



# Correspondence

Dear Bob,

I just thought I'd offer my comments on the question of originality that you touched on in the last but one issue.

In my view an original car is one that has not been restored. Therefore to find a good original is very rare. To bring a car back to original spec. is maybe, not a bad idea, but great care must be taken not to lose the all important character, which of course is put there by us the owners and our predecessors. The thing I love about the car is that no two are alike, as they grow older parts are altered, uprated, changed for earlier or later parts and so "originality" is gradually lost, or as I would argue, the cars are becoming originals in their own right. There is a great danger that the totally restored car loses all its years of character in its restoration. Nobody can pretend the Traction was perfect when it left the production line, many improvements could be made, and of course, were made by their owners. Citroën themselves were, I expect, too busy with the development of the DS to worry about the ageing Traction. So what do we want? Factory fresh examples, or cars full of character, and what do we do when our beloved vehicle needs replacement parts? Do we fit Peacock driveshafts so we can enjoy driving the car to the full, or put it in a museum and polish it?

I have owned Tractions for the past 18 years and believe that they should be

driven, after all that's what they were designed so well for, unlike most cars of the period. Driving the cars on our modern roads must mean certain changes, just for safety. Having driven my Big 15 with semaphors in the early days and nearly having my rear end re-styled many a time (very un-original), I think flashing indicators are essential for the safety of our pride and joy as well as other road users. Seat belts, especially for young children are also high on my list.

If you use your car a lot, as I do, wanting to improve the performance is only natural, and the ID/DS conversion does make the car more drivable in today's traffic, without having to fit Carlos Fandango super wide slicks (you can't get a spare in the boot anyway!). Let's face it, we improve and update our homes, even very early ones, so why not our cars? Doing the job sympathetically is of course the secret.

So roll on the day when I can afford a Peacock convertible with DS engine and box, Peacock drive-shafts, a heater/demister, 2-speed wipers and quadrophonic stereo – a super Traction – Oh! Vive la difference.

Best regards,  
**Tom Evans**  
Norwich, Norfolk

PS. I found this nice 'original' postcard whilst on my hols, which you may wish to use in the magazine.

Dear Bob,

Interesting, your editorial on the subject of originality. I must admit I find it rather obsessive of people to insist that their cars should be restored to an ex-factory gate specification – which seems to imply that motor manufacturers know best (which they manifestly never have done – even Citroën). In fact, even in the days when I ran new cars, there wasn't one which I didn't change in some way, even if it was only to change the colour of the wheels or to remove some over-kitsch piece of badging. So since I'm not running a museum, I see no reason why I shouldn't adapt and improve an old car in any way I can. The fact that a Traction is rather better than the majority of older cars simply means there is less to change; were I running, say, a Riley Pathfinder (aka 'Ditchfinder') or Austin Westminster (aka 'Worstmonster') it would be difficult to know where to stop changing it.

The crucial point, surely, is that if the car's any good in the first place, you don't do anything to change the car's character – if you do, you might as well get a different car in the first place. I wouldn't, for instance, fit anything other than the new Peacock driveshafts simply because they're immeasurably better than the old ones, and – unless you dangerously lie down in front of the approaching car – you can't tell the difference. And the handling qualities remain the same. Likewise, I wouldn't consider fitting an old valve radio or a chrome telescopic aerial simply because the reception and sound quality would be appalling – but once again, that doesn't change the driving character of the car.

For those, however, who insist in attempting to relive the thirties, forties, fifties or whatever, I'd suggest that they should also live in a house without central heating or double glazing, seek out hairy plus-fours at the local Oxfam, throw out the hi-fi and purchase a wind-up gramophone, eschew petrol with any ingredients from the North Sea, and outfit the women of the family in silken Dior cami-knickers. Good heavens, if it goes on like this, people will be living in Georgian houses with Chippendale furniture!

The fact is, that many people seem to consider that just because something's old, it deserves reverence. This just isn't so. Most antique chairs are appalling to sit on, just as many old cars are appalling to drive. Many are also appalling to look at. There are only really Good Cars and Awful Cars – the Traction happens to be a good one (as does, inter alia, the 2CV, the Range Rover, the Lamborghini Countach); the Ford Pop happens to be an awful one (as does the Porsche 911, the Skoda Estelle, and the Ford Capri). But even the good ones can be improved without changing their character.

Sincerely,  
**Sam Wells**

Yet more on originality – see page 14!



Tom Evan's postcard trouvé, captioned 'Ile de Noirmoutier, L'Herbaudière'.

**Chairman**  
Roger Dyer,  
Hill Top, Tuckey Grove,  
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Woking, Surrey.

**Treasurer**  
David Shepherd,  
23 Longford Road,  
Bognor Regis, Sussex.

**Social Secretary**  
Mike Wheals,  
Silk Mill Cottage,  
26 Winchester Street,  
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,  
John Gillard,  
Tony Hodgekiss,  
Steve Reed,  
Graham Sage,  
David Shepherd,  
Peter Simper,  
Bob Wade,  
Sam Wells.

**Club Shop**  
Jon Peace,  
51 Alpha Road,  
Chobham,  
Surrey GU24 8NE.

**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.

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

**Central Southern Area Contact**  
Mike Wheals,  
Silk Mill Cottage,  
26 Winchester Street,  
Whitchurch, Hampshire.

**Northern Area Contact**  
Liz and Jim Rogers,  
11 Wilmer Drive,  
Heaton, Bradford BD9 4AR

**Scottish Area Contact**  
Alan D. Hay,  
Rosewall, Main Road,  
North Queensferry,  
Fife KY11 1HB.

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

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

**Design**  
Sam Wells,  
91 Kneller Gardens,  
Isleworth,  
Middlesex TW7 7NR.

**Honorary Life Members**  
Fred Annells  
David Shepherd

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# Floating Power

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**O**UR APOLOGIES for the late receipt of the May and July issues of FP, the delays to which were compounded by a nasty accident in our design and artwork department when one of our creative pen and ink mechanics apparently suffered serious injury when he tried to remove part of his lower body with a surgical scalpel. Now I know that the steering on a Traction is known to be heavy and sluggish at slow speeds and is particularly noticeable when parking, but really, the lengths to which some motorists will go to obtain a disabled driver permit which, as we all know, allows much easier parking in those coveted and less confined spaces! I am pleased to report, however, that our man is well on the road to recovery after hospital treatment and that forthcoming issues of your favourite magazine are now gradually getting back on schedule. Far be for me to name names for fear of causing our man further acute embarrassment, but for future reference, remember Sam, you have to chop off both of them to qualify as a disabled driver!

As if that accident was not enough, in the same period our Membership Sec., Steve Reed suffered a traumatic experience at the business end of his starting handle whilst attempting to coax some life into his newly acquired 1952 Normale. On this occasion the damn thing suddenly whipped back at him breaking one finger, dislocating another and badly bruising his forearm. Most accidents are usually avoidable to some extent, and as Steve pointed out, on this occasion he was at fault with his technique as he was using two hands, one to turn the handle as normal, and the other to act as a guide as the usual support bracket on the bumper was missing. Coupled with this omission the ignition timing on the Normale was apparently some 30° out, which resulted in the engine trying to run backwards, i.e. anti-clockwise, for a couple of revolutions when Steve applied his almighty weight to the handle end. The handle snapped back of course and although Steve managed to get one hand out of the way, the hand acting as the support was not so lucky.

It is always easy to be wise after the event and to smugly nod one's head in the time-honoured 'know it all' fashion, and I suppose that there must also be a moral here somewhere, but really the lessons learnt from both these

instances must be 'to always expect the unexpected' and 'always check, never assume' that a particular job on your vehicle has been done properly before acting, or relying upon, such work yourself. Well worth remembering, as next time you might not be so lucky as to get away with a couple of broken fingers or a neatly sliced "whatsit" from your nether regions!

Good news from Scotland this month with the TOC Scottish Section back on the road with Alan Hay behind the wheel. Alan has submitted many interesting reports for the magazine in recent months and has been having quite regular 'north of the border' meetings with other Tractionists and motoring enthusiasts. He is, therefore, well qualified to head our Scottish section which he has very kindly agreed to do and he will continue to keep us informed of events and happenings from his neck of the woods. So, whether it is the high road or the low road that you take from now on, make a point of contacting Alan first to see what is going on in our new Highlands section.

By the time this issue reaches you the 7th ICCCR meeting on the banks of the Rhine at Loreley will sadly be over and the many Citroëns of every shape and form will have hopefully driven safely home to, no doubt, every corner of the world. I do hope that those of you who made the trip thoroughly enjoyed the experience and that plenty of photographs were taken with anecdotes of strange encounters of the Citroën kind, which no doubt you will want to see published in the next issue of FP. Do please send them along so that we can really do justice to this nostalgic and majestic event, with the usual assurances that all prints will be returned intact. I understand, by the way, that the ICCCR meeting will be held once again in Holland in two years time, to coincide with the 25th Anniversary of the Dutch club TAN, so there is an event already to look forward to for those who missed out this time.

