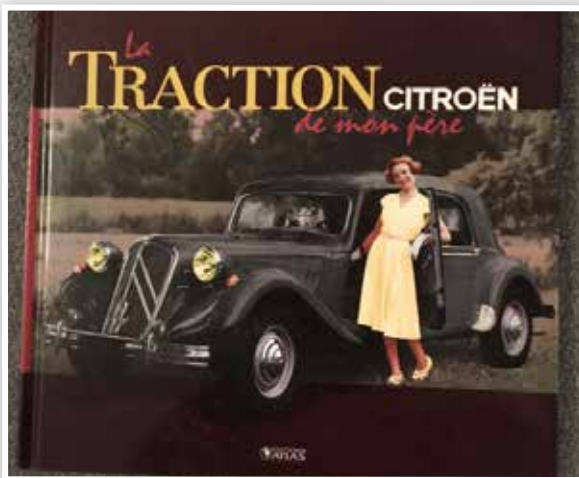
Imagine though the confusion of anyone who made the transition from their T to a newer car. They'd be used to pressing the rightmost pedal to slow down. What could possibly go wrong?

Well, it seems that 99 years after Cadillac set the new standard drivers were still having problems. An advisory issued in 2015 by the National Highway Traffic Safety Administration (NHTSA) says there are 16000 crashes caused by Unintended Accelerations (UAs) in the USA each year. So, 44 times every day someone (surely not the same person) in America hits something as a result of pressing the accelerator instead of the brake. That's 88 years after Ford stopped putting the brake pedal where the accelerator should be. This figure does not include those who press the brake instead of the accelerator, nor does it include the near misses where no impact results.

I have not found a study of the effects of different gear change arrangements on accident rate. The USA, being mainly drivers of automatics may have

no interest, at least since the PRNDL pattern was mandated for automatics in the 1960s. This outlawed the pushbutton change that my 1959 Chrysler has. The governing law was the National Traffic and Motor Vehicle Safety Act of 1966 which is supposed to be enforced by the NHTSA. The standard relating to transmission controls was FMVSS 102 which, in updated form, is still valid. It is intended to prevent a driver from selecting reverse instead of drive or vice versa which would have a similar consequence to pressing the accelerator instead of the brake.

Now, in the era of electronic controls, we see the return of pushbuttons which, whilst one might argue now, have more intelligence than they did in the 1950s, still allow confusion and mis-selection. Some cars have a rotary knob which is better in that respect.



When I was learning I used to practice with my Dad in his Cortina. He never owned a Citroen but would speak reverently of the Light Fifteen. He grew up in Acton, West London, not too far from Slough and his father had owned a Citroen truck. I think he would really have liked a Citroen but it would have been a bit radical. Before I was born he did have a Triumph Renown of which he was very proud. Unfortunately, my Mum didn't like the heavy steering and crash gears when she was learning to drive so he swapped it for an A55 Austin Cambridge (the same as her instructor's car), to be followed by a string of Cortinas and Hillmans. The other week I was given a book – La Traction de mon Pere. It is published in French by Editions Atlas. Whilst it has an editor it doesn't seem to have an author so I'm not sure whose father it was that had the Traction. I just know that, sadly, it wasn't mine.

My sons won't be able to say that!

The book doesn't have much in it that is not in the other books but a couple of things stand out. A couple of photos show experiments



with suspension. One photo shows an arrangement attached to the rear of a Type A which pumps up hydraulic doughnuts (not spheres) and the other shows something at the front of a pre-war Traction which appears to be a tilting or levelling device – a forerunner of the Xantia Activa perhaps?



Also of note was a picture of a 1956 brochure which shows a car wearing Michelin SDS whitewall tyres which I had not noticed before. A closer look at Olivier de Serres' **Le Grand Livre** shows whitewalls in a 1954 catalogue, ironically extolling the high-speed cornering capabilities of the car. It is ironic because these would be cross-ply tyres, not radials. Was the Traction really offered with these tyres in the '50s?

Until very recently tyres with wide white walls had to be cross ply. A radial could only have a narrow (3/4 inch) white stripe. Now there are radials with wide (2 or 3 inch) stripes. Some are even made in a profile to look like cross-ply tyres which means they have a taller profile than a standard radial. They don't seem to be available in metric sizes so my Traction will not be wearing whitewalls. My Chrysler, on the other needs a new set of tyres – so why not?

