

Floating Power

July/August 2020



Honorary Life Members of the Traction Owners Club

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John Gillard
Tony Hodgekiss
Chris Treagust

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Missing Magazine?

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

The closing date for input for the September/October Floating Power is

Sunday, August 16th 2020

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

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

Cover Image

*Ailsa Craig taken from the side of Peter
Fereday's car by Peter himself.*

Editor's Epistle

Here we go again. I would be interested to know how many of you remembered your log-in details to read the May-June issue on the website before it arrived eventually on your doormat. Maybe this is a sign of things to come, one or two members have previously expressed a preference for an electronic copy, and I subscribe to one of the regular weekly Classic Car publications online, which saves me the hassle (and risk) of going into a crowded shop and picking up more than I bargained for!!! It also saves the need to recycle 52 copies of the magazine at intervals when the study shelf is full!!!

Firstly, thank you to all those who rose to the challenge of writing something for this edition of FP, as a result of my plea for material. Much appreciated and some interesting material too. You sent in enough for both this magazine and the next, so, if your contribution hasn't appeared in the following pages, then it will most certainly be in the September/ October issue.

This month sees the return of What Else Do You Have In Your Garage? with some diverse stablemates being shown, and again it is interesting to see that so many members have motoring interests wider than just their Traction. I have managed a couple of local trips on essential business in my own Traction, but nothing spectacular. I have been using most of my time to go through all three of my classics and try to pick up any issues that might possibly have been otherwise overlooked in the rush to get out on the road in the sun.

The biggest shock so far was the decayed fuel line in the engine bay of my Light 15 which burst, thankfully at startup on the house drive. A warning to all, as per the piece that I have penned elsewhere in this magazine. I am also having some Traction ignition issues and am contemplating a change to electronic.

The other two cars in my garage have also had some problems to rectify, the Volvo 544 had a brake master cylinder failure and the 2CV split the oil feed pipe to its cylinder heads. In both cases my long suffering driveway accumulated yet more oil marks. Hopefully the end result will be three extremely well sorted cars for the start of a new season...whenever that may be.

We should, of course, have had a National and a Jersey rally by the time that this arrives on your doorstep, as well as other events in France and elsewhere in the UK. Just as we are going to press, the Government has announced some further easing of the lockdown as of July 4th. At the moment it is unclear how this will impact events from then onwards, especially since many organisers have now bitten the bullet and deferred until

2021 and on the face of things, there will be a limit of 30 persons to a gathering. I can't see how in the medium term, without a vaccine, we are going to be able to return to certain kinds of car related event. Certainly anything with large crowds is going to be taboo, and even if things are lifted even more, I would be thinking very carefully before attending one of the large indoor shows such as those held at the NEC. I suspect that for the time being, the future is probably the smaller outdoor event, with social distancing carefully observed, and therefore, probably not a public attendance. I can imagine that the small local breakfast type meets will possibly be the first to make a comeback, since these tend to be just cars and owners, rather than the public. The smaller rural shows may also be possible before too long, but will they be allowed to attract enough visitors to make them financially viable? Another factor is that many owners, particularly of pre-war cars, tend to be in an older age bracket, and will be in a higher risk group medically. Will they want to risk their health?

The events page gives a synopsis of the current situation, albeit this may have changed for either better or worse by the time that you read this.

In this magazine is a major article on brake maintenance by Daniel Eberli, originally published around eight years ago, plus shorter articles on handbrake lever repairs, an update on the Aussie Big 6 restoration which is still ploughing on, more on the Citroën 5hp, plus all of the usual stuff. Alas no social content worth speaking of, but plenty of tech stuff to help you (hopefully) with any work that you are doing to your cars whilst off the road.

Keep safe.



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Committee

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

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President's Ponderings

Further to Bev's brief last-minute statement in the last FP, I am pleased to know that this issue carries further obituary references for Mike Tennant. (See also North Scotland Section report, Editor).

Mike was a long-standing TOC member who contributed much to the Club by sourcing and supplying essential rubber items when Dennis Ryland was keeper of TOC Spares. Many original manufacturers had long ceased production of what they considered "obsolete" parts and old stock was drying up by this time so this intervention was invaluable to the Club.

Mike and Dennis were also responsible for the initiative of making moulds from four new old-stock steel wings and then producing excellent quality front and rear fibreglass wings. Mike will be sadly missed by all who knew him.



As I write, there is still little light at the end of the events tunnel but it seems Clarion do intend to stage some form of NEC Classic Car Show in November. The TOC is not currently in a position to confirm a presence but anybody wanting up-to-date NEC information may sign up to the event newsletter at : <https://www.necclassicmotorshow.com/newsletter>

With both Jersey and the Annual Rally rescheduled for 2021, I have accepted a voucher for my ferry travel and, without prompting, the Poole hotel cancelled and fully refunded my bookings for stays before and after the event. I sincerely hope everybody else has had a satisfactory outcome. Unfortunately, there can be no telling how much next year's prices are going to be affected by current events so I anticipate my vouchers and refunds are probably not going to fully cover the costs when the time does come.

Meanwhile, I think there has definitely been an increase in Forum use these last few months. I expect this is more likely to be the result of so many of us being temporarily "off the road" and therefore forced into previously unplanned garage activity rather than my comments in the last issue.

Garagewise, I have found myself tackling jobs that have hitherto been too small to bother with – or so large that I have been waiting for the time and courage to tackle them. So last month I finally bit the bull by the horns and the 6 now has a reconditioned radiator after tests on mine proved it to be beyond economic repair. I do still have the bodywork to reassemble but at least the main part of the job is done.

My tinkering has not just been confined to cars either. Having recently restored my 1948 Claud Butler ultra-short-wheelbase tandem and passed that down the family line, I am finally breathing life back into my solo bike which was custom built for me in 1963. Over the years I have been very surprised to discover how many Traction Owners were – and, often, still are - keen cyclists. I was one who had lapsed so this machine has been unused since it was dismantled some 20 years ago. My intention now is to keep and ride it again, assuming the gods of dodgy knees and replaced shoulders do not interfere and dictate otherwise. Some of you will know one of my arguments for not succumbing to either a diaphragm clutch or power assisted steering has always been the excellent free physiotherapy afforded by Citroën's original designs. Let's hope my self-imposed suffering has all been worthwhile.

With the promise of an imminent easing of lockdown regulations please stay safe and do not be tempted to take chances. Having been declared vulnerable myself, I am resigned to wearing a mask and gloves at all times. It can make some jobs a bit complicated but I reckon that is a small price to pay.

So, happy confinement - and keep smiling behind the masks.

New Members

Welcome to the Traction Owners Club to the following:.

2766	Mr D Johnston	Mallow	Co Cork, Eire
2767	M G Irving	Gillingham	Kent, UK
2768	Mr F Redmile	Tadley	Hampshire, UK
2769	Mr N J	Southgate	Orpington Kent, UK
2770	Mr C Clarke	Shipston on Stour	Warwickshire, UK
2771	Mr J Davies	Sevenoaks	Kent, UK
2772	Mr G Maguire	Dublin	Leinster, Eire
2773	Mr R Ledwith	London, UK	
2774	Mr B Weir	St Peter Port	Guernsey Channel islands
2775	Mr V A Taubin	Woodbridge	Virginia, USA
2776	Mr T Pinnington	Bath	Avon, UK
2777	Mr S Lloyd	Bridport	Devon, UK
2778	Mr T Langer	Waltham Abbey	Essex, UK

I hope you are all still avoiding this awful Virus and keeping yourselves busy.

As you can see from my photo, I am very happy as John has sourced 2 wheels for his 2CV – thank you to Wiljan Cats in Holland. Thank you also to other members who telephoned with places for us to try. John has no more excuses now... well there is still one problem - a kitchen stored in the garage waiting to be fitted once we are "allowed" to have workmen in the house – hopefully the end of June!! Then the rest of the 2CV can be painted (Photos to follow in next magazine). I'm sure there will be more on this in future issues....



I would also like to thank all of you who paid your membership fees very promptly. At the time of writing there are still **164** members to pay. Please do so soon or this may be the last time you read/suffer my Chat (I'm glad I can't hear your comments!!).

With our Annual rally in the Lakes cancelled there will be no chance to hold an informal AGM. So I would like to take this opportunity to do it now – via phone calls, email or even good old fashioned post.

What do you think of the TOC and the way it is run by the Committee on your behalf? Please have your say – you can remain anonymous if you wish but tell me what you think please. It would be great to get both positive and negative feedback from **all** of you – I have plenty of time at the moment and promise to read all your comments.

So some of the areas you might like to comment on include:-

- Floating Power – generally do you like the mix of articles? Anything you would like to see more/less of?

- Spares – are you satisfied with the service offered and parts stocked?
- Social – are there enough meetings? Rallies? Sections?
- Calendar – should we produce one each year? Do you use yours?
- E newsletter – usefulness? Frequency?
- Helpline – have you used it? Was it helpful?
- The Forum and Website
- Any other issues? Comments?

We hope to keep the membership subscription the same for 2021 but it is very likely the postage will increase next year – particularly for our European and Overseas members – sorry blame the Post Office and not the TOC!!

So over to you to get writing and I look forward to reading all your comments – all 600+ missives!!

Beu

Photographic Competition











This was due to be judged and an award made at the social part of the AGM at the Lake District rally in late June, but...well you know what has happened there. We will, therefore, defer decisions and awards until the rally comes around again in 2021.

I will publish a selection of the current entrants in forthcoming magazines this year, so entries have not

yet closed, and we will have a separate category for images of what you did with your car in lockdown, as well as those out and about pictures from 2018, 2019 and hopefully 2020 and 2021 Please send your pictures to me at my editor email address (at the front of the magazine).

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.



SOUTHERN SCOTLAND

So life in lockdown has prevented any social activities except that, thanks to David Hallworth of CCC Scottish Section, we have managed to continue our joint monthly meetings of the TOC, CCC and 2CV Ecosse; obviously not at the Stables pub in Kirkintilloch as normal, but on-line. Using Cisco Webex which allows unlimited free time, unlike Zoom, we had our April and May meetings with probably more members attending than usual – and from further afield. DS owning Pierre Cambillard joined us from Shetland on both occasions. All good stuff with plenty of chat and also photo and video sharing, and no worries about drinking and driving.

Shame that the Concrete Camping weekend at the end of October mentioned in the last FP has had to be cancelled – the planned hotel was owned by Shearings who sadly went belly up.

As regards my own traction it has been pampered somewhat during lockdown. During March and April, I gradually worked through replacing the driveshafts with a good pair of original style double Hooke joint types supplied by Andy Burnett. The ones on the car were only fitted 5 years ago but had developed quite a lot of play in the inner section of the double joint on both sides. Probably my fault for not thoroughly cleaning and greasing them during installation and also failing to put on any protective rubber

boots. Before I fitted the new drive shafts, I thoroughly greased them and realised that, when applying the grease to the shaft nipple it appears to go directly to the outer end of the double joint leaving the inner end somewhat impoverished. That, together with exposure to road dirt, probably lead to premature wear on the inners.



So this time the joints were thoroughly greased, both through the nipples and directly applied. They were then fitted with large rubber boots from Club spares. We will see

how they fare (or wear). I have to say that fitting the drive shafts was a pain – literally. Everything is so heavy and tight. There was a point when I was trying to lock the 6kg weight driveshaft so that I could remove the inner hub nut. This involves applying 4.5kg solid steel plate clamp to one side of the shaft, then the other 4.5kg plate to the other and clamping them together with 4 bolts. Lying down under the wing I could just about hold one plate in position on one side with one hand and then carefully manoeuvre the other plate to line up the bolt holes on the other side with the other hand. It was only then that I realised I needed a third hand to put the bolts in.....