And finally, there was the fellow who called his car Flattery, because it got him nowhere! Obviously he didn't own a Traction, but whilst we are on the subject - What's yours called, and why? Do write and tell, it could be good for a laugh!

Happy Tractioning,  
Bob Wade

# Weekend Joint

## Mike Wheals reports on the combined TOC-CCC Huntingdon Rally

**I**T WAS DECIDED that owing to the International at Loreley and other major Citroen meetings at home and abroad this year, it would be easier and more convenient to have our annual rally in conjunction with the CCC. This would reduce the work load on both clubs, and as a bonus, free a weekend in the already full calendar.

Jim Russell of the CCC had already arranged the venue and the initial planning was well under way before the TOC became involved. Before we could assist at all however, the venue had to be changed due to double booking, but after that setback all the subsequent planning and arrangements went smoothly and trouble-free.

As the rally was going to be held virtually on Jim's doorstep he was enlisted for all the preparatory work, and other than for a few small chores we could do nothing until the first day. We would then, however, be pulling our weight as Phil Allison had agreed to judge the concours, and Alec Bilney was to arrange and run the driving tests. Roger Dyer and I



*Fine line-up of Tractions, with Colin Gosling's 1955 11B in the foreground*

Photo: Mike Wheals

helped on the reception gate with the aid of other TOC members who also assisted with the running of the club shop.

The weather on the Friday evening was marvellous and the cars were soon streaming in, so much so, that by 8 pm the main camp site was full! The relatively small but enthusiastic band of TOC members seemed to be swamped by the huge number of CCC members, but all were very pleased to welcome Citroenists who had travelled from as far afield as Wales, Newcastle, Bradford and beyond.

Saturday morning dawned bright and sunny and before long the inevitable queues of Citroens started forming once again at the entrance. As the temperature rose we could have done a very good trade in sunshades and iced drinks! We soon had to erect an

awning over the club shop, and the bottles of wine that some thoughtful member had produced were consumed somewhat earlier than was planned – to ensure that they did not overheat and burst, of course! The new TOC coffee mugs, which were produced just in time for the rally, were a popular item and many were tested on site as soon as they were purchased. The club shop did exceptionally well with sales of all TOC regalia being very popular and the proceeds were swelled by the raffle which also brought in a satisfactory amount. TOC member Andy Cartwright, who had travelled down from West Yorkshire, produced some very nice 'Greetings' cards which sold very well and as such served as a good guide to the possible success of the set of cards that the TOC is producing. These cards will each show one of Sam Wells' fabulous magazine cover drawings and have been produced in time for Loreley and of course Christmas.

In the early afternoon Alec and Carol Bilney arrived laden with all the paraphernalia for the driving tests which were quickly set-up and got under way. To say the tests were difficult would be putting it mildly, as they were the most fiendish sets of driving skill tests that I have ever come across. To stand any chance of success I swear contestants would require at least six eyes mounted on stalks plus a totally transparent car! My attempting the tests wearing dark glasses and driving a Big 15 was not the answer even if I do have holes in the floorpan which I thought would be an advantage. But if I had problems they were nothing compared to those of Derek Fisher who tried the tests in his immaculate SM. I think Derek must have decided afterwards that the SM was not particularly suited to these tests as the only markers he could see over the huge bonnet had to be so far away as to be almost invisible. When he got near



*Mike Wheals on his way to second place overall in the driving tests*

Photo: Carol Bilney



enough to judge the distance, however, they were then out of sight beneath the bonnet! Derek did do rather better, however, in the concours where his SM was much more suited and he deservedly took first place in the Masters Class.

On Saturday evening a disco dance was organised which I am reliably informed was a very good bash. Unfortunately, despite the best intentions I did not manage to get to it. Sue and Phil Allison had kindly invited Roger and myself over for a barbecue nosh, and as you no doubt know, barbecues can take some time to get started. Whilst waiting for this everyone was extremely generous with the free-flowing wine and so by the time we had eaten we were in no fit state to stand let alone dance, so we wisely decided to give the disco a miss!

Sunday started as if it wanted to out-do the fine weather of the previous day as it was even sunnier and hotter, and still the Citroens kept arriving. By the end of the day over 500 cars had booked in, a superb range of Citroens from the Tractions to the latest AX and 16 valve BX. Many of the vehicles were good everyday workhorses but a very high proportion were really immaculate in every respect, and this observation applied not only to the 'top of the range' models but to the little Dyanes and Amis as well.

The number of really smartly turned out D Series cars seemed to be increasing each year and the quality of finish likewise. To keep a D or SM in immaculate condition under the bonnet must indeed be a labour of love.

The programme for the day was soon under way with children's games, more driving tests, concours judging, pipe bands and the usual trade and club stands selling their wares. At lunchtime Jim Rogers very kindly looked after the TOC stand while Roger, Andy, Lyn and myself set off for a pub lunch at a very nice tavern on the banks of a river. I don't think we had anything to eat but the beer was very good and managed to



Viewing the opposition in the concours line-up

refresh the parts that were in need of being reached, they being tired and wilting through the day's exertions.

We returned to the rally site in the early afternoon just in time for the parade of the concours cars and most important, the parade of the Tractions. TOC attendance was possibly lower this year I feel, but never the less the 24 Tractions made a fine spectacle and to a car looked a very tidy collection indeed.

The rally ended with the traditional prize giving and TOC members featured prominently with Bob Anderson winning a car stereo radio/cassette player for being nearest to guessing the correct number of balloons in a 2CV, Peter Stenner winning the prize for the best Traction with his Normale, and with Peter Simper the runner-up. I had personally expected Allen Hopkins to gain a prize this year as his Traction was, to my untutored eye, equally worthy – but perhaps next year Allen?



Phil Allison judging concours and totalling points for Allen Hopkins' 1955 11B Normale

In the CCC concours, as previously mentioned, Derek Fisher won the Master Class with his SM, a richly deserved win, and, surprise, surprise, I was awarded third prize in the driving tests – surely the organisers had miscalculated as I don't think anybody could have been as bad as I was! Maybe nobody else entered?

Finally I would like to thank all the TOC members who attended the rally, and especially thank and congratulate those who spent so much of their time helping with the organisation of the event. A very special thank you also to Jim and Bernice Russell who did so much beforehand to make the rally a success, and then worked harder than everyone else during the weekend.

## CONCOURS RESULTS

### Best first time entry.

J S Braithwaite, 1940 Light 15 Roadster – GRB911.

### Best TOC entry – The Martin Lloyd Trophy.

P F Stenner, 1955 11B Normale – 471GA85.

### Best TOC entry – Runner-up.

PT Simper – 1951 11B Normale – MLP627.

### Best car in show – TOC or CCC

First P F Stenner

Second PT Simper

## Beaulieu Bug!

The National Motor Museum at Beaulieu have informed us that possibly the world's most expensive car – a Bugatti Royale – will be displayed at the museum from October 24th to November 8th inclusive.

This 1931 'Kellner coupe' owned by American, Briggs Cunningham is to be sold by Christie's on the 19th November, but prior to this it is to be shown for 16 days only at the museum. This will be one for the few opportunities that the motoring enthusiast will have of seeing one of these legendary cars in this country. The last time a Bugatti Royale was seen in Great Britain was in the early 1950's.

Only 7 Royales are known to have been built, of which 6 survive today, and a Royale was sold last September in America for \$8m!

Also on show during the same period will be another car consigned for the Christie's sale, a 1932 Model J Duesenberg, Dual Cowl Phaeton, bodywork by Le Baron – also the property of Briggs Cunningham. This is one of the most desirable of these world famous American Classic Cars.

Both cars can be viewed at the National Motor Museum at Beaulieu between 10 am and 5 pm, between October 24th and November 8th inclusive. An exciting opportunity not to be missed by the enthusiast.

# Care and Maintenance of Citroën Cars -



## Attention Necessary to Secure the Best Results. Adjustments which may become Necessary in Time. Part II.

**A** PART from the oil bye-pass adjustment on the engine there is a somewhat similar form of adjustment to limit the end play of the dynamo shaft, for it has been found that after a time, when wear has allowed the necessary clearance to increase, a rattle may be set up. In this event the lock nut should be loosened, and the screw tightened slightly until silent running is again obtained.

