



# Correspondence

Dear Mr Reed,

I apologise for the delay in getting my subscription renewal back to you. I'd hate to not receive *Floating Power* any more as it is one of the few car magazines published that make any real sense to me! The enclosed picture is of the car described in the register and it is in pretty sad shape as can be seen. There is no floor to speak of and no transmission (damn it!), but this car did supply my carburettor and air cleaner, both of which needed major work before they were usable.

This junkyard has a large collection of used and abused Rolls Royces, Jaguars, Mercedes plus even an Alvis, and one or two Riley sedans (the fabric roof type), I mean, saloons! Walking through the yard is never boring.

Where I live Citroëns are getting popular, for in addition to my 11B, there is a DS23 and a very new looking 2CV in town. About 30 miles from here is a 15-6, data unknown as it is guarded by a very mean dog!

Please let me know if there is any way that I can help the Club from this side of the water. As I have already said, new driveshaft inner-cardans are available here, and possibly other members would be interested. I could possibly get a quantity discount, but shipping them would not be cheap!

Regards,  
**Larry A. Lewis**  
New York, USA

Dear Bob,

Please add my name and new address to the Mutual Aid Scheme list. As I am now only one mile from Exit 27 on the M5 it could be convenient for anyone requiring help or, as you say, a cup of tea, when visiting the West Country.

I can well understand Alan Hay mentioning his visit to the WW2 War Cabinet rooms in his letter published in the last edition of *FP*. It was my pleasant task to show a few visitors around these rooms when I worked in the Staff Rooms for one year in 1962, before the area was opened to the general public.

My 1950's pride and joy, Light 15 KYY 304, now owned by Paul Widdup is currently undergoing restoration at his home. Tomorrow, I am visiting Paul to see how my ex is getting on! Meanwhile, my current 'P&J', a 1953 Light 15 JJB 495, is destined for a Citroën agent's showroom in Tiverton for the two months I am on holiday in Spain.

Yours sincerely,  
**Jack Atkinson**  
Tiverton, Devon



*Junkyard relic described by Larry Lewis*

Dear Roger,

I hope you got back OK from Loreley and that it was a great success. You may not have seen the enclosed photograph that appeared in a recent issue of *Financial Weekly*. It is vintage 1956 or 1957, and shows a conception of the Channel Tunnel, as it might have come about thirty years ago.

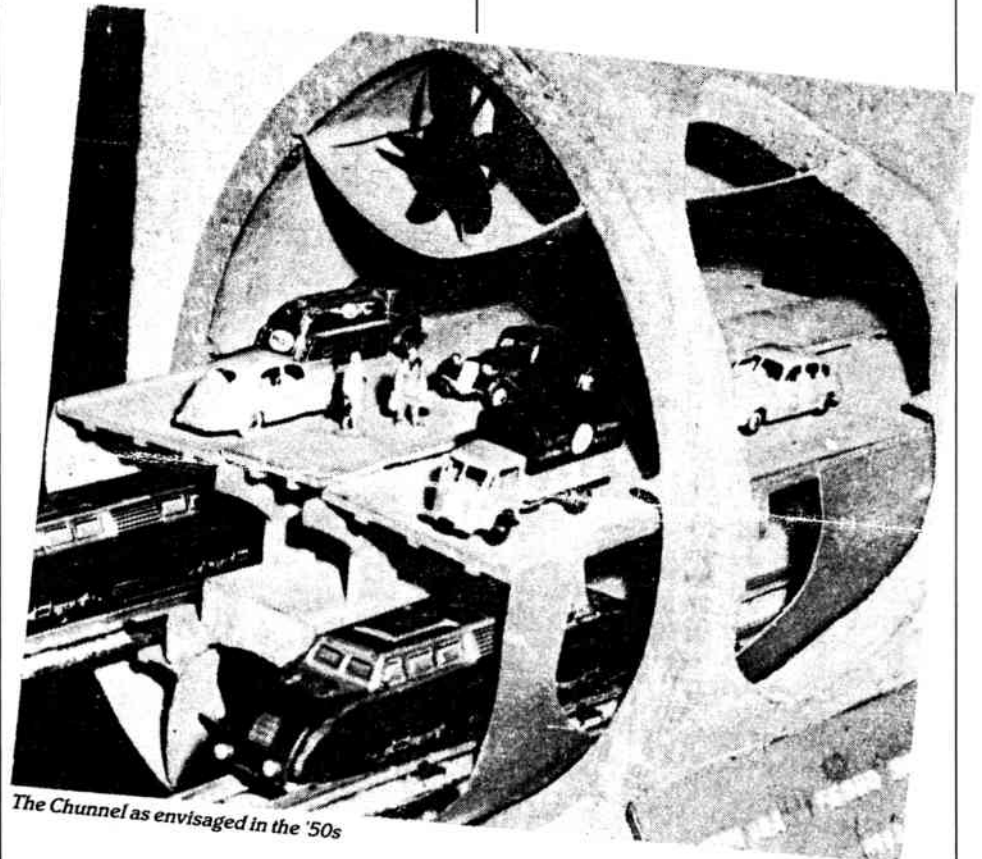
Interestingly though, it shows a Light 12 or 15, and a Standard Vanguard, heading for England, with a Peugeot 401 among other vehicles, going the other way. At any rate the choice of vehicles was, I suppose, representative of the day. Those Dinky toys

would fetch high prices today and certainly the Traction would be worth about £25 to £30, I imagine, if not more!

Just what the pedestrians are doing, I cannot say, unless the cars are being transported by train, but that doesn't seem to be the case.

Regards,  
**Colin Gosling**  
Bickley, Kent

*More correspondence page 13.*



*The Chunnel as envisaged in the '50s*

**Chairman**  
Roger Dyer,  
Hill Top, Tuckey Grove,  
Send Marsh,  
Woking, Surrey GU23 6JG.

**Treasurer**  
David Shepherd,  
23 Longford Road,  
Bognor Regis, Sussex PO21 1AB.

**Social Secretary**  
Mike Wheals,  
Silk Mill Cottage,  
26 Winchester Street,  
Whitchurch, Hampshire.

**Membership Secretary**  
Steve Reed,  
1 Terwick Cottage,  
Rogate, Near Petersfield,  
Hampshire GU31 5EG.

**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 ME15 8HB.

**Eastern Area Contact**  
Tom and Rosie Evans,  
West Cottage, Rectory Lane,  
Mulbarton, Norwich NR14 8AG.

**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 GU29 9JG.

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

**Honorary Life Members**  
Fred Annells  
David Shepherd

ISSN 0265 0630

# Floating Power

Volume 12, Number 6

January, Nineteen Hundred and Eighty-Eight

**T**HE VICIOUS hurricane which devastated much of Britain last October certainly left a deep impression on my property when a Beech tree standing over 110 foot tall was blown over in my back garden and smashed through the boundary fence. The sadness that was felt at such an ignominious end to a grand old tree, the focal point of the garden, was countered by the relief shared by all that at least the tree did not fall towards the house. If it had done so then the damage to the house would have been quite substantial and the garage, sorry, motor-house, being betwixt tree and house would probably have been demolished completely! A long and thorough read of the clauses in the insurance policy confirmed, much to my relief again, that I was covered for all the damage that occurred. It then dawned on me that had the 'motor-house' been flattened, then my beloved Traction within, currently undergoing repair and minor restoration, would likewise have been 'bonked', and that definitely was not insured at present!

Like many other people, I suppose I have always looked upon insurance as one of those damned inconvenient extras that one has to pay, and that is sometimes demanded by law. Sort of like income tax really, you hate to pay it, can never afford it, but know you have to anyway! It is not until you have an accident, however, that you are glad of insurance in the first place and it is only when you have to claim that you really get down to reading the fine print in the policy to see what exactly you are covered for, like in the case of my falling tree! On the motor insurance scene nowadays there are a number of companies offering 'agreed value' policies to the owners of older or classic cars, and on the face of it they do seem to be a good deal and just what is needed giving good cover at moderate cost. I have heard 'rumblings', however, that some of these policies are not exactly what they appear to be, and that the agreed value placed on a vehicle at the commencement of the insurance is not necessarily the amount you would receive in the event of a total write-off, and there is also the salvage rights of a written-off vehicle to consider. Ascertaining the true value of a Traction at the start is very important, as the current market value of a Traction would in no way cover the cost of rebuilding one from scratch, so restoration costs and inflation need to be taken into account when estimating the value to be insured. Whilst at the Classic Car Show in Brighton during November I took the opportunity to obtain quotations for an 'average' Traction agreed value policy from several companies for comparison purposes, and they were all more or less the same but I did not, however, go into the finer details of each policy. To try and throw more light on the subject I would, therefore, be pleased to hear how other members have overcome the problems of insurance for their Traction, with details of company, type of policy, basic cost etc; plus any problems or otherwise encountered when subsequently making a claim. Anonymity will be respected if required, and it is hoped that the article prepared with the information given from members' experiences will help guide others to choose the right type of motor insurance for their needs, and who knows, we may even be able to arrange a special

discount for Club members with some companies! By the way, for the record, I should have had an agreed value 'off the road' type of cover for my Traction whilst it is stored and undergoing restoration!

The visit to the Classic Car Show in November, whilst very enjoyable and impressive, was nevertheless to my mind marred by the total absence of Citroëns of any shape or form (apart from a Dee-Ess Conversion which does not count). It is usual for the TOC or the CCC (or both) to have stands at this prestigious show, but on this occasion neither were in attendance, and they were sorely missed as comment was made by several enthusiasts. Your committee have promised, however, that subject to space being available, the TOC will once again be the centre of attraction (or A-Traction!) at this year's show in November. Incidentally, whilst at the show a copy of the 1987 Biggin Hill International Air Fair programme was thrust into my hand by the RAF Benevolent Society who were, I think, raising funds. If any member can make use of this 'freebie' then drop me a line before it gets despatched to the bin!

Details of other events planned for the first half of this year are included in this issue and it is hoped that they will provide the incentive to complete that long overdue repair or restoration to your Traction so that you can take a meaningful part in the activities and meet other members on equal terms. Of course, I include myself in that statement for I have been Tractionless now for over two years and am beginning to take on that manic, eye-bulging look of a member who has gone too long without it! To re-phrase that, I must get my finger out and get stuck into it, so that I can start to enjoy 'real' motoring once again and to meet regularly fellow Traction enthusiasts 'on the road' as I used to do when using my Traction daily. Contact Mike Wheals if you have any queries at all concerning forthcoming events or if you wish to help etc. with the organisational side of things - you can be sure he will be very pleased to hear from you.

