

Floating Power

March/April 2020



Honorary Life Members of the Traction Owners Club

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John Gillard
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Chris Treagust

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Missing Magazine?

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

Be a part of Floating Power...

The closing date for input for the
March/April Floating Power is

Sunday April 19th 2020

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

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

Cover Image

"How festive to find a brace of Citroën at Briars Hall, (near Burscough, Lancs) on New Year's Day". Cars belonging to George Halsall and Vic Lupton in foreground and Bill Dyke's car in the background. Photograph by Jacalyn Hostead

Editor's Epistle

Hopefully Spring is here by the time that this arrives on your doormat in hard copy, although it is not much in evidence as I write this.

In this magazine, an interesting article dating from Practical Motorist in 1938 on the Disappearing Chassis, documenting the 1930's rise of unitary construction. Well many of us will have experienced a disappearing chassis at some point in our early motoring career, largely as a result of council salt spreading over numerous winters....but this is an altogether more learned piece and shows that Citroën were only one of a number of mainstream manufacturers shelving traditional chassis/coachbuilt car construction, some even combining it with front wheel drive.

Quite a bit has happened since the last FP deadline, not least of which was a landslide victory for the Conservative Government and finally, initial exit from the EU. More importantly, however, the driving season is almost upon us and, having hardly used my car since the New Year's Day outing, I am looking forwards to getting it back on the road again and getting off to a few events, not least of all our own National Rally.

Booking for the Lake District Rally is under way now, unfortunately the Early Bird offer closed some weeks ago and booking overall finishes at the end of March, so get your skates on and book in if you want to participate. I am impressed at the number of members who are prepared to pack up their car and drive not inconsiderable distances to get up to Cumbria, just as they were to North Wales in 2018. So to those who have enlisted thus far, thank you for your support.

To be fair, however, this is possibly the last venue to be offered in the north of the country for a while, because even though we have loads of other wonderful areas that are just crying out to host a driving rally, (Yorkshire Dales, Peak District, Borders/ Northumberland) most of our membership is based in the southern half of the country. A drive to the Yorkshire Dales from, say, Surrey, is probably a seven hundred mile round trip, and for a member up here in the North to drive to the Home Counties is an equally tall order in terms of time, cost and effort. Our own National Rally therefore, needs to try and move around the country in order to try and give everyone a chance at some point, to participate in a significant event that is more local to them.

Of course the mainstay of many an enthusiast's summer are the various shows that take place around the country, albeit these are attracting fewer cars like ours and are now majoring in 60's and 70's cars. Interestingly, although attendance is said to be on the up, a recent headline in the Classic Car press noted that various events were in jeopardy in 2020, partially due to the unwillingness of individuals to volunteer in the organisation, marshalling, etc. of shows and other events and also due to costs associated with certain of the venues.

This particularly caught my attention, since two events were cited here in the North West as examples, the late lamented Manchester Show was noted as having perished due to unrealistic costs associated with the venue in the Trafford Centre, and the Leisure Lakes show, which was a large steam and classic vehicle show in the Southport area that raised hundreds of thousands for charity over the years. In the case of the latter, the venue organisers were all wanting to retire due to advancing years, and could find nobody to take it on. Apparently there has been a spate of long standing events cancelled in the country as a whole due to the lack of volunteer support, in spite of the fact that attendances both of exhibitors and the public is on the increase year on year to such events. FBHVC are therefore, now trying to encourage clubs to become show organisers.

This is seen in the press as a further indication of the lack of new (younger) blood coming into the movement, and also cites the recent fatality in the London Brighton Run as a possible symptom of insufficient individuals being willing to help out with marshalling. Would you volunteer?

Drive safely.



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Committee

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

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Please note: the Committee Meeting, cancelled in February due to weather conditions, will now be held on March 22nd at Millbrook Village Hall, Beds.

Chairman's Chat & President's Ponderings

Chairman

As you can see from the photo, I am still "glass half full". Thank you to the few people who contacted me after my first Chair's Chat. The general feeling seems to be members are happy in the way we, the Committee, are running the Traction Owners Club. People would like to be more involved but everyone is busy and many are already supporting groups, clubs, societies etc so can't commit to the TOC. However we are still on the lookout for a Social Secretary and someone to help with our website – could that be YOU?



We were hoping to hold a committee meeting on February 16th but due to Storm Dennis we decided to postpone it until March. So I can't report back to you on our SWOT analysis... I'll have to tell you more in May.

The tour of Jersey is full and looks to be an excellent event with beautiful routes to take us to the various sites such as the War Tunnels and Jersey Zoo plus an exclusive visit to the grounds of St Ouen's privately owned Manor.

The annual rally still has a few places left – I can't tell you much about this event but I'm sure Bryan has included more details in this issue of Floating Power. What I can tell you is that we will have an informal AGM on the Saturday evening so do come along and have your say.

Last issue I mentioned Colin Gosling's accident. I have been in touch with Lesley, his ex-wife, for an update. Colin is now convalescing with Lesley and is continuing to gain his strength and is feeling a lot better. Colin is now able to walk unaided and is enjoying listening to classical music with a glass of wine. Colin does not think he will be able to drive his Traction again so will be looking to sell it soon. Our best wishes are sent to you Colin.

Beu

President

It has been a slow start to the year with little opportunity to take an old car out. I managed one short trip of about 8 miles in the Yellow Peril - a road test following work on the rear axle assembly. The good news is that all seemed in good order so I think I am all set for the Jersey rally. At this stage I plan to do the full round trip in YP, including the home/Poole/home legs. There is still time to chicken out but in the meantime the car is in the dry and warm until the weather is more conducive to open-top motoring.

The 15/6 also saw daylight for a very pleasant lunch trip of about 40 miles in February. This was its first outing since the MOT in October but any worries about stale petrol were clearly unfounded as the cobwebs were soon blown away and normal performance was quickly resumed. Unfortunately, Storm Dennis scuppered a second planned outing when the Committee meeting (set for 16th February) was postponed. The 15/6 is running well but I am still "tweaking" the pressure relief valve in the cooling system. It is not easy to get the engine warm enough this time of year. My real deadline for "perfection" is the Brittany rally so I still have plenty of time to get it right ...or replace the rad?

Regarding rallies, both Jersey and Brittany are now closed to further registrations with Laurence Acher and Brian Follain working together to make Jersey impressive. I understand Brian has been very active in securing local support and sponsorship to make our visit memorable (for all the right reasons). I think I shall need to buy him a drink (bottle?) when we meet.

Of course, we have far less information regarding the plans for Brittany but, for those who have never been before, panic not – all will be revealed. This may well be on the first day - at the start – but I promise the wait will be worth it. In the meantime, our man on the spot, Martin Nicholson, will let participants know as soon as payment is required.

Meanwhile, our own Annual Rally is taking shape but I regret I am probably not going to be able to attend for the weekend although I shall try to get there for a part day at least. Fingers crossed.

Meanwhile, happy motoring and I look forward to seeing many of you when circumstances permit

All the best,

New Members

Welcome to the Traction Owners Club to the following:

- | | | |
|------|-----------------------------|-----------------------------------|
| 2746 | Mr Antony Causton | Brighton |
| 2747 | Mr Marcus Hoffman de Visme | Stafford |
| 2748 | Mr Robert Mitchell-Williams | Gateshead |
| 2749 | Mr Graham Syms | Tunbridge Wells |
| 2750 | Mr Richard Homersham | Upwey, Victoria,
AUSTRALIA |
| 2751 | Mr Peter Kerr | Santa Ana, California, USA |
| 2752 | Mr Stephen Morse | Reading |
| 2753 | Mr Richard Nyquist | Santa Rosa, California, USA |
| 2754 | Mr Mark Murphy | Ballyhaunis,
Co. Mayo, IRELAND |
| 2755 | Mr Robert Dibley | Santa Barbara
California, USA |



This magazine is only as good as its contributors, and I am pleased to say that an increasing number of members are now sending in articles to Floating Power, both on technical subjects, and on social events such as reliability runs, etc. This short article aims to give a few guidelines to those who may be thinking of writing something and also gives an insight as to what makes the magazine tick, in terms of how it is put together.

Firstly the magazine itself. We are limited to 40 pages maximum, including the front and rear covers. Within this there are certain fixed features, which include commentaries by myself, the President and the Chairman, plus regulars such as the Section Directory, and of course there are the advertising pages in the rear of the magazine. Section reports generally occupy two or three pages dependent upon the season, summer reports tending to be 'busier' than winter ones. So, with a quick bit of arithmetic, this leaves around 20 -25 pages to fill with other material every two months.

What do we like to receive? Well, Floating Power tries to hit a balance between technical and social articles, with a slight bias towards technical, since you, the membership, have previously indicated that you see Floating Power as an essential aid to keeping your car on the road, as well as a portal to keep in contact with the wider membership.

On the technical front, articles can be 'how to repair' type pieces, accounts of restorations and rebuilds, upgrades, or other comments on matters relating to how the car is put together and run. Most of our articles tend to be on mechanical matters, rather than body or interior and upholstery repair, and more on these latter topics would be welcome. We also like the regular diary or blog, such as that currently provided by Kevin Taylor, cataloguing his restoration of his Big 6 on a regular basis.

On the social front, we always try to encourage reports on the major Traction related events. The National Rally is an obvious one, as are the various French get togethers, but we would also like to hear about any other significant events in which members have participated. The Beamish Run was an obvious recent candidate, and we have had accounts of the various fixed shows such as those at the NEC.

We would also like to hear about your own histories as regards Traction ownership, cars that have been and gone, memories of expeditions past, etc. 'What else you do have in your garage' was a great and successful feature, which led to a succession of articles showing that members had quite a range of 'other' cars and vehicles, and shows that TOC is genuinely part of a greater Classic and Vintage car movement, and not just an island of interest in a single marque. We still receive the odd contribution regarding this.

Letters are always welcome, on any subject related to classic motoring, especially involving a Traction or RWD.

So how do you send in an article? Ideally as an attachment to an email, in Word format, (ideally Arial 10) either inclusive of photographs, or with the photographs sent as a separate file. If file sizes are large, send them via an app such as DropBox, which enables you to send me a link to an online directory. Photographs should be in .jpeg format, and should be clear, whether colour or black and white. Sometimes older images, particularly those scanned from old snaps, can be a little 'soft'. We can sharpen them up to a degree, but only so far.

Please make sure, if the photographs that you send are anything other than your own, that you are not infringing any copyright by offering them for inclusion. Increasingly, photos taken from online sources may have copyright implications if they are used commercially, and photo archive organisations such as Alamy seem to be hoovering up older images on a large scale. You could argue that Floating Power, since it is not available outside the club, does not fall into this category, but it is wise to check first. In terms of article size, it depends on what your topic is, and how many photographs it includes. It can be as brief as you like, or as long as the subject dictates, but to give you a rough idea, the recent single page, two column item on LED indicators, including five column width pictures, came to 583 words.

Publication is usually in Arial at 9 or 10 point size, occasionally 8 point if we are really pushed for space. If your picture sequence is not reasonably obvious, then give us a clue as to where the picture should go, albeit, if you have a lot of images, then this may not always be possible to achieve in the final formatting of the article. We do take hand written items, although these are increasingly rare and photo prints are also acceptable, but they may well suffer in quality when scanned. Briefer 'Letter to the Editor' sized pieces can be in the body text of an email, but please don't try to write your 600 word article in the body of an email. It can lead to a lot of work to sort it out when imported into Word. Similarly, text submitted as .pdf, often takes a lot of sorting out when converted back to Word.

When to send it? The deadline for published material is printed on the first page of every magazine. This does need to be adhered to. The earlier that your article can be received in the run up to the deadline, the better its chances of being included in that magazine. I process items as they arrive in order to try and streamline things. It may be, therefore, that a large piece that arrives at the eighth hour will have to be put to one side and carried over, simply because there isn't room for it. I do try to contact and advise authors who find themselves in this position.

Editing: it is fair to say that 99% of the material that I receive is published more or less verbatim, with only spelling and punctuation corrected where needed. We do, however, reserve the right to edit down the size of an article should it prove to be necessary, eg: if it is unduly repetitive, and to request changes if we feel that the article contains something which can be interpreted as contentious and could cause undue offence (such as a potentially racist or sexist comment). This, it must be said, is an extremely rare eventuality.











So let's have it, get those keyboards fired up and send something in.

Finally, a word of thanks to unsung proof reader (and punctuation deadeye) Bev Oates, who, after the publisher's designer, Simon and myself have put everything together, reads it all through at breakneck speed, and spots all of the bits of punctuation and spelling that we have missed!

Bryan

Traction Owners Clubs: 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.

