

QUAI DE JAVEL

LA **7** CV  
**CITROËN**



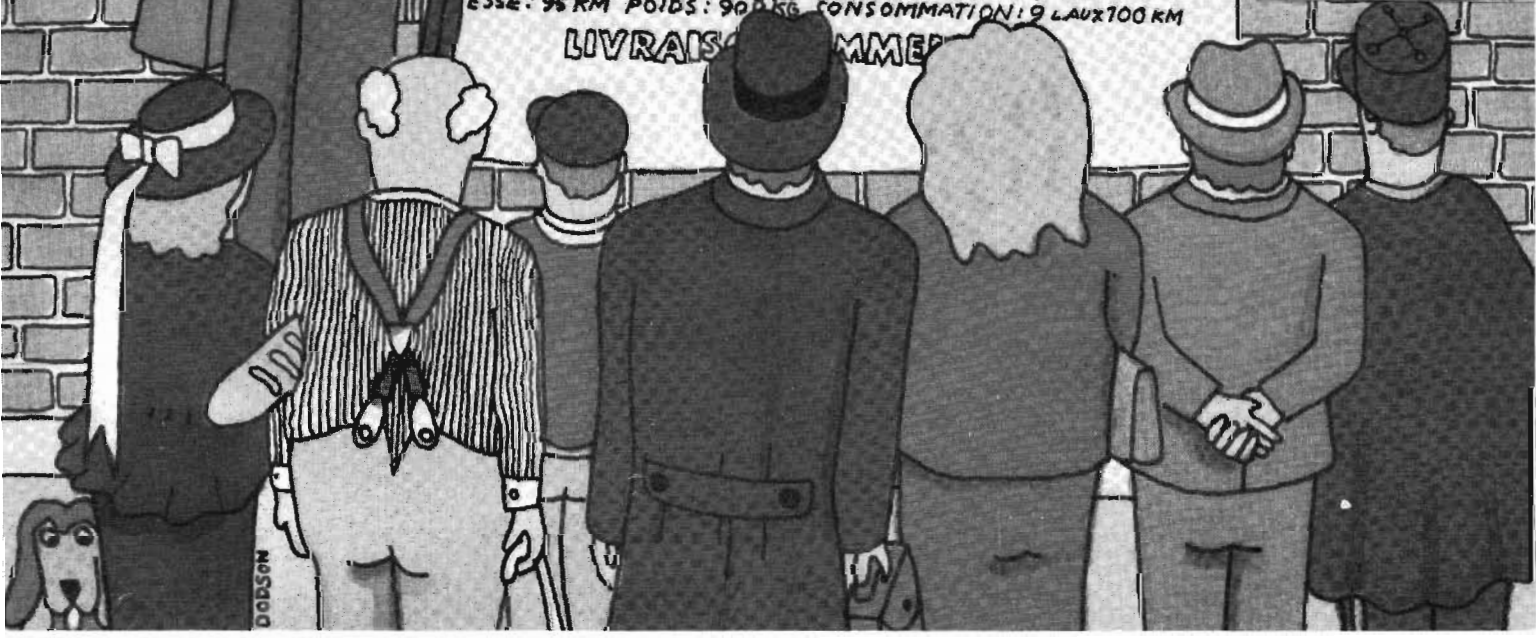
PRIX: **17.700** FR<sup>S</sup>

CONCEPTION ENTIEREMENT NOUVELLE  
 "TRACTION AVANT" "MOTEUR FLOTTANT" A CULBUTEURS  
 ROUES INDEPENDANTES "FREINS HYDRAULIQUES  
 SUSPENSION PAR BARRES DE TORSION  
 CHASSIS-CARROSSERIE "TOUT-ACIER" MONOPIECE  
 VOITURE INTEGRALEMENT AERODYNAMIQUE  
 ESSE: 96 KM POIDS: 900 KG CONSOMMATION: 9 L/100 KM

LIVRAISON IMMEDIATE

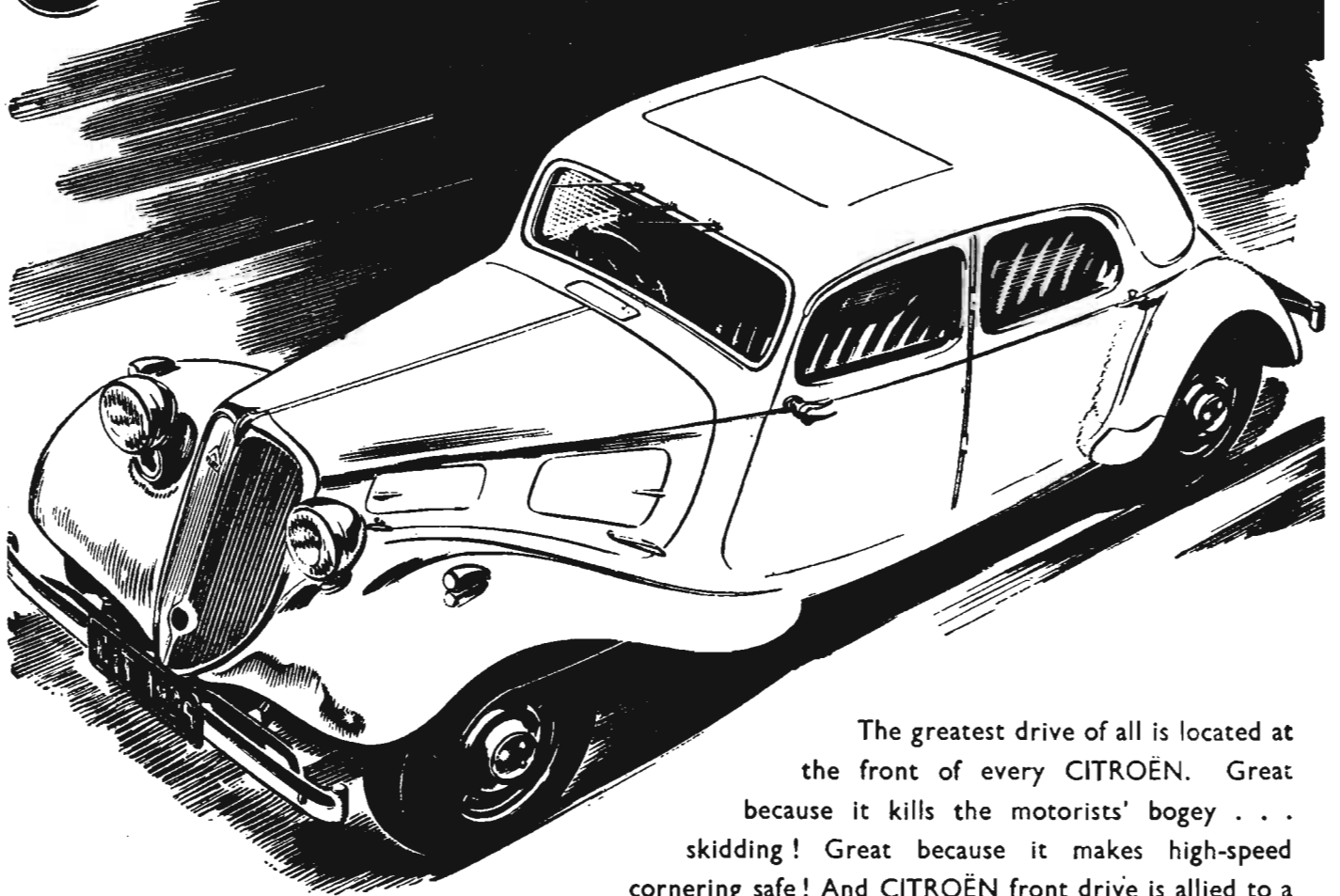
SU

RIC



DODSON

# GREAT DRIVE ON ALL FRONTS



★ In 1934 Citroën introduced INTEGRAL ALL-STEEL BODY AND CHASSIS. TORSION BAR SPRINGING. FRONT-WHEEL DRIVE. INDEPENDENT FRONT WHEEL SUSPENSION. REPLACEABLE CYLINDER BARRELS. FACIA-BOARD GEAR-CHANGE. FLOOR DESIGN FREE OF CONTROLS, FOOTWELLS AND TUNNELS.

#### Prices and Models

|                          |      |
|--------------------------|------|
| "Twelve" Saloon - - -    | £238 |
| Popular Saloon - - -     | £198 |
| Roadster - - - -         | £265 |
| "Light Fifteen" Saloon - | £248 |
| Popular Saloon - - - -   | £208 |
| Roadster - - - -         | £275 |
| "Big Fifteen" Saloon - - | £278 |
| 7-seater Saloon - - -    | £298 |

The greatest drive of all is located at the front of every CITROËN. Great because it kills the motorists' bogey . . . skidding! Great because it makes high-speed cornering safe! And CITROËN front drive is allied to a lively o.h.v. engine that saves you money . . . because the replaceable cylinder barrels eliminate rebores, reduce oil consumption and improve cooling. There is a one-piece welded steel body to provide the safest and strongest of all designs, with torsion bar springing and independent wheel suspension combining to give the most luxurious riding of our time. Experience it yourself by asking your dealer for a trial run.

