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GEORGETOWN, BRITISH GUIANA

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Social Secretary
Mike Wheals,
The Round House,
113 London Road,
Whitchurch, Hampshire.

Membership Secretary
Steve Reed,
1 Terwick Cottage,
Rogate,
Near Petersfield,
Hampshire.

Club Spares
Peter Simper,
Alec Bilney,
215 Whitton Road,
Twickenham,
Middx TW2 7QZ.
(orders by post only)

Standing Committee
Philippe Allison,
Alec Bilney,
Rodney Burn,
John Gillard,
Tony Hodgekiss,
Steve Reed,
Graham Sage,
David Shepherd,
Peter Simper,
Bob Wade,
Sam Wells.

Club Shop
Laurie Turnbull,
21 Ravenswood Road,
Balham,
London SW12 9PN.

Spares Technical Adviser
Graham Sage,
13 Senacre Lane,
Sutton Road,
Maidstone, Kent.

Eastern Area Contact
Tom and Rosie Evans,
West Cottage, Rectory Lane,
Mulbarton, Norwich.

Northern Area Contact
John Howard,
4 Stainbeck Walk,
Leeds, Yorkshire.

West Midlands Area Contact
Simon Saint,
Snigs End, Danes Green,
Clains, Worcester.

Central Southern Area Contact
Mike Wheals,
The Round House,
113 London Road,
Whitchurch, Hampshire.

Typesetting and Printing
Peter Stenner,
Bailes Fastprint,
84 Claypath, Durham City.

Editor
Bob Wade,
29 Goodwood Close,
Midhurst, West Sussex.

Design
Sam Wells,
50a North Worpole Way,
London SW14 8PZ.

Honorary Life Member
Fred Annells.

Floating Power

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January, Nineteen Hundred and Eighty Six

NEW YEAR is traditionally a time for reflecting over events, personalities and Traction's encountered during the past twelve months and, of course, for the making of resolutions which this time we promise, or at least hope, to keep! Thus, looking back, there have been quite a lot of changes within the TOC at both membership and committee levels and this influx of 'new blood' has, I feel, rejuvenated the club to some extent. Sure, mistakes and cock-ups have occurred and will no doubt occur again, but so long as lessons are learned from them – like not forgetting to grease your front-end at regular intervals and to repair your inner-cardans before they disintegrate (groan!) – then at least some good will come out of them. It would be impossible for me to list all of those members who have contributed to a greater or lesser extent with articles and the like, but to each and every one my sincere thanks for the help you have given. I know that I personally could not have persevered with the magazine without the assistance and articles from certain members, and it would be nice to think that this assistance and co-operation will be continued in the forthcoming year by other members as well. Since you appeal in the September issue of FP two more members have been recruited onto your committee but, like Oliver Twist, we still want more! Please therefore, make your 'New Year Traction Resolution' one in which you intend to give more to your Club, be it in the form of articles, letters and news for the magazine, by assistance and help at events and rallies with the club spares etc, or by general administrative duties on the committee. Either way you will be promoting the interests of the Club and doing something for the benefit and enjoyment of all members!

The attention of all members is drawn to an article in the September issue of FP concerning Peter Simper's request for help with the spares management. The telephone numbers given in the article were not intended to be an open invitation for general spares enquiries and orders, but only to be used if you are able to help with the administration of the club spares. Please, therefore, do not telephone Peter Simper for anything other than offers of help and remember that all spares enquiries and orders must be made by post.

Looking forward now to the forthcoming year and a number of mouth-watering events to set the pulse racing with first the

Dutch club TAN with their 'Tulip' rally in May, the French organised Paris/ Monte Carlo/ Paris 'Lecot Raid' also in May, and our own 'In Search of England' rally in August to celebrate the 10th Anniversary of the TOC. These three events alone should provide the spur to complete that long overdue repair or restoration and to get your Traction roadworthy again so that you can take part in what promises to be an action-packed, or should I say 'Traction-packed', year! Sorry, I couldn't resist that!

By the time this issue reaches you the AGM will have taken place and I do hope as many of you as possible attended in order to air your views on how you feel the club is being run, or perhaps, should be run in the future. If you could not make it, however, then a letter to any committee member will ensure that your opinion is voiced at one of the regular monthly meetings. A full report of the AGM will appear in the next issue of FP.

On a personal note I have decided to take my Traction off the road for the winter months (shame!) in order to carry out several outstanding repairs and adjustments to the car. After two years of continuous hard and fast motoring, and covering 32,000 odd very enjoyable miles, I feel that the 'old girl' was due for a relatively minor mechanical and cosmetic overhaul anyway, and the intention is to have the car all spruced up and back on the road by the Spring, and certainly before all the new year's action starts! It was, not surprisingly, quite a wrench in making the decision to go Traction-less as I've grown very much accustomed to the charms, characteristics and exhilarating handling of the Traction, plus of course the general interest shown in the car wherever I go! If I cannot drive a Traction, however, then at least I am driving what is perhaps the next best thing and that is a Citroen 2CV6, circa 1975, courtesy of Sam Wells. Sam has, in turn, taken to the road in his newly-acquired 11B Normale, and in this issue has written an interesting account of his first impressions and experiences of driving and owning one of these classic cars.

The 'deux chevaux' on the other hand doesn't perhaps have the grace, pace, style and comfort of the Traction, but it is economical, exciting and 'different' – like driving a dodgem-car on a roller-coaster – great fun! But then of course you would expect nothing less from a CITROEN would you? Have a splendid Traction year,

Bob Wade

t's winter 1953, and Motor Sport goes west to sample a Big Fifteen...

DECEMBER, 1953

MOTOR SPORT

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NOVEMBER JOURNEY

A Citroën "Big Fifteen" Proves a Thoroughly Satisfactory Family Car on a Hurried Excursion to the West Country and Wales

MOTORING journalists, when they are not being feasted sumptuously prior to being shown a new car or accessory for which publicity is sought (who first had the bright thought, I wonder, of "feeding the brutes" before letting them put pens to paper—or chisels to stone?) are, in the eyes of their readers, tearing about the country in an endeavour to destroy motor cars lent to them by gullible manufacturers for purposes of road-test.

To conduct a full, scientific road-test can be very hard work, so it wasn't long in the history of motoring journalism before the journalist discovered that he could avoid technicalities by thinking up a touring article as an excuse for borrowing a new car brim-full of petrol and taking it on a pleasing holiday excursion.

From the title of this article you might deduce that the Editor had sunk to this level when he asked Citroën Cars, Ltd. for the weekend loan of a "Big Fifteen" saloon. This, however, is not quite the whole story.

The fact is that, some time ago, certain correspondence was published in *MOTOR SPORT* concerning the demerits of the *traction avant* Citroën. No car is perfect and in any case enthusiasts for this popular car rallied to its defence, but in order to put the matter into better personal perspective I decided that I should renew acquaintance with this famous car, the conception of which dates back to 1932 or earlier. What I desired to do was to judge the Citroën not so much from the viewpoint of the professional road-tester as from that of the private owner. If, I argued, I took my wife and three young daughters for a quick glimpse of the West Country before winter closed in, I should, on my return, be in a position to decide whether the front-drive Citroën is an out-dated design or a satisfactory family car.

It is only fair to confess that when this ambitious idea of taking the children for a hurried look at the south coast of Cornwall, the north coast of Devon and a little of South Wales, as well as visiting some friends in the course of one weekend, took shape, I could think of few cars better suited to the undertaking than the modern Citroën.

The level-keel ride of the car from Slough is an advantage when children are amongst the "crew," apart from reducing fatigue in adults, and the well-known safety-factors of strong all-steel structure, low build, and safety-glass in all the windows, offset a natural apprehensiveness which secretly most parents possess when driving fast with the family on board. Moreover, the spaciousness of the "Big Fifteen," its durable real leather upholstery, entire absence of fumes, and the ample storage space for luggage and auxiliaries are other features of obvious value for family motoring—the new 12½ cu. ft. luggage boot possesses great carrying capacity in spite of the spare wheel being carried therein, so that its rather ugly exterior is readily forgiven (throughout the weekend in question the children counted Citroëns—"those with humps and those without!")

On this topic, let me say that the boot lid has a convincing sup-

porting-stay with sensible release and that the doors and back of the front seat squab have unobtrusive but useful pockets, while the fascia has an equally useful cubby-hole. All this was a great help when my wife produced the usual enormous mountain of luggage on the Friday afternoon. Just before 4 p.m. the two elder children were scooped up from school, the wide bench seats providing ample accommodation for everyone, and we were away. The back ways were taken to Basingstoke and soon we were cruising at a secure sixty miles per hour down A30.

This "Big Fifteen," although having a four-cylinder engine of only 1,911 c.c., thinks nothing of cruising at between 60 and 70 m.p.h., although its normal maximum is not much in excess of the latter speed. Its steady riding and imposing dimensions contribute to the sense of effortless running, and the almost entire absence of rolling when cornering fast pays dividends where children's sensitive stomachs are concerned. The bench seats have folding central armrests, but the aforesaid absence of roll renders these unnecessary, save for resting the arms; while those "pulls," by means of which occupants of many modern cars contrive to retain their dignity, would be quite out of place in the Citroën! The low build is doubtless responsible for this delightful stability (you step down into a Citroën!) yet the ground clearance is ample, even the exhaust pipe being positioned sufficiently high up to be out of harm's way when reversing up to kerbs, etc.

Yet, for all the firmness of its torsional suspension the Citroën gives an exceptionally comfortable ride over the notoriously bad road surfaces encountered up and down the country—which is no slight on the roads of the West Country, which in general are splendidly maintained and decently signposted. The only penalty for this comfortable yet stable suspension is a mild degree of up-and-down but pitch-free movement at low speeds when, incidentally, the car is sufficiently quiet for you to hear the upholstery creak.

To leave the Citroën's detail merits for a while and return to our November journey, the last of the daylight faded round the gaunt trees fringing Salisbury Plain, the Cathedral spire appeared dead ahead, we negotiated the long detour of Salisbury town and night closed about us. Without hurrying, and with two pauses, we reached Exeter, where we planned to spend the first night, just before 8 p.m., with 149 miles on the odometer. A very helpful policeman found us the small, comfortable hotel we sought, and for the sake of others who find themselves in this elegant town after the children's normal bedtime we can recommend taking a route straight to St. David's Station (it still bears the "G.W.R." crest on its grey-stone portals) and the hotel opposite.

This winter evening run had proved the Citroën capable of putting 40 miles into each hour without fireworks (although only a hustling Austin pick-up and a Jaguar up Chard Hill, before entering that fine avenue of trees, had overtaken us), and when, after dinner, it was suggested that I should take a friend of my wife's to Newton Abbot to catch her 'bus to Brixham, while my wife stayed with the children, I was able to confirm the car's ability to cover the ground without pushing its speedometer reading beyond 70 m.p.h. It was only natural that, alone in the "Big Fifteen," I should forsake family driving for road-test tactics. Including negotiation, both up and down, of a 1 in 7 gradient, finding Newton Abbot's 'bus-station and turning round to return, the Citroën again comfortably pushed 40 miles into less than sixty minutes. During this hour's drive I experienced again the joy of steering which, if heavy, is completely devoid of lost motion, is high-g geared, shock-free, and exceedingly accurate. I delighted in rushing into wet, leaf-strewn corners and employing *traction avant* to take the car securely round. The Lockheed brakes, I decided, were entirely adequate, although seeming to lack power until, during subsequent experiments, I stamped really heavily on the pedal. They were entirely devoid of tricks and could be used purposefully on slippery roads with a certainty that retardation would be in a straight line. The judder which accompanied hard applications was in no way troublesome.

The big steering wheel, the polished-wood fascia panel with its high-quality instruments grouped before the driver (lacking, however, oil-gauge or thermometer), the good visibility (somewhat blanked to the near side by a big central rear-view mirror) and the rigidity of



ANTICIPATION.—The youngest member of the "crew" is anxious to inspect the interior appointments of the Citroën that was to take her quite a long way in the course of the next two days.

the car, as conveyed by its tremor-free bonnet and lamps, appealed so much that I experienced surprise that in the past I have craved cars with finger-light controls, supple springing and pressed-tin interiors adorned with "dried milk" fittings.

It is not my intention to deal in this article with the detail aspects of the Citroën, for the "Big Fifteen" is very similar in appointments and equipment to the six-cylinder and a full road-test report on that model appeared in *MOTOR SPORT* for May, 1952, under the heading of "A Truly Excellent Motor Car."