### Valve and Ignition Timing.

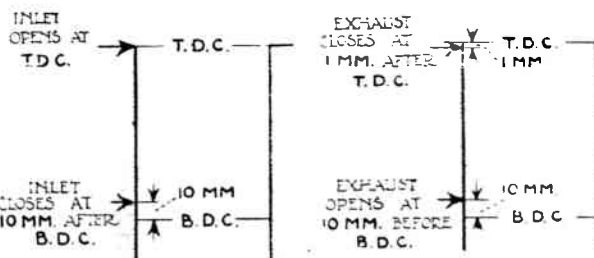
Adjustable tappets are provided, and as wear takes place the clearance between the tappets and the valve stems should be checked. A set of feelers is necessary for this, and a clearance of approximately  $\frac{1}{1000}$  in. should be given to the inlet valves, and  $\frac{1}{1000}$  in. to the exhaust valves. It is recommended, however, that the valves should be timed according to the positions of the pistons on their stroke, and this may be conveniently carried out when the detachable head has been removed for decarbonising. In this case the inlet valves should be set to open just after the piston has reached top dead centre, and it should then be found that the valves close 10 mm. after bottom dead centre. Similarly the exhaust valves should open 10 mm. before bottom dead centre, and close 1 mm. after top dead centre. This is the method adopted in the works and will give the best results.

As regards ignition timing; if the top cover plate of the clutch be removed and the flywheel turned round, it will be seen that ALL. is stamped on the face of the flywheel. This mark should be set vertically over the crankshaft, and the magneto should then be turned, the coupling having been undone, until a red line is seen through the small window which is let into the end plate of the magneto for that purpose, when the coupling should be replaced and locked up again.

### Cylinder Head Removal.

When the cylinder head is removed for decarbonising the opportunity should be taken to grind in the valves. When the head is replaced it is recommended that a new gasket should be used, and the joint should be made carefully, the faces of the cylinder block, gasket, and head all being cleaned. If desired boiled oil or goldsize may be used to make the joint, but it is not necessary when a new gasket is used if only the operation is carried out with the necessary care.

Some owners have gone to the trouble of removing the cylinder head merely in order to replace a broken valve spring, but this is by no means necessary. The tappet should be slacked down as much as possible and the valve stem pushed up, and it will then be found comparatively easy to remove the pieces of the broken spring and substitute the new one. The useful method of compressing the new spring in a vice and tying it in its compressed position may be pressed into service with advantage.



It is recommended that the valves should be timed according to piston position.

### Carburettor Setting.

When the head is being bolted down the 14 nuts which secure it to the cylinder block should be tightened up gradually, and the operator should work diagonally, that is, beginning, for example, at the front nut on the off side, the rearmost nut on the near side should next be tightened. No settled order is recommended providing that the nuts are all tightened to the same degree before being finally pulled up tight.

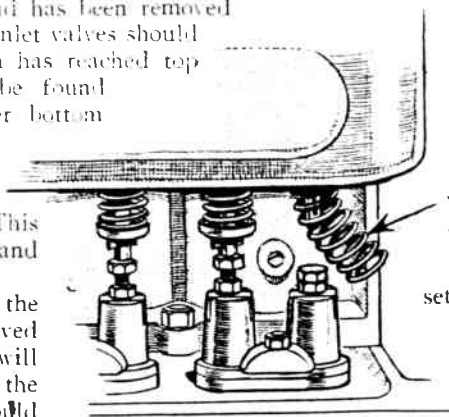
With regard to carburation, the new Solex carburettor is used and the setting recommended on the 11.4 h.p. engine is 17 choke, 90 main jet, and 40 pilot jet. An alternative setting is 16 choke, 80 to 85 main jet, and 40 pilot jet. With these settings a consumption of about 35 m.p.g. should be obtained. On the 7.5 h.p. car the recommended setting is 12.5 choke, 65 main jet, and 40 pilot jet. An air valve may be fitted if the owner so wishes, and if it is used in the correct manner a saving in fuel consumption should result. It is important, however, that the valve

should be of the positively closing type, so that no air may leak past the valve when it is thought to be in the closed position, and that the driver should operate the valve intelligently.

Another adjustment is incorporated on the engine for the purpose of taking up stretch in the fan belt. The spindle of the fan is mounted eccentrically, and when the securing nut is released this may be turned until the slack is taken up.

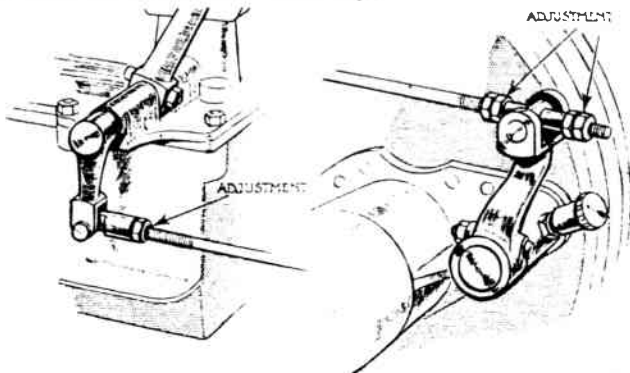
### Taking Up Brake Wear.

Behind the gear box is the drum of the foot brake,



When it is desired to fit a new valve spring the tappet should be slacked back and the valve raised. The new spring can then be maneuvered into position.

and within this are a pair of aluminium shoes, lined with fabric, which are expanded by depressing the brake pedal. As the lining becomes worn it is necessary to adjust the brake, and on the left hand side is a vertical rod, which consists of a hollow threaded rod into which is screwed the other portion of the connection. To take up wear the lower split pin which secures this adjustment should be removed, and the outer rod turned in such a manner that the inner rod is screwed out of it. When the wear has been taken up in this manner the pin should be replaced. A hole will be noticed in the outer screwed rod through which a tommy bar may be inserted in order to turn the rod without difficulty.



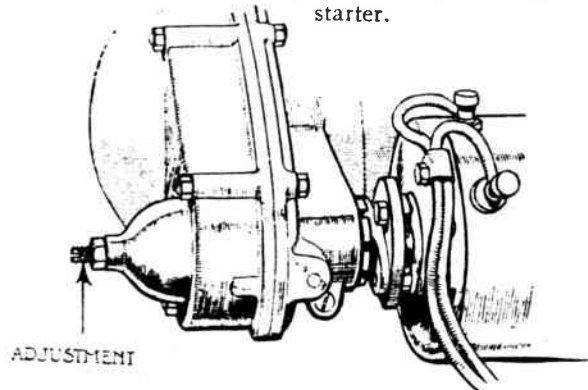
Adjustment for the hand operated rear wheel brakes is provided on the ends of the brake rods (right), and also on the rod attached to the brake lever.

There will eventually come a time when this adjustment has been taken right up, and it will then become necessary to have the shoes relined or to fit thicker shims to the faces of the shoes upon which the cam works in order to expand them. When either of these expedients is carried out the adjustment should, of course, be set back to its initial position, so that as wear again takes place it may be adequately compensated for.

The hand brake operates shoes in the rear wheel drums, and the operating rods are screwed and provided with nuts and lock nuts in order to give an easy adjustment. When wear has taken place and the brake lever no longer applies the shoes when it is pulled right back, the nuts and lock nuts should be loosened, screwed up to shorten the operating rods, and locked up tight. When all the adjustment provided at these points has been taken up there is still another adjustment of similar type on the rod which runs from the brake lever to the compensating gear. When it is necessary at last to reline the rear wheel brakes a special drawer tool may be obtained for removing the rear hubs and drums.

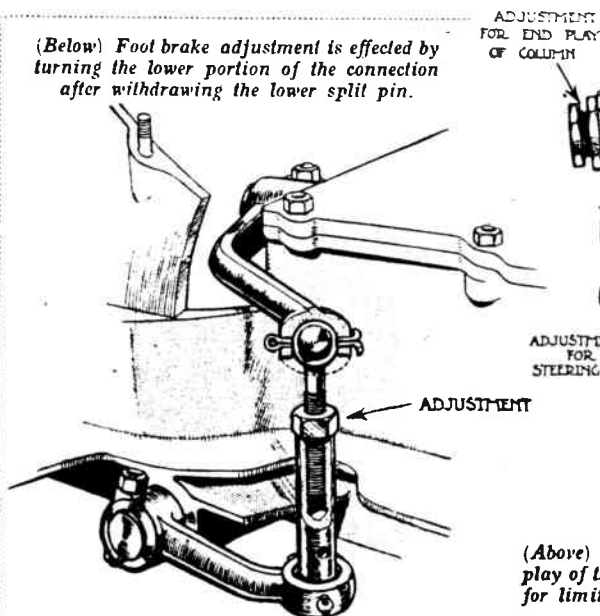
### Steering Gear Adjustment.