# CITROËN

CITROËN CARS • LTD • SLOUGH • BUCKS

# Floating Power

Volume One Number One

January Nineteen Hundred and Seventy Six

Thank you for showing your support for our new venture; we feel that the response we have obtained from enthusiasts such as yourself, both within and outside the existing CCC, shows that there is a need for a specifically pre-57 club. At the time of going to press, it was intended to approach the CCC directly and ask that we become an autonomous subsection, using Light 15 owners subscriptions to produce this magazine in lieu of the Citroenian, having received the relevant members written consent, of course. We feel that because Traction owners constitute a small minority within a club catering largely for modern cars, they cannot possibly hope to provide space in which to publish the material and information that we think Traction owners want.

Should the outcome on the 22nd not be favourable, (see stop press) it will pose some organisational problems, but we intend to try to forge an additional club regardless; in either eventuality the club will generate its own momentum, at the beginning however, its success depends on your participation in recruiting members, attending functions if at all possible, your contributions to the magazine and suggestions are essential.

It is important to establish a venue for our first meeting as soon as possible in order that we can get to know one another personally. This meeting, on private grounds, we hope will be an active one, in the sense that it will include various sorts of driving tests in which you can put your Traction through its paces if desired. In order that we may gauge the response, will you please return the enclosed form. This inaugural meeting will be in the London area (apologies to our members in the extremities!)

Regarding membership and subscriptions, as this depends on the outcome of the committee meeting on the 22nd, details are appended in the stop press. As we see it, it is essential that we Traction owners band together in order that we may derive the maximum pleasure from our cars, and that we can share our problems, facilities, and enjoyment. It must not; cannot fail, as the opportunity may never reoccur.

Now or Never - IT DEPENDS ON YOU!



# Trials & Tribulations of the first Traction

The main problems experienced from the very beginning of the development of the Traction Avant model, centred mainly around the gearbox and drive-shafts: the former due largely to Andre Citroen's insistence on the use of the all-automatic Senseau de Lavaud gearbox, and the latter complicated by bitterness and in-fighting at the works. Some of the older employees were bitterly opposed to the project of a new front-wheel-drive car, and resented the arrival of such men as Andre Lefevre who had previously worked for both Voisin and Renault, and who had long been an exponent of f.w.d., to a position of second-in-command in the design office. It was Lefevre who introduced Gregoire to Citroen, when he decided to use the Tracta universal joints, on the prototypes being tested at the Montlhery track, running the cars night and day. This intensive testing showed up a worrying weakness in the design of the U. Js, which frequently overheated and melted the lubricant, whereupon the centres seized solid on to the supporting jaws. The U.Js had an average life of under 600 kilometres. Gregoire had designed two types of joint - the older 'stationary' one was used with every success on Lucien Rosengart's 'Supertraction', but unfortunately that installed in Citroen's Traction prototypes was a 'rotating' type, so-called because the housing turned with the shaft. The whole affair seems to have been riddled with intrigue; Bendix, the manufacturers of the joint, after a rather half-hearted attempt to improve the sealing, renounced the design altogether - knowing of the prejudice at Citroen's against it, according to Gregoire, the preferred to cede the point rather than lose the order for equipping the prototypes with Bendix brakes. Gregoire, meanwhile, got an inspector to check the manufacture of the U.Js, and this brought to light the fact that not one was correct to the drawings: tolerances were badly out, and assembly was frequently faulty. He stormed in to the office of Maurice Norroy, 'quality director', and threw the faulty parts on his desk, accusing him of sabotaging the production of the Tracta joints.

Meanwhile the troubles of the '7' continued: Lefevre had decided on the use of the American Rzeppa sealed joint, and this, although sturdier than its predecessor, made a highly alarming noise when cornering, 'like somebody cracking walnuts'. The design office approached an old supplier of Citroen's

Glaenger, to design a hook-type joint with needle rollers, and this, in spite of initial trouble with the central spiders seizing up, was eventually adopted on all Traction Avant models.

Problems 'up front' continued, however: that stalwart Francois Lecot on his marathon Paris-Monte-Carlo run, which no doubt showed up a fair amount of faults on the model, found even his equanimity so somewhat ruffled when with monotonous regularity at intervals of 15,000 - 18,000 miles, one of his front wheels was to be seen bouncing happily along the road in front of him. Eventually his engineer, Brisset went to Gregoire to ask his advice, and they discovered that the cause of the trouble was the stub-axle, which was placed under too great a strain in spite of the extremely tough steel from which it was made, being both a driving and load bearing member. Gregoire modified the hubs to make them 'semi-floating', replacing the exterior ball-races on the stub-axes by needle rollers. This was done in the greatest secrecy, as Lecot's car was supposed to be strictly standard. In spite of support from Maurice Norroy, the modification was not accepted at the Quai de Javel, principally because it had been submitted by an outsider, that outsider being Gregoire, against whom there seems to have been an unfortunate amount of prejudice in the upper echelons.

As to the question of the gearbox, this was a bone of contention from the earliest days of the new model, and contributed in some degree to Andre Citroen's financial ruin. Citroen had fallen in love with the all-automatic Senseau de Lavaud gearbox since seeing it at the 1927 Motor Show, and insisted on its being adapted for the '7', in spite of the assurances of his engineers that a great deal of development work remained to be done on the gearbox, and that it was highly unlikely that it would ever be suitable for mass-production methods. Citroen had had a de Lavaud gearbox fitted to his personal C6, which performed very satisfactorily, owing largely to the improbable fact that Citroen hated driving, and only took the occasional gently promenade around the Bois de Boulogne! In an effort to assert his point of view, Andre Citroen invited M. Senseau de Lavaud whose wealth derived from Franco-Russian coffee-planting parents and whose inventions were so prolific that he filed a new one with the Patents Office almost every week, and Paul d'Aubarede, the father of the Floating Power engine, on a trial run to

Deauville in a C6 fitted with the de Lavaud gearbox. The road was flat, and the test passed off without a hitch. Lefevre was accordingly instructed to fit the first five Traction prototypes with the gearbox, and early in 1934 this convoy set out to storm the hill a Meudon, to the west of Paris. A rapidly diminishing convoy! The first casualty occurred only a short distance from the works when the clutch seized on one of the cars; two more fell by the wayside at the first steep hill, the fourth quickly following - the final Traction, merry gurgling sounds coming from the boiling oil in its gearbox, turned tail, and fled back to the Quai de Javel, managing to coast downhill for most of the way. Lefevre is reputed to have commented that de Lavaud had invented a lousy gearbox, but an excellent chip fryer!

Andre Citroen was immediately contacted at his home, and a meeting arranged in his office for that afternoon: after listening to the report of the test-drives, he turned to Broglie and Lefevre and asked how long it would take them to design and adapt a conventional gearbox.

'Two months,' Broglie said, after some thought. 'You have a fortnight,' Citroen replied. And they did it, using original casing, and introducing the novel system of linkages (Lefevre's 'Eiffel Tower') and the gearlever protruding from the dashboard, know affectionately at the works as the 'mustard spoon'. Unknown to Citroen there had in fact been some covert work going on to prepare for just such an emergency as this, but in spite of this it is scarcely surprising that the hastily cobbled-together gearbox has always been the car's weakest point; The surprising thing is that Citroen never saw fit to replace it with one of a stronger and more sophisticated design.

Citroen's financial situation was worsening day by day, and it was an increasingly desperate race between the disgrace of bankruptcy and the salvation that the new model was to bring. In the design office the men were working ten hours a day, seven days a week, and eventually Prud'homme, the chief of the test workshop, protested gently to Citroen, that they could not go on, they really must have a break of at least a couple of days.

'My dear Prud'homme,' came the reply, 'it's no longer a question of days, but of hours . . . .

'In that case, m'sieu, we shall all be here on Sunday as usual!'

There seems to be a certain amount of confusion about the actual date on which the Traction Avant was first presented to the concessionaires; in 'La Traction' Jacques Borge and Nicholas Viasnoff quote March 24th, 1934 as the pertinent date, whereas, Sylvain Reiner, in his biography of Andre Citroen, says that the presentation took place on March 21st. In the magazine 'l'Automobiliste', no. 38, Christian Tavard quotes the date as being a month later - April 18th - and backs up this claim by arguing that the factory-printed brochure, marked 'Confidential, strictly for Citroen agents and concessionaires only', and entitled 'The Car the World was waiting for ...' gave the date of the Citroen Conventions as April 18th.

All, however, seem to agree more or less on the details of the meeting. The concessionaires evidently arrived at the Quai de Javel in an uneasy mood, having already been touched for a sizeable amount of money to help the ailing concern, and

expecting to be asked for more. Much to the general surprise, however, Andre Citroen, when he appeared, had an air of great gaiety and good humour. He first showed the film of Citroen's Central Asian Expedition, and then made the dramatic announcement of the advent of the new model . . . .

