





We're sorry, too...

but, meantime, we
 wish all motorists a
Merry Xmas and
 hope the New Year
 will bring better home
 deliveries of



CITROEN

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Floating Power

Volume Three Number Six

December Nineteen Hundred and Seventy Eight

Firstly, a thank you to everyone who sent in their completed register update forms, at the present time I have received forms from approximately 25% of the estimated Traction owning membership. Whilst we still intend to publish a list of members with details of their cars it will be somewhat incomplete if we don't receive the detail from the remaining 75%. I was very pleased with the response for photographs though. But what a modest lot you are, some of the cars including ones well known to me were described as just "Good" when I would have used the term "Concours" without fear of contradiction.

Our A.G.M. will have been and gone by the time you receive this issue. I always seem to be making remarks similar to this, just one of the problems of producing a bi-monthly magazine and trying to keep members up to date with happenings in the club. Back to what I was saying though, if the proposals received for the A.G.M. are passed, there should be some good news on the spares front, and unfortunately a possible increase in subs, inevitable really when one considers that after three years, inflation would surely catch up with us. We will also be losing one of our hard working officers of the club, that is if we can find someone equally conscientious to take over the duties involved, but I can't name names until all this is confirmed at our A.G.M. by which time this edition will have gone to print.

I had hoped to be able to give an account of how the restoration of my "12" is progressing, but alas, the poor old thing has been delegated to a distant lock-up, as its intended "Motor House" (that's what they are called in early Rolls Royce hand books) is at present housing a partially dismantled thing called "Ami-Super" which I am rebuilding for the Hon. Sec., who tells me its more important than the "12" (silly woman, who ever elected her?). As soon as it returns I shall be having the underside and engine compartment steam cleaned, although this won't remove all the 'muck' it should take the donkey work out of the job. That is as far as I can think ahead until I can see the extent of body work needed as this will be my main priority, and probably one of the most expensive aspects as I shall have to enlist professional help.

I received a visit the other day from John Cambell-Lambert one of our members from Norwich. John owns a splendid 1939 LT 12 saloon, and those of you who attended C.C.C. rallies around the early 70's will remember this car as the one owned by Mrs Dreyer, a lady of great charm and character who travelled extensively on the continent in this vehicle. Well it transpires that John being Mrs Dreyer's nephew inherited the car on his Aunt's untimely demise some three years ago. Thankfully, John is equally enthusiastic about the car and judging by its condition he has not allowed the car to deteriorate in any way.

News from Yugoslavia of a Traction Club in Beograd boasting 15 owner members who, like us, have a big problem with spares. Any member wishing to exchange information etc., contact Eng. Mirko Radovanac, Ustanicka 174, 11000 Beograd, Yugoslavia.

I had a letter from Roland Kirk who says he received a quote of £90 for a stainless steel exhaust system for a LT 15 from Stainless Steel Exhaust Centre, 34 Russel St., Nottingham, worth noting for the future.

If you should be visiting Brittany of Pays de Loire and wish for a fellow T.O.C. members' company, then drop in to see Murray Adams at 16 Rue d'Orvault, 44 La Chapelle S/Erdre, where he will be please to welcome you.

I have recently had news from the Citroen Classic Owners Club of Australia, who like us produce a bi-monthly magazine, and very good it is too, and in English. It is hoped there will be an exchange of information and magazines between our clubs. If you would be interested in receiving their magazine, drop me a line and I will see what can be arranged. Anyway I will give you more details on the C.C.O.C.A. and their set up in the Feb issue.

Finally I should like on behalf of the committee to wish you all Best Wishes for Christmas and Good Tractioning in the New Year.

G.B.

COMPETITION CITROENS



Whilst browsing through some competition results of 1951 it was interesting to note the performances of Citroens at that time.

The Hill Climb at the Course de Cote du Col Bayard was held on public roads, namely the RN 85 from Gap to Chawet on the twelfth of August. The course ascended 1455 m over a distance of 5.5 km.

In the sports category over 1500 c.c. Ricou in a Citroen came fifth with a time of 5' 12.8" beating a Hotchkiss and a Healey. A new record was set up by Pagnibon in a Talbot at 4' 35.4", the Ferrari of Faroud coming second in 4' 37.8".

However Ricou improved in the over 1500 c.c. touring category coming third in 5' 12.4" with Ballivet hot on his heels in fourth with a time of 5' 24.4" in another Citroen. Pagnibon was in good form on this day as he came first again in a new record time of 4' 38.8" followed by De Collonge's Jaguar.

It is interesting to note that the Citroen was faster than all the M.G.'s and also the Cooper and DB of Carle and Antonelli respectively in the racing category.

To put everything into perspective Whartson on an ERA set up a new overall record in 3' 57.8".

