

Floating Power

July - August 2022

Official magazine of the Traction Owners Club Limited



Honorary Life Members of the Traction Owners Club

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Missing Magazine?

Please contact John Oates

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Be a part of Floating Power...

The closing date for input for the September/October *Floating Power* will be

Sunday August 21st 2022

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

Bryan Pullan on:

editor@traction-owners.co.uk

Cover Image

Drive it Day 2022
at Moor Crichel,
by Judy Ives



Editor's Epistle

By the time that you are reading this, the National Rally should finally have taken place in the Lake District. Third time lucky. Well done to those of you who have stuck with it for the last two cancellations and I hope that it was enjoyable.

But what of a mainland rally venue for 2023? Bev's appeal to the regions for a volunteer from the Sections to set up a National in another part of the country seems to have fallen on deaf ears thus far, and it really does need someone with local knowledge to mastermind such an event, regardless of the area. Do we conclude that a National Rally is something that is dropping out of favour? Out of a potential UK based membership of around 530 persons, less than thirty decided to join in this year. That's roughly 5.2%. A few previous years have seen around 40-45 participants. Even that is less than 8%. So does this mean that the majority of the membership are no longer particularly interested in the format of National that we have traditionally held, or is it a question of location?

Different clubs do approach the rally format in different ways. Some, for example, prefer a more 'car show' approach, in which a largely static weekend is devoted to displays, concours, driving tests. etc. In a recent survey, the Morris Register, which has a similar demographic to our own, found that 74% of respondents were keen to participate in organised runs and 85% were interested in driving to a place of interest. However, many balked at journeys over 25 miles and the maximum that most were prepared to attempt was 75 miles. It needs a reliable car and some personal stamina to do a lengthy trip in a 70 year old vehicle even if it is a Traction. So are we all getting too old for lengthy drives, or are UK road conditions getting too challenging? Or both. I wonder if this all needs a rethink. Perhaps some membership feedback might shed some light on this. Maybe we should run our own survey.

Speaking of rallies, there is, of course, a rerun of the Jersey rally in the offing, similarly aborted in 2020, and early details of that should be found elsewhere in this magazine. This is not, however, viewed as a National Rally as such and may, due to the nature of the island and size of roads, be limited in numbers relatively speaking.

Onwards. I broke the bracket that holds the central spine hinge of the bonnet to the bulkhead recently. Not sure how, but one of the lugs that allow it to be screwed into the bulkhead itself fractured and the whole thing pivoted on the remaining lug to give the bonnet lid a distinctly lopsided look. I was relieved to see that a replacement was available and so ordered one (from a well known European source) at around £20. Seemed a lot for a small chrome plated casting but heyho, at least it was available. It duly arrived, incurring a postal bill large enough to suppose that I had ordered a complete bonnet, rather than something that comfortably fitted into a padded envelope, but that is how things seem to be with the EU suppliers....and, it didn't fit!

The original plugged neatly into the end of the rolled channel that the bonnet sides hinge into. This new item was too thick and too wide. Inspection also showed that it was some kind of white metal alloy rather than the brass of the original. So had the original been manipulated to make it fit anyway, or was it fitted in the wrong place? Inspection of the original component suggests that the locating tongue has been filed down. A bit of head scratching suggests that the new one doesn't plug into the channel, but sits underneath. So that is where it has been fitted, and it looks okay. Result...hopefully.

Elsewhere in the magazine, the ongoing story of a 1980's drive to Moscow and back, something about Traction values and a bit more from me about SU carbs, plus the continuing diary of Kevin Taylor's Big 6 in Oz..

Enjoy.



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Committee

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Because of nuisance phone calls, if you are ringing from outside the UK or you are ringing from an undisclosed telephone number, I will monitor the call and will only answer if you start to leave a message.

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President's Ponderings

Congratulations to Philippe and Sue Allison and Rob and Carol Kiff on their successful completion of the gruelling 15-day, 3,400 mile, "Cape to Cape" grand tour. Their Roadsters were the two oldest cars taking part and it is testament to the reliability of the Traction (plus the owners' meticulous maintenance of same) that, unlike a number of the younger participating vehicles, neither car experienced any mechanical problems. Congratulations also to both couples for having met their respective fund-raising targets in favour of the Macmillan organisation.

Now, a confession ... I lied - albeit unintentionally - when I said I would attend the Annual Rally in the Lakes. When I signed up I did not realise I would still be in the Motherland following the 100th anniversary of the 5HP! So, my profuse apologies to Bryan for any inconvenience caused by my late registration followed by the last-minute cancellation. I am sorry not to be able to take part in this first get together after what feels like an eternity but I am already looking forward to next year's Annual where- and whenever that may be and, of course, the long-awaited Jersey rally in May.

As you will have gathered from the above, I am still intending to attend the 5HP event in France. The new shoulder is currently performing well but will still only be 6 weeks old when we set off in mid-June and, currently at least, is definitely too weak to drive anything left hand drive or without power steering. Therefore, for "elf and safety" considerations (not to mention avoiding any personal disappointment), I have engaged a chauffeur to ensure the car(s) and I get to this one, especially as I doubt I shall be around for the 200th.

Further afield, I am very sorry to report that the organisers of the 2022 17th ICCCR in Torún, Poland, have been forced to postpone the gathering, primarily for safety reasons in view of the political situation in Ukraine. However, the good news is that this is only a postponement and the event has been rescheduled to 14th-18th August 2024. For full details please visit the website: <https://www.icccr2022.pl/english/>

Back home, there have recently been several articles in the motoring press concerning the future (or otherwise) of classic cars with pundits depressingly suggesting that vehicles of our era in particular are likely to be less sought after before too long. Although I don't generally follow auctions and sales, I have been made aware of a few nice examples being sold for what appear to be quite low prices which could be seen to support this theory. However, on the other hand, some far-less-desirable examples - often in need of major investment to make them roadworthy and reliable, have achieved surprisingly high selling prices. Does anybody have a sweet or bitter experience of the current market that may be of interest to members?

Meantime, safe and happy motoring. I shall be thinking of those of you in the Lakes and keeping my fingers crossed for good weather for us all.



New Members

Welcome to the Traction Owners Club to the following:

- | | |
|-------------------------------------|-----------------------------------|
| 2875 Mr Andrew Milne-Skinner | Edinburgh, Scotland |
| 2876 Mr James Sainsbury | Whittlesey, Cambridgeshire |
| 2877 Mr Tim Hurst | Pulborough, West Sussex |



Chairman's Chat

As I write this Chat at the end of May I am looking forward to John & I, at last, setting off in our Traction to the Annual Rally in the Lakes - Thank you so much to Bryan for his perseverance in getting this to actually happen on the third attempt. Hopefully there will be a report and photographs in the next FP - I just need to "persuade" someone to write it!!

As I mentioned in the Committee report, we still don't have a National Rally venue or organiser for 2023. Agreeing and organising a suitable location and related activities needs to start very soon if we are to manage to get something in place for Summer 2023, and realistically, we need someone on the ground who knows their way around the chosen area, in order to provide a realistic set of proposals. Ideally, after three nationals in the north of the country, in Scotland, Snowdonia and Cumbria, we need to be somewhere in the Southern half of the UK, to even things up.

Those of you attending the Brittany Rally and any other major events, please don't forget the rest of us will enjoy reading all about it - hint, hint!!

Thank you to Ian Harvey and Mike Wilcock along with other TOC members who will be displaying cars and our TOC Stand at two events in August - the British Motor Show and the Gloucester Steam Rally.

Thank you to all members who have paid their Membership Subs - at the time of going to press there remain 150 still to pay. If you intend renewing please do so soon or this will be the last Floating Power dropping through your letter box.

Many of you will know Steve Southgate who has been a member of the TOC for many years. Recently Steve has been very unwell and I wish to take this opportunity to pass on Best Wishes from the Committee and all his friends in the Club.

Enjoy a summer driving your Traction or RWD and remember to keep Bryan busy by sending in lots of articles and photographs.

Beu

Traction Owners Club: Section Details

Please note, the chart below contains all of the contact details of the various Sections. Section Reports received are in the following pages. For contact details of your section, see the chart below.

Northern Scotland

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See section report for coming meetings/events.

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See section report for coming meetings/events.

Ireland

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See section report for coming meetings/events.

Northern, Lakes and Borders

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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. Also New Years day subject to weather. For details of other meetings or events see Section report, or email notifications.

North East

GRAHAM HANDLEY

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See section report for coming meetings/events.

Peak

BEV & JOHN OATES

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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.

Midshires

STEPHEN PRIGMORE / TINA O'CONNOR

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See section report for coming meetings/events.

Eastern

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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

Kent/ East Sussex

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See section report for coming meetings/events.

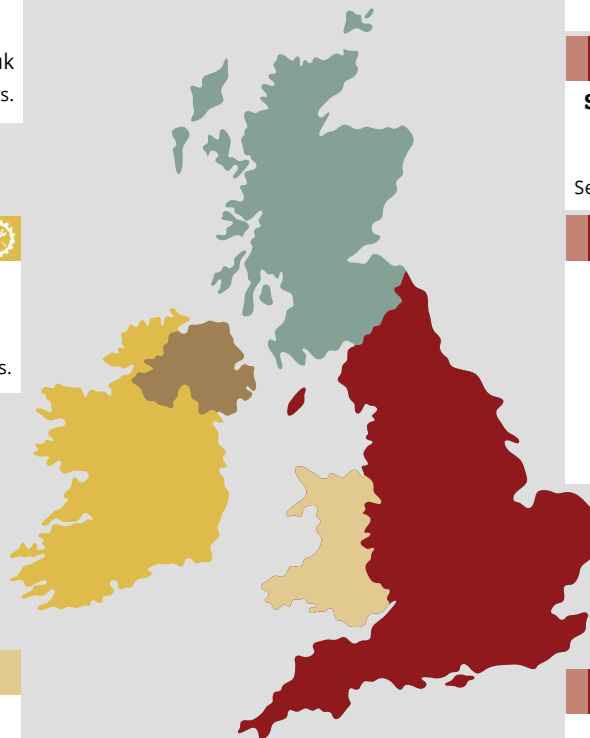
Surrey/Hants/Sussex

SUE & PHILIPPE ALLISON

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Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports.



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.



TOOLS

Club tools available for loan:

Section News

Northern Scotland

Hi, folks, hope you have been out driving your beloved Traction, taking advantage of this great spell of weather and enjoying the countryside in its colourful Spring glory. We went down to the Wetherby Rally (CCC) some 323 miles south but, no caravan behind the C5 this time and stayed locally at a B&B. The rally was personally very disappointing, as apart from meeting up with old friends there, really a very poor rally, very little for sale with regard to s/h parts, and even fewer suitable for our cars. I did buy some small bits and pieces, but everywhere you go and rummage, parts suitable for our cars are simply not to be found!

Not much else to report. My Light 15 is entered in the long-established Kildrummy Rally being held very shortly, then we are off with it to our Lakes Rally, so the cobwebs should be long gone from it by then. Have had a few queries with regard to tracing some rare engine parts, then a call from Tony Carrick from Liverpool. Tony recently sold his Light 15 and has a quantity of s/h spare parts left over which he wishes to sell on, so hopefully he may appear with them at our Rally.

Finally, -Smithy! Regrettably, he fell at home and injured himself and was taken to hospital. That was over a month ago and he is still there, for treatment and assessment. Prognosis is not good, he will not be able to go back to his own home again due to physical and other problems. Thus his daughter and the authorities are meantime trying to find the best solution for his future. He has lost some 4 stone in weight, but he is still a big and heavy lad and he is obviously very unhappy with the present situation.

Famous saying is "Never get old" - but the alternative is even worse!!