Section	Contact	Details of Regular Meetings (where available)
Eastern 	Jasmin Gagen Tel: 01284 827 039 Email: eastern@traction-owners.co.uk	Our regular meetings are every three weeks alternating between pubs below. The Angel Inn , Larling, Norwich NR16 2QU The Compasses Inn , Littley Green, Chelmsford CM3 1BU
Ireland 	David Selfridge Tel: 7729 518992 Email: Ireland@traction-owners.co.uk	See section report for coming meetings/events. Please note change of coordinator.
Kent/ East Sussex	John Barsley Tel: 01892 722749 Email: johnbarsley@googlemail.com	See section report for coming meetings/events.
London 	Mike Willcock Tel: 07761608656 Email: london@traction-owners.co.uk	First Thursday every month from 7.30 pm at the Hare and Hounds in Osterley, Windmill Lane, Isleworth, TW75PR
Midshires	Stephen Prigmore / Tina O'Connor Tel. 0775 937 2242 Email: midshires@traction-owners.co.uk	See section report for coming meetings/events.
North East 	Graham Handley Tel: 01661 843 493 Email: north-east@traction-owners.co.uk	See section report for coming meetings/events.
Northern, Lakes and Borders 	Bryan Pullan Tel: 07513 362202 Email: northern@traction-owners.co.uk	Summer meetings at monthly Breakfast Meets at the Corner House pub, Wrightington, Lancs, first Sunday of every month, April to October, 9-30 am onwards. Also New Years day subject to weather. For details of other meetings or events see Section report, or email notifications.
Peak 	Bev & John Oates Tel: 01629 582154 Email: peak@traction-owners.co.uk	The Peak Section meets for lunch on the first Sunday of the even month in Inns around Derbyshire. See Sections web page for details of locations.
Northern Scotland	Ian Smith and Andy Burnett Tel: Ian Smith: 01224 715221 / Andy Burnett: 013398 86290 Email: north-scotland@traction-owners.co.uk	See section report for coming meetings/events.
Southern Scotland 	Peter Fereday Tel: 01505 842263 Email: south-scotland@traction-owners.co.uk	See section report for coming meetings/events.
South Midlands		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>
South West 	Howard Speirs Phone: – Home: 01872 862386 – Mob: 0797 418 7267	See section report for coming meetings/events.
Surrey/Hants/ Sussex 	Sue & Philippe Allison 01256 765040 Email: surrey-hants-sussex@traction-owners.co.uk	Meetings at the Fairmile, Cobham. For dates, see contact details opposite or look out for information in Section reports. <i>Please note change in contact telephone no.</i>
Wales	Julian Pratt Tel: 01974 272888 Mobile: 07824313541 Email: wales@traction-owners.co.uk	See section report for coming meetings/events.
West of England 	Terence McAuley Tel: 01225 466939 Email: west-england@traction-owners.co.uk	See section report for coming meetings/events.
Rest of World		<i>Please contact Bernie Shaw, President, if you are interested in filling this vital role</i>

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



TOOLS
Club tools
available for loan:

SOUTHERN SCOTLAND

Writing this in mid-February with the snow being blown into the side of the house driven by winds of 50mph, it's difficult to conjure up images of balmy summer days driving the Traction through the breath-taking Scottish countryside. However, we must look forward.....

First proper event of the year is Drive it Day on April 26th; Richard Larter and I will be organising it this year for the CCC Scottish Section/2CV Ecosse/TOC group and are putting a route together which provisionally will start in Lochwinnoch at 10.00am and head westwards. Further details will have been sorted by the time you read this, so please email or phone to get full information. Also happening later in the year are the Stirling Show on Sunday 10th May and the ever popular huge Moffat Show on 27th and 28th June. If you are interested in either, or both, please let me know as soon as possible – we usually attend as a combined CCC/2CV/TOC group.

Must make a start on replacing those drive shafts – but not in this weather – my garage is so small I have to leave the door open when working on the car.

Incidentally I notice that the recent book by Ulbado Nifosi - Citroen Traction Avant : Un Fenomeno Mondiale , has on it's front cover a traction or two clearly taken at Boturich Castle, Loch Lomond at the end of the 2017 National Rally.



So for no good reason, other than the fact that I don't have any new photos, here is a pic of a fairly expensive group at the same event.

I am also selling a couple of rare books – see the classifieds

Peter Fereday

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

NORTH SCOTLAND

Absolutely nothing to report this time around - everybody obviously in deep hibernation, or too cold to venture out! Not started on the few jobs needed on my own car,(new speedo cable and another radio), but plenty time yet! Yes, have booked into our rally at the Lakes, and made my apologies to the organisers of the (CCC) Irish rally, as

unfortunately, is the same weekend.

Smithy continues to make slow progress, at least now at home. Have told him he should come to the rally with us, but he is not sure as yet how good his health would be then, so it is a “wait and see” situation at the moment.

Andy Burnett

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

NORTHERN SECTION

We are coming to the end of the dormant part of the year, thank goodness. The St Catherine's meets on the second Sunday of each month have continued, December's was a success, but January was a non event due to torrential rain first thing. The day brightened mid morning, but I suspect that by then everyone had decided to do something else. March's meet is on the 8th, hopefully the weather will be improved and the café should have reopened then (closed for alterations at the time of writing).

Also continuing through the winter are the monthly drive-ins at the

Lakeland Motor Museum in Newby Bridge, and John Dawes , his wife and Dora the dog, visited the one that took place the day after Brexit Day and flew the Union flag patriotically from his Light 15. (see pictures)

These meetings take place on the first Saturday of every month, incidentally, in the grounds of the museum. There is also an excellent café on site if the weather is less than wonderful. The address is, Old Blue Mill, Backbarrow, Ulverston, LA12 8TA and the museum is dog friendly if you, like John, take your faithful friend with you. The café, however, may well not be dog-able. (Café Ambio)

On March 15th there is a Classic/Vintage Car Rally at Walton Hall in Walton Hall Gardens, Warrington, organised by the Cycle Museum, which is on site there.



Admission is free to all kinds of classic car, and there is no need to book in. The organisers have also agreed a meal deal with the onsite cafe for a lunch package available to all exhibitors. Arrive before 11.00 am, the show closes at 4.00pm. Address is Walton Hall,

Section News

Walton Lea Rd, Higher Walton, Warrington WA4 6SN

This location is not to be confused with Walton Park in Liverpool, incidentally.

On Sunday, April 5th: the Corner House starts up its 2020 season of breakfast meets on the first Sunday of every month.

Please note, however, that the Mawdesley Car Show, which usually kicks off the main show season in May, has gone back into July (5th) now, due to work on the site to improve the ground.

Drive it Day is coming up soon, so some ideas please. Last year we drove up the Ribble Valley, any suggestions for this year?

I have to confess as I write this that my car has not been out since New Year's Day at the Corner House. The weather has been patchy, with cold clear days being marred by Council gritting activity. I am intending to upgrade the indicators with a dual bulb setup in the sidelight pods, but that can wait for a few weeks until things warm up a little, and I shall hopefully be off down to Walton Hall in mid March. I hope to see some of you there.

Bryan Pullan

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

PEAK

We met at the beginning of February for Sunday lunch at the Bentley Brook near Fenny Bentley.

In total we had 13 people and both Alan Large and Dave Gardner were brave enough to turn up in their Tractions.

There was a lot of discussion on which way is the right way to fit new rubber around the windscreen – I think the topic even progressed onto the TOC Forum for clarification.

I won't embarrass Alan with the story of how to Waxoyl the interior of your car – suffice to say he needs new seat covers and will never need to worry about rust again!!

Our next meeting will be Drive It Day on Sunday April 27th when I know most of the Tractions will be in attendance - all polished and ready for a scenic Derbyshire drive.

Hopefully it will be a nice day for photographs.

Bev Oates

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

KENT / EAST SUSSEX

Our festive lunch at NT Sissinghurst Castle was a good occasion and all those attending considered it well worth repeating next Christmas.

D.I.D. Sunday 26th April 2020.

Hugh Thompson (TOC) has kindly invited us to again join the Maidstone Historic Vehicle Group for their Drive It Day, with a good variety of interesting cars starting at 10.00 am at the Great Danes Mercure Hotel, A20. Coffee, driving and then lunch, please let me know if interested to book in.

Visit to John Gillard's Traction emporium at Collier Street, Kent.

Monday 4th May 2020.

John has kindly invited us all, the wider TOC as well as KES, to an open day at 'The Packhouse', Den Lane, Collier Street, near Yalding. TN12 9PX.

Open day from 10.00 am, we will adjourn for a pub lunch nearby, exactly which pub will be determined once I know the numbers.

Again, please let me know if interested to book in.

Visit to Bluebell Railway, Sussex. Friday 8th May 2020.

Clive Leach (TOC) has kindly arranged for us to participate at the Bluebell Railway for their "V For Victory Day" to celebrate the 75th anniversary of Victory in Europe Day (VE Day) on Friday 8th May. Please note that this is the early May Bank Holiday that has been moved to Friday the 8th.

The event will be staged at Horsted Keynes Station. Full details of the event can be found at "bluebell-railway.com". This is a family event with old vehicles (Military and Civil), entertainment and music. Appropriate period dress would be appreciated on the day and bring a picnic with you.

You will also be able to enjoy the railway and travel to other stations if you wish.

A Vehicle Registration form is available from Clive clive@cliveleach.co.uk, if you would like to attend you will need to complete this by 1st April 2020, it entitles each car entry to 1 travel pass. Then return it to Clive who will co-ordinate with the railway. Clive can be contacted on 07717 734709 should you require any further information.

Future dates for the diary:-

Sunday 5th July. Groombridge Classic Car & Motorcycle Show.

Sunday 26th July. The Great British Picnic at Goudhurst. John Barsley

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

LONDON

Christmas, and maybe winter, are long gone,. As always, London enjoyed an excellent Christmas lunch as guests of our Surrey, Hampshire and Sussex friends. Meanwhile Bertel, our Europe representative, Christmas lunched with

his Norwegian comrades in an underground bunker! 20 vintage to classic cars, an accordionist, an inexhaustible supply of Aquavit dram and beer, but no Christmas pudding.

Our monthly pub gatherings continue to be well supported and have been largely taken up with winter overhaul plans. I have a long list of essential work, so far I changed the oil and fixed a solar trickle charger on the garage roof.

While I've tackled the big jobs Ian has made amazing progress with his 5hp. He was kind enough to take me for a short drive around his garden, we reached a giddy 3mph, it really was a lot of fun.

Our first proper outing after Drive it Day with the Kent section, will be to Alton's Departure Lounge Café for the classic car gathering on Sunday 3rd May.

We are also heading to Prescott for La Vie en Bleu for either 23rd or 24th May. It's always a great occasion and well placed for a gathering of Tractionistes from the Midlands and West.

We have received the sets of rear suspension gauges, MR3338, I'll distribute them to tool holders via the March committee meeting. If in the meantime your winter overhaul includes removing the rear suspension contact me and I'll get a set to your local rep. and good luck!

Mike Willcock

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

WEST OF ENGLAND

I hope everyone has got over their coughs and colds. Never has the phrase "there's a lot of it about" been truer. But spring is on the way and all over the country Tractionists are being dusted off and coaxed into life.

Which all means that it is nearly time for our annual Christmas lunch get together. As previously advertised, it will be on Sunday, March 15th, but the big news is that it will be at a new venue. The Britannia has served us well over the years, but there had grown a feeling that a change of scene was needed. We have therefore decided to move from the middle of Wells to.... The middle of nowhere! At a lonely crossroads up on the Mendips sits the Castle of Comfort Inn. It lies five miles north of Wells on the way to Chew Valley Lake. Technically, it is in the parish of East Harptree, but is well south of the village. Postcode is BS40 6DD. A recce party was there recently and we had a very jolly traditional Sunday lunch. So that is where we will be. Please let me know asap if you can come, as it is only a small place and seats will be limited.

The next event in our area is the Bath Motoring Pageant on June 20th and 21st. It is at the Walcot rugby ground up at Lansdown. It's a nice day out with interesting cars. Bring a picnic. This is free to attend with a Traction. I

am not organising a club stand (unless I am surprisingly inundated with interest) so just register your car at "bathfestivalofmotoring.com"

Cheers

Terence McAuley

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

November was our usual monthly meeting at the Fairmile, Cobham and was kindly hosted by Steve and Julie Reed.

On the 15th of December we held our Christmas Lunch at the Barley Mow in East Horsley. This annual event was as always meticulously organised by Helen Shelley and John White and is always fully booked. Always great fun, a large lunch was followed by a raffle and quiz and Father Christmas was in attendance. Many thanks to Helen and John for all their hard work which makes this event so successful.

Our January meeting was held at the Fairmile and the rest of the report is by Steve Reed.

Sunday January 19th 2020 Fairmile, Cobham.

Day was cold, but dry and sunny.

Most of us left our Tractionists tucked up in their garages.

Jason Stonor, a new member, made himself known to me and I introduced him to the rest of the meeting, he was made very welcome and had protracted conversations with many of the attendees, although disappointed his was the only Traction there (a right hand drive Legere).

I brought a collection of Traction books from the late Mark Wearing to the meeting, which I had offered to try to sell for his widow. Three books were sold.

Sue & Pete Simper had to leave early, as they had to empty the rest of his workshop ready for the completion of the sale on the following Tuesday.

Some of the boys went out to have a look at Jason's car, most being very complimentary of this recent investment.

Most members left the meeting at about 3.30, whilst others stayed on a little longer for a coffee and a chatter.

Altogether a very good meeting.

Our next meeting at the Fairmile is on Sunday 15th March. Our April meeting at the Fairmile is cancelled but we will be organising an event for Drive It Day on the 26th April We will send out details to our area

Section News & Your Letters

nearer the time, anyone who would like to join us please contact me direct.