We are left to reflect upon the type of Citroen used by Ricou as it was eligible for both the sports and touring category so was probably a Roadster, could it have been a Quinze? I think not.

At the Susa Moncenisio Hill Climb in July of that year Ricou had been forced into thirteenth place, driving a

1911 c.c. car by Ballivet who had the advantage of six cylinders but was only 7.2 sec. faster at 18' 11.2" in his Citroen. Not to be outdone our friend Gautruche mounted on his 2867 c.c. Bolide managed 17' 23.4" which put him into seventh place beating a trio of Ferraris.

On the rallying scene no less than eleven Citroens invaded the Viking Rally in August and acquitted themselves admirably taking first, second and fourth places in their class, a Mercedes Benz dividing them to take third. A 1911 c.c. Citroen was the outright winner of the acceleration and breaking test, pushing a Ford Zephyr into second place. In the hill climb test a Citroen came third, leaving in its wake a Porsche, Riley, Chevrolet, Volvo, BMW and the like.

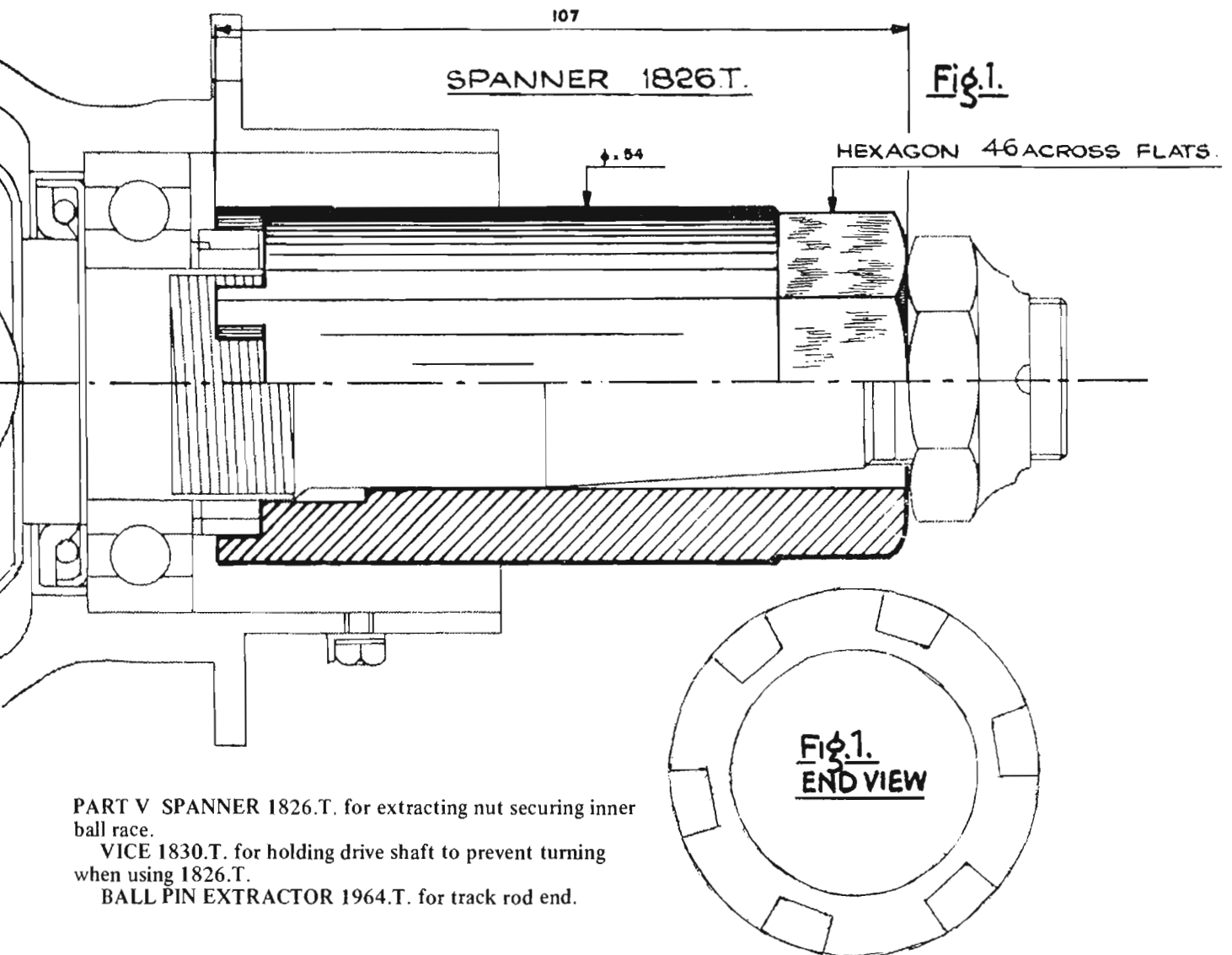
Against the top opposition a Quinze piloted by Lachize/Vallier came 33rd amongst 60 finishers on the Liege-Rome-Liege that year and took seventh in its class 1500-3000 c.c. which encompassed three other Citroens including those boasting but four cylinders.