As regards the steering gear, there will be found at the bottom of the box an adjustment similar to that provided for the dynamo shaft and the oil by-pass. The purpose of this is to take up end play in the steering column when wear has occurred. The lock nut should be loosened, and the screw turned in a clockwise direction until the play can no longer be felt. Care should be taken that this adjustment is not carried out to an excessive amount, but if the steering wheel be tried as the adjustment is made no difficulty will be experienced in arriving at the correct degree. Two adjustments to limit the steering lock are also provided but should not need to be altered. Little attention is required by the electrical installation, and probably the only adjustment necessary will be the replacement of a fuse. The fuse is situated on the automatic cut-out which is attached to the front of the dashboard beneath the bonnet. When the cover of this is removed, the fuse will be seen in two small clips, and the broken fuse is merely pulled out and replaced by a new one. As on every car with electrical equipment the accumulators should be inspected periodically, and once a month the three filler plugs of the cells should be removed and distilled water added to the acid, if necessary, until the level is about  $\frac{1}{4}$  in. above the top of the plates. It should not be forgotten that the bearings of the magneto, starting motor, and dynamo require lubrication, but this is only necessary at very infrequent intervals and a few drops of thin oil about every 600 miles will be sufficient. In this connection the word "drop" is used in its literal sense. In order to relieve the electrical installation as much as possible it is advisable when starting from cold in cold weather to give the engine a few turns with the starting handle before using the electric starter.

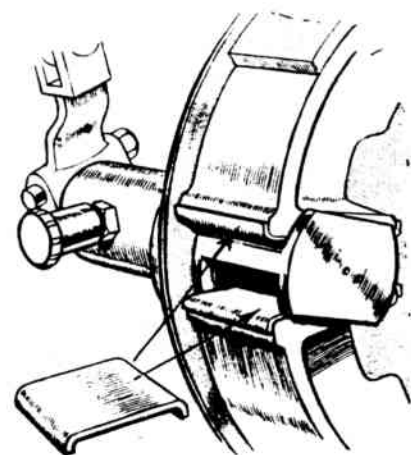


An adjustment is provided to limit the end play of the dynamo shaft.

(Below) Foot brake adjustment is effected by turning the lower portion of the connection after withdrawing the lower split pin.



(Below) When all the adjustment on the brake gear has been taken up thicker shims should be fitted to the ends of the shoes.



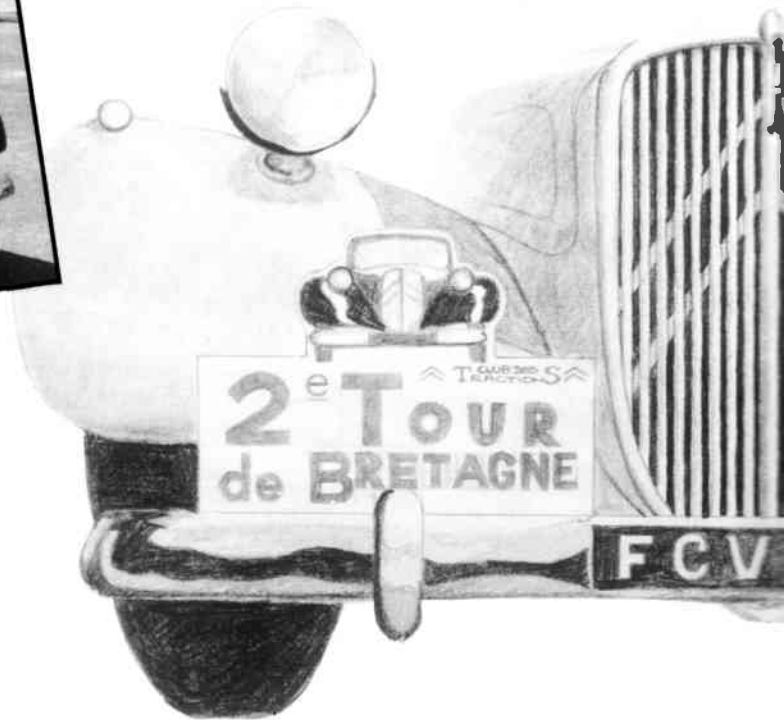
(Above) Adjustments for end play of the steering column, and for limiting the steering lock.

# BRITTAN

Jilly and Jon Peaco  
second Tour



The English contingent – Dave Gardner's 1951 Light 15 at the fore.



IF HALF OF what Mike Wheals and Roger Dyer had said about the first tour was true, then we were in for a treat I told myself again as we broke down five miles from home, with a ferry to catch within the hour. Roger, who was our unwitting passenger, said nothing but thought volumes. Maybe that helped, because within the hour we arrived at Portsmouth and met up with the rest of les voitures Anglaises, our numbers doubled from last year to a creditable four this year. The mood was set by a clutch of Twenties tourers, also on the quayside, overflowing with tuba playing nuts in period garb, swilling champagne as they boarded the ferry. Already things were looking up.

Once aboard, Mike found some comfortable chairs in a secluded position next to a party of schoolchildren; strangely though it was also next to the bar, and the trip was spent alternately buying drinks and spilling them over ten year olds.

As soon as we set tyre on France the sun started to shine and continued to do so for

the rest of the tour. We drove with all vents open, along straight poplar lined roads, the sun pouring in as quickly as the cobwebs blew out. Things were definitely looking up.

The night was spent in Rennes, eating and drinking at the home of complete strangers, who even at this late hour were preparing their Traction for the start of the great event the following day. The complete strangers turned out to be Philippe et Martine Poulain, who were the first of many friends we were to make on the tour.

Saturday morning dawned bright and early, and the assembled Tractions at the

start were the object of so much attention from local people to live TV coverage, one would have thought we were a liberating army, rather than what the British would consider to be just another load of old cars! After all of the twenty-five or so vehicles had been decked out with very professionally produced banners and plaques, maps and programmes, we set off, escorted for the duration of the tour by motorcycle outriders, and followed up at the rear by a van full of spares, towing a breakdown trailer. (Naturally, neither the spares nor the trailer were needed).

Soon we were proceeding along a brilliantly chosen route, through inspiring countryside and rudely-awakened sleepy villages. Stopping regularly for refreshment, either of our own making or at small, friendly inns, became a routine that we happily settled into over the next few days. Each day we enjoyed superb motoring, a perfect mix of hills and forests, fast coast roads, and picturesque towns; each evening after the ceremonial tent pitching, came the ceremonial Ricard drinking, supplied gratuit par Societe Ricard.

That evening found us in Carnac, soaking up the taste and smell of a small French seaside town. Mike found some secluded seats, strangely enough next to a bar, and I started to believe that my French was getting better, with a little help from Marie-Noelle Josse. Night turned to morning and we returned to the campsite to discover the gates closed and defended by a French night-

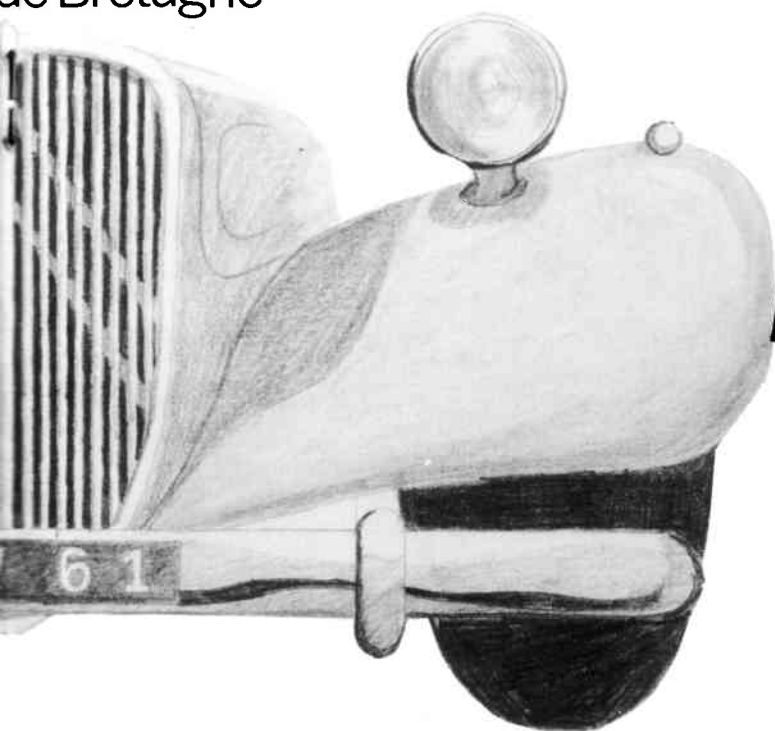


The start at Rennes – Philippe Poulain being interviewed.



# NYBREAK

ce live it up on the  
de Bretagne



*Philippe Poulain's car at Arradon.*

await delivery of my commemorative Solido model Traction from Roger, which was awarded to all participants.

We were both very moved and refreshed by the whole event, and would like to thank everyone involved in its organisation, particularly Patrice Crusson and Philippe Poulain of the Club Des Tractions D'Ille et Vilaine, for an unforgettable experience that is becoming one of THE annual events on a Tractionist's calendar.

watchman. Marie-Noelle tried seduction; her husband Bertrand tried bullying; I tried ignorance. None of these ploys worked. The cars stayed outside, we walked to our tents, and I decided that security guards are the same the world over!