Steve Reed/Philippe Allison

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

EASTERN

Drive it Day - Invitation to all Sections

We would love you to join us at this year's DiD, the Eastern Section will be visiting the Museum of Power in Langford Essex. The Museum has numerous power related exhibits with many working examples. Housed in a former Pumping Station, the museum contains a fascinating collection which ranges from a working belt-driven machine shop to a petrol powered Iron! The jewel in their crown is the 'Lilleshall' triple expansion steam pump now back in steam after 50 years.

On DiD there will be full working exhibits in operation, we have on site designated parking and discounted entry fee. Set in seven acres of grounds with the River Blackwater running through, lovely gardens and the Steam Pump Tea Room offering delicious breakfasts, lunches and afternoon teas, we look forward to seeing you there. On this date also is one of the museum's Cars & Coffee days with local clubs meeting for breakfast before some take part in a drive out. The museum often welcomes over 200 cars for C & C. Thanks go to Andrew and Tina for suggesting the venue.

The M of P will have marshals on duty to show us to the onsite field parking, everything is well organised. You will need to have a pass in your windscreen to ensure the marshals know which club you are with, please contact Jasmin to have a copy emailed or posted to you.

Museum of Power

Hatfield Road, Langford Nr Maldon Essex CM9 6QA
01621 843183

www.museumofpower.org.uk

Regular Social Meet up

The Angel Inn Larling, Norfolk NR16 2QU 7th April - 19th May - 9th June

On 17th March we will be moving the Chelmsford meet to Essex Young Farmers Barn, Chatham Green CM3 3LQ this is due to The Compasses being closed for refurbishment.

The Compasses, Littley Green, Essex CM13 1BU 28th April - 21st July

Jasmin Gagen

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

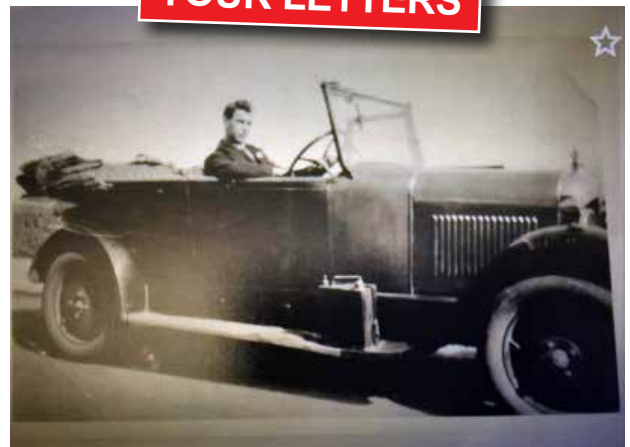
NEC VISITOR 2019

On the opening day of the Classic Car Show at the NEC, a quite elderly gentleman, I should think in his eighties, approached me, and wanted to talk about Martin de Little's 1927 Torpedo 12/24. It seemed his grandfather had a 1932 version of this car, and had passed it on to his son who had kept it for many years. My visitor clearly remembered his father taking him out in the car, and in fact had a picture of the car, with his father driving, on his phone!

I asked him if he would e mail me the picture but he did not want to do that, so I ended up taking a picture of his phone! Still very interesting, and our visitor had tears in his eyes looking at Martin's car. Made my day!

Regards
Julian Pratt

YOUR LETTERS



BACK COPIES

Hi Bryan,

I got your email address from a current TOC member.

I was a member of TOC from 1984 thru 2009, and when rummaging through a storage cupboard recently I came across my stock of back copies of Floating Power - about 137 issues from 1984 to mid-2009!

Apart from wishing to keep a couple of copies 'for posterity', I have no desire to keep the rest, and wondered if you could help me find a good home for these?

Unless you have any other ideas, I wondered if an advert in Floating Power might be a possibility; I'm not looking for any payment for these, but obviously I would like postage costs to be covered, or collection from me would also be possible (I live in Shipley, West Yorkshire).

Regards, Andy.

Andy Cartwright

andyapc@talktalk.net (01274 598079)

UNDERDOG'S DAY

Firstly, let me say that I agree with Charles Skinner (Classic and Sports Car, November) regarding how special Bentley R-types are to drive. However, I am also lucky enough to own a Citroën Traction Avant, and as a driver's car, the Citroën is a better proposition.

The Traction's cornering and road holding are far superior to the Bentley and to very many cars of the '50s and even the 60's, especially bearing in mind that it was designed 20 years earlier.

I do agree that the Bentley has huge torque, but my Traction has had an engine and four speed gear-box transplant from an ID19, which makes an enormous difference to its usability. Indeed, on the country lanes in Somerset it can still easily keep up and better some moderns, although my wife claims I drive it as if the Gestapo is chasing me!

Dante Mansi



The Mansi fleet of sweet—handling saloons

GEARBOX

Hi Bryan-

Tony asked how I achieved a gearbox which "is silent at all speeds." Well, to be honest in first gear is the usual whine of straight-cut gears. Second gear is quiet and on the roads of France, third gear is totally silent. So silent that I would be able to listen to a glove-box radio if my car had one. How was this achieved? Pure luck. When we went to my friend's friends house and entered his Aladdin's cave of parts and cars, there were several gearboxes sitting on a bench. I looked at them all, one I think was an early one as the cast-in crossbar in the middle of it was rather thinner than the one I picked where the crossbar has an arch to it. It was very greasy but the gears all moved well. Second gear did not move fore-and-aft on the shaft, nor did it wobble on the shaft, both seemed like good indications of a box in good nick.

We took it back to the garage and installed it the next morning and test drove it with engine oil in it to flush out any remaining dirt particles and refilled it with proper gearbox oil after a 100 km run. I was quite surprised at the quietness of it on the road and am glad it happened. It was bound to happen at some point as for several years, on de-celeration there was a clunking noise which I think was from the lower shaft moving back and forth but I am not quite sure about that and there's no way to tell anyway. I think the main source of gearbox noise is the mesh of the crown wheel and pinion- my first attempt at a gearbox repair was rather crude and I installed the diff by eye and did not measure anything and naturally it howled like a flock of banshees. That didn't stop me from driving it 1,000 miles to the Citroën Rendezvous in the States, double-clutching going both up and down as the synchro hub was totally worn out too. So, to sum it up, it was all a matter of luck.

Regards-

Larry A Lewis

PS: Hi Bryan- to be clear, we did not take the gearbox apart- we just cleaned it up and installed it, no adjustments, no nothing!

Cheers-

Larry

My own gearbox is similarly quiet, most of the noise at speed is from the engine revs.

YOU CAN TEACH AN OLD DOG NEW TRICKS!

I am sure many of you Tractionist's will think this tale very mundane but some of us are not mechanics and learn from others. Although I've had our Slough built 1953 Big Boot for over 15 years there is always something that goes wrong that you cannot fix. Based here in the South of France we are surrounded by "old Tractionists and owners but French built 6v" and they always view the English Traction with suspicion. A good sunny day and what better to take the Traction for a spin, fill it up with petrol and home. All went well, Carolyn said how well the old girl was running and, as we climbed the steep hill out of Aurignac it stopped! So out with the kit, checked all the obvious, plugs, coil, advance/retard, fuel, battery all seemed ok. The car would start, run well and stop on acceleration. Eventually called the breakdown and we got home. With the choke fully out we managed to get it into the workshop and then out with Daniel Eberli's book to explore further. I also sent an email to Daniel and received 24 hours later a page of very helpful instructions – he also thought fuel. So I stripped the carburettor down as instructed, and the fuel pump. About 3 mm of "gunge" was cleaned out. Added a filter in-line and started it up and it ran like a dream. Then it stopped! At that moment an old French mechanic friend was passing by and within 20 minutes the problem was finally solved, two extra filters in the carburettor I did not know about were blocked. A simple story and a simple solution if you know how. Perhaps there are a few novices like me who can prove "you can teach an old dog new tricks". I thoroughly recommend getting a copy of Daniel's book and if I can afford a holiday I may go on one of his training courses.

Thanks Daniel (and André).

Nigel Dent 31420 Terrebasse France.

I agree, but my friends in other clubs (and the RAC) tell me that the proportion of classic owners who know next to nothing about their car is increasing. I am presently looking for a volunteer to start a series of articles on the basics of Traction maintenance in Floating Power so that at least the basics of a roadside breakdown can be addressed, and maybe even more advanced work tackled. Editor

MYSTERY MIRROR

Hi Julian,

We met at the recent classic car show and in addition to talking about my recent article in the club magazine about LED lights, I asked if you had come across the installation in any other Traction of a small mirror located close to the sun visor. You asked me to send a picture of the one installed in my car, in the hope that it may lead to an explanation. The mirror is quite small, almost the sort of item you might have in a budgie cage! When we talked about it your immediate thought was that it may be a vanity mirror and the first owner in Australia was indeed a lady, although I'm not sure a mirror of this size would have been much of a help,

Kind Regards,

Jon



Re the Mystery Mirror: I have seen this on a 1934 Morris 10 car. There was a mirror on both sides of the car and they were to check that the semaphore trafficators were flipped out when turning left or right.

Regards,

Mike McDonald

Hi Julian Re the little mirror featured in the current newsletter. I've come across a similar fitting in a pre-war Austin though there were two mirrors, one each side of the sun visors. The explanation was that these were after-market fittings so the a careful driver could quickly check that the semaphore indicators were working without turning his head and thereby taking his eyes off the road ahead. Don't think ' my leg was being pulled' seems to make a kind of sense? I would be interested if anyone has an alternative explanation.

Regards

Bob Cross

The mystery mirror looks as if it is concave. Its size reminds me of similar sized sections of door mirrors which gave a view of cars overtaking at a point when they had passed the field of the main section of the mirror. Mounting a small mirror as shown might well have been the easiest way of achieving this.

Best wishes

Nigel Orchard

Hello I've just read Jon Langley's letter about the small mirrors in his Light 15. Although my 1950 Light 15 does not have these, they were fitted to a 1954 Standard 8 that I bought, for £5, in the 1970s. There were two, on the top of each A post beside each sun visor. I understand that these mirrors were fitted as an easy way for the driver to check that the semaphore arm indicators were working properly. Quite clever really.

Regards

Robin

The mystery mirrors are probably an accessory from the 1930's / 40's which drivers used to check that their directional semaphore arms were out ok. I have a pair given to me several years ago which sound just like Jon Langley's. I have never used mine, but I presume you aimed them onto the arm, so you could see it when driving. I assume they would be more useful for low-set arms, such as soft-top cars. They are probably not needed on a Traction, as they are visible ok. I always find you need to be prepared to lean over to thump the door pillar if the arm does not come out. Best Wishes and thanks for the newsletter.

Tony Hodgekiss

WHAT ELSE DO YOU HAVE IN YOUR GARAGE? A TRABANT?

In the January/February 2020 edition of Floating Power the Bailey's Banter article talks about voltages of various cars and states that Trabants never had 12 volt electrical systems. May I correct this, one of our two classic cars is a Trabant 601, (the other a 1950 Traction Avant). Our Trabant was built in October 1989, the month before the Berlin Wall came down, and it was very definitely fitted with 12 volt electrics and contact-less electronic ignition from new. The 601 was built from 1963 until 1990, with 2,848,431 rolling off the Zwickau production line.

Having done a bit of digging I found out that Trabants first came off the production line with 12 volt electrics in October 1983, and with electronic ignition from early in 1984. These were of course the two cylinder two-stroke version. The Trabant 1.1 with the VW four-stroke four cylinder engine first appeared in 1988 and was naturally 12 volt from the start of production, Trabant 1.1 production finished in 1991 with only 38,994 completed.

Kind regards,

Nick Proud.



TO ALL TRACTION OWNERS AND ENTHUSIASTS FROM STEVE SOUTHGATE

Hi all

Last year, I sent my Big '6' Peacock Roadster to Paris to the Aguttes Auction and I was very pleased with the result. With fees the buyer paid £100,000 which made me proud to see it go at that price. I was at the Sale, but I cannot tell you the feeling experienced seeing my car drift away, it was a sad day driving out of Paris.

I have one further treasure I must let go, and Aguttes are constantly chasing me up. It was planned to go to Paris with the Roadster last year, but I couldn't get it ready in time.

The car is the 1939 15/6 Limousine Conduite Interieure, Reg No DPM 89, which I bought from Fred Annells in 1989/90 and I have part restored over the last 30 years. There are only 3 left so it has substantial rarity and it's about time someone completed the task and it was back on the road. I simply cannot do it. Aguttes were going to set an estimate of 60,000 Euros. The Traction prices went very well at auction in France last year.

I have now missed the deadline for February in Paris so I thought perhaps I should make life easy and offer it to all Traction enthusiasts especially TOC Members. I do believe this 'Conduite Interieure' to be the rarest Traction in the UK. To get an initial briefing on the car take a look at the link below which covers 30 years of images.

<https://www.oakgarage.co.uk/used-citroen-c6-dudley-west-midlands-2598883>

The car has not been completed but has recently had its first venture on the road but only 500/600 metres. The first images on the web site were taken recently for Aguttes.