As mentioned in the last issue of FP, we are planning to update and re-issue the Club 'Mutual Aid' list of members who are able to assist any stranded fellow Tractionist who has broken down in their area with either Traction repairs, spares, tools, advice, accommodation or even just words of sympathy and a cup of tea. Please advise me if you want to be included in the new list, which incidentally will be also issued in loose-leaf form for you to carry in the Traction glove box, and my sincere thanks to those members who have already offered their services.

Finally, as usual at this time of the year it is appropriate to thank all those members who have sent in letters, articles, photographs and literature relating to our favourite marque. In thanking and appreciating very much the effort of those who have contributed during the past year, the burden now falls on the rest of the membership to follow their splendid lead so that the continued success of the Club magazine is assured, and I look forward to hearing from you in due course.

All good wishes for a safe and splendid 1988 and have a great Traction year.

Bob Wade

## THE CITROEN FIFTEEN By J. EASON GIBSON

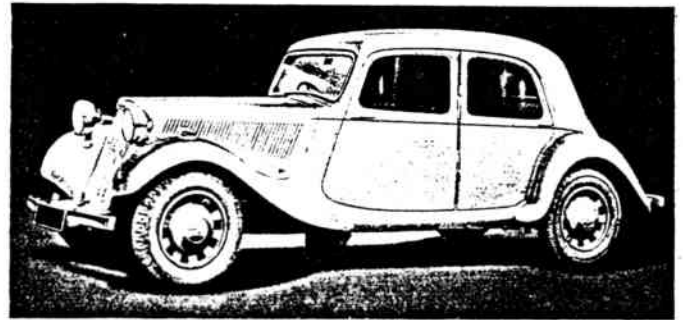
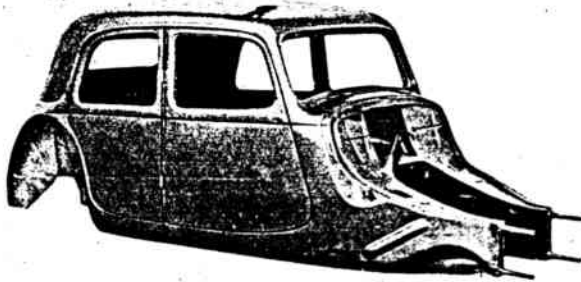
**A**LTHOUGH the current model Citroen shows no fundamental change since its initial production in 1934, had it been launched to-day it would have been accepted as an advanced design by both experts and the general public. Some people may feel put off by the front-wheel drive, but they should remember that in pre-war days slightly over one car in every four sold on the Continent was fitted with f.w.d. The advantages of this drive require to be experienced to be appreciated fully.

It may be of interest to summarise the features that make the Citroen, 13 years after its design, still ahead of the times. The front-wheel drive tends to pull the car in the direction in which it is steered, with consequent elimination of any tendency to skidding. It has also the further advantages that the entire wheelbase can be devoted to passenger and luggage carrying (which is after all the primary function of any car) and that the transmission tunnel and

more obvious on an examination of the body-work, since immediately one opens the doors one is impressed by the roominess of the car in proportion to its overall dimensions. There is, of course, no gearbox hump or transmission tunnel whatever, so one has the benefits of a completely flat and unobstructed floor. Although the seats are nearer the ground than on any average car, the measurement from the seat to the floor is greater, permitting one to sit up properly in a comfortable and efficient position. Naturally, there is no gear-lever encumbering the driving compartment, the lever connecting with the forward-mounted gearbox coming through the dashboard for operation by the driver's left hand. The handbrake, which connects by cable to the rear wheels only, is operated by a lever mounted under the dashboard. It would be a convenience if this lever were mounted rather nearer to the driver. The horn button, dipping switch and the traffic

gun are carried in a fitted case in a recess under the luggage space.

The model submitted for test had already covered a total mileage, in various hands, of over 12,000 and can be taken as an every-day example. I covered just under 700 miles under varying but always arduous conditions, and the petrol consumption for the entire mileage worked out at the very good average of 25 m.p.g. While the maximum speed is not high, as present-day cars of similar capacity go, the high and thoroughly reliable cruising speed is what really matters. On long straight stretches of A5 or A40 it could be kept at 66 to 68 for mile after mile and with a complete lack of fuss and noise. I tried the car on the most notoriously slippery West-End streets after a severe rain storm, and confirmed that the advantages of front-wheel drive are well worth having. On the sharpest of corners the rear wheels follow the front in an accurate manner, even if one



IN THE FRONT-WHEEL-DRIVE CITROEN SALOON THE BODY AND MAIN FRAME ARE ONE INTEGRAL GIRDER-LIKE CONSTRUCTION. The engine/gearbox assembly fits between the forward extensions

footwells in the rear compartment are eliminated. The suspension is by torsion bar on all four wheels, that at the front being independent. A secondary benefit from this type of suspension is that the normal attention required by the conventional laminated spring is unnecessary. No chassis frame is employed, the body and main frame being one integral girder-like construction, which is not only strong but light. The complete car is, in fact, the lightest in proportion to wheelbase of any car on the British market to-day. The engine employs detachable cylinder barrels, the engine casting being, in effect, nothing more than an iron tank for the cooling water. This system of construction permits the use of a more wear-resisting iron in the cylinder barrels than could be used if the engine were cast in one. Other advantages follow: nearly the entire length of the cylinders is in contact with the cooling water, and, instead of reboring being required after extended mileage, all that is necessary is the changing of the liners.

The engine is an overhead-valve four-cylinder, and develops its maximum power at the low engine speed of 4,250 r.p.m. That it is built to last is obvious when one realises that, at as high a speed as 66 m.p.h., the piston speed is only 2,500 feet/min., which is generally accepted as safe for continuous driving. The gearbox is mounted on the front of the engine, and is in advance of the front-wheel centres. What would be the back axle portions of the transmission on a normal car are built in unit with the gearbox, and short shafts run out to the driven front wheels. The steering is by a rack-and-pinion gear, laid out in such a way as to afford light but positive steering. The front wheels are connected to the car by two triangulated links, one above and the other below the driving shafts. The lower is attached to the torsion bar that supplies the springing. Newton direct-action dampers are employed to control the suspension. The principal "engine-room" components are easily reached, with the exception of the oil dipstick, which tends to become entangled with the sparking plug leads. The battery is carried in a recess on the scuttle.

The advantages of front-wheel drive become

indicator switch are all mounted on a bracket fitted to the steering column and can be operated by a finger without removing one's hand from the wheel at any time. The high seating position, in relation to the floor, gives the driver very good vision and a pleasant feeling of mastery. The car is well provided with receptacles for the usual impedimenta of the owner-driver. As all passengers sit well within the wheelbase, it has been easy to provide ample luggage space without any overhang. The spare wheel is carried on the lid of the luggage boot under a metal cover, and as the wheel is fastened from inside the boot, it is thief-proof when the boot has been locked. The tools, jack and grease

corners in a manner designed to provoke skidding. The car seems to be at its best on a typically English road, such as the stretch of A40 from Witney to Cheltenham, where it is easily possible—traffic conditions permitting—to take corner after corner at one's cruising speed. Many readers will have noticed how difficult it often is to take right-hand corners with accuracy after darkness: one usually has to take more than one bite at the cherry. Owing to the stability of the suspension and the accuracy of the steering it is possible with the Citroen to develop an alternative technique, namely, to drive by the left-hand kerb, and, should the corner become sharper than was at first thought, merely to steer a bit more. Even when cornering at the highest speeds one cannot provoke roll or side-sway. As the steering has strong self-centring action, it is quite unnecessary to steer the car on straight roads. At all speeds within the car's compass it is possible to relax. This lack of nerve strain is assisted by the very good vision, which permits the car to be placed with great accuracy.

It has been suggested that the dashboard-mounted gear-lever might be found awkward, but I can refute this, as I found after a few minutes' use that its operation became as automatic as the more usual type of control. Motorists who have seen these cars in their land of origin will remember having observed the way in which the average French driver appears to keep them flat out regardless of the road surface. On my test route there is a stretch of unmade road that entails drastic reduction of speed on practically all cars; on this model, however, it was possible to drive at well over 60 m.p.h. with comfort. So far only two other cars tested have equalled this performance. The phrase so well known among light-hearted members of the Army during the war—"Press on, regardless"—could well be the watchword when coming on to very bumpy roads. That there is ample room in the car will be clear when I say that on one occasion during my tests I carried six people. Although this was exceptional, it is certainly possible to carry five with ease.

### THE CITROEN

Makers :

Citroen Cars Ltd., Trading Estate, Slough, Buckinghamshire

#### SPECIFICATION

Price .. £697 2s. 10d. (inc. P.T. £152 2s. 10d.)	Brakes .. Lockheed hydraulic
Cubic cap. 1,911 c.c.	Suspension Independent (front)
B : S .. 78 x 100 m.m.	Wheelbase 9 ft. 6½ ins.
Cylinders Four	Track (front) 4ft. 4½ ins.
Valves .. Overhead	Track (rear) 4 ft. 4½ ins.
B.H.P. .. 56 at 4,250 r.p.m.	Overall length 14 ft.
Carb. .. Solex	Overall width 5ft. 5½ ins.
Ignition Lucas coil	Overall height 4 ft. 11½ ins.
Oil filter Suction gauze	Ground clearance 7 ins.
1st gear .. 13.1 to 1	Turning circle 41 ft.
2nd gear .. 7.3 to 1	Weight .. 21½ cwt.
3rd gear .. 4.3 to 1	Fuel cap. 9 gallons
4th gear ..	Oil cap. .. 11 pints
Reverse .. 17.5 to 1	Water cap. 1½ gallons
Final drive Spiral bevel (front)	Tyre size 165 x 400

#### PERFORMANCE

Acceleration	Maximum speed 76 m.p.h.
10-30 .. Top 12.2 secs.	Petrol consumption 25 m.p.g. at average speed of 45 m.p.h.
20-40 .. Top 12.4 2nd 7.9	
0-60 .. All gears 28 secs.	