Probably because of advancing years everything seemed more difficult this time – but job eventually done and new leather gaiters fitted to the bottom ball joints too. Without the correct Club tools and an array of other bits like a giant breaker bar and odd size spanners -29mm?? – the job would be flat out impossible. I have also done quite a few other jobs including rebuilding the carburettor – thanks for sending the kit quickly Chris – and attending to some scabbiness on all the wing edges.

And as a special treat I bought a leather wrap around cover for my Trabet steering wheel.

The car is now very shiny but has only been driven 5 miles in the last 4 months just to get fuel.

Far enough for a hub cap to fall off though.....



Peter Fereday

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

NORTH SCOTLAND

Well, folks, traction-wise, really nothing to report!! Stan Platts, from Bradford, phoned to say he had just collected his 1948 Light 15 from Steve Thompson at Hornsea, and was absolutely delighted with the finish! However, it is over 4 years since it was totally dismantled for its bodywork rebuild and respray, etc, and thus a big problem identifying precisely which screw, small part and

Section News

in what sequence to start the refit, and as it is the same model and age as my car, I was able to help.

Smithy update - as normal, no change, still unable to go outdoors, daughter still visiting daily, so in his usual words,- "doing fine"!!

Was extremely sorry, as many others will be too, to learn of the passing of Mike Tennant, widely known of course, as "Rubberman" Mike had been a very long-time friend, - he was a real "one-off", and did an awful lot for our Club. Staying in the Forest of Dean, he had, during his lifetime, had made incredibly good and useful contacts with small specialist businesses in his immediate area and put them to good use. He used these contacts to produce absolutely first class parts for our Tractions, literally scores of all the small rubber parts we need, rebuilt front and rear silentblocs, front and rear wings in glassfibre, big boot valances, etc.etc.,- and all at incredibly low prices!! He obviously had no interest in making money from the parts he had produced, and having visited his home at Mitcheldean many times, he had a great set-up. We all knew his well-known Light 15, "NOD" at most Section rallies loaded with parts, but he had another immaculate car at home, absolutely pristine, but he would not sell it and had never seen it on the road.

Mike somehow had a liking for a haggis, so every year on going to the Stratford Rally (CCC), we always had a haggis for Mike. There are many stories relating to Mike's escapades as a traffic warden, and hope some of his local club members will tell some of them, suffice to say he was a very well liked warden!!

We will all miss a good and genuine man!

Andy Burnett

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

NORTHERN SECTION

Not a lot to say really, zero social contact due to the lockdown. The proposed Red Rose Ramble being organised by member Martin Jelley is alas no more, since it does not now look as if restrictions will be lifted sufficiently to make it viable, even in late August. I still have a (rudimentary) plan for some kind of event during the Autumn, but until the leisure sector lockdown's situation becomes clearer, I cannot progress. Watch this space (and your inboxes)

The proposed Show at Houghton Tower in early September is bravely clinging on to the calendar, and since it is local to me, I will be keeping an eye on that one too. Everything else billed for August, appears to be off. The breakfast events at the Corner House and St Catherine's Hospice are still on hold, the Corner House having taken the opportunity to have an internal refurb.

My own car has been troublesome. Whilst doing an in depth inspection, I found that the radiator hoses were both starting to crack up, albeit not yet leaking, so I have replaced those, but a quick run to clear any air out of the refilled system left the car limping along with a random misfire. On getting home (slowly) I found the plugs very black and sooty, cleaned them up and all seemed well when I re-started. I concluded that I had left the car idling with the choke out too long and had started to soot up the plugs. However the next brief sortie saw the problem return, and so I changed and re-gapped the points. Dead as a Dodo. No spark at all.

I then ferreted around for a replacement condenser and swapped that, and also found that the wire that connects the low tension side to the points within the (Lucas) distributor was perished, so spent an entertaining hour or so re-creating a new one with reclaimed contacts and soldering iron. After much churning over, (I think that I flooded it) the car started, cleared its plugs and now sounds reasonably healthy, but I am seriously thinking of going electronic. Has anyone fitted something like an Accuspark kit to a Light 15. I know that there is a 123 distributor for the Traction, but it is expensive, and for every two or three people that think that it's the best thing since sliced bread, there seems to be another who has had problems.

Well that's all for now folks.

Keep safe.

Bryan Pullan

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

WEST OF ENGLAND

Nothing proper to report, but as suggested by the editor, I shall have a little ramble.

As I write this, we should be in Southern Brittany on a cycling trip with the Traction, but we're not. Instead I am here doing "little jobs" such as relining and re-sleeving the rear brakes, and fitting a new speedo cable (quick in theory, but when the thread of the speedo head plays up, out comes the whole dashboard...). Have also fitted the "modern" wipers as suggested by Chris Holm, they certainly seem to clear the screen under the hose, just need a rainy day to test them properly.

I have also done another "top-hat" insert for the hubcap nut. I did send the editor a brief article about this some time ago, so one day you may read about it. Saves chasing hubcaps rolling along the Warminster by-pass.

Finally a request. Another "little job" that needs doing is to polish out the scratches on the door windows. Does anyone have experience of doing this successfully and might suggest a kit or whatever before I plunge in and make matters worse?

Cheers

Terence McAuley

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

WALES

I have now emailed all the members of the Wales Section concerning the rough plans we have to arrange a get together sometime for two meetings later in the year.

Hopefully, this will work out and actually happen!

We are considering a meeting in Bala area for the North Wales members and Brecon area for the South Wales members. Time and place to be decided when we are clear of isolation!

I would welcome any suggestions for a suitable meeting place

Stay healthy!

Regards

Julian Pratt

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

IRELAND

A few weeks after being appointed Ireland Section Representative, (November 2019) I was contacted by a local Doctor. He explained that a friend of his, asked him to contact the Traction Owners Club, (Ireland Section), regarding her very ill husband's French built Traction, she was considering putting it up for sale.

Her husband (a retired leading Neurosurgeon) was no longer able to drive or look after the car, they both agreed to sell, to someone more able to enjoy the car. I informed the Doctor that this was something that I could do for them, the owner being a long term member of the TOC. We exchanged details and agreed to keep in touch. The Traction was currently at a local garage being checked over. Unfortunately a short time after, and before the car came back from the local garage, the owner sadly passed away.

After a few months passed, the late surgeon's wife contacted me again to ask for further advice. The car was sitting in the home garage, breaking her heart every time that she opened the door.

I suggested we call on her, clean and polish the paintwork, value the Traction, then put it on the internet for sale, if this was what she wanted to do.

My brother John and I set out the following morning armed with car wash, polish, electric buff, jump leads, tools and a boot load of microfibre cloths. John always accompanies me if classic cars are involved. We both have a serious interest in these type of cars. He is a Rover man but very interested in the Traction Avant, I am hoping to eventually convert him to Citroën.

We arrived at the lady's residence and spent most of the day servicing, cleaning, photographing and preparing the Traction for Advertisement.. Subsequently the car was advertised on several internet sites, just prior to the weekend and was sold the following Sunday, having only been up for a few days. The buyer has since joined the TOC and is very pleased with his purchase.

This was my first task for one of our valued members of the TOC, Ireland Section. I had two Car Shows organised for June 2020, this terrible Coronavirus has put paid to both. The first car show was to be held for the organisers of Antrim Town Civic Week, County Antrim, Northern Ireland, 65 cars confirmed.

The second Car Show was to be held one week later in my home town of Randalstown, County Antrim, Northern Ireland, 52 cars confirmed, not counting my Traction Friends. I organised this Show last with 46 cars, before my appointment as Ireland Section Coordinator and not having the contact details for all Traction Owners In Ireland.

Hopefully next year we can organise a few events, throughout all Ireland, with the friends I have now gained through the TOC. Maybe some of my friends from England will join us.

Davy Selfridge.

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

SURREY, HAMPSHIRE & SUSSEX BORDERS

I'm sure, like all the other areas, we have no events to report and are really missing our friends and driving our cars. The Jersey and Brittany Rallies, which many of our area attend, are cancelled, but we are being optimistic that they will take place next year.

When the lockdown began we wondered what we could do to keep in contact with everyone and we decided to start 'What's going on in your garage?' This involves members emailing us photographs of their current projects and a small piece on what they are doing. We then send these out to our members; we are currently on No. 26 and enjoying hearing about the trials and tribulations of Traction ownership!

Our other initiative is 'Phone a Traction Friend'. We have a list of members who are happy to give out their phone numbers and to be contacted by anyone who has a problem and would like advice. This is regarding car issues and not mental health problems, although perhaps the two go together!

We have had lots of positive feedback and it's great to keep in touch with everyone.

Phillippe Allison

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

Section News

KENT / EAST SUSSEX

You won't be surprised to learn that all of our best laid plans have been blown apart by the 'CV'.

The **Drive it Day** might happen if FHBVC decide something spontaneously, otherwise it will be in 2021.

The open day at **John Gillard's**, planned for 4th May is postponed, future date to be announced.

The Bluebell Railway visit for 8th May has been postponed, Clive Leach will keep us informed of any updates.

The **Groombridge Classic Car & Motorcycle Show** has also been postponed, again something spontaneous might happen, I will update the section if and when....

The **Great British Picnic**, there may be some form of gathering watch this space;

Very sadly Andrew Frost, who has hosted this event for many years has recently passed away but the event may still be held in his memory.

On a lighter note, a pal has calculated a new measure of fuel consumption; he reports that he is now getting "4 weeks per gallon" (I don't know what that is in French) from his 4.5 litre Bentley and that's just getting it out of the garage once a month for a warm up and a polish!

Keep safe everyone.

John Barsley

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

LONDON

So much time, an empty diary* and still no stripes on the lawn. On the plus side, perfect weather and leisurely 11 o' clock breakfasts in the garden followed by morning coffee.

It's now more than 2 months since the Traction was out, and then only in carefully planned but extraordinary circumstances. To be almost the only car in a deserted and quiet World City was a strange experience; imagine parking in Trafalgar Square or in front of Buckingham Palace and going for a short walk and a friendly chat with a solitary and slightly bored Police officer. London has not been like this in over a 100 years.

Time to start the winter overhaul including a gearbox change. I've always thought that with a Légère this necessitated removing the entire power unit, and my engine crane was 100 miles away. In practice it's quite possible and just requires a quick read of the Red Book and steady work, including splitting a top ball joint if you have modern drive shafts. A 2 mile social



trip to Andy's for a club splitter, a length of climbing rope and some sailing blocks and out it came. And time to clean and paint the front suspension and then slide in the spare 'box only to discover a crack in the gearbox actuator fork. A late evening appeal to Phil's SHS group and the London section and within an hour Bernie had been in touch, Martin de L had offered to drive the 12 miles to his workshop and gearbox spares and Pete had turned off his lawn sprinkler and splashed across a flooded lawn in his socks for a successful 10pm search of his summerhouse. First thing next morning Chris was in contact with a spare, by which time I'd also discovered a split gaiter; Pete to the rescue again, he wins the prize of a can of Brew Dog Barnard Castle Eye Test beer. Tractionnistes are good people!

You will notice that the front wings are off as is one door. This was not to improve access, although it does, but so they could be refurbished. Last week I took them, and some motorbike parts for Brittany motard Jonny Taylor, up to the small Suffolk paint shop that



I use. They are one of the many small suppliers we all depend upon so if we can bring work forward it will help them through these difficult times.

Next a 2m cup of tea with Ian and a chance to admire the progress of his 5hp, ('the motor mower'). I'm sure you've been following the restoration in FP, it's a great piece of work and a charming machine.

Inde has also had 12 busy weeks; this is his progress report: *"As promised here are a few words on my 15/6 and the work I have done on it so far.*

The car had been owned by a single family from new and has enjoyed the Spanish weather for the last 70 years.