I would be happy to look at offers in the region of £45000, perhaps optimistic, but Auction prices appear very good at the moment. I believe this could be the rarest Traction in the UK, and it would be nice for it to stay here. I consider I have spent far more than the asking price but that's the love of Traction. If there is little interest it will be sent to Paris for the next Classic Auction.

Life is not too good at the moment with difficult times and my health is taking a serious battering, currently well off the rails. I have a serious lost voice problem which hopefully will return soon. Two weeks without a voice is no fun. If anyone out there is interested give me a call on 07747633329 or drop me an email. Please feel free to spread the word amongst any interested party.

Steve Southgate

steve@imperial-cars.co.uk - 07747633329 - Sutton Coldfield

Worth noting that Steve has also donated a whole van full of spares to the club, free of charge. Best of luck with this. Editor



11B September 1937 Project

For some time now I've been searching for a pre-war Normale. I looked at several sites and eventually I found a promising project on Les Anciennes.com. When I e-mailed the owner the car had been sold but it didn't go through and the seller contacted me to see if I was still interested. I spoke to one of my customers who was in France and asked him if he would go and check the car out for me. I gave him a list of points to look at, and it turned out to be fine and he send me photographs to confirm this. Thank you Patrick.

So with this information I went to France to look at the car with a view to buying it. We left on a Friday



night from Morpeth in Northumberland and took the early morning ferry from Dover to Calais and drove straight through to Seine et Marne, just south east of Paris.

Communication was hard because I couldn't speak French and the seller couldn't speak English. I used Google translate and discussions began slowly.

The car looked to be in its original state, apart from in the 50's it had Gregoire suspension fitted. Apart from that it seemed as if it had been parked up for years. The customer said he had owned the car for 15 years, but due to health issues reluctantly couldn't restore it.



I was happy with the car so purchased it, and we



travelled home with it on a trailer all the way back to Morpeth.

The car is now in my workshop and I have been able to conduct a thorough inspection. It is very straight and structurally sound. I haven't found any corrosion or repair work on the body shell. All the mechanical side of things needs attention. The car still retains its original engine, but sadly I have found a crack in the engine block (possible frost damage).

The car is black, not the original colour of dark grey metallic. The interior is all original but badly eaten



away by mice, and the front seat is a bench seat as it should be with this car. The light switches on the column are paddle style.

On the body the wings are the narrow type in keeping with 1937, the front grill is also correct with the right aperture for the starting handle.

11B September 1937 Project & What Age?

I have started carrying out restoration to the vehicle and to date have removed the rear axle and petrol tank to be overhauled. The clay protecting the floor



has been painstakingly removed, cleaned and the underside painted as the floor was in such good condition it wouldn't be right to underseal it.

James Geddes



A nice project, we look forwards to getting further news of progress on this in due course. The Gregoire suspension was an 'extra' which claimed to improve ride comfort and handling. Costs were quite high but allegedly some 25,000 Tractions were fitted with this system.

Editor

WHAT AGE?

Having returned from our summer in France towards the end of November, I have been catching up on "Floating Power" magazines that were awaiting my return.

I note that, in the September/October issue, John Barsley (Kent and East Sussex) comments on the L15 of Ian Pratt which is registered as 1953 but has small boot and square instruments. He asks, "Is this possible?"

I have done some digging and with thanks to Jon Pressnell's work, "Citroën Traction Avant", and Olivier de Serres', "Le Grand Livre", and offer the following possible explanation.

The big boot and round instruments were introduced in the UK for 1953, the big boot having been introduced in France on 23rd July 1952. TOC member Robin Dyke reports that big boot production at Slough started on 11th August 1952 with chassis number 9-521101 and continued from 13th October 1952 with chassis numbers from 9-530001. 1954 production started in October 1953 with chassis number 9-531599. They apparently forgot to change the date number to 54.

However, it may not be quite so straightforward as these were difficult times in UK and elsewhere. 1951 saw the Korean War and steel rationing in the UK with priority given to export. Australia, which was the recipient of about 10% of Slough exports, introduced import restrictions in 1952, following a slump in the wool price which resulted in balance of payment problems.

Reported production figures for the L15 vary depending where you look but one thing is clear; between 1951 and 1952 exports were more than halved and JP reports, "...and the hobbled home market could not mop up the surplus. Cars piled up and workers were laid off".

In addition, although the big boot was introduced in 1952, the round instruments did not arrive until June 1953 so the square instruments on a 1953 car would be quite normal.

Also, Olivier de Serres (Traction Avant, le Grand Livre) states that in addition to the big boot cars, the French factory produced three small boot cars between August and December 1952.

I think it is highly likely that cars produced in Slough and not sold in 1952, as well as any incomplete vehicles with small boots left in the works would have been rolled out as 1953 vehicles. They surely would not have scrapped or expensively modified existing stock, especially as they were recovering from a disastrous 1952.

I suppose that it is also possible that the purchaser requested a small boot, (I believe that some members prefer them), and the factory would probably have been happy to oblige.

The final possibility is that it is a rogue chassis plate. That has been known to happen as well.

Roger Grix

Sliding Sunroof

Dear Bryan,

I am responding to Larry Lewis' comments and pictures in the January issue of FP, of the Coenen sunroof that is fitted into his Traction.

W.F. Coenen's Coachworks was founded in 1937 and was originally based in The Hague. After WW2 they specialised in roll-down radiator covers called "Selecta" and developed a patented sliding sunroof that could be retrofitted onto passenger cars. The patented bit related to a mechanism that raised a wind breaker when the roof was locked in an open position. As in my country sunroofs were a rare luxury on cars of that era, the frames and the sliding mechanisms were more or less custom-made for each individual car. Compared to the price of a car they were very expensive. I have seen original invoices of newly delivered Tractions where in the late '40s the new car cost something like 4,500 Guilders and an extra sunroof was invoiced at over 600 Guilders. These sunroofs -there was another well-known Dutch sunroof manufacturer called "Vermeulen-Hollandia" were of an outstanding quality and I know of a couple of Tractions that were sold new in the Netherlands, that still have their original sunroofs in perfect working order today.



My father's Belgian 15-Six Limousine (1954) was equipped with a large Coenen sunroof (see picture) that -like the one on Larry's car- was locked by means of a lever under the dashboard that activated a system of Bowden cables that ran through the pillars left and right of the wind screen. By the time that windows on cars started to get bigger and roof pillars became slimmer - like for instance on the Citroën DS- the locking mechanism was moved to the ceiling and became an elegant flat lever -which I remember well from my father's DS19 (1956-'59).



Karel Beukema toe Water

Laat licht en lucht uw wagen binnendringen
door een
„COENEN PATENT SCHUIFDAK”

Zo heerlijk open en toch tochvrij rijdt men met een „COENEN PATENT SCHUIFDAK”
DE ENIGSTE DOELTREFFENDE VENTILATIE VOOR IEDERE AUTOMOBIEL
doar alle zelfs de vernuftigste stroom-systemen licht versorsbaar!

Zo frool waggewerk is het „COENEN PATENT SCHUIFDAK” dat het in gesloten stand geheel onzichtbaar is

Van de vele voordelen zijn de voornaamste:

1. Geheel staalbouwconstructie met extra versterkte hoeken, en skilting onder het dachbord
2. Zeer licht schuifbaar en toch volkomen rammetijf en waterdicht
3. Het luk, schuift geheel onder de vaste kop weg
4. Zeer fraai afwerking zowel van buiten als wat het interieur betreft

VERLENG DE LEVENSDUUR VAN UW AUTO DOOR HET LATEN MONTEREN VAN EEN
Selecta RADIATEUR ROLHOES
MET TEMPERATUUR SIGNAAL

VRAAGT HET UW GARAGEHOUDER OF DE UITVINDER EN FABRIKANT
W.F. COENEN
CARROSSIER

DEN HAAG, Pletterijstraat 99-98, Tel. 720908-770903
UTRECHT, Leidseker 37-43, Tel. 10821. (Hooftverkeersweg tussen Aorbeura- en Moduct)

R.A.I. STAND 114

Schuifdak Snapshot 3

Het
COENEN PATENT schuifdak

werdt volgens de meest moderne methodes ingebouwd.
Hierin is versn de geheel stalen constructie één oewerk.
laar geheel met het aanspruukelijke dak.

Een product van het precisie-adres

DEN HAAG • UTRECHT

Citroen 5hp Type C "Cloverleaf" Rebuild

Ian Harvey's Citroen 5hp Type C "Cloverleaf" Rebuild Continues

Having reached the important milestone of achieving the basis of a vehicle that could actually be driven, felt a momentous step in the journey I had embarked on! It gave great impetus to start considering finally rejoining the main body with the chassis. Although the outside of the body tub was resplendent in its slightly bluer French version of British Racing Green, the inside was predominantly finished in the crude white gloss paint that had been liberally applied after the repairs and replacement of rotten timber. I cleaned it all up as best I could and finished everything in a matt black primer, including the missing 18mm plywood floor panels that I had made to suit.



The dashboard on these cars is an aluminium panel sandwiched between the windscreen mounting bracket and the back of the scuttle, and

mine had had a plethora of holes drilled for various reasons, but from studying other examples, all that would be required were those for the main lighting and magneto cut-out switch, the ammeter, the choke and the speedo. I



gather that having a speedometer was an optional extra and amongst the boxes of bits I found a Smiths mph unit which had never been fitted and had a mounting bracket to fit a round tube or something similar.



I then set about filling the unwanted holes and rubbed down the dash before spraying in a nickel/silver metallic finish which I then lacquered.

The hole for the speedo had been crudely fashioned, so I cleaned it up and set about fabricating a mounting bracket to hold the dial just proud of the face.

All I would need now would be a cable...



...now I could get the body onto the chassis!

I drove out of the garage and parked in front, removed the temporary bulkhead and the steering wheel and column and, with help from two able-bodied and willing volunteers, we carried the body out of the garage, lifted it to clear the petrol tank and lowered it gently until the filler pipe protruded through the hole in front of the windscreen.



Citroen 5hp Type C “Cloverleaf” Rebuild

Once all was lined up and level, we were able to bolt the body to the chassis with one or two modifications to the ply floor to clear the prop shaft and brake rods. We then refitted the steering column, stood the windscreen in place and sat back to admire our work!



Next would come the unwrapping and fitting the wings and side panels which had been repaired and finished quite well, but needed a great deal of adjustment and re-drilling to get to fit together properly. Once I was happy that I had fixed them as well as I could, I felt that some of the crude joins would be improved with wing-piping, so I set about preparing and fitting this.



That just left the question of what to do about running boards – the originals were aluminium which had decayed such that they would be impossible to restore and so I had ordered a pair from Sarl4 some months previously, but it appears that they are having trouble getting them manufactured and as such were unable to supply them.

I decided to fabricate some myself from plywood which could be replaced with proper aluminium ones if I could ever find some. I bought some ply, aluminium angle and some fluted rubber matting and set about the task.

Strangely, having fitted the front and rear wings and the lower side panels as best I could on each side of the car, when I measured the gaps between front and rear, they differed by an inch! I tried re-adjusting the fitting but to no avail, so I made two matching running boards but of different lengths and figured that it would be very hard to see both sides of the car at the same time, so hopefully no-one would notice.



After this, I turned my attention to the electrics and started to plan how much to keep original and what to add for safety and practicality. I decided to fit double filament headlight bulbs so as to include main and dipped beams, and also fit indicators and brake lights. All I had was the headlamp bowls, glass, rim and re-silvered reflectors but no bulb holders and no back lights or anything else.

I managed to get two suitable bulb holders on eBay which I adapted to fit onto the reflectors and they had provision for a side light bulb so I drilled a suitable hole in the reflectors in order to fit LED sidelights within the headlamp shells. I then collected all the components I figured I'd need and assembled a mounting plate for two relays (1 main and 1 dip), a flasher unit and a bleeper.



Citroen 5hp Type C "Cloverleaf" Rebuild



Once all the wiring was complete I found that the dynamo was not emitting any current so the next task would be to remove it and investigate – but this would be for another day...



Following this I fabricated a mounting bar for some simple rear lights and, as the rear number plate/spare wheel bracket assembly had a mounting for a nother light, I obtained a rear light fitting for a double filament bulb and made a packer to suit, giving me a third higher level brake light and number plate illumination. Then I made up some discreet indicator bulb holders from 22mm copper pipe and fittings, fitted LED bulbs, sprayed them black and fitted them.

*Splendid stuff, I look forwards to the final product.
Editor*



TOC SHOP

Contact Vanessa Plumpton
for full details on
shop@traction-owners.co.uk
or ring 01243 511 378

A selection of items are now available from the TOC Shop.
Contact **Vanessa Plumpton** for details of sizes, availability etc:
shop@traction-owners.co.uk



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TOC Mug,
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TOC Binder to keep the back
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TOC Grille badge
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TOC Brooch/Lapel
Badge £3.99

SPG 321-a History

SPG 321-a History

Advertising his car in FP recently, brought a surprising response in a series of emails to Julian Pratt

Hi Julian,

Hope you don't mind me sending you this email. I've just read an advert for the above car and thought you might be interested to learn a bit more about the car's background.