But in a weekend jaunt, which, as will be seen, exceeded 700 miles, certain features proved invaluable. Of these, I would include the high-set headlamps, which, unlike many in-built lamps I have driven behind, gave an admirable light in both normal and dipped positions, and the typically-French lamps control, extending from the steering column, carrying the button for the sensibly-toned horn at its extremity, and giving side lamps only or headlamps additionally by turning its knob, a flick of the lever itself taking you, according to the position of the knob, from side lamps to dipped headlamps (for signalling) or from full to dipped headlamps. The horn press is rather lightly sprung, however, so that you are apt to sound an aural warning when meaning to give a visual one. I found no inconvenience in an indicator control set on the fascia, liked the hand ignition control, could easily reach the roof lamp switch, but thought the pedals rather too close-set.

With these discoveries in mind I went to bed in keen anticipation of some good motoring on the morrow.

Saturday morning dawned wet, but so warm that we had no need to "pull the bung" of the charmingly simple Citroën heater. The engine started easily and settled to its work with a minimum of choke and no protests from the Solex carburetter. The rain was only a nuisance because of the disappointment of not being able to open the sunshine roof—the Citroën ranks as one of the few modern cars possessing this excellent ventilatory feature, for which we can forgive it absence of half-windows, rain visors and rear window blind!—I delighted in flinging it into corners, and has efficient screen wipers. Cornwall and the route became more sinuous I found that the steering becomes lighter and pleasantly smooth for fast cornering. There are cars which need less effort to take round bends, but few, I fancy, which feel quite so "glued to the road" and stable as the Citroën, whose tyres did not protest at our manner of going.

Our immediate destination was Liskeard. The rain became wet-mist as we ran at 70 m.p.h. across a desolate Dartmoor, although even here an inevitable "Tea, Coffee, Minerals" notice was spotted! Drake looked disdainfully down on us as we turned right in Tavistock, after which we filled up with National Benzole from a hand pump operated by a talkative lady, a few miles from the Devon/Cornwall border. The rain eased off as we drove under much gay bunting in Callington and, from a 9.30 a.m. start (and a stop to buy a Biro Citizen with which to write this story and to clean the screen and windows with our new "Clean-a-Screen" device), we made Liskeard, with its 10-m.p.h. speed limits, by 11.22 a.m.

Cornwall abounds in narrow streets and lanes, into one of which scarcely wider than his car, the owner of an old Morris Minor two-seater was unconcernedly manoeuvring out of his garage.

After a brief visit we went on to Looe, for the "seaside" is always an attraction with children, although on this occasion we had to disappoint our youngest daughter, aged four, when she asked "Have we got bathing costumes with us?" However, the rain stopped and, driving beside the single-track railway and through the narrow



FILLING UP.—The Citroën "Big Fifteen" being filled up near the Devon/Cornwall border outside Tavistock, as the rain began to give over.



CORNISH FISHING PORT.—The Citroën on the sea-wall at Looe, where the "crew" had a brief picnic on the sands.

streets of this Cornish fishing village, we were able to leave the Citroën unmolested by parking regulations or uniformed attendants and picnic on the soft sand of the sheltered beach. As we did so a huge tortoiseshell cat, spotlessly clean, came to make friends, and above us the fisher-folk mended their nets and tended their boats.

At 1.10 p.m., with 255 miles covered already, 67 of them that morning, we set off for the opposite coast, at first on the undulating lanes and then on a fine fast road to Great Torrington, up the steep main-street approach to which the Citroën ascended strongly in the middle gear of its three-speed box. That brought the mileage to 312, at 2.50 p.m., and although with friends to visit the sea eluded us, we did go to Bideford for tea, parking on the river wall, from which there is an unguarded drop into the water below. Kingsley on his pedestal was getting a drenching!

The afternoon had brought one unhappy episode, when, leaving Looe, we encountered, at a country cross-roads, an early Austin Seven saloon and a Ford Prefect saloon, both on their sides. As a local waved us on we concluded we could be of no assistance, but the impact must have been recent, for the road was strewn with broken glass and we feared for our Michelins. They proved as durable under this unwanted test as our Michelin map had proved valuable in finding the correct route.

The day's motoring had now grown to 224 miles and although the children were tired we contrived to make Taunton that night, a chance encounter at a small garage there when inquiring about hotels revealing that its owner is a member of the Humber Register. (We pointed to a saloon standing in his yard and asked "Is it a 9/20?" "No, a 9/28," came the reply, but clearly we had established a motoring "password"!)

On this run in the dark from Great Torrington to Taunton I caused momentary consternation by tackling a "miniature Porlock" on the way to South Molton and, in concentrating on a sudden left-hand bend up the 1 in 4 gradient, missed the change-down from second to bottom gear. Had I been alone the position would have been difficult because the hand-brake (well placed but of the modern pull-out variety) failed to hold the car, and the front wheels spun wildly when attempting to re-start on the slippery gradient. With the rear window steamed-up and no reversing lamps I should have been in an awkward predicament had I been alone. As it was, my wife got out and waved me into a gateway, where I was able to turn round, descend, and then climb strongly in bottom gear.

"Ah," the critics, will say, "what did we tell you? The change from second to bottom with that fascia gear-lever is impossible." So I will now come to the point of this article, and answer Citroën critics. The gear change is not easy, I admit, although there is excellent synchronesh on second gear for the ham-handed, and the gears mesh easily providing the clutch pedal, which is light to operate, is fully depressed. The change from second to first gear calls for some brutality if hurried, but most certainly is not "impossible" and I readily admit to being ham-handed in missing it under the circumstances outlined. The fact is that, in spite of a four-cylinder engine of under-2-litre capacity and modest power output in a very big and spacious vehicle, the Citroën somehow contrives to be largely a top-gear car. It will run down to around 20 m.p.h., slog up normal hills, and accelerate quite briskly, particularly above 50 m.p.h. and in that ratio. Second gear is not used much above 40 m.p.h. and bottom is very seldom needed at all once the wheels are rolling. This being the case, the gear-change characteristics can be written down as adequate, and the lever location certainly leaves the front compartment entirely unobstructed.

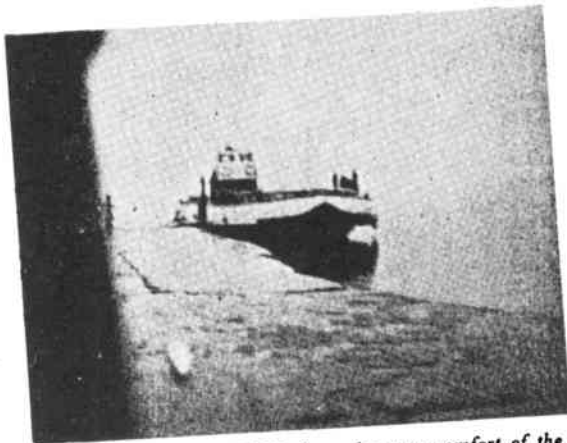
MOTOR SPORT

The steering may be heavier than on many modern cars, but I would not willingly exchange the "feel" and accuracy of its rack-and-pinion mechanism for the light but soggy and "remote" steering of many other cars, any more than I would deem their frail, finger-tip, synchromesh masked gear shifts necessarily preferable to the Citroën's crude but positive change. In my opinion, anyone who enjoys motoring for its own sake should be a sufficiently skilled driver and sufficiently interested in the control of his or her car to readily overlook the modicum of concentration needed in respect of these departments of the Citroën, whose virtues of first-class steering, stability and roadholding offset an occasional "crunch" from the gearbox and, in my case, slightly sore hands due to holding the deeply-serrated two-spoke steering wheel without wearing gloves! Another criticism levelled at the modern Citroën is the frequency with which the front-drive universal-joints need greasing. Much of this and other criticisms can be laid at the door of neglected secondhand mechanism, and a Frenchman who visited the MOTOR SPORT Stand at Earls Court and would not hear a word of complaint against the *marque* told me that since investing in a special grease-gun with a suitably long snout he almost enjoys the 1,000 miles ritual of feeding the universals with fresh lubricant . . .

That disposes, so far as this writer is concerned, of Citroën criticisms, and arriving at Taunton after a day's effortless family motoring of over 200 miles in rain and gale he had no reason to alter his opinions. Before a fresh spate of letters arrive from those who always contrive to average 70 m.p.h. or so from A to B (B usually being 400 miles or more from A) I would place emphasis on the family aspect of this journey, for my three young daughters are no better (if no worse) in a motor car than other children of like age, and most parents, even those who read MOTOR SPORT, will agree that there is a difference between undertaking a journey *en famille* and setting out to establish new personal records for speed and distance covered!

We duly found an empty hotel in rather unprepossessing Taunton, but it had no garage. However, the railway officials politely as well as willingly allowed us to leave the car in the station car park for the night for a charge of 1s.—whereas in other towns we have been told "only if you are a railway traveller." The weather was so mild on this November Saturday evening that we had no qualms—in any case, the engine had been given its dose of Esso anti-freeze mixture.

We were not away until 9.45 a.m. next morning, taking the dull but fast road to Bristol to make another brief visit. The Bristol Constabulary were most helpful in directing us and in telling us how to cross the Bristol Channel to Wales! So, after just missing the 11.30 a.m. Aust Ferry, we sat waiting for the 12.30 p.m. boat, the children eating Sharp's toffees as a precaution against *mal de mer*. This ferry, signposted Aust Ferry for miles and finally Chepstow Ferry, costs 11s. 6d. for a car of the size of a "Big Fifteen," less for smaller cars, and there is a nominal charge for adults and children. It takes about 10 minutes to get over, loading and unloading facilitated by a turntable on the *Severn Queen*, which has accommodation on deck for up to 81 persons and which steamed along in fine style, riding as smoothly as a Citroën. As it saves a detour of nearly 60 miles from Aust to Chepstow via Gloucester, the ferry is worth taking and in the average car represents no financial loss in view of petrol saved. It might interest rally organisers besides holiday travellers. We could be excused for expecting to be the only users



SEEN THROUGH SEA MIST from the snug comfort of the "Big Fifteen," the Severn Queen Ferry at the Aust embarkation point.

THE CITROËN BIG FIFTEEN SALOON

Engine: Four-cylinder, 78 mm. by 100 mm. (1,911 c.c.).
 Push-rod o.h.v.; 6.25 to 1 compression ratio; 55.7 b.h.p. at 4,250 r.p.m.
 Gear ratio: 1st, 13.1 to 1; 2nd, 7.3 to 1; top, 4.3 to 1.
 Tyres: 165 by 400 Michelin on steel disc wheels.
 Weight: 23 cwt. unladen.
 Steering ratio: 2½ turns, lock-to-lock.
 Fuel capacity: 11 gallons. Range, approx. 286 miles.
 Wheelbase: 10 ft. 1½ in.
 Track: 4 ft. 10½ in.
 Overall dimensions: 15 ft. 6 in. by 5 ft. 10 in. (wide) by 5 ft. 1 in.
 Price: £750 (£1,063 12s. 6d. with p.t.) (£10 less with fixed roof).
 Makers: Citroën Cars, Ltd., Trading Estate, Slough, Bucks.

on this winter Sunday morning with sea-mist and rain blotting out the opposite coast. Not a bit of it! Cars were queuing up on both sides to make the crossing.

Incidentally, it is possible to entrain a car through the Severn Tunnel, farther down the coast, but this service does not operate on Sunday morning. It is, however, worth noting that the cost is only slightly more than by *Severn Queen* and is balanced by an even greater saving in petrol and time.

Wales greeted us with rain, fog as we ascended into the hills, and closed shops, so that we made a slight diversion in Usk to be certain of obtaining petrol, filling up with Esso Extra. We now encountered two Singer 1,500 saloons in quick succession just as, over Dartmoor, two 1½-litre M.G.s were encountered. Otherwise, only a nice 12/40 Lea-Francis two-seater and a Singer-base Special enlivened this part of the journey. Then on towards Pontypool, along the twin-track road past the vast British Nylon Spinners factory, and fast up the Ebbw valley so that the youngsters could have their first look at coalmining. There is none of the squalor that I saw in my school-days, although the scene was bleak, with a gale hurling driving rain down from the hills, as we hurried along closely pursued by a Bristol 400.

We now began to think that perhaps, with a crew of three children whose combined ages totalled only 17 years, we had undertaken enough, for the weather was dismal and 495 miles had been covered since we set out. After buying minerals and being "attacked" by geese in a side street in Blaenau, we set off home, via Monmouth, Ross, Gloucester, and through Cirencester, Hungerford, Newbury and Basingstoke back on to A30. At 3 p.m. we had been beside the South Wales coalfields, at 8.5 p.m., after an unhurried pause for tea in Gloucester, we were home, the mileage totalling 656. Not bad, we thought, for a family weekend's motoring.