This was proven by the ease with which I have undone all the screws and bolts on the body. Further, I discovered that all the fasteners are original and that even the bolts for the seats have the Citroën stamp on them.

The interior, which I have since removed to replace with new coverings, was damaged by rodents. I found the front bulkhead and sill carpets to be the factory originals; I've kept them aside for future reference. Similarly the sound proofing is from the factory and has been recovered for reuse. I even discovered a factory build label inside one of the seats which was in excellent condition.

It is already converted to 12v and so, with the interior removed, it was a good moment to overhaul all the electric wiring and dash switches. The wiring harnesses were the



factory originals which I carefully dismantled to assess each wire. All were generally in good condition and were refurbished by covering each one with a heat shrink sleeve thereby retaining the factory spade terminals.

I also recovered the wiring loom cloth ribbon to reuse retaining the originality. Some terminals in the engine bay were replaced as the originals were missing. I introduced a 10 piece fuse box to the wiring loom under the dash board. Presently, the wiring is reinstalled and tested; everything works.

Next I turned my attention to removing the engine and gearbox in order to detail the engine bay. The signs so far show that the car is generally unmolested and original.

This will also be a good time to attend to the front suspension rubbers, and braking system before painting the subframe.

I intend to study the overheating in traffic issues that these cars suffer from, and fit a modern heating and ventilation system as well as a thermostat to the engine. At the same

time, while it is on the bench, I'll add an oil filter modification to the engine.

Given the condition and originality of the car I have decided to do this project to a greater detail and my completion estimates will be much extended into 2021."

* there's one date in my diary, Sept 13th. Most of you will be aware of the Air Ambulance service; we live a short walk from their helipad on top of Kings. The majority of calls are to road accidents, primarily in the country. The Royal London has the highest helipad in Europe (17 storeys) and on Sunday the 13th I'll be abseiling off it to admire the view and, with my sponsors, support their appeal. Please spread the word, and thanks for your support.

<https://fundraising.londonsairambulance.org.uk/fundraisers/mikewilcock>

London's first post parole get together will be at Salisbury Hall, the birthplace and museum of the De Havilland Mosquito, date and details will be in the Bulletin.

Mike Wilcock

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

Your Letters

VICE!

Hello Bryan...

I just wanted to say how good this last issue of FP is. A good read, with many interesting articles.

I must commend Ian and Liz Harvey's Cloverleaf restoration. What a great job, and I have to say that the upholstery looks superb. It is the cherry on the cake.

I also particularly appreciated John Ogborne's 'Tools Explained'.

There is however an omission, namely: VICE: a non-yielding heavy clamp loosely fitted to the workbench, so that when you bend down to find a previously dropped small screw or spring, the forehead will automatically connect with it on the way down!

Having read Chris Holm's article about windscreen wipers that work, I visited the RENEL website and was pleased to see what a wide range of parts and accessories they stock. However, I was unable to purchase a similar pair of wipers, as I found that section of their website quite confusing. The serial numbers that Chris included in his article appear not to tally. I have a similar car as Chris (1954 11B). I will persevere. Tis' a pity that the RENEL site does not translate into Anglais n'est pas?

All the same... carry on the good work and stay safe.

Roger Diamond 388.

MLO 750

Hi Bryan

Delighted to see your piece on p 9 of FP Vol 44, issue 3.

I was familiar with Nicholas Brooking-Clark's name from the green [continuation] logbook for my Big Six MLO 750 so it is great to receive his best wishes through your good offices.

Please pass on my email address to Nicholas - I would like to be in touch with him if he is agreeable.

It has prompted me to write a short article about my car - I'll send it when it's finished - what's the deadline for the next FP?

All the best

Nick

Nicholas Hall FSA



VE DAY

Hi, just sending a photo because I heard you were a bit short. We parked the Traction on the drive for Drive It Day, and we did the same for VE day, so attached is a snap, plus for anyone interested there's a video on YouTube of me trying to teach the wife (Deirdre) to shunt up and down the drive.

Regards Robert Harness

Thanks for this, I would point out that in spite of the lockdown, I am still 6' 5". Editor

PETROL MATTERS!

Bryan,

I sent the fuel sender item at the bottom to Chris a while ago, but as I never got back to him, he may not have wanted to pass it on.

The following item I have found useful, (but may be current practice for many already):

Fuel evaporation back to the tank: My 11BL spends many months off the road when I am not in UK, and understandably fuel has always evaporated back down the fuel line, even with a one way valve and a nice fuel pump. After sucking and pumping, I have found the quickest and least exhausting remedy is to wrap a short length of garden hose in a rag, hold the two tightly around the fuel tank filler (effectively making a seal) and blow steadily and robustly. After a number of healthy lungfuls, fuel seemingly seeps up into the pump, from where it is easier to lift it towards the carb, and save my 6V battery and starter motor! - Of course, it is easier to see it working with a glass topped pump.

Kind regards

Mike W. FP2170

Hi Mike,

Brilliant! I love that kind of ingenuity. One man's bodge is another man's improvisation.

My '59 Chrysler has a Budweiser can catching the overflow from the radiator. Been there for years - I've had the car 16 years and it was there long before I got it. When the starter needed attention in Germany the ADAC man who came out went purple in the face when he saw it. I'm not changing it.

Looking at your picture it looks like the float is still functional. I guess it's the damper that's given up?

Thanks for sending me this. May I borrow it for F-P?

Thanks and regards

Chris

Hi Chris,

Necessity being the mother of invention.....

My 11BL fuel gauge was reading intermittently, swaying at will from full to zero and refusing to register on occasions. So armed with a new sender from TOC Spares, I burrowed in the boot and removed the old unit, which I originally thought was a whisky miniature, but is perhaps an essence. It probably worked for years!

Best wishes

Mike



A wonderful piece of improvisation, and probably E10 proof!

Editor

Big 6 Downunder

As many of you will have realised I tend to switch from one job to another. Getting spares continues to be a slow process and restrictions on movement have meant I cannot travel to get supplies. Consequently I have been working on the interior. The door cards are warped due to moisture and have some mould growth so I decided to jigsaw some replacements from plywood. I've found a supplier of vinyl with a close match to the leather look of the original.



In the process of putting parts back on the car I struggled to get the handbrake cable to move sufficiently to give enough slack. Stripping the hockey handbrake is straight forward as it is held under the dash by 2 bolts, although putting them back leads to some interesting contortions. The cable has been spliced together after breaking I suspect and there is no stop so the cable can be over tightened. As a result the handbrake had been withdrawn too far and just needed releasing and cleaning.

I've removed the interior light which after a good clean with 2000 grit sandpaper and polish looks like new. I gave the wooden top of the dash and one of the mouldings from the top of the door a light sand and then a coat of satin cedar varnish. I have also tried the semaphore trafficators but both refuse to work. They look as if they need a deep clean but looking online there does not appear to be much guidance apart from light oiling. After some gentle cleaning and a decent live feed one suddenly kicked into action. Now for the other one.

When I removed the interior light the plywood on which it is fixed





needed replacing. This was a simple job using a jigsaw and 7mm ply. The plywood in the door pillar which sits just below the trafficator opening also needs replacing as the bottom section is rotten. It is only held on by a couple of screws and is where the upholstery is tacked. It also gives good access to replace the old wiring which provides power to the interior light and the trafficators/semaphores.

Over the weekend I had to travel to Canberra and was able to pick up 5 metres of the material needed to replace the headlining. I originally thought that 2.5 m was enough but forgot to include the side pieces above the rear seat. I also picked up some foil backed foam used as sound deadening in the roof. The material I ordered for the door cards arrived today and the parts I ordered from Europe arrived over the weekend.



When I bought the car the windscreen wiper motor was held on by the two connecting wires and the worm gear that drives the wipers. The plate underneath was missing the three rubber mounts and the bolts used to attach it. Luckily Bob had one available and fitting it was a straight forward job.

Whilst in Canberra I was also able to pick up the replacement nut to replace the one that had a stripped thread. The nut is a left handed thread on the passenger side but after a short while it was obvious the thread on the stub axle was shot. I've replaced the sound insulation on the roof and attached the plywood mount for the interior light. I've also started to strip the head lining to use as a pattern. Kevin Taylor



What Else Do You Have in Your Garage?

Chris Bailey's extensive selection of elderly motor cars:

Chris says: 'Since it was nice weather on Sunday, I got everything out of the garage for the first time in a long while. Actually I don't think the Herald had moved for over 10 years. I got up on the roof and took the photo before I gave the Herald a rinse. It was filthy.'



The cars are:

1951 Normale bought in 1997.

1959 Chrysler New Yorker Hardtop Convertible bought in 2002.

1971 Triumph Herald 13/60 Convertible inherited in 2003.

1972 Citroen DSuper bought in 2016.

1996 Saab 900 NG Convertible bought in 2019.'

So there you are!

You must have a big garage!
Editor

Mod, or Rocker?

While I have had my Light 15 since 1996, this Lambretta Li125, 178 XNU, which is a South Derbyshire number, became mine in 1968 when I gave a kid at school £10. I had another Lambretta at the time - we imagined my Dad riding this second one, and he was briefly keen on the idea. However, it became clear that the innermost workings were not in good condition, and by the time I had gone off to university for four years, it was, as they say these days, furloughed in the garden shed. A very long time elapsed before the next action. My parents passed on, and I was required to do a house clearance. I was somehow surprised to see it still there, in 2002. I shoved it in the back of my Renault Espace, and brought it to a new home in Essex. I stripped it down, and rebuilt the engine, this time with a 150cc pot. Unlike the Traction, you can remove the engine in about 15 minutes and carry it to the bench. The only serious change was to dump all the points, condenser and stator plate for some electronic kit - never regretted!

In 2005, after almost 40 years absence, it got an MOT, and has tootled along ever since -it got up to 45 mph once!. The 10" wheels don't mix with today's potholes, and I wouldn't describe it as a comfortable ride, but it's a proper Italian scooter, complete with the original beige 'concertina' logbook. The popularity of scooters seems to be mostly 'oop north', but it means spares are still freely available.

Clive Hardy

Excellent, have you got the long Parka to go with it? Editor. More two wheelers below:

Big bike / little bike, those eagle eyed petrolheads amongst you will instantly recognise the beautiful lines of a superbly engineered form of two wheeled transport with masses of spare raw power at the twist of a wrist, effortless cruising together with brisk acceleration, this together with commodious luggage space makes for a very practical form of transport, the other bike is a Harley Davidson.



What Else Do You Have in Your Garage?

Velosolex 3800, 1977 47cc single cylinder two stroke. I would suggest that there are more smiles per mile to be had on one of these than any other form of transport, the engine, as I'm sure you all know, drives a roller that is dropped onto the front wheel, this then drives you forward and offers a modicum of assistance up hill, but not much.

Harley Davidson Electra Glide Ultra Classic, 1995 1340cc Evolution engine, in-line twin, slow by most bike standards but a really good bike for covering lots of miles in great comfort. Very noisy straight-through exhaust, has a radio cassette player with speakers, CB radio both of which can be controlled by the pillion passenger, and ashtrays (not really)



And not only..... Big car / little car , those eagle eyed petrolheads amongst you will instantly recognise the beautiful lines of a superbly engineered form of four wheeled transport with masses of spare raw power at the twist of a wrist, effortless cruising together with brisk acceleration, this together with commodious luggage space makes for a very practical form of transport, the other car is a Citroen.