I leave you with a photo of a 1949 Legere that could also do with a new set of tyres. The wheels themselves look very good. The rest of the car could do with a polish. It was taken by TOC member **Ray Collingham** as he travelled in Columbia. The TOC has no members in South America and I doubt the owner of this one would be persuaded to join.



What Else Do You Have in Your Garage?

I'm not sure whether this really qualifies but I did have a Swallow Doretti which was sold to make way for a Light 15. The Swallow was built in Walsall by the company which created Jaguar. A small number of sports cars were built alongside the sidecars in the 1950s. The Citroen has a roof which is more suited to the Scottish weather and more room for the dogs but I do have a unique Swallow Doretti Ghia coupe which is a long way off being roadworthy.

Regards Richard Larter



Hi Richard

Yes it certainly qualifies. Have you a picture of the Ghia coupe that we can show?

Best wishes

Bryan

Not an easy request and one of contrasts. I have restored the chassis and running gear and it appeared on the Doretti stand at the NEC a couple of years ago. The body, the difficult bit is still hanging in the roof of the garage while I summon up the courage to tackle it. The Swallow Doretti convertible took me 10 years to restore although I did fit a Daimler V8 engine rather than the wet liner 4 (a Citroen copy?). Frank Rainbow, the designer of the Doretti told a friend of mine he would have fitted the Daimler engine if it had been available.

Cheers Richard



What Else Do You Have in your Garage (Barn)

Owned by Margaret, Michael, and James Rolfe in Hampshire (mem. 1944) We have owned the H-van Fire Engine for twenty-five years, having purchased it in France, direct from a Volunteer Village Fire Brigade who were buying a new fire engine. It was eventually given a British registration plate, after our friendly village policeman gently reminded us that we shouldn't be running it on French plates several months after we had imported it.

The Traction came to us about twelve years ago. Both have essentially the same engines and gearboxes, but in one the engine runs clockwise, the other anticlockwise. The gearbox on the Traction is in the front, whilst on the HY-van, the gearbox is behind the engine, directly where the front wheels lie.



Citroën B2 Caddy

Every image that I have ever seen of these cars has had disc wheels, but this example from the 2018 Retromobile Artcurial sale has wires. Nevertheless, for Euro 50K this is still a remarkable purchase for someone, writes Martin de Little

Below is the text from the sales brochure.

ARTCURIAL

Sale Rétrornobile ZUTB — 9 February 2018 Lot 323

- Authentic and extremely rare
- No reserve

1922 saw the launch of the first “sporting” Citroen’ derived from a series production model: the “Caddy” was the big novelty of the year. The chassis featured a specially tuned engine reaching a top speed of 90 km/h. The body featured three very comfortable seats and the harmonious lines and finish of luxury models. The body was a three seat, tulip-shaped sports roadster with windshield a “boat-tail” and “butterfly” fenders’ with a splendid balance of proportions. This type of roadster was worthy of the Delages or Hispano-Suizas by the greatest of coachbuilders. An expensive car, the “Caddy” went off the catalogue in May 1924 after a production of around 300 units.

This car from the Broual Collection has a registration number from the South of France, dating back to 1955 and was exhibited in the automobile museum in Briare. Apart from the (spoked) wheels’ this “Caddy sport” is in a remarkable state of preservation with superb patina for the upholstery and a turned aluminum dashboard. The chassis plate bears a serial number which places the manufacture of the car in 1922 and no. 172 (in large). This number is also included in the passenger compartment plate “Andre Citroën Carrosserie no 172” just beside a plate that says “Auto Hall, 30 Rue Guersant, Paris 17th” indicating the garage that delivered this car to its first owner. This elegant 172nd Citroen “sport” offers a very seductive and refined shape.

This Caddy B2 Citroen entered the Broual collection on April 8, 1972.

Sold for €50,064

Top right is the example in the Citroën Conservatoire, and shows the configuration of the three seats.



Big Six Down Under

This is the beginning of what I hope will become a diary regarding Kevin Taylor 's restoration of a Big 6. He originally wrote to me on the basis of having had to sell the rest of his collection, a 1951 Anglia Tourer and a Mini Clubman, to buy the Traction, and I start, therefore, this article with his initial letter and the images of both his Traction and the outgoing cars sold to make room for the newcomer.