Collecting and returning the Citroën brought the final mileage up to 740 miles and it conveniently ran out of petrol immediately outside the Slough factory.

In this mileage the water level had not been checked, the flashing lamp indicator on the fascia gave us no reason to suppose that the Castrolite required topping-up, and the fuel consumption came out at the excellent figure of exactly 26 m.p.g. But for this last-named figure we should have had no reminder that the Citroën is propelled by an engine as small as 1,911 c.c., for if it is a little more noisy than a six, flexible mounting masks any roughness and, as has been said, it contrives to do most of its work on the 4.3 to 1 top gear.

The car had given us a great deal of pleasure and was as sound at the finish, brakes just as powerful, body as silent, as at the start. Only a slight "seagull noise," to quote the passengers for whom this hurried journey had been planned, emanating from the screen-wipers, hinted at the hard work undertaken.

The "Big Fifteen" had certainly proved ideal for the task, the security imparted to the occupants and the driver's knowledge that he had the car under control at all times adding greatly to the enjoyment. For a car costing, basically, £750, the Citroën "Big Fifteen" imparts a feeling of dignity and quality expected of far more costly cars, and the manner in which it combines good handling characteristics, spaciousness, comfort, security and economy make it an outstanding vehicle in spite of the fact that its design has remained generally unchanged over a considerable number of years. Its appearance is as imposing as it is in good taste and the unchanged aspects of the front-wheel-drive Citroën are its own reward. For in an age when automobiles grin ever wider with their radiator grilles, roll alarmingly on soft suspension and do all but drive themselves motoring connoisseurs appreciate all the more the "sure-footedness" and practicability of this outstanding car.—W. B.

BEGINNER'S WORKSHOP

by G. Rease-Nipple

Members are invited to submit their own articles, or letters, for this column describing how to undertake repairs and maintenance to the Traction. If you have any technical enquiries, or ideas on what 'job' you would like to see, please drop me a line via the editor and I'll see what I can do.

AC MECHANICAL FUEL PUMP

THE TWO TYPES of AC fuel pump generally used on the Traction are the T and U types, both of similar design but varying in size and detail.

CONSTRUCTION

Basically the pump consists of two die castings, the body and the upper casting. These are assembled by a ring of screws round their flanges which pass through a diaphragm trapped between the two units.

Two slots in the end of the pull rod engage in the forked end of a link, restraining a compression spring located by the diaphragm protector and the body. Oil sealing washers are fitted around the pull rod. The link is pivoted on a pin passing through the body and retained by spring clips. Sharing the same pivot is the rocker arm.

In the underside of the upper casting fits the valve gear. On the T type pump the valve components are individually assembled. There are two valve plates or seats; one is set into the body and the other forms part of the retainer. The inlet and outlet valves of the U type pump are formed as separate assemblies with their seats and springs, held in place by a retaining plate secured by two screws.

OPERATION

For every two engine revolutions the rocker arm, kept in contact with its eccentric on the camshaft by the small compression spring, will move through a limited arc. As it does so it will take the link with it. As the rocker arm is lifted, the diaphragm, which is attached to the link by the pull rod, will be pulled down and create a vacuum in the pump chamber above the diaphragm. Air pressure in the fuel tank then forces fuel along the pipe line and into the filter chamber, through the filter and open inlet valve and into the pump chamber.

On the return stroke pressure from the diaphragm spring forces the diaphragm upwards, thus ejecting the fuel from the pump chamber, through the pressure valve and outlet pipe, and into the carburettor. This sequence is repeated until the carburettor bowl is filled, when the needle valve closes and shuts off the flow from the outlet pipe. When this happens fuel is rapped in the pump chamber, keeping the diaphragm fixed in its lowest position. This holds the link out of contact with the rocker arm until the

fuel is used and the needle valve opens, allowing fuel to flow from the pump chamber, and the diaphragm to rise. Thus with the next cycle of operation the rocker arm will contact the link again. The hand primer operates the link in much the same way.

In this way the pump automatically adjusts its output to the requirements of the engine, and delivery pressure is dependent only on the compression spring.

TESTING

Owing to its simple design and direct mechanical operation, together with automatic lubrication by oil mist from the crankcase, the AC fuel pump normally has a long service life.

Faults are usually due to wear on the rubber diaphragm and valves after long service or faulty maintenance.

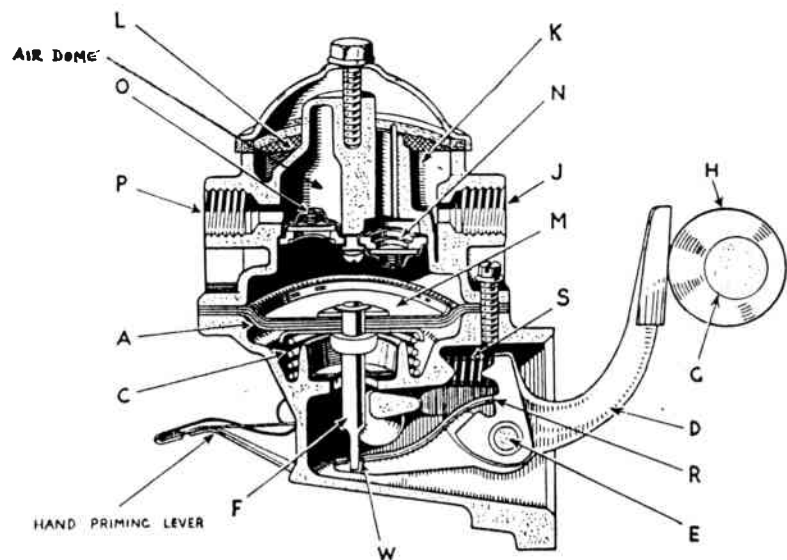
Do not, therefore, assume that a pump is faulty, however strong the indications, without first examining all other possible factors.

Leaky, bent or choked tubing and leaky connections are frequent causes of trouble — such as lack of fuel at the carburettor and difficulty in starting — and should be looked for before touching the pump itself.

Another occasional non-pump cause of poor fuel delivery is 'vapour lock', due to some part of the pipe system being located too close to the exhaust system or other heat source, thus heating the fuel enough to make it vaporise. In fact the pump itself can also be guilty of vaporisation if no cooling draught can reach it or if the Traction fuel pump shield is missing.

A simple test is to remove the feed pipe where it enters the carburettor and turn the engine with the starting handle. For each two turns of the engine a spurt of petrol (about ½ egg-cupful) should be delivered. The petrol should be clean and free from air bubbles.

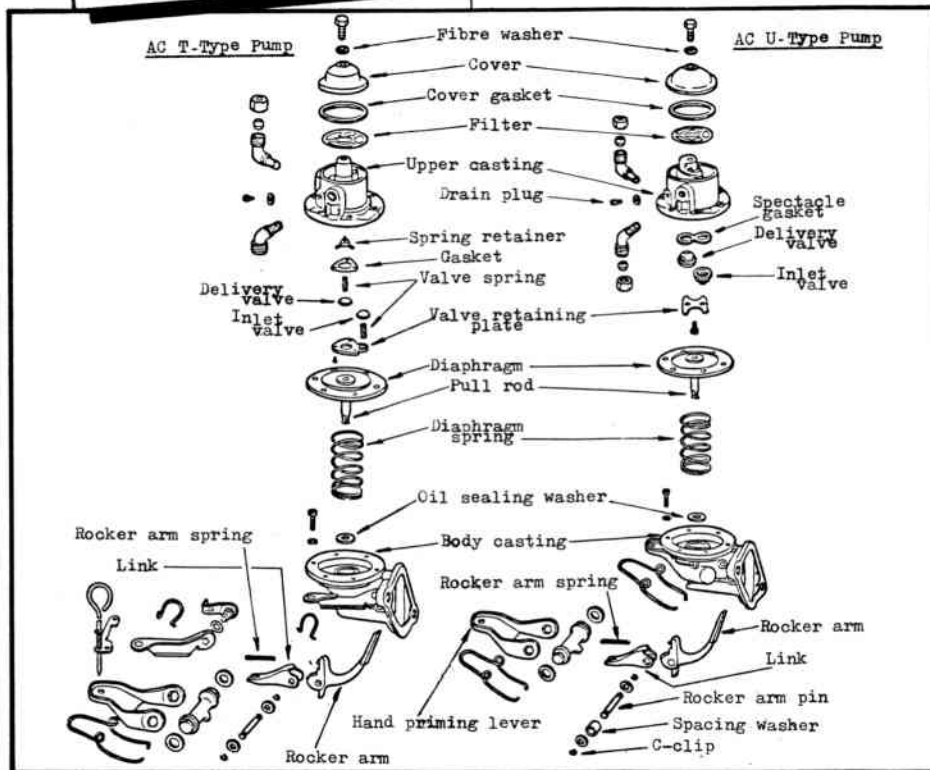
If the lack of fuel persists after all the pipes and connections have been checked, examine the filter cover. If it is loose, tighten the nut, making sure that the cork gasket fits perfectly in its seat and makes an airtight joint without being unduly compressed. Alternatively, the filter screen itself may be dirty or clogged, in which case it should be removed and cleaned. Leakage of fuel at the edge of the diaphragm is a trouble which can sometimes be cured without removing the pump from the car, by checking the six cover screws. If they are loose, tighten them, not consecutively, but alternately.



SECTIONAL DIAGRAM OF AC SERIES "U"-TYPE FUEL PUMP

A, Diaphragm. C, Diaphragm spring. D, Rocker arm. E, Rocker-arm pin. F, Pull rod. G, Camshaft. H, Eccentric. J, Fuel-inlet connection. K, Sediment chamber. L, Filter gauze. M, Pump chamber. N, Suction valve. O, Delivery valve. P, Fuel-outlet connection. R, Rocker-arm and rocker-link contact. S, Rocker-arm spring. W, Rocker link.

FAULT FINDING CHART		REMEDY
FAULT	CAUSE	
Starting at High Speeds.	Loose pipe unions. Broken or overcompressed filter gasket. Worn parts.	Tighten. Replace gasket. Recondition pump or exchange.
Difficult Starting—Slow Priming.	As above. Faulty valves or springs. Incorrectly fitted diaphragm. Leakage from carburettor bowl.	As above. Replace. Reft. Stop leakage.
Carburettor Flooding.	Faulty carburettor needle valve. Pump pressure incorrect.	Clean or replace. Check with specification. In some cases it is permissible to fit one or two extra gaskets between pump and to fit one or two extra gaskets between pump and crankcase to check flooding—not so many as to effect volume of pump delivery for max. power.
Excessive Wear on Moving Parts.	Lack of lubrication and corrosion due to: blow-by, inefficient crankcase ventilation.	Recondition engine. Improve breathing if possible.
Noisy Operation.	General engine noise. Worn parts or broken rocker arm spring. Vehicle standing unused.	Check with pump removed. Replace. Clean out fuel system completely.
Gum Deposits from Fuel.	Fuel pipe near exhaust system. Pump overheating.	Reposition or lag. Fit heat shield, improve ventilation if possible.
Vapour Lock.	Ignition, carburation or mechanical fault.	Excessive fuel consumption cannot be attributed to fuel pump, except in rare cases of diaphragm puncturing or splitting, and allowing fuel leakage to waste or into sump.



Flooding of the carburettor is one fault that is frequently assumed to be due to the fuel pump. The pump is, in fact, never wholly the cause, although it can sometimes aggravate the flooding as a consequence of air getting drawn in through leaky pipe joints or the filter gasket. The normal remedy for carburettor flooding is to check the needle valve at the inlet and to clean out the float chamber.

If a pump is considered to be too noisy, due, presumably, to worn or broken parts, it may save trouble, before dismantling it, to run the engine minus the pump to ascertain whether the noise is not, in fact, in the engine itself. Care should be taken, of course, that oil does not escape unduly through the pump mounting hole in the engine block.

DISMANTLING THE PUMP

If none of the preliminary tests and checks described above have succeeded in curing or locating the trouble, and it is decided that the pump must be taken to pieces for repair, the following procedure should be followed.