The car was purchased by my father around 1973, from the widow and son of the first owner, for a princely sum of £200. My father recalls they wanted £220 but he managed to get the price down! The car at that time was in South Norwood and we lived in Croydon and was silver grey with red leather interior.

As a child I fondly recall spending a number of my summers being driven around the UK and Europe. I still have a photo somewhere of my sister and I standing in front of it at Mont St Michel.

My father, Graham Brice, was one of the founding members of the Traction Owners Club and believes the car features in some of the very early editions of the Floating Power magazine, for which he was the Editor at that time.

The car was sold in 1977 for £1000 to a South African gentlemen living in Wimbledon and somewhere I have a photo of my father handing the keys over outside the new owner's house. My father sold it to purchase a pre-war Light 12 which was later sold to John Gillard.

I noted that your ad referred to it as a 1953 car, but both my father and I recall it as a 1952 registered car.

Not sure whether you still have the car but thought you or the new owner might find it of interest to add some history to the vehicle.

Best regards,
Gary Brice

Date: 29 August 2019 at 21:45:25 BST

Hi Julian,

Unfortunately my father is struggling with scanning anything!

However, my mother had a bit more luck and found a couple of photos. The first one is in the car park at Mont St Michel (I'm hiding on the running board in the shade of my parents flairs), the other at our then home. You can just make out the Citroen Car Club badge on the front bumper.

I'll still keep trying with my father and will forward anything that might be of interest.

Best regards,
Gary

Date: 9 September 2019 at 00:17:52 BST

Hi,

At last got to a scanner. This will be the first of three emails as the scanner in question is not capable of collating more than one scan at a time. The pictures are :- my sister and I and a random French baby, somewhere in Normandy (I think '73 or '74)

- the interior. According to my father, the square dials tell you it was a '52 car as they adopted rounds dials from '53 onwards.

- outside our old home.

- at Le Mans

- annual Citroen Car Club dinner. The new CX was the prize in the raffle!

- in Wimbledon, outside the home of the next owner.



SPG 321-a History

To: Julian Pratt

Subject: SPG 321 Date: 9 September 2019 at 00:23:01

In the picture below, you can just make out the back of the '38 light 12 that my Dad bought to replace SPG 321. He sold that one to John Gillard to fund a rear drive 1934 Citroen with a Ranalagh body.



And this below, is the car as it stands today, still in Julian's ownership. We are rarely fortunate enough to have our car's history unravelled in this fashion, especially with so many photographs. Editor



Bailey's Banter

New Year's Day happened again so I took my Traction (still with its knackered battery) to Brooklands for the gathering of about 1000 cars. I could have taken the DS but I expected there would be several of those and not so many Traction. In fact, mine was one of 3 black Normales - all 1951-ish but I saw not a single DS-shaped car.



My non-Citroen speaking friend, Colin, rode shotgun. This was his first ride in a Traction and I think he rather enjoyed it (well he didn't jump out of the car and run away). The 3 Normales were parked nowhere near each other but that didn't stop us playing spot the difference. Actually, one of the cars was pretty much the same as mine - except with more shine, less rust and matching rear lights. Its pigs' ear indicators were slightly



different and it had a pair of fog lights which mine does not have. The other one, judging by its straight bumpers, was a Belgian car with Pilote wheels, a Quillery steering wheel and some really nice indicators.

It wasn't raining so Brooklands was packed with as wide a range of cars as you could imagine - except hardly any Citroens. Apart from the Traction I saw only 2 2CVs, a CX and an H-Van with whose owner we had a nice chat. He

had "slightly" modified his van by fitting a 5-cylinder VW engine of some sort and disc brakes, which made it good for over 100 mph.



I enjoyed sitting in the driver's seat of **Martin de Little's** 1923 Delage although I found it surprisingly difficult to get in. Martin (who is no longer a RWD Citroen man) is rightly very proud of this car, pointing out the features that Rolls Royce and Bentley copied. The engine looks particularly neat and modern (not so neat that I bothered to take a picture though). It has overhead valves which were quite advanced for 1923. Delage introduced them in 1922. Bentley had them too at that time but Rolls Royce did not. Overhead valves were mainly used in aero engines up until then, although Buick had been making OHV engines since 1904.

I may be tempting fate but in my 23 years of owning my Normale I have never had to look inside the engine. This is a good thing and long may it continue. Apart from changing the oil (note to self - it's that time again) and once checking the valve clearances, I've never paid much attention to it - let alone thought about how it came to exist. I therefore decided to look into the history of the engine design - that won't cause me to get my hands dirty.

People often compare the Traction Avant to the post war Riley RM. Riley adopted overhead valves in 1926 whilst Citroen were still using side



valve engines until the Traction Avant was launched in 1934. On the other hand, Ford's V8-engined Pilot was introduced with side-valves in 1946, as was the Morris Minor in 1948. Whilst Citroen was not the first but nor were they the last either.

With all the other novel features that Citroen was introducing on the Traction Avant, developing a completely new engine, with features the company had not previously used, was quite brave - and maybe unnecessary. They surely had enough on their plate with the new body, suspension and drive train. Could Citroen instead have used the existing engine from the RWD cars in the Traction? After all, the engine from the Traction was used in the later Rosalies - the MI or Moteur Inverse version.

I am guessing the reason Citroen chose not to is because the earlier side-valve engine would have been too heavy and expensive. The objective of the Traction Avant project was to reduce costs by using less material and the new engine was 123 lbs lighter than the side-valve engine. As well as OHV, Citroen used another radical technology in the new engine - the wet liner - possibly a first for a production car engine. This had already been used widely in aero engines, for example those made by Curtiss. There are several benefits of a wet liner; cost and lightness being high on the list. An engine block for wet liners uses less material and has a simpler shape which also requires less precision in its machining. The liner and block can be made from different materials. The material choice for the block can be optimised for material flow and cost whereas the liner material can be optimised for its wear resistance properties. You could alternatively achieve the material property benefits by pressing a dry liner into the cylinder bore but you don't save weight that way. The wet liner, on the other hand, is a slip fit into the bore with water seals at the bottom. The seal at the top is effected by the head gasket. The additional advantage of a wet liner comes when a rebore is due, at which time the pistons and liners can simply be replaced. There is no need to take the engine out and find someone with a boring machine and appropriate skills. The downside of a wet liner is that, if you just take the head off for a de-coke (remember them?) or to fix a broken valve, you run the risk of breaking the bottom seal and then having water leak into the sump.

Several other manufacturers followed the Traction Avant down the wet liner path including Renault and Standard-Triumph, and probably others.

The engine design was the work of engineer Maurice Sainturat who was also working on the V-8 engine for the ill-fated 22CV. He had previously

worked for Delage and Hotchkiss and apparently liked to produce his drawings at home in the evenings, surrounded by his cats. That may have been quite avant-garde behaviour in those days when most people would do their work at work and then go home. And so, in his very modern way, Sainturat produced a very modern design which then was used with relatively little change, with a range of capacities, throughout the life of the Traction. A development of it, with a crossflow semi head, went on to power the DS and ID until 1966. Even then the replacement was still a development of the Traction's engine, albeit with substantial changes, and of course that went on to power the CX. Its ultimate incarnation (in my humble opinion) was the 2500cc turbocharged engine that I enjoyed in my 1984 CX GTi Turbo. Noisy and rough it may have been with its pushrods (as described in contemporary road tests) but that thing really flew. Its other development was the 6 cylinder engine that powered the Big 6 / 15-6, essentially a one and a half 4 cylinder engines.

Whilst there were many well-documented problems with early Traction which required remedial design changes, I'm not aware of anything related to the engine itself. Even now, the only modifications I know owners regularly make to the engine internals are replacement (or elimination) of the water tube and upgrade of the con-rods to DS specification replacing the white metal bearings with shells. M. Sainturat did a pretty good job, I think.

The automotive industry has produced many well-known engine designs - BMC's A, B and C etc series, Chevrolet's small block, Chrysler's Hemi, Ford's Kent, Essex, Pinto and so on. What name did Citroen give this engine? No idea. As far as I know had none. It's certainly not called a Traction Engine!

The weather has not been great recently. I write this as Storm Dennis recedes, leaving the Normale's car cover in tatters.

I wasted a Sunday afternoon lounging around on the sofa watching a movie called **The Train**. This was the one made in 1964 with Burt Lancaster. It was set in France in 1944 and was, I thought, going to be rich in Traction spotting opportunities. Not so, I didn't see one. How can a movie set in France in the '40s not show a single Traction? So, I checked the *International Movie Car Database* and actually, there is one in the background of just one scene. I missed it. Traction or no Traction, I enjoyed the movie (but I'm not going to watch it again just to spot the car). The database aims to list all cars that appear in films and therefore

Bailey's Banter

contains hundreds of listings of Tractions,— you could lose hours of your life in there. And so I did. You can search in several ways including by movie title or by car manufacturer, each entry displayed as a representative frame shown as a little thumbnail.

Two films list a car referred to as an 11 B. Performance which is not a moniker I had heard of before. One, in *L'armee des Ombres* was a 1939 Normale whilst the other, in *Anne Frank, the Whole Story* is a Commerciale. The common factor is they both have red wheels. If I paint my wheels red, will it be go faster?

A 1976 film called *The Good and The Bad* includes a car described as a "1939 Citroen 15 Six Cabriolet". I think not. Whilst it certainly has a 15-6 badge on the grille, it has the slatted bonnet so is not one of the three original cars. Who knows what it actually is?



Then I came across *Les pépées font la loi*, a movie made in 1955. I have no idea if it is any good but it features a 1947 11 B Cabriolet. Citroen didn't make any cabriolets after the war and none that ever looked like this one. It's based on a Normale and was converted by Carrosserie Clabot. Another of Robert Clabot's Citroens appears in the film *La Tentation de Barbizon*. Clabot converted a number of Tractions including three cabriolets of which two were Normales and



one was a Legere.

I particularly noticed this car because its front reminded me of the coffin-nosed Cord 812. I

prefer the Cord, but the Clabot is very nice - much nicer than some of the other "specials" based on the Traction – but then I suspect this one is much more expensive. The Legere Clabot cabriolet



pictured, which has twin carburetors and a 4 speed gearbox, was auctioned in February 2019 with a guide price of 250,000 - 350,000 €. The auction house was Arctural from whose website I have shamelessly lifted the photos. I don't know



what it actually went for but for less money you can buy a 1/43 scale model – but I won't because the windscreen seems a little out of proportion. Clabot did very similar conversions on other cars, for example a 1935 Delage which featured at Pebble Beach. I cannot imagine what one would have to pay for this but I think it looks fantastic. Before the war Robert Clabot worked for Jacques Saoutchik who created some of the most beautiful (or outrageous) cars ever. Clabot's Tractions were slightly more restrained but still somewhat wacky. I can't find any reference to any Saoutchik bodied Citroens but they're worth looking out for. Just to



be sure I spent a happy time looking through my copies of **Olivier de Serres'** *Traction Avant Le Grand Livre* and *Traction Avant Coupe, Cabriolet and Decouverable*. I recently installed Google Translate on my phone for help in understanding



menus in far-flung restaurants and avoid eating something I'd prefer not to. It also makes it a lot easier to read French books about Citroens.

The weather will calm down soon and I will get around to that oil change and fit a new battery, and a few other things.

Chris Bailey

National Rally 2020, Lake District

This year's National Rally on June 26th-28th, will be based near to Bowness on Windermere with various activities planned to take in the attractions and fantastic scenery of the National Park. The hotel is in the Lyth Valley, which is just a short drive from Lake Windermere and is easily accessible from the main routes into the North West..

The aim of the weekend will be to get out and about around the National Park, and a number of drives and itineraries will be on offer, varying from extensive drives up into the northern lakes past Ullswater and Grasmere, to drives to more local places of interest around Windermere and Coniston. All the drives have been carefully considered to be suitable for your cars.



The choice will be yours on Saturday, whether you want an extensive tour, or a relaxing trip on a lake Steamer. There will be an opportunity to book a ticket that takes you from nearby Haverthwaite, by steam train to Lakeside, where you can board a steamer for a cruise up Windermere. There are also detailed itineraries for drives north, east and west, which take in various local places and features, both natural and man made, distances varying from 75 miles down to shorter excursions of just a few miles.

Sunday will offer a visit to a local Motor Museum in the morning and lunch at one of the most attractively situated Country Houses in the north of England, Leighton Hall. One of the local motor clubs will be providing marshalling where necessary on Sunday, and I am grateful to member John Dawes for organising this. I still live in hopes that the restored Bluebird K7 will be around at its home in Coniston, and I will keep everyone updated on this.

Booking forms and full details were in the last magazine, and we now have 40 cars registered, but unfortunately, if you haven't already booked, then I am afraid that you have missed out on the early bird offer. However, booking remains open until March 31st. and there are still rooms available in the hotel. If you have any queries, or need a booking form, then please contact ; tocnorthern@gmail.com or the editor.



Wouldn't you know it, the latest newsletter appeared from FBHVC just as the last FP was about to go to print, and the December newsletter, was overtaken by both the General Election and the UK departure from the EU. As usual what follows are extracts, this time from issue no 1, 2020, but the full transcript can be read on the FBHVC website if so desired. Editor.