Editor

I thought I would send the attached photos for the "What used to be in my garage" section in place of the "What else do you have in your garage".

I had to sell the Ford Anglia tourer and Mini Clubman to pay for the Big 6.

The Citroen needs a complete restoration but is a car I have always wanted.

Thanks for the wonderful "Floating Power" it is a fantastic read for someone who is really just getting acquainted with the Traction Avant.

Kevin Taylor

NSW

Australia



Above top: Anglia and Clubman, now moved on,
Above bottom: Big 6 as found.

Citroen Big 6.

I have always liked the Traction Avant but they have always appeared to be out of my reach and it is rare to see examples that need restoring. One day, whilst I was standing in a newsagent, a complete stranger starts to talk to me about cars. He shows me photos of numerous



Citroens and they are about a kilometre from where we met. I went round to the garage and was amazed

to see 6 Light 15's in various stages of decay. I revisited the site several times before finally meeting the owner. He was happy to show me his yard and then inside where he had up to 8 cars some in mint condition. He offered to show me more of his cars which were situated out of town. A few weeks later he took me to a farm where he had 6 cars available for sale and several which were merely for spares.



A deal was struck and I bought a Big 6. It took me a couple

of weeks to sell a 1951 Ford Anglia tourer and a Leyland Mini Clubman which I had been restoring. This was in 2016 and then we decided to move 300 km to the coast. That meant everything was on hold but the new house had enough garage space for 4 cars.

Early 2017 I retired and have only just started to renovate

the car. I had done some minor body work removing the sunburnt rust but without an engine hoist the engine remained in situ. Then one day at a garage sale I picked up a marine engine hoist which is more than up to the job of taking the weight.

I started to remove some of the ancillaries remembering to label everything and photograph each step. I reached the point where I needed to remove the manifold but the bolts were seized solid. I noticed that a small piece was loose as it was attached to the exhaust.



To give more room I cut the exhaust as it was cracked and that made life easier. I was less impressed however when I saw the state of the manifold. It looked more like a jigsaw puzzle and someone had made a poor attempt at trying to weld one of the branches. I contacted the seller and bought a second hand replacement. My relief was short lived when I tried to separate the two halves and a small corner broke away. I have tried to remove the head but to-date it is proving reluctant but that's part of the challenge.

April 12th 2018: further developments.



The saga with the manifold is finished but I still need to get the cast iron welded. It's not a big job and as I understand it, cast iron can be welded using a tig welder.

I removed the front section to make removal of the engine easier and luckily had a 1.5 inch socket which fit. Removing it gives much more room to manoeuvre and also means I do not need to raise the engine too high, as it is a heavy lump. I've made a wooden stand for the engine as shown in the car manual. I had already removed the bolts which attach the driveshafts and had both separated but when I started to raise the engine as it needs to come up off the rear engine mounts the near side slipped back into situ. With the engine all but out the driveshaft refused to shift.

When I checked the engine hoist I realised that the chain was slightly lower on the driver's side which caused the driveshaft to slip back in. The moral of this is to check twice and lift once. Hopefully by the time you get to read this I will have the engine and gearbox out and started to strip the motor.

Hopefully Kevin will have more developments to report in the next Floating Power: Editor



Seat Belts

I have been asked a couple of times recently about how seat belts can be fitted. Here is a re-run of an article originally published in FP in 2011, and authored by Terence McCauley and John Ogborne. The couple of comments are my own, arising from my own fitting of belts to my Light 15.

Terence McCauley and John Ogborne tell us how they fitted front inertia seat belts to a Traction.

Before anything else, it is perhaps worth making the point that fitting seat belts by a (necessarily!) untested method offers no guarantee of success in the event of meeting something coming the other way. However, it is my assumption that they would be a lot better than nothing. I used an inertia reel kit made by Securon that was, and this was some years ago, sold by Halfords, but no longer appears to be. A trawl of t'interweb suggests that similar kits appear to be readily available elsewhere — the Securon 500/30 looks like it, see e.g. paddockspares.com. The trick with the top mounting is to



Fig.1



Fig.2

use the top door hinge bolt (M10 x1.5) - Fig.1- as the anchor using a 30mm steel connecting nut - Fig.2 - (essentially a long nut) in place of the existing nut. This is a standard size and should be obtainable at your local hardware shop or online e.g. at nutsandbolts4u.co.uk, at a dizzy 66p. There is about 9mm of thread of the hinge bolt protruding. This means that up to 20mm of a second bolt can go in the other end of the connector to hold the belt - Fig.3. Fig.3 This, I suppose, is the “untested” bit.