Lunch on Sunday in France is traditionally something special, but we were treated to nothing less than spectacular entertainment, in the mini "car museum" in which we stopped for lunch. During a break in the three or four hour feast, Whealsie was restrained in a chair, sprayed with shaving foam, and symbolically debarbed, by a large maniacal Tractionist, singing what I'm reliably informed was the original unabridged version of the Barber of Seville! Brittany folk are justifiably proud of their singing skills, but I'm not so sure about their hairdressing talents.

Monday, July 13th was of course the eve of Bastille Day, and we celebrated it as guests of honour in a torchlight (and headlight) tattoo, driving around the old town of Kerity. Everyone, but everyone in the town seemed to be there, laughing, singing, drinking, eating, dancing and having such a good time. It just couldn't happen in Basingstoke. We went to bed tired and emotional, realising that the tour was coming to an end all too quickly, the next day being our last.

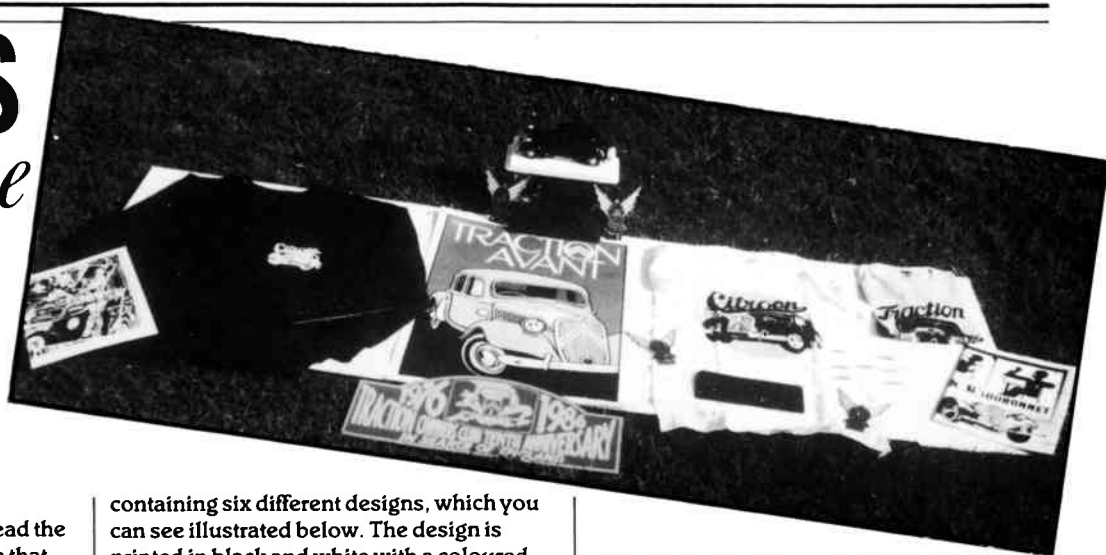
Bastille Day dawned, the last day of the tour, and, after the previous night's merriment, a slightly more restrained band of Tractionists made their way to the

lunchtime rendezvous in Tremorel. We were received in the manner to which we had become accustomed, as guests of honour at the small town's Bastille day lunch. Immediately afterwards Jilly and I had to take our leave of the tour, one of those moments that make one feel very happy and very sad at the same time, and made a lightening dash back to Cherbourg, making the last ferry of the day with ten minutes to spare. It was a pity that we had to leave somewhat prematurely because we missed Dave Gardner winning the "Beauty Contest", or as we British call it, the "Concours D'Elegance", with his cherished 1951 Light 15, and I still



*The fourth day - lunch stop at Tremorel.*

# CHANGES *down at the* CLUB SHOP



**W**HEN YOU next feel the irrepressible desire to spread the Traction word, please note that there is now a new person to contact for those small but vital additions to the Tractionist's collection. More important though, are three new lines that we now have in stock, which by great coincidence have arrived just in time for Christmas.

The first is some really superbly produced greetings cards based on Sam Wells's own favourites from his Floating Power covers. These are available in packs of six, each

containing six different designs, which you can see illustrated below. The design is printed in black and white with a coloured border, on high quality gloss card, and the inside is left blank for you to insert your own suitably witty message.

The second is a limited number of 19" x 15" prints based on the same six cover designs, but they have been mounted and framed, again to the very highest standards. These are available individually on a first-come first-served basis and would make excellent presents for enthusiast and non-

enthusiast alike. Please state which design you would like when ordering.

Thirdly, Traction mugs are now available, in any colour you like provided it's grey, with the same design as the new T-shirts. A cup of very good cheer!

Of course all the usual lines continue to be available – see Club Shop section on page 15 for details on pricing and ordering.

Jon Peace



## Screen Take

**IDE HILL, 11.00 hours Monday, 21st September. First shoot, car gets filled.**

The above setting sounds like a John Wayne Cowboy movie, but it was a recording schedule for *Car of the Decade*, a Top Gear Programme, shown on BBC Channel Two on October 15th. Star of the show was Peter Simper's Paris-built r.h.d. Normale.



# renewing the DRIVE SHAFTS on a **CITROEN** Light 15

By JOHN THORPE

There's no  
tool problem—  
you can  
hire them

**F**OR many years, the Citroen Light Fifteen was virtually the only front-wheel drive car readily available, and as the basic design enjoyed a production run of some 20 years, a considerable number of these cars are still in service.

Generally speaking, they are of straightforward design, although no Citroen has really been conceived with the idea of owner-overhaul as a prime requirement. Most jobs, ideally, require the use of service tools, some of which can often be hired from Citroen agents. None the less, a reasonably well-equipped owner can still undertake much work himself.

A case in point is the removal of drive shafts for servicing. The actual servicing itself calls for the use of special press tools, and cannot normally be attempted, but there is no reason why the dismantling and reassembly should not be carried out at home, thus saving a considerable amount in labour costs.

Before work can start in earnest, the front hub covers must be sprung off, and the wheel spindle nuts loosened. Each wheel spindle is held by a single 25mm. centre nut, with a split-pin retainer. Naturally, the correct spanner to use is a 25mm. ring; however, a 1½in. Whitworth ring spanner will also fit the nuts.

On the nearside wheel, a right-hand thread is used, but the offside wheel nut has a left-hand thread. To avoid left-right, right-left mental contortions, however, the simplest way of memorising which is which is to remember the purely practical aspect—both nuts must be turned towards the front of the car to loosen them.

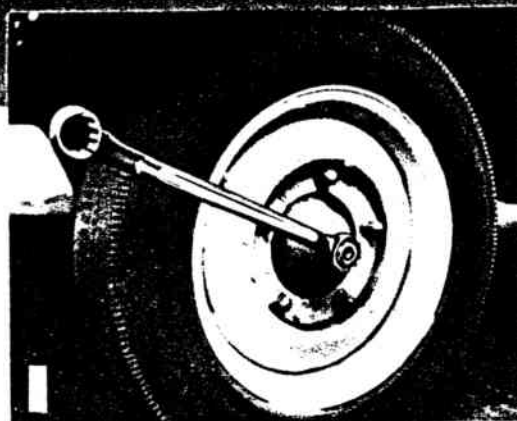
Most owners will be able to remove these nuts without first taking off the wheels, but an exception must be made in the case of cars with "boat-shaped" wheels, in which the spindle nut lurks coyly behind the welded-on bracket for the wheel disc. In the case of this model, the car must be jacked up, the wheels removed, and the nuts then unlocked. To prevent the shafts rotating, the brakes must be applied.

If the front of the car has not previously been raised on blocks, it should be done now, before commencing the next stage—drawing off the hubs. For this, a special hub drawer/race puller is required. This costs just under £4 to buy, but it should be possible to hire it from a Citroen agent. Normans, the London area distributors, charge a nominal fee of 5s. for the loan of such a tool—subject to a returnable deposit of £6.

The drawer is fitted to the hub, and screwed up—using heavy spanners—to pull the hub and brake drum off the spindle. This done, an 8mm. open-ended spanner is used to loosen

Continued over

- 1 On both wheels turn the spindle nuts towards the front of the car.
- 2 Use a combined hub drawer/race puller to draw off the wheel hub.