Editorial Wayne Scott Communications Director

A new decade of historic vehicles has dawned so, welcome along! As we embark upon the first year of the new decade, it is useful to reflect on the past ten years, which have seen the historic vehicle industry grow and develop into a major player in the UK economy. Our own survey tells us that the movement as a whole contributes £6 billion to the gross product of the country. But, whilst the movement has matured, become more professional, reached new and larger audiences and employed thousands there are significant challenges afoot.

The difficulties around enthusing younger people about transport heritage will continue and I expect, will get more difficult as the younger generations are constantly bombarded with messages about climate change and negative connotations around fossil fuels. We would be wise, I feel, not to underestimate the challenges around educating and engaging with new, younger audiences in an era where it seems perfectly acceptable for young children to shun education and skip school in order to go on protests – as long as it is about the climate – and extremist activists are applauded for sabotaging vehicles at the Brussels Motor Show which ironically, is one of the best platforms we have for sharing, developing and showcasing ideas for cleaner and more sustainable modes of personal transport for the future.

I feel as a community, we must be up front and centre in the climate change conversation and not seen as denying that there is a problem or resisting change for the sake of it, but rather sharing our experience and

knowledge to assist in understanding the history of transport in order to learn lessons for the future. The fact remains that if every historic vehicle was removed from the road, there would be no difference to the urgency of the emergency that faces the planet, nor would any country's emissions level be profoundly affected.

Despite the ever-increasing narrative around these issues in the mainstream media, I'm personally optimistic about our future, mainly because one of the most welcoming, open and friendly movements in the world must surely be the historic vehicle scene. Whether it is giving children rides on traction engines, teaching them how to ride a motorcycle or letting a young person sit in your prized classic car – the very best way of ensuring we have a future for our transport heritage is to ensure that young people feel included and that a historic vehicle, and the skills required to preserve it, are attainable for all. Most importantly we must inspire and encourage – that way, the future is more likely to be safe.

The FBHVC, with your support, will continue to fight for the freedoms of historic vehicles, support our members and clubs and continue to drive the promotion and protection of transport heritage along with our partners into this forthcoming decade.

By the time you read this, we will have enjoyed meeting up at the second of the FBHVC Club Expo's held at British Motor Museum, Gaydon. This event is a great opportunity to share ideas and support one another and if you attended, I sincerely hope you found it a fruitful, informative and motivational day.

Legislation & Fuels Dave Daniel

General

Here we are in a new decade, with a new government and finally we are leaving the EU, although on what terms our ongoing relationship is based remains to be negotiated.

You might think that this changes everything and that some form of clarity might emerge, but this is not the case. Not only do we have little clarity on what laws, if any, are going to change and how, we also face a very turbulent environmental lobby where long-term strategies remain open to change.

For the average motorist however, little will change. We may well have Clean Air Zones [CAZ] and (Ultra) Low Emission Zones [LEZ/ULEZ] being proposed and planned in many major cities but actually creating and implementing these zones remains a promised target for mid-2020 at the earliest.

All of these zones depend on systems developed centrally even though it is hard to find any two zones which operate on the same criteria. Government projects are generally plagued with slippage, delay and spiralling costs. It would be hard to imagine that this project with all its diversity follows a different path.

Clean Air & Low Emission Zones

We continue to see initiatives to propose charging or banning zones in city centres. Birmingham have recently announced that even though they have yet to establish their city centre CAZ, they intend to introduce a total ban on cars within the city centre at some stage. It may be this represents the start of a further round of restrictions.

In Scotland, where there is a proposal to establish several bans, including one covering the whole of Edinburgh and its suburbs, efforts have been aimed at getting a general exemption for Historic Vehicles so that it applies regardless in any zone established.

Scotland has recently proposed National Regulations which will frame the scope of any Low Emission Zones within Scotland. The proposal currently proposes a blanket exemption for all vehicles over 30 years old, in line with the international FIVA definition of "historic vehicle". I will be drafting a response shortly which supports this threshold and must congratulate all those who worked to achieve this, as well as those who clearly listened.

Subject to this being introduced, this means that for Scottish cities, all vehicles within our remit will be exempted and we should be able to be confident that Scottish LEZ's will not affect our members, at least when driving their historic vehicles.

In England, the various zones remain stalled. The two most advanced – Birmingham and Leeds – have both been deferred over software development and changes in the proposed funding of the charging system. I understand that Birmingham are still working on the basis that their system will be operational by July 2020 although from my earlier comments you will appreciate, I remain to be convinced. Other councils have made proposals but these will also have the shared software development issues and have not progressed further.

York is one of the latest and intends to ban all vehicles from within the old City walls. Given that much of the area inside the walls is pedestrianised and such streets as remain open to vehicles are narrow and congested, this seems unlikely to have any major impact.

London plans to expand its existing ULEZ beyond the central "congestion zone" area to the North and South

Circular routes, and whereas Central London has a relatively small resident population, this outer area encompasses some 3 million residents. This is planned for October 2021.

At this stage, we will continue to respond to proposals as they emerge.

I have received queries from several members in respect of 'near-classic' vehicles and vehicles caught in the 30-40 years old gap (English CAZ/LEZ zones are based on historic vehicle tax exemption at 40 years, rather than the Scottish proposed 30 year threshold) Enquirers have asked if it is possible to 'retro-fit' a car to improve its emissions and thereby escape charges or bans. For some motorcycles it is possible to do this as emission tests on motorcycles were introduced differently.

The simple answer is that there are provisions for 'retro-fitting' to be recognised, although the process to do it is complex and untested, and any conversion along with emission testing seems likely to exceed the value of most vehicles considered. Technically, I have spoken to one owner who claims it is theoretically achievable on his car, but only by upgrading the engine to an available later compliant specification. There certainly isn't a simple 'bolt on' kit! This is an area for others to explore. Our remit in representing Historic Vehicles and their owners means we have focused on pressing for full exemptions, and vehicle emission compliance is a highly technical field we are not resourced to advise on.

Tyres

You will no doubt be well aware of the proposed '10 year tyre ban' for commercial vehicle tyres. Since we responded to the proposal in 2019, voicing our concerns and opposition, we have heard not more.

Roadworthiness

There have been no changes in Roadworthiness testing arrangements, nor any apparent issues arising.

Fuel

There had been efforts to introduce E10 petrol to the forecourt. We understand that the only UK refinery for the alcohol additive has closed and the environmental costs of shipping alcohol additives from other parts of the world negates any environmental benefit and fuels on the forecourt remain unchanged.

I am sure will emerge again as a potential issue for historic vehicle owners so we will keep this under review.

Citroën Down under

When I removed the front cradle to repair the base I also removed the torsion bars which involved removing the silentblocs. The first one came away easily but the other three I ended up drilling the rubbers out and managed to ruin two of the shims. Bob was able to supply me with the rubber inserts for the silentblocs and these I pressed in with little trouble. Problems started when I offered the silentbloc up to the cradle and it was obvious that the rubber was about 5mm too thick. I rummaged around and found a cutter often used for 21/8 inch or 54mm and a friend used his lathe to mount the silentblocs and cut the rubber to size. Apart from the smell and the heat generated it worked a treat and I have since started to mount the silentbloc back on the cradle.



Everything has been on hold for a few weeks as I went on a three week cruise from Sydney to Perth and then a week driving in Western Australia. I ordered some parts from suppliers in Europe and Christmas has arrived early. I was less impressed with the huge box used to package the three items

shown in the pic below as I am sure it adds to the cost of postage. As you can see the new impellor is in better condition than the original it will replace.



With the new silentbloc shims (I ordered two more from another supplier) I can now finish putting the front cradle back together. I also replaced the two bump stops but had to enlarge the two bolt holes as the new ones use a much bigger bolt.

The new parts also included a bottom ball joint so I started to put the swivel link back together starting with replacing the rubber seal. As you can see from the picture the replacement is very different in appearance from the original but gentle persuasion and a little copper grease and the new seals are in. I need to borrow a bearing extractor (part No 1750-T) to access the inner seals as the bearing would not part from the brake drum when originally removed.

I have found a local auto electrician who services dynamos and starter motors and these I dropped off last week. Finding people who are willing and interested in servicing old electric parts is becoming increasingly difficult as most are only interested in selling you a new part. The dynamo only needed a new set of brushes and a bush but the starter needs two bushes that I will have to order.



After a trip to Canberra last week Bob managed to remove the bearings from the front wheel drum so now I can renew the out seal. The

Citroën Down under

replacement is a simple push fit so re-assembly should be easier than dis-assembly (see pic below).

This is the new lower ball joint and the tool used to tighten the captive nut.



I am writing this (part 2) on Sunday 19th Jan 2020. To date we have been lucky to survive the recent bushfires although summer still has a long way to go. We were forced to evacuate on 30th Dec and managed to get through to Canberra before the roads were closed. We spent two weeks in Canberra and although things have

improved the threat is far from over.

I have been trying to get the car back on four wheels so that it can be moved around. With the front cradle off I thought I would put the steering rack back which I serviced some time ago. Spot the rookie error. When I offered the rack up I immediately realised that the two mounts were the wrong way round. It means stripping the whole thing in order to reverse the brackets.



I continue to have problems ordering parts from overseas. I placed an order on the 19th Dec and received an email to say that the parts could not be posted until 2nd Jan due to Christmas shut down. On the 14th Jan I contacted the suppliers to learn that the parts were still in Europe despite being posted by the company on the 3rd. After several emails I am at a loss as to why the delay but it adds to the frustration. The service parts arrived a week later for the front swivel and I have fitted the front steering rack and the cradle. Using the engine hoist I was able to raise the front

Citroën Down under

cradle and get the torsion bars roughly in alignment. It took a great deal of brute force to engage the cradle and line up the torsion bars. I also rigged up a pair of ratchet tie downs which helped to pull the bars enough that I could start the bolts both top and bottom.



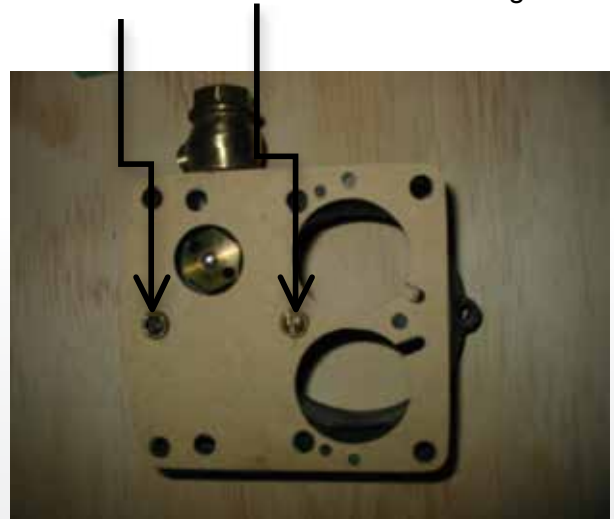
I have now replaced the front brake back plate but need to re-install the front bearings before I can put the drums back. I had another delay when I could not find the top bolt for the back plate. I searched everywhere cursing that I had lost something despite labelling and packing things in small plastic bags. I managed to get a replacement bolt but then found that it would not fully engage. The new bolt was the same size as the original as used on the opposite side but had thread along its full length. As a result it engaged and I am now wondering if I had lost the bolt and that it was missing in the first place because the thread was partially

stripped. One of life's mysteries.

I collected the starter motor and dynamo from the Auto Electrician and both are ready to go. They needed new brushes and the bronze bushes replacing as they were all worn. I have also stripped the



Solex Carb and given it a good clean and replaced parts as required. I was surprised at how difficult it was to remove the two small screws which hold the main gasket in place.



Kevin and his family are in one of the regions of Australia that has been ravaged by bushfires and indeed Kevin was evacuated from his town at the height of the emergency and forced to lodge with family elsewhere out of the area. Fortunately the fires

have spared his home and at the time of writing he is back again. Many are less fortunate and there are a number of charities helping out that would welcome your support.

The Salvation Army: <https://www.salvationarmy.org.au/> are supporting the emergency relief operation to help those affected. Red Cross Australia are also on the case:

<https://www.redcross.org.au/>

WWF: <https://www.wwf.org.uk/> are helping with the wildlife casualties and their website includes a link to a specific fund for this. (Editor)

The Disappearing Chassis

This article was taken from ' PRACTICAL MOTORIST January 29th, 1938 and entitled **THE DISAPPEARING CHASSIS.** and was drawn to my attention by Tony Hodgekiss who provided a fascinating copy of the now defunct Practical Motorist magazine, for me to extract this article from.



Fig 4, Vauxhall Ten welded body

ONE of the most interesting features of modern design is the tendency to break away from the tradition that the body of a car must necessarily be separate from the chassis.

A number of factors have influenced design in this respect. In the first place, the modern all-steel body is an exceptionally rigid affair; it is, to all intents and purposes, a large, enclosed box girder, and if suitably designed is fully capable of sustaining the weight of the engine, transmission, and other components, and of withstanding the stresses which are normally carried by the chassis.

It follows that such a form of construction must be lighter than a separate body and chassis, an important point when modern conditions place a premium on acceleration, allied at the same time to low fuel consumption and running costs in general.