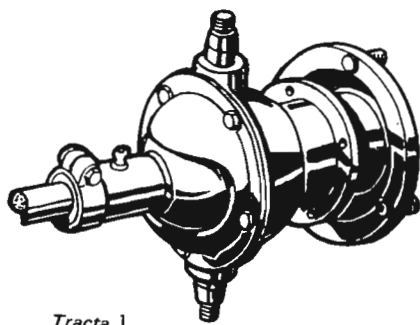
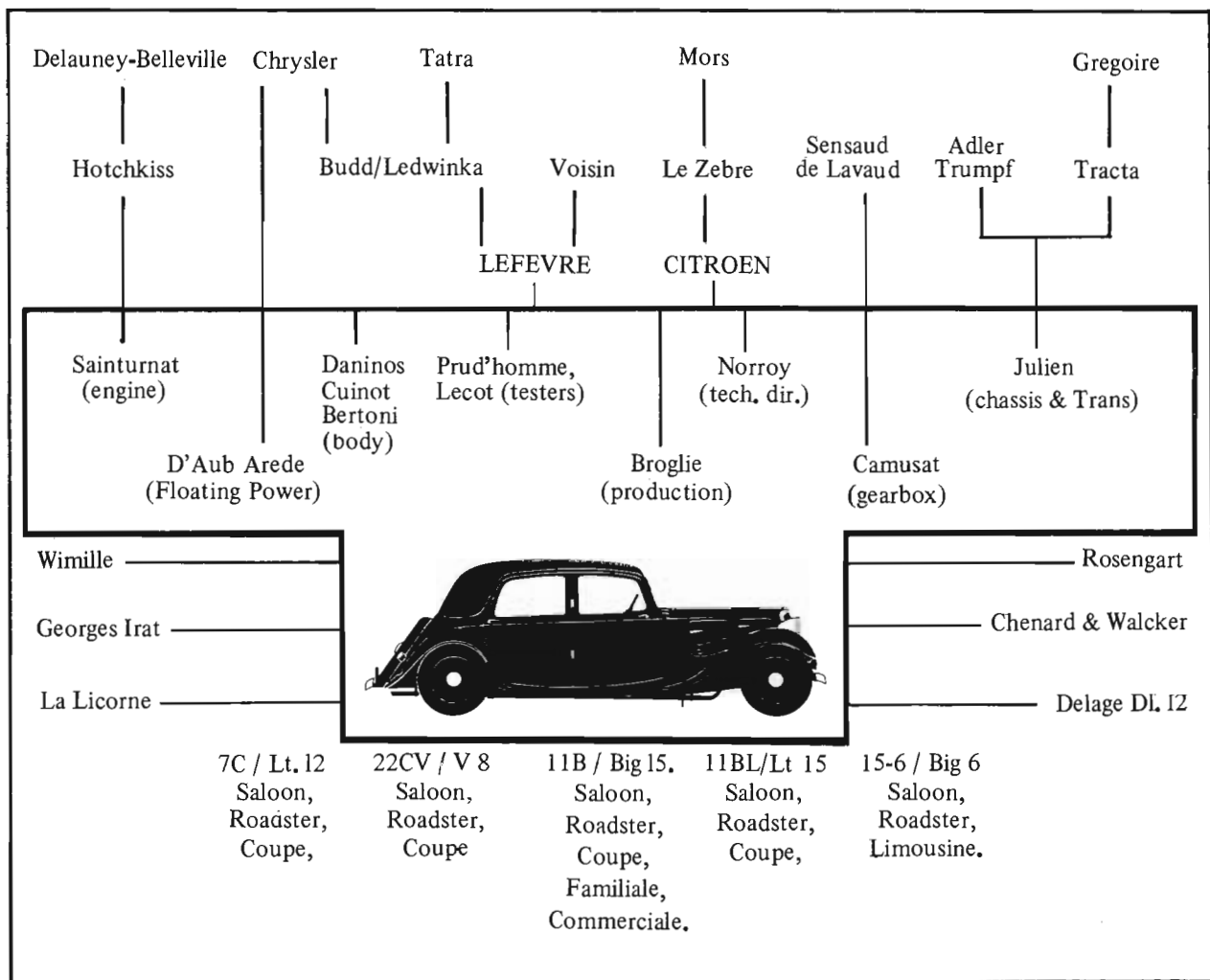
'I have to tell you that I am launching a counter-attack against my enemies, and you will soon be able to judge for yourselves the efficacy of the weapon . . . . It is, in a word, a totally new and revolutionary car . . . .'

Uproar broke out amongst the assembled company many of whose morale had been at an extremely low ebb: they all tumbled into the waiting C6s, Citroen chauffeurs in their livery of beige and brown at the wheels, and were driven post-haste to the little workshop in the Rue Cauchy where the first '7' awaited them. The impression made by the car was all that Le Patron could have wished: the concessionaires were quite amazed by its low height, lack of running-boards, and general styling. There were a few dubious murmurs about ease of entry, the car was so low . . . Andre Citroen clapped his hands and called for 'Monsieur Chopski!' The Polish Count Chopski, who worked in the Export Department, was a giant of almost seven foot, and yet the delighted audience saw him open the car door and install himself in the driver's seat with the greatest of ease; one or two doubtful murmurs were still heard - 'The French were much too conservative to buy such a car . . . ' 'F.W.D had never been reliable . . . ' but for the most part, Citroen had won the day, and the concessionaires, duly feasted, returned to their home towns excited and optimistic. Company shares rose by 10% the following day.

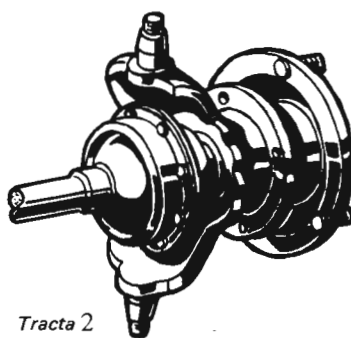
The heroine of the hour, the new '7' was in reality a very hastily assembled prototype, and Citroen had carefully avoided starting her up or offering any test drives. But within a month the model was ready to present to the press, and 350 cars left the works, each driven by a Citroen agent, taking home his first Traction Avant. (Again there is a month's disparity in dates: April according to the authors of 'La Traction', and May, if one believes 'l'Automobiliste'). The press was for the most part ecstatic, and the production lines started moving in earnest . . . . reaching 300 a day by mid-May. Citroen agents were issued with words of advice - 'A test-drive well-managed, and you are almost sure of a sale!', together with a curious document which was never on public view, but intended only for the eyes of the agent's 'most influential clients'. It contained a photograph of the results of a dramatic tumble from a cliff of three cars: a Renault a Mathis, and a Citroen Traction Avant. The Citroen reaches the bottom miraculously the right way up, minus its bonnet but otherwise undented, the Renault and Mathis are reduced to a pile of twisted and unrecognisable metal. Rumour unfortunately has it that whilst the Traction was reinforced for the test, the two other cars were semi-dismantled before being pushed over the edge of the cliff.

The first Traction Avant was sold on May 3, and the first complaints rolled in soon afterwards, one imagines . . . For these early Traction were fragile, prematurely born, and subject to frequent 'pepins'. The gear linkages jammed, the doors flew open at speed, the halfshafts knocked . . . many a Citroen agent experienced the ironic truth of the advice:-

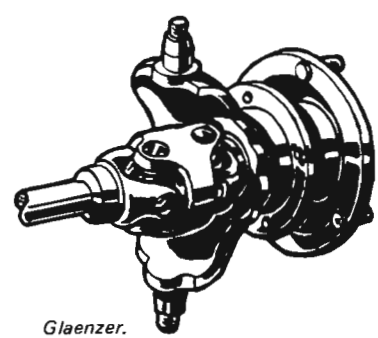




Tracta 1



Tracta 2



Glaeazer.

'A test-drive well-managed and you are almost sure of a sale'.

The concessionaire, for instance, who was showing off the paces of the new model to an extremely important client, braked to avoid a tractor drawing out in front of him, found that he had no brakes, swerved violently, flew gracefully over a ditch, and landed in a field. The half-stunned concessionaire heard his passenger exclaim: 'What road-holding! What a manoeuvre! And here we are - safe and sound' and produced his cheque-book on the spot ...

Or Prud'homme, who came upon an unhappy motorist stuck on a Parisian cross-roads, and who explained that the gearlever was jammed, and he was unable to find neither 1st nor 2nd gears. Prud'homme opened the bonnet, and in a second had expertly disentangled his 'Eiffel Tower' linkages.

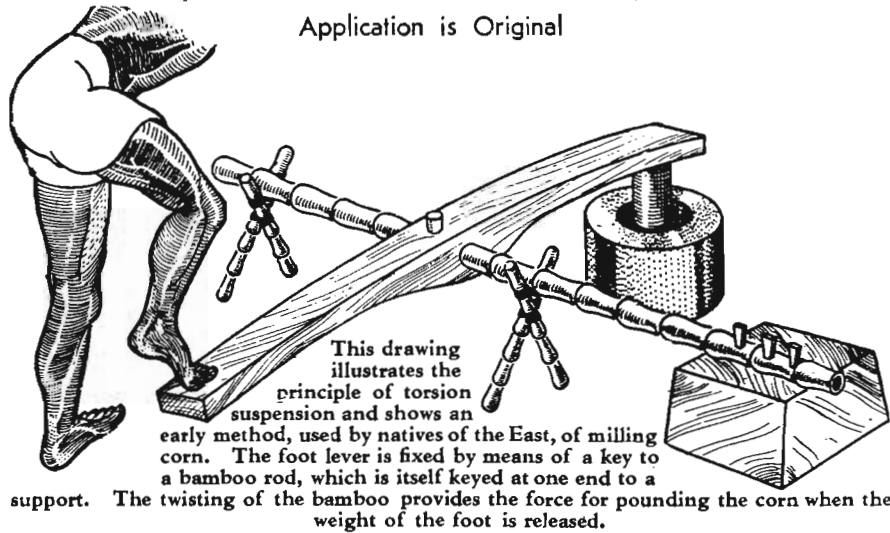
'But there's nothing wrong at all!' he said, 'You have a fine car, take care of it!' and sent the puzzled motorist on his way ....