Secma, Qpod 2005, French built, Italian Lombardini four stroke one cylinder engine, handlebar steering with twist grip throttle. It has one foot pedal operating hydraulic disc brakes to all four wheels. There is a lever that is pushed down for forward and lifted up for reverse. The 'gearbox' is similar to the one used in the DAF Dafoldil cars, using a belt moving up a cone, giving smooth automatic drive. It has doors and a roof. The useful thing about this car is that a steel bar inserted underneath, secured with a pin, enables it to be lifted off it's front wheels, coupled up to a towbar, then whisked away behind your motorhome, providing luxurious transport when you arrive at your destination,

Citroen 1932 C4g MFP Arguably the worlds first station wagon / estate car, advertised as 'Deux voitures en une seule' used by M. Boulangère during the week as his delivery van, having folded the seats down and fitted a sign board to each side, to be transformed at the weekend to provide family transport to take the little ankle biters to the beach. The straight four, side valve engine is 1600cc and will be a gentle plodder rather than a motorway cruiser, I imagine, I haven't driven it yet. Currently awaiting the return of the cylinder head (crack repair) and radiator (new core) which are held up due to the current unpleasantness.

Stephen Prigmore

I'd like to hear more about the Citroën, Editor

Bryan

HVX1 the family registration number since 1939, was on a series E Morris delivered new in 1939, now on my everyday car, Morris 1000 convertible. The Velosolex is used for going up to the village.

Best wishes

Julian Taylor

Velosolex are obviously the thing to have. Editor



Citroen 5hp, That Final Detail.. The Hood

The final touch on Ian's 5HP, not completed at the time of the previous article, was the hood. Full marks for tackling something that most seasoned restorers would blanch at the thought of. Editor

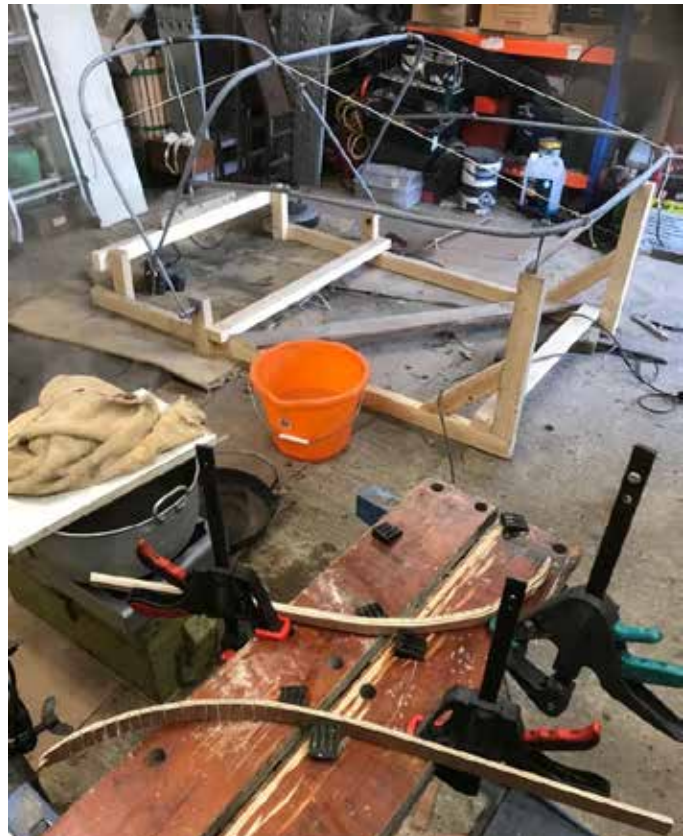
Having completed almost everything on the car and now facing the prospect of many weeks of lock-down, I turned my attention to the roof and fabric hood and sourced and purchased 3m of black Double-Duck fabric.

The original roof had been acquired with the rest of the components and was intact but in very poor condition – the metal frame was complete but required some welding and the fabric of the hood was badly ripped and disintegrating.

After measuring the fixing points on the body of the car, I was able to make a wooden former to which I could set the hood frame so that I could then repair the metalwork and remove the fabric to serve as a pattern for the new hood.



I found that the hood was in two separate sections – the top stretching from the windscreen to the rearmost cross bar and the rear, housing the rear window, was also fixed to the rear cross bar at the top and at the bottom, with Lift the Dot studs on the backrest of the rear seat and either side of the body. Furthermore, the fabric was nailed to bent ply strips bolted through the metal tubing of the hood cross bars, one on the front crossbar ahead of the windscreen and the other on the rearmost cross bar. I carefully removed these ply strips and was able to repair the one from the rear bar, but the two sections from the front needed to be replaced. I then cut new strips of ply, shaped them to a matching curved section and managed to steam and bend them to follow the line of the metal cross bar tubing.



Citroen 5hp, That Final Detail.. The Hood

Once the frame was repaired and re-painted, I started preparing patterns for the fabric sections of the hood. On the original there was a small additional part which filled the gap between the curved front cross bar ahead of the windscreen and the top rail of the screen and this piece was made in two layers with a stiffener between to follow the curve of the top of the screen. There were also two fabric straps beneath the main hood which determined the relative positions of the cross bars when the hood was erect and I bought a length of thick fabric tape to form these.

The main top section of the hood was made up of three different pieces to accommodate the three-dimensional shape required where each side followed the curve of the central cross bar and by experimenting with hessian patterns, I eventually settled on the shapes required and with Liz's help we were able to sew the pieces together and form a neat hem along both edges.



When it came to the rear section of the hood, I felt that the original rear window was too large as all of the actual 5hp cars I had seen and most of the photographs I have collected for reference, show quite small windows. I decided on a smaller rectangle with rounded corners and, adding a 10mm border to the actual size I wanted, cut the shape out of the original plastic window which cleaned up quite well. I then cut from the hood fabric a section 25mm

larger all round and cut out the centre to the actual window size and glued this to the window. Once set, I then glued this to the rear section of the hood aligning it with the hole already cut for the window and then Liz added a line of stitching to finish it off.

Once all the components were ready I fitted the hood frame to the car, added the strapping and started fixing the hood fabric sections, tacking them to the ply strips on the front and rear cross frames, and then hiding the fixings with the 'Hide-em' banding and finally fitting the re-painted original metal end covers.



Citroen 5hp, That Final Detail.. The Hood

Thus once the final position of the Lift the Dot studs on each side of the body were determined, holes drilled and the studs screwed in, the whole new roof was then complete. I then released the clips on either windscreen post and was able to fold the hood down to where it sat perfectly to the rear of the back seat – job done!



Citroen 5hp, That Final Detail.. The Hood



Since the lock-down restrictions have been eased slightly, I have been able to venture out onto the public highway and have driven round the village a few times. I am more than slightly apprehensive during these excursions as this is a car I have completely reassembled myself to the best of my ability, but I am also extremely excited as it actually seems to work and is able to be driven around under its own power for the first time in probably something like 40 years.

Ian Harvey

It looks wonderful, well worth the effort. Editor.

TAF 330 1954 Slough Light Fifteen



My father ran a couple of Tractions in the period from 1953 to about 1959, first was DJB 896 a 1946 Slough car, a photo of which has appeared in these pages before. The second car was sombre black with

brown leather interior, the exact opposite of the first car which was sunset grey metallic with red leather and a white sprung steering wheel.

Father purchased TAF 330 from a Cornish garage as a one locally owned 40,000 mile car in excellent condition and it was used as our trouble free family transport for several years. I remember my mother far preferred this car to drive than the '46 having the lighter, later easier to use handbrake.

The pace of life seemed less rushed then and my parents often found time to picnic in the summer and this period photo was taken on Bodmin Moor in the late 1950's.

With increasing costs of motoring and the replacement DS19 being a substantially more expensive car TAF was eventually traded in against a Renault in the Bournemouth area. This was not before father had been invited to Slough to the debut of the Bijou. I went along with him but he was not sufficiently impressed to consider buying one!

There is a sequel to this and some of you will recognise the registration TAF 330 as a TA which in the late 1960's was owned by the late Martin Vickerstaff, I was studying in Portsmouth in 1966 and one Friday afternoon I was leaving in a hurry to drive back to Cornwall and spied TAF parked in a sidestreet, no time to stop and investigate.

It was not until the 2000's that my interest in Tractions was reawakened when meeting Martin with his Traction that I learned that he had been working in Portsmouth and indeed running TAF, known as TAFFY to him at the time, I had seen it parked up there!

I tentatively enquired if TAFFY was still in existence, he grinned and said unfortunately he had been driving in a spirited manner and a tree had jumped out and attacked the car, apparently it was only just driveable home and not having much value was only useful for spares.

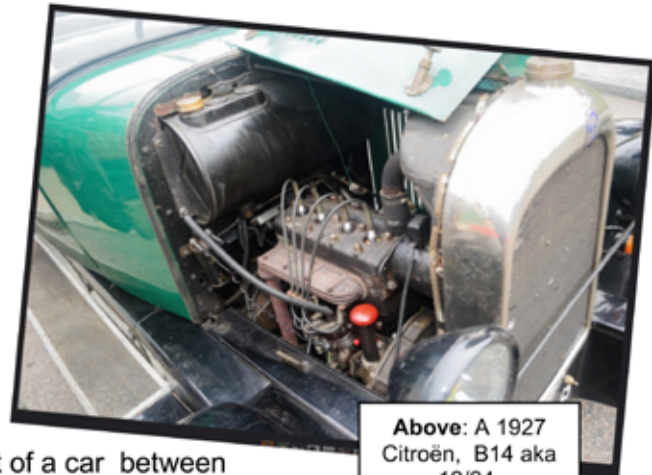
Clive Hoskins

L'Exhausteur or the English equivalent the Autovac

As Traction owners, most of us have at one time or another had occasion to curse the petrol pump as it throws hissy fit at the most inopportune moment. For us it was a very hot day in Carcassonne in the rush hour. If you have not been visited by such bad luck you are a fortunate person indeed. Of course you always carry a spare (don't you ?) and it is but a moment to swap the pumps over ! Back in the very early 1920's though there were few very reliable mechanical pumps and certainly none that were electric. In short, there were few choices to be had.

The cheap and cheerful solution found on very many cars of the day was a "scuttle mounted" fuel tank (**Citroën B14 right**) that fed fuel via gravity to the carburettor. Risk assessment was a concept unknown ! Sitting as you see here, with the take off from the tank directly above a very hot exhaust manifold and down pipe, the risk of a conflagration was (and is) ever present with such cars.

Sidebar...The first time I took our 12/24 Citroën to the local petrol station I had lifted the bonnet, opened the petrol tank and as I was putting the petrol hose nozzle into the tank, the lady -of some years- sat at the cash desk hit the Tannoy button and boomed out; "Oi, you don't put the petrol in there darlin'. I stopped what I was doing, and pulling myself up to my full height (I am quite tall for my age) strolled into the garage to explain..... We get on very well now.



Above: A 1927 Citroën, B14 aka 12/24.

With a growing understanding of the need to distribute the weight of a car between front and rear axles, putting the petrol tank at the rear of the car made a lot of sense but then the problem was one of getting the fuel from rear of the car to the front? Emerging choices for pumping petrol were between a manually operated pressurised system (not unlike a garden sprayer) as found on, say, Type 35 Bugattis or the "Autovac", which as the name would suggest, is an automatic delivery system.

Among others, Delage, Sunbeam, Rolls Royce and Bentley all opted for the "**Autovac**" (an English product) or in France (with countless French cars) the Weymann "**L'Exhausteur**". Looking into the engine bay of a 1920's car it is the large brass tank that you see mounted on the scuttle (**right**), and frequently mistaken for a dry sump tank.

Side bar....Believe it or not, while there has been a change of ownership or two over the years, the "English Autovac Company" continues to trade today - or at least it did so before Covid-19 came along.