#### BRAKES

20-0 .. 15 ft.	88 per cent. efficiency on dry concrete road.
30-0 .. 34 ft.	
40-0 .. 60 ft.	

London member Kevin Scully came across these road test reports while leafing through some old copies of *Country Life* — the Light 15 report is dated September 1947, and the 6H May 1955. Reproduced with kind permission.

## THE CITROEN SIX By J. EASON GIBSON

**T**HE latest example of the six-cylinder Citroen is of particular interest, as it has been fitted with a form of hydro-pneumatic suspension which sets completely new standards in both comfort and stability. When it was introduced more than twenty years ago, the Citroen was years ahead of the times, as it provided the benefits of front-wheel drive with independent torsion-bar suspension, and this latest development once again places it in the vanguard of technical progress. In general appearance the car is reminiscent of models of the middle 'thirties, and it lacks some of the amenities which are now taken for granted, but it still commands great respect because of its mechanical specification. As the full benefits of any outstanding suspension system cannot be fully appreciated on the smooth roads of Britain, it was fortunate that my test coincided with my annual visit to Italy for the Mille Miglia.

The six-cylinder engine is of conventional design, with a capacity of 2,886 c.c. Pushrod-operated overhead valves are used, and the modest power output of 76 b.h.p. is obtained at the low engine speed of 3,800 r.p.m. The engine has exceptional pulling power from low speeds :

when the head is in the main-beam position flicking the lever will give normal dipping. Pressing the end of the lever inwards sounds the horn, which can be blown loudly or softly, depending on the pressure applied. One control, therefore, operates the lights and the horn and provides a light flasher for crossroads after dark.

The car is remarkably roomy; in fact, for small passengers there is almost too much leg- and seat-room. A dashboard cubby-hole is provided and there are large pockets in both front doors and on the backs of the front seat squabs. At first glance the luggage boot appeared to be on the small side, but I had no difficulty in stowing two suitcases, each large enough for ten days' travelling, and two air-travel canvas bags.

The hope of using air as a suspension medium is probably older than the industry; the advantage of air is that it has the flexibility of a soft mechanical spring at the start of its movement, but quickly stiffens as the imposed load is increased. Previously the problem has been how to contain the air in its working chamber, but this has been overcome on the Citroen by using rubber bags. Incorporated in

car on a constant level keel, while the wheels alone are conforming to the road contours.

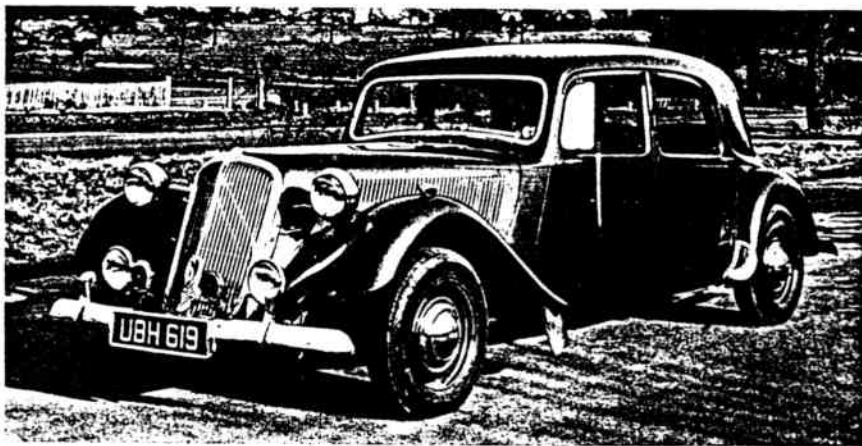
During the course of my test 3,500 miles were covered in eight days' actual motoring; I think readers will agree that this is an adequate test. Approximately 1,000 miles of this was covered during my usual reconnaissance of the Mille Miglia circuit in Italy, which the problem of time demanded should be done very quickly. As an indication that the car was not spared, the average speed from Brescia to Pescara was over 60 m.p.h., and even the total day's run from Brescia to Rome of over 500 miles (including the twisty and mountainous section over the Abruzzi by Aquila) was done at over 55 m.p.h. It might be thought that the fuel consumption would rise alarmingly when such average speeds were being done, but for my whole test the fuel consumption averaged 20.5 m.p.g. With the exception of changing a punctured wheel, nothing was done to the car other than filling up with petrol and topping up the sump.

Mention of a puncture reminds me of another benefit from the pneumatic suspension system. An over-riding control is fitted in the luggage boot which allows the action of the level control to be modified. If this is set to "high" the car rises on the suspension; one then places a suitable block beneath the car and setting the control to "low" lifts the wheel off the ground. After one has changed the wheel, reversal of the process returns the car to normal.

The stability is so good, owing partly to the great adhesion of the Michelin X tyres, that one can corner the car at speeds high enough to throw the passengers sideways. During the course of the training tour of the circuit I caught up with a Lancia Gran Turismo — accepted as one of the finest cars on corners — on the Futa-Raticosa pass between Florence and Bologna and had no difficulty in keeping up with it, although it was obvious that its driver was doing all he could to shake the Citroen off his tail.

If one bears in mind that the engine of the car is almost 3 litres in capacity, the timed maximum speed may appear on the low side by present-day standards. It must be remembered, however, that the car's theoretically reliable cruising speed is the high one of 76 m.p.h. In fact, on the many long straights down the Adriatic between Rimini and Pescara the car was held at its maximum speed for as long as 10 miles on occasion and showed no signs of distress. I can think of few cars which would have stood up to such treatment—their dampers especially would have suffered and so ruined the ride—but the Citroen was as efficient and comfortable on my return to England as it was the day I collected it.

Although in appearance and amenities the Citroen is old-fashioned, its technical specification makes it an advanced car.



THE CITROEN SIX SALOON. It has hydro-pneumatic suspension, and the wide track, long wheelbase and low centre of gravity give it great stability

it is possible to take the car down to walking pace on top gear, and then, when the throttle is opened fully, the car will accelerate smoothly away. A three-speed gearbox is fitted, but, owing to the excellent pulling power of the engine, this is no handicap, as it is possible, with a little practice, to make smooth starts in second gear. There is an interlocking device fitted, which prevents any gear from being released before the clutch pedal is fully depressed. It takes a little time before one becomes fully accustomed to it, as the position of the clutch pedal demands rather careful placing of the left foot, if the pedal is to be fully depressed in one clean movement.

As the wheelbase is longer than usual, all four passengers sit well within the wheels, so that even if the car had normal suspension one could expect a comfortable ride. The arrangements for warming the occupants, or providing ventilation in hot weather, are rather sketchy. Hot air is carried from behind the radiator to the car interior, but at high speeds in the cold most of the benefit is lost before it reaches the passengers. No windscreen demisting is provided, so that in very humid weather it is necessary to drive with one window opened. The combined switch for the lights and horn is so convenient that one wonders afresh why it has not become general practice. A slim lever is fitted beneath the steering wheel, and on the end of this is a recessed square head. The head rotates to give successively side- and head-lights; when the head is in the sidelight position the lever may be flicked downwards from the steering wheel to give dipped headlights, and

the suspension are hydraulic dampers, which are kept constantly supplied with oil by an engine-driven pump. This supply of oil compresses the gas in the rubber container and, as it is controlled by a valve which responds to the angle of the car in relation to the road, the car is retained at a constant level. A peculiarity of the system is that when the car is standing without the engine running, it is very much down at the stern, but a few moments after the engine has been started it rises to the designed position. Regardless of load, this position will be retained as long as the engine is running. If the tail of the car is lowered or raised by an external force it will return to the level position.

Owing to the long wheelbase and wide track there is a complete lack of roll, but because of the smoothness of our roads the full benefits of the suspension were not appreciated until the Channel had been crossed. It required only a few miles' motoring on the pavé in the Pas de Calais to realise that the Citroen suspension sets a standard of comfort, allied with high-speed stability, unparalleled in my experience, and every mile I drove confirmed this first impression. Many readers will know of the uneven level-crossings on many French roads: these could be crossed at any speed between 60 and 70 m.p.h. without a trace of the bouncing and bottoming which would occur at half that speed with a normally-suspended car. On any car of normal design, no matter how good the suspension, one is conscious all the time that the car is responsive to the movements of the wheels over bumps, but on the Citroen one has the impression that some giant hand is carrying the

### THE CITROEN SIX

Makers: Citroen Cars, Slough, Buckinghamshire.

#### SPECIFICATION

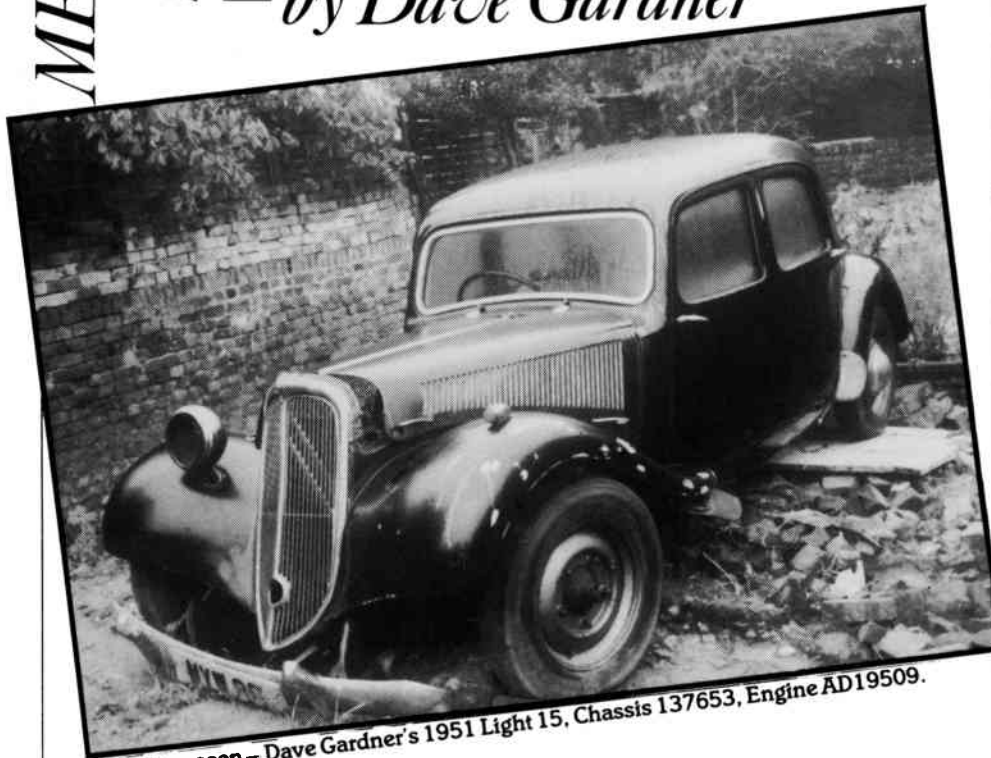
Price (including P.T. £434.9s.2d.)	£1,474.9s.2d.	Suspension:	Independent (front)
Cubic cap.	2,886 c.c.		Pneumatic (rear)
B : S	78 x 100 mm.	Wheelbase	10 ft. 1½ ins.
Cylinders	Six	Track (front)	4 ft. 10½ ins.
Valves	Overhead	Track (rear)	4 ft. 10½ ins.
B.H.P.	76 at 3,800 r.p.m.	Overall length	15 ft. 11 ins.
Carb.	Solex	Overall width	5 ft. 10 ins.
Ignition	Coil	Overall height	5 ft. 1 in.
Oil Filter	Suction gauze	Ground clearance	7 ins.
1st gear	13.29 to 1	Turning circle	43½ ft.
2nd gear	5.62 to 1	Weight	27½ cwt.
3rd gear	3.88 to 1	Fuel cap.	15 galls.
Final drive	Spiral bevel	Oil cap.	12 pints
Brakes	Lockheed hydraulic	Water cap.	21 pints
		Tyres	Michelin X 185 x 400