Or the Concours d'Elegance at the Bois de Boulogne in June presided over by Andre Citroen, at which five cabriolets were entered by the Baronne de Rothschild and her friends. The cars had a journey of 5 kilometres to make, and everything went extremely well until it came to their turn to pass in front of the jury: They were totally immobilised, all the brakes, having seized on. Citroen, seeing that something was wrong, gestured discreetly to Prud'homme, who whispered in his ear that the brakes were overheated, and that they needed time to cool down. Citroen accordingly strolled over to the jury and entertained them with all the wit and charm at his disposal: after a quarter of an hour, the cars moved off one by one, nobody having noticed the extraordinary delay.

In spite of this almost disastrous start, the '7' and later the '11' and '15' overcame the rumours and adverse publicity that followed such incidents to become the most beloved car of the French public - 'la Reine des Voitures'.

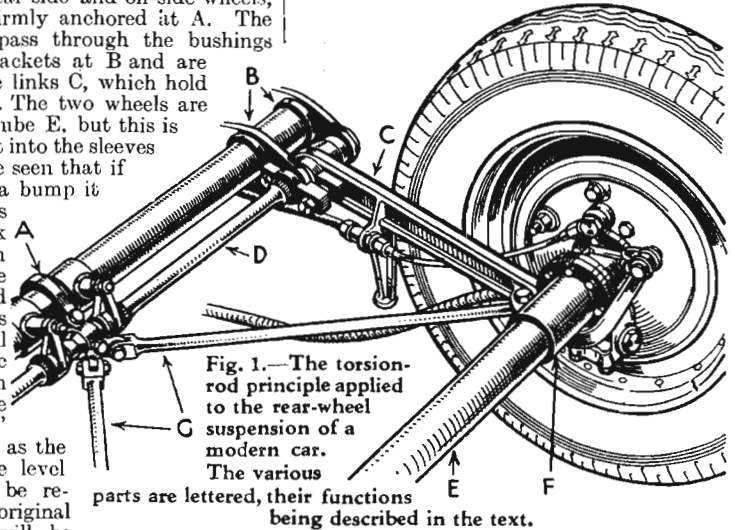
# TORSION - ROD SUSPENSION

A Clear Explanation of a System of Suspension which has been Recently Developed. The Principle is by no Means New, as is Pointed Out, but the Application is Original



**T**HOUGH torsion-rod suspension was seen at Olympia for the first time this year, it is by no means a new system. In fact, it is one of the oldest methods of springing, and primitive forms of it can be seen in use in the East to this day. An illustration on this page shows a native engaged in milling. A bamboo pole is pinned to a block of wood at one end, the other end being supported on two trestles between which a wooden bar is pegged on to the bamboo pole. One end of this wooden bar has a hammer head which fits into a hollow on the mill-stone. The other end is curved down to within about a foot of the floor. The bamboo is so arranged that the hammer is held on the milling stone. When the native's foot is applied to the free end of the wooden bar the hammer is raised and the bamboo twisted. When the foot pressure is released the bamboo returns to its original position and the hammer is banged sharply on the mill-stone. With a well-seasoned length of bamboo considerable force can be exerted. To understand the rough principle of torsion-rod suspension, it is convenient to imagine for a moment that the bamboo is fitted to a car and the wheel is placed at

front-wheel drive is shown. Separate rods are used for near-side and off-side wheels, and both are firmly anchored at A. The opposite ends pass through the bushings held by the brackets at B and are anchored to the links C, which hold the rear wheels. The two wheels are joined by the tube E, but this is only a sliding fit into the sleeves at F. It will be seen that if a wheel strikes a bump it will rise. This will lift the link A, which in turn will cause the torsion-rod to twist. As the bar will all the time be trying to regain its former shape or "untwist" itself as soon as the wheel is on the level again, it will be returned to its original position. It will be seen that, because the tube E is not



tube E is not anchored to the sleeves F, each wheel will move up and down quite independently of the other. Support is given by the brace-rods G. The front-wheel lay-out is shown in Fig. 2, B being the link, C the shock absorbers, and D the torsion-rod.

torsion-rods being fitted with adjustable anchors. Thus, any degree of twist can be put on the rods before they are flexed by the wheel movement. It will be seen that if the rods are twisted in a direction opposite to that in which they will be twisted by the action of the wheels, the springing will be stiffer.

It is claimed that this system gives increased riding comfort coupled with simplicity. The moving parts are few and can simply be replaced. The torsion-rods have been found to stand up well to machine tests, which are very much more severe than the stresses imposed by the worst road conditions. The design also controls rolling on corners. Torsion-rod suspension was first fitted to a car by the late Mr. Parry Thomas about 1923, and was the standard suspension on a German car, now obsolete, between 1926 and 1929. No doubt more will be heard of this interesting system in the near future.

## Stand-by Devices

Provision is made for a broken torsion-rod by passing the link through an opening in the frame which is heavily insulated

with rubber. In the event of a breakage the link will ride on the rubber, and though suspension will not, of course, be good, it will be possible for the car to be driven away without any difficulty or much discomfort.

The system is adjustable, the ends of the

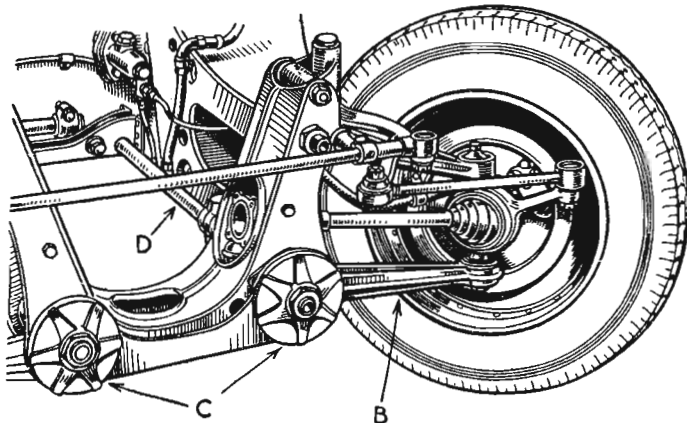


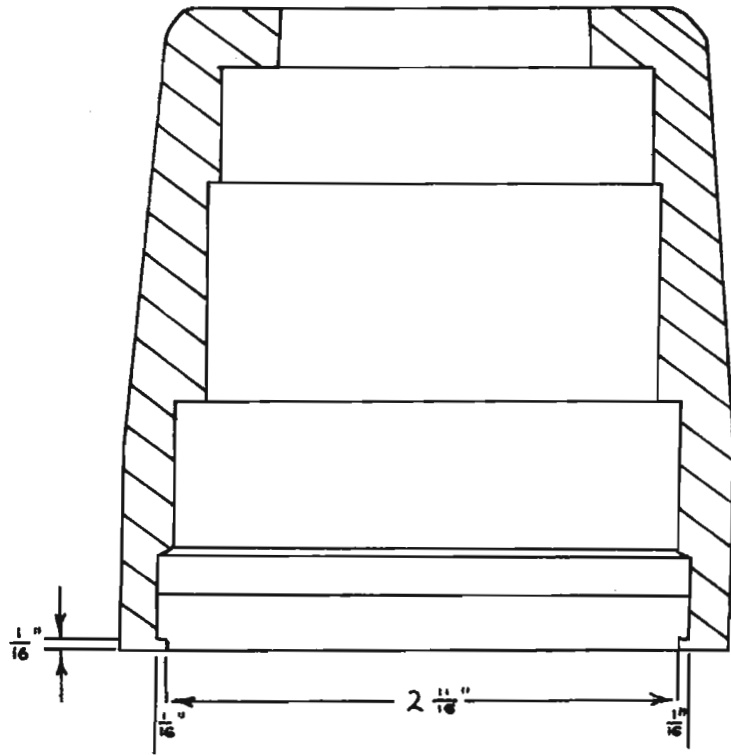
Fig. 2.—The new system of suspension as applied to the front wheels of one modern car.

the "foot" end of the wooden bar. As the car moves over rough ground, the wheel will be able to move up and down by twisting the bamboo. In practice the bamboo is replaced by a torsion-rod of special metal shown at D in Fig. 1. For the sake of simplicity the rear wheel of a car having

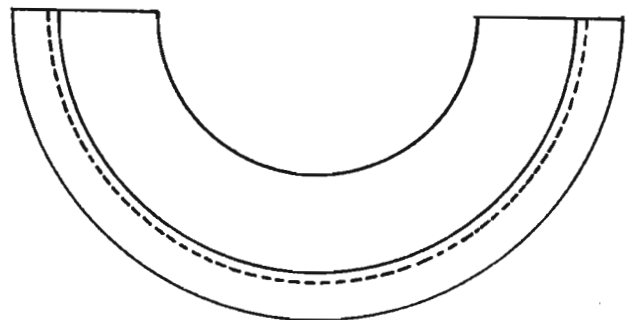
Over the next couple of issues, we will publish full specifications, drawing and instructions for use of the various Citroen garage equipment necessary for overhauling the suspension and driveshafts of Light 15's and Big 15's. Various projects for the manufacture of these tools are as yet in the embryonic stage - see elsewhere in this issue - and it is felt that, as an introduction, the following drawings will be valuable for future reference. (actual size)

### OUTER WHEEL BEARING EXTRACTOR

Screw (1750T) used with extractor body (1750T) and collets (1819T) or (1820T)