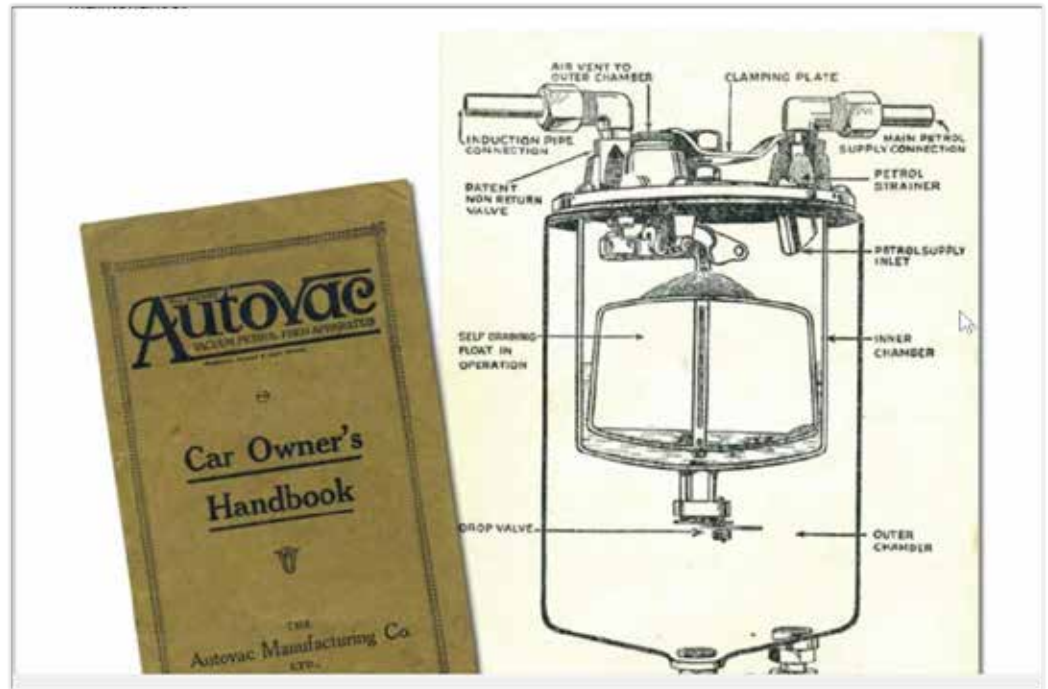
To the principals of its operation; on top of the tank there are two copper pipes. One of them goes to the fuel tank at the rear. See the sectioned Autovac image - the other goes to the cylinder head. The cylinder head like so many cars of the time doubles up as the inlet manifold. It makes for a tortuous path for the fuel as it travels to the cylinders but, as had been discovered by then, on balance a preheated fuel mix generally made for better combustion.

Within the main Exhauster tank is a second and smaller tank and within that a large float - a la Russian Doll style. With the engine running, a partial vacuum (or more correctly a "manifold depression") created by the engine draws petrol from the tank at the rear of the car up and into the inner tank, and the float therein slowly rises. At the top of its travel the float closes a valve on the vacuum pipe leading to the engine. At the same time it opens a valve from the inner tank to the outer tank (i.e. the "drop valve" you see in the sectioned drawing) and it further opens the inner tank to the air outside usually via the outer tank - to allow air in and therefore petrol out. Note that the outer tank usually has a permanent valve opening to the outside air. Petrol now empties from the inner to the outer tank and is then free to flow -via gravity- to the carburettor(s).



The float now descends as the inner tank empties, the opening to the outer tank is closed, the air valve on the inner tank to the outer tank is shut off, the partial vacuum is restored, and petrol once more fills the inner tank - and so on.

Ordinarily these vacuum devices go on and on without any problems but; should the float spring a leak or one of the valves fail then the entire device has to be dismantled for which read; the tanks must be comprehensively "unsoldered" in order to get access to the float and or the valves.



Not really a task for the DIYer and that presumably explains how and why the Autovac company are still in business? The next time your Traction petrol pump kicks off, be grateful that you do not rely upon an Autovac aka l'Exhausteur !

Readers old enough to remember and or familiar with vacuum operated windscreen wipers (*that will be most of us then - Ed*) will recall that the faster you went the slower and less effective were the wipers - until they stopped completely as road speed increased to the point that the vacuum fell away.

Something similar applies to the Autovac. It is said that if you give the car "some beans" for any period of time, it will soon run out of fuel as there is little or no vacuum to draw the fuel from the tank.

It was apparently, a particular problem back in the days of racing; when belting down the straight of a race track; the driver had to keep lifting his or her foot off the throttle to ensure that there was fuel enough coming



through. This no doubt probably made for some difficulties in racing but also, I also should imagine, actively encouraged research into better ways of moving the fuel from rear to front... ..

MdeL

Bailey's Banter

At the time of writing we are two weeks away from what should have been the start of the National Rally. We've already missed the Jersey Rally. Whilst these are now delayed for a year, I am still doing the things I planned to do on the car, albeit with less urgency and interspersed with painting a few house walls and fiddling about with a couple of other cars.

I was pleased to receive an email from Leigh Miles in Victoria, Australia. Leigh has just taken over again as Editor of the Citroen Classic Owners Club of Australia's magazine called *Front Drive* and is looking for information for a future article on the 6-H. So – as I dig around for that I thought I might as well write it down for you. *Deux oiseaux avec un pierre* as one might say.

The problem that the 6-H set out to solve was, how to have very soft suspension and cope with the variation in load without ridiculous changes in the car's attitude. The 2CV took a different stance (do you see what I did there?) by starting with its unloaded hindquarters raised in the air and just provided a knob to adjust the headlamp aim when the nose was pointing skywards as you loaded the back seat with baskets of eggs. This was good enough for the small and primitive 2CV (I do love 2CVs – I even bought a new one once) but was not good enough for a family car which aspired to be a presidential limousine.



So, the problem can be stated as how to provide soft suspension that keeps the car level when fully loaded at the back. About 4 or 5 years ago I did write a bit about the alternative solutions that car makers were pursuing at this time. The Citroen system was the simplest of these and, I suspect for that reason, the most successful. In contrast you may remember the description of Packard's motor-driven diagonally-connected torsion bars.

The 6-H may represent the ultimate Traction Avant. Alternative contenders for *crème de la crème* would be the Limousine or the Cabriolet. I would love to have a 6-H because I do like a bit of technical

wizardry and I thought long and hard about whether to make a bid for the one that was for sale recently in the UK. I believe it sold for about £36k which was a bargain for somebody. Unfortunately, my financial controller advised against such a venture and it would be a bit too large to hide – as would the hole in the bank account.

The 6-H, as you may well know, is a bit of a hybrid. The H stands for Hydraulic (or Hydraulique) but this is only applied to the rear suspension. The steering and brakes are conventional and unpowered. To make sense of the soft rear suspension the front is softened too. To lower the spring rate of a torsion bar you can either make it thinner or make it longer. There's a limit to how far you can reduce the diameter before you run into trouble (i.e. it breaks) so the safe solution is longer bars. Unlike any other Traction Avant the 6-H also has anti-roll bars at both front and rear. The rear anti-roll bar is a necessity for the suspension system to operate as the height corrector is mounted in the middle of it, in the same way as the DS and its successors.

There are therefore several ways to recognise a 6-H if you bump into one (not recommended), but a badge is not one of them. A parked car will show a sagging rear end if it's been sitting for a while. And the eagle-eyed may notice the extended tubes housing the longer torsion bars. A cynic might say the puddle of red fluid might be another clue but that's not something I would suggest. Actually I'm not sure the fluid was red. Strangely the owner's manual says nothing about which fluid is used but Technical Note 600 says it is "*the same as is employed for the brakes*". From looking through adverts of 6-Hs for sale it seems that many of them have been converted to the green stuff.

The 6-H served as a test bed for the DS – at least as far as the pump, spheres and the height correctors are concerned. There was no hydraulic gear change or power steering on the Traction. The former editor of *Floating Power* is custodian of a Light 15 fitted with a BVH gearbox but that was a relatively recent conversion. I have never come across a 4-cylinder car with a hydraulic suspension conversion, but I find myself quite attracted to the idea.

The inside of the 6H is just the same as the regular car – no change to the controls or instrumentation. The height control lever which you would use when changing a rear wheel is located in the boot. There are three positions, high, low and normal. Low and high are for wheel changing and normal is for driving.

There's no higher position that the DS has for driving across fields or 21st century British roads.

The rear suspension was fully independent, with the aforementioned anti-roll bar. So the suspension arms and stub axles were unique to the 6-H. The flexible brake pipes were replaced with swivels which sounds like asking for trouble. I don't really understand the reason for this as I don't think the allowable wheel travel is that much greater than on a spring-sprung car. The Technical Note No 600 of 1954 says of this – "the banjo union feeding the brake fluid, fixed on the arm *must never be disconnected*".



And so – does this whole thing work? An article reprinted in the Brooklands Books "Citroen Traction Avant 1935 – 1957" collection of contemporary road tests and reviews says "*The Citroen is remarkable for its roadholding ability but this is still further enhanced by the new suspension. Two pronounced humps right across the road were taken at speed and had the car's occupants not been notified they would hardly have been aware of their presence. As a demonstration a bottle of champagne was uncorked and three glasses were filled at between 45 and 50 miles an hour on a winding section without a drop being spilled*". The book does not say from which organ this was reprinted but the authors seem to have their priorities right.

At idle the engine has to drive the pump and the transition to driving needed some smoothing out. Citroen therefore did have to modify the throttle linkage to improve driveability.

Citroen introduced the 6-H in 1954 offering both Saloon and Familiale variants. Most were Saloons. 3079 6-Hs were built in total, 76 of them in Slough and 306 were Familiales. From 1955 the only 6-cylinder cars built in Slough were 6-Hs. I believe the 6-H was used as the basis of 2 Franay-built Limousines for President Coty.

All 6-H Traction are big boot, big body cars. If I had the time, the money, the space and the skills, I would like to build myself a short but wide bodied, small boot

4-H with a Commerciale-style hatchback boot. I've always preferred the look of the Legere's side profile but the front and rear proportions of the wider Normale. It would be a pity to lose the rear legroom – at least my dog would think so – but sometimes function should give way to form.

I think the best starting point would be to start with a Normale / Big 15 body and take a few inches out from the C-pillar. As I look out of the window at my Normale I know I am not going to do such a thing to that car.

But I do need to do other things to it and is now time to attend to the brakes. Working on the brakes of a Traction is just like working on any other car. One at each wheel, all are hydraulic and the handbrake works on the back wheels. In my experience they work pretty well and don't need too much attention. If they are not working well, they do need some attention. Actually, the front brakes are simpler than many, having only one wheel cylinder rather than the pair you would find on a twin leading shoe arrangement.

My own car's brakes have not had much attention for a while and recently have started to show it. It is my impression that I have had to press a little harder to affect retardation, although this might be because I also drive the button-pedalled DS quite regularly. Specifically, though the handbrake has been pretty ineffectual indicating that something is definitely amiss. It operates on the back wheels so I jacked up the rear of the car and took a look at the nearside. The first indication of a problem was that the wheel would happily spin forwards but not backwards. This would need more than a bit of tweaking.

To get access the drum had to come off. That's a pretty simple thing to achieve. No special tool is required, just a fairly large spanner. Off came the cover for the hub nut and then the nut itself (nice that they are the same size) and then off came the drum.

Hello – what just dropped onto the ground? A brake lining. Oh, wait, now there's the other one! Both linings had become detached from their shoes. Originally the linings were rivetted on but



Bailey's Banter

replacements are often bonded, although both types are available. You either return your shoes on an exchange basis and they come back with bonded linings, or you order a set of linings that come with rivets. I had chosen the latter route.

The advantage of bonding is that, firstly, somebody else does the work and secondly there are no rivet heads to damage the drum when you forget to replace them. The advantage of rivets is you can do them yourself and there is no uncertainty about whether you used the right glue / prepared the surface properly and so forth. Nor do you have to worry about the lifetime of the glue.

Once, many years ago, I had a leaky front wheel cylinder. One of the linings detached itself then resulting in quite variable braking – not nice on the front wheels. A journey was aborted. I assumed the brake fluid had attacked the glue. It struck me then that the one substance that the glue should be resistant to should be brake fluid. I replaced the front linings with the rivetted type.