#### PERFORMANCE

Acceleration	secs.	secs.	Max. speed	84.5 m.p.h.
30-50	Top 10.4	2nd 7.5	Petrol consumption	20.5 m.p.g. at 55 m.p.h.
40-60	Top 11.4	2nd —		
0-60 (all gears)	19.0	secs.		

BRAKES: 30 to 0 in 31 feet (95 per cent. efficiency).  
THEORETICAL CRUISING SPEED: 76 m.p.h.

# IT STARTED with a PROMOTION by Dave Gardner



Bought as seen – Dave Gardner's 1951 Light 15, Chassis 137653, Engine AD19509.

**A** STRANGE TITLE for an article, but my association with a Traction was caused by a promotion at work which gave me the perk of being able to lease a company vehicle. I had always been accustomed to carrying out my own vehicle maintenance and repairs not just on my daily car but also, in the past, on a small rally car. A new car meant that this was not necessary now.

Withdrawal symptoms set in, however, so I did some work on my father's car, then some work on my sister's car, but to no avail, a replacement was required. I had always wanted a really old car and this seemed to be the solution.

In a garage down town there was a pre-war Vauxhall 10, or was it a 12, for sale but the price seemed too high. The Vauxhall Owners Club said that 'they are worth as much as you are willing to pay', not very helpful at the time but a statement which I now realise is very true! Turning to the 'Exchange & Mart' for advice there were no Vauxhalls advertised but there were, however, one or two Tractions!

Approximately 20 years ago I had taken over a Traction from a colleague at work who was emigrating; having completed a restoration project I now realise what caused him to emigrate. The first project failed due to lack of knowledge and money and was sold for £5, being towed away behind a Big 6 never to be seen again? Reg. No. LBH628.

*(Editor's note: LBH628 is sadly not listed in the Club's register of Tractions either).*

Enough of reminiscing, back to the present or at least the recent past. I decided that I would forgo a holiday for the year and purchase a Traction. This limited the price range to be considered, with the idea being that if this second project failed not too much

money would be lost. I also wanted to restore a vehicle totally, therefore to pay more for a 'good' car only to have to take it apart in later years was not the idea.

There was only one Traction advertised which met all the requirements. This was a Slough built, small boot, Light 15. It was standing at the bottom of a garden on some rubble minus the engine which had been taken apart but still existed. The body did not look too bad and overall it looked reasonably complete. After some considerable thought the decision was made and on a Saturday in September '82 it was purchased. I have since learnt that a few more experienced people had looked at the car and had not considered it worth the price. Still, ignorance is bliss and it proves what the Vauxhall Owners Club said!

The car was trailed home and it was obvious that a ground-up rebuild would be the only sensible way of getting the car back on the road. After all, most of it was on the ground anyway!

Details of the restoration will not be gone into because those people who have carried out a restoration will know what is involved. I would also hate to put off prospective restorers and disclose the trials, tribulations, financial ruin and overall sense of achievement involved. What I will say is that membership of the TDC and CCC has proved valuable in the meeting of people who offer not only advice but also practical assistance. At this point I would like to thank all relatives, friends and others who helped with my restoration.

One comment I would offer is that the most expensive part of my project was the welding and painting of the bodyshell which was subcontracted to a professional. I would advise that it is probably cheaper to learn to weld yourself than to pay for it. This will be my policy if I undertake another project. Also painting requires good facilities and materials for a first class job, anything less and you get what you might expect.

The car was put back on the road on April 1st, 1984 (an appropriate date!) but ego was soon deflated when showing someone photographs of before and after, and they



On the road in 1986 – 'there are a lot of cyclists in Holland'.

asked which was before! One aspect of owning a Traction which never occurred to me was the amount of social activities and rallies available. The first main outing was to the 50 year celebration in Paris. Looking back it was an enjoyable event but at the time it was a bit of a gamble. The car had only covered 200 miles since the restoration and it was full of strange noises, some of which I now realise are normal. It was a long slow journey, but a by-product of this was that the engine, a rebuilt original white-metal (expensive) job, was well run in. It was an ideal car for driving across Paris in the rush-hour, poking the odd Gendarme in the eye with the semaphore indicators! Later in 1984 the TOC meeting at Stratford and the ICCCR at Knebworth were attended as well as some CCC social meetings.

1985 was a relatively quiet year, I think finances were trying to recover from the outlay required for the restoration. Some more bearings were put into the gearbox and the differential reset. This work seemed to get rid of some of the strange noises emanating from under the bonnet.

1986 was an interesting year. It started with a circular tour of Holland organised by the Dutch Tractionists which turned out to be more of a racing and camping expedition. I did not realise that the Traction would go that fast, but it was good fun if hectic and I must return to Holland one day to see what it is really like when not a blurred vision (caused by speed, not drink!).

Later in the year the Tour of England was joined for two weeks, a more leisurely event, also involved camping. I much prefer the comforts of an hotel, especially when it is raining, but to get the most enjoyment from these events camping is recommended. I am not a camping enthusiast and soon learnt from the trip round Holland that a frame tent which sleeps six is a bit excessive for one! A smaller and more practical tent has now been bought for these events.

1987 to date has seen the RAC/Norwich Union Classic Car run, the annual rally at



*'I can tell the difference between before and after – the grass has grown and someone's dug a lake'.*

Huntingdon and a round trip of Brittany. This trip was organised by a local club in Brittany and four Tractions went from England. It was a most enjoyable event and will hopefully be repeated next year.

What will the future bring? Whilst writing this article I can look forward to the ICCCR at Loreley, then who knows . . . has anyone got a Big 6 they do not want, or going cheap, sorry, cheap?

As far as I am concerned I will be keeping my Traction as long as possible although the novelty of owning such a vehicle is wearing off. At one time it was only taken out on fine days, but now I am not bothered, after all it is only a car and it took thirty years to rust away originally so in theory it should now be alright until 2014.

Unlike a number of articles this has been devoid of hero worship for Citroën cars mainly because I am not a fan of Citroën (do I hear cries of heresy!) and I work in the British car industry. However, as an old banger I have found the Traction to be more practical and useable than an Austin 7, more affordable than an 'E' Type or Healey 3000, and more select than an MG.

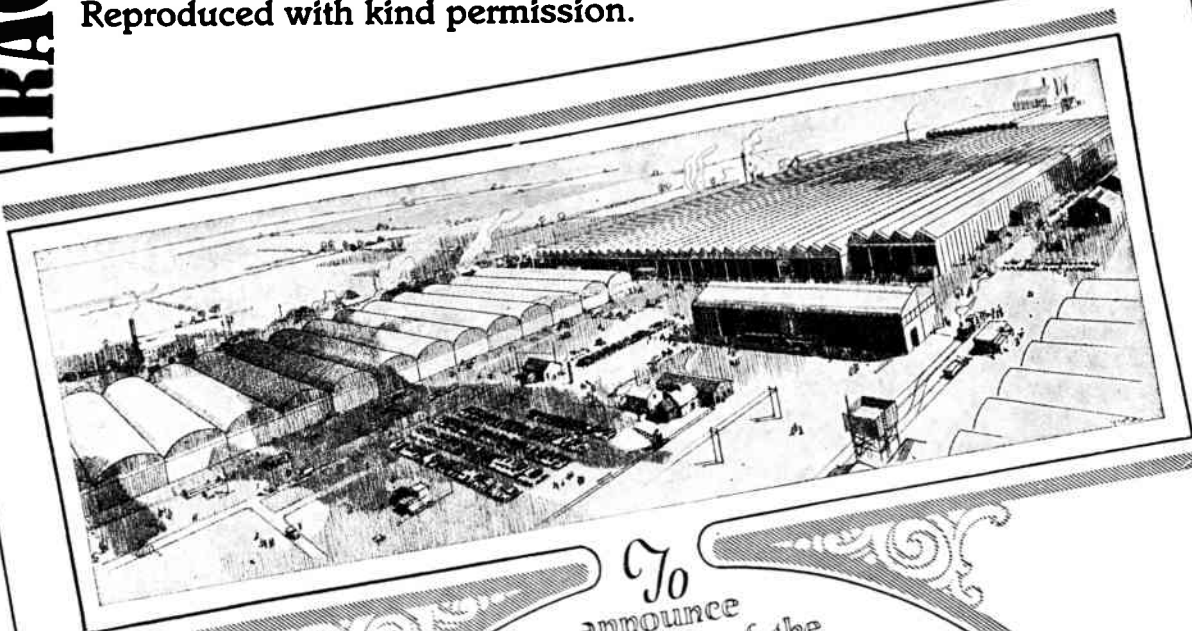
I have never written an article for the magazine before but I hope this has made up for it. I will end by saying that I am glad I bought the Traction and not the Vauxhall 10, or was it a 12?!