Fig.3

However, there is a reasonable amount of thread at each end and logically, are no more likely to strip out, in extremis, than the nuts of the floor bolts. The top bolt supplied with the kit is, inevitably, a different thread than the hinge pin. I know that John Ogborne has gone to the trouble of having special connectors made up to accommodate the two threads, but I went for the more prosaic solution of using a substitute bolt of the same



Fig.4



Fig.5

thread as the hinge, with a bit of shim - Fig.4 - to cater for the slightly smaller diameter bolt in the shouldered spacer that comes with the kit - Fig.5. To get the right length to fit so that the wide part of the shouldered spacer sits aside the door pillar trim, I used a bolt with a total thread length of 47mm ('cos that's what I had) and a further spacer of 20mm (the slightly manky looking threaded thing in Fig.3) this left some 15mm to go into the connector, which seems plenty. You need to make a 20mm hole in the trim to cater for the spacer. Once all done up nice and tight (don't forget to put the trim back first), the top mounting should be free to move about and be just clear of the trim - see Fig.6. (Trim will vary between French and Slough cars, so this bolt length may have to be reviewed in situ. Ed)



Fig.6

The only sub-optimal outcome of this arrangement is that if, like me, you are at the longer end of the human spectrum, you may find the mounting an inch or two too low — but liveable with. This is not a problem for most, including Jane, who prompted the installation, and certainly not for any “Mendip Midgets” (John again!) It is possible to make a more elaborate top mounting to get it higher. http://www.tractionavant.ch/Berichte/Gurten/ta_gurten.html will take you to a helpful Swiss website on this subject. The text is in German but the pictures are “alles klar” (including how real men do their welding and angle-grinding bare-chested!). It also covers fitting rear belts. One day, maybe. The floor mounting requirements are fairly obvious. There are L shaped brackets for the “reel”



Fig.7



Fig.8

at the 24 bottom of Fig.7 and for the straps for centre buckles that bolt through the floor and good sized and thickish “spreader plates underneath. See Fig.8 The centre buckles should be



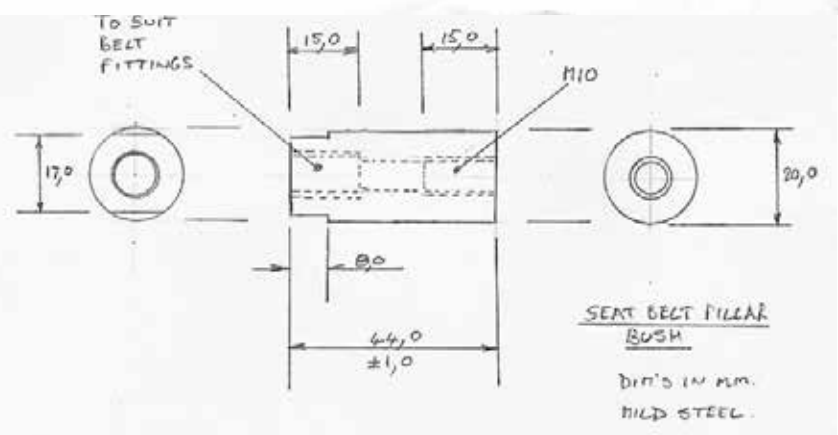
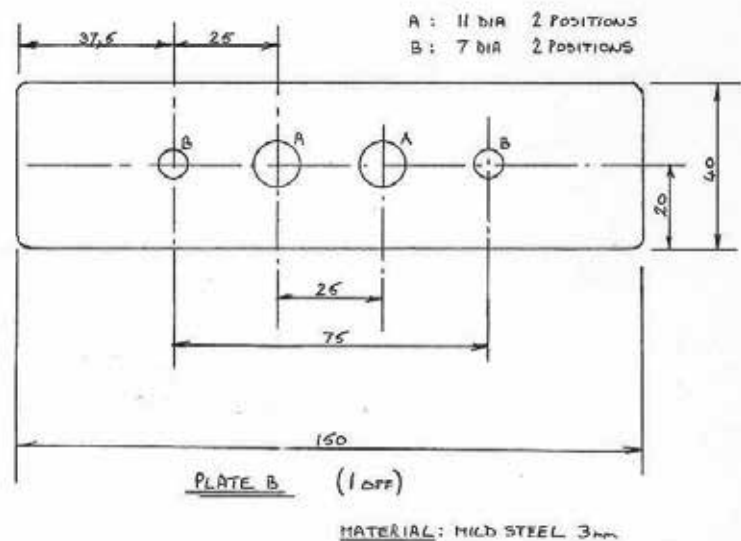
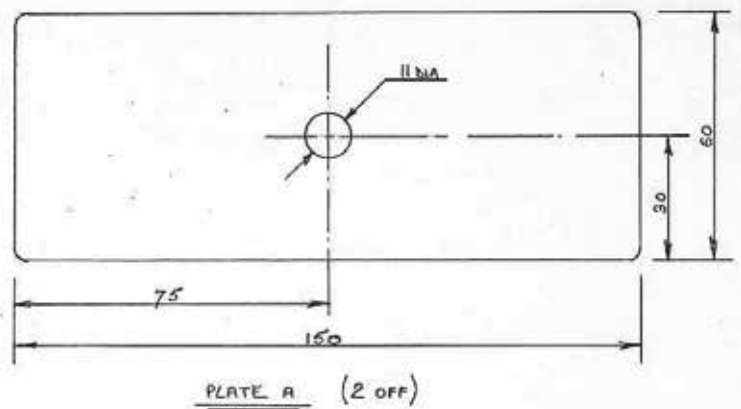
more or less Scott free from a shunt due to their home fitted belts. What price your head against an unyielding steering wheel!