This time there is no such leak. I don't keep records and cannot remember when the rear linings were last changed – potentially more than 20 years ago, possibly even more. They have certainly covered several tens of thousands of miles. There's plenty of material left and there is no damage to the drum itself.

The rear brakes on a Traction can hardly be said to be subject to be heavy duty. A bit of googling shows that debonding is a known thing but there does not seem to be any information on what you should consider the service life of a bonded lining. In most cases the lining would be expected to have worn out before failure of the adhesive. With annual mileage on most Traction being quite low I can only conclude that the adhesive is the life limiting factor and mine has reached the end. I would imagine that the incidence rate would be increasing as older cars are used less.

The effect of debonding can be that the wheel locks up, and not necessarily when you are applying the brakes. That is certainly how I experienced it at the front end all those years ago. Whilst the probability might be much lower than the likelihood of wearing the lining the down to the rivets, the consequence is rather worse. I therefore choose to use rivetted linings.

I had already purchased a set of linings and rivets so I set about relining my shoes. As I mentioned, I have done this before but that was many years ago and I soon realised I had forgotten the technique. Brake linings are quite fragile it seems but luckily, I had a couple of spares. Quite why I had a couple of spares in stock is a mystery to me but I'm glad I did. All you

have to do is hammer the rivet using the special staking tool, which I still have. You just have to hit it straight and hard enough, but not too hard, and, most importantly, know when to stop – I didn't and ended up with a two-piece lining!



You need to support the other side of the rivet on a small anvil, which of course I have lost. I used the end of a drill bit instead – the flat end.

An alternative that is used in some brakes but not offered for Traction is bolting, rather than riveting. Bolted linings seem to be used on all sorts of vehicles and I would have complete confidence in them. No worries about glue drying out and no skill required to fit the rivet. You would need a countersunk screw but



the lining is supplied drilled with a counterbore for the rivet. I like the idea and will experiment with my now broken lining to see how easy it is to consistently countersink a brake lining.

The only special tool

required for a brake job is the brake centralisation tool 2013-T. This measures the inside diameter of the drum and then allows you to set the position of the shoes to suit.

Having tackled the rear nearside, a couple of weeks later, I took the offside one apart and found the linings were still in place. I would say the adhesive was still working over about 60% of the area. I know this because I stripped the linings off to replace them. This time I used older rivets that I had in stock and these



were rather easier to peen than those that came with the new linings. Either that or my riveting skills have improved.

All was not completely rosy though. One of the pistons was seized (which explained why I had trouble

getting the drum off). I freed it up and it's not leaking but it's only a matter of time. An inspection of the outer wheel bearing showed it didn't look very good. The running surfaces looked somewhat pitted which, I suspect, was related to poor lubrication. The grease had separated into dry caked stuff and oil. It must have been some time since I had put any grease in there – if indeed I ever had. So, it's all back together and working nicely. I now have new pull-off springs, new wheels cylinders and bearings and, when I get a chance, I'll fit them. At the same time I will replace the brake pipes so, obviously, I'm finding all sorts of ways of putting that job off.

The pipes on the car don't look too bad but they were there when I bought it. I suspect they were fitted in the early '90s – so nearly 30 years ago. So, I might as well change the lot while I am at it.

The to-do list still includes sorting out the rear lights, replacing the rotten front bumper brackets and fitting seat belts which I want to do before taking the car to Torun. I have two years to get that done now!

Finally a message from former member David Bloxam.

Hi Chris,

Here are the vintage Traction Photos, also a shot of my old car which was originally owned by a French Gendarme in St. Malo.

I have an early Salmson GN to play with and an Austin chummy, so life is ok..... for the moment!

I would really like a pre-war Traction, so one day if funds allow I'll re-join.....

Best Regards

David Bloxam



BRAKES!

Chris Bailey's experiences apart, we don't seem to have said a deal about maintaining brakes in recent editions of *Floating Power* and so I have resurrected this excellent article by Daniel Eberli, which was run originally in November/December 2013. Given that our last National Rally (2018) involved a trip over the Llanberis Pass in Snowdonia and the next one, hopefully, may well take some of you up (and more significantly down) a couple of similarly steep hills in the Lake District, good brake condition is particularly essential.

The special extractor that Daniel refers to in this article is contained within the club tools, as is a simple device to assist with centring the shoes, and you are advised to contact your Section Rep to get hold of the tools before you embark on this sort of work.

Warning:

The brake system of 4 cylinder Tractions should only be worked on by persons with in-depth knowledge of the marque!

This also applies to a certain extent to the 6-cylinder version.

Here is a synopsis of the most important points:

- Change the brake fluid regularly and check the brake cylinders.
- Only work on the brakes yourself if you have the necessary knowledge and tools. Otherwise find yourself a Traction specialist.
- Understand the sense of rotation of the 38mm nut on the drive shaft. There should be a right hand thread on the left side and a left hand thread on the right side.
- Always use the correct brake drum puller or have it shown to you by the mechanic who does the job. By no means accept the statement from your mechanic that "it will work with a different tool too"!
- Have new brake linings adapted to the curve of the brake drums, but allow the brake drums to be lathed out only as a last resort! Chamfer the leading and trailing edges of the linings.
- Neatly centre the brake pads using the lower eccentric bolts. - Apply brake cylinder paste (e.g. from ATE) to the pistons and the inside of the brake cylinders.
- Before assembling the front brake drums check the cones carefully and de-grease cleanly.
- If replacing a woodruff key, ensure that it is not too thick.
- Front: Ensure that the brake drum is not blocked by the wheel bearing and there is enough free thread on the drive shaft for the 38mm nut.
- Tighten the 38mm nut sufficiently: see workshop manual • 250 ft/lbs.
- When bleeding the brake system, do not push the brake pedal fully to the floor. The section of the cylinder that is not normally traversed by the piston may be rough and can damage the seal. This is obviously not an issue if the cylinder is brand new.

If you think this is not for you, at least make sure your horn is working and that you have a sympathetic insurance company!!

The details

It is important that a Traction's brakes are maintained regularly. Just because the brakes work, this doesn't mean everything is okay since by the time the brakes work unevenly or poorly expensive damage has already been done. This is especially the case when only a few miles are driven each year. Of course the brake linings are only worn a little, but the brake fluid absorbs water when the car is unused. Water in the brake fluid lowers the boiling point so when much is demanded of them, for example during a journey across steep hills or passes, they may be partially or even totally ineffective.

Now those who drive their Tractions infrequently may say, quite correctly, that they do not drive in hilly areas and across mountainous passes. Correct, but water is heavier than brake fluid. It collects at the lowest part of the brake system, which means in the brake cylinders. There the pistons will rust solid, especially if left standing for a long time. Heavy braking may free the pistons, but the surface quality of the cylinders will have suffered. The rubber parts will no longer seal properly and the brake fluid will gradually get into the dust boots. Then it's just a matter of time until the liquid drips into the brake drum and is distributed from there to the brake pads. These will become glassy and the effectiveness decreases. Since this does not generally happen symmetrically, the brakes will pull to one side, and only then will the driver notice that something is not right. By then the pads - and often all the wheel cylinders - will need to be replaced and that is expensive.

For this reason I recommend changing the brake fluid every two years, and take the opportunity to check the condition of the brake pads and the wheel cylinders. If you cannot do this by yourself, go to somebody who is familiar with the Traction and has the correct tools. The VW, Vauxhall, Volvo, or whatever workshop unfortunately often does more harm than good. Unfortunately, this also applies to Citroën workshops, unless they have an employee who still knows the old cars - and has the associated tools.

The first difficulties arise when unlocking the 38mm nut which holds the brake drum on the drive shaft. Assuming that the drive shafts have been mounted correctly, the nut on the left side has a (normal) right-hand thread; the right drive shaft has a left-hand thread. However it might pay to look closely at the nut and the shaft stub. I've seen cars that had right-hand threads or left-hand threads on both sides, a right-hand thread on the right and a left-hand thread on the left side, probably because in earlier days it was common to have a left-hand thread on the wheel bolts of the left side. It appears unlikely that the average mechanic will know that nuts with left-hand thread are provided with a marking on the edges.



The nut on the left in the picture has a left-hand thread and is marked correspondingly; the nut on the right side has no markings and thus an "ordinary" thread.

To remove the front brake drums of the 4-cylinder models you must use the Citroën tool 1750-T. The heavy tool at the top of the picture comprises two half shells which hold the neck of the brake drums tightly and are prevented from slipping off by a ring. If the drums are not sitting too tightly it is possible to work with a 'light version' as shown at the bottom of the picture. I carry the light version in my toolbox on journeys, to be able to help if anyone should have problems with the brakes.



You must use a tool which seizes the brake drum at the groove in the hub area. Any 'ordinary', commercially available puller which pulls at the wheel bolts or at the outer edge of the drum will destroy the brake drum. I recently received a sample drum of one of the participants in my courses, which had been torn off (any other term would be incorrect!) by a 'professional' mechanic who used the wrong puller. Initially, he was not successful until he heated the drum in the

BRAKES!

centre with a torch. Finally the drum let go - and is now cracked in two places! The mechanic even welded one crack - maybe he did not even see the second one



Clearly this drum cannot be used anymore on a vehicle and now only serves as a demonstration model. Therefore I have cut out one quarter with a cutting disc.



Looking at the above image, it is recognizable that the brake drum rests on the cone only on the outermost and innermost $\frac{1}{2}$ inches. This is deliberately so designed. In the next image I screwed on the 38mm nut. As you can see, this is a nut with left-hand thread, and therefore it must be a drive shaft from the right side of the car.

It is essential that both the surface of the cone of the drive shaft and the inner surface of the cone of the brake drum are in good condition. The transmission of the driving force (torque) occurs only through the clamping of the cone

connection. There is a Woodruff key, but it cannot resist the torque. It serves only to ensure that the brake drum is mounted in the same position every time. If the cone connection is not sufficiently firm, the key is quickly sheared off and the drive shaft slides through. This leads to damage to both parts, to the drive shaft as well as to the brake drum, and both parts have to be replaced. Expensive!

Additionally new Woodruff keys are often too thick. This does not allow the brake drum to rest on the cone all around but on the Woodruff key instead. The drum is then mounted slightly off-centre, power transmission is no longer guaranteed and the Woodruff key shears off when a load is applied. If the key is too thick it needs reducing



to the correct thickness before assembly in order to leave some space above. Other difficulties arise when the cone is a bit worn (e.g. when it has been tampered with after it was able to slip) or the tapered hole in the brake drum is slightly too big for the same reasons. Then a safe seat of the brake drum can be prevented in two different ways:

- The brake drum slips so far on the cone that the inner end touches the (outer) wheel bearing and the cone does not come to fruition. Skimming 1 or 2 mm off the brake drum with a lathe in the area of the wheel bearing would help.

However, now there is a danger that the drum touches the brake back plate. You would have to skim off 1 or 2 mm of the outer edge of the drum also. However, I do not like such measures and would recommend replacing the drum and / or the drive shaft.

- The 38mm nut is blocked by the end of the thread on the drive shaft and cannot exert enough force on the brake drum, even when tightened by the proper torque. (In the pictures of the cut-off brake drum, the wheel bearing is missing, so the problem cannot be seen.) A several mm thick washer between the nut and brake drum might help.



Another vehicle came to me because the mechanic failed to minimise the difference between the left and right rear brakes to a level which was accepted to pass the MOT.

I soon realized that he had only managed to remove the front brake with great difficulty. Becoming clever, he wanted to make sure that 'next time' it would be easier. Therefore he greased the cones generously. It would only have been a matter of time until one of the woodruff keys sheared off and the drive shaft would have slipped in the brake drum. Moreover, since both drive shafts were mounted with left-hand threads, in the worst case this might have led to unscrewing

one of the 38mm nuts, and then one of front wheels would have gone 'a different way'...