On the subject of Competition Citroens, the former Cooper driver and Formula 500 Champion, Don Parker once told me that he claimed to have extracted more b.h.p. from a Light 15 engine than had previously been thought possible. This engine together with its Citroen transmission was installed in a rear engined single seater racing car and was built and developed in South Africa during the 1950's. Does anyone know of this car's history or what happened to it?

(My thanks to Graham Carr for the above. Ed.)



TOOLS OF THE TRADE



PART V SPANNER 1826.T. for extracting nut securing inner ball race.

VICE 1830.T. for holding drive shaft to prevent turning when using 1826.T.

BALL PIN EXTRACTOR 1964.T. for track rod end.

With these three tools and those previously featured it should now be possible to tackle the daunting task of removing and replacing a drive shaft. The text is basically that from the workshop manual, but simplified enough for the least technical to understand.

Fig. 1 Shows spanner 1826.T. in situ with dimensions and end view.

Fig. 2 Shows vice 1830.T. the dimensions are not given, but once the principle is seen they can be left to the individual constructor. There are more basic alternatives but avoid any that may damage the shaft or coupling.

Fig. 3 Shows ball pin extractor for track rod end 1964.T. again there are alternatives, i.e. a sharp blow either side of the joint with two hammers will sometimes break the taper. It may be possible to obtain an extractor to the same spec. as 1964.T. from a motor factors such as Brown Bros.

Dismantling Method is as follows:

- 1) Jack up front of car and place axle stand under lower suspension arm, slacken universal coupling bolts.
- 2) Remove road wheel and brake drum. See Vol. 3, No. 2.
- 3) Undo nut on track rod end and brake joint using ball extractor 1964.T., see Fig. 3.
- 4) Remove outer bearing ring nut and seal, then remove other wheel bearing. See Vol. 3, No. 3.
- 5) Remove distance piece.
- 6) Prevent drive shaft from turning with vice 1830.T. See Fig. 2.
- 7) Knock back tabs on washer securing ring nut for inner bearing.
- 8) Remove ring nut using 1826.T. See Fig. 1 using stub axle hub nut to hold tool in position. (Right hand thread for left hand axle and vice-versa.)
- 9) Place a block of hard wood on the end of the stub axle and give a sharp blow with a hammer to free shaft from swivel housing.
- 10) Unscrew sheet metal grease retaining cap from coupling yoke end.
- 11) Split lower swivel ball joint. See Vol. 3, No. 5 and disengage from lower link arm. Lift sufficiently to allow carden shaft to disengage on gearbox side, wedge assembly at this height to permit withdrawal of shaft.
- 12) Remove drive shaft from swivel housing.
- 13) Remove inner bearing and oil seal. Suggest knocking inner bearing out with a brass drift.

VICE RESTING ON
LOWER LINK ARM.