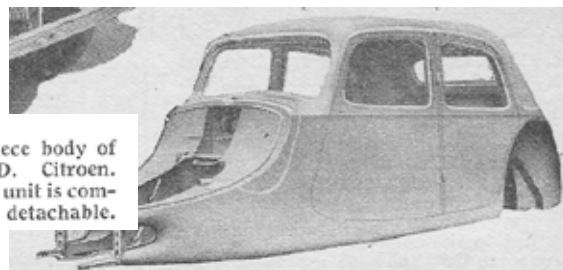
Pressing and Welding

It is probable that the unit construction of chassis and body would be far more widely used than it is at the moment if production problems did not arise. This method of construction is only made possible by the great advances in steel pressing and, concurrently, in welding technique. The necessity for large and intricate steel pressings, however, calls for the erection of extremely costly plant, limiting the number of models drastically if manufacture is

to be a commercial proposition. At the moment, therefore, true unit construction is confined to those models for which a wide sale can be predicted in advance.

Nevertheless, modified applications of the principle indicate that the chassis is being eliminated. In America integral construction of chassis and body has been used for certain of the "Air-flow" models, and for the Lincoln "Zephyr." The principle, however, is not quite comparable to the unit form of body as exemplified in the Vauxhall "Ten," Opel "Olympia," F.W.D. Citroen, and others, as will be seen from Fig. 1.

In the Lincoln "Zephyr" the basic idea is to mount the power plant in the usual manner, orthodox mounting of the springs and axles also being retained. The bottom frame assembly resembles an orthodox chassis in that two channel members are used. These are welded to a pressed steel floor, and are connected by outrigger-type cross members. * These cross members, at the point at which they extend outside the 'channel members, support the vertical members of a skeleton framework on



The one-piece body of the F.W.D. Citroen. The engine unit is completely detachable.

which the body panels are mounted, so that it is difficult to detect where the chassis ends and the body begins. The framework is designed on true truss principles, the upper horizontal members being in compression only, and the bottom frame and floor members in tension. The members of the framework carry carefully calculated proportions of the load.

The weight, however, is also distributed to and carried by the body panels, and in this the one-piece steel roof plays an important part. In practice, half the stress is taken by the framework, and the remainder by the body panels. This has made it possible to reduce the weight of the body and chassis unit to a figure considerably below that of a normal chassis and separate body.

The Gregoire System

Going a step further in the amalgamation of chassis and body, the conventional longitudinal chassis members have almost disappeared in the latest Amilcar, which has made its name in this country under the Hotchkiss name. This design differs from the accepted unit body and chassis system, since the basis of the structure which ultimately

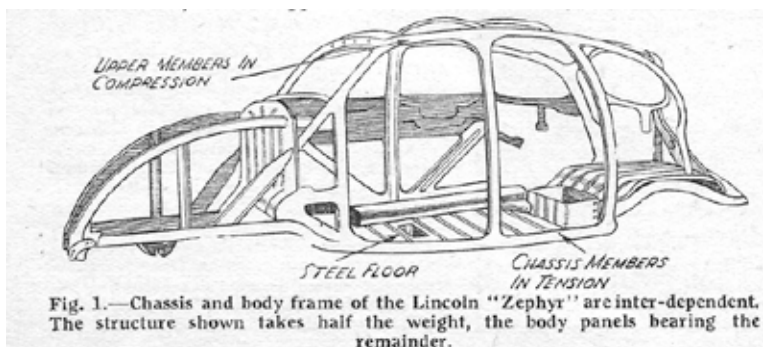


Fig. 1.—Chassis and body frame of the Lincoln "Zephyr" are inter-dependent. The structure shown takes half the weight, the body panels bearing the remainder.

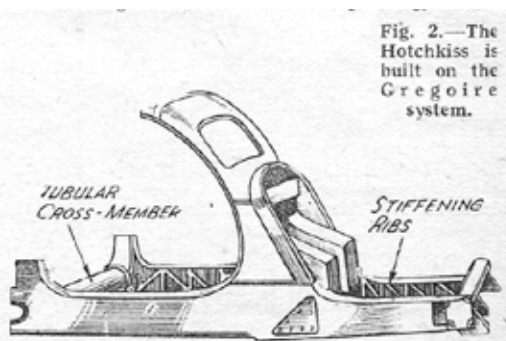


Fig. 2.—The Hotchkiss is built on the Gregoire system.

The Disappearing Chassis

forms the combined chassis and body is built up from light alloy castings.

This principle is known as the Gregoire system, and is illustrated in Fig. 2. It will be seen that Alpacastings serve the dual role of chassis side members and body sills, presenting a clean exterior surface which can be cellulosed when the vehicle is completed. They are, however, of channel section, reinforced on the inner surface by ribs or webs.

A stiff Alpacasting comprises the scuttle, dash, toe-boards, and screen pillars, and often, as in the case of the Hotchkiss, the forward part of the roof. In this particular car the engine, gearbox, clutch and transmission form a compact unit, since front-wheel drive is used, the assembly being mounted between the forward extremities of the main side member castings. At the rear a tubular cross member stiffens the structure and also houses the torsion rods of the rear suspension system. When the body shell is added the stresses are distributed through the assembly of castings and body panels.

A somewhat similar principle is employed in the Cord; from Fig. 3 it will be seen that the basic design of a one-piece floor and side-member assembly, stiffened by a rigid dash and bulkhead pressing, is employed.

There is, of course, no chassis in the accepted sense, the floor and scuttle assembly, to which the steel body is welded, forming the whole of the rear portion of the car. To this is bolted, at the forward end, a sub-frame, carrying the engine, front-wheel drive, and front suspension.

Vauxhall Ten

It is a logical step from the foregoing examples to the true single-unit method of construction in which the body shell,

The Modern Tendency Is To Break Away From The Tradition That Body And Chassis Must Be Separate Items. Unit Construction Is Becoming More And More Popular

which is a complete structure built up from welded pressings, carries the power unit, springs, axles and other accessories. Of the different examples of this type the new Vauxhall "Ten" is an instance of the manner in which this method of construction can be applied to a car which is mainly orthodox in appearance and appeal.

As will be seen from Fig. 4 the body is built up from steel pressings, and is a complete unit in itself. The engine is carried in a sub-frame which also has attached to it the fixed front axle carrying the independent front suspension, and which is braced by tubular struts which pass through the scuttle and anchor to brackets located inside the junction of the scuttle rail with the screen pillars. The

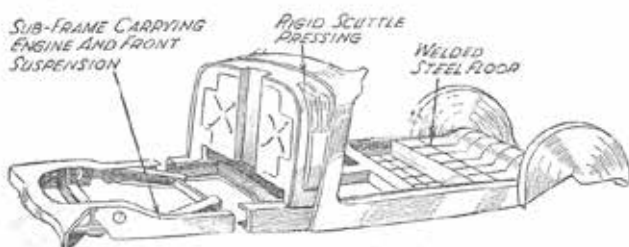


Fig. 3. — The Cord has no chassis, steel pressings forming the rear frame and scuttle to which the body is welded. A sub-frame carries the engine and front-wheel drive.

whole body is exceptionally rigid, each component being called upon to play its part in stiffening the structure. The cant rails, roof rails, pillars and sills, which are of box section, each carry a proportion of the stresses distributed throughout the body. The floor is given added stiffness by the propeller-shaft tunnel, which also strengthens the cross-member between the rear wheel arches. It will be noticed that these arches are stiffened by numerous ribs, a method which is used to provide not only strength but stiffness in other panels in order to eliminate drumming. A further example of ingenuity in design is the manner in which the scuttle, which is the keynote of torsional stability in designs of this type, is reinforced by the steel bridge which carries the instrument panel, and by the recess which accommodates the battery.

Easy Access to the Engine

The sub-frame assembly carrying the engine and front suspension is also employed in the Opel "Cadet" and

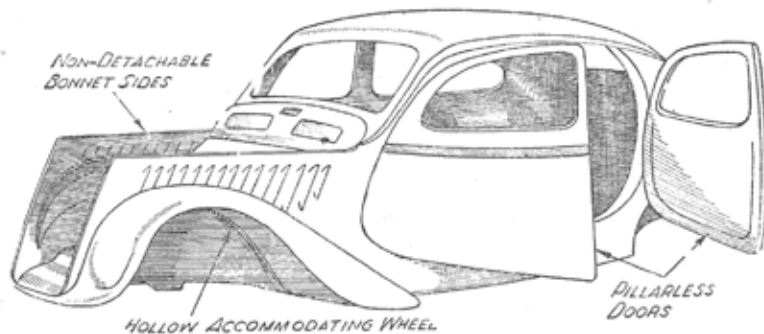


Fig. 5.—The Lancia "Aprilia" saloon is interesting in that sufficient rigidity is obtained to enable a chassis to be eliminated on a pillarless design.

"Olympia" models which have achieved considerable popularity since their introduction in this country. This, again, is a design in which the body is a complete assembly of pressed steel construction throughout.

A particular feature of the Opel is the ease with which the engine, front axle, and radiator can be removed from the car. It is only necessary to unbolt the sub-frame, supporting it on trestles; the forward end of the car can then be lifted by a chain and tackle, rendering access to the engine and suspension for major overhauls particularly simple. The combination of body and chassis in one unit is, of course, by no means a

novelty in the Lancia, being simply a development of the Lancia design which was first introduced many years ago, and which has stood the test of time. It is, not surprising to find, therefore, that in the modern Lancia "Aprilia," the body shell, shown in Fig. 5, is entirely composed of steel pressings, and is sufficiently rigid to render the use of a separate chassis unnecessary. This design is of particular interest since the body is of the pillarless type, so that special precautions have been necessary to ensure rigidity. At the forward end stiffness has been ingeniously provided by the curved formation of the panels housing the wheels, while the sides of the bonnet are not detachable, a feature which may detract from accessibility, but which provides valuable additional

stiffness. Additionally, the scuttle, dash and floor are integral with the main structure.

Front-Wheel Drive

A different approach to the problem of mounting the engine in a rigid one-piece body is exemplified in the Citroen front-wheel drive models. In this design the fundamental component is the steel floor, with upturned and stiffened sides to which the body panels, rear wings, and so on are welded. An interesting feature is that the lower edges of the side pressings, when welded to the floor edges, form a double-box section of great strength and rigidity. The floor and scuttle structure is extended forward in the form of two "horns," the engine being fitted between these, and the front suspension unit being bolted to rods which project through them. In production, the sides of the body, each of which forms a very large steel pressing, are welded to the floor and to the rear panel. After the other body components have been assembled the complete steel structure is cellulosed, lined with sound insulating material, upholstered, fitted with windscreen, windows and instruments, before the mechanical components are installed.

My thanks to Tony for providing this article and indeed some fascinating reading from the rest of the magazine. I owned in recent years a 1939 Morris 10M, which also purported to be unitary construction, albeit when you crawled underneath there was still a lot of steelwork there and the car still had the general form and stance of a chassis built car. The Vauxhall 10 described above has also a similar sort of look and feel and you wonder why some of the car designers didn't cotton on to the benefits in handling that resulted. I think therefore, that we can probably say that in Europe at least, Citroën were probably the first to use the unitary system to beneficially lower the car's centre of gravity.

The original article only carried the illustrations reproduced here, but I have taken the liberty, for general interest, of putting together a small gallery of images that show what the cars referred to in the article actually looked like.

Editor



1934 Chrysler Airflow



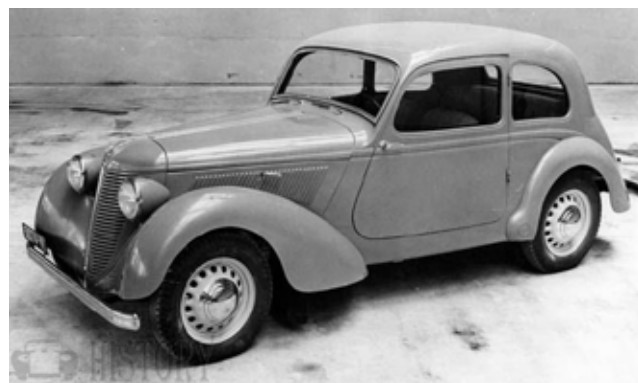
1938 Lincoln Zephyr



1938 Lancia Aprilia



1938 Vauxhall 10



Amilcar/Hotchkiss 1938

Classic Car and Restoration Show & 1934 Kegresse

Classic Car and Restoration Show Fri, 27 Mar 2020 – Sun, 29 Mar 2020

Those of you who subscribe to and read our Club Newsletter will be aware that the four main Citroen Clubs had such a successful joint venture at the Classic car Show at the NEC last November, that it was agreed that we would again try to join forces at the Classic Car and Restoration Show at the end of March this year.

For reasons fully explained in our January Newsletter this joint venture is now not possible due the dramatic space reduction allocation by the new owners of the NEC.

However, Nigel Wild of the Citroen Car Club has generously offered us space for one car on the CCC stand. This will give us the opportunity to see the potential opportunities for our Club at this type of venue, at very little cost to the Club. However, we are guests of the CCC and it is their stand and they are giving us a portion. As such we must treat this generous offer respectfully, and we will be displaying a couple of posters describing the benefits of the TOC and also asking if potential professional restorers would be interested in discussing the benefits of maintaining Tractions.