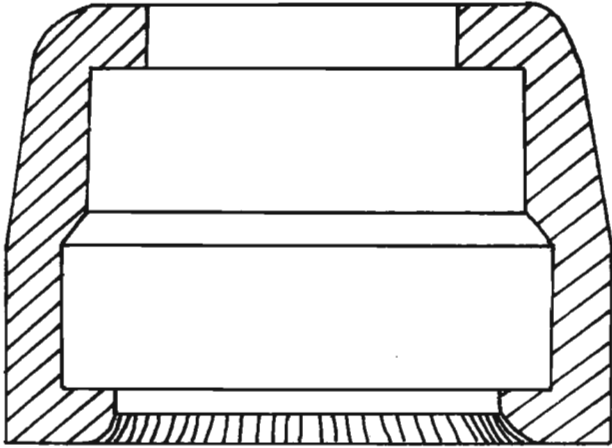
Collets (1819T) view shows one half of the pair



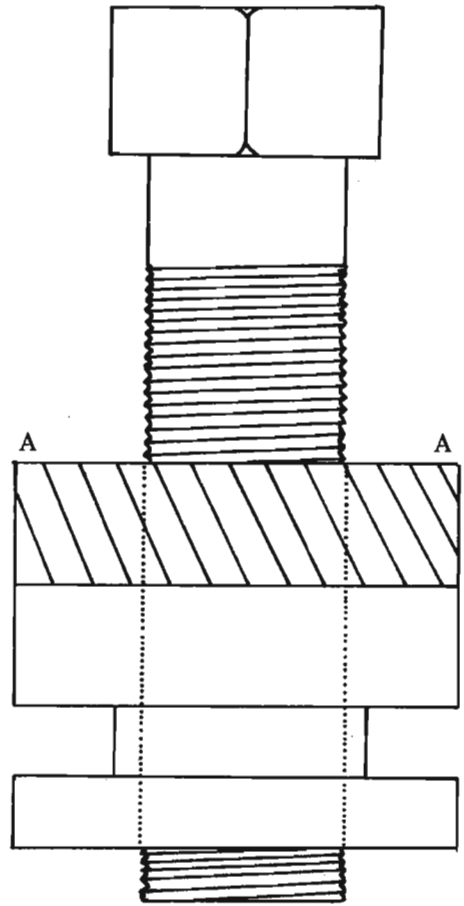
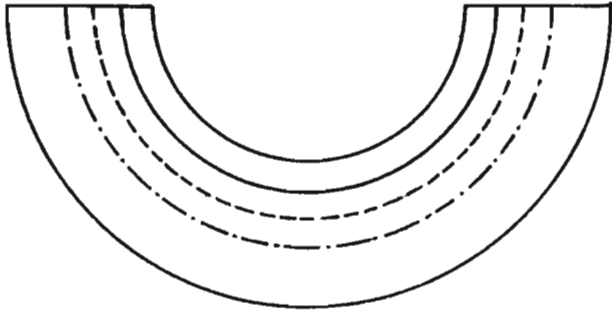
View looking from angle 'A A'



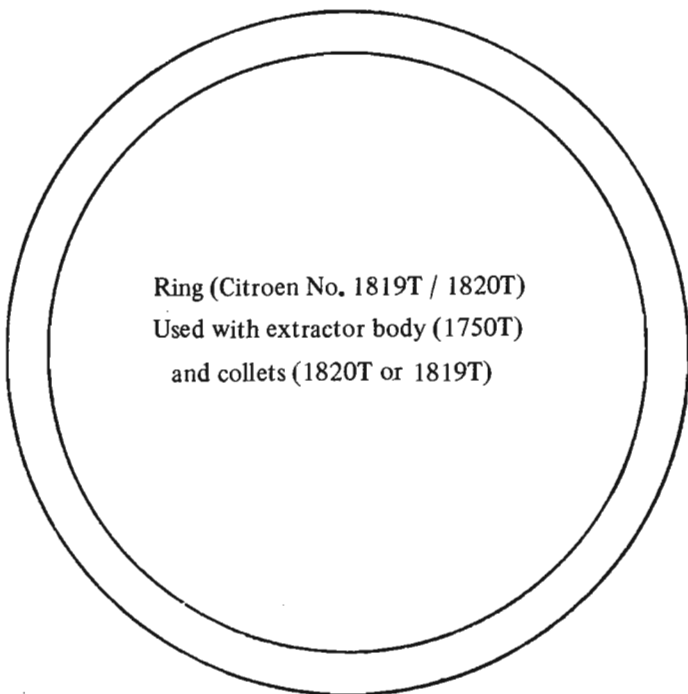
BRAKE DRUM PULLER



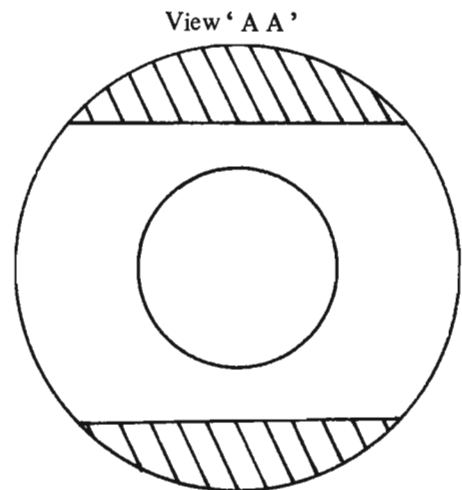
Collets (1820T) shows one half of a pair.



Threaded for about a 1 inch diameter screw



Ring (Citroen No. 1819T / 1820T)  
Used with extractor body (1750T)  
and collets (1820T or 1819T)



Extractor body (1750T) used with screw (1750T)  
threaded for about 1 inch diameter screw.



Under the name of Peterson, Peter Eppendhal was one of the more successful of the few privateers campaigning Tractions in competition - rallies, track events and hill-climbs - during the fifties. But whereas his contemporaries ran Light Fifteens in various guises and stages of tune, his own preference, despite the superior handling of the 'Legere', was for the more powerful Six; accordingly, he chose in late 1953 a well-pampered second-hand small boot 'Quinze'.

Now, a Light Fifteen may, I suppose, be termed a semi-sporting saloon, if only for its prodigious road-clinging (despite a decidedly un-sporting gearbox, the 'Performance' tag of the post-war 'four' implies this, at least); But a Six! - a boulevard cruiser if ever there was one. The very idea of actually racing one was greeted with little more than mild derision.

At first he decided to run the car in the 'Serie Normale' category, a sort of 'Group 1' which restricted any deviation from production specification to a minimum. The cylinder head was polished, and wire wheels fitted to help brake cooling, and thus equipped, complete with the velours passenger's footrest the aged first owner had installed and the protective covering still on the trim, 457 AE 69 was entered for several local hill-climbs in the Lyonnais and coped sufficiently well at least to be considered competitive in the two and three litre class. More ambitiously, the car was run in the Winter Snow Rally at Villars de Lans (in the Vercors Mountains) of January 1955. In spite of being unplaced in the results, and spinning off spectacularly, Eppendhal, impressed with the car's stability at speed, remained convinced of its potential. This disappointing result together with its failure even to qualify for that season's 'Charbonnieres' rally, underlined its inadequacy in standard tune. The obvious decision was made - to run it in the 'Modified' class instead.

Avoidupois was the primary handicap; it takes a brave man to drive a Six at 10/10ths in anything but ideal conditions, as there is a lot of motor

car to lose! (the fate of the Michelins seems to indicate that tuned 'Quinzes' are less than 100% safe). Accordingly, Eppendhal stripped his car of everything non-functional - bumpers, trim, etc.

The armchairs were replaced by ex - 2CV hammocks, and perspex substitutes made for the windows, an and windscreen. Fibreglass was used to manufacture lightweight bonnet and bootlid, and these measures eventually reduced the kerb weight by some 30%, to under a ton. In a further effort to improve brake ventilation, Eppendhal made up some finned drums on the Alfin model, by the simple expedient of casting a 2inch aluminium ring around the existing drums, and machining out the cooling fins. (The 'X's', incidentally, were kept inflated at 3Kg. cm<sup>2</sup>)

Attention was now turned in earnest to the engine, ID piston, barrels, rods and bearings were mated to the crank and polished and balanced. The owner had his own ideas for the lift and degree of overlap he required from the camshaft, and for some reason deemed it necessary to send it to Iskendarian in the States (specialising in one-offs for hot-rodders and dragsters as well as Indianapolis racers) who re-profiled the shaft to his somewhat vague specification quickly, efficiently and cheaply. An appropriate scintilla Vertex magneto was found and fitted.