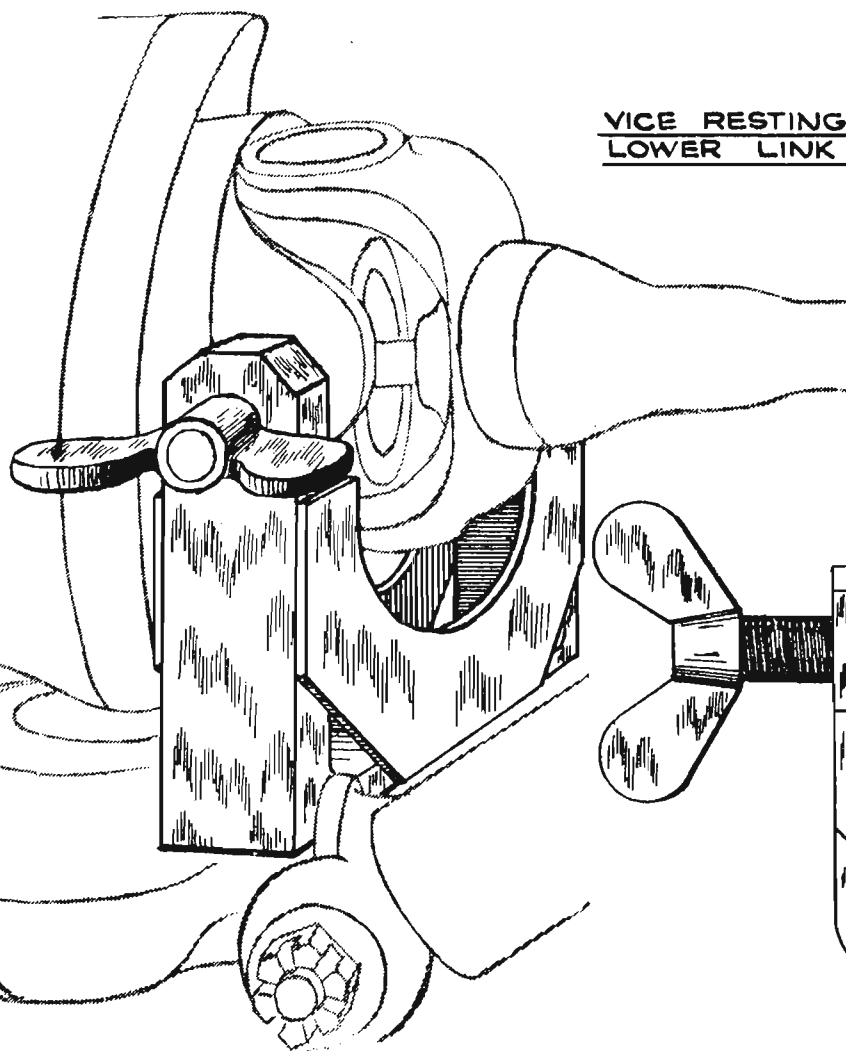


Fig. 2. - VICE 1830.T.

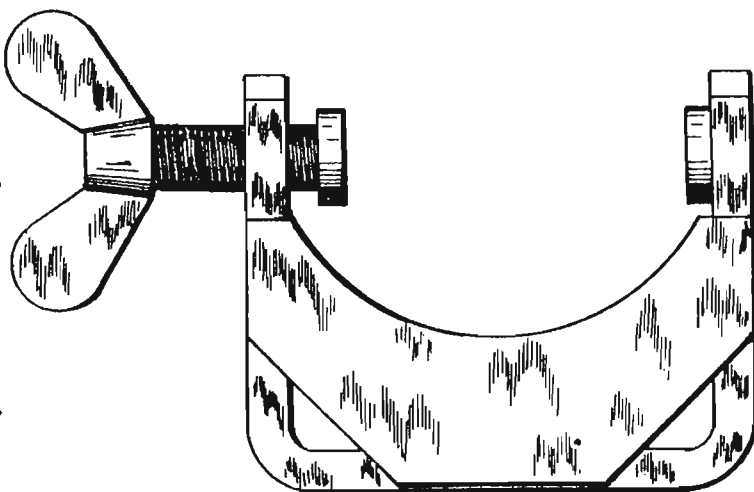


Fig. 3. - 1964.T.

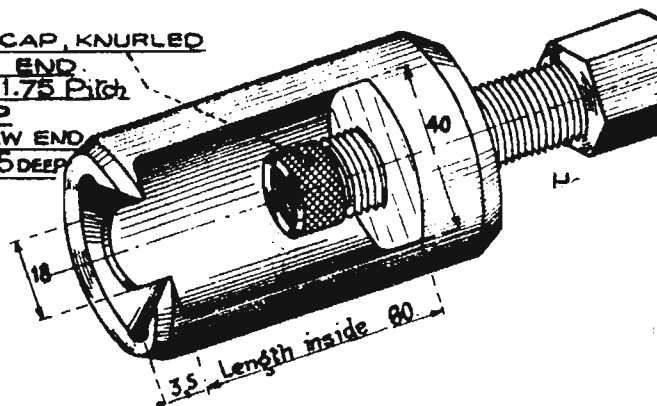
- 14) Uncouple drive shaft from gearbox flange.

Note: The shafts we have been receiving on the exchange basis from the Dutch Club don't include the gearbox shaft and coupling, so it would seem to be wise to ascertain exactly what the exchange shaft includes as it may vary depending on the suppliers.

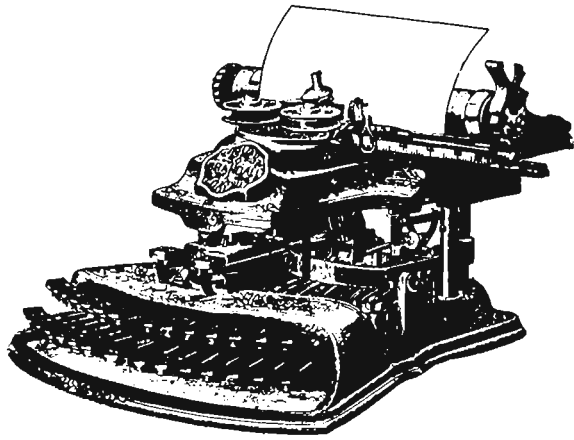
Reassembly

- 1) Connect drive shaft coupling to flange.
- 2) Refit oil seal into swivel housing.
- 3) Check inner wheel bearing for wear and replace if needed. Pack with grease in moderation and refit into swivel housing, drive home with brass drift by tapping on outer ring of bearing.
- 4) Fit drive shaft to cardan (gearbox end) lubricating the splines thoroughly with grease.
- 5) Engage stub axle in swivel housing. To ensure constant velocity it is necessary to have the grease nipples of the drive shaft and cardan coupling in line.
- 6) Fit lower swivel ball joint.
- 7) Prevent drive shaft from turning with vice 1830.T.
- 8) Replace tab washer and inner wheel bearing ring nut using tool 1830.T. to a tension of 72 ft. lbs. Turn back two tabs on lockwasher.