Please bear in mind that prices quoted are from 2011. You can also buy seatbelt reinforcement plates with captive nuts welded into place....see Ebay, around £10.00. Car Builder Solutions sell inertia reel seatbelt kits at around £45.00 and again Ebay also has numerous sellers. Make sure that you seal the underfloor reinforcement plates to prevent them becoming a damp/rust trap.

positioned fairly close together so that they poke out between the seats, where you would expect them to, Fig.9 (You may find that on some cars there is a stiffening rib to be navigated here)The Commercial has the added feature of a dropped floor section to accommodate the phantom strapontin seats, so needs an extra spacer to compensate, but this will not affect most. What Familiare folk, who have real live strapontins in the way, would do, I have no idea. Again, John had a different cunning plan and attached the centre straps to the rear vertical face of the box section under the seat. You pays yer money... So there you have it, if they succeed in avoiding us having to give the windscreen a Glasgow kiss at a future date, I shall be happy (well not happy exactly, but you know what I mean!!).

John Ogborne adds:- I fitted mine about 8 years ago and have never regretted it. The bush I used was machined by Dennis Ryland (who should be acknowledged as the originator) but could be produced by any person competent with a lathe. it's very simple to fit. Remove the interior metal trim between the doors to provide access to the upper hinge bolt. There is enough spare thread to screw the bush onto the bolt, using washers if necessary to ensure that the outer face of the bush is flush with the inside of the trim. All that is then needed is to drill a hole in the trim to allow the seat belt bolt to be screwed in. I'm not sure what the thread is but I don't think it is a standard ISOMETRIC. The plates are simple reinforcing pieces. The one with four holes goes in the centre and provides an anchor for both belt fixed parts; it bolts vertically inside the channel under the seats with the two smaller holes taking the seat mounting brackets. The two plates with a single hole simply go under the floor to mount the inertia reels. John did send in 2 diagrams; one of the floor plate and the other of the bush.

This has got to be a good idea, distinctly non original, but several will testify to having escaped



Technology transfer

Pump Repairs

Technology transfer, a leaking water pump and a thought on overheating by Mike Willcock.

'Technology transfer: applying analysis and technology from one area to solve an unrelated problem.'

Useless fact for a pub quiz; the railway wagons that transport nuclear material around Europe were designed using the analysis of artillery fire.

Water Pump Overhaul.



The plastic thrust seal and seat.