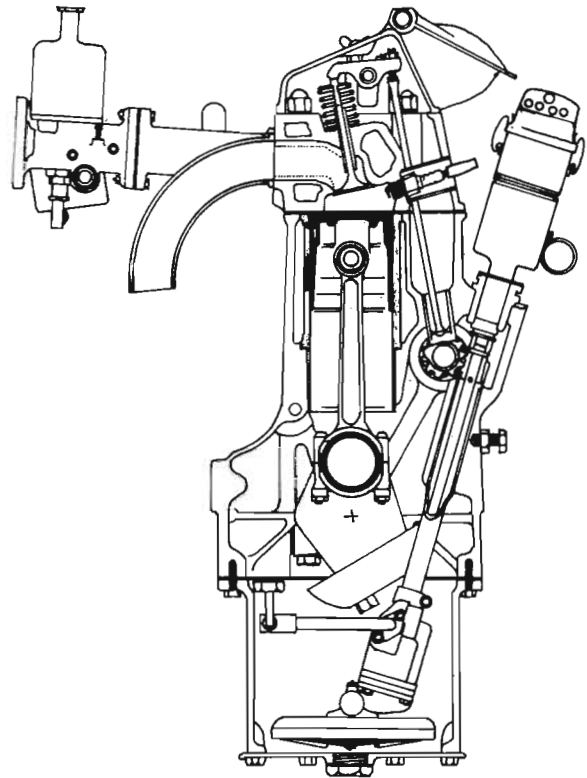
Despite the elegance of its body, the head of a Big 6 is a less inspired piece of design - the obstructed little ports aren't even siamesed symmetrically. Within the limitations of the casting, Eppendhal set about making it a model of efficient porting. Not a Sunday afternoon job, however - four cylinder heads (sic) and 400 hours (sic) later, he had succeeded in complying with Iskendarians' recommended minimum port diameter of 33 m.m; and the entire unit polished. An aluminium inlet manifold was fabricated for the three (ex - Jaguar) S. U. carburettors, and mounted together with a steel free-flow exhaust manifold.

The moment of truth proved disappointing, as

on first runs the car ran very roughly and was enveloped in vast clouds of black smoke issuing from under the passenger's door. (For this was where the beast exhausted). Time-consumingly, suitable needles and jets were found for the three carb. setup on a trial and error basis. Once these problems were overcome, the car was taken on the road for its first real test. It went, apparently, like the proverbial pound note, coming on cam at about 45 m.p.h. in second, and the hurtling up to 87 m.p.h. IN SECOND!!!

The car was entered for the 'Circuit de Vitesse' at Marseille, and after all-night repairs to damage sustained during an accident in practice, finished 9th overall in a field of XK.s, Aurelias, Alfas and the like. The results of this first outing in rejuvenated form obviously delighted Eppendhal. The car was not, it must be remembered, an out and out racer, but in everyday use, as is well illustrated by an anecdote in the Borge/Viasnoff 'Traction' book. The elated owner returns to Lyons from Marseille, and at a local garage, while having his magneto checked, is approached by the head of the flying squad of the Lyons Gendarmerie, who knows of the car by reputation. A flat-out blind around the streets of the city ensues during a mid-day lull in traffic, the Brigadier endlessly repeating 'Incroyable!!' between egging on the driver to more and more spectacular feats and invoking the gods to supply him with such breathtaking 'Tractions'. Until they hit a road-block, that is (almost literally!), where the attendant officers gleefully and rudely arrested this lunatic, oblivious of his high-ranking passenger, who in turn, of course, unleashed a torrent of invective upon the unfortunate 'flics'. The road test continued unabated, though this time with full escort!

457 AE 69 was actively campaigned until 1957 when it was entered at Montlhery for the 'Coupe de Printemps'! Even against the latest Alfas, and the then new DS (whose driver heaped scorn upon the old Six while on the grid, even suggesting that the practice times must have been rigged for the car to be there at all!) and proper sports-racers like Monopole-Panhard and the like, the Traction remained competitive. In fact, it finished third, winning its class outright after what sounds like an epic race.



(The DS, of course, was never even seen in the rear-view mirror! ), The spectators absolutely loved it - the sight of an ageing 'reine des voitures' acquitting itself honorably, amongst far more sophisticated modern machinery, appealed enormously, and it was enthusiastically cheered as it slithered round each lap keeping at bay a Salmson or somesuch. The car's final outing in Eppendhal's hands was also at Montlhery in the autumn, where it finished second (though brakeless) behind Houel's very fast Guilia after an apparently fearsome dice. A week later, all the bearings ran.

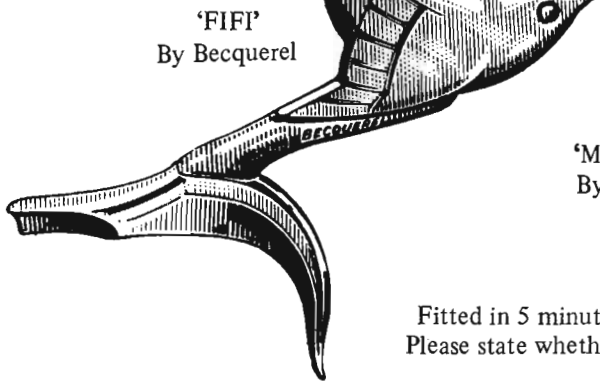
In its time, it was the most successful of the competitive Sixes, along with 300 QE15 (pictured in the 'Profile' during the 1953 Sestrieres Rally). But that, of course, is a completely different story ..... (to be continued).



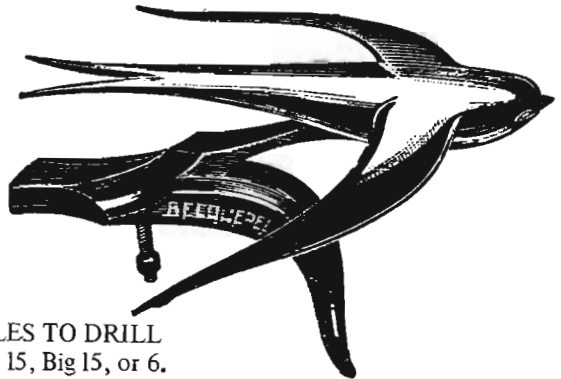
# The Latest Accessories

## MODERN MASCOTS

Complement the aerodynamic lines and add that personal touch to your car



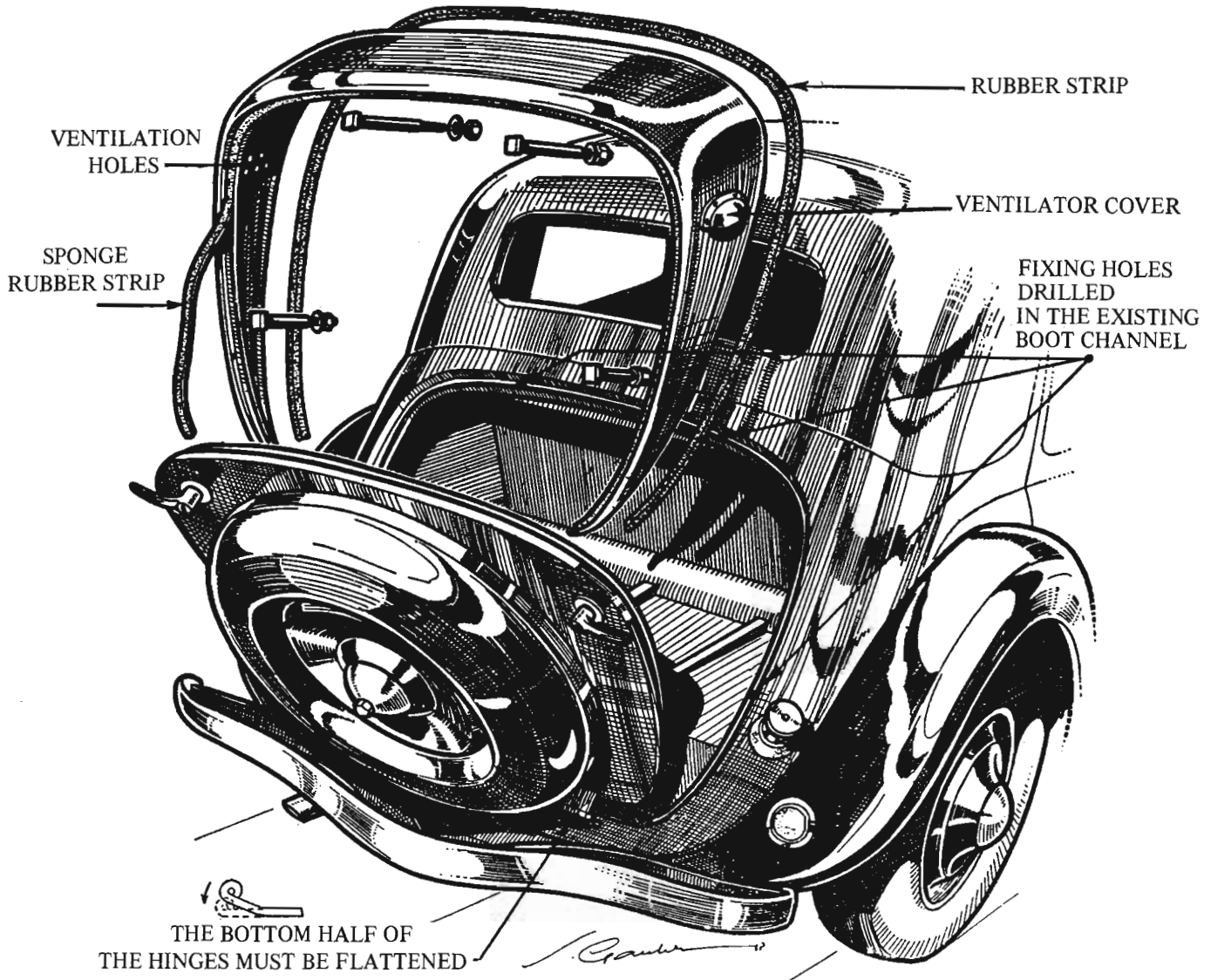
'MARTINET'  
By Becquerel



Fitted in 5 minutes NO HOLES TO DRILL  
Please state whether for 12, Lt 15, Big 15, or 6.