LOOSE CAP, KNURLED
AT ONE END.
12 dia x 1.75 Pitch
10 DEEP
AT SCREW END
15 dia x 5 DEEP



- 9) Pack with ¼ pound of grease, fit distance piece.
- 10) Refit outer wheel bearing and replace ring nut tighten to 108 ft. lbs. Fit lock tab.
- 11) Refit hub brake drum
- 12) Tighten sheet metal grease retaining cap to yoke end of coupling.
- 13) Replace road wheel and lower vehicle to ground. Finally don't forget to grease all nipples.



Correspondence

Dear Tricia & Graham,

My Friend Hughie and I are going up to the river Murray which is Australia's largest waterway, to a country town called Glossop, and we will be picking up the remains of a B 12, though I believe there is not much left of it. I am enclosing a photostat copy of a motor vehicle census (1955). When I told you about the census I forgot to mention that it was Mark Navin who sent it to me so if you decide to use it in the F.P. would you please mention that he supplied the info. I will be receiving my new drive shafts from NORI in the next few weeks, it has been a long wait, 12–14 months, so another few weeks will not make any difference, I am no longer the Treasurer for our club and it feels good to be an ordinary member again after five years. By the way have you heard the saying IF GOD HAD MEANT US TO DRIVE AROUND IN IDENTICAL TIN BOXES, HE WOULDN'T HAVE CREATED ANDRE CITROEN. (HOW TRUE).

Well that's all for now so we hope to hear from you soon.

Happy Tracting
John Allen Jnr
Citroen Traction Avant S. Australia.

The census mentioned by John indicates that in 1955 two 15cv (Six's) open tourers were sold in Australia. Unfortunately the photo-stat mentioned will not reproduce clearly, but believe me it does show this to be true. Ed.

Dear Mr. Brice,

Thank you for the October issue of Floating Power. My own poor old lady is in use as family transport at present, and is clocking up more than 350 miles a week. Still, she seems to thrive on it. She went to a posh wedding in North Lincolnshire a few weeks ago, and looked very fine with white streamers flying from her headlamps.

Here are a few thoughts from a loner owner, who up to now has had little access to spares:—

Posh, 'fat-cat' MGB clutch slave cylinder kits (two per side) make excellent replacement frontwheel brake seals (but you have to cut a bit off the dust seal to get it over the button).

Early 2CV wheel kits fit the back, and there seem to be quite a lot around.

Mini or 1100 generators fit with little modification. If my memory serves me right, the Citroen pulley fits the Issigonis part.

The nice capped brass wheel nuts that seem to strip after thirty years or so can be replaced with (don't shudder) Datsun nuts.

The Lucas horn push on pre 1950 cars is incapable of operating twin Windtones for more than a month (I know this, because my old man had a 1950 Cit from new, on which I learned to drive, and it never had any horns). A starter solenoid between the horns with nice, heavy wiring to the regulator box does the trick beautifully.

Kind regards,
John R. Fell

John Fell's traction experiences continue in the following letter sent to Dave Sheperd (Ed.)

Dear David,

Thank you so much for your letter — am sorry I could not make either the meeting or the Pique Nique, but we are moving house soon and what with chasing up solicitors, trying to hold down my own work and keeping the wheels turning on the old lady, I haven't had a minute lately. However, things should improve in a week or so. On the good side, your letter sparked off a little activity on my part, and I have now written off making application to join the Traction Owners' Club. And about time too, some would say.

We no longer drip water. Bannisters in Brighton metal-sprayed the spindle of one of my spare pumps and ground it back to size; they also fitted a new bush. The pump came off an 11H, and so has a carbon thrust seal (still in perfect order) and is oil-lubricated. Bannisters only charged me thirteen quid, which seems very little to pay for what is in effect a reconditioned pump.