Tour of England 1986 – 'who said we should take the next turn right?'

# TRACTION • ARRIERE

Joy, it seems, was unconfined when Citroen opened their Slough factory. Norwich member Tom Evans sent in this celebratory article found in 'The Motor' of February 1926. Reproduced with kind permission.



To  
announce  
the opening of the  
**BRITISH  
CITROËN**  
WORKS at SLOUGH  
Equipped with the most Modern Machinery in the World



**BRITISH PROGRAMME**  
Front Wheel Brakes.  
Al Steel Coachwork.  
Reduced Prices.  
New Models.

PRICES FROM  
**£145**

The World's



Supreme Value!

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.



# A Citroën Factory in England.

## Large Works Opened at Slough. Front Brakes Standardized.

THE Citroën car has gained a deservedly high reputation with the British public during the past few years owing to its reliability and soundness of construction. Three years ago English-built coachwork was adopted, and a little later, in 1923, Citroën Cars, Ltd., opened a very large service station at Hammersmith with adequate facilities for these achievements were followed up by the opening of an extensive factory at Slough, 20 miles from London, the area of the new works being at present about 500,000 sq. ft. Here chassis will be assembled and bodywork built.

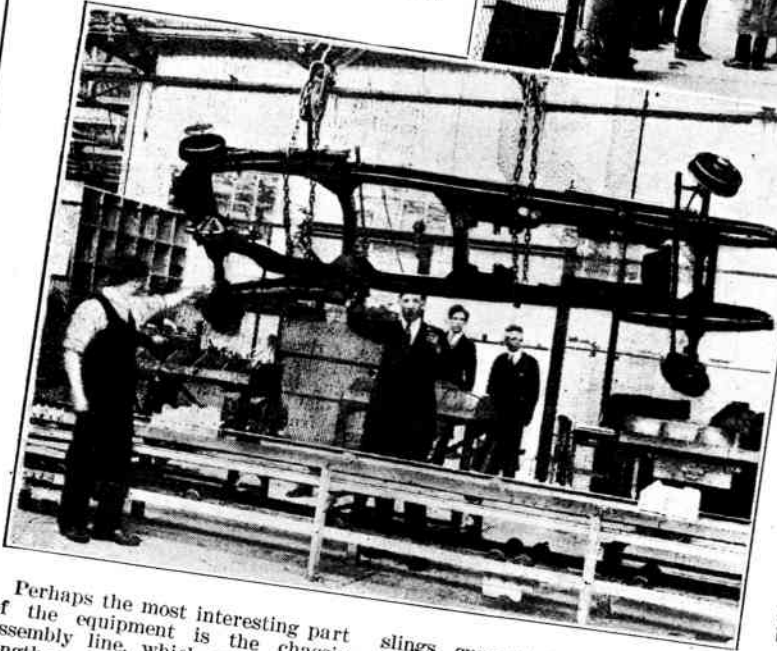
The factory is notable for the excellence of the equipment which has been installed, this being of the most modern type. The layout has been planned by engineers who are experts in the arranging of a motorcar factory on series production lines, and it is estimated that an output of 100 cars per day will be possible; should this be reached, it will represent employment for 5,000 British workpeople.

springs are bolted on. Incidentally, the fixing of all nuts is done with pneumatically operated braces conveniently swung from above with counterpoises, so that when a nut has been driven home the operator can push the brace upwards out of the way. Following the rear springs is attached, and the frame is then turned over without loss of time in a very ingenious manner. A pair of

end of the moving chain conveyor. Without entering into further details, it will suffice to say that the conveyor system and are then brought on trolleys to the point where the chassis are completed. Incidentally, the bodywork, both for touring and saloon models, is made on all-steel principles. Full particulars of the new Citroën car programme are not avail-



(Above) The end of the assembly line on which the cars are completed. (Left) Turning the chassis over after fitting the springs and axles. The new front brakes and semi-elliptic springs should be noticed.



able at the moment, but an inspection of the 11.4 h.p. cars under construction at Slough reveals several important changes. Most notable, perhaps, is the new front axle, which is equipped with front-wheel brakes of the Alford and Alder pattern. The I section is retained for the portion between the spring anchorages, but the ends are of circular section to resist front-brake torque. The quarter front suspension formerly used for semi-elliptic springs.

The prices are as follows: 7.5 h.p. three-seater (cloverleaf) £145; 11.4 h.p. front-wheel-braked models: all-door saloon £210, all-steel four-door saloon £245, three-seater coupe £255. These 11.4 h.p. models are also available, without front-wheel brakes, at £190, £225 and £235 respectively.

It may be taken that the opening of this extensive factory is largely due to the reimposition of the McKenna Duties, and it is of interest to mention that the Michelin Co. in common with other Continental concerns, is also starting works in England.

Perhaps the most interesting part of the equipment is the chassis assembly line, which consists of a lengthy chain conveyor moving slowly forwards and carrying the frame of the car with it. As the conveyor moves along the components are added one by one, and finally, at a point where the chain disappears under the floor, the chassis has reached completion and can be run off on its own wheels.

At the commencement the frame is loaded on to the conveyor in an upside-down position and the rear

slings supported by an overhead crane are placed round the frame, which is then lifted and swung round.

Farther along the line the engine and gearbox unit is dropped into place, the engine having previously been tested. The operations which follow include the fitting of the dash, complete with its petrol tank, the propeller shaft, the radiator and the electric wiring. Finally, the running boards, wings and valances are added, the wheels are bolted on and the completed chassis is run off the

February 23, 1926.

The Motor

# Largest Factory Building under one roof in Britain!

Photograph of Chassis Assembly Chain at Slough. This system is the most modern in the world. The very finest materials and the most modern methods will be used at the Slough Works, which will employ several thousands of British workpeople.



Photograph of Body Assembly Chain. The upholstery, trimming, spray - painting, heat-drying, nickel - plating and glass - grinding plant and equipment are of the most up-to-date types known to automobile engineering.

Send for Citroën Book 17.

**CITROËN CARS LTD., Citroën Building, Brook Green,  
HAMMERSMITH, LONDON, W.6.  
60, PICCADILLY, LONDON, W.1.**

West End Showrooms

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

## Four Day Tour of Central Southern England May 20th to May 23rd

### Provisional Information

THE TOUR will start at Portsmouth, (actual start point to be decided) at 11 am.

A choice of two routes will be given to all entrants. The first route offered will be the direct route, a main road route. This is recommended for those who wish to do their sightseeing in the towns and cities. It is also recommended for use in bad weather conditions. The second route offered is the scenic route and will pass through beautiful countryside. In the interests of safety the road sections will be covered at reasonable driving speeds on the scenic route but stops will be made at selected beauty spots. This will enable the drivers to enjoy the scenery. This dual route system will apply on all stages of the tour over the first 2 days. It is hoped that members who have not got their Tractions on the road as yet will offer their services as marshalls; this will enable them to join in all the fun and camaraderie of the event and contribute to its successes.

The first major stop will be Winchester, the old Capital city of England. We hope to arrange special parking near the centre as well as a special dinner. (If any members have contacts in Winchester who can pull some strings it would be very helpful).

#### Arrival time

Direct route 12 noon  
Scenic route 1pm



#### Distance

Direct route 40 miles, 64 Km  
Scenic route 55 miles, 88 Km.

Depart Winchester 5pm for Whitchurch. Arrive Whitchurch 5.30pm direct route, 6pm scenic route. Check in at the White Hart Hotel or Wyke Down Camp site. Evening meal at the White Hart Commences at 7.30 pm.

**DAY TWO.** Depart Whitchurch 9am for Windsor. Arrive Windsor 10am direct route, 11 am scenic route. We are hoping to arrange special parking, sight seeing and eating facilities. (Again would any members who can pull some strings please let us know as soon as possible. Depart Windsor 2pm for Oxford. Arrive 3.30pm direct route, 4.30pm scenic route. Sight seeing in Oxford till 6pm, return to Whitchurch 7pm for evening meal.

**DAY THREE.** Depart Whitchurch 9am for visit to the Crofton Beam engines (the two oldest working engines in the world), Marlborough, Avebury, Stonehenge and return to the White Hart Hotel, Whitchurch.

This is a circular tour passing through beautiful downland countryside with many stops at places of interest. Packed lunches may be provided for a picnic if good weather is forecast. Return to the White Hart 6pm for evening meal and entertainment.

**DAY FOUR.** Depart Whitchurch 9am for the New Forest and Southampton. The route and timing of this stage will be very dependent on the weather and the distances the entrants have to travel home afterwards. A midday meal will be provided, most likely at a hotel in the New Forest near Southampton.

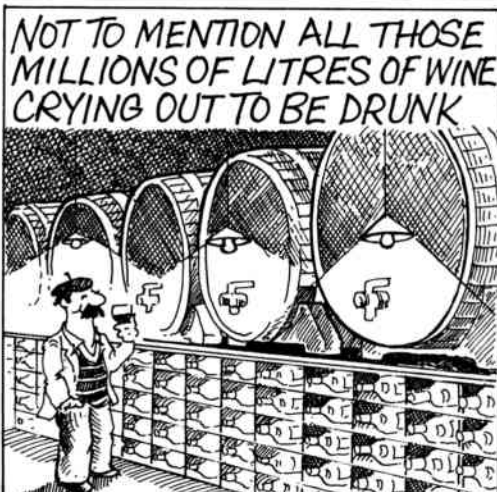
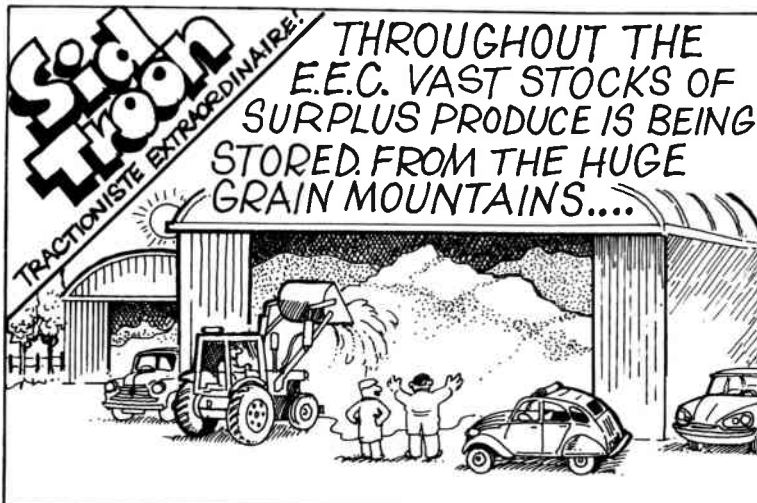
The entry fee includes all accommodation, hotel or camping, all food and all entry to places of interest included in the tour itinerary. The entertainment on Sunday night, logos for the entrants' cars, maps etc. are also included in this price. Entrance will only have to buy their own petrol and liquid refreshment.