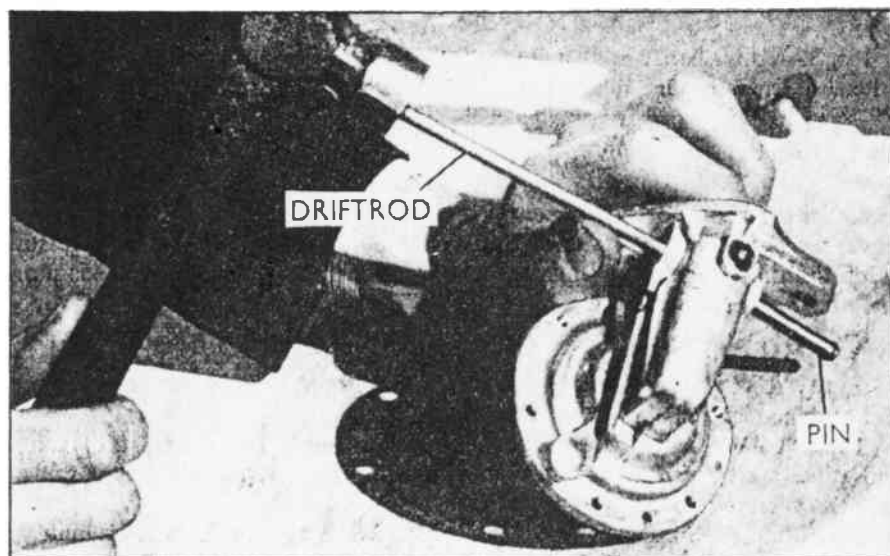
Before dismantling the pump the position of the top cover relative to the body casting should be marked by means of either a centre-punch or a file. This is most important, and if forgotten is bound to cause trouble and loss of time when reassembling.

Take off the filter cover by removing the cover screw, and remove the gasket and filter.

Detach the top casting by taking out the six fixing screws holding it to the body.

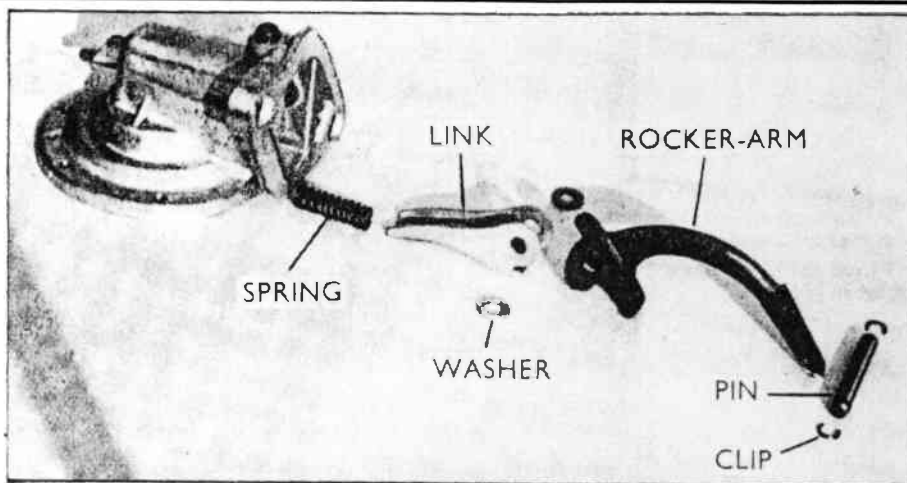
On T type pumps, remove the three screws which hold the valve retainer to the top casting. This will release the two valves, two springs and valve-spring retainer. On U type pumps, remove the two screws holding the H-type valve retainer to the top casting. This will release the much simpler pair of valve sub-assemblies, each of which contain the valve, spring and valve seat in a sealed unit.

All the parts so far dismantled should now be placed in a clean paraffin (or petrol) bath for cleaning, which should be kept apart from the bath used to clean the remaining (and comparatively dirty) parts.

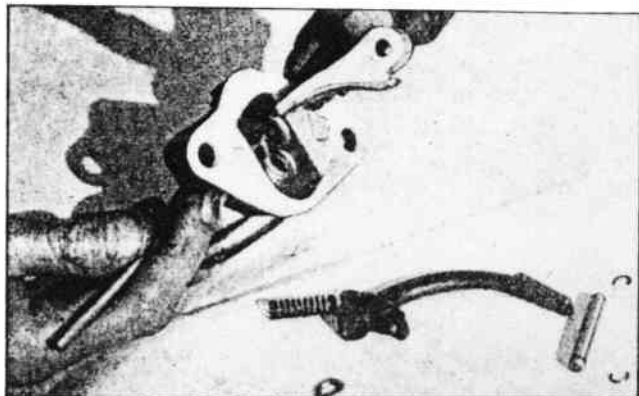


TO DISMANTLE THE PUMP

Detach pump from test stand, take off spring clip from one end of rocker-arm pin, and drive out pin by means of a drift rod. This will release rocker arm, link, rocker-arm spring, and (if fitted) two spacing washers.



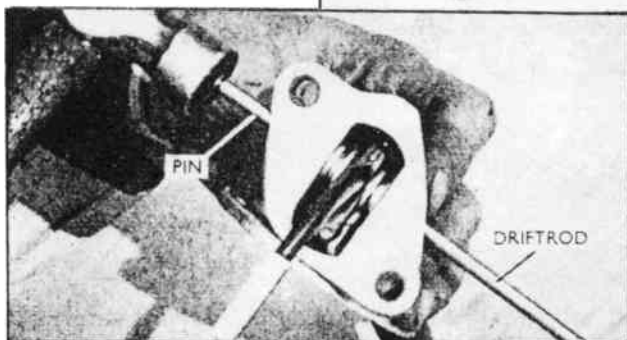
TO ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (1)
Gather together parts shown.



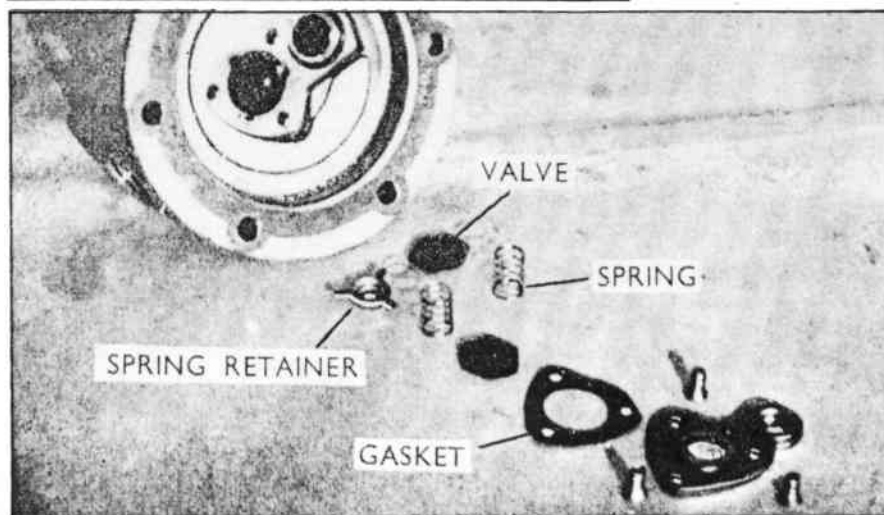
ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (2)
Insert drift rod into one side of rocker-arm pin hole, and put on spacing washer and link.



ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (3)
Place rocker-arm spring in position.



ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (4)
Place rocker arm and second spacing washer on drift rod, and drive out the rod by means of the original rocker arm pin. Snap on retainer clips at each end of the pin.



ORDER OF REPLACEMENT OF THE VALVE-ASSEMBLY PARTS

Remove the diaphragm and pull rod assembly from the link by pressing down and giving a quarter-turn (90°).

Take off the spring clip from one end of the rocker-arm pin, and drive out the pin by means of a 4mm dia. drift rod. This will release the rocker-arm, link, rocker-arm spring and (if fitted) two spacing washers.

CLEAN AND EXAMINE ALL PARTS

All parts should now be thoroughly cleaned and examined to check the cause of the pump's inefficiency. Badly worn parts must, of course, be replaced, and it is best to replace all gaskets, however good they appear to be.

If the valve seats in the cover casting or valve retainer plate are worn, do not attempt to reface them, but renew the affected parts as a whole. Unless they are in first class condition, the valves should be replaced by new ones.

The valve springs should also be renewed. On no account should they be stretched or altered in any way. Springs or valves which have been tampered with can easily result in difficult starting.

Check the diaphragm spring for distortion or breakage. Renew if necessary but ensure that the correct type of spring is used.

The diaphragm should be examined carefully, and unless all the layers are in perfect condition they should be completely renewed. Also, see that the pull rod is not badly worn where it engages with the linkage.

The club spares currently have AC pump repair kits (spares ref: K3), which contain valves, valve springs, diaphragm plus all gaskets required for the re-build.

RE-ASSEMBLY

The quickest way to reassemble the rocker arm and link assembly is to insert the 4mm dia. drift rod (previously used in dismantling the unit) into one side of the rocker arm pin hole, and to arrange onto it first one spacing washer (if fitted) and then the link.

Still holding the drift rod, position the rocker arm spring on the lug in the body.

Next, place the rocker arm on the drift rod between the faces of the link (making sure that the pipe on the rocker arm fits snugly into the end of the spring), place the second spacing washer (if fitted) on the drift rod, and then drive out the rod by means of the original rocker arm pin, to one end of which a spring C clip should first have been fitted. When the pin is right home, be sure to fit the second retainer clip to the other end of the pin.

On the T type pumps, assembling the valve parts is a somewhat tricky business, and requires nimble and steady hands. First put in the spring retainer, with its cupped portion downwards; then one valve, with the polished face towards the valve seat. Next, insert the springs – one in the spring retainer and the other on the valve – and then balance the second valve on top of the spring in the

spring retainer, with the polished face towards the valve seat. Finally, fit the valve retainer plate, making certain that the gasket is underneath, and fix by three countersunk screws.

On the U type pumps, first fit the 'spectacie' gasket into the top casting, followed by the two valve sub-assemblies. The inlet valve spring should project into the pump chamber, and the outlet valve spring into the air-dome. Secure both valve assemblies with the H-type valve retainer fixed by two screws. Having completed the valve assembly, assemble the filter parts onto the top casting. Make certain that a fibre washer is placed under the head of the cover nut, and when tightening this nut ensure that the rubber or cork cover gasket lies flat on its seat, and is not broken or unduly compressed.

The diaphragm spring should now be placed in position in the body casting followed by the diaphragm and pull rod assembly. Turn the diaphragm until the tab on its edge is at the '12 o'clock' position. Now press downwards on the diaphragm, turning the assembly to the left until the pull rod slots into the rocker link and engages with the forked end of the link. Finally, turn it one quarter turn to the left, to seat the pull rod in its working position and at the same time aligning the holes in the diaphragm with those in the body. The tab on the diaphragm edge should now be at the '8 o'clock' position.

Now push the rocker arm upwards towards the pump body until the diaphragm edge is level with the body flange. Holding the rocker arm in this position, place the upper casting into position, bearing in mind the score marks you made earlier with the centre punch or file. Insert the six screws and lock washers and tighten down until the screw heads touch the lock washers. Continue to hold the rocker arm towards the pump and finally tighten the screws diagonally and securely. The edges of the diaphragm should be perfectly flush with the clamping edge of the two body castings.

MAINTENANCE

The AC pump requires very little attention in operation, but periodically the sediment chamber should be inspected and, if necessary, cleaned out.

Removal of the small drain screw which is underneath the inlet connection on some models, will allow the petrol which is in the sediment chamber to drain off. Any grit or fuel sediment which remains in the chamber may then be wiped out with the aid of a piece of rag over the end of a small stick.

Replace the nut, filter and cover, taking care once again that the rubber or cork gasket under the cover is in good condition. It is, in fact, a good idea to fit a new cover gasket every time the sediment is removed.

SEV AND GUIOT FUEL PUMPS

The overhaul of the SEV and Guiot fuel pumps, as fitted to French built Tractions, will be covered in a later article.

MIKE WHEALS had collaborated with the Riley Owners Club in arranging a night time Treasure Hunt, with the Rileys versus the Tractions. Having hidden the treasure himself,

Mike was therefore unable to compete, and so he very kindly asked my brother Steve if he would like to get a crew together and use his 1939 Light 12. Steve, who must be very frustrated at not having his own Traction on the road, did not wait to be asked twice and apparently accepted Mike's offer without a thought as to where he was going to get a crew from! This, however, did not cause any problem, as when asked, my wife Kim and myself accepted with equal enthusiasm, even though the thought of trudging across fields in the black of night plus the likelihood of pouring rain, did cause a few misgivings!