In our request for display vehicles in our January Newsletter, we had several responses and have agreed with Lester Magness that he will be bringing his 1937 LHD Traction along. It should create much interest! As regards volunteers for the stand, as this is not a TOC stand we will only be getting tickets that the CCC feel they can spare, so this is a different situation.

Both Laurence Acher and I will be there for the whole 4 days, and as our own stand is not being used, we will not be requiring any additional help this time. However, we will obviously be delighted to meet up with any of you if you are coming to the Show.

Discounted tickets are available on necrestorationshow.com/club-tickets and quoting club code [RSCC2397](#)

By the time you read this, we will have details of the stand number and any special offers that we will circulate in the Newsletter.

Regards

Julian Pratt



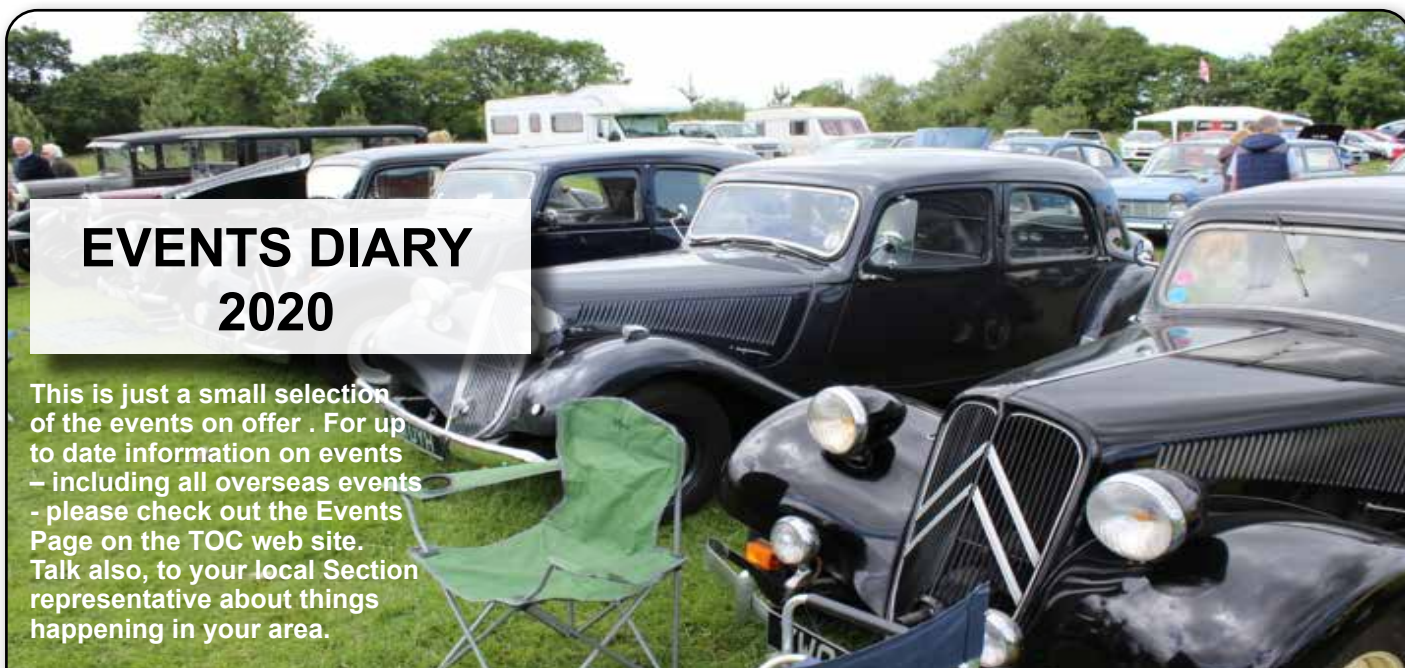
Nicely restored 1934 Kegresse at Newby Hall in 2019.

The forerunner of modern off-road vehicles. French engineer Adolphe Kégresse originally developed a half-track car for Tsar Nicholas II of Russia before the First World War. In 1920 André Citroën acquired the rights for the invention and created a separate company to allow Kégresse to further develop and market his ideas for the Autochenille, or caterpillar car. Much publicity was generated using Citroën Kégresse vehicles on a series of ambitious overland expeditions across Africa and Asia. Production vehicles proved popular with the military and, in particular, found use throughout Europe in farming and forestry roles.

In the UK, the Citroën Kégresse became a popular choice for transport on the grouse moors of Scotland and Northern England.

Photograph by Graham Handley





EVENTS DIARY 2020

This is just a small selection of the events on offer . For up to date information on events – including all overseas events - please check out the Events Page on the TOC web site. Talk also, to your local Section representative about things happening in your area.

2020	
March 27-29th 2020	NEC Restoration Show (see Julian Pratt's item elsewhere)
April 26th 2020	Drive it Day
May 14-17 2020	Jersey rally. See below for update.
June 26-28 2020	TOC National Rally, Lake District: see elsewhere in this magazine for update.
July 11-14th 2020	The 2020 CTAB Brittany Club Rally will be based in Upper Normandy for the four days of Saturday 11th to Tuesday 14th July. I have to say that the response has been amazing! So much so that the CTAB have now closed the entry list; (subject to any cancellations).If you are still interested in participating, (and haven't already registered); can I ask that you email me as soon as possible. Your name will be placed on the waiting list. Martin NICHOLSON vicmarnic@gmail.com

Jersey Rally, May 14th-18th, 2020

The Jersey International rally is now really taking shape with some 30 cars already subscribed, all driving around in search of Inspector Jim Bergerac's favourite island hotspots. We have a fantastic mix of cars dating from 1925 up to 1956 the oldest Traction being a 1935 model.

From a Clover Leaf to roadsters and a rare coupe and typical examples of just about every Traction ever built, we have a real feast for the eyes.

If you are still thinking of joining us, please don't hesitate to contact me and we will endeavour to find you a room.

Laurence Acher



Classified Adverts – Members

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

Adverts for accommodation are charged at £7.20 including VAT

Advert submission needs to include membership number.

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

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

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

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

Classified Adverts – Non Members

£20 inc VAT per insertion.

Trade Display Adverts

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

Cost of £60 plus VAT per issue.

Please note

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

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



CARS FOR SALE

FOR SALE: - 1955 Traction big boot.
Slough built. black, complete. Original reg. VVT 191.

Car in very good order. Garaged at my address in Boston, Lincolnshire . Replacement engine /gearbox from Steve Thompson. Previously owned by Fred Annells .needs finishing.
asking £10,000 Ono
Details contact Will. on 01205 353682 or williamclifton@live.co.uk.
Membership no.2697



FOR SALE: - 1949 Slough built small boot Light 15. Needs some work underneath but was a runner before put into dry storage. Includes a set of restored Pilote wheels to go with car.

£6000
Vehicle situated near Redhill, Surrey. bellometti.parry@gmail.com
Tel: 01737 552403



FOR SALE: - Light 15 1955
Slough built RHD mileage 81202, was a good runner but has been laid up for 30 years by a very negligent owner. Service history from 1984

by John Gillard. Original leather upholstery. Small restoration project. View North London. Offers.



Details contact Angela on 07812246095 or angela171taylor@gmail.com

FOR SALE: - Citroën U23 truck in Bognor Regis

A rare opportunity to purchase an ex-French army truck. Made in 1939, it was eventually used by the St. Malo Fire Department. Although complete, some work will be necessary on the wings, doors etc. Offers in the region of £4000.

daveateastlake@gmail.com
07931 433 151



FOR SALE: - Citroen Light 15 1951, small boot, black, RHD.

In good working condition. Major work carried out by Andrew Galt in 2013 - engine rebuilt, front suspension renewed, new drive shafts, gear box replaced, fuel line and brake lines renewed, new brakes. 2014 wings repaired and repainted. Chrome is good. Factory fitted Sunroof (no leaks). Seats are leather. Annual mileage is approx 1000. Garaged and driven regularly, used for weddings. Selling to make way for a new project. OIRO £14,000.

Contact Patrick on 01483 380045 or email pfrjones@talktalk.net



Two Cars For sale.

Car 1: 1939 Light 15 Roadster. Slough built, dark blue, original registration FOF 899.

I have owned this car since 2002, and had it restored by John Gillard. It's blue with a matching Bridge of Weir leather interior. I'm about the tenth owner, although the last driver sold it, having driven it to Cannes, in 1966, to a gentleman on Clapham Common for £5. It has been owned by Fred Annells, and after that it was in a heated storage barn in Newcastle for fifteen years, the body fully restored, but unpainted.

I zeroed the odometer, upon delivery, and it's covered 13640 miles since then.

This Roadster is exceptionally rare, the last came up ten years ago and the previous one was mine, in 2002. The price is £90000.

Car 2. 1957 Onze Normale. Sold on 1/10/1957, so it's the very last. Faded black, refurbished interior. British registration VSU 502.

I bought this car in March 2008, and took it to France where I had a house. It's been under cover for most of the time since then, only coming out when the sun is shining! It's very faded black, and it has five inertia reel seatbelts in it, being the only alteration to it. However, it goes and stops, and has a new MOT. It was Paris registered originally, and I had it registered in France as 5659 XE 50. It's done 72271km, or about 46000 miles, which is not warranted! I want £8750 for the car.

Tim Walker (mem no 1319)

FOR SALE:

Citroën Traction Avant 11B Normale

I've known Simone since 1992 when she was only 35 years old. Born in 1957, she was one of the last Tractions to leave the Quai de Javel, Paris.

She is an original car with 11D engine,

stainless steel exhaust, new clutch and in good condition throughout. Original interior with factory fitted covers over grey striped cloth door panels and armrests.
Less than 75000 km recorded and believed to be true.

Price: £8900.00

Location to view: Worcester
Contact: bcplant8@gmail.com
Membership no.: 1112



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:
180 issues of Citroënian, magazine of the Citroën Car Club.
1977 to 1981 and 2007 to 2019.
Contact 07516 913710
clivehoskins@yahoo.com



FOR SALE:

The widow of the late Mark Wearing from Devon has asked me if I could try to sell his books on the Traction.

Attached is a list of these books, together with a suggested value (my research on the internet)

Whilst these are suggested prices, any reasonable offer will be considered. All these books are with me; so please contact me directly on the TOC Helpline if you are interested.

I also have his original Citroën Workshop Manual which is for sale at £ 35.00.

22...! V'la'les Traction by Fabien Sabates
£ 20.00

Traction – un fabuleux destin – by Serge Defradat.
£ 15.00

Traction Avant 1934 – 1957 – by James L Taylor

Apparently, this is now a very rare book, had only a very short print-run.
Amazon has it listed at £58.00 for S/H copy and £400.00 for a new one.
Offers around £ 40.00 accepted

ETAI Citroën Traction by Dominique Belliere & Eric Massiet Du Biest
£ 35.00

Traction Avant – Le Grand Livre by Olivier De Serres
The ultimate reference book for the Traction
Amazon have two S/H listed at £ 115.00 each
Best offer around £ 100.00
Steve Reed

Books for Sale

Rare Revue
Technique Workshop
Manual for the
Traction – covers all models including 11D engine and 6 cylinder.
Published by EPA in 1979. In French but well illustrated with photos and original Citroën diagrams. Acceptable useable condition. I have two copies so one is for sale. £20 inc p&p.



Traction Avant – coupe, cabriolet, decouvrable. Book by Olivier de Serres 2010. The ultimate book on the roadster and variations. In French but profusely illustrated – photos on virtually every page. In absolutely mint condition. Only selling because I can't possibly afford one...Much cheaper than Amazon £25 inc p&p.
Peter Fereday 07788 403489 or peterfereday@googlemail.com



MEMBER SERVICES

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

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

PARTS WANTED

Wanted: French stripe cloth for the front seats of my 1954 LHD Light 15.

Mike Hopwood. email: hoodwop@googlemail.com

Wanted: New or good second hand Peacock Drive Shaft(s) for my Commerciale.

Please ring Mick on 01694 722350 or email mickandgill@btconnect.com.

Wheel Swap Required: Does anyone have a set of wheels for a RHD Light 15 (centre hole + 3 studs for hubcap) which I could acquire? Ideally, I would like to swap them with a set of LHD wheels (centre bar with threaded hole for hubcap), which are in very good condition. My car has the wrong wheels fitted. If no-one can do a full swap, do you have any unwanted RHD wheels which I could buy? We can talk about the tyres once I know if you have any wheels available. .

Tony Hodgekiss
tony@tofficat.uk
01741 949760 - 01243 781040

Wanted: Front Right Seat for 1951 French built Normale (11B). I would prefer a seat with mounting brackets if possible. Condition of the upholstery is unimportant.

Please contact Bobshackley@gmail.com
I will arrange collection and freight back to Australia."

Bob Shackley
Member 2355

Wanted: Front bench seat for a 1949 Slough built 6 . Any condition or similar.
graham_kench@tiscali.co.uk Graham Kench.
Membership No. 2689

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01243 511378

Chris Treagust,

98 First Avenue, Batchmere,

Chichester, W Sussex, PO20 7LQ.

Email: spares@traction-owners.co.uk

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

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