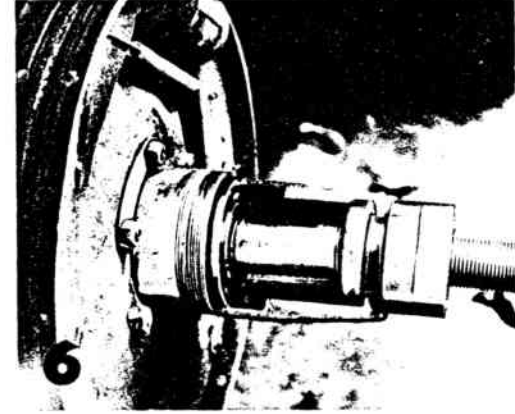
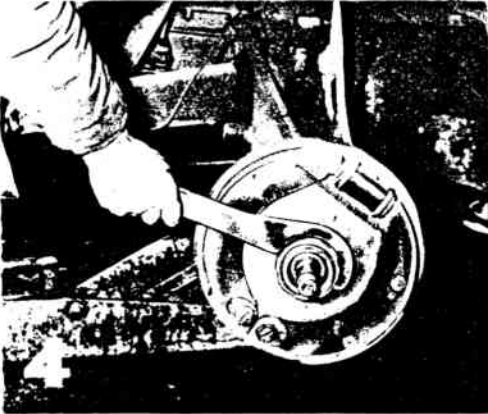
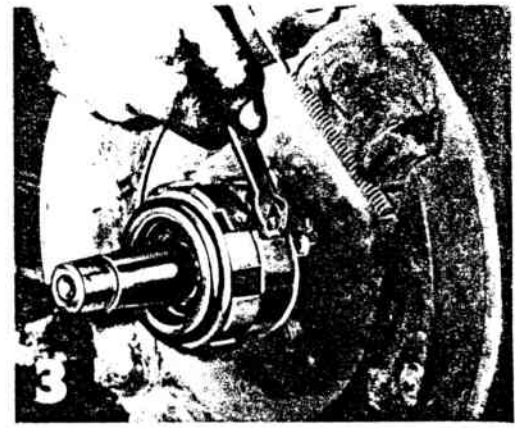




3 Although only the rearmost of the two 8mm. bolts locks the bearing, both should be removed.

4 A large C-spanner is the correct tool for undoing the locking ring on the bearing housing.

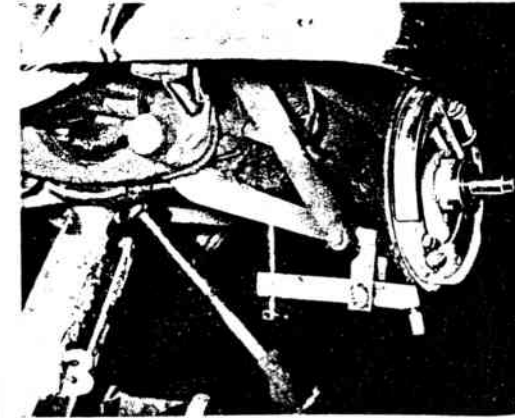
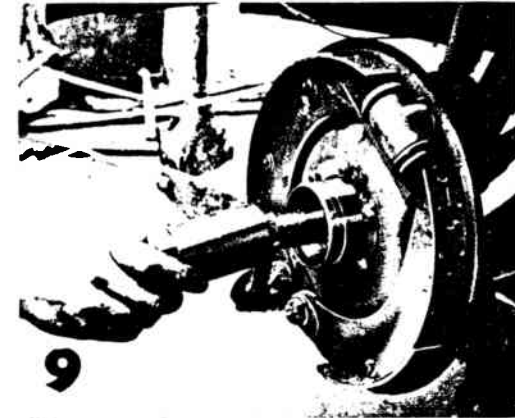
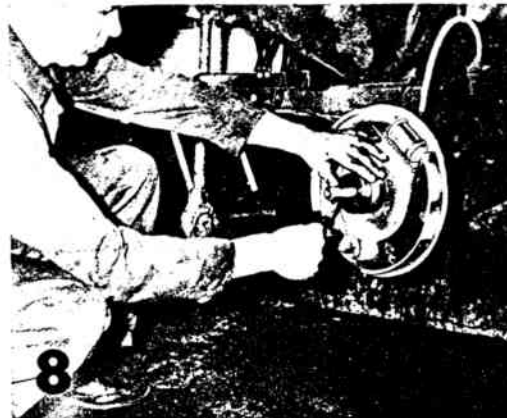
5 The flange in which the puller engages is very thin and brittle. Make no attempt to hammer it.



8 After removal of the bearing, the distance piece can be hooked out.

9 The nut inside the housing can be reached with this box spanner.

10 This simple tool is normally used to break the ball joint taper.



11 Take care not to lose the shims under the cover plate on the swivel housing of the ball joint.

12 A split pin secures the 29mm. nut which locks the ball against pressure of a spring below it.

13 To free the swivel joint, a puller should be clamped to the lower suspension arm and tightened.



14 To free the shaft, the entire unit is lifted until the splined end of the shaft disengages.

15 Using a soft-faced hammer, the shaft can now be driven backwards out of its housing.

NB: Illustrations 12 and 14 are upside down.

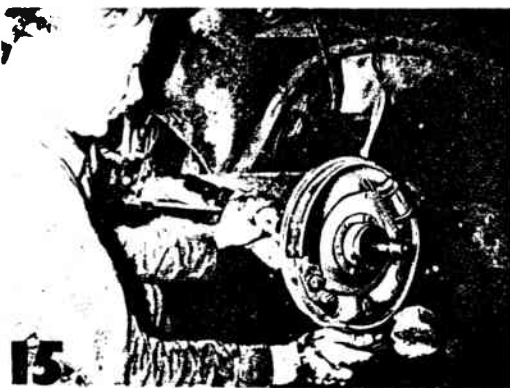
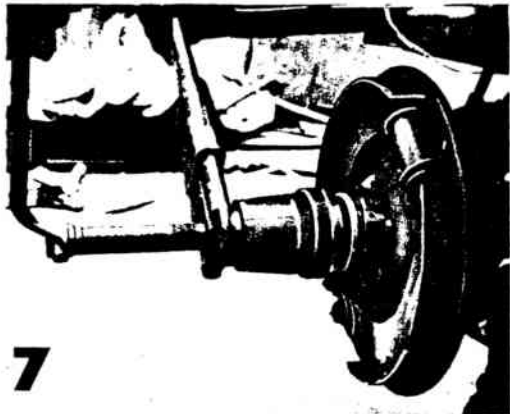


c o n t i n u i n g

Renewing the DRIVE SHAFTS on a **GIFFROEN** light 15

6 The race puller is of split design, and must be accurately positioned on the flange.

7 An adjustable spanner can be used to hold the puller while the screw is tightened.



the race locking screw, which is actually the rearmost of the two small screws located on top of the race housing. Since the front screw may foul the inner sleeve, however, it is perhaps better to play safe and remove both.

A large C-spanner is the "pukka" tool for loosening the large diameter race locking ring, although careful use of a soft-metal drift and a hammer can be equally effective.

When it comes to the races themselves, though, no liberties can be taken. The hub drawer/race puller *must* be used. It engages on a thin flange cut into the periphery of the race, which is made of hard metal, and attempts to lever or tap the race from its housing are fated to end in disaster.

It may even prove difficult to engage the puller. If so, it is permissible to tap gently on the rear of the shaft's universal joint housing to bring the race a little farther out of the hub.

Once the bearing has been drawn, a piece of bent wire can be slipped into the hub and the distance piece hooked out.

Now, another special tool is needed—a large diameter castellated box spanner, which costs 25s. approx. to buy. This is needed to remove the interior nut, which is locked by a tap washer, which must first be flattened.

For the time being, this terminates work on the hubs, and attention must be switched to ancillary jobs connected with the actual removal of the shafts. This requires that the entire shaft assembly shall be lifted about a foot, and to enable this to be done the track rod and the swivel spindle must be disconnected.

**Special Extractor**

On the outer track rod ball joint is a 21mm. nut, secured by a split pin. This should be removed. A special extractor is made for forcing the rod and its pin away from the steering arm, and one should be used if possible. If necessary, however, the taper can be broken by maintaining leverage on the track rod with a suitably stout type lever, and knocking the ball joint housing smartly with a mallet.

Beneath the lower ball joint on the suspension arm is a cover plate, held by three bolts with 12mm. heads. Remove these, and gently detach the plate, taking care not to lose the shims which you will find behind it. These are used to adjust play in the ball joint.

A split-pinned 29mm. nut holds the actual ball. It should be loosened—a 1 1/4 in. A.F. spanner will fit if the correct metric size is not available—but should not be removed at this stage. Instead, run it down to the bottom of the thread, where it will protect the pin from damage during the next part of the dismantling procedure.

Here, it is essential to use the special bottom ball joint puller—it costs nearly £6, but can again be hired for 5s. This is clamped to the suspension arm, braced by a hand screw, and the extractor bolt is then tightened to press the ball joint spindle upwards, out of its housing. A somewhat desperate makeshift, however, is to press a powerful jack against the spindle, and then to jar the joint by hammering the suspension arm downwards.

Once the joint has been freed, the remaining work is extremely simple. The 29mm. nut is removed—it will automatically clean up any burring of the threads on the spindle as it is unscrewed—and the ball will simply fall out.

Slip two fingers into the housing, and pull out the spring which supports the rubber grease bag. Then—again using one's fingers—unscrew the knurled cap on the gearbox end of the drive shaft.

To free the shaft, it is now necessary only to lift the entire backplate/shaft assembly, so that the shaft disengages from its splines. Then drop the shaft so that the backplate rests on the lower suspension arm, and using a soft-faced hammer drive the shaft backwards, out of the hub.