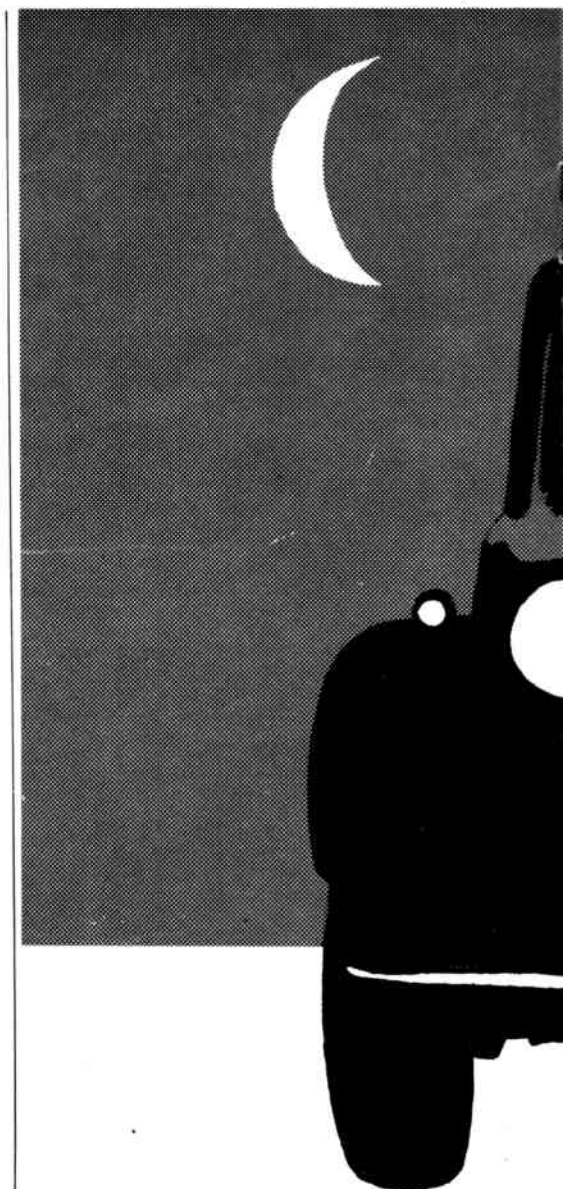
Upon arriving at Mike's place, we swapped cars – ourselves in the Traction and Mike with his son Nick in Steve's Renault 18 – some swap!

Even though we were in his car, nobody could accuse Mike of favouritism, as on the way to the rendezvous point I am sure he did his best to lose, or at least to disorientate us as he weaved his way through the narrow back-roads and lanes of Berkshire, 'somewhere near Newbury', at what seemed a lunatic pace! We eventually arrived at a remote car-park situated miles away from anywhere, which in itself was quite daunting when you haven't a clue as to where the hell you are! The only saving grace at that point was that there was no rain as expected, just a beautiful moonlit night through which we could make out a host of gleaming silhouettes. Upon closer inspection however, we were very disappointed to find that there was only one other Traction present to compete against several Rileys, that being the Normale of Rodney Burns.

Whilst we were sitting there waiting to start, Kim and I took the opportunity to study this vehicle that had caused the onset of apparent lunacy in my brother (he never stops talking about them!), and I must admit that it did produce a romantic sensation of being back in the old prohibition days – gangsters and all!

Eventually, armed with clues, map and compass, plus the recently-acquired knowledge of the intricacies of the Wheals

IN SEARCH



modified dynamo brackets (these being of fencing wire and a piece of 4 x 2 timber!), we set off but, we soon realised, in the totally wrong direction! Retracing our steps, we were soon back on the right track, and whilst Kim and I took turns at locating the reference points on the map, Steve desperately tried to appear competent behind that huge steering wheel!

We located the first clue quite easily, and with this success the tension disappeared and we really began to enjoy ourselves, our enthusiasm rejuvenated. We were tearing through winding and twisting country lanes at more than a sedate pace, with Steve reassuring us that Tractions have to be 'driven' into corners – even 270° hairpin bends. This was sometimes a little hard to believe, (especially for Kim who spent a lot of her time upside-down on the back seat!) but the Traction confirmed it's reputation and stuck to the road like glue throughout.

After locating the next couple of clues, which were small white boards illustrated

CH OF TREASURE



*Andy Reed
(membership
secretary Steve's
brother) goes on
the Nightjar
Run...*

with car parts, our luck began to run out. Time and time again we would reach a spot where we thought a clue would be hidden and then search desperately, but without success. Either Mike had done his job too well, or perhaps those Riley competitors had 'rearranged' things, or most likely of all, we were just no good at reading maps, dammit!

Time eventually ran out and we reluctantly turned back towards the White Hart at Whitchurch, but we then realised that this was going to be the most difficult task of all as Whitchurch was not shown on our map! We delicately and desperately retraced our steps, trying to recall any particular landmarks that we may have passed previously, and eventually and with a huge sigh of relief, we crossed the village boundary. Once in Whitchurch, Steve knew exactly the way to the White Hart, and we arrived only a few minutes in excess of our finish time. After all the papers had been checked and the results announced, with the Riley team being declared the winners, we all sat down to a delicious dish of lasagne-verdi. This was hot enough to de-frost even the coldest extremity that definitely no beer could reach!

To sum-up, Kim and I really enjoyed our night out and our introduction to the delights of 'Tractioning', but really for me the real treasure of the evening was the Traction itself. Thanks to the generosity of Mike

Wheals for entrusting his pride and joy to big brother, we were given the opportunity to experience at first hand the results of all his time and effort in restoring this unique and beautiful car. It was, to both of us, a real privilege and the evening was one that we shall never forget.

Our sincere thanks, once again to Mike, echoed I am sure by Steve – well done to Rodney Burns and his crew for attending and doing so well – and let's hope that we see more Traction's at the next event so that we can put those Rileys firmly in their place i.e., second to the Traction!

You find Traction's in the strangest places! TOC member Tom Evans looked twice when reading through 'Arthur's Holiday', a reading-aloud book for young children, and saw that even hedgehogs have a taste for Citroëns!

ARTHUR'S HOLIDAY



FOR
READING
ALoud

Written and
Illustrated by
ELIANE MUIS



"You are going to spend a few days in Paris with your aunt Marie-Rose and your cousin Gabriel!"



GLASSWARES

Alec Bilney recently acquired this pre-war Glass's Guide. A Roadster could have been yours for £25!

Glass's Guide to Used Car Values

AUGUST 1939

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Values) Limited,
 LONDON, W.1.
 Extensions.

CITROEN	Spares from CITROEN CARS Ltd., Trading Estate, Slough, Bucks. SLOugh 1600.	Series From Model	Cost New	July Prices Advertised & Listed		August Values Guide Condition			
				Low	High	Avg.	Trade	Allice	Retail
TEN	SALOON, 4s 4d 4 lt	Oct 32 1933 Sep 33 1934	198 198	30-30	30-1	18	13	10	12
11.4 hp 4 cy 68x100 mm 1452 cc 11.8 hp 4 cy 69x100 mm 1495 cc	SALOON, 4s 4d 4 lt 'de luxe'	Sep 33 1934 Sep 34 1935 Mar 35 1936 Oct 35 1936	218 225 198 198	-	-	23	-	12-17	
— Dating Features — Oct 32 Introduced with 6 volt electrical equipment: 3-speed gearbox. Sep 33 12 volt electrical equipment: Down-draught carburettor: 4-speed gearbox on de luxe models. Sep 34 Slightly sloping radiator: Centre arm-rest in rear seat: Rectangular dial instrument panel. Mar 35 Power increased to 11.8 hp. Oct 35 No material changes.	FH. COUPÉ, 2s 2d 2 lt DH. COUPÉ, 4s 2d 2 lt	Oct 32 1933 Oct 32 1933	205 220	-	-	15	-	*	*
SUPER-MODERN TWELVE (1935/6)	ROADSTER, 3s 2d with dickey	Sep 34 1935 Oct 35 1936 Oct 36 1937 Aug 37 1938 Aug 38 1939	270 235 255 265 265	-	-	45	32	20-25	
TWELVE (1937/9)	SALOON, 4s 4d 4 lt 'Popular'	Jun 38 1939	198	135-135	135-1	125	93	68-78	
12.8 hp 4 cy 72x100 mm 1628 cc Front Drive. — Dating Features — Sep 34 Introduced. Feb 35 Rear suspension has tubular cross member: Radiator mounted on frame, not on engine: Oil filler cap in valve cover. Oct 35 Horn, trafficator and headlamp dipping controls on steering column: One piece front bumper: Hydraulic shock absorbers on front. Oct 36 Instrument panel of wood: Perforated disc wheels: Battery positive earthed. Aug 37 Instruments in two dials: Horns mounted on gearbox behind radiator grille, instead of under.	SALOON, 4s 4d 4 lt F.H. COUPÉ, 3s 2d 2 lt	Sep 34 1935 Oct 35 1936 Oct 36 1937 Aug 37 1938 Aug 38 1939	250 220 228 238 238	37-45 45-59 55-55 95-110 205-205	41-2 51-3 55-1 103-2 205-1	40	28	17-22	
— continued P.T. —		Sep 34 1935 Oct 35 1936 Oct 36 1937 Aug 37 1938	275 235 245 255	-	-	43	30	20-2'	

FOR DIRECTORY OF BUYERS see page 20

CITROEN	Series From Model	Cost New	July Prices Advertised & Listed		August Values Guide Condition				
			Low	High	Avg.	Trade	Allice	Retail	
Jun 38 'Popular' Saloon introduced with 6 volt electrical equipment: Fixed roof: Steel fascia board with rectangular instrument panel, angular instrument panel. Aug 38 No change on 'Popular' saloon. ordinary models have oil warning light on dashboard in place of pressure gauge: Gear-lever locking device connected with clutch.	SPTS. TOURER, 4s 2d J. Charles 'Ranalah'	Sep 33 1934 Sep 34 1935	275 275	25-25	25-1	28	-	15-20	
LIGHT TWELVE 13.9 hp 4 cy 75x100 mm 1767 cc — Dating Features — Sep 33 4-speed gearbox: Down-draught carburettor: 12 volt electrical equipment. Sep 34 No material changes.	SALOON, 4s 4d 4 lt DH. COUPÉ, 4s 2d 2 lt J. Charles 'Ranalah'	Sep 33 1934 Sep 34 1935 Sep 33 1934 Sep 34 1935	235 235 305 305	25-25	25-1	25	22	13-15	
BIG TWELVE 13.9 hp 4 cy 75x100 mm 1767 cc — Dating Features — Sep 31 Introduced with vacuum petrol feed: Transmission handbrake. Oct 32 Free-wheel: Petrol feed by mechanical pump. Sep 33 4-speed gearbox: Down-draught carburettor: 12 volt electrical equipment. Sep 34 No material changes.	SALOON, 5s 4d 6 lt 'de luxe'	Oct 32 1933 Sep 33 1934 Sep 34 1935	230 245a 245	15-15	15-1	18	-	12-17	
Extras—: Division—no sliding roof, £25	SALOON, 7s 4d 6 lt 'de luxe'	Oct 32 1933 Sep 33 1934 Sep 34 1935	245 255a 255	48-48	48-1	20	-	17-22	

83

CITROEN

SPORTS TWELVE
Short Wheelbase (1933/7)

LIGHT FIFTEEN
Short Wheelbase (1938/9)

Also long wheelbase models as:—
SUPER-MODERN FIFTEEN (1935/6)

FIFTEEN (1937/8)

BIG FIFTEEN (1939)
15.08 hp 4 cy 78x100 mm 1911 cc
Front Drive.