Enough of this sad stuff! Summer is ahead of us, we own a fantastic car, so get out there and enjoy!!

Andy Burnett

For contact details see main table at beginning of this section.

Southern Scotland



Perhaps people have been slow to come out of the Covid lockdown mindset because no one volunteered to organise a Drive it Day outing in April, so it never happened. Also no one wanted to go to the Stirling Car Show in May. However, things now seem to have changed very much for the better and we now have eight cars including four Tractions entered for the BVAC Classic Car Show at Thirlestane Castle on June 19th which promises to be the biggest show in Scotland this year.

Some people have never stopped going out and about in their Tractions, including the intrepid Richard Larter from Helensburgh. He recently attended the first Doune Historic

Hill Climb and got to drive up the hill – not competitively but still a great experience, I'm sure.

I was recently informed by John Oates, membership secretary, of a new member joining from Edinburgh. He wasn't shown as having a Traction, so I wrote to him asking if he needed any help or guidance if he was looking for a car. Turns out Andrew Milne-Skinner is no stranger to the TOC having been one of its founder members back in 1976. He currently lives mainly in the Austrian Tyrol, but also has a flat in Edinburgh. He has owned no fewer than five Tractions over the years and will be moving his present 11B to Scotland next spring when its restoration is completed. In addition, he has an amazing collection of Tractionalia, including 52 books – all about Tractions, over 50 models and numerous posters and signs. Perhaps enough to open a small museum?

On top of that Andrew has put together scripts for a couple of radio programmes on the traction, juxtaposing the history of the Traction with traditional French chansons. One of these scripts has a Maigret theme which resonates very much with me – watching Rupert Davies and co in the early 60's was when I became very interested in Tractions. Incidentally it is brilliant being able to watch these shows all over again in glorious black and white on the Talking Pictures TV channel (Sky 328) on a Saturday night.

Let us hope that Andrew's programmes are eventually broadcast.



Peter Fereday

For contact details see main table at beginning of this section.

Northern, Lakes and Borders



Drive it day was an entertaining event, with a few TOC members joining in with the local car club on a point to point drive of around 40 miles, the highlight being a

stopover at the Lancashire Light Railway in Hesketh Bank, as well as waypoints at Rufford Hall and WWT Martin Mere.



The big historic car news locally is that the Corner House has held its last Sunday meet. Commercial pressures mean that the pub is now potentially up for redevelopment and in the view of the owners, the monthly event has now outgrown the car parking spaces anyway, so the first Sunday in the month events will now be held at a nearby venue, Charity Farm, (<http://www.charityfarm.co.uk/>) which has a café and other facilities. The next scheduled event is June 12th (in view of the extended holiday weekend), which means that it will probably miss the next magazine deadline, but I will report back in due course. The loss of the Corner House is a shame, this event has been in place for many years, always attracts an eclectic mix of cars, and will be badly missed, especially the New Year's Day morning meet. I can foresee that the St Catherine's event, held on the second Sunday of the month, will now become even busier.



Also too late for this magazine is the National, which as you all should know, is on our territory in the Lakes. Due to circumstances, there are only a handful of members from Northern's area who have signed up eventually for this event, which is a little disappointing, but thanks in advance to those who are coming along, and particularly Ian Gardner, who was unable to make the whole weekend, but kindly offered to come up to Backbarrow on the Sunday morning to help with marshalling at the Car Museum.

I finally caught up with Alan Mason, our new local member, and had a closer look at his car, which is in lovely condition, and also has the increasingly commonplace SU carburettor conversion. My own car seems to also be enjoying its replacement carburettor.

First show of the season here in the NW was at Astley Hall in Chorley in early May. Three members were present at a very busy event in the attractive grounds of the Jacobean house on a excellent sunny and warm day. The show attracted a good mixture of pre and post war cars for once, but only two of us managed to get our Tractions there. The third had cleaned his engine down on Saturday and found it unwilling to start on the day itself. I hesitate to name names!! (NOT ME!) An outing with the hairdryer that evening, will no doubt have sorted everything.

To come shortly are also rallies at Mawdesley and a big four day effort at Heskin with all sorts of vehicles from steamrollers to bubblecars

Hopefully we will have something to say about the National next time around.

Bryan Pullan

For contact details see main table at beginning of this section.



'Spot the Tractions'

Section News

Peak



We were lucky with the weather and had a warm, sunny day for Drive it Day. 7 cars met at the National Trust car park in Ilam – 4 Tractions, Paul de Felice in his newly acquired Cabriolet, Steve Wright in a “modern” car as his Traction was not quite rebuilt in time, plus John & I in my Dolly as our Traction refused to release her clutch!!

The drive was a picturesque drive though some very narrow country roads around Southern Derbyshire – a challenge for some drivers – sorry! We ended up at the Miners Standard in Winster where we were joined by another 4 members for an excellent Sunday Roast – an Inn to certainly visit again.

Last year a new museum opened near us – The Great British Car Journey. It has an excellent display of British cars through the decades with really informative descriptions plus an audio guide.

If there is enough interest from Peak members we will be visiting on Sunday 7th August – do join us if you are travelling through Derbyshire at the time.



Bev Oates

For contact details see main table at beginning of this section.

Surrey/Hants/Sussex



The Surrey & Hants section ventured out on 10th April for an early Drive It Day this year as the official date clashed with Phil Allison's and Rob Kiff's Cape Challenge.



As it was, Phil couldn't make it in the end, but a small group of Tractions and a Morris Minor met at Old Sarum for a quick tour of the English Heritage site prior to a tour through the Chalke Valley in Cranborne Chase.

Lunch was taken at the Horseshoe Inn in Ebbesbourne Wake, the CAMRA south west regional pub of the year, before the convoy headed to the picturesque Moor Crichel for a photo shoot led by Judy Ives.

Moor Crichel is a much-photographed avenue of beech trees very reminiscent of a French landscape where the tractions look very much at home. *(Image below left has been flipped by Photographer Judy for 'French' effect, editor) see also cover image.*

Philippe Allison

For contact details see main table at beginning of this section

Eastern



To all who may have tried to contact me via email, a little catalogue of sorrows and expense. I had to renew my aged lap top, and then waited for new passwords to arrive, as it was not accepting the ones that I had?, The new lap top was quite different, so my limited experience and inclination to use the damned thing was tested. Then the new lap top throws in the towel on email. I almost throw the lap top, why me*?!. I wait to have it seen to by my long suffering computer man. He says, "I really don't know what you have done to it this time".

It's now fixed and I have the title of PICNIC, ie: Problem In Chair Not In Computer. I also regularly make the bank's cash machines fail, bring warning lights on in modern cars and nobble mobile phones, I am not kidding.

So may I apologise to all who may feel ignored, as your email may be lost to the ether forever. My preferred method of contact to you all is via our wonderful FP! (Thank you Bryan). You are always welcome to leave a message on our land line.

BUT I appeal to any Eastern Section Member who would like to join forces and take on the general contact with members side of things, John and I are happy offering support in the tool loan department, and will do our best with technical enquires.

Eastern Section Regular Meet Ups

5th July The Compasses Little Green Essex

26th July The Angel Inn Larling Norfolk

16th August The Compasses Little Green Essex

6th September The Angel Inn Larling Norfolk

Jasmin Gagen

For contact details see main table at beginning of this section.

West of England



There is nothing quite like a puncture to bring you down to earth with a bump. One minute you are cruising along on the way to Screwfix, next you are going very wobbly and heading for the grass verge. Great fun changing the wheel with lorries thundering down the A420 inches from your head!

But at least I have the car back – hurrah. A big thank you to Andrew Galt for all his hard work in getting it all back together. I hope the by the time you read this we will have been happily trundling round south - west Brittany with the bikes on the back. Nice to be able to get out again.



We have been having fun lately comparing Traction notes, with visitors Marc Allum from Chippenham in his Normale and Paul Defelice all the way from Derbyshire in his remarkable Viet-Roadster.

As a result, I thought it might be an idea to host a local get together for folk to swap notes and have a jolly time. I am thinking of Friday 22 July, here in Corsham at lunchtime (most folk seem to be retired or “working” from home, and weekends seem too occupied). I will email a note round locally with more details. If you don't get emails from me, please let me know.

Finally, there is still the South Cerney Steam fair on 6-7 August.

Cheers

Terence Macauley

For contact details see main table at beginning of this section



Section News

London



What a hectic couple of months! Our Hare and Hounds meets continue to be well attended, often graced by one of Inde's magnificent classic Mercedes, most recently a 220SE 6 cylinder cabriolet with air suspension, it's almost tempting to give up tractioning!

Peter has brought his mysteriously fast Familiiale back from France so expect to see it at events, it could be our section transport now that it can't be used to import sensible quantities of Bordeaux and Pastis.

Before Easter we were approached by Practical Classics who were having difficulties finding a Traction for their headline article in their May magazine. And so it was that, after several car washes and endless cleaning and polishing, Ian and I set off for their photoshoot in Peterborough. The sun shone, the session was moved out of a studio and we found ourselves amongst their readers' 40 favourite classics, everything from a Model T to a Lamborghini via a Reliant van! Citroën was well represented, the only make with 3 models, a 2CV (of course), an Impressive XM and our Legere, the second oldest car and the personal choice of James Walsh, the articles editor and a Citroën nut. A V8 super car struggled to start and the much cosseted Lamborghini barely made it across the gravel. The Traction fired first time and stormed across the bumps to its position.

Fascinating to see how these things are done but all too soon we had to move on. Also via social media, and the eagle eyed Andy, we'd agreed to head north to Stamford as the surprise guests at a 70th birthday. Barbara Cullimore and husband Phil had seen two Tractions in France that he really took to, she wondered were there any in Britain?

The look on his face when, on his birthday, he opened the front door to find a Traction with two grinning strangers



wishing him Happy Birthday was quite a sight. He stumbled around as if in a dream, barely daring to touch the car. There followed a perfect birthday lunch, a tour around the Lincolnshire lanes and birthday tea with cake. A very special day for us all.

The return home was a little "unpredictable", largely the result of a loose plug lead, and that apart the car was still flat at low engine speed.

After considering all manner of increasingly rare possibilities, I did the obvious and cleaned, stripped, cleaned again, lightly lubricated and reassembled the Solex carb. It's a simple device that, like bikes, sewing machines and clocks, responds well to this process; result? The car once again fires first turn and runs perfectly.

Meanwhile Andy is off touring the West Country with his historic caravan, maybe we'll see him at the Cotswold Vintage and Country show in July? Make a date.

Now it's time to plan for the Cotswolds and our very first visit to the Ace Café on, of all things, Ford Consul day. Enjoy a sunny summer.

Mike Wilcock

For contact details see main table at beginning of this section.

Wales

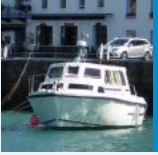
We were guests of mid Wales Classic Vehicle Club for Drive it Day and enjoyed a pleasant run in the sunshine through delightful countryside from Welshpool to Craven Arms where we all gathered in the field behind the Shropshire Hills Discovery centre .

Many and varied were the vehicles present with two Tractions (both white by coincidence) lots of interest from members of the wider public . Catering and other facilities were excellent and everyone had a good day out .

For our next outing I've booked the visitor centre at Elan valley on Saturday 16th July . There will be a dedicated parking area, hopefully a banner and if anyone would like to, a drive round the dams before heading home . The catering may still be basic so perhaps a packed lunch would be a good precaution . See you there , Andrew Tweed .

Andrew Tweed/Julian Pratt

For contact details see main table at beginning of this section.



Traction in Jersey – Latest news



The TOC rally to Jersey is taking place during the weekend of May 11th – 15th, 2023.