I think I told you I learnt to drive in a brand-new Light Fifteen (in fact, it was borne in 1950 and so would have been two years old when I was 17). It had the old-style water pump with a soft metal stuffing box, and leaked slightly from the day it was delivered. It also had a habit of blowing its head gasket, and I have since put this down to the fact that the English gaskets of the time had the thicker of the two copper surfaces rolled round the edge as well as the bores. This would have relieved the pressure on the liners somewhat. I have always made sure that any gaskets I have fitted myself have had unrolled edges — a tip I got from John Poxon senior at Worthing. When the pump leaked, the clutch juddered dreadfully. The magnificent windtone horns only lasted about two months — the switch contacts burned out under the terrific current these things take, and shortly after the switch was replaced, my father hit a puddle at about 80 and filled the horns up with water. Thereafter, they could only manage a rather obscene grunt.

Quite soon after my father had the car, it was nearly demolished by a Rolls Royce bus, and this was the best thing that could have happened to it. The metallic silver paint it was delivered in was a really dreadful job — I remember going into the garage one morning and finding a huge sheet of paint that had just dropped off the underside of one of the front wings. After its accident, Rolls Royce discreetly wished it away to Crewe and returned it in mirror-finish black. When my father was given a company car in 1955, he gave the Citroen to my brother, who is a farmer. He had it for a long time and neglected it thoroughly, as is the nature of the breed, but even he was unable to spoil the paintwork. I often wonder what happened to it. Its registration number was ORA 418.

My father drove the car like a maniac, and had it off the road once (it came to no harm — a gate to a field was

conveniently open). Apart from the head gaskets and a front wheel bearing, it never gave the slightest trouble.

I suppose I tend to live in the past, and I have had Citroens for most of my adult life. My first was a very smart Light Fifteen of 1947 vintage (this was in 1959); this had to be sold to raise money for a house and since then I have had a 1937 12.8, a 1934 Familiale, (bet that's not spelt right), a 1937 12.8 roadster which had a nice Light Fifteen engine fitted by me and now masquerades as a Light Fifteen roadster in some museum, a 1934 7A saloon and a couple of Light Fifteens apart from the one I have now. All of them were expected to do duty as family transport and did so nobly. I still hate to see a car become a museum piece.

I had great fun and games with the Roadster, which is as beautiful to drive as it is to look at. Shortly after buying it, I took it down to Devon and discovered the hard way that the front sub axles were loose in the drum tapers. The nearside stub broke and deposited the car (brakeless, of course and minus wheel) in a heap on the A39 near Hartland. The rogue wheel trundled gently down the road behind me and came to rest tidily against the rear bumper. I left the car at a local garage to fix (spares were listed in those days – 1960ish) and came back to collect it six weeks later. On the way home to Brighton, I burst a Michelin X through the tread – the track has been set 1½ inches out! I was doing about seventy at the time, and didn't know what was wrong until I brought the car to rest and heard the wheel banging around. Instantaneous deflation of one front tyre had absolutely no effect on the stability of the car. The end of this sad little tale is that I found that my Devon engineers had committed an even graver faux pas by fitting the old drum on to the new stub. The taper, of course, was still loose and the new stub was ruined. Another horrific thought – the Light Fifteen engine I fitted came off a write-off I bought, and I also fitted the Light Fifteen front axle assembly to the Roadster at the same time. So that museum piece really is a fraud, as it now has 12in drums as well as a steering wheel from a Big Six! Looking back on it, the bigger brakes made not the slightest difference to the stopping abilities of the car, and of course I only did the mod as a cheap way of getting into some good stub axles and hubs. One did those things back in the sixties as the Citroen was regarded as a banger car. I paid £50 for the roadster (DBC 120) but doubt I could get it back for that.

Our present old lady I bought for £35 as a non-runner in 1966. The gentleman who sold it to me told me that it would never go rusty as it had an aluminium body, and I found it impossible to resist his sales patter. I fitted an ID engine which was ex Tony Tringham and had been rebuilt by Jess Edwards, who is something of a perfectionist and I must say seems to have made a fine job of it – it uses absolutely no oil. I kept the ID camshaft and modified the Light Fifteen accessory drive shaft to fit. The carb. conversion was another acquisition of mine in the sixties and is nearly in period for the car – the misfiring I mentioned was caused by the drop pipe overheating the front float chamber and has been completely cured by 20p's worth of asbestos string. I fitted a proper heat shield today so let's hope all is well.

I seem to be running on a bit tonight – my apologies. Hope to see you again soon at a meeting.

Kind regards,
John R. Fell

PS – Sorry about what appears to be jam on the back of this letter. As a parting thought, I was approached by an elderly gent the other day who told me that what I was driving is called a Traction Avant, and that it is so called because of the French resistance, who used it to advance on the enemy during the war!

The Roadster mentioned is the white one featured in the Profile publication on Traction Avant Citroens Ed.