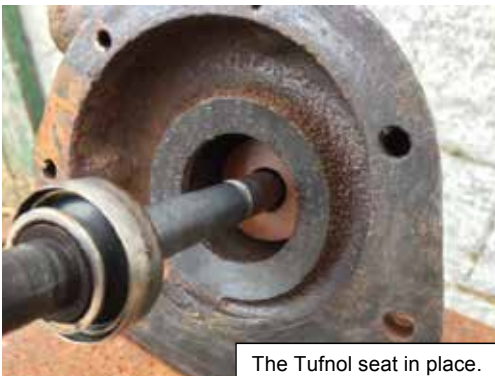
The Traction water pump fitted to pre 1950 models had a gland to seal the shaft and a thrust bush. The manual shows a tool for recutting the seat of the thrust bush so they either anticipated or experienced problems with wear.

My 1950 pump has a different arrangement employing a cassette seal. The seal has 3 elements within the steel cassette: a rubber lip seal that grips the shaft preventing coolant passing along the shaft and through the the shaft bush at the other end a hard plastic thrust seal rotates against the pump casing and seals it to the cassette, and between the two, a compression spring.

The cassette rotates with the shaft so the lip seal does not wear but at the other end the plastic seal rotates against a seat cut in the cast pump casing, and there's the rub.

Citroen's castings were adequate for the job, but by today's standards they are basic with coarse grain structures. Inevitably the plastic thrust washer wears until the metal cassette contacts the seat destroying it's finish. Commonly the pump seals when the engine is turning but when you stop it drips or, in my case, coolant poured through. That's why we drained the coolant once the car was in place at the NEC.

Clearly it's possible but not easy to recut the seat, an end mill fitted to a mandrel with the casing jigged on a milling machine would do it. But even with a new cassette the wear starts again. My first thought was to recut the seat by hand rather like reseating a bath tap, then I considered adding a turned brass seat pressed into a milled recess. It requires some 35mm dia. brass and a lathe. Finally I thought about our gearbox experiences, my small contribution has been turning the Celeron spacers and setting diffs.



The Tufnol seat in place.

You will know from Martin's excellent gearbox articles that we produce the spacers from 1, 2 & 3mm sheet Tufnol. Tufnol was the first engineering plastic and unlike all other plastics was developed

for cutting with machine tools rather than moulding. It has a high surface finish, is chemically and electrically inert and has low water absorption.

Useless pub quiz fact 2; grades of Tufnol are named after fish except for bearing Tufnol which is called.....bear. Celerons are French thus named after poisson. It was the work of moments to bore and turn a 2mm Celeron blank to make a seat. The casing's annular grooves were ideal for adhesive without recutting the seat. The Tufnol was bonded to the damaged cast surface with Araldite and the old shaft and cassette ensured accurate centring and squareness.



This appliance will also cook pizza.

While I was changing the starter ring gear I also cooked up the impeller, just follow the instructions for pizza. Then shrink the impeller onto the shaft and adjust close to the pump body. So far smooth running and not a drop past the seal.

I intend to run this pump through the summer, up to Norfolk a couple of times and to the National and TU50 before stripping and checking it for wear; I'm very optimistic.

I'm also rebuilding another pump, this one has heavy internal corrosion and the same pattern of seat wear. I'll experiment with a smaller seat of 1mm Tufnol for another trial. Without the gearbox group's research my pump would still be leaking!



Pump 2, difficult to believe it ever worked.

Cooling.

A thought on cooling. The Traction was used across France and it's former colonies, all hotter places than Britain so why do owners fit Kenlowe type fans? If you have a mighty 6, fair enough, but a Legere/Lt 15/ Normale? Is the timing properly set, has the block and rad. been chemically flushed in the last 60 years (an overnight soak with 2 or 3 litres of malt vinegar will clean a radiator core) and is the pump impeller set close to the pump body?

Chris tells me that he's sold a number of seals this year, maybe this mod is for you.

Excellent stuff. I believe that 'improved' pumps are out there now, for around 172 Euros/ nearly £150, which claim to address the issue of the rough castings. Mike's fix, however, could save you quite a large lump of money for a replacement unit. Editor

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

We will be sharing a stand with the Citroen Car Club and 2cvGB at the French car weekend held at the Prescott hill climb site which is near Cheltenham.

For more information please see the notice on page 34 of the March/April edition of Floating Power.

If you wish to exhibit your car on the club stand on either or both days please contact me before booking tickets as space may be limited and so that I can give you up to date information about a special ticket offer.

Simon Saint.