Condor Ferries are unable to give me details of the times the Fast Ferry will run from Poole until September/October time.

However there is lots of very good news

- Condor Ferries have agreed to a discount – again this will be sorted in the Autumn.
- Westhill Hotel are holding their prices from 2020
- Motor Mall, the Citroen dealership in the Channel Islands, has agreed to sponsor the Gala Dinner – paying all the costs, including wine, and offering us additional “goodies”. Motor Mall’s logo will appear on our rally plaques as we are very grateful for such generous sponsorship.

This is a **new** Rally so all previous applications forms have been shredded and we start from scratch. Brian Follain & I are planning a similar itinerary as 2020 - visits to the Jersey War Tunnels, Durrell Zoo, Pallot Steam Museum, the beautiful gardens of St Ouen Manor plus a lovely scenic drive around the Island. There will be lots of opportunities for eating, drinking and sightseeing – in whatever order you prefer!!

The application details will appear in the September issue of Floating Power as I will require a deposit by 30th November and full payment by end of January please. I can tell you at this stage the Hotel will cost £612 for a double/twin room for the 4 day event. A single room will be £400.

There will be a small additional cost to cover Admission tickets and rally plaques.

So far we have had interest from 6 members – would you like to join us? Please email me – chairman@traction-owners.co.uk so we can start to get an idea of numbers involved.

Thank you

Bev & Brian



Suspension Matters

A COMPARISON BETWEEN THE FRONT SUSPENSION AND DRIVE OF THE 4 & 6 CYLINDER CARS

This article was originally written by Chris Ryle and published in Floating Power in 2016

An assertion was made in a previous article of the superiority of the front suspension and drive of the 6 cylinder car over its 4 cylinder sister. This previous article dealt primarily with the potential failure of the stub axle of the driveshaft, and the absolute necessity of ensuring that the seating areas of the drum are tight upon the taper. This minimises the introduction of any flexural stress into the weakest part of the stub axle, namely the area of the Woodruff key. Failure of the shaft in this area will result in the front wheel detaching itself from the car with consequent loss of steering and braking. Clearly this was a problem area which the Citroen engineers thought was worth redesigning, and is superior in every way to the 4 cylinder car. The redesign soldiered on in the H van front suspension, albeit in slightly modified form. I make the assumption based on the small number of 6 cylinder cars in the club that the majority of members will be unfamiliar with its details.

The 10 significant improvements are listed below, and readers may find it useful to refer to the exploded diagrams.

1) 4 cylinder cars rely primarily on the top wishbones to triangulate the suspension, which transmit the forces of acceleration and deceleration from the wheel to the hull, and vice versa. The top wishbone swings on two bronze bushes which have to withstand these forces. They need constant greasing if they are not to suffer, and of all the suspension components on the 4 cylinder cars are the first to exhibit wear and cause a noisy suspension. 6 cylinder cars have both top and bottom wishbones triangulated which gives a sturdier, and more sure footed suspension. This practice was widely adopted by other manufacturers employing similar suspension layouts.

2) The 6 cylinder cars have the bronze bushes of the top wishbone replaced by Silent Blocs. These are both maintenance free and quieter. A conversion kit is now made for the 4 cylinder car to do the same thing, and owners who have fitted them corifinn both these advantages.

3) The hub unit of the 6 cylinder car has been completely redesigned such that the bottom ball joint is placed under the compressive weight of the car, as opposed to suspending the weight of the car in the 4 cylinder set up. Though I have not heard of a 4 cylinder bottom ball joint failing, I do know of an instance where the nut securing the ball to the taper was not done up tight, allowing the ball to rotate on the taper.

4) The 6 cylinder cars have twin leading brake shoes on the front which give more efficient braking.

5) The 6 cylinder car carries the brake drum on bearings located in the hub unit. It is therefore proof against any problem with the driveshaft. The drum can easily be removed with its bearings by the removal of 6 bolts (7mm dia) which secure the bearing retaining flange to the hub » a 2 minute job. This in my view is by far the most significant of the design changes, doing away with the front road wheel being cantilevered on the end of the driveshaft.

6) The 6 cylinder car transmits the engine power to the road wheels via a driveshaft splined to the drum. This obviates the need for the castellated securing nut having to be done up brain tight as with the 4 cylinder design. Those familiar with the front wheel drive train of a Mini will recognise similarities between the two designs.

7) The drive shafts of the 6 cylinder are cushioned with a Bibax joint which eliminates the vibration and snatch in the drive train - the clutch disc centre plate is unsprung, and the engine and gearbox are firmly affixed to the hull. This gives a very smooth transmission, further enhanced by very large diameter splines offering a much greater area for the transmission of power, and thus reducing wear and backlash.

8) The design of the 6 cylinder driveshaft allows it to be split in half by removing the six bolts on the flange to the Bibax joint, thus enabling its removal from the car, once the end castellated nut is undone. This is a 10 minute job requiring no special tools - compare this with the palaver required on the 4 cylinder and the special tools, viz drum puller, outer bearing puller,

Your Letters

Canned Silentblocks

Dear Editor,

I have often wondered why no protective cap was put over the front torsion bar silent mounting where it is exposed to the oncoming weather and road dirt when motoring along. It seemed to me that this could easily be rectified with a tin of chopped tomatoes or two tins to be precise. You know, the sort that has a peel off top. This worthwhile addition is cheap, especially if you like tomatoes, and good for your recycling credits. I found that the tin, minus tomatoes, is a snug fit on the silent mounting as the part that remains on the tin once the lid is pulled off, keeps it secure. This addition may not attract everyone as there may be some who prefer baked beans.

Best wishes, Joseph Dobson

You could perhaps paint them or even chrome plate them, in order to preserve their appearance! Editor



CRASH BOX

Hi Bryan

Thank you for including the AA box and car (in the last magazine). Very impressive article

I don't know whether the enclosed picture is worth publishing, it was taken by me, so no copyright.

My car appeared on the front cover of our local car club magazine. The Crash Box Club has about 600 members in Devon.

They meet up the first Monday evening each month, with a speaker, not necessarily about cars.

Also once a month on a Wednesday there is a lunch meet, in a different venue each month.

In addition, each month there are local car shows with club stands. The biggest event of the year is the Historical Vehicle Gathering at Powderham Castle on the 9th & 10th July where people come from far and wide to exhibit.

At this event the club are able to raise over £20000 for charity. The charities involved have to sing for their money at a presentation at one of the club nights.

I hope this might be of interest to T O C members

Kind Regards

Laurence Acher



Hugh Wisdom

Dear Bernie, Bev and everyone in the club.

It is with the deepest sadness that I am writing to let you know that one of your number – a long standing member of the club, Hugh Wisdom, died of Covid and complications, last September, aged 68.

I can only apologise for not putting pen to paper before now, although I did let Bev know, but I wanted to wait until I could also let you know what is to become of DSK 298.

I remember seeing the car parked on a verge in Sturry, near Canterbury with a For Sale sign (in 1991, I think) before Hugh and I met. She was an eye catcher and made a big impression on me.

It was maybe a year later, having clocked a popular, flute playing musician coming out of the Penny Theatre in Canterbury and driving off in her, that I thought I needed to get better acquainted with this fellow.

Thirty years later we were still a happy trio.

Hugh and I drove her to France a year or so ago, intending to bring her back to the UK some day, but she was so happy at our place just south of Poitiers, that we never quite did. Hugh had a great relationship with her, although as Chris Treagust and Steve Reed will testify, she took a lot of coaxing sometimes. Hugh and I were eternally grateful to both of them for their endless patience and support.

So, what to do with her? I loved driving her, but only with Hugh close by – I too needed coaxing. I thought long and hard over the months. She is still UK registered, making it complicated to sell her in France. But I didn't want to drive her back, and

we had nowhere in Hastings to look after her.

Then I found the perfect solution. I have given her as a liability – whoops I meant Legacy, to our very dear friend Russell Baker. Russell and Olga run the wonderful Kino Theatre in St. Leonards. They have both given me phenomenal support – hosting our Hugh Celebration Day in October, which raised over £1,200 for the Conquest Intensive Care Unit.

Russell loves the car, he is almost as avid a collector of classic and vintage paraphernalia as Hugh himself. So Russell is now busy making plans to have an adventure, transporting the Citroen Normale, back, this summer. She'll, no doubt be spruced up and back on the roads around East Sussex very soon. Who knows I may even get a ride.

I am certain it is a solution Hugh would approve of. So on his behalf, I want to thank the club for all you have done and are continuing to do for your members and for the fun and support Hugh and I have had over 30 years.

Chris and Steve, you can expect to be hearing from Russell pretty soon.

Regards

Lori. (Hugh's wife)





At Salmson Works near Stamford

Dear Bryan,
 This is my Ihd cabrio next to Mickey Hudson's Ihd, early 2cv today.
 Mickey has two Salmsons, his AL was featured in Automobile and his GS8 in Octane magazine.
 The Works is in Ketton to the West of Stamford.
 William Sellers

Quilting Trip

Traction Owner, Pete Griffiths, chauffeured the Mayor of Llanidloes, Mid-Wales, to a quilt exhibition organised by Welsh Heritage Quilters.
 Cleve Belcher



Seen at Montlhery May 2022

Dear Bryan,
 This car was on a stand promoting paintwork. No other info I'm afraid.
 Regards,
 Willie Sellers



I BLAME DUMAS!

Hi
 I was once a member of your club, having both an English and French traction. I now live in Richelieu (France) for six months of the year. Something which I would like to bring to your attention is the Cardinal's coat of arms. Could the stories as to how/why Citroen came about his classic double chevron be wrong?

Kind regards
 Malachy Bell

Well I suppose that anything is possible, but the Cardinal is a rather controversial historical figure and his arms are possibly not a sure fire winner as the origin for a commercial symbol, particularly if you were aiming to sell your wares in Protestant countries. I rather favour the other theories that this is a representation of Citroen's earlier engineering history in the development of helical gearing.

I understand that chevrons in heraldry are fairly commonplace and were usually awarded for some great act of loyalty to the Crown. I notice, incidentally, that the Poles have recently been highlighting Citroen's Polish heritage, so they also lay claim to his many innovations.

Editor

Hi Bryan
 Many thanks for your reply.

As an Irish (lapsed) Catholic it has been my pleasure to play the role of the cardinal many times in Richelieu. I have also studied the man, he was the one who's efforts caused the French language to be spoken throughout France. He created the Sorbonne and was a great educational example to all. He fought off the Spanish, the Germans and the Italians. All this whilst running the country and being in very poor health. Dumas has a lot to answer for.

Actually, yes he was a bit of a tyrant. His spy system has been copied by many throughout the centuries. Yes he did murder lots of people, but his heart was in the right place. He did everything for France and generally supported the crown in order to get his own way.

I believe Citroen was (also) fiercely loyal to France. A little tongue in cheek but true.

Kind regards
 Malachy Bell

I offer this extract from Wikipedia.(Editor)

.....Richelieu is also notable for the authoritarian measures he employed to maintain power. He censored the press, established a large network of internal spies, forbade the discussion of political matters in public assemblies such as the Parlement de Paris (a court of justice), and had those who dared to conspire against him prosecuted and executed. The Canadian historian and philosopher John Ralston Saul has referred to Richelieu as the "father of the modern nation state, modern centralised power [and] the modern Secret Service."

Richelieu's motives are the focus of much debate among historians: some see him as a patriotic supporter of the monarchy, while others view him as a power-hungry cynic. The latter image gained further currency due to Alexander Dumas' 'The Three Musketeers' which depicts Richelieu as a self-serving and ruthless de facto ruler of France.

Who does this description remind you of in current (Eastern) European affairs? Editor





Cape to Cape

Well, we are back!!