**Different Threads**

Normally, it will not be necessary to disturb the inner drive shaft coupling, but if this is to be removed for any reason it is only a matter of undoing the four 14mm. head bolts which hold it to the gearbox flange. On older models, these bolts have an 8mm. thread; later models use a 10mm. thread.

Reassembly is straightforward, and requires the use of only one special tool—the castellated box spanner. It is important to note, however, that when refitting the shaft in its splines the grease nipple on the shaft *must* be aligned with the nipple on the inner drive shaft coupling. This keeps the universal joints "in step." When reassembling the lower ball joint, the ball must be engaged on its key, and held against the pressure of the spring while the nut is tightened. There is a trick of the trade, too, for simplifying replacement of the shims and cover plate. After the ball has been fitted, and the nut tightened and locked, a lever should be inserted under the drop arm. Then, using the lower suspension arm as a fulcrum, the swivel is raised while the shims are greased into place, and the cover plate is fitted.

Finally, a word of warning regarding the replacement of the bearings. Here, if new races are to be fitted, it is essential that the original bearing is first measured for width. Two different bearing widths have been employed—17mm. or earlier lights, 15s.; 19mm. on later cars. Different distance-pieces are used with each bearing, and if a 17mm. bearing chanced to be used with a 19mm. distance-piece, it would sink in to the housing sufficiently to blanket the flange, and make subsequent removal very difficult indeed.

Part 2 to follow next issue.

# Correspondence

Dear Bob,

## The Editor doth protest too much methinks

The editorial of the latest 'Floating Power' was an arresting reading, providing an interesting, definite and positive statement of view, largely in complete divergence to mine. Rising to the bait, I am writing in with my views, in that the Editor may be interested in reading them or indeed including them in a subsequent issue. Firstly though, I would entirely agree with his appreciation of the visual aspect of the Traction, whose appearance I find pleasing in whatever model. Next in the editorial is the statement "I felt . . . that it was important to use the car as it was intended, and keep it exactly as it was when it came off the production line, which was 1948 in my case." This is of course entirely commendable. A car is presumably intended for everyday use as a means of transport. Regrettably a 1948 Traction exactly as it came off the line would now be illegal to drive on the road fitted as it was with only one rear light (Slough or Paris built); moreover Slough cars were at that date fitted with a now outlawed form of headlight dipping. Thus the thin end of the wedge of non-originality enters if the car is to be used as it was intended. I find it unfortunate that the fitment of the D engine and 4-speed box appears to be equated with the addition of wide wheels and furry dice. Having fitted this engine and box to my cars, (by the way the 4th gear of an ID box is an overdrive) one of the joys, in my view, of this conversion is that there is very little external visible evidence that it has been carried out. Crass ostentatious vulgarity is not my scene either. I was surprised to read "Surely the increased performance of a D series engine and box is not that significant in a Traction" after such an installation was described as "bound to lead to an undoubted change and loss of characteristics, charm, performance and handling". I can only assume that this has been written by someone who has never driven such a car, nor indeed would ever want to. In short these remarks were made out of prejudice and ignorance, which I think is a pity, since having converted a car three years ago which for three years previously I had driven in its original mechanical guise, I can safely say that this work was not done for the hell of it. The benefits of reduced noise, vibration, fuel consumption, maintenance and cost of repairs, together with increased performance and reliability in my view easily outweigh the loss of originality. I must confess that I was hard put to perceive the charm of the poor synchro, shuddering clutch, engine bearing failure and gearbox failure which intermittently belighted my everyday tractioning.

The next contentious sentiment expressed is the contempt for the safety aspect of the fitment of seatbelts and flashing indicators to a Traction. With regard to the latter, I recall that some sixteen years ago I had an accident in a '46 Light 15 because the other driver involved had simply not seen my trafficator signal, and therefore had no inkling of my intended change of course. More recently, while driving around in a 1947 Riley RMA (a very civilised motorcar superior in several areas to a Traction) I was aware of several near misses for much the same reason. In short, charming though these original devices may be, they do constitute a hazard. I was most impressed by the solution hit upon by the owner of a Light 15 who lives nearby. The sidelights are fitted with dual filament bulbs and can work as flashing indicators without any visible external alteration. The original trafficators are retained in working order. Easily removable bolt-on indicators are fitted to the back bumper. The car is thus made safer than with the original arrangement for everyday use, but on such occasions where original appearance is paramount, the rear indicators are stowed in the boot.

This car is fitted with seatbelts, as are both my Traction, and several others I know of. I fitted belts with some reluctance five years ago. Two years later as I was visiting a customer a speeding car whose driver explained "I did not see your car" ran into the back of me. My car was pushed violently into a parked car which in turn went through a wooden fence, and it was extensively damaged. As this unforeseen and unavoidable disaster unfolded, a very comforting sensation was the seatbelt tightening round my chest. Quite simply, I now place a higher value on the originality of my own features and body than that of my car. The Editor then condemns the alteration of a Traction to suit the requirements of the individual owner regardless of the vehicle's original specification and cannot see the point in abusing a Traction in this manner. I have a daughter. I have seen films of the possible injuries caused to unsecured children in cars involved in accidents. In consequence my Traction is fitted with a child seat. Presumably this is the sort of alteration that the Editor cannot see the point of. Perhaps his view is that people who own Traction should not have children, or that people with children should not own Traction, or that if they do, children should not be allowed to ride in the car, or that the originality of the car should take precedence over the safety of a child. On the subject of alteration to owners requirements, the Editor does not elaborate on what is in his view acceptable. Does he mean that any alteration would incur his condemnation? What, I wonder is his opinion of Traction fitted with aftermarket accessories such as Robri embellishments to lights and bumpers, or Radwar wing spats? As to the efforts of coach-builders and manufacturers such as Figoni and Falaschi, Antem, Splendilux, Langenthal, and New Look, whilst their efforts may not in my view have always actually improved the look of the Traction, they are nonetheless interesting endeavours that deserve better than being condemned as abuse. Similarly the gearbox variations supplied by Duriez, Cotal, Ersa, and Reda, or the suspension arrangements marketed by Gregoire must have presumably had their merits whilst not being original factory fitments.

In conclusion while I respect the Editor's passionately expressed belief in maintaining the originality of his vehicle, I do not believe it is in practice possible to maintain the standards he aspires to if the car is used as it was intended, as an everyday means of transport. If a Traction is to be treated as an object of veneration as a work of art by its owner, fair enough, but it was, after all, manufactured as a mass-produced, medium priced motorcar endowed with a superb appearance, but nevertheless handicapped by some design, mechanical, and material flaws, amenable to improvement.

Jonathan Howard  
Chipping Norton, Oxon

Dear Bob,

Once again the Glamis Motoring Extravaganza up here in Scotland has passed and the Scottish members of the TOC were well represented.

John Savelli must take pride of place since he won the regularity run for Classic Saloon Cars, in his Big 15. My Light 15 was also in the Classic Saloon Class and Robin Murray's Light 15 in the Post Vintage Class. Mike Hyatt, also a TOC member, went up to Glamis with me after we had met quite by accident.

I was driving home one Saturday morning when there in a lay-by not a mile from my house sat a

Paris built Light 15. There was no one to be seen so I left a note on the windscreen telling the owner that if he wanted to talk 'Traction' to call at my address. About three hours later Mike arrived to explain that his car had just stopped. To cut a very complicated story short, suffice it to say the fault was in the distributor and was found and corrected by one of the Fife Historic Vehicle Club's engine wizards. It was Mike's first visit to Glamis and I am sure he enjoyed it very much, at least he slept all the way home. Next year we will all have to go up in convoy.

My car is undergoing a brake overhaul at present. I didn't know how good Traction brakes were until Jim Cole, an ex-TOC member from Newcastle who was up at the Fife car show, (Jim sells motoring literature and he had a stall there), told me and was horrified at the pedal force I had to apply. I found out that someone previously had put in REAR brake cylinders in the front and now they had started to leak. John Gillard has supplied new cylinders so all should be well in the near future. Other than that the car seems to be running well. We will have to hold a Scottish Traction evening sometime if it can be arranged and so to that end a members directory would be useful. Has one ever been published?

I was in Le Touquet on the Cote d'Opale at the beginning of July with forty schoolchildren on holiday! Not one Traction to be seen so I suppose they must have been on holiday as well. Everything was very expensive in Le Touquet. A very nice lapel badge of a Traction head-on, in black enamel cost about £4. I bought one just the same, just to show off when one day I managed to get down to National Traction Day. Unfortunately it is usually during school time so I have very little chance of attending.

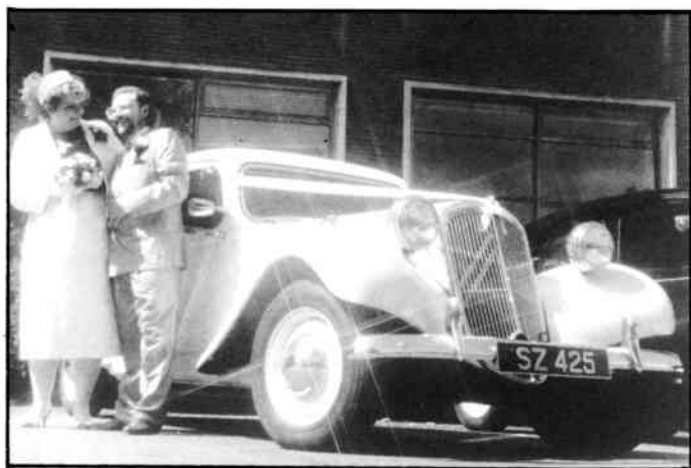
That is all the news for now so until there is more at a later date keep on Tractioning.

Yours,  
Alan Hay  
Fife, Scotland



## Membership cards

Any member who does not have a new-style membership card/book can obtain one free of charge from the Membership Secretary, Steve Reed. Please enclose a stamped addressed envelope with your request to Steve whose address is shown on page 3 of the magazine.



**Marriage à la mode.** Our congratulations to Vicky and Allan Sibley, who were married in late August. Naturally, there was an impressive array of Tractions in attendance – including Allan's own vibrant red light 15, recently risen like a Phoenix from the ashes after a slight contretemps on the motorway. We wish them – and the Light 15 – every happiness.

## Events

**November:** Brighton Classic Car Show: there will not be a TOC stand at this event as we were unable to secure space, however we hope to be represented in future. It is however a very interesting and worthwhile event.

**December 20:** Christmas Dinner at The White Hart Hotel, Whitechurch, Hants. 12 a.m. A family event limited to 40 places only. Price £7.40 per head, special menu at reduced price for children. Contact Mike Wheels on 0256 896876 as soon as possible for bookings.

### 1988

**January:** The London Section's traditional dinner is planned for the 9th, at Les Routiers, Camden Lock. Details and bookings from John Gillard at the Arch (01-928-6613).

**June 11-12:** Concentration Citroen Le Touquet (Fiftieth Anniversary of the 15/6 more details to follow.

**May, June or July:** Proposed three/four day tour of central southern England, covering Portsmouth, Winchester, Windsor, Oxford, Salisbury and the New Forest. Members in this area are requested to volunteer their services in organising and planning stages of this event. Please contact Mike Wheels on 0256 896876.

**More details of any of these events will be in the magazine where possible. If you want info please contact us.**

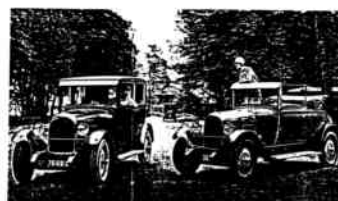
## Classified

### Wanted

Cradle for Slough built Light 15.  
Tel: 0844-237781.

### For Sale

Bulletin Citroen (October 1927) see photo. Special edition for Paris saloon 32 pp, 11" x 8 1/2", illustrated, cover printed in blue and gold, excellent condition. Offers to Stephen Bicknell, 29 Hewlett Road, London E3 5NA. Tel. 01 981-0404 (home) or 01 739-4747 (work).



### Wanted

Anyone in the Cheshire area who would be willing to use their Traction as a wedding car for us in September 1988. Either private or commercially. Please telephone Mr I. Smalley on 0270-216535.

### For Sale

1931 Citroen C4 needs good home. Much work already done, rechromed, renickel, engine rebuilt, new tyres, seats and panels retrimmed. Spare engine, gearbox and other spares, s/s exhaust, and all parts to complete. An easy restoration project – would make an ideal wedding car. £3,250 or very near offer, or would consider part exchange for good Traction. Contact Roger Dyer on 0753-686414 (office) or 0483-223890 (home).

### For Sale

LHD Spanish built Dyane 1978/9, reg in UK, new MoT, excellent condition. Special spec. engine rebuilt. Contact Roger Dyer on 0753-686414 (office) or 0483-223890 (home).

### For Sale

New Traction Driveshafts, as manufactured by Peacock Engineering. Fit and look like original shafts but have greater strength, are longer lasting and are maintenance free. Now also available from Classic Restorations, Arch 124, Cornwall Road, London SE1. Tel. 01-928 6613 (Trade).

### Wanted

Engine, Gearbox and Clutch in good condition for Light 15. Please telephone 01-439 1485 (daytime).

### Wanted

Traction Handbook for 1954 Big 15 with red/brown covers. Please contact Bill Sheddán, Mosswood, Sheddán Road, Tapanui – 9157, Otago, New Zealand.

### Service

4-speed conversion complete with gear change mounted behind dash as per original. See article in recent issues of FP Contact Roger Williams, 35/37 Wood Lane, Beverley, North Humberside. HU17 8BS. Tel. 0482-881220.

### Service

Wishbone Spindles reconditioned. £30 pair plus p&p. Brake drums skimmed. £20 pair plus p&p. Contact Roger Williams. Tel. 0482-881220.

### Garage Wanted

I would like to hire/share a lock-up garage (with electrical supply if possible). Ideally would like to share with Tractionist who similarly enjoys tinkering of a weekend. South London environs most suitable. Contact Rob Davidson, 60 Deodar Road, London SW15 2NJ. Tel. 01-870 8176.

### For Sale

Pair of Big 15 Driveshafts, very good condition. Early ID Steering Rack and Driveshafts. Telephone: 0508-78140.

### Wanted

Light 15 Differential (not CW), Engine side mounts for Big 15 (both sides) and Timing chain cover. Telephone: 0508-78140.

### For Sale

Breaking for spares – Rosalie 1933 Slough Big 12. Most parts still available. Contact G T Johnson, 20 Green Lane, Hucclecote, Gloucester GL3 3QT. Tel. 0452-617761.

### For Sale

Amazing Heller Model of Big Six. 1054 parts. Length 59.50 cm. Width 22 cm. Height 19.50 cm. Opening doors and bonnet. Can be built to 1948, 1951 or 1952 spec. Tyres as new. Part assembled kit form including all chrome, working pedals etc. £35 incl. postage. Also excellent Traction 3-speed gearbox and Bell-housing removed from crashed Spanish Once Ligero (Patos) in the 60's. £175 carriage arranged. Please telephone Alan Smith anytime on Bristol 0272 49821.

### For Sale

Light 15, Big Boot, blue, good condition. £4500. Tel. Paul Masek, 0242 820475 (day), or 0242 513268 or 0242 603139 (evenings). Near Cheltenham.

## 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', Daines Green, Glaines, Worcester. Tel. 54961 for directions or info.

### NORTHERN SECTION MEETINGS:

**4th Tuesday of each month** at the White Hart, Rooley Lane, Bradford at 8 p.m. Please contact Liz or Jim Rogers, 11 Wilmer Drive, Heaton, Bradford BD9 4AR. Tel. 0274 45600 for further info.

### LONDON SECTION MEETINGS

**27th October**  
The Green Man, Putney Heath, SW15. From November onwards, all meetings last Tuesday of each month at the Sun Inn, Church Road, Barnes.

### Club Tools for Hire

Front hub and outer bearing puller  
Deposit: £25 Hire: £2.50

Top ball breaker  
Deposit: £15 Hire: £1.50

Bottom ball breaker  
Deposit: £25 Hire: £2.50

Inner bearing unit  
Deposit: £15 Hire: £1.50

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. Person hiring fetches and returns. Prior booking ensures availability ALL

AVAILABLE FROM PETER SIMPER,  
215 Whitton Road, Twickenham,  
Middlesex TW2 7QZ.

### 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 T.O.C. – 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 S.A.E. for return of your deposit. Manuals available from Allan Sibley, 174C St. Ann's Road, London N15 5RP.

### Club Shop price list and ordering details

**Greetings Cards**  
Pack of six ..... £1.50

**Mugs**  
Traction with Citroen logo ..... £1.99

**Framed Prints**  
19" x 15" Traction prints (each) ..... £15.00  
See Sept '87 mag for designs

**Posters**  
"Les Tractions" ..... £1.99  
"Traction Avant" ..... £1.25

**Models**  
Burago 15CV/20 ..... £4.99

**T-Shirts**  
"Citroen" (10-12 years, S, M, L, XL white) ..... £3.99  
"TOC" (assorted sizes and colours) ..... £2.50

**Sweat-Shirts**  
"Citroen" (S, M, L, XL Navy) ..... £7.99

### Badges

Metal TOC Bumper Badge ..... £9.99  
Button Badge ..... £0.50  
Enamel Brooches ..... £1.99  
(green, white, yellow, black or red)  
TOC Windscreen Sticker ..... £0.99

### Black Numbers Floating Power

1 copy ..... £2.00  
2-9 ..... £1.50  
10+ ..... £1.25

For Club Shop address see page 3. Please add 50p p&p for orders under £10.00. Make cheques payable to TOC. Overseas orders by Sterling International Money Order please.

**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.**





One for the  
Arrivistes