The cause of the difference in the brake forces, however, was found elsewhere: Obviously, the mechanic did not notice that the brake shoes at the pivot points are fitted with eccentrics, which allow (but also make necessary ...) for adjusting the brake shoes before the brake drums are mounted. Since the brake linings were not in contact with the brake drums over the whole surface, the braking effect was different on the right and left sides.

To adjust the brake shoes a special round Citroën tool exists. If you do not have access to this tool you may draw chalk lines across your brake pads, remount the brake drum, bring the brake shoes in contact with the drum by the help of the top eccentrics, rotate the drum and then remove the drum again. You will then see where the brake pad is touching the drum and can correct the position accordingly by the lower eccentrics - a time consuming, but quite practical method.

The following picture shows a right rear brake, which serves as a demonstration model for my courses. The nuts covering the lower eccentrics are highlighted in yellow green.

Well known parts dealers have rivet-on brake pads in their catalogues. However, I find it better to have the pads glued to the shoes by a firm specialising in brakes and clutches. If you do this, take the brake drums in too and have the pads ground to the radius of the brake drums.

However it is very important to insist that the drums are not to be skimmed out. In general, it is sufficient to rub it with emery paper. With each skimming the wall thickness decreases and thus the likelihood of the drum warping increases.

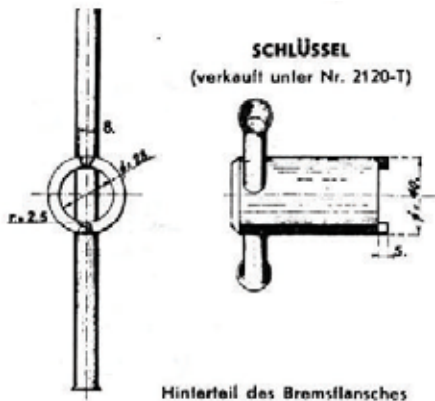
BRAKES!

Unfortunately in recent years most companies gave up - probably for cost reasons - bevelling the brake pads at the leading and trailing edges. I do this after purchase with a file or grinder, because I am convinced that by doing this the tendency of the brakes to shudder may be reduced.

By the way: If you replace the rear brake pads do not forget to lengthen the handbrake cables. Otherwise, these act as if the hand brake is tightened - and then it is not possible to mount the brake drums...

Only at the very end do you put the brake pads as close as possible to the drums on the outside by the (upper) eccentrics, (No. 22 and 71 on the sketch on the right), to keep pedal travel to a minimum.

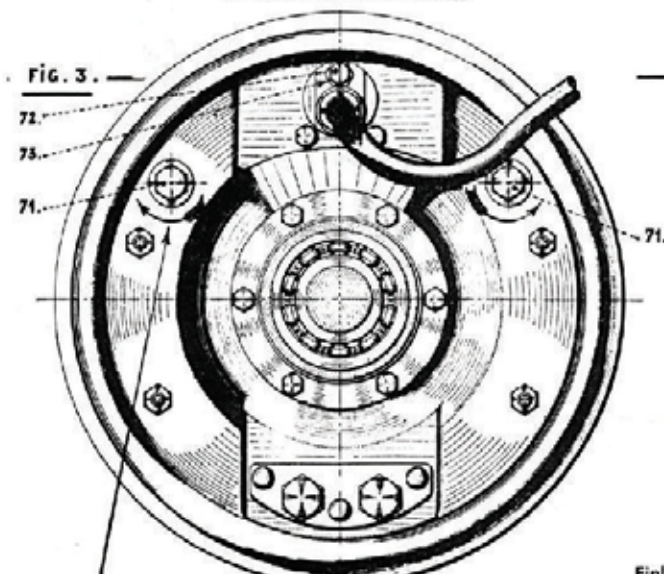
When bleeding the brakes, make sure that the brake pedal is moved only in the "normal range". If you press it to



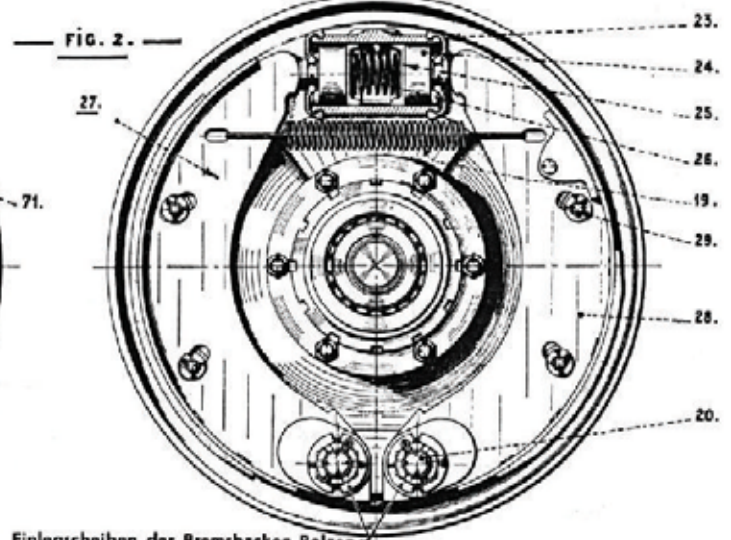
Trommelseite des Bremsflansches (ohne Bremsbacken)



Kompletter Bremsflansch (mit Backen)



Drehrichtung der Bolzen: 71. zum Öffnen der Bremsbacken 27 und 28.



Einlegescheiben der Bremsbacken-Bolzen (mittels Schlüssel 2120-T verstellen)

the floor plate, the rubber parts inside the cylinder may be moved to an area that could have traces of rust on the surface. This would lead to damage to the fine rubber lips and they would no longer seal properly. This might lead to a reduction in pedal effect as well as to the loss of liquid.

Below is a cut-away brake master cylinder.



Brake pipes age. The old metal brake lines of our Tractions had a high iron content and are prone to rust. Regular visual inspection is therefore recommended.

Rubber hoses become brittle and crack. It takes a very long time until such cracks cause a loss of brake fluid. However be aware that the rubber may swell, as seen in the picture. The opening for the liquid is almost blocked.

While it is still possible brake fluid can be injected through it by the pedal force and thus achieve a braking effect, the force of the springs to pull the brake shoes back is too low, so the brakes will not release properly. The brakes then heat up, which may cause damage to the brakes. It is even possible to have a tyre blown by the heat.

Unfortunately I know that some of the traders have a replacement hose in their catalogues for connection to the rear axle which is too long. This means it will be bent, which has the same effect as described above. In the forum <http://autos.groups.yahoo.com/group/TA-L/> recently there was a long discussion on the topic 'Wheel felloff'.

It is known there are cases of breaking drive shafts on 4-cylinder Tractions. Based on the observations which I have mentioned in this article, I have come to the conclusion that in most cases the cause is not to be found in the drive shafts. I suspect the cause is in the brake drums - and using the wrong pullers. I assume that by working with a wrong puller, the inner ring of the brake drum, which rests on the tapered shaft, is widened. This results in a reduced contact force, which causes a bending moment acting on the drive shaft which leads to metal fatigue and finally breaking of the shaft in the section of the outer bearing ring of the brake drum.

The Swiss Hans Georg Koch (HansGeorg.Koch @ centralnet.ch), editor of the CTAC magazine, is collecting cases and reports of drive shaft fractures. He would like to get to the bottom of the problem. Kurt Gasser (kuga.kuga @ luewin.ch) has already dealt with the same issue.

Daniel regularly runs courses on Traction maintenance, and you may have seen a letter from him in the last copy of FP, where unfortunately, being locked down like the rest of us at that time, he was forced to cancel.

I have no doubt that he will be advising us of the next one before too long.

Daniel is also the author of a very useful book, which also covers this aspect of brake maintenance For the same topic, see the chapter 'Brakes' in the manual "Citroën Traction Avant 11 & 15 CV for Beginners".

www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php

*There is also an excellent video on **YouTube** which covers the dismantling and remounting of the front brakes of a Traction on <https://www.youtube.com/watch?v=x-mdcQ9cONc> by member, Karel Beukema toe Water*

Editor



Repair/Modification

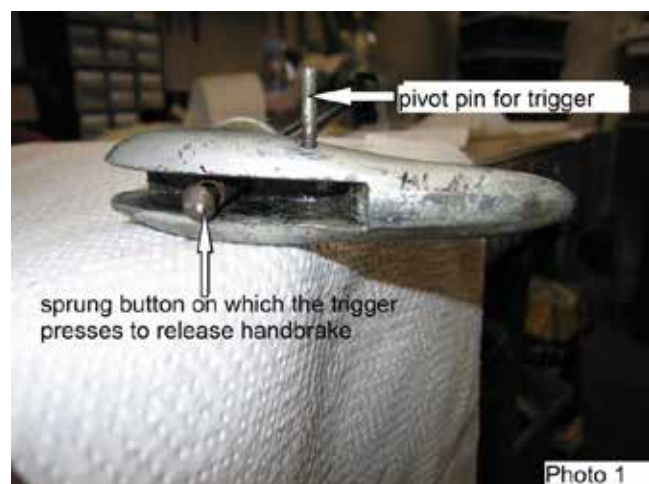
Repair/Modification on the Handbrake Operating Trigger for Big 6/Lt 15

Driving my Big Six I was caught in an uphill traffic queue. Continually inching forward, stopping, starting, - handbrake on, handbrake off! Brake lever feeling a bit strange when suddenly the brakes locked on - can't release them! Blocking the whole road, following traffic not too happy!

In a panic, I eventually managed to release the brake and got home. The cause was that the white plastic handbrake trigger had broken across the pivot hole.

The following is how it was repaired and a modification made so that the problem could not reoccur.

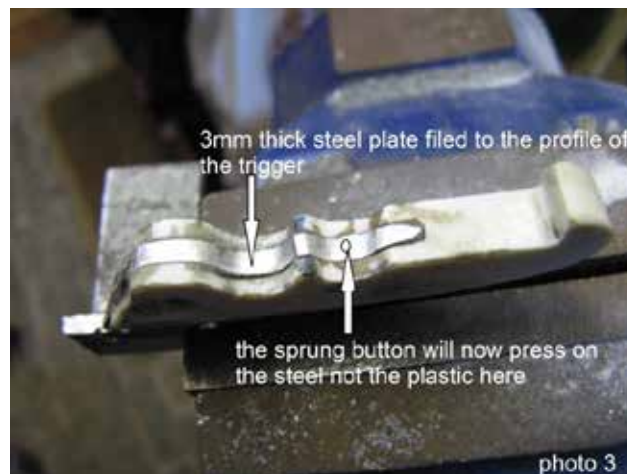
I didn't trust superglue or any adhesive alone to give a long-term repair. So, all the operating pressure is now taken by a 3mm thick steel spine to the trigger with the plastic now serving merely as a spacer.



Handbrake operating assembly can be easily taken out of the car - clevis pin removed from under the bonnet, the assembly unbolted from the bodywork below the dashboard.



Temporarily glue the broken piece back, and then with a fine-toothed saw make two cuts 3mm apart either side of the centre line of the trigger. Remove the waste to form a slot. (No need to cut the slot the whole length of the trigger). Glue a piece of 3mm thick steel plate in the slot,



Cut and file the steel to the profile of the trigger - drill hole for the pivot pin.



For additional security completely drill through from the side and glue in a pin, trimming flush with the sides of the trigger when glue has set. The operation of the brake now no longer depends on the strength of the plastic



Photo 5 To finish the job, after installation, fix a piece of white Duck Tape over the top of the trigger to hide the modification.

Bob Cross

Wheel Centre Thread Insert, for French Cars.