## THE 'SPEED' BOOTLID CONVERSION

The simplest of modifications - the most elegant - the most sensible - the cheapest.



Doubles boot capacity. This modification allows bulky luggage to be accommodated while at the same time preserving impeccable lines. The ventilators allow huntsmen to transport their dogs with no danger of suffocation. The boot extension is removable and can be fitted in less than two hours. It is completely watertight thanks to the rubber sealing strips which also prevent any damage to the coachwork. It is elegant, durable and completely vibration-free. Delivered in grey primer.

# Correspondence

All letters to Traction Owners Club, North Cottage, Mongers Farm, Barcombe, Nr. Lewes, Sussex.

Dear Sir,

That was quite a surprise to receive the forms from the new club rising in England, let me first give you my congratulations because that was something to be done with the Tractions enthusiasts belonging or not to the Citroen Car Club. But I think that you must take care very much of not having the prices of the Tractions growing a crazy increase as it has been the case with other clubs in Europe. Your club must keep only enthusiasts and not merchants. I am very interested with the magazine 'Floating Power' and we could exchange articles, of course, or even write something especially for you. I am sorry not to have a 12p stamp to send you but they don't sell many in France! Would you please send me your first magazine and I give you here a list of my collection at the moment.

Now I am thanking you again for making this club and let me wish you a very happy New Year full of Citroen interest.

OLIVIER DE SERRES, Chateau Bellecour,  
Pace-sur-Cisse, 37400, France.

Dear Ed,

I noticed you insert in Dec. issue of Motor Sport re the Citroen Traction Avant. I have a 1950 Light 15 which is a British built car and a very good one.

There are quite a lot of Light 15's here, some still in original condition, with the same owner since new. Mine is restored and is really a delight.

With kind regards and best wished for '76

Pat Wells,

P.O. Box 6031 Birchleigh  
South Africa

Dear Editor,

Many thanks! I'm very glad that you are setting up this club, if I can be of any assistance, let me know.

A brief article on my car appeared in Car of the Month, Citroenian, Aug. '75. I cover a fairly large mileage - about 12,000 a year currently and the car is now on 157,000! I'm afraid I don't believe in museum piece cars - my car has to work for its living! It isn't a 'concours' job either - but it all works. My current hobby is driving long distances along winding Welsh roads at night with my yellow bulbs lighting up the countryside. A marvellous car, truly, I've always hankered to change my other previous cars, but this one - never.

Yours sincerely

R.P. Jones.

Dear Editor,

I received information about the new tractions section in GB. I hope, the section will grow as you wish and we will of course support you in any way we can.

First I will publish (if possible) your information letter in our magazine of February, so that our 1300 members all over the world will be informed. Secondly I enclose an envelope with all our English members on it. Perhaps you can use them.

If you want to copy photographs or articles from our magazine, you can do that without restrictions. If you want to order the well-known printings of our club, you can order them in bulk.

I hope we will be informed about the new developments in the section.

Yours sincerely,

R.H.Opscholten, (Treasurer)  
TRACTION AVANT NEDERLAND.

Dear Editor,

Re your advert in Motor Sport. I own a 1954 Left hand drive Citroen Normale Big 15, which I purchased in March of this year. The car had been laid up for ten years and has only covered around 43,000 miles from new. I use it most days and it towed my 15ft caravan on holiday to North Wales this year with 4 brats, my wife and the family hound on board. Not bad for an old 'un.

I look forward to hearing from you,  
Dick Lynas.

Dear Sir,

I noticed your ad in the E & M concerning a Traction Avant Club.

I am most interested and would be grateful for further details. I am a CCC member, and think Tractions deserve much more than just a 'Lt 15 corner'.

This may be early days but I hope some connection could be made with other Traction clubs i.e. Netherlands, France and Sweden. I have a Swedish friend who belongs to the Swedish club. I look forward to hearing from you, (by the way my car is a Slough Big 15 1953)

Cheers for now  
Tom Evans.

# Classified

Sales, Wants, Toys, Books, and Miscellaneous.

## For Sale

LIGHT 15 RADIATOR - £8.00, pair Light 15 Driveshafts, as new, with bearings and swivel housings - £30. Box of assorted spares - carbs, electrical parts, etc., - £7.00 .  
70, Wakefords Way, West Leigh, Havant., Havant 77879 after 6.00 p.m. Vick.

1947 SLOUGH-BUILT LIGHT FIFTEEN, full M.O.T., and in sound condition. £300  
Contact Roy Forward, on Winchester 64018

VINTAGE CITROENS - B12 and C4, both tourers. Cars sound, complete, but need work. £675 and £800 respectively. Phone 01 834 9225.

VARIOUS GEARBOX PARTS, Bellhousing and radiator for sale or exchange a pair of French Big 15 bumpers (curved). Tom Evans, 24A Nene Parade, Wisbech, Cambs.

BLACK 1947 Light 15 and spares. M.O.T., generally sound, much work done, but needs new headlining and carpets and detailed work to make a superb car £250. Contact Manny - Grays Thurrock 73828 (days) or Grays Thurrock 5222 (evenings).

THE FOLLOWING PARTS are being manufactured new in limited quantities: fan belts, hoses and gasket sets; wheel cylinders and repair kits; hub and brake pullers. Will those interested please contact Guy Isbell, 'Filkins', Forestside Rowland's Castle, Hants, with a view to establishing quantity of demand.

LIGHT 15 Front N/S wing, 3 gearboxes (less cwp), cylinder head, windscreen, radiator, front seats (less squab), Big 15 chrome grille and part-used 165 x 400 'X's' - J. A. C. Smith, 26 Beaconsfield Rd, Clifton, Bristol 8 (Phone 36549)

VALVES, BEARINGS, GEARBOX PARTS, yoke ends and various driveshaft bits, Universal joints, clutch plates, brake parts etc, etc, all these are NEW and in manufacturers boxes. Make a reasonable offer for the lot. Mr. Cole - Phone Bath 26013 day and 5887 evening.

WALLY CHUBB has for exchange a front off-side Big 15 wing for a set of front Radwar spats. Also rear N/S door wanted. Phone - 01 204 2842 after 6

SET HEPOLITE PISTONS for 1934 C4H - David Shepherd, Flat 2, Field House, Esplanade, Bognor Regis, Sussex.

WINDSCREEN and Spare wheel cover - apply R. G. Newell, Tuffley, Gloucestershire. (Phone Bellgate 3404)

WALFORD BRUEN'S FAMOUS FRANGLAIS LIGHT 15 IS FOR SALE. Basically a beautiful black Slough-built small boot car, but with the external trimmings of a French model. (Dare we say - see 'Car of the Month' last year.) Enthusiast maintained, and available with many useful spares at around £450. Tel - 0292 62160.

CHROME GRILLS for Lt 15's - in very good condition. About £15. Apply box 5, the magazine.

### THE FOLLOWING ARE NEW PARTS, EXCEPT WHERE STATED OTHERWISE

Gearbox casing and cover and Bell housing  
Big 15 rear skirt  
4 Light 15 sprung bumpers (French)  
1 Light 15 Windscreen  
2 Light 15 Bushed wishbones  
1 Small bootlid and hinges and handle  
2 Big 15 side panels (between bonnet and wing)  
1 Light 15 side panels 1 12 h.p. inlet manifold  
2 Big 15 N/S Bonnet sides 1 Six-stud front drum  
1 Pressure plate 3 Big 15 rear axles  
40 Pressure plate springs 6 12 h.p. hubcaps  
10 Bendix springs 3 Pilots Hubcaps  
1 Big 15 radiator 2 Late Hubcaps  
1 Big 6 radiator blind 1 6cv dynamo  
2 Light 15 radiator blinds 1 Starter ring gear  
2 Outer wheel bearings Early no. plate  
1 Wiring loom complete 4 Window carriers  
4 Cardan repair kits Set alloy trim strips  
20 Valve guides Big 15 Fuel Tank  
Bonnet ornament 2 Water pump spindles

### Used:

3 Big 6 driveshafts  
1 Big 6 front N/S wing  
1 Big 15 Driveshaft

The above are available in France, and are for sale as one lot, the price being negotiable. As a rough guide however, 25% of the list price or thereabouts



may be possible. The proviso being, of course, that there are sufficient of us interested to be able to buy and import them as one lot. So, if you are interested in particular spares mentioned, please drop a line to the magazine.

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**DRIVE SHAFTS!** Sympathetic light engineer is happy to set his machines to turning them out cheaply - providing we can demonstrate worthwhile demand. Contact Alan Maryon-Davis, 33 Fitzwilliam Road, London SW4.

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## Books, Magazines

**TRACTION BOOKS** - 'Quai de Javel - Quai Andre Citroen' by Pierre Dumont. The most complete history of the marque so far. Two special numbers of l'Automobiliste - specifically traction, authoritative text (English translation) and unpublished pictures. Chater and Scott, Motor Bookshop, Syon House, Isleworth, Middlesex.

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**CITROEN 1919 - 1939** A mint copy of this very rare collection of high quality profiles, with text in English. Haggle around £20. Apply to Box 4 the magazine.

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**SALES LITERATURE AND CONTEMPORARY DOCUMENTS** for Pre 57 Citroens wanted. Apply Box 4.

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## Wanted

**SCALE MODEL TRACTION WANTED** - all types, write to Pierre Sterckx, Ave de la BERGERE 30 - 1080, Brussels, Belgium.

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**OLIVIER DE SERRES** is interested in buying a Pre - 1938 English traction. Please contact at Chateau Bellecour, Pace - sur - Cisse, Amboise, 37 - 400, France.