01905 454961 or janeandsimonsaint@hotmail.com

Obituary

We received the sad news that SW member Brian Watson passed away just before Christmas. Brian purchased ERD 360 his '49 Slough Light 15 in 1969 for the handsome sum of £40! (Story on pp17, Vol.31 issue 1 of FP). Sporting its many splendid badges, "ERD", together with Brian and Pam were regulars at many local events, and contributed greatly to the team behind the 2009 TOC Annual Rally in Cornwall.

Our thoughts are with Pam, daughter Heidi and son Marvyn.

EVENTS DIARY 2018

This is just a selection of the many events on offer this Summer. 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	
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!
8th July	Classic Car Show, Market Harborough Town Centre : see www.exploreharborough.co.uk
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 vicmarnic@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
24-26 August	Traction Norwege (the Norwegian Traction club) are holding their Summer-Meeting on the weekend of 24-26 of August. It will be located about 60 km north of Oslo .If anyone wants further details - contact Helge Guldberg - email hguldbe@online.no
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

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**

FOR SALE: 1949 Citroen Light 15, Black.

Underneath, the car is very dry and solid. Interior: Real wine leather seats in good condition

Location of car: Cornwall
Stored: in a garage at home.
Private Number Plate: ERD360

The car would be sold with a spare grill, spare hub caps and various other parts. We also have the original handbook from 1949 and repair manual which can be sold separately.

The front badge bar and badges will not be included in the sell.

This car belonged to my father and TOC member, the late Brian Watson. If someone is interested in the L15 and wishes to discuss further, its best to contact me on: 07874341426 or email: MK.watson@hotmail.co.uk for more details.



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:



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:

Floating Power Magazines
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- " 4 " 4. 5. 6.
- " 7. " 1 to 5.
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- " 10 " 1. 2. 3. 4. 6.
- " 12 " 3. 4. 5. 6.
- " 19 " 3. 4.
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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)
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• 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

FOR SALE:

Stainless steel exhaust system for Light 15. Perfect condition, complete system from manifold back. **£100. Please ring Adrian 07860 - 667 807 Nr Ipswich.**

FOR SALE:

Two traction gearboxes. (1) very early (pre may, 1935).casing stamp 500529, type with 4 bolt fixing for layshaft front cover, caged rear bearing for mainshaft, different synchro and clutch splines, etc, 8x31 final drive. and (2) standard gearbox, casing stamped 7-4-54, 9x31 cwp. Both sound casings and lids, no chipped or broken teeth, good synchros, tight 2nd gear and reverse gear clusters, both cleaned and resprayed, BUT - both have noticeable wear on the crownwheels, hence priced at 275 pounds each. **Phone Andy on 01339 886290 (Aberdeenshire) Delivery possible to (CCC) Wetherby Rally if required**

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
steve.thompsonmotors@rocketmail.com

CARS WANTED

After 15 years with a 11BL Traction Avant Legere, I am looking for a Light 15-What have you?
01223 870 277 Roger or Russell Phillippo

CHARGE!!

Gil Keane periodically contacts me with details of various kits that he has developed to improve the performance and upgrade classic car lighting and electrics. Many of them are not relevant to the Traction, but I felt that this was worth a mention, not only because of his kit, but also as a general warning to be aware of what is happening (or not happening) in your charging circuit.

Dear Bryan

I realise that all of you are very busy at this time of year, and thankfully, so am I.

I was reminded recently of one of my least happy motoring memories. I was driving my E-Type (back when they were affordable), when, with no prior warning of any problem, it died and ground to a halt. The electrics were totally dead and I had to get the car trailered back to my premises, much to the amusement of my staff. It took two days to find the cause, which was a failed ignition warning light bulb. The bulb was in series with the charging system, so no bulb, no charging, and no warning! I have since found that many of the cars from the era are wired the same way and that as bulbs deteriorate, they can affect the point at which charging begins,

which can lead to many other problems, like glowing warning lights.

I mention this because the kit detailed in the attached is aimed primarily at MGB/C owners but all classic car owners would be well advised to check the wiring diagrams for their car. A fix costs just £9.99 + VAT from us with clear instructions and free tech support. A full kit of LED bulbs to make sure that you notice when warning lights come on and so that you can read the instruments without using a torch costs a little more.

Best regards,

Gil Keane.

0121 773 7000

07973 216682

enquiries@bettercarlighting.co.uk

www.bettercarlighting.co.uk



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

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01243 5113780

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

Please note, a full spares list

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