—Dating Features—
Mar 35 Introduced.
Oct 35 Horn, trafficator and headlamp dipping controls on steering column: One-piece bumper: Hydraulic shock absorbers on front.
Oct 36 Instrument panel in wood: Perforated disc wheels: Battery positive earthed.
Aug 37 Instruments in two dials: Horns mounted on gearbox behind radiator grille, instead of under wings.
Jun 38 "Popular" Saloon introduced with 6 volt electrical equipment: Fixed roof: Steel fascia board with rectangular instrument panel.
Aug 38 No change on "Popular" saloon, ordinary models have oil warning light on dash in place of gauge: Gear lever connected with cl

ROADSTER, 3s 2d with dickey Short wheelbase 9' 6 1/2"	Mar 35 1935 305	-	-	47	32	20-25
	Oct 35 1936 265	-	-	62	45	32-37
	Oct 36 1937 275	-	-	88	65	48-55
	Aug 37 1938 275	-	-	130	98	72-82
	Aug 38 1939 275	-	-	205	150	*
SALOON, 4s 4d 4 lt 'Popular' Short wheelbase	Jun 38 1939 208	173-195	184-2	135	102	75-85
SALOON, 4s 4d 4 lt Short wheelbase 9' 6 1/2"	Mar 35 1935 285	-	-	40	28	17-22
	Oct 35 1936 249	110-110	110-1	55	40	28-33
	Sep 36 1937 248	-	-	77	58	42-50
	Aug 37 1938 248	-	-	115	90	68-78
	Aug 38 1939 248	-	-	175	130	*
SALOON, 5s 4d 4 lt Long wheelbase 10' 1"	Mar 35 1935 315	60-60	60-1	45	32	20-25
	Oct 35 1936 289	-	-	63	45	32-37
	Oct 36 1937 278	-	-	90	65	45-52
	Aug 37 1938 278	-	-	130	97	70-80
	Aug 38 1939 278	165-165	165-1	195	145	*
SALOON, 7s 4d 6 lt Long wheelbase 10' 9"	Mar 35 1935 345	-	-	47	33	22-27
	Oct 35 1936 315	-	-	67	48	35-40
	Oct 36 1937 298	125-125	125-1	100	70	48-55
	Aug 37 1938 298	-	-	140	102	73-83
	Aug 38 1939 298	-	-	210	155	*
FH. COUPÉ, 2s 2d 2 lt with dickey Short wheelbase 9' 6 1/2"	Oct 35 1936 265	-	-	58	43	32-37
	Oct 36 1937 265	-	-	82	63	48-55
	Aug 37 1938 265	-	-	125	95	72-82

FOR DIRECTORY OF BUYERS see page 20

Series	Cost From/Model New	July Prices Advertised & Listed		August Values Guide Condition		
		Low-High	Avg.-No.	Retail Allce.	Trade	
SALOON, 7s 4d 6 lt	Oct 36 1937 285 Aug 37 1938 285	-	-	90 130	63 97	42-50 70-80
SPTS. TOURER, 4s 2d 'Light Twenty'	Sep 33 1934 305 Sep 34 1935 305	-	-	17 25	-	22
SALOON, 4s 4d 4 lt 'Light Twenty'	May 33 1933 275 Sep 33 1934 285 Sep 34 1935 285	-	-	10 13 20	-	22
SALOON, 5s 4d 4 lt 'Twenty'	Oct 32 1933 295 Sep 33 1934 310a	-	-	13 20	-	22
SALOON, 7s 4d 6 lt 'Twenty'	Oct 32 1933 320 Sep 33 1934 325a	-	-	13 20	-	22
DH. COUPÉ, 4s 2d 2 lt 'Light Twenty'	Sep 33 1934 340 Sep 34 1935 340	45-45	45-1	18 27	-	22

CITROEN—Continued.
FAMILY FIFTEEN
15.08 hp 4 cy 78x100 mm 1911 cc
Normal Rear Wheel Drive.
—Dating Features—
Oct 36 Introduced with O.H.V. engine.
Aug 37 No material changes.

TWENTY and LIGHT TWENTY
20.8 hp 6 cy 75x100 mm 2650 cc
—Dating Features—
Sep 31 Introduced with vacuum petrol feed.
Oct 32 Free-wheel: Petrol feed by mechanical pump: 4-speed gearbox: 12 volt electrical equipment.
May 33 Light Twenty model introduced.
Sep 33 4-speed gearbox: 12 volt electrical equipment.
Sep 34 No material changes.
Extras—d: Division—no sliding roof, £25.



WHAT BETTER PLACE to spot an immaculately-restored French Légère than on the Champs-Élysées! This one, in spotless Diva white, was seen last October by Sam Wells. No sign of the owner, though, who may have been spending an afternoon at the cinema!

MEMBERS' CARS NOW WE'RE MOTORING!

Sam Wells takes to the road in much more than a mere driving machine



PROCEEDING DOWN London's Kings Road in a westerly direction at the height of a November Thursday rush-hour, I stalled the crossfire of a busy intersection. Repeated – and in retrospect panicky – attempts to restart failed miserably, and the car suffered the indignity of being given a push to a less vulnerable position by the kerb by a 60-year-old pensioner and a passing cyclist.

This was my first drive of a Traction, although ESV 473 is the second one we've owned. In fact, I'd never really intended to have two of them so quickly (though I'd always fondly imagined a fleet of them), and I was hoping that our 2CV would soldier on until our Light 15, being rebuilt from the ground up, was completed. However, on our way to September's Stratford rally, the accelerator pedal fell off the 2 CV (embarrassingly just after overtaking con brio a Hillman Hunter on a roundabout), the

front brakes started leaking, and ominous cavities started to appear in the floor. Although all these problems could have been overcome, the fact that they all happened at once was psychologically (and sometimes literally) dampening, and so the faithful machine went off to a better home with FP editor Bob Wade.

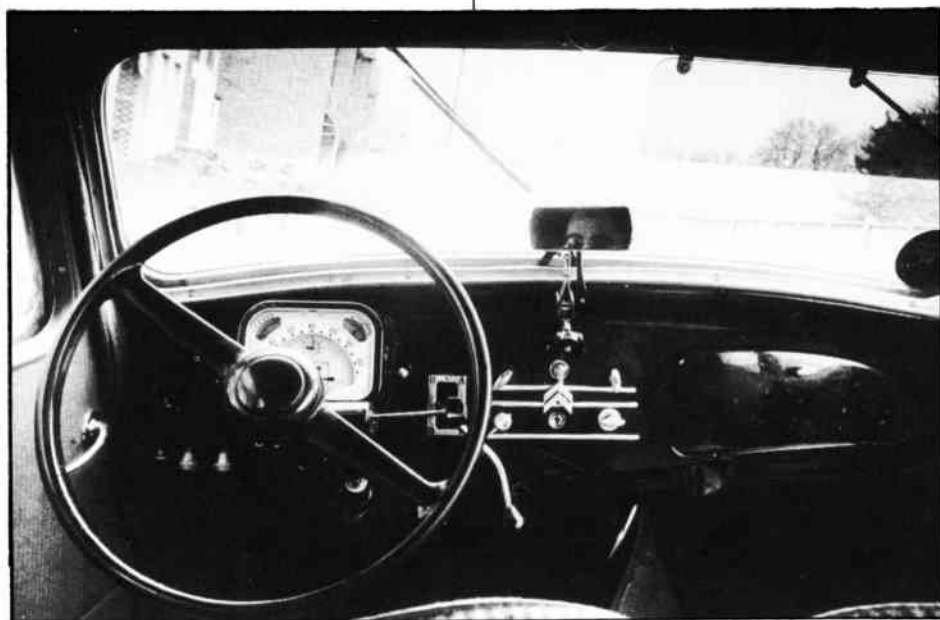
A visit to the bank manager (who didn't know about the Light 15) produced a

reasonably-sized car loan, and we persuaded ourselves that we really *could* do with a French Traction for all those trips abroad that we'd now be unable to afford. What I was really looking for was an example that was by no means perfect but mechanically sound enough to last us through till next summer – what we ended up with was a Normale purchased via the Arch which was far better (and therefore more expensive) than I had originally intended. By the time I took it over, ESV 473 had had a new paint job, new door handles, new upholstery, rebuilt brakes and steering, and a full service.

And that is how I came to be stranded on the Kings Road in the rush hour, whilst taking delivery from the Arch. As with most things however, it pays to be patient, and after sitting in the car for half an hour pretending I wasn't in the least concerned, ESV – having decided it had taught me a lesson – relented and responded to the starter.

Funnily enough, there was a point at which the car seemed to be slipping out of my grasp before that. Since, when I purchased it, it still had Paris plates, we had to go along to the Vehicle Licensing Office, which turned out to be a Kafkaesque education in itself. Armed with customs and insurance documents, MOT certificate and French logbook, I filled in the form and took the lot to the girl at the counter.

'Ah', she said, 'you can't license this car in



Interior of ESV473 (formerly French registration number 6797BC75) is totally original apart from new upholstery and perspex sun visors.

this country – your name isn't in the French logbook'.

'But I didn't own it in France', I replied, with a slight sinking feeling beginning to start in my stomach.

'Well, all I can advise you to do is to take the car back to France, register the car there in your name, then bring it back to this country and get a new customs document and then you can come back to us and get a registration . . . Unless', she added thoughtfully, 'the car's been altered in any way, and then you'll have to get Type Approval.

It may sound stupid', she went on, as though she'd just realised that it sounded stupid, 'but it's the best I can do'.

'Oh, but . . . ' – but at that point providence intervened in the shape of the office manager who'd come over to investigate this fascinating matter of apparently Byzantine complexity. 'Ah', he proclaimed with the full authority of a deus ex machina, 'yes, that seems all right – give it ESV 473'. Problem solved, at a stroke!

What were my first impressions of driving a Normale? Well, the sheer size of the beast was surprising. The elegance and proportion of the body style belies the fact that this is really a very big car – not only is it longer than most of the cars on our block, it's also considerably wider. I suspect that many modern cars appear to be wide since the bonnets are generally designed along the lines of an aircraft carrier, but the Normale, with its long, tapering nose and low, sweeping wings is truly deceptively wide. Amongst its most positive attributes are that it has no handbrake warning light (if you don't know whether you've got the handbrake on, you shouldn't be driving); there are no little bits of plastic trim to warp and fall off after leaving the car in strong sunlight; there's no smell of vinyl seating to

assault the nostrils on a warm day; and there isn't an exterior ambient temperature gauge to tell you if it's cold outside (you can tell that anyway because it's just as cold inside). What's more, it has a body design by Bertoni more elegant than any by Bertone, it's quieter than a Ferrari and has better rearward vision than a Lamborghini, it's faster than a London taxi, it has more presence than a Rolls and as much charisma as a 2CV, and it has undoubtedly better roadholding than a Cortina. What everyone who's had one for years will probably now take for granted is its truly amazing way of going round corners – even after being quite prepared for it, I still find it incredible that a car whose basic design is fifty years old can go around corners not only with such adhesion but also with no discernible body roll at all, something I've only experienced otherwise in achingly uncomfortable (and considerably more expensive) sports cars.

So far, in the first few months of ownership, I have few complaints. True, there are cold damp mornings when the six-volt system is reluctant to bring the car to life (but it's usually only teasing), and though some might consider the lack of a heater archaic, it simply means you wear the same attire in the car as you do in the street, which seems logical. The gear lever is at times wilful, occasionally falling out of the gate in a limp, despondent fashion – some deft fingerwork behind the dash puts things right, though sooner or later the selector forks may need looking at. At first the car was still shod with crossplys which tended to be slightly skittish on uneven road surfaces, but I changed these for the new X's that the Arch had in store for our up-and-coming Light 15 and the result has been remarkable. The one really bad thing about the car is the turning circle which, to be honest, is appalling by today's standards ('if you think that's bad you

Original French logbook – last French owner lived at 1, Place Winston Churchill, Paris!

should try a Commerciale', suggested a Club member); still one learns to live with it – it's often quicker to drive round the block than attempt an eight-point turn.

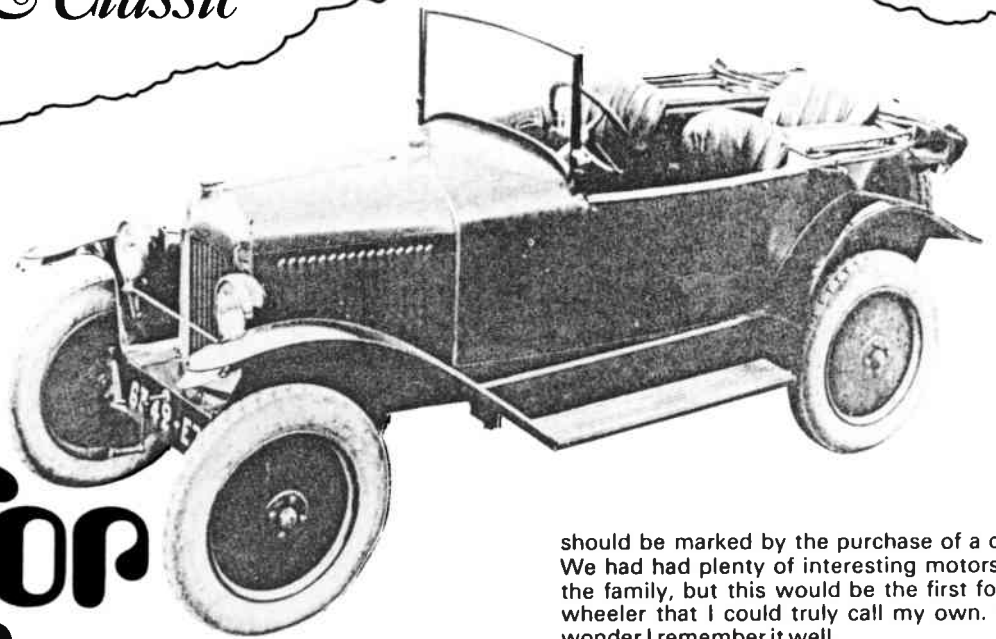
And there's still plenty to do on the car to keep me occupied – new carpets to replace the present tatters are a high priority, and I might even get around to replacing the English chrome headlights with genuine French ones. I believe, too, that the front bumper should be a curly one. But for the rest of the winter I shall be content with learning about, and enjoying our first Traction.