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**SPARES!** for Light 15 especially towbar, interior mirror (dash-mounted) gaskets, engine ancillaries etc. Within reasonable distance of Caernarfon. Write - R. P. Jones, Swyddfa Archifau, Caernarfon, Gwynedd, (mark Personal).

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**GEOFF THOMAS** is looking for a reasonably priced Traction. Can anyone help? Write to; Cadbury Cottage, 35 South St, Warminster, Wilts.

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**ROBIN WRIGHTSON** (061 794 1738) needs a set of wheel cylinders for his 1950 Light 15.

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**CLUTCH THRUST BEARING** for Light 15. Write to; R.E.L. Tomlinson, The Cottage, Gilberts Lane, Whixall, Whitchurch, Shropshire.

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**MY BIG 15** needs a replacement N/S driveshaft, front and rear flasher lenses, new brake-light lenses (French) and a good set of Big 6 Bumpers. Can anyone help - Alan Maryon-Davis, (see for sale column).

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**BIG 6 GRILLE MOTIF** required for Mr. C. Garland's car (he has several top rad hoses for sale or exchange). Phone 0643/3665.

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**HAS ANYONE** a set of valves and silentblocs for Walford Bruen's 1939 12 H.P. Roadster? Phone him on Ayr 62160 or write: Barnes House, Barns Crescent, Ayr KA7 2BY.

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**DAVID SHEPHERD** (see for sale column) would like Thrust bearings, valves and guides, wheel/master cylinders and gearboxes.

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**A 2ND HAND GEARBOX** in excellent condition. Alternatively does anyone know of someone in the Midlands or North who can recondition one? Thomas Cockeram, 30 Baylie St., Stourbridge.

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**FRONT WINGS**, N/S rear door and N/S driveshaft required for 1955 Big 15 - Trevor Williams, 364 Wilbraham Road, Chorlton Cum Hardy, Manchester.

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**FOR A BIG-BOOT LEGERE** - Steeing wheel, heater apparatus (!) and wheel nuts. Phone - Martin Horrocks, 061/764 6322

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**RADIATOR**, Bumpers and gearbox for 1954 English Light 15 - Noel Balbirnie, 01 - 994 0345

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**WANTED FOR FRENCH BIG 15**, chrome rim for Marchal headlamp. Phone 01 804 5179

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**ALAN HUMPHREY'S** Big Boot Six, lacks a good first/reverse idler gear; and any Six spares would be appreciated. Phone - Clacton 26494 (office)

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**PETER HORSFALL** (Ripponden 3603) needs a gasket set, driver's door, front bumper brackets, and rear valance for his small-boot English Lt 15.

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**HAS ANYBODY A SPARE SET OF PILOTE WHEELS?** Box 6, the Magazine.

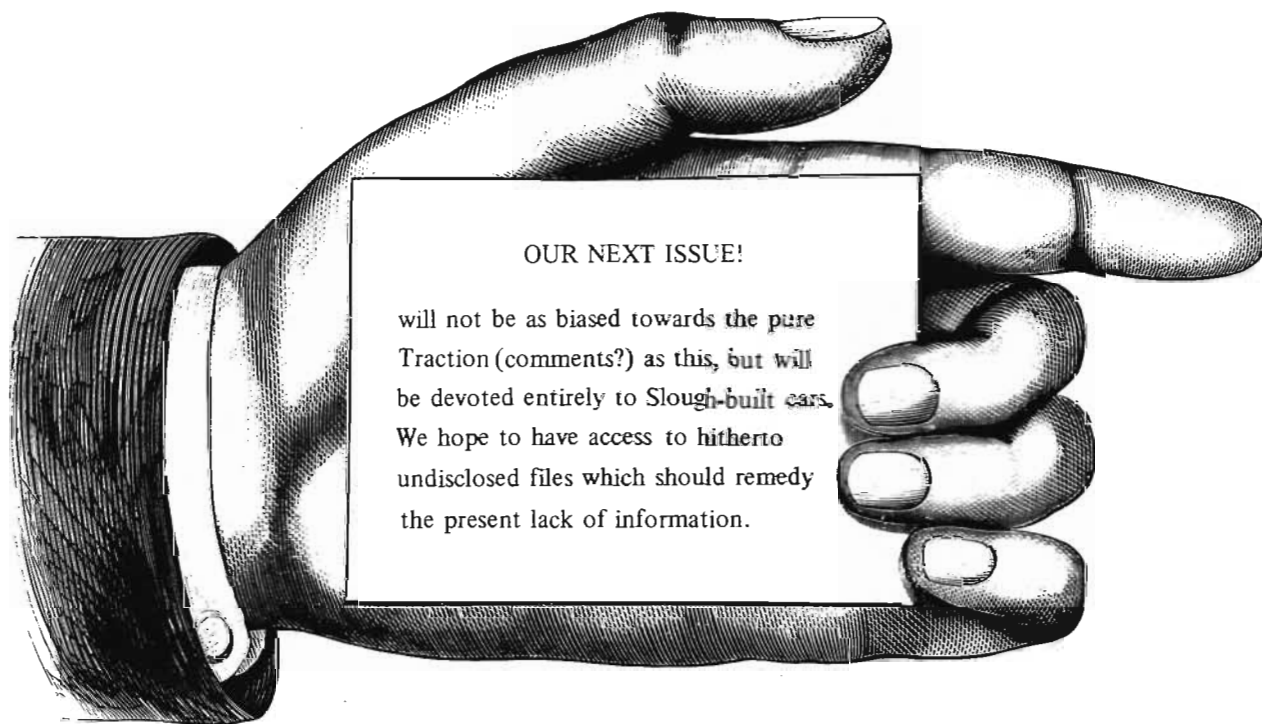
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**CHROME-PLATED ENGLISH BUMPER** wanted for 1952 Light 15 - R. G. Newell (see for sale column)

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Is your **TRACTION TRAILING?**  
**DRIVESHAFTS DROOPING?**  
**ANCHORS ACHING?**

- Then phone Compton (Sussex) 213 for relief of symptoms (and wallets). Ask for Guy; mobile mechanic extraordinaire!



OUR NEXT ISSUE!

will not be as biased towards the pure  
Traction (comments?) as this, but will  
be devoted entirely to Slough-built cars.  
We hope to have access to hitherto  
undisclosed files which should remedy  
the present lack of information.



North Cottage, Mongers Farm, Barcombe, Nr. Lewes, Sussex;

STOP PRESS

The Outcome of the "Pillbox" meeting with the C.C.C. Committee.

Fifteen of us attended this meeting in order to make the following points:

1. Without at all criticising the efforts of those responsible for the "Light Fifteen Corner", we felt that the structure of the club is inadequate for our needs. We could only reflect the response we have had from those such as yourself who share our dissatisfaction with the status quo, by adopting the following position -
2. That autonomy for our section was of overriding importance, so that we can cater exclusively for our own Register and issue "Floating Power", over which we must have complete control.
3. That an elected Light Fifteen Committee should be able to draw on Tractionistes subscriptions for our own purposes (magazine, spares, meetings, etc.).

Our proposals were met with no small degree of intransigence, illustrative in itself of the fundamental incompatibility of interests between us and them; at no time, however, was a single valid argument presented against us. As indeed it could not be - a 30/98 Vauxhall owner is not expected to enthuse over a club for Ventoras!

Faced with the indecision of the C.C.C., and with a large response from Traction owners, we are going ahead with the formation of an independent club, whose degree of affiliation to the C.C.C. is yet to be determined.

There are an estimated 250 Traction owners in this country. We have made contact with 60 of these, and we hope that you will be prepared to assist us in contacting the remaining owners by spreading the word to any that you know of! (forms enclosed) We, in turn, intend to publicise the club as much as possible.

Our subscription will be £7. Considering that the C.C.C. sub. is to be raised to £6.50, we don't feel this to be unreasonable. A proportion of this money will go towards the formation of a spares shop.

If you think the magazine and the club potentially worthwhile, please would you send your subscription by the end of February (renewable April 1977).

Thank you for your support.

THE TRACTION OWNERS CLUB

North Cottage, Mongers Farm, Barcombe, Nr. Lewes, Sussex.

Application for Membership

I hereby apply to be elected a member of THE TRACTION OWNERS CLUB.

Membership commences from 1st February until 31st March 1977.

Subscription for the year is £7.00 (U.K.), £10.00 (overseas).

Signed .....

Full Name (BLOCK LETTERS) .....

Address .....

.....

.....

Please make cheque/P.O. payable to the Traction Owners Club.

CLASSIFIED

FOR SALE. 1948 Light 15 (Slough), black, sun roof, Pilot wheels. No engine or gearbox otherwise sound. Also a vast amount of spares filling two lockups, which I am about to list. S.A.E. to Brynn Hughes, Box 6, magazine address.

FOR SALE. High quality photostat workshop manual for Light 15. Offers. Apply magazine address.

WANTED. Traction French Light 15 in good condition preferred, but everything considered. Could exchange for 1971 (J) Dyane 6 if required. Roger Mills Sandy (Beds) 80160 evenings or Letchworth 2661 (office).

BOOKS. Charter & Scott inform me that they only have a very limited stock of the L'Automoblist and cannot get back numbers.

We will be electing a committee in the near future, if you would like to participate please write (club address) for details of date and meeting place.