This is about as small and slight a topic as can be had in the pages of FP. However, I thought I would share it with you, as it may be a not uncommon issue. Over the years some of my wheel centre threads had become worn to the extent that the bolts would not do up securely and the hubcaps threatened to go walkabout. To remedy this, the Club, and some of the usual continental suspects, can supply inserts to fit. These have the added benefit of a longer thread for the bolt to play with. The pictures explain the process, but one revelation to me was the existence of a thing called a step drill bit.



Having been educated by monks, I was wise to many things, but not this. Where I had envisaged a tedious matter of filing out the 14mm hole to 18mm to accept the insert, this gadget makes short work of the job. As the name suggests, it enlarges holes in 2mm steps. Available from Screwfix et al. Once the hole is dug, and the surrounding area cleaned up, the insert pops in and can be held with a few blobs of weld. It doesn't need to be pretty. Not long ago, I acquired one of those cheap "no-gas" mig welders, or "flux-core" as the Americans call it.

It's really arc welding, so useless for car bodywork, but fine for bits of angle iron or, in this case, thread inserts. They do tend to spatter, so if you use one, best to pop the bolt in first to keep the spatter off the threads.

So there it is, I said it was slight.

Cheers

Terence McAuley

Not at all. Editor



Fuel Lines

Lockdown. I had finally come up with an excuse to take my Traction out, nothing ambitious, just a short trip down into the next village to collect a prescription.

Now my car has an electric fuel pump. It has never, during my ownership anyway, had a mechanical unit fitted, this being blanked off by a previous owner. I have retained it for several reasons, firstly it tops up the system when starting up after a long layup without flattening the battery churning over the engine. Secondly it tells me when the system is filled up by going quiet, and thirdly, it is a handy immobilisation device, when switched off by a concealed switch.

This time however, the pump thrummed into vigorous life when I turned the key and continued to do so as I sat waiting for it to prime.....and kept going. Stuck float needle I thought, switched off and retrieved my wooden handled screwdriver from the glovebox. A quick tap with the handle on the float chamber usually frees things off.

Under the bonnet seemed rather aromatic, in fact the heat shield seemed to have a millimetre or more of unleaded sat on it and dripping down into the depths of the engine bay. I touched the fuel line, the fabric coating felt damp. I opened the other half of the bonnet, there was petrol there too, on the top of the jambon.



I returned to the open driver's door and turned the key. Petrol in a veritable fountain spurted up from the first inch or so of the fuel line adjacent to the float chamber.

I hastily shut off and went for some cloths to soak up the spillage.

Undoing the fuel hose clip and pulling off the pipe from the carburettor, revealed a radial crack around approximately 70% of the pipe about 20mm from the end. Peeling the fabric cover back and flexing the pipe revealed that it was like miniature crazy paving, the rubber completely perished.

Now the lesson here is, no matter how much you want to preserve the period look of your engine bay, there is a serious risk of the rubber fuel hose degenerating unseen inside its braided fabric or s.s. wire sheath until the point at which it fails and douses your engine bay with fuel.

Fortunately I had some modern fuel line on the shelf and a few minutes work had this substituted and the Traction got its short run in the afternoon sun. Why does it degrade? Most of the standard unleaded fuel on sale on UK forecourts is E5, which is up to 5% ethanol and will soon be E10, which may have up to 10% ethanol. This is supposed to be beneficial to the environment in terms of tailpipe emissions, but, as has been widely publicised, causes degeneration in certain fuel system components. According to the Department for Transport (DfT), the potential issues include:

- Blocked fuel filters
- Damaged fuel pumps
- Degradation to flexible fuel hoses
- Corroded carburettors

There are additives that you can buy and add which claim to offset this, FHBVC recommend, amongst others, **Millers VSP-Plus** but even if you use this, anticipate, when using modern forecourt fuels, that certain of your underbonnet components may have a shorter life and so, you should keep an eye on the visible parts like the fuel lines, and when you overhaul or replace your fuel pump, make sure that the components within it are resistant to ethanol.

My advice, based upon this recent rather alarming experience, is therefore, that you should review your current fuel line condition as a matter of some urgency, chuck away the braid covered pipe and substitute some SAE J30 R9 grade fuel hose, which is fuel injection quality and is resistant to degradation from most of the ingredients in modern petrol. You can see straight away if it is degrading and you should review its condition as part of your regular servicing regime. The failed fuel line on my car was barely four years old.



You should do this, even if you seek out premium grades which are allegedly ethanol free and/or use an additive. A sudden fuel line failure onto a hot engine whilst travelling at speed could be catastrophic.

Editor

Events

Again not a lot to report under this section as the pandemic lockdown still rumbles along. Many events due in July and August have been cancelled or deferred and it is unclear at the time of writing whether and when lockdown restrictions on opening hotels and other venues will take place, as various (allegedly) learned bodies squabble over whether the pandemic is still declining at a sufficient rate or not.

Clarion are hoping to organise and hold some kind of Classic Car show at the NEC in November (13-15). It isn't clear at the time of writing whether TOC will be represented at this. The Classic Car and Restoration Show at the NEC has been deferred now until March 26-28, 2021.

Our own National Rally has been deferred until June 2021, as has the Jersey Rally (May 2021). As the President states in his piece, in both cases it is unclear whether current prices will be held and we await further news on this front, not likely to be forthcoming we would think, until the hotels re-open.

There are a few events billed for late August and September that are currently surviving, and I suggest that you stay in touch with your Section Representative to find out what is going forwards locally. It may also be feasible, to reorganise your own local events later in the year, limiting numbers and respecting whatever social distancing rules might be in place at the time. <https://www.motoringresearch.com/car-news/motoring-events-2020/> also has an updated calendar for various car and motorsport events which are still being held towards the back end of the season.

On the continent, many events have also been cancelled, one or two until 2022, and the need to self isolate on your return (if that controversial measure is still in place) is a deterrent to venturing overseas. Keep in touch with event organisers before planning to travel.

Editor



Ringling Out the Bells

We had the sudden passing of a dear friend from our Parish of Killinchy and Kilmoody and due to the restrictions on attendances at funerals only a select few could attend the funeral and believe it or not, the only vehicle allowed into the crematorium at this time was the hearse and not even a mourner, very sad.

So the "Poachers Pocket Topless Club", were asked to form a slow procession behind the hearse from near Saintfield to the crematorium and then back to Kilmoody church for an outside service.

As I couldn't drive due to a major wrist operation in early March, Liza took control of the wheel of the Citroen Light fifteen, the first time she had driven it was on the treasure hunt last year. She did great but was always looking for that nonexistent fourth gear.



The Parish of Killinchy and Kilmoody also celebrated the VE Day 75 with a social distancing bell ringing relay. The Queen's Pageant Master Bruno Peek had organised a series of events for Friday 8th May, they included town criers, the last post sounded on bugles, a series of beacons being lit around the whole of the United Kingdom as well as "Ringing out for Peace". Unfortunately all of these events were cancelled due to the current Coronavirus pandemic. However, the Bell Ringers at St Mary's Church, Kilmoody in County Down were a determined bunch and wanted to mark the occasion. The Rector, Doctor Stanley Gamble and the Tower Captain, myself, came up with the answer.

A bell ringing relay, this was organised with military precision, fully observing the current Government guidelines, the first bell ringer would enter the church where they would find PPE rubber gloves, sanitising liquid and antiseptic wipes. They would ring one of the six bells for 15 minutes, then there would be a 15 minute pause in order for the ringer to disinfect the ringing ropes, the stairs and allow the next ringer to enter to do the same process.

The idea was then put past the Queen's Pageant Master who was very much up for the idea.

I decided that a bit of something was needed at the church to make it look like a celebration, so we painted up a VE 75 sign as well as Liza again driving the Citroen Light Fifteen to display at the flag pole for VE Day 75.

In all 12 bell ringers from the parish rang the bells in a relay from midday until 6pm, when the last post was played from a mobile phone via the PA system and outside speakers to complete the day.

During the day many of the community took their daily exercise, walking or cycling to the church to enjoy some kind of a celebration for VE Day. The ringing relay provided the community as a whole with a sense of comradeship and emphasised how important the community is.

Dan Uprichard

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



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 £7250 for the car.

Tim Walker (mem no 1319) T: 07859 009861
E: timwalker2@gmail.com

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 Traction 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



FOR SALE:

Further reduction - "CITROEN TRACTION AVANT 11B" - Paris built in 1954.

****£8750 ONO****

- Purchased & registered in UK six years ago by us.

- Approx £5k spent (many receipts can be included)

- Petrol, 1998cc LHD.

- Used daily until placed on SORN 2019.

- Will be a 'Tres Bon' example with a little more TLC.

- Another Avant taken priority hence space needed. (N.B Roof rack in pic now on other vehicle)

- Genuine viewings welcome at our convenience in Berkshire.

TEL; Rebecca 07798 838887



FOR SALE:

1952 Citroen Traction Avant. Légere Re-registered in the UK in 2015. Engine rebuild 2008. Interior roof needs some attention. Only selling as moving overseas.

£15,000 Ono. Contact Antony Causton at antony@reachphysiotherapy.com (Brighton)



FOR SALE: 1952 Citroen Light 15,

small boot, right hand drive 12 volt electrics, excellent body work, re-furbished tan leather seats, new roof lining and carpets, new Michelin tyres, S/S exhaust, cylinder head converted to run on unleaded petrol, new battery, radiator, drive-shafts, shock absorbers, complete brake re-build, 123 electronic ignition system, new complete clutch assembly, dynaltec, (alternator), timing chain, fuel-pump, rear seat belts, lights etc. Superb condition throughout. £25,000

T 07800549263 or email hot.house@btopenworld.com (Herefordshire)

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

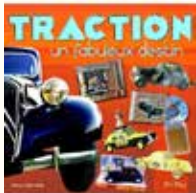
FOR SALE:

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

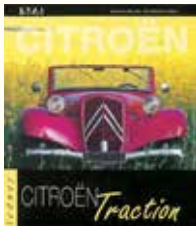
Attached is a list of these books, together with a suggested value (my research on the internet)

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 Citroen Workshop Manual which is for sale at £ 35.00.



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



ETAI Citroen 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 Citroen 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
stevehompsonmotors@rocketmail.com

Have you paid your membership yet? If not, this could be your last Floating Power!

TOC SHOP

Contact Vanessa Plumpton for full details on shop@traction-owners.co.uk or ring **01243 511378**

TOC SPARES HOTLINE

01243 511378

Chris Treagust,
98 First Avenue, Batchmere,
Chichester, W Sussex, PO20 7LQ.
Email: spares@traction-owners.co.uk

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

www.traction-owners.co.uk

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

		
Polo shirts with new logo: various sizes £15.50	TOC Mug, essential for the workbench. £6.00	TOC Leather Key Fob £8.00
		
TOC Binder to keep the back issues of Floating Power tidy. £ask.	TOC Grille badge £20.00	TOC Brooch/Lapel Badge £3.99

Second Hand Parts

Did you know that the TOC Spares Shop has lots of second hand parts?

Over the years we have bought stock from a number of places including our own members. The aim eventually is to catalogue and produce a list so that the membership knows what is available.

Do you need: Radiator for a Normale? Bell Housings? Front Cradle? Front Link Arm? Driveshafts? Ball joint sets? Front or rear Brake Drums? Front or rear backplates? Wooden dashboard for a late Light 15? Wings? Doors? Valances? Boot or front panels? Wheels?

Also lots of smaller parts such as valve pushrods, specialist bolts, lock washers, castellated nuts, brass wheel nuts, door handles and springs, etc.etc.etc.....

If you are looking for a part for your beloved Traction then give Chris a ring- don't forget the best time to talk to Chris is before midday any week day morning, or Email him any time. Contact details at the front of the magazine.



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