Dear Editor,

Whilst I look forward to receiving my copies of the "glossy" Floating Power, I can't help feeling that the main aim (to my way of thinking anyway) of the T.O.C. should be to try and ensure a comprehensive supply of spare parts to keep our cars on the road. And that these parts should be readily available. It is of little help to know that drive shafts can be bought in Holland when one of yours finally gives up the unequal struggle and you need the car to get to work on Monday!

Can the T.O.C. therefore restate its policy on spares and give an idea of what proportion of its annual subscription income is spent on acquiring such a stock of spare parts?

Meanwhile, can I suggest that the magazine publishes a list or catalogue (annually, perhaps in place of one issue) of all traction components from fan belts to flywheels, dynamos to door handles etc, etc. This should include the club's own stocks (very limited as yet, I understand) and known sources of supply from companies and individuals of both new and secondhand parts.

Whilst appreciating that this would be a somewhat mammoth task, much of the information has already been published piecemeal in previous advertisements and editorials. Also many members would be able to provide this information from their own research and experiences (send out a questionnaire?).

Such a catalogue would greatly help anyone restoring his car, who, if like me has probably had to make endless (and often long distant) telephone calls to track down parts. It might also give other members greater confidence to make more use of their cars, knowing that finding that replacement part should be a little easier! Anyone agree with me?

Yours sincerely,
Nick Grundy

Dear Nick,

The Editor has passed your letter to me for comment. It appears that in your opinion we spend too much effort in producing a glossy magazine, and that we neglect to provide sufficient information and assistance for active members to keep their cars running.

I'm inclined to agree with you, although I think you're unfair to knock the magazine which is the organ of the club which makes all things possible. We're fortunate as a club to have the services of talented individuals who devote substantial time and effort, and with this quality of input the cost difference between a magazine printed on artpaper or toilet paper is negligible.

Unfortunately very few people hold our view. When we ran a spares questionnaire last year only 25% of UK subscribers bothered to reply, not all affirmatively, with the result that we decided the majority of members didn't need more help in the form of a spares service. Not being defeatist we have soldiered on utilising whatever funds are available for spares – but unfortunately the printing and distributing of the magazine takes almost all our subscription monies. But without funds the club can never expect to offer an off-the-shelf service of difficult items, eg: driveshafts at £65+ per pair.

As to whether we should publish a list of parts available, we are only too glad to do this if you are able to provide the information. But those items which are readily available should be known to any reputable stockist so all you have to do is ask him; and for those he can't help you with, the Dutch Club, or the French Club will usually be able to help. And I shall be only too pleased to give any assistance I can.

John Gillard
Spares Committee

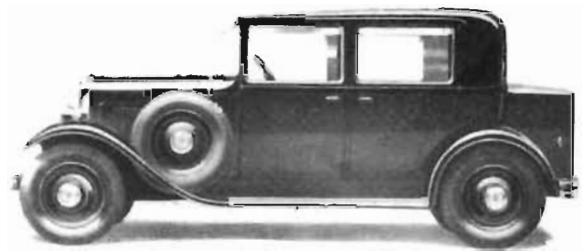
By the time you read this it is hoped that a motion to be put forward at the A.G.M. for the introduction of a voluntary spares levy will have been carried. Also if you do know of any spares available of the shelf in your locality you could contact John. Ed.

'BIG 12' 4 CYLINDER

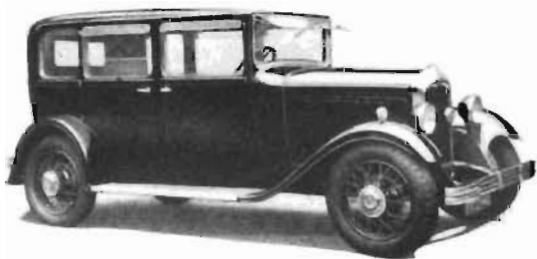
CITROËN



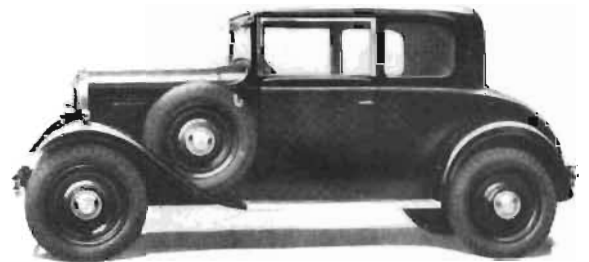
"Big 12" Saloon £195



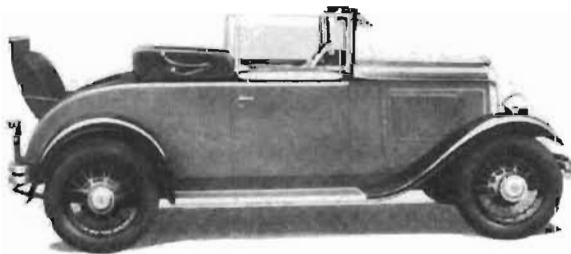
"Big 12" Sportsman's Saloon De Luxe with Trunk £265