Someone said the Cape to Cape was tough but they didn't say that it would be two weeks of getting up at 6.00am, leaving at 8.00am and then between 8 and 10 hours of driving, navigating, map reading. Oh and a few driving tests, clue hunting, hill climbs and looking out for hidden marshals thrown in for good measure! Any minor infringements incurred a £10 fine which went to the Charity. Every day was a new Hotel and pre dinner preparation for the next day, checking the route and plotting on the map in the hope that things would become clearer! Getting your head around the abbreviated instructions and remembering to re-set the trip counter was a challenge all while balancing a map book on your lap.

We also saw some fantastic scenery including the Derbyshire Dales, The Trossachs (bringing back memories of our TOC rally). Ireland was beautiful especially Connor Pass and Healy Pass. Huddersfield at 5.00pm is a place to be avoided! We also met some lovely people and Rob and Carol Kiff supported us all the way. Dennis Greenslade, the organiser, deserves to be recognised for his work, since 2004 and to date the amount raised is £1,140,000. This was the last Cape to Cape and the toughest as it was over 2 weeks, but he certainly went out with a bang.

The cars excelled and won the admiration of everyone, called 'The Twins' they surprised everyone with their speed and resilience. A prize is usually given to the oldest car, but they decided to award both cars as they succeeded where a few didn't! A once in a lifetime experience, thank you Rob and Carol for your patience and best of all we are all still speaking!!

Phillipe Allison





Congratulations to both cars and crews on the successful completion of a Herculean task.

For those of you who have missed out on this, the task was to drive (for charity) around a series of capes in the British Isles which involved a lengthy tour of England, Scotland, Wales and Northern and Southern Ireland.

Editor



Traction Values

Insurance brokers and general car enthusiasts, Hagerty, recently approached the club with the aim of including Traction in their database of classic car values, and as a result they have proposed a series of prices as a starter for ten, which have been reviewed by the Committee. This below was their initial suggestion.

Categories were as follows:

Condition 3 - could use daily, solid and usable, not projects but not "nice" cars. (but probably still quite likeable, Ed)

Condition 2 - nice cars, might be able to win a local show, would either be very good daily users or reasonably nice cars to keep for high days and holidays.

Condition 1 - as good as you're realistically likely to find in the real world, nothing wrong with them, could win at a Citroen event potentially

Concours - If cost is no object and you want the very best for a collection, this is where it would sit. The sort of cars that don't ever really come out, that you might see at a big indoor event such as Technoclassica if you're lucky.

CITROEN Viewpoints...



as seen by the owner...

More often than not, the CITROEN aspect presented to other motorists is a rapidly-dwindling rear view. Yet, as every fortunate CITROEN owner knows, this special car performance is combined with a dependable "get-on-there-in-comfort" ability, a reassuring feeling of safe, non-skid running, and a sense of proud possession of the most advanced and distinctive car of to-day.

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Condition				3	2	1	Concours
Citroen	Traction Avant	7A	Saloon	£8,000	£14,500	£20,500	£30,000
Citroen	Traction Avant	7B	Saloon	£8,000	£14,500	£20,500	£30,000
Citroen	Traction Avant	7C	Saloon	£8,000	£14,500	£20,500	£30,000
Citroen	Traction Avant	11BL (Light 15)	Saloon	£8,000	£13,500	£17,500	£28,000
Citroen	Traction Avant	11B (Big 15)	Saloon	£8,000	£13,500	£17,500	£28,000
Citroen	Traction Avant	15/6 (Big Six)	Saloon	£12,000	£19,000	£25,000	£38,000
Citroen	Traction Avant	11CV Commerciale	Hatchback	£10,000	£15,000	£19,000	£32,000
Citroen	Traction Avant	11CV Familiale	Saloon	£10,000	£15,000	£19,000	£32,000
Citroen	Traction Avant	11CV	Coupe	£25,000	£35,000	£55,000	£80,000
Citroen	Traction Avant	11CV	Convertible	£45,000	£80,000	£100,000	£150,000
Citroen	Traction Avant	15/6H	Saloon	£14,000	£22,000	£29,000	£50,000

As you know, I try to keep track of real world prices for Traction in the UK and do report on what I have seen from time to time. I am conscious that the Buyers Guide on the website, which I initially compiled, is now several years old, and probably needs a review in terms of the prices quoted therein.

Being definitive on Traction pricing is a difficult task. As you will probably know, the market appetite for pre-war and pre-war style cars has stagnated somewhat in recent years for various reasons. The interest group who constitute the enthusiasts for this style of car are ageing and many are dropping out of the hobby due to health and old age. Those coming into the hobby are now focussed more on cars from later in the 20th century, which represent the desirable cars from their childhood, and which are often more compatible with modern road conditions than earlier cars. There was a quote (from a 1928 Morris 10 owner) in a magazine recently which summed it up neatly. '...Unfortunately, I'm probably the last generation that is interested in pre-war vehicles (56 this year)...'

Initial thoughts from within the club Committee were that some of the Hagerty prices in the current market were probably high.

For example, I had a call just before New Year's Eve 2021, from member, Tim Walker, who, as some of you may know, had been trying to sell his Traction Cabrio for some time. It was recently restored so probably condition 1. He had managed finally to sell it for £60k, having advertised it in online classifieds for £65k. So, a long way short of the suggested prices in the Hagerty table.

This was after a number of false trails with people expressing an interest and then either making low offers or simply mysteriously disappearing into the woodwork again. What is particularly interesting, was that he had also offered it through both Anglia Car Auctions and Bonhams, and received not a single bid via either auction house, even though Bonhams in particular, had been very enthusiastic and optimistic for a sale.

In terms of the Traction, it is possible at the moment to see 4 cylinder cars available in a range of prices if you go online, with (seller) values from £8k up to over £20k. Feedback on whether these prices are achieved is hard to get. Most dealer ads are quick to boast about sales, but cagey about giving actual values achieved. Likewise most of the online websites which cover both private and trade sales are similarly reticent.

Ebay is one exception, much to its credit. There are two cars on sale thereon at the time of writing this, in late May, a usable and reasonable looking 7 seater Limousine at £11,950 and a slightly scruffy Light 15 at £9,450 (both large boot, post war cars). Both are trade sales. Probably both condition 2/3.

Recent completed sales show a black 11B, a fair looking but incomplete restoration that sold for £5,710 in March of this year, and a restored 1954 Light 15 advertised at £22k in May, which perhaps unsurprisingly given market conditions, didn't sell. (this car is still advertised elsewhere at this price at the time of writing and has, it appears, had an eye watering £27k spent on restoration works.)

Elsewhere online are (4 Cylinder) cars at £9,500, £11,950, £16,500, and £22,950, all appearing in decent condition from their ads/photographs. There has also been a Commerciale, privately advertised initially for £15k, which has subsequently appeared on a dealer's website for £12,950, which also begs the question of what the dealer paid for it. Plus there are a couple of basket case restoration projects for around the £5k mark. The proof of the pudding is definitely in the eating, and I think that this shows that cars are likely to take some selling, even if in excellent condition unless modestly priced,



unlike some of the overegged 70's and 80's stuff that is currently clogging up the marketplace..

So, as you might expect, this is a positive minefield, but well done to Hagerty for starting the ball rolling and to be sure, we will continue to feed back our advice as far as possible.

Are you prepared to contribute to this exercise? We need real world values and if you have bought or sold a Traction in the last twelve months, are you prepared to indicate the price paid or received? All replies will be treated in confidence.

Editor



R.W.D.

I had thought that this month I was going to sneak a little positive 2CV news into the column. Alas, it was not to be. Instead of a triumphal fresh MOT, I almost had cinders. Amongst the final tasks was to fit the bonnet and adjust the ride heights. You can purchase a special open ratchet spanner for this if you fancy spending over forty pounds. On the other hand if you are a miserly Yorkshireman, there are 9mm ratchet spanners out there for around £8.00. Which with a bit of sawing and grinding can be modified to suit the task. So feeling smug and heavy of wallet I fettled the fronts, then drove the car around in the lane to back in and see to the rears. Fortunately with the bonnet off I was able to see the smoke as the front wiring loom started flambé itself. Ho hum.

However as that door slammed shut in my face another opened onto sunlit uplands, as the Alfa Spider sailed through its annual inspection. Hurrah!

I spotted a small feature in Classic Car Weekly recently.

David Oakes of Vintage Limited is an antiques dealer who is no stranger to France, and came across this 1934 Rosalie 10 on one of his trips. Reputedly stored for around fifty years in a barn in Strasbourg, it hasn't been started but is complete bar some of the seats. He is asking £4,950 for it and can be contacted on 07977 650650.

The car is located in Staffordshire

A request for assistance arrived from Elliot Rowe, seeking the whereabouts of another 1934 Rosalie. You wait for how long and then they turn up in pairs!



Hi

I'm trying to track down the owner of a Citroen Rosalie made in 1934 – reg plate YG 8000. This car was restored by my Grandad in the 80s and I had many happy weekends out at shows during my childhood. It was sold on 10 to 15 years ago and I think the new owner has completed some light restoration/improvement to it.

I've since caught the restoration bug and am approaching the end of a classic Mini restoration. It would be wonderful if when complete I was able to have a few photos next to the Citroen.

If the owner is a member of the club I would be very keen to get in touch. Obviously for security reasons you cannot let me know the whereabouts of the car, but if you could pass my details onto the owner (if he is a member of the club) and hopefully he would be happy to give me a call. Photo below of the relevant car.



I do have details of this Slough built car but the telephone number is no longer working. Without an email address, I saved up for a stamp and have written to the listed owner.

However if anyone can help me make contact with the current owner then please get in touch and both Elliot and I will both be very grateful.

Andrew Peel

Interesting to compare the two cars illustrated and see where a complete restoration might take you. On the other hand, maybe a few repairs and an oily rag treatment of the Staffs Rosalie might be more appropriate. Editor

If you would like to contact Andrew, then please send any messages, material etc. to RWD@traction-owners.co.uk



Paris-Moscow-Paris 1984, Part 3 Into Russia



Back in 1984, member Graham Bradley and his (then) wife Susan, decided to join in on a Rally that would take them from Paris to Moscow and back. This is the next part of a serialization of Susan's diary, only relatively recently written up, plus photographs taken at the time.

22nd July. 6th Day. Copenhagen to Linköping

Again, we get up at 4am but at least there is a good breakfast awaiting us in the canteen. The chief escorts us a little way from the barracks and we depart with much good-natured cheering and waving goodbye. Today we have another short ferry passage to Helsingborg in Sweden. Again, we change money and buy petrol. Today, for the first time on the trip, we are able to use our credit cards. It seems that cards are not so widely used on the continent.

Sweden is very beautiful, and we pass through areas of forest interspersed with vast glittering lakes. The roads are excellent, and we are able to make good progress, reaching Linköping ahead of time. Consequently, the police ask us to wait up until all cars are together to enable us to travel through the town in convoy. The newspapers have publicised the rally so people will be waiting, they explain. We wait at a side-road, drivers spilling out onto the grass verge to sun themselves and snatch a bit of sleep. Coffee is brewed on primus stoves and cake shared around. Two hours later all tractions are assembled and we make for Linköping, an old Swedish village preserved in part as a museum. Here we have a meal of roast beef and salad in a pretty restaurant with an accompanying speech by the local mayor who presents us each with a replica seal of the town.

This time the campsite is set in a beautiful forested area but we no sooner arrive than the skies open and we are subject to a torrential downpour. Our poor old tent is looking very sorry for itself and distinctly soggy to the touch. Later we are visited by an English family living in Linköping, the mother kindly giving Dennis a remedy for his mosquito bite which has now developed into a hard, painful lump which makes driving difficult and walking painful.