And a final word of thanks particularly to John Gillard, Bryn Hughes and Peter Simper for their help, encouragement and advice – and to my wife Pat for being as enthusiastic about the car as I am.



TRACTION ARRIERE

Back in 1965, the inimitable LJK Setright told the tale of his first four-wheeler to readers of 'Thoroughbred & Classic Cars'...



CC is for Citroën Cloverleaf

L. K. J. Setright recalls a first love whose speed appeared to exceed its specification, in the days when vintage cars were for driving, not polishing.

A few lines from Dorothy Parker:

Oh, splendid was the first love and beautiful and fine,

The second love was water in a clear white cup.

The third love was his, and the fourth love was mine;

And after that I always get them all mixed up!

AND it is no different with motor cars. One's first remains in the memory. Mine, as it happened, was a 1926 Cloverleaf Citroën; and if I have a greater fondness for this little barrow than for any of the other umpteen light cars produced in Europe in the 1920s, it is probably nothing to do with their respective merits at all, but simply nostalgia. It is in many ways a painful recollection – which is what *nostalgia* means, regardless of how the word is abused by many quasi-historians, who would do better to stick to *evocation* – for it carries with it the memory of having to rebuild the transmission every week, and for that matter, of the chill penury which prompted my purchase of this then unfashionable vintage car.

The time was 1952, and I had just finished a spell in the Royal Air Force and a concurrent

one at the wheel of a Morgan Aero three-wheeler. This tricycle had been immensely satisfying in many ways, though it would be a pity to digress here into what Mr Editor Bowler might agree should be another story. However, it did have one particular failing which manifested itself for the last time (as far as I was concerned, anyway) on the very day that I was quitting the sacred groves of Headquarters Fighter Command. This failing was a weakness of the wheels, especially the front ones: wire-spoked on hubs that appeared to be fugitive from a perambulator factory, they used to warp and break on the slightest provocation, and sometimes with no provocation at all.

On this particular day the last straw was a right-angled left-hander that I was taking, with that contempt for speed limits which has fortunately lasted to this day, flat out in the Morgan's 36mph bottom gear. Just on the apex of the corner, the right-hand front wheel collapsed. Promptly savaging a kerb and then proceeding to do injury to Her Majesty's grass, the Moggie did its best to overturn, but never quite made it. Nursing my bruised ribs, I decided that it should not be given any further opportunities; the return of Setright to Civilian, if not more civilised, life

should be marked by the purchase of a car. We had had plenty of interesting motors in the family, but this would be the first four-wheeler that I could truly call my own. No wonder I remember it well.

Twenty-five pounds it cost me (just under half the price of the Morgan) from an old school acquaintance. It would not be fair to describe him as a *friend*; he was one of those cold and humourless scientific types, not in the least interested in the vintage car movement. He just happened to have bought this Citroën and now, embarking upon married life, he happened to be selling it. As far as I could make out he kept it and his fiancée locked in the same garage: when I went to inspect the car, he unlocked the doors and flung them open to reveal the little Cloverleaf and, beyond, a loom at which his fiancée was working on some curtains. I suppose he just imprisoned her there and told her to get weaving . . . Dull in battleship grey, relieved only by a black-painted radiator shell and the hideous balloon-fabric hood, the car was hardly attractive. Neither was my prospect of 4½ years as a law student with no income, so something as cheap and as abstemious as this ought to be appropriate to my expectations; and the deal was concluded.

It was a bargain: nothing on wheels has ever cost me so little to keep it going. I kept it until I had completed my studies in 1957, when I could begin to earn a little money and buy a motor-cycle (a 90 Plus Douglas which I still have) – and throughout those years the car was in regular use, transporting me to and from the City. The journey was about 10 miles, and that extraordinary little car did the trip faster than any of the then current modern tinware.

An examination of its specification makes this seem highly improbable. The engine was a side-valve 4-cylinder affair with bore and stroke of 55 and 90mm respectively, which accounted for a displacement of 855cc. The French rated it at 5CV, the RAC at 7.5hp, but the actual output was reputed to be 11bhp at the giddy rate of 2,600rpm. One look at the massive and liberally finned aluminium sump and crankcase was enough to convince the beholder that this was an engine capable of

considerably more. One look at the exiguous crankshaft and its accoutrements lurking within was quite enough to dispel any such notions.

The shaft ran in two bearings, which by the standards of the time was not unreasonable. The big ends were split, with little scoops in the bearing caps that dipped into oil troughs formed in a pressed steel tray supported by the sump, this tray being replenished by an oil gallery which ran along the inside of the crankcase. Somebody had adapted a species of barometric instrument (I cannot recall whether it had been a boost gauge or an altimeter in its formative years) to serve as an oil pressure gauge, and at its best this would display $4\frac{1}{2}$ lb/in².

Of course, it was never meant to be a powerful engine. When introduced in 1922, the little model C Citroën was intended to serve the wants of the typical French peasant who drives his car mercilessly into the ground, demanding everything of it and grudging every sou spent on it. The car was not made to go, and I expect that it was not made to stop either; it was made to last.

To this end it was designed to be adequately strong without being unnecessarily stiff, and above all to be simple. The chassis frame consisted of a couple of flimsy channel section side members, considerably shorter than the $92\frac{1}{2}$ in wheelbase. At each end, where these beams were separated rather than stiffened by cross members, there were clamped a pair of quarter-elliptic leaf springs; and to the extremities of these springs were clamped the axles. There were no radius arms, no dampers, no bump stops, no complications of any sort. The rear axle, it is true, enjoyed some further measure of location by the torque tube enclosing its propeller shaft: indeed, the drive line was the most substantially built part of the whole car. Behind the engine's big flywheel was a simple friction clutch. Behind that (in unit construction) lay an ordinary three-speed sliding-pinion gearbox, on the tail of which was a finned transmission brake drum enclosing the universal ball joint at the nose of the propeller shaft.

At the other end the final drive casing enclosed a crown wheel and pinion assembly that justified the chevrons of the Citroën badge: double bevel or herringbone gear teeth were André Citroën's speciality, and whatever their theoretical merits they proved in my case to carry on working satisfactorily, even though the pinion had a few bits missing here and there.

It does not, I know, sound like the ideal high-speed commuting vehicle. However, that little car had just what traffic takes. In corners it was astonishingly nimble (for reasons to which I will return), and its steering was as accurate and as high-g geared as was usually the case in cars of the early 1920s. Dimensionally the car was better for traffic driving than a Mini: I think it was 8 in longer than a Mini, and a trifle narrower, but the great thing was its height, from which the driver could see all four corners of the car and thus play the daily game of peg-in-the-hole with the utmost assurance. All these aids to mobility and agility help enormously in urban traffic, of course, but there was one supreme factor: since the car was often virtually impossible to stop, one had to learn to keep going – and that is the secret of Good Times in Town.

The transmission brake already mentioned was operated by the driver's pedal in the usual way. Theoretically it should have been immensely powerful, enjoying the mechanical advantage given it by the final drive gearing through which its dictates were communicated to the rear wheels. At these wheels were two more brake drums connected through a central hand lever adjacent

to the gear lever.

On my car, which may not have been original in this respect, the systems had been coupled in a peculiar way that brought the transmission brake in after the rear drums had been engaged, a spring allowing the pedal to continue its travels. It really did not make a lot of difference: like all cars bereft of brakes on the front wheels, the C-type Citroën was emphatically not a good stopper. On dry roads the brakes were incapable of providing more than the gentlest retardation; on wet roads the wheels simply locked, and the whole car slid merrily onwards. In the circumstances there seldom seemed any point in using the brakes.

Such was the meagre power, so wide the gear ratios and so slow the changes, that there was seldom much hope in resorting to the accelerator to get the car out of difficulties either. Always it was the literal escape route which was sought: good peripheral vision and unerring decisiveness were called for, and it was not only distaste for its appearance that prompted me to throw the hood away and never replace it.

The car was, as I have said, remarkably dodge-worthy and very good round corners. In 1953 my brother had the last of the side-valve Hillman Minx saloons, and one day we did some comparative testing on a conveniently empty roundabout. For all his great competence at the wheel, and despite the marvels of modern science such as dampers and independent suspension and all that kind of thing, the $1\frac{1}{4}$ litre Minx could only do two laps of the roundabout in the time that the Citroën took to do three.

It was ridiculous, but it was not inexplicable. Some C-type Citroëns, though not by any means all, were graced with the newly-popular balloon tyres instead of the skinny high-pressure tyres that were conventional in the '20s. In relation to the car's modest weight, a little over 11cwt, these balloons gave ample cornering power and contact area.

Just as important was the suspension geometry. When the car was steered into a corner it naturally developed a little roll as the centrifugal transfer of load to the outer wheels caused the outer springs to flatten. As the springs flattened from their normal camber, they produced a considerable measure of roll steer; the outside front wheel was moved forward, the outside rear wheel backwards, and the car went into an unmistakable oversteer situation. There was no need for the driver to concern himself about this in any way, no need to work at the wheel. The springs, you will recall, were undamped, so they promptly flexed again, pulling the outer wheels closer together to compose what became an understeering situation; and so it went on, with the springs waving merrily up and down and the car automatically doing all its own steering corrections while the driver simply held the wheel at the degree of lock appropriate to the corner. Nothing could be simpler.

There was an equally endearing simplicity in the design of the torpedo body. Many C-types were two-seaters with pointed tails. There was one door for the passenger and for the driver, if the passenger would be so kind, while any thoughts that a lively youngster might have of approaching the driving seat from the off side were quickly countermanded by the presence of the spare wheel standing there on the running board. No less attractive was the true Cloverleaf, the three-seater with slightly rounder tail, like mine. Here again there was but one door on the passenger's side: the tail-end Charlie having entered thereby would then step into the narrow space between the front seats, which were cut away in their squabs and in the rear corners of their cushions to provide just

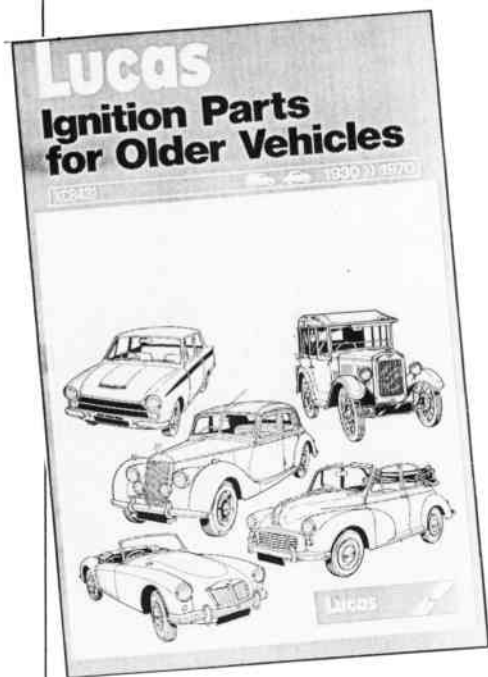
enough room for the occupant of the central seat in the tail. Flanking that seat were two roomy compartments for tools or luggage, their lids secured by carriage locks; and behind it, on the later models at least, the spare wheel was carried under the extreme tail of the body. It was all very logical and pretty and tolerably practicable. Only in wet weather did this last item promote doubts, for the shape of the body and the layout of the seats were hardly conducive to satisfactory hood design. For reasons already given, I preferred to go without a hood: on one occasion when the rain was particularly heavy, I tried opening my umbrella, but the aerodynamic characteristics of a gentleman's standard gamp proved to limit the possible speed to 17mph, and the experiment was discontinued.

In 1926 the C-type itself was discontinued. In view of its adaptability to conditions 30 years later, the decision may have been implemented rather prematurely. However, vast numbers of the car were built, including quite a large quantity assembled in England. These were fully and properly converted, as mine had been: not only was the steering transposed to the right, but even the bronze wheel nuts (which were handed according to duty) were embossed with L and R instead of the French G and D. For some reason a mph speedometer of quite inappropriate range was chosen by Citroën, but it hardly mattered: the maximum speed was supposed to be 38mph and with that sort of performance one could probably make do with a sort of nautical log. Actually, my car was rather faster than when it was new. In the course of a perfunctory top overhaul I gave it a very thin aluminium gasket that presumably raised its compression ratio slightly, and with the benison of Cleveland Discol in the gravity-feed scuttle tank, not to mention the rakish angle at which I set the adjustable windscreen, the car would do an honest 45. This triumph of tuning notwithstanding, I still think of the Cloverleaf as looking like a cross between a bathtub and a perambulator and having a performance to match.