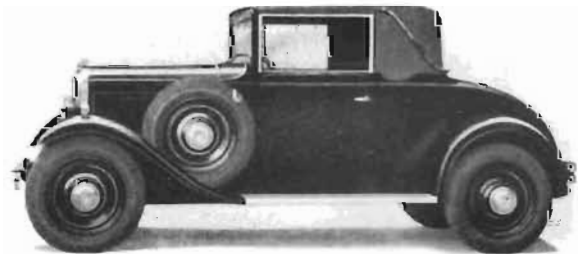
"Big 12" 7-Seater De Luxe Saloon with Sliding Roof £245



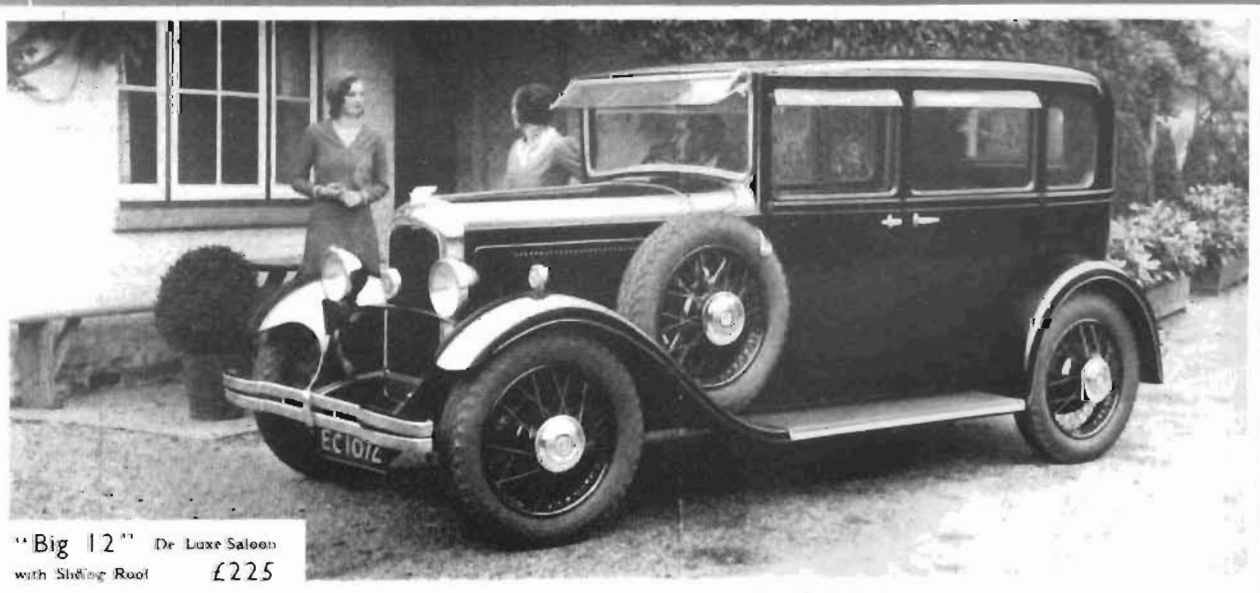
"Big 12" 4-Seater Fixed Head Coupe £225



"Big 12" 2-Seater Folding Head Coupe with Dickey £225



"Big 12" 2-Seater Folding Head Coupe £225



"Big 12" De Luxe Saloon with Sliding Roof £225

All Citroën All-Steel Cars which the company were pioneers in. Cellulose Chromium external including...

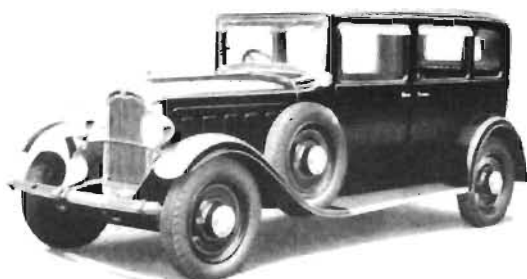
Engines 1700 mm. 13.7 h.p. Single dry semi-elliptic 4-wheel independent absorbers. E-robust chassis



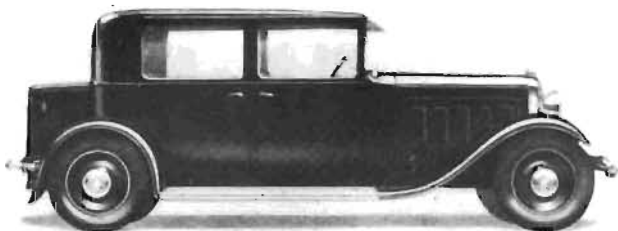
'TWENTY' 6 CYLINDER