Rene, a Swiss driver of a sleekly beautiful red and black coupe, complete with a matching trailer, has serious engine trouble. So, in semi-darkness, John Waghorn and Graham help Rene make a temporary repair which they hope will hold until Stockholm. Afterwards we sit under umbrellas drinking Swiss wine and eating bread and cheese. Although there are many different nationalities we manage to communicate reasonably well with a bit of sign-language and a lot of laughter.

23rd July. 7th Day Linköping to Stockholm. mileage 87600.

Today we have a lie-in until 6am! Graham helps Renee with final engine adjustments. We then hurriedly eat a bowl of muesli from our supplies before we are kindly provided with a take-away breakfast by the campsite consisting bread, cheese, eggs and salami all contained in a plastic bag along with tourist information. We save the food for lunch and keep the info as a souvenir!

Again, we are provided with a police escort. This time however, not only is it by motor cycle, but the riders are clothed in tight-fitting turquoise and yellow leathers! Very easy on the eye! As we proceed through the Swedish countryside we are entertained with the most dare-devil of stunts, so determined are the police to amuse us as we go along. They stretch to hold hands as they ride side-by-side and stand up, free-riding, all at hair-raising speed as we hurtle towards the motorway. Is this normal police behavior we wonder?

Today our camp site is an ice-stadium complete with team hockey energetically underway! It is drizzling rain and, not surprisingly, we find it difficult to pitch our tents on the gravel of the surrounding stadium. Some give up in exchange for a night on the benches of the changing rooms, making themselves as comfortable as they can. We eat the food provided by the campsite and watch the Swedish Ice Hockey team practise, seemingly oblivious of the drizzling rain.

Later our party prepares to go into Stockholm for a meal but John Waghorn and Dennis agree to help Renee change his engine, a huge task which will probably take until the early hours. Most of the cars have had an oil change here and Graham makes minor adjustments to PNE 796.

By now several vehicles have had major problems and we hear that three have had complete engine changes. One car of the GB team has a sump leak and is using 10 litres of oil a day. Oil is very expensive here (£11 a gallon.)

It has been raining off and on all day. Several Swedish people come to look at the cars and we get involved in comparisons about our different countries, income tax and health systems and the like. The Swedes are taxed at an eye-wateringly high rate but they appreciate their excellent social system and the benefits when they reach pension age. We have met some very kind and interesting people but we sometimes wish we had time to see more of the

surrounding countryside other than the campsites. We are looking forward to a day off in Stockholm tomorrow. Derek at last manages to telephone home and returns to report that England is suffering a heat wave!

We eat hamburgers beneath a dripping plastic tarpaulin and go to bed, shivering in our sleeping bags.

24th July

We go into the centre of Stockholm by train to do some shopping and despite expectations find that prices are quite reasonable. We buy presents for the children and wander into the old quarter where there are lots of antique shops in the back lanes. We are surprised that everyone seems to speak English, and very well at that. I try my luck with the intricacies of the Swedish telephone system only to find that it swallows my money without allowing me to make my call. I summon the help of a young, blond, Viking, who, to my surprise immediately sets about the coin-box with a pen-knife, saying "these boxes are robbers". Miraculously my money tinkles into the little tray and my saviour helps me get through. Instantly I hear Lois's sweet little voice on the other end. I am overjoyed.

Back at the campsite more locals have turned up to view the cars. Apparently the local radio station ran an article about the rally. At 7pm we set off for the ferry to cross to Port Turku in Finland. A few Swedish club members come to send us off, some wishing they could come with us.

The ferry is excellent; we have a cabin with a proper bed, fresh sheets, a shower and a loo! These very basic facilities are appreciated far beyond their merit. Refreshed, we arrive in the ship's restaurant excited for our evening meal along with other rallyists, some of whom we hardly recognise so clean and slicked they appear. We then let down our outward appearances and fall upon the feast; a superb smorgasbord of roll mops, salmon in dill sauce, smoked fish, chicken, delicate potato dishes, rice salad, rye breads and cheese. We clear the buffet, it seems, in minutes. Waiters hurry to refill the plates and hints are dropped that a smorgasbord is tasted in small amounts, advice which sadly falls on deaf ears.

We rise from the tables smugly satisfied to go on deck to view a fairyland of lights twinkling in the darkness as we pass island upon island almost it seems within hands-reach.



9th Day 25th July Turku to Finland, mileage 87872

Well rested after our first night in a proper bed, we are up at six for breakfast then disembark for Helsinki. We travel long straight roads through deep forests to arrive on the outskirts of Helsinki only to become lost once again looking for the campsite. This is rapidly becoming the norm so we take matters into our own hands and pull up at a transport cafe for lunch. Here we are issued with the directions we need to reach our destination and easily find the campsite set in the prettiest of woodlands, complete with barbeque stations, seating areas and outdoor kitchen facilities. This is a real hit and some gastronomic delights are produced, sampled and shared. This is more like it!

10th Day, 26th July. Helsinki to Leningrad

Today is the day! The climax of the trip. With high expectation and some nervousness we pack up and set off for the Russian border. A sudden seriousness seems to have settled on our multi-national convoy as we form a very long queue at border, 120 cars all waiting to be processed. We settle in for a long wait. We've heard stories that our cars and personal possessions will be the subject of intricate search. We are told that many extra officials have been recruited to oversee our transit and these officials will have nothing better to do than minutely examine the convoy, taking vehicles apart if they are suspicious of the slightest misdeed. We must account for all our cash and list our valuables. I diligently begin to count our cash, when I discover, to my horror, that I have a scrap of paper listing all the nuclear bunkers in the UK, tucked into the back of my purse. What was I thinking? How could I have been so careless? I am quite sure the Ruski's are already party to this very basic information but waiting in line beneath the scrutiny of the uniformed guards I am overcome by panic. What should I do? Swallow the evidence? Isn't that what one is supposed to do? My heart is skipping as the uniforms begin to walk the line. The paper does not look edible. Should I stuff it beneath my seat? Even better, Graham's seat? No, no this is silly. I simply tear the paper into minute pieces and mix it thoroughly with the left-overs of our lunch in the bottom of our rubbish bag and assume an innocent expression.

In the event, we are whisked efficiently through the line with nothing more than a cursory glance at our passports and a brief inspection of our lists. It is later on arrival at Vyborg, where we meet our Intourist Guide, Serge, that we are subject to much form filling, rubber stamping, the issuing of petrol vouchers and instructions complicated enough to confuse even the most intelligent amongst us and which caused much head scratching and rolling of eyes. Only after many yards of red-tape have been securely tied are we ushered into a hotel where we find lunch awaiting us. Cold meat, cold waiters, cold atmosphere; a cold, wet blanket seems to have dampened our earlier high spirits and our meal is consumed in polite quiet, broken by the occasional spasiba and nodded thanks.

Our seriousness continues as we press on towards Leningrad through scenery reminiscent of Finland although the forests are seemingly affected by acid rain, bare trees devoid of foliage which we fantasise have been deliberately stripped to prevent escaping population from hiding during escape from the harshness of communist rule. On arrival in the great city however, we find we are not allowed to camp but must stay in a motel, where all our needs are to be catered for. We are not sure how to feel. Should we be happy or sad? Apart from one night aboard a ferry, this is the first time this lumbering, multi-national travelling circus has not slept in the open air. The small twin-bedded rooms feel claustrophobic and bare, airless and sad.

11th Day 27th July, Rest Day in Leningrad. Mileage 88116

Serge is to be our guide all the way to Poland. This is happy news for us but perhaps not so much for him as he patiently tries to keep his unruly tribe in order as he herds us away for our tour of Leningrad. Serge has an excellent command of the English language, spoken though to our surprise with a strong American accent. How did he come by this we wonder? Perhaps via an American language tape as it is unlikely that he has ever visited the U.S or anywhere else outside the communist bloc come to that. We know that Russian people are allowed to holiday in communist East Germany but apart from that it seems the rest of the world is out of bounds.

The city is full of surprises. Beautiful squares surrounded by the most spectacular architecture with a generous sprinkling of golden spires sparkling in the sun. Serge tells us something of the history of Leningrad which holds us spellbound. He also speaks of the terrible suffering of its people during WW2; particularly the Siege of Leningrad which lasted for 900 days.

He tells us of starvation which forced desperate people to eat sawdust. We are subdued but fascinated by his stories.



Much to our surprise we are allowed to take photographs of just about anything we want; bridges, warships, submarines, several of which are on display as today is Navy Day.

Left: Battleship Aurora. Signalled the start of the revolution

After our outing we are ushered back to the hotel for lunch after which we are visited by some local men bringing their old cars for us to see, one of which is an old Citroen Coupe which has been dragged out of someone's barn where it has been hidden for many years. Although there is a language difficulty everyone is very pleased to meet one another and there is much swapping of gifts, small everyday things but given with kindness.

Left: An aged Citroen dragged out from an old Russian barn.

Later we are subjected to another speech by yet another minor official. He is presented with a model Citroen car. The French ambassador who we met in France, has turned up on the scene and says that the "rally is doing more for East/West relations than any political channels". We are suitably impressed. Then, almost on cue, a Russian film crew arrives which adds to our sense of celebrity. Will we ever be the same again?

John, Josie and I decide to take a taxi into the centre of Leningrad determined to sample some local culture. Entering some of the

big stores it seems as though we've travelled back in time. We are fascinated by the women who are buying new shapkas, luxurious fur hats which must have cost them a year's salary at least. We also witnessed queues for simple commodities, bread, tinned food and the like. The shelves though seem almost empty. Tinned fish seems available today and housewives form solid uncomplaining queues slowly moving forward an inch at a time. Shopping must take up a big proportion of their day but they seem to do it with patience and good grace.

We return to the hotel only to stand in shocked dismay as a French traction arrives on a low-loader after being in collision with a tree, its driver having momentarily fallen asleep at the wheel.

Later another panic ensues over the fact that the petrol coupons we've been issued are for the wrong octane. It is good enough only for tractors, not tractions! We must queue to change them and then proceed to a suitable petrol station where we queue to exchange them for petrol.

Having filled our vehicles we return to the hotel and fill ourselves up on Vodka!.





Bailey's Banter

Old cars make odd noises. Some can be ignored, others not. How do you decide which is which? It helps to know what's causing the noise. Diagnosis can take some time, which is not always available. Until that time comes along you have a choice to make – carry on or not.

My Traction has a rattling noise which comes on at 59 MPH. It is engine speed related as it happens at a proportionately lower 35 MPH in 2nd. It could be described as a buzz. 59 MPH equates to an engine speed of about 2600 RPM or 43 Hz. At this speed the exhaust pulsation will be 86 Hz and I could well believe the buzz is something resonating at this frequency. My guess is that it is a loose baffle in the silencer, but without taking the exhaust to bits I can't confirm this and I'm not doing that just yet. Meanwhile I will continue to ignore it and drive at 58 MPH (where conditions and speed limits allow). If it stops making the noise at 59 MPH I will start to worry.

I use GPS to measure my speed as the speedo under reads by about 7 km/h which is a bit risky. Talking of which...

Another noise made itself know the other week – a squeak. Not loud but persistent. It started as soon as the car moved and was not affected by steering or brakes. It came from the front of the car and I was beginning to think it must be something to do with a drive shaft. Wheel bearing? Not likely as they rumble rather than squeak. Something in the gearbox? Again, unlikely. There's plenty of oil inside the box and enough on the outside to make sure there were no dry seals. I started to worry about the CV joints. It would have to be an inner joint as steering angle had no effect. I was concerned that a noise coming from a rotating part would get worse and would get more expensive as it did so.