Nowadays people do not and probably dare not drive them like that. Nowadays they are collectors' pieces, museum pieces, curios to put on your metaphorical mantelpiece. When I sold mine in 1957 I was content after five years' motoring to get £5 less than I had paid for it. A few years ago I heard that it had changed hands for £835. No doubt it, like most of its surviving brethren, has been bulldied up until it shines like the jewel that it never was. No doubt people will come and look at it and admire the flawless finish, noting the painstaking care of those worthy craftsmen of the 1920s when factory hands made jewels for peasants. No doubt I did the right thing in choosing to go instead to Portsmouth to see a well-kept specimen in original condition at the premises of Criterion Garages Ltd, the oldest Citroën dealers in the country. Their association with the Lemon Factory has lasted for 50 years, and the fact that the present proprietor is evidently just as proud of his Cloverleaf as he is of the SM on the forecourt says a lot not only for him and for the manufacturer, but also for both of the cars.

The Lemon? Surely you know the French pun on *citron* – but in fact most of the C-types were painted a sort of citric yellow, which contrasted beautifully with the black wings, chassis valances and body beading. Yes, I followed suit with my car too. Perhaps I should have left it like that instead of buying some more Valspar and making it black and white: when I sold it I might have got another thirty bob in recognition of its originality. Or perhaps not; in those days we bought cars to drive. ●

Review



ALWAYS on the lookout for motoring aids and accessories, I recently came across this catalogue published by the parts and service division of Lucas Electrical. The catalogue features a comprehensive range of ignition parts for vintage and classic cars, plus commercial vehicles, manufactured from 1930 to 1970. The 46 pages cover contact sets, condensers, rotor arms, distributors and coils etc., all laid out in quick reference format, and of course covers all Citroëns including the Traction. At only 25p. it has got to be a good buy, and it can be obtained from any Lucas parts and service department. If you have trouble locating one, drop me a line and I'll see what I can do.

BW

Events

February 14-23

17th Salon de la Voiture et de la Moto de Course et Retromobile '86. Porte de Versailles, Paris.

France's premier racing car and old car show and autojumble – fantastic and well worth a visit.

May 3-5

National Classic Motor Show, National Exhibition Centre, Birmingham.

May 5-9

Elf Provincien Rit, Holland. Full details direct from Will de Hek/Pieter Wilders, Frankrijklaan 3, 2034BB Haarlem, Holland; or ring TOC member Dennis Ryland on 0453 883935.

May 8-18

50th Anniversary of the 'Raid Lecot'. Paris – Monte Carlo – Paris tour. Full details from C Gabrielson, 21 Rue des Martyrs, 75 009, Paris, France.

May 17-19

Second International Traction Avant Meeting at Winterthur, Switzerland, organised by the Citroën Traction Avant Club, Zurich.



TOC Rally 'In Search of England'

Up-to-the-minute information on the TOC Event of the Year available from Membership Secretary Mike Wheals.



Correspondence

Dear Friends,

This is just a note to let you know that I, regretfully, have to give up Tractioning, for the time being anyway, as a growing family means that a caravan is the only way we can afford a holiday from now on! I have, therefore, decided to look for an excellent DS, rather than risk gearbox and driveshafts of a Light 15. So my car is for sale, alas. Mechanically she is very good indeed, and needs finishing only in the bodywork department. The bumpers need rechroming, interior trim needs finishing, and the paintwork needs attention, although I may well have done some of the work necessary in a week or two's time.

I found the car a total wreck, and have so far spent countless hours working on it, and have spent £2,400 on welding, new parts, and help of one sort or another.

I am willing to start haggling down from £2,000, and there are some spares including a good 1959 DS19 engine and gearbox we could bargain about as well. The car, a 1954 Slough built large boot Light 15, reg. no. KSV

274 has an MOT until May 1986, and she recently ran to Stratford for the CCC/TOC rally (340 miles in one day) without any trouble, apart from a blown fuse which has now been fixed.

So there you have it – if anybody is interested they can give me a ring on 0286-85-592 (home) or 248-362214 Ext. 266/267 (work).

Cheers!
Rhodri Prys Jones

Nice to hear from Rhodri once again and the hope is he will soon resume dashing through those Welsh lanes in a Traction! Rhodri also supplied a separate 'condition report' detailing every aspect of the car he has for sale – get in touch for more detailed information. Ed.

Rates and conditions of advertising:

Private adverts (classified)

Members and non-members of T.O.C. buying or selling Citroën Cars or parts (pre 1957) – NO CHARGE.

Trade adverts – 1/8 page – £25.00 per insertion.

Advertisers must supply 'camera-ready' artwork. Where this is not available, the T.O.C. will provide it, after agreement with the Editor, on format and cost.

Inserts (loose) – any size up to A4 £25.00 per issue plus handling charges, to be agreed with Editor. Artwork as above.

Terms of acceptance

Cash with order, all cheques and money orders will be cleared by the Club before the acceptance of any advert.

The Club reserves the right to refuse any advert which it considers unsuitable for publication.

All advertisements should be submitted to the Editor.

Events

May 25th, 1986

Norwich Union RAC Classic
Designed to cater for the Classic Car enthusiast, the event also compliments admirably the already established RAC London to Brighton Commemoration Run for Veteran Cars. Although non-competitive, the Norwich Union RAC Classic will be nonetheless more demanding than its Veteran counterpart with a schedule based on three starting points and converging on the Midlands' venue of Silverstone Circuit the bi-annual home of the British Grand Prix.

Woodcote Park, near Epsom, will serve as the Home Counties and Southern starting point for the Norwich Union RAC Classic, with the cities of Bath and Nottingham representing the South West and North of the country respectively. With eligible vehicles ranging from 1905 to 1966 it is an obvious requirement that there should be two routes available, a direct one for the older entrants and a more adventurous one for the younger models. Throughout the six routes it is intended to visit a variety of venues, all of which have a strong historical motoring connection. Adding flavour to the occasion, entrants will have the opportunity of visiting several well known motor sporting venues en route, such as Brooklands, for years the motor industry's proving ground and the first purpose-built racing circuit in the world, Prescott, home of the famous Hillclimb near Cheltenham and other modern racing circuits including Castle Combe, Donington Park and Silverstone. In addition Time Controls will be positioned at strategic points along the route in towns and at motor heritage centres such as Birmingham, Stratford upon Avon and the Shuttleworth Collection near Biggleswade.

The event culminates at Silverstone on Sunday afternoon where entrants and their cars will have the unique opportunity of a leisurely saunter around the world's fastest Grand Prix Circuit. In addition there will be all the traditional Classic Car paraphernalia and fun of the fair such as Autojumbles, one make exhibitions, displays and numerous trade stands. Entrance for the general public to the Northamptonshire Circuit will be free of charge. For further information contact: Peter Stayner, RAC Motor Sports Association Limited.

Diary Dates

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month: at the Swan, Whittington, Worcester. 200 yards off Junction 7. M5.

Please contact *Simon Saint, 'Snigs End', Danes Green, Glaines, Worcester. Tel: 54961* for directions or further information.

NORTHERN SECTION MEETINGS

1st Tuesday of each month: 9.00 p.m. at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month: 12.00 a.m. at the Black Swan, Thornton Road, Bradford.
For further details and directions contact:-
John Howard.
Telephone: Bradford 309093

LONDON SECTION MEETINGS

Last Tuesday of each month: all Pub Meetings start at 8 p.m.

January 28th
The Anchor, Bankside Southwark SE1

February 25th
The Sun Inn, Church Rd, Barnes Common, SW13

March 25th
Canonbury Tavern
Canonbury Place, N1

Classified

For Sale

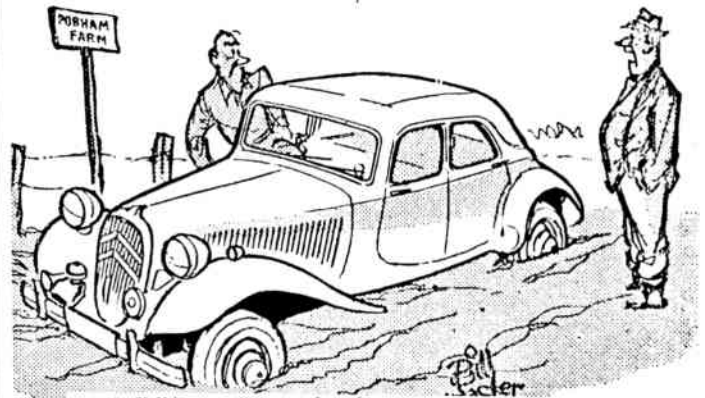
Light 15 parts: O/S and N/S front wings and supports, front grill with chevrons; bonnet complete with handles etc., set of doors complete with glass etc., front screen, rear screen, wooden dash with square instruments, small boot lid with wheel cover, N/S and O/S engine/bonnet side panels, 2 French wheels with fair tyres, brake and clutch pedal assembly, Slough steering wheel, rear wing, front hubs, early carbs Solex 35FPA, 32PBIC, 34PBIC, gearbox bits (no CW), Lt15 radiator - exchange for Big 15, x set of valves (new), plus odds and sods. Tel. Tom Evans 0508 78140.

Wanted

Special tools for Light 15, especially top and bottom ball breakers. Tel. Mick Boulton 093928 254.

Motoring Books for Sale

All in very good condition. No D/W unless stated. Prices include P&P. 'Behind the Scenes of Motor Racing', Ken Gregory (MBC '61 D/W) £3. 'Graham', Graham Hill/Neil Stewart (PAUL '76 D/W) £3. 'Le Mans Story', Georges Fraichard (SBC '56) £4. 'Porsche au Mans', Dominique Pascal (EPA '83 French text) £7. 'Grand Prix - the Cars, Drivers, Circuits', large format '81 D/W, £5. 'Motor Repair Manual', 9th ed. (Temple Pocket h/book D/W) £3. 'Autocar Handbook' 18th ed. (Iliffe '45 D/W) £3. 'Marathon London-Sydney', Nick Brittan (MRP '69 D/W) £3. 'W.O.' - the Autobiography of W O Bentley (Hutchinson '80) £5. 'Car Driving as an Art', SCH Davies (Iliffe '57 D/W) £2. Contact editor on Midhurst 3714.



"WHY is it ridiculous to suggest putting sacks under the rear wheels?"

Tool Hire Service:

Front end tools for hire from the Club Shop. Deposit and hire charges as follows:

Front hub and outer bearing puller
Deposit: £25 Hire: £2.50
Top ball breaker
Deposit: £10 Hire: £1.00
Bottom ball breaker
Deposit: £20 Hire: £2.00
Inner bearing nut spanner
Deposit: £5 Hire: 50p

Hires are for nominal periods of 7 days, although earlier return is appreciated. Deposits are refundable only on SAFE return: any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

Workshop Manual Loan Service

The Club has Light 15, Light 12 and Big 6 manuals for loan; please send details of your car, with name, address, work and home phone number together with a deposit cheque for £25 made payable to the TOC - this will be cashed but your deposit will be returned if the

manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to A D Sibley. Enclose a SAE for return of your deposit. Manuals available from Allan Sibley, 174C St Anns Road, London N15 5RP.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power (subject to availability).

1 copy £2.00
2-9 copies £1.50 each
10 or more copies £1.25 each

Posters

Les Tractions £2.00
Traction Avant £1.25

T-Shirts

'Amaze Your Friends - drive Traction Avant' (white, blue, yellow or red) £2.50 each

Metal Car Badge

Blue/white - chrome finish £7.50 each

Button Badges

2" diameter TOC logo on yellow and Floating Power emblem on white 50p each

Enamel Brooches

1 1/2" long by 3/4" Light Fifteen (sm. boot pre-war). Enamel with chrome finish dish wheels in three colours. Black (of course), Red and Green. £2.00 each
Set of the three colours £5.00

Place your orders with the Club Shop (see page 2 for new arrangements).

All prices exclude post and packing. Cheques to be made payable to T.O.C.

SPARES SCHEME: When ordering spares please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.

FOREIGN MEMBERS: Please note that an International Money Order is required with overseas orders, payable in Sterling for full amount after any bank charges have been deducted.