Entry fees: Hotel £100 per person.

Camping £40 per person.

Entry is limited to Tractions and earlier model Citroens only. Numbers of entrants are to be limited to 40 cars. If you are interested in entering this event please apply for entry form as soon as possible, it will ensure your entry and enable us to plan and organise more efficiently, it will enable us to reduce our costs and in turn give you better value.

Apply to Mike Wheals, 26 Winchester St., Whitchurch, Hampshire. Phone 0256 896876.



# ANTIPODEAN RARITY

It's uncommon these days to come across a one-owner Traction still in regular use. But this is exactly what happened when *FP* Editor Bob Wade started up a correspondence with New Zealander Bill Sheddan, who's the proud owner of his father's Big 15, bought for £1157 back in 1954.

Dear Bob,  
In Jan '86 mag. Vol. 10 No. 6 you mentioned a Lucas booklet "Ignition Parts for Older Vehicles". I have tried to get it here in NZ but have had no luck, I saw in our *Vintage Car* magazine that Lucas was bringing in a limited quantity. Would it be possible to acquire a spare one and post it to me for which, of course, I will refund the cost. Also would anyone have a spare copy of a Traction (1954) Handbook as ours got 'lifted' out of the front pocket on a lube day. Thanking you.

Yours faithfully,  
W. (Bill) A. Sheddan

Dear Bob,  
Many thanks for the quick return of the Lucas booklet. I thought at first it was the Club magazine until I opened it.

Concerning the handbook, I already have a photocopy of a Jan. 1949 Handbook, but was trying to trace a later one like our own. Our original one had a red/brown cover with photos of grease points etc. (I know where they all are!). You asked what a Lube Day was, well, Dad being in his eighties at the time did not change the oil or grease the car himself, he used to take it to a small garage (Service Station) that did lubes, i.e. grease and oil changes, when it was due. He would leave the car and walk home and they would deliver it back to him later on that day.

I am on the family farm here in Tapanui. My grandfather came out from Scotland in 1860 and took up this block in 1893. Dad was born in 1890 and died last October at 96. Dad had the use of a 1939 cream Citroën during the war years as his brother-in-law had just got one before going overseas. When he came home he did not like it as he had been driving trucks and tanks etc; and so he sold it. Dad, however, wanted another one, and so on 11/11/54 at eleven o'clock I took delivery of our Big 15 with him. Cost price was £1157-0-0, the chassis number 9/535684 and the colour metallic green with fawn trim. We could pass everything for there were lots of winding roads about and it just loved corners. We had its seats covered and under-sealed when new. The seats are the same today, but have taken off the original under-seal and redone. The roof

lining is original and the dash like new, the white figures on the speedo etc., are still white not yellow! It was always kept in the garage and the mileage to date is 140,000. All of its early years were on gravel roads, so we cut out quite a few crosses. I wrote to Slough and got a service manual in 1955. I used it at 30,000 miles when Dad broke a crown wheel and pinion one cold morning when backing the car out of the garage. I removed the gearbox and took it to Dunedin to the agents for repair and then I refitted it. The gearbox did not get serviced again until 1983 when the mileage was 130,000. The case-hardening on low-reverse gear was worn through and ticked in low, and so all the bearings and synchromesh were replaced. I have had the car back home on the farm since 1980 when I stripped it down to get 30 years of grease out of the front cradle, and cleaned-up the drive shafts, rack and pinion steering etc., in fact everything I could take to pieces. I have re-sleeved the wheel cylinder and now have it on silicon brake fluid and I also stripped down the motor and did it up. I fitted shells to the big ends but the mains are still on white metal. Dad had some drives of it after it was all done up. All it needs now is a repaint as it has worn thin, but there is no rust in it as the doors, sills and boot area were all rust proofed.

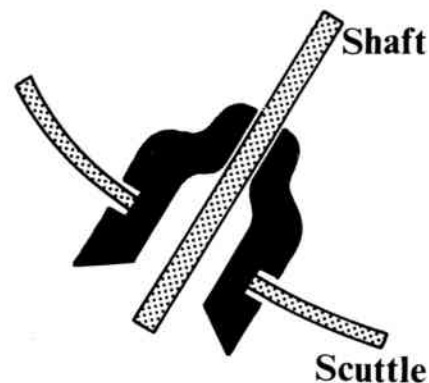
Last Saturday Mary and I drove up to Dunedin (95 miles) for the Otago Citroën Car Club Bastille Day Dinner, 30 members were present and we left for home at 12.30 am in heavy fog and frost!

Will close now with once again many thanks for the booklet.

Regards,  
Bill Sheddan  
Tapanui, Otago,  
New Zealand

*Thanks a lot for the letter Bill, very interesting and there's very few members who can boast about owning a Traction from new. Here's to your next 140,000 miles in what is obviously part of the family now. By the way, have you ever tried saying 'Otago Citroën Car Club Bastille Day Dinner' very quickly when you've had a few?*

## MORE NEWS from the SPARES SECTION



AT LAST, at long last, we have in stock the small rubber grommets to fit the wiper shafts for Slough cars built after 1952. These have been specially made for us because we could not find a supplier. They have an irregular inside so that the watertight grip on the shaft is not at the same place as the watertight grip on the scuttle. F33A at £1.22 each levy price or £1.40 standard price.

The slanting grommets for pre-52 Slough cars have been available for some time, though at a somewhat higher price. F33B.

We have also had battery boxes manufactured for Slough cars. Beautiful, they are, with turned edges. K30B at £8.96 or £10.30.

A policy change soon to be implemented is the discontinuance of gasket packets that are known as 'Head Sets'. They are difficult to control at our end and always contain bits that are not used at your end. We will still sell all the bits that are usually in them, but they will be listed separately. Thus an owner can order (and pay for) exactly what he needs. Head gasket, 7 or 11; valve seals only if disturbing the valves; rocker-shaft support-pillar gaskets only if removing rocker shaft. Some little gaskets such as the oil feed pipe to the rocker shaft at the rear of the engine, can be easily made at home anyway, when they are wanted.

We have already discontinued such everyday stuff as HT cable, and hose clips, which can be bought at any auto accessory shop.

We are within a whisker of completing the computerisation of our stock management. It may even be complete by the time you read this. Once it is done, and the mighty stocktake to confirm the base figures, then the style and timing of invoices will change. For the better from Peter Simper's and my view!

Happy Spares Using,  
Alec Bilney

# Correspondence

Dear Bob,

I thought you might be interested in the enclosed prints which I took at the 7th ICCCR in September. One is a shot of just some of the fine assortment of Roadsters that were present at the event. (I am not too sure about the pink and maroon colour-scheme of the one shown second from right, but it was in superb condition!) and the other was taken 'on the road' at St. Goarshausen on the way back from the Treasure Hunt cum Tour of Car Museum, Wine Tasting etc., which many of the rally attendees participated in on the Saturday. The Big 6 belongs to Steve (whose surname I have forgotten, but he is from the Midlands and the car is the ex-Ministry surface testing vehicle, Reg. No. MYP 575) and the picture was taken from inside Peter Stenner's 11BL. (*Editor's note: The Slough Big 6, circa 1952, belongs to Walsall member Steve Southgate.*)

The rally was, I thought, extremely well organised and very well attended, and I await with interest the figures for attendance, because I am sure there were more Traction than any other model of Citroën (notwithstanding the fact that I cheated and drove there in my 2CV!). It was great to meet our Traction owning friends from 'the mainland' and especially to renew acquaintance with people I first met on the 'In Search of England' rally last summer, notably Riet and Marcel Pieters who very kindly invited me and my girlfriend Lynn to stay with them in Maastricht on our way home. We were financially embarrassed, having English, French, Belgium and German currency, but no Dutch guilders! However, Riet and Marcel were most hospitable, taking us out for a meal and a tour round some of their local hosteleries! I hope that we can return the compliment sometime.

Here's looking forward to the 8th ICCCR!

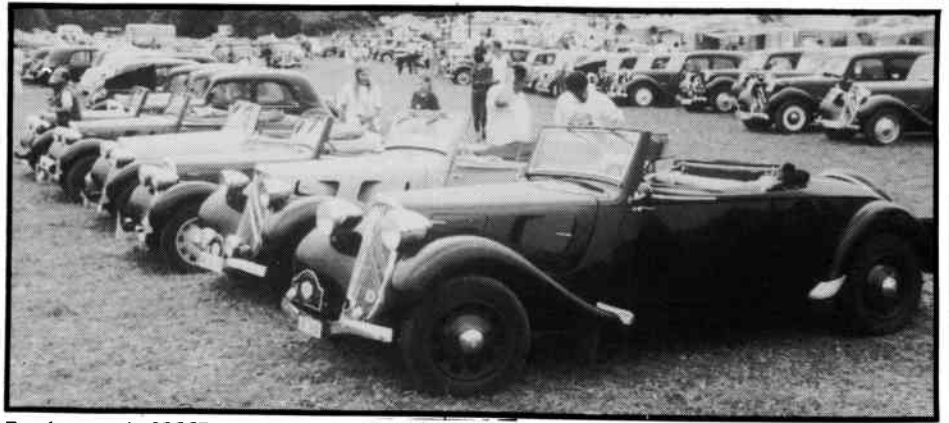
Yours Tractionfully,  
**Andy Cartwright**  
Pudsey, West Yorkshire

Dear Bob,

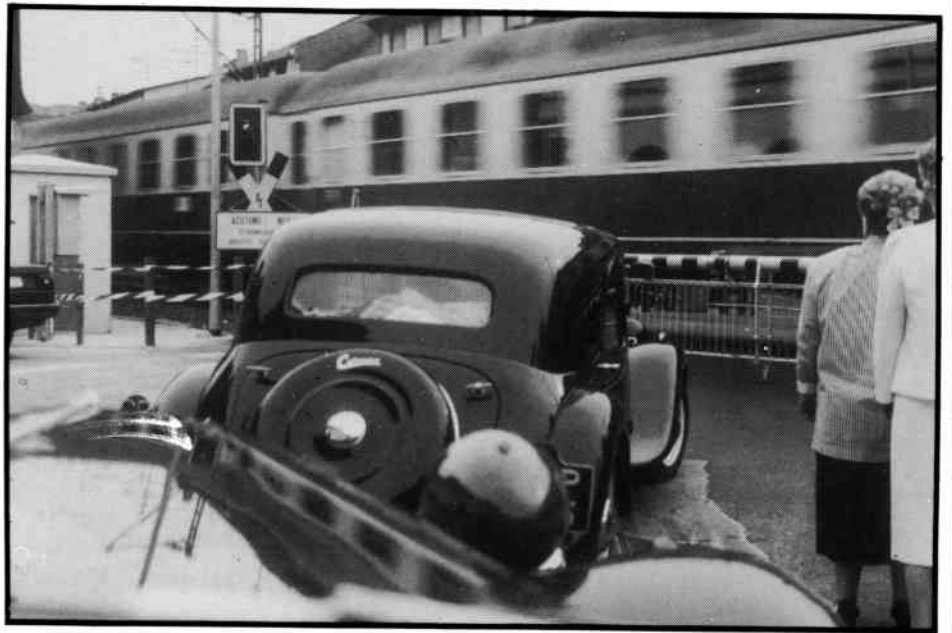
Gee willikins! It seems that I've given the impression that everyday life in driving my Normale around is, to put it mildly, capricious and disaster-prone (see Roger Williams' letter, November FP).

Well, if I have implied this, it's probably because it makes better copy to write about disasters than about uneventful travelling. In fact, our Normale has only been actually off the road for about three-and-a-half weeks since we bought it two years ago, and it has only actually stranded me once.

It's arguable that those problems that I have had with the car have been a result of it not having been used regularly prior to



Roadsters at the ICCCR, photographed by Andy Cartwright



On the road (luckily, not on the tracks) at St Goarshausen – see Andy Cartwright's letter

my purchase of it. Now, however, most of the foreseeable shortcomings have been cured, and I am not in the least hesitant about continuing to use it as an everyday car, and I certainly expect it to be more reliable than a new British car (I reflect in horror on the new Vauxhall Cavalier I once had, which from the start oiled up its plugs every 100 miles, and eventually attempted suicide by short-circuiting itself into flames – what you might call auto-immolation; or the terrible new MG on which the hood collapsed during the first week of ownership and on which the petrol pump never did work properly).

Anyone who puts away his/her Traction for the winter is in fact missing a treat, since that is precisely the time when the car's attributes really make themselves felt. There's nothing quite like driving through the snow and ice in the Normale – there are times when you swear it's almost as good as a Quattro.

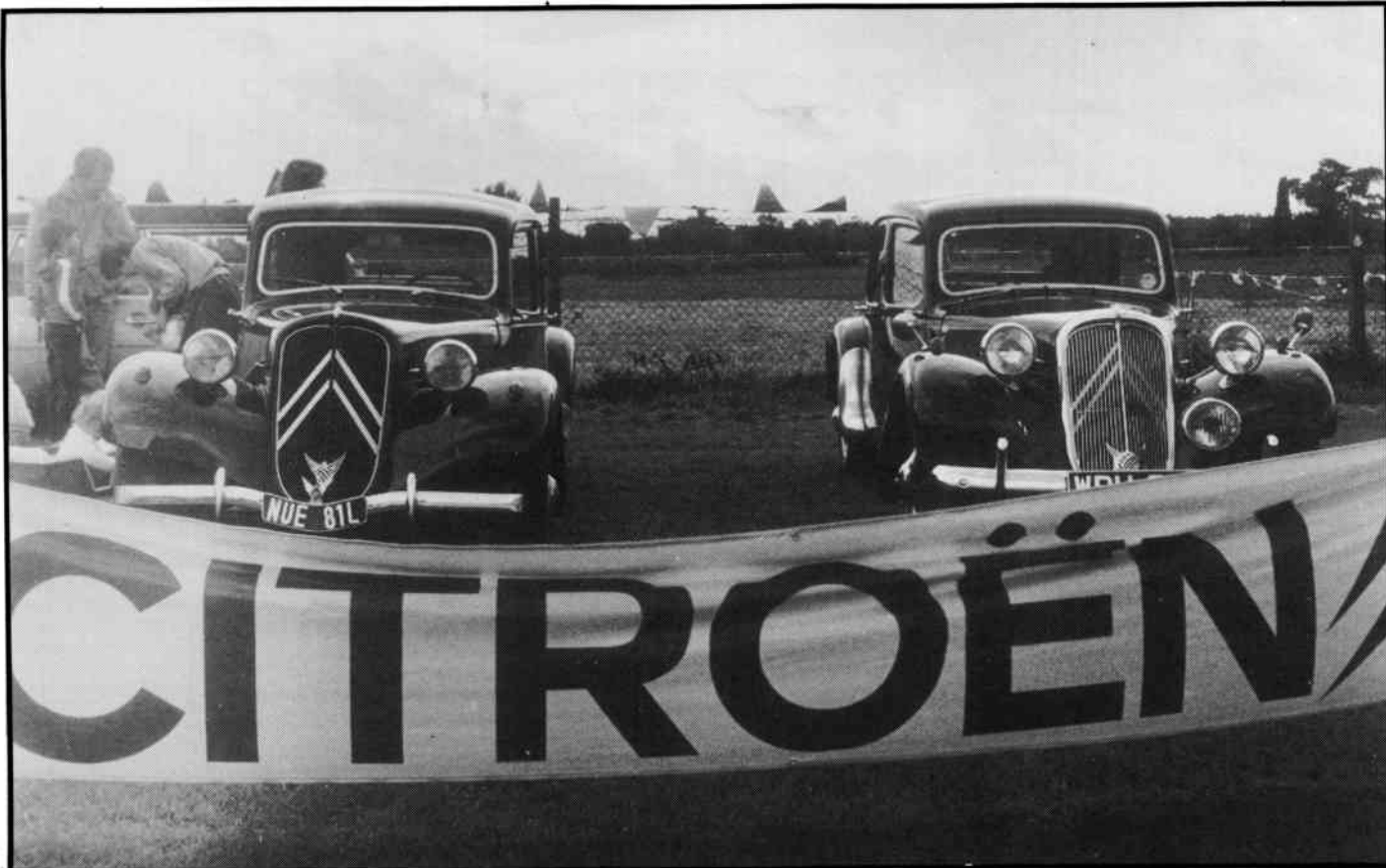
But wait! I hear you cry, what about all that salt and grit scouring the body

beautiful away into a mobile colander; isn't it sacrilege to treat a precious classic car in this devil-may-care fashion? Nonsense. At the very least, the Traction will retain its value from year to year, thus in real terms saving you at least the £1000 per year that any halfway decent modern car would depreciate. This of course means that every five years you can afford to spend at least £5000 on keeping the Traction in fine fettle. And if the Traction increases in value then you're quids in, aren't you?

And after all, it's an act of outrageous pseudery to equate a motor vehicle, however desirable it may be, with a work of art – by all means keep the Monet out of the sunlight, because the colours will fade and it's irreplaceable; but there's nothing irreplaceable about a car, even if it's been owned by Hitler's aunt – it's basically a tool (if you'll forgive the expression). And like all tools, it should be looked after, and used.

Sincerely,  
**Sam Wells**  
Isleworth

# Events



**April 9–10** International Classic Car Show. Alexandra Palace, Wood Green, London. No official TOC entry but could be worth a visit. Open 10am to 6pm.

**April 30–May 2** National Classic Motor Show, National Exhibition Centre, Birmingham. We are planning a TOC stand. Help will be required in setting up the stand and manning it. Tidy cars are required for display.

**May 7–8** London to Paris Treasure Hunt organised by Performance Car Magazine. Two Tractions entered last year's event and had a very good time. This year we would like to enter a team of Tractions, possibly 4 to 6 cars. Please contact Mike Wheals or Roger Dyer on 0256 896876 or 0483 223890 respectively.

**May 20–23** Four Day Tour of Central Southern England. Covering Portsmouth, Winchester, Windsor, Oxford and the New Forest. Entry charge includes all food and accommodation. Hotel £100 per person, Camping £40 per person. Members in the area are requested to volunteer their services in organising and marshalling the stages of this event. Please contact Mike Wheals on 0256 896876.

**May 30** (Provisional date) Norwich Union – RAC Classic Car Run. More info when available.

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

**July 1–3** Citroen Car Club Annual Rally Billing Aquadrome, Northamptonshire.

**July 14–17** Third Tour of Brittany with Club Des Tractions D'île et Villain. The route includes Rennes, Mont St. Michael, Erquy, Tregastel, Le Conquest, Huelgoat, St Martin sur Oust, St Erblon. More details to follow or ring Mike Wheals on 0256 896876.

**July 31–August 27** Raid Franco – Acadien. A tour starting at Halifax in Canada and visiting Quebec, Montreal, Montpellier, Boston, Providence, Newport, New York, Philadelphia, Washington, Knoxville, Nashville, Memphis, Baton Rouge, New Orleans, Lafayette, Houston. Entry limited to 40 Tractions. Cost approx. £2500 inc. shipping of cars and all hotel accommodation. Applications must be in by 31st March. Application forms available from Mike Wheals.

**August** Annual Rally. Date and venue to be arranged.

**September** Camping weekend at Stratford Racecourse.

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

## STOP PRESS

**June 11–12** Concentration Citroen Le Touquet. (50th Anniversary of the 15/6). Information is now to hand and is as follows.

Entry (car and driver)	100.00 F
Entry (passengers)	20.00 F
Saturday dinner (evening)	160.00 F
(Children)	70.00 F

(Divide by ten for approx. £ equiv.)  
Camping or hotel accommodation available.

Contact Roger Dyer for Application form, programme and hotel booking form as soon as possible. Return to Roger with £ equiv. entry fees. Roger will make block bookings on behalf of the club.

**APPLICATIONS MUST BE WITH ROGER BY THE 2nd MAY.**

Recommended ferry crossing P&O Dover Boulogne 60 hour mini break departing Dover 18.30 on Friday 10-6-88. Return 19.30 French time Sunday 12-6-88.

Cost: Adults	£12.00
Children	£6.50
Car	£40.00

**NOTE: THESE ARE RETURN FARES.**

## DATA PROTECTION ACT

The TOC Club records are in the process of being computerised. This means that any information you, the members, have given us will be included – such as car details as well as your address etc. Under the terms of the Data Protection Act, however, you have the right to refuse to allow your details to be computerised. If any member does object, please write to the Membership Secretary (address on page 3), and we will keep his/her details separately. We would emphasise, however, that unlike credit card companies, loan sharks, the AA and other outfits such as these, we do not make our membership details available commercially.

**PLEA TO THOSE WHO INTEND ENTERING ANY OF THE THREE TOURS PLANNED FOR THIS YEAR**

THESE THREE tours are all limited entry. In each case only the first 40 entrants who apply will be successful. A number of members have informed me that they intend going on certain of these tours but have not made application. Tour organisers cannot make firm hotel, dinner, or camping reservations for you unless they have definite applications from you. Even in the event of a tour being undersubscribed it may not be possible to accept the last minute entries owing to provisionally booked accommodation, etc. being reallocated. If you intend entering one or more of these tours **please apply now.**

You already have application forms for the Central Southern Tour so fill them in now and post them now.

If you wish to enter the Brittany Tour write to Roger Dyer stating car model and numbers of passengers. Roger will contact the Brittany club and confirm your booking.

For the Raid Franco-Acadian let me know preferably by letter if you are interested and I will send you application forms as soon as I receive them. I will in the meantime inform La Traction Universelle of your interest in order to give you the best possible chance of entry.

**WE CANNOT DO ANYTHING MORE FOR YOU. IF YOU WANT TO JOIN A TOUR YOU MUST ACT AS SOON AS POSSIBLE.**

# Classified

**For Sale**

Twin side-draft Weber Carburettors and Manifold to fit ID head. Contact: Jim Conlin, Gold Hill, Boulder, Colorado 80302, USA. Tel: 010-1-303-449-7775 (but remember they are 7 hours behind us!)

**For Sale**

4 Wheels for C4F circa 1928 with four stud fixing. Sound condition but rusty. £4 each.

2 Doors for C4F. Very sound with some fittings. £20 ono each or W.H.Y?

LHD Spanish built Dyane, 1978/9. Regd. in UK, new MOT, excellent condition. Special spec. engine rebuilt. £475.

Contact: Roger Dyer on 0753-686414 (office) or 0483-223890 (home).

**Sell or Swap for Big 15 parts**

Light 15 back axle complete. Wheels £2 each. Brake drums £3 each.

Unused 12 volt Starter and Dynamo. Engine dismantled £25. Engine complete £55. Various other Light 15 parts.

**Wanted**

Folding seats for Familiale. Contact: Mick Boulton. Tel: 093928-254 weekends only.

**Service**

4-speed gearbox conversion complete with gear change mounted behind dash as per original.

Contact: Roger Williams, 35/37 Wood Lane, Beverley, North Humberside, HU17 8BS. Tel: 0482-881220.

**Garage Wanted**

I would like to hire/share 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: 01-8708176.

**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**

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: 01-9286613. (Trade).

**Wanted**

Set of Easiclean wheels. Please telephone 01-8785374.

**Wanted**

For 1939 11C - radiator grill, pre-war bonnet flaps, black faced kph speedo and all dashboard switches, plus any photos showing detail to assist in rebuild. Phone John Gillard (daytime) on 01-9286613.

**For Sale**

1938 11F, very original, rust-free, rebuilt 1932 AC4, major part of restoration complete.

1946 Light 15, structural welding completed.

1938 Big 15, restored bodyshell, new chrome.

1936 Big 15 Familiale, restored bodyshell, needs assembly.

1954 Light 15, all MOT work done, needs finishing.

Contact: John or Bryn (daytime) on 01-9286613. (Trade).

**For Sale**

Slough Big 15, Reg. JY567 on computer at DVLC, complete but dismantled, all major parts available. Monocoque 90% repaired, all body panels good, 100s of hours of work done, in red oxide, stored 3-4 years, minor surface rust, some new and rechromed parts including front grille. Highly recommended to someone who has restored a Traction Would

make excellent road car. Reluctant to break or separate. £1000 ono. Allan Sibley, 174c St Anns Road, London N15 5RP. 01-8090397.

**Garage clearance**

Masses of Traction spares and used parts for sale, everything must go! Too many to list here, but includes wishbones and pins, ball joints, dashboards, gearboxes, engine blocks and internals, bell housings, windscreens, glass, wheels, tyres, steering wheels, headlamps, suspension cradles, steering components, distributors, starters, bumpers, instruments etc; plus boxes of miscellaneous items and jars of useful small items. Complete list available with sae from Allan Sibley, 174c St Anns Road, London N15 5RP. 01-8090397. Everything fairly priced!

**Garage clearance open day**

Sunday 27 March, 10.30 am to 4.30 pm at Allan Sibley's, 174c St Anns Road, Tottenham, London N15 5RP, off Seven Sisters Road next to Victoria Public House. All parts must go, no reasonable offer refused, everyone welcome. Reason for above: moving to USA.

**For Sale**

1956 11B Normale, one owner, 80000km, entirely original condition, needs rechroming and a little make up to bring it to concours condition. I will drive it to England if a serious buyer contacts me. Price £4000 plus import duty ono. B. Campbell-Taylor, 'La Porte', La Caussade, Vertheuil, 33250 Pauillac, Gironde, France. Tel: 33 56 41 9757.

**ARCH OPEN DAY**

This year, Classic Restorations' popular Open Day will be held on 1 May. Bring your own unwanted Citroen parts and exchange or buy, or just come and socialise. For further information contact the Arch on 01-9286613.

# Diary Dates

**CENTRAL SOUTHERN SECTION MONTHLY MEETING**

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated halfway between Winchester and Newbury just off the A34. The meetings are lunch time meetings commencing at noon. Food available.

**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**

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

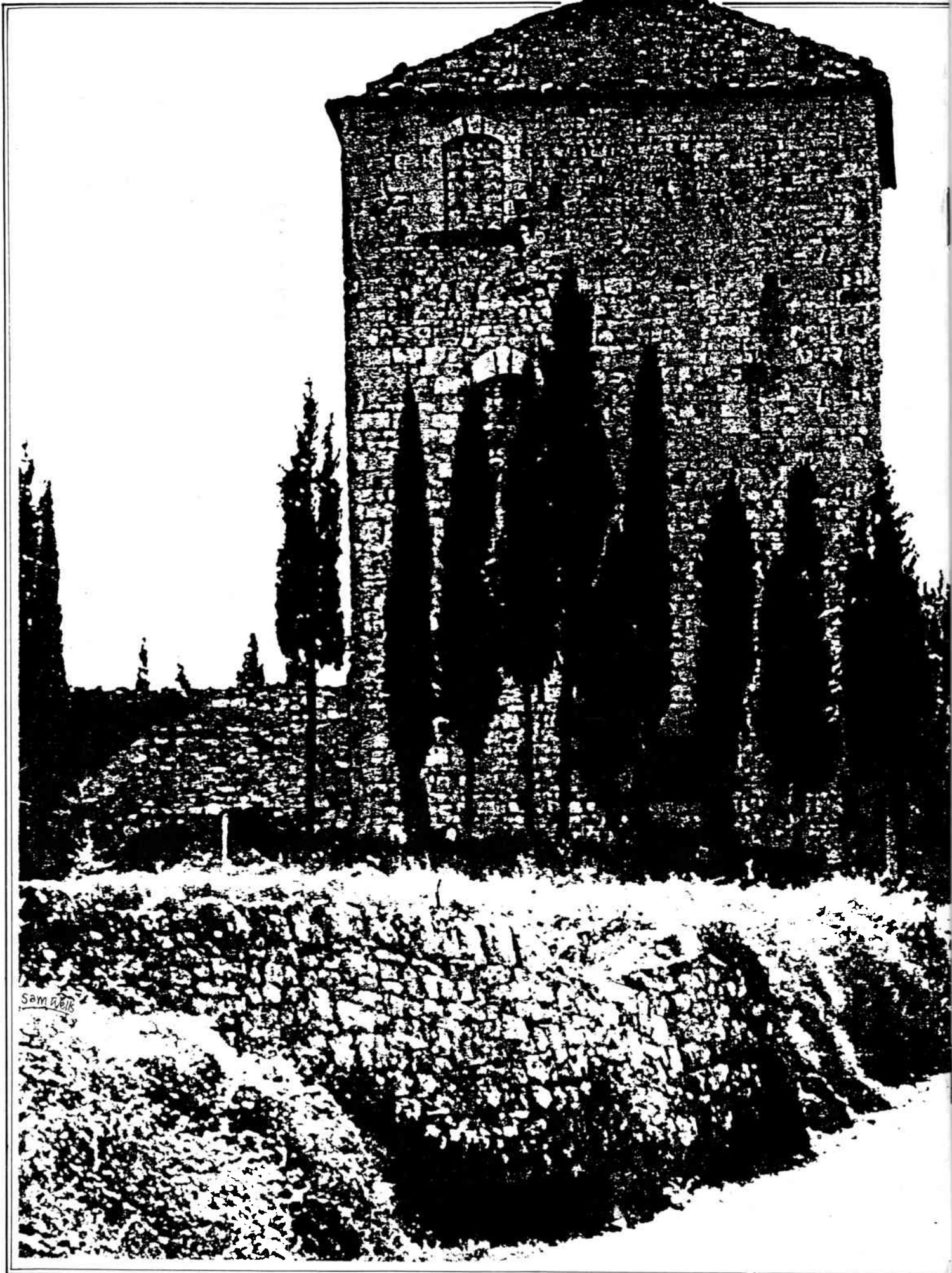
**Black Numbers Floating Power**  
1 copy ..... £2.00  
2-9 ..... £1.50  
10+ ..... £1.25

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.**



Sam Wells