And so I jacked up the car and got underneath, turning the wheel to see if I could hear where it was coming from. It was the nearside of the car – driver's side on mine – but it didn't seem to be coming from either end of the driveshaft. It was somewhere in the middle. There's nothing to make a noise in the middle of the driveshaft – but just above it there is. The speedometer cable! Now that is an easy thing to confirm. I just had to disconnect it. I have never inspected the speedo cable. I've only disconnected it when I have removed the gearbox. I hadn't realised that it fits into a collar which is clamped to the gearbox housing. I always thought the collar was part of the cable. When you remove the collar, the chances are the drive spindle will come out too and it is quite fiddly getting it back in. Just removing the cable from the collar makes reassembly so much easier.

Something that is not rattling is my hub cap as I fitted the insert to replace damaged thread. The hole in the wheel needs to be opened out to 18mm diameter so that the insert can be glued in with epoxy. I rather like bolted on hub caps. I wish the DS used them as I recently found one to be missing from my DS.



What did I do about the cable? A new one can be bought for about £25 but they look a bit modern. They have a plastic outer sheath whereas mine is metal which I rather like. I have no idea if it is original or not but I thought I'd take it apart and have a look inside. The outer sheath acts like a spring and you just have to pull the inner out a bit to reveal the little circlip, pull that off and apart it comes. It was quite dry and a bit rusty – no wonder it was squeaking. But the cable itself was undamaged so all I had to do was give a bit of lubrication and put it back together. Now, remember the flexible metal outer sheath acting like a spring? Uncompressed it is longer than the inner cable.

I wrapped a wire around the groove in the end of inner cable to pull it through and effectively compress the outer sheath. I could then refit the circlip. All back together and just missing one thing – the squeak.

Drive it Day came and went and I drove nothing. We were expecting guests and we needed to catch up on the jobs we failed to do when we had the chance during lockdown. Amongst other tasks, this included tidying up the spare room. I don't know about yours but our spare room is where things go when we don't know where else to put them. And so it came to pass that I found a few things including– my copy of the "Etude des Traction Avant Citroën tous types 7 et 11". This is the document that has the list of which carburettor was fitted to which car that I was looking for last month. It was published by Revue

RÉGLAGE DES CARBURATEURS

SOLEX													
MODELE DE VOITURE	MODELE DE CARBURAT	MONTAGE	BOSE	GICLEUR PRINCIPAL	AUTOMAT. 2000	RALENTI		STARTER		POIDS DU FLOTTEUR	POINTREAU	JET DE POMPE	GICLEUR ECONOMIQUE
						GICLEUR	AIR	AIR	ESS				
7 C	30 THD	12	19	105	56	045		5	130	26	2		
7 C	30 HTD	20	20	110	250	045		5	130	26	2		
7 C	30 DHT	21/22	22	115	210	050	150	5	130	26	1,5		
7 "Economique" 1939	30 ATHD	21/22	21	110	240	045	150	3,5	125/130	26	1,5		
11 A, 11 AL ...	30 THD	12	22	115	51	045		6	140	26	2		
11 AL	30 HTD	20	23	125	240	045		6	140	26	2		
11 A	30 HTD	20	22	120	250	045		6	140	26	2		
11 AN, 11 BL, 11 B, 11 C	30 DHT	21/22	26	130	230	055	180	6	140	26	1,5		
11 Performance, avec silencieux	35 FATIP	21/22	26	135	210	45	180	4	125	21	2	55	
11 Performance, sans silencieux	35 FPAI	21/22	23	115	260	45	120	5,5	140	21,5	2,5	45	
11 Performance, 45/46 France	35 FPAI	21/22	25	120	230	45	180	4	125	21	2	60	60
11 Performance, 45/46 Exportal.	35 FPAI	21/22	27	130	180	45	180	4	125	21	2	60	60
11 Performance, 1947-1950	32 FRIC	21/22	26	135	190	50	150	4	125	11	1,5	50	

ZENITH											
MODELE DE VOITURE	MODELE DE CARBURAT	BOSE	JET PRINC	VENTIL.	PULVER.	RALENTI		STARTER		POINTREAU	POMPE
						JET	AIR	JET	AIR		
11 Performance, 1949-1950	32 IR	27	135	150	3 N	50	140	110	6	1,75	45

Technique. My January 1951 edition was an update of the January 1947 issue and was priced at 250 Francs. I found a copy online which was the January 1952 edition – priced at 300 Francs. Revue Technique is an early type of workshop manual – the group are now part of the Haynes Group. Back then it seems it was a mix of technical description and “How to do something”. I can’t find a copy on the TOC website but will rectify that.

A 1953 Traction Avant Legere is available in Glasgow on Facebook Marketplace for £20k. That’s quite an ambitious price in my view. It does look very nice and has apparently driven only 18k kms since new, having had one family owner in France before it came to the UK. But when was that? Mine came over in the ‘80s which is more than half its lifetime ago. The outside looks shiny (the Glasgow car, not mine) but there are no photos of the underneath or the inside which, according to the listing, is black. I have never seen a Traction of any



provenance with a black interior. Grey, red, blue, green, brown but never black. Assuming that’s a typo and the car is a genuine 1 owner, 18,000 km car - what would you do with it? Even though I imagine it doesn’t rattle, I’d be reluctant to drive it. Assuming it’s all original, I wouldn’t want to change anything or add a radio. Even if I didn’t prang it I would be adding miles and soon it wouldn’t be an 18,000 km car – I suppose I could disconnect the speedo cable now that I know how to do it. I hope it finds an owner who would appreciate it more than me. Meanwhile I’m happy grubbing around at the more affordable, shabbier end of the market.

Safety first. After 25 years and many thousands of miles, I have fitted front seat belts to my Traction. The reason for doing this now is that we have some long trips coming up – Devon (again), Lake District (again) and Poland (well, actually not as I just heard the ICCCR has been

postponed until 2024). The Traction Avant was of course not designed for seat belts and, whilst one should never compromise on safety, fitting them does have some limitations due to the design of the car.

I may upgrade the belts to inertia reel, self-retracting belts with stalks but, in the interest of getting something in place, I have installed the most basic static 3-point belts. They came from CAS and were listed as suitable for the Traction Avant but it is



actually a very generic belt with no specific adaptors or brackets or Traction-specific instructions.

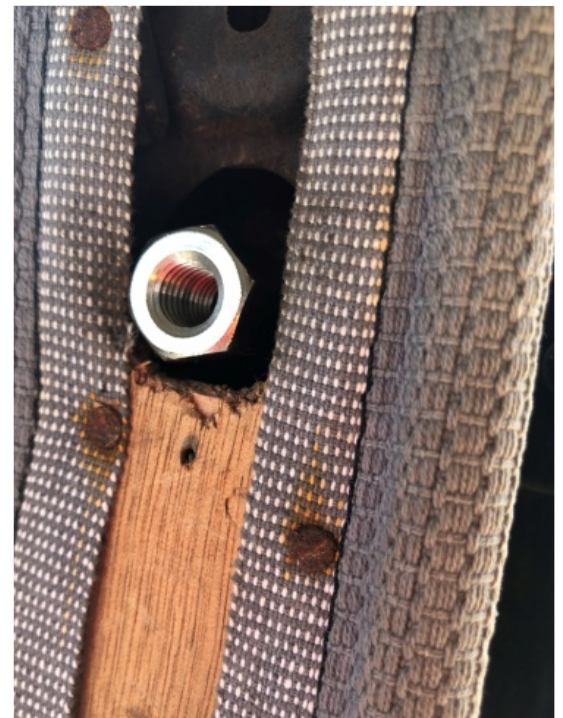
A 3-point belt needs three mounting points and it is the top one, by one's shoulder, that is the difficult one. I could have just fitted lap belts which would have avoided the problem but I'm not sure they would offer a real benefit in the front of a Traction. The windscreen and its associated wiper motor and hard protrusions are not far away and if I'm going to the bother of fitting a belt I'd like it to keep my head away from those. An alternative would be a 4-point harness but that would mess up the rear passenger space too much and I'm not doing that.

The top mounting point needs to be attached to the door pillar which is quite slender and may not be as strong as one would like for a seat belt. But it holds the doors up and the front door will actually contribute some strength. And it is the only option.

A while ago an article in Floating Power by Ian Harvey identified that

the bolt through the top hinge provides a suitable mounting point. This bolt is an M10 x 1.5 (or coarse pitch) thread. Screwfix offer a pack of ten 30mm long M10 nuts in stainless steel (item 9813G) for £12. These are just the right length to provide a flush mounting point behind the fabric trim which of course needs a hole to be drilled through it. The compromise comes in because this mounting point is not in the ideal position for me. I am 6ft tall and have the seat almost all the way back. It would be better for the top mount to be further back – but I don't see a satisfactory way to achieve that.

The two mounting points on the floor are easier in that there are no suitable attachment points already fitted, and there no restrictions on where to put them. The only downside is that you have to drill or weld the floor, which is something I have been reluctant to do.



I don't weld but I can drill. I bought some 50mm x 50mm x 5mm stainless steel angle and some 50mm x 5mm stainless steel strip and made some brackets for inside the car and reinforcing plates for under the floor. I used a titanium nitride coated drill bit to make 11mm diameter holes in the stainless-steel brackets. Actually I drilled 5mm pilot holes and followed up with the bigger drill. I don't have a pillar drill so used my Bosch power drill in a drill stand. There were 15 holes in all and I was happily surprised the drill bits lasted the course. I put that down to using plenty of oil. The power drill, on the other hand, was not so happy – indicated by acrid odours coming from the motor housing. The cutting was done with a 2mm cutting disc in my angle grinder. Apologies to the neighbours for any disturbance.

I made three brackets – one each side and one in the middle. But the floor is stiffened by three triangular profile channels



running front to back and one of these is in the middle of the floor. The holes in the angle section brackets just far enough off centre to miss the channel.

Now that the belts are in I think an upgrade to inertia reel is on the cards. This may compensate for the imperfect top mount position as it would take up the slack.

When I first got the car I did fit belts in the back for child seats. They also need an upgrade but that's not urgent. First, the driver's seat cushion needs attention. It's saggy and holed and one can feel the springs – one especially – in one's buttocks. My fix for the last couple of years has been to swap the driver's side cushion for the passenger side and say nothing. That's not a sustainable solution. I have never tackled upholstery – so here goes.

My seat has been recovered before but the original cover was still underneath. I had to remove about 120 staples to get the covers off. The springs had previously seen some attention but were not as the designer intended. Some of the coils were broken. There should have been some rubber straps across the frame – I only know this because just their ends were still there. A cushion of horsehair should have been contained between two layers of hessian above the springs. The hessian was shredded and the horsehair had been falling out and I had been hoovering it up for years. Someone had somehow stuffed some foam padding in there.

A couple of paper labels attached to the seat frame refer to the "Systeme Epeda" and Ets Bertrand Faure, 20 Rue Hoche, Puteaux. I believe the System Epeda may refer to the interlacing of the coil springs which was patented by inventor Andre Auby of Etablissements Bertrand Faure in 1936.

In anticipation of doing this job I had purchased some hessian and foam from Woollies but did not realise I would need rubber straps. Nor did I have time to get them before the Devon trip and so I have improvised. Tie-wraps can be used for most bodesges and I thought I'd give them a go here. They may or may not work. I know I am going to have to take the cover off again to replace it or patch it properly so I'll get some rubber straps for that happy day.

That's as far as I have got. I hope I can get it back together tomorrow. Next time I will be able to tell you how easy it was to get the foam hessian into position and refit the cover. I will also be able to tell you how comfortable or otherwise were the drives to Devon and the Lake District. If you are attending the CCC or TOC National Rallies you may have been able to see my handiwork for yourself. I hope to see you there. Sadly the 2,000 mile Poland-and-back test will not be happening for another couple of years.

Chris Bailey



Zoom Committee Meeting held on Sunday 8th May.

Floating Power – hopefully we will start to see more reports and photographs from the social events this year such as our annual rally, Brittany and the ICCCR. Andrew Peel has agreed to produce regular articles on Rear Wheel Drive cars and so it was agreed to pass on the official TOC email address to him so hopefully start more discussion with other RWD owners.

Finance – we continue to more or less break even on our Profits and Loss – the small increase in Subs will help balance this. It was agreed we need a face-to-face meeting to discuss the usefulness of continuing with the Levy scheme.

Spares – we need to look at changing from BT line for the PDQ due to the increased costs. Chris currently looking at other European suppliers of parts to compare with CTA.

Bernie & Ian to visit Depanauto to check on Traction parts available for export to UK.

Brass wheel nuts have also increased in price so agreed Chris to look at stocking steel ones as an alternative.

Social – 29 cars and 54 people booked on the annual rally. Thanks were passed to Bryan for his continued work on this postponed event.

In 2023 it would be good to try and hold a rally in the “south” – Chris Bailey to look into this and consider who he can “persuade” to help!

Ian is leading on the TOC Stand at the British Motor Show in Farnborough in August and also liaising with Mike Wilcock and Terence McAuley re a TOC Stand at the Gloucester Steam Rally – also in August.

Chris B, Bernie and Simon Saint are all hoping to attend the ICCR event in Poland.

Marketing – Chris B has sent details of forthcoming TOC events to relevant Classic Car Mags as Editors prefer advanced notice of events rather than post event articles.

Membership – a busy time as the renewal letters have been sent out with the May/June FP. We need to persuade more UK members to sign up for Direct Debit

Helpline – Steve still receiving telephone calls and monitors the Forum to offer help. Recently there have been several requests from members needing a confirmation of provenance and help with the NOVA forms prior to registering newly imported Tractions.

Next meeting 24th July 2022, in Steventon.

Subscriptions

If you haven't paid your subscription yet, then this might be the last copy of Floating Power that you receive!

It is easy to forget when subscription time comes around and we recommend that you fill out a Direct Debit to automate the process. This also saves the club money, and means that future rises in Subs can be minimised.

For a Direct Debit form, please contact John Oates at membership@traction-owners.co.uk



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SU Conversion, Final Verdict



I promised some time ago to give a report on the final outcome of my SU conversion, and I am pleased to finally honour that promise in this edition of Floating Power. It is surprising how many cars I am coming across now that have had this conversion. No doubt the purists will shudder, but many owners seem to have had Solex issues, particularly after the lengthy period of inactivity caused by the Pandemic.

Just to recap, the conversion was carried out with the help of a conversion kit supplied by Yellow Box Engineering, which comprises a new inlet manifold and support brackets and can also provide a new SU HIF44 carburettor with a 13/4 inch choke. There are suggestions on how to create the various linkages for throttle and choke, but this is left to the purchaser, and so some ability to fabricate a set of new connections is also needed, but other than that, it is a reasonably simple bolt on installation.

The HIF 44 that I fitted was a second hand unit, bought from our old friend, Ebay, and presumably off a British Leyland car, possibly a 1275 mini. I would have bought a new item either from Yellow Box, or Burlen, who are the main UK supplier for SU carburettors and components, but supplies were non-existent at the time and availability was thought to be many weeks away. You will have seen the detail of my conversion in previous editions of FP. I subjected the carburettor to a full overhaul and substituted the recommended spring and needle for those recommended by Yellow Box.

First outings were taken with a little trepidation around my usual test circuit, which uses a series of local minor roads that facilitate an easy rescue back to base in the event of

failure. Initial trips still had a little hesitation in terms of out and out acceleration, but I put this down to old petrol, which hadn't been refreshed since April 2021, when the car had been filled up in anticipation of Drive it Day . So I drained what remained from the tank and added new E5, plus the FHBVC recommended Duckhams fuel additive and then set out to re-tune the carburettor, enriching the mixture slightly in the process.

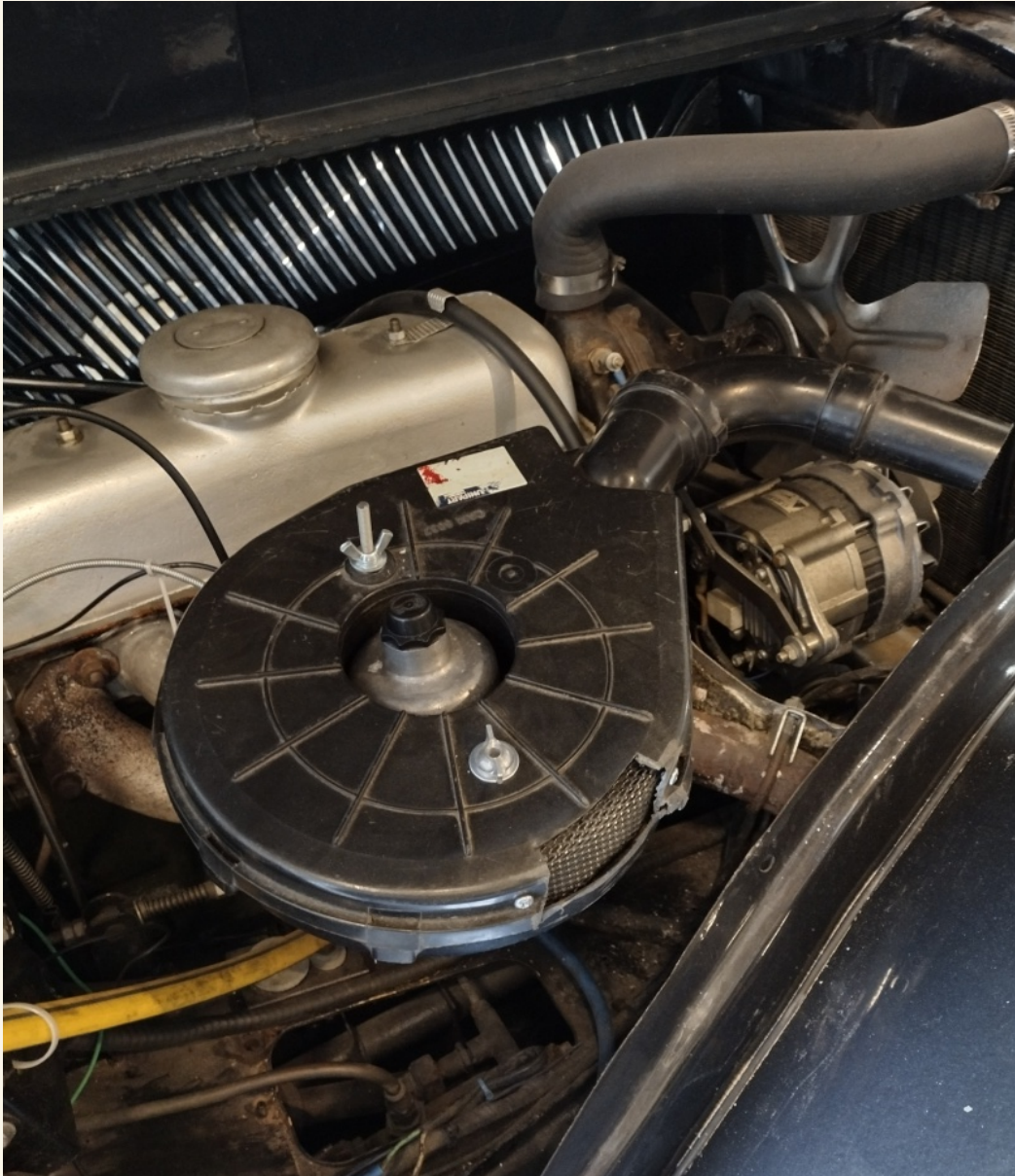
My next trip was via the local Shell station, which went without any undue problems (apart from the price!!!), and enabled me to embark on some lengthier journeys, including a drive to a car show in nearby Chorley at Astley Hall in early May.(see Northern Section report)

So what's it like riding behind an engine with a HIF44 fitted? Starting from cold is almost instantaneous after letting the (electric) fuel pump top up the system. I have also fitted a Filter King unit which seems to significantly reduce the amount by which the system drains down after a lengthy period of inactivity. Warm or hot starting is also immediate with no choke and just a little throttle. Performance, particularly in top gear, is undoubtedly enhanced, the induction throat is now 1/2 inch larger than standard and so the car must breath better. It feels a lot more willing and taut in throttle response terms than it had for a long time.

I haven't taken much notice of fuel consumption to date, but would imagine that it might be slightly up since the carburettor is delivering more fuel mixture, albeit only when one takes advantage of the additional power. My object was not to make the car faster, incidentally, but to improve reliability and usability, although a little more

grunt up the local hills is welcome. Tickover is now perhaps a little fast when fully warmed and I may tinker further with that over the summer.

There is a little additional burble from the induction, when accelerating briskly, but not enough to be intrusive, and certainly a lot less than the 'universal' filter that was fitted to the Solex when I bought the car in 2014, which made it sound rather like an old fashioned vacuum cleaner on wide throttle openings, especially with the choke out.



I may also try a sports type filter. My own installation has a large plastic doughnut type of filter which sits over the top of the carburettor, as would have been fitted to this carburettor in its original location. I have, as recommended on several tuning websites, chopped a section out of the side of the casing, which also has the effect of reducing the likelihood of the filter colliding with the side panel and have a filter foam insert, which resists airflow less than a standard filter. Whilst this configuration undoubtedly has a silencing effect, it does have the disadvantage of obscuring the various adjusting screws on the carburettor and it still sits perilously close to the Light 15's bonnet sides, although having said that, this hasn't appeared to be an issue thus far. My engine mountings are more rigid than standard, having been replaced with a metallastic set of mounts, and so the engine does not wobble about as much as it might on volute springs.

Conversation with new member Alan Mason, whilst looking at his similarly converted car at the last of the Corner House breakfast meets, doesn't seem to indicate that the use of a sports type filter creates additional intrusive noise, so I will probably try one out.

So that's it. More and more owners seem to be having a go at this, and the Yellow Box conversion does seem to be a popular way of achieving the change, although others are having similar success with a right angled adaptor on the original inlet manifold, and a smaller 1 1/4 inch SU, albeit this can place the carburettor too close to the bonnet lid itself.

Let me know how you get on with your own conversions. The Yellow Box engineering website can be reached at : <https://www.yellowboxengineering.co.uk/>

Bryan Pullan, May 2022



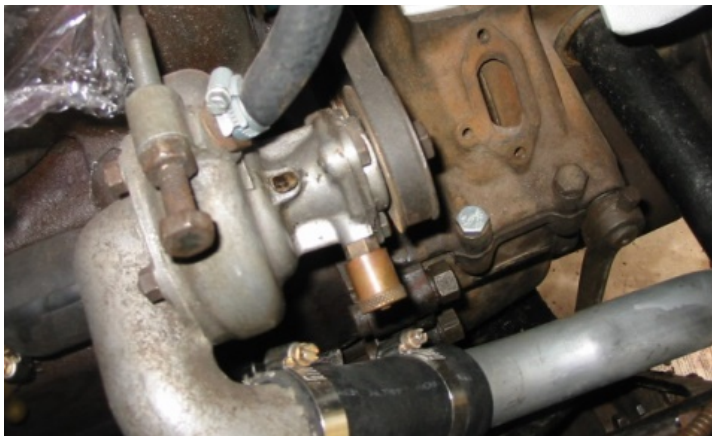
Big 6 Downunder

I seem to be going through a phase where if things can go wrong, they do so. When I filled the engine with oil it leaked from the drain plug. The copper washer needed replacing but the Big 6 does not use the standard size but I was lucky that a company who services hydraulics had some in stock. When I bled the brakes the two front drums were leaking which means the drums need to come off again. When I filled the radiator with water I expected it to leak but surprise, surprise, it leaked from the pipework on the side of the block. I was able to buy a sealer which is designed for sealing leaks in water pumps etc. I fastened everything up expecting everything to be okay only to see the pipe weeping from a small crack in the neck of the pipe. Hopefully it can be welded and I've dropped it off at the engineer who welded the top of the manifold. I was also surprised to see water leaking from the lubrication fitting which is missing the dust cover. I ordered a replacement but parts are taking over three weeks to arrive from Europe.



Hairline crack

Progress recently has been slow. I have been busy putting up a 6 metre by 6 metre carport in front of the existing garage. It has been slow going as we are still in a La Nina weather pattern which has meant rain on and off for weeks. We have been lucky in that we have not suffered the flooding which has hit northern parts of the state twice in recent weeks.



When looking for leaks I noticed that the oil nipple on the water pump was missing its lid. I ordered a replacement. I struggled to remove the original which is a push fit. It was suggested that I use a stud extractor but it would not engage. I was advised not to drill it out as the swarf would find its way to the internal bush to which it is connected. I ended up stripping the water pump completely and as a last resort drilled the part out which by now was distorted after trying various methods at removal. I flushed the bush with clean oil and hopefully removed any debris that was left.

In the process of stripping the front brake to tighten the new brake pipe which lies inside the drum I noticed that the inner was damaged. This is something I must have done when I first tackled the front brakes. I ordered the parts from Europe and was pleased when they arrived in a little over a week. I was less impressed with the cost. The parts were 11.66 euros including VAT but the postage was 30.74 euros which took the shine off the purchase.

I still struggle putting the front brake back together as the four springs want to break free at the slightest opportunity. Eventually I used a couple of cable ties to hold the top springs in place as the bottom ones are held by two bolts. I have now bought a torque wrench that goes up to the 250 lbs needed to tighten the locking nut on the brake drum.



With the front wheel off to gain access to the front brake I decided to paint the wheel. I've gone for RAL 1015 Light Ivory. The tyre shown is an oldie over 30 years old so the overspray is not an issue as it will not be used on the road.

Kevin Taylor

Crazy postage costs aren't peculiar to stuff going down to Australia. See my own experience just transporting a component about the size of a matchbox across the North Sea, mentioned in the editor's comments at the front of the magazine!! Editor

Events



TOC members at Astley Hall, Lancs. car show May 2022

Photo by editor

There are quite a few local shows over the summer. Your Section rep should be able to give you some idea of what is going on in your locale and there are a number of websites around which will give details of what is happening, and where.

Brittany Rally July 14th, 2022: The CTAB have confirmed that the entry fee will be **270€** per person. As usual, this price includes a "pitch" at the campsite for 3 nights; breakfast on the camp site, dinner for 3 nights and entry fees to all places of interest; museums etc on the tour. (Bring your own tent and equipment if you wish to camp). The price does not include mobile homes, hotels, B&Bs, fuel, ferry costs etc. Please note that only the 10 entrants on the list will be accepted, so do not book if you are not on that list of 10. If anyone on that list decides not to proceed, I will advise those on the reserve list as soon as possible.

The rally start will no longer be in Fougères. It will be in **Louvigné du Désert**, at around 9am on 14th July. This is about 17kms north of Fougères.

<https://www.google.com/maps/place/35420+Louvign%C3%A9-du-D%C3%A9sert/@48.4859156,-1.1250634,13z/data=!3m1!4b1!4m5!3m4!1s0x480944112675bcb3:0x40ca5cd36e4afd0!8m2!3d48.480019!4d-1.123625>

I have also asked about the finish venue, but no final decision has been made yet. I will keep you posted when I hear more news.

For the latest information please contact Martin Nicholson at: vicmarnic@gmail.com.

ICCCR, Torun, Poland..Cancelled.

As previously notified by Chris Bailey, this was scheduled for 3-7th August 2022. But the latest news is that the organisers have decided to cancel the event due to the war in Ukraine and consequent fuel prices, which have reduced the number of interested participants.. It is hoped that this can be re-run August 14-18, 2024,

South Cerney Steam Fair: Mike Wilcock and Ian Harvey are organising a Club stand at the **South Cerney Steam Fair** on 6 & 7 August. More details to follow, but worth noting in your diary.

Traction Avant Danmark is holding its annual Sommertraef from the 19-22 August, at the **Hotel Klinten, Sondervej 8, Rodvig Stevns**

The Lancaster Insurance Classic Motor Show, with Discovery, is 'the biggest and best classic car show in the UK', ... 11 - 13 November 2022 | NEC BIRMINGHAM.

Next Year

TOC Jersey rally : 11-15th May 2023

Rerun of the aborted 2020 event, previously abandoned due to Covid restrictions. See elsewhere in the magazine for details.

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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

Traction
OWNERS CLUB



CARS FOR SALE

FOR SALE:
1951 Slough built RH drive Traction for sale Fully restored in 1994 (full details available). 85000 miles Health issues mean sale – a few areas of attention required; car rarely used over last 2 years - Located in Hertfordshire **£11000 ono**
Call: 07785 330043



FOR SALE:
I'm selling this Rare **Slough Big15** four cylinder on behalf of the the owner. The car has had a lot of extensive work done over the years, items rebuilt: engine using a Ds19 short motor and Perfo head, gearbox, steering rack, brakes, exhaust, bodywork, repaint, re chrome, re upholstered in cream leather, electrics, wiring.
The owner used the car for wedding hire, so the vehicle had to be and still is a reliable car. £17500 ono Contact James Geddes on 07783259874 or james.traction11@outlook.com



FOR SALE:
My fully restored **traction11BL** new full interior rebuilt engine all chrome has been rechromed stainless fenders and much more for more information please contact me, **Ian Mills : 07802326951**



FOR SALE:
1955 Traction Avant Legere
Original Paris built big boot with grey cloth Interior 46350 KM (not verified) Tax & MOT

Exempt original 6 volt electrics I have owned the car for several years and used most weekends regular oil changed and new carb fitted lovely to drive pulls well
Reliable. £9500
Call 07967 580410



FOR SALE:
1953 Slough built Big 15.
The car is in extremely good condition with just about everything done. Upgrades include DS 19 block with Perfo head, electric power steering and a heater. Ready to go. Any inspection welcome
£20,000 ono. Please contact Alex on 07795109988. or ali48@talktalk.net for complete details. Car is located in Colchester.



FOR SALE:
1951/2 Black L/H drive traction.
Reluctant to start due to starter motor needing attention
Bodywork has some paint blisters, but metal is sound. Interior French striped material, clean,
No tears. Tyres good, ideal project. Sale due to ill health. **£10,500 ONO.. Dry stored in Hampshire. Ray Barnett 07887 612803.**

FOR SALE:
1954 Citroen Traction Avant 11B, Left Hand Drive (Paris Built)
Looks smart, but interior needs a new headlining, and other minor work
Inertia reel seatbelts professionally fitted (to carry grandchildren)
Starts and runs, but engine now needs a proper thorough overhaul
Tax exempt, has current (voluntary) MOT



Has been used recently as a wedding car
Sensible offers please
Michael Rolfe (member 1944)
07999 044 956
ervilles@gmail.com

CAR WANTED:

Restored pre-war Legere. Please contact Julian at jaatdeauville@aol.co.uk, or text to 07957-291888

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:

Light 15 Roadster Jig and Wooden Butt.

This jig and butt were made in 2007 to enable the restoration of my Light 15 Roadster. It could be used on a Legere, Light 15 or with a little modification any of the other models. There is lots of it, brackets, supports, dummy doors etc. The butt was used as a pattern to make the rear body panels on an English Wheel. The main ladder frame is massive in its construction and could easily be used to straighten crashed shells. No reasonable offer refused.

Please contact me for more pictures and information. Philippe Allison.

Email:

philippe.allison@whitewaterfinance.co.uk

FOR SALE:

12 volt starter £120.00, in good condition for 1950 Light 15.

Tel. 01986782347 (North Suffolk)

PARTS FOR SALE:

DS/ID 19 Exhaust manifold **£50**

11D crankshaft **£50**

11D camshaft with followers **£40**

11D flywheel **£30**

A pair of headlamps with good chrome

Andrew Tweed 07891 870499.

FOR SALE:

Free to a good home. **27 copies of Floating Power from the 1990s.** All in perfect condition. For collection from Enfield, North London, or can be posted for the cost of sending or could be handed over at a CCC or 2CVGB event by arrangement. (I don't now have a Traction!) If no-one wants them they go to recycling! **David. nomadyane@btinternet.com 01992 763 893**

FOR SALE:

For Sale. **Photocopy of the Slough workshop manual for four-cylinder cars**, referred to on the title page as "Twelve" & "Fifteen" Models 1938 - 1950, dated January 1950. Complete, clean copy, unbound;

comes with a folder of various photocopies of four-cylinder manuals. **£10.**

'**Citroen Repair Manual ID 19**' for 'vehicles supplied before September 1962'. Slough two-part workshop manual Illustrations and text bound separately in a dark blue vinyl. Complete and clean. **£100**

Haynes Manual for the 2CV, Ami, Dyane 1967-1990 in original cellophane wrapper, **£5.**

Nicholas Hall: 07941 703 179; aghada_hall@yahoo.co.uk

FOR SALE:

1936 front near side wing with the round hole for the horn grill. Part no. 298731. No rust, dents or filler, probably the best you'll ever find!

Small boot in excellent condition. Again no rust, dents or filler. Photos of both available on request.

Dafydd Evans -Tel. 07944131671.

e-mail dands@btinternet.co.com

FOR SALE:

Gearbox mainshaft for four-cylinder cars. This is a 'new old stock' mainshaft still in its factory protective coating, part no. 515702. **£250.**

Nicholas Hall: 07941 703 179; aghada_hall@yahoo.co.uk



SPARES:

BIG BOOT panel for sale, originally for Big 15 but fits all models, Professionally finished in Deep black,(2-pack) no marks, dents or rust. ready to fit **£120.**

Will be visiting the Wetherby Rally in May, so meet-up and transfer may be possible.

Tel Andy on 01339 886290 or sheilandyb@gmail.com

PARTS FOR SALE:

Magneto RB 10/4 Unused since restoration at a cost of £500. Receipt for work done.. **£300.**

Solex Carburettor 32 PBIC Restored

at Carburettor Exchange. **£50.**

Kayes oil economizer. (Oil tank 40gallons) in **Pratts Motor Spirit Livery.** **£100.** see picture.



Traction four cylinder starting handle **£25.**

Kismet Lorry Tyre Pump. operated by long handle not foot.

Hub and bearing puller for a Traction :

£50 Collection only of above items..

John Gilroy White,

Tel: 02083307216.

E-mail: hshelley047@gmail.com

Items are in Surrey.

PARTS FOR SALE:

New rear license plate holder pre-52 **£20 ono.**

Rob@kiff.co.uk



PARTS WANTED

WANTED:

Dynamo Heat shield for Slough built Lt15 1952.

Please send photo by email or whatsapp.

Email **pauldomoney64@gmail.com** or

whatsapp **+263 772 513 884**

Paul S Domoney

CAR WANTED

Restored 11BL - small boot.

Please contact Julian at:

jaatdeauville@aol.co.uk, or text to

07957-291 888"

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TOC SPARES HOTLINE

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Email: spares@traction-owners.co.uk

Please note, a full spares list is available on the club web site at

www.traction-owners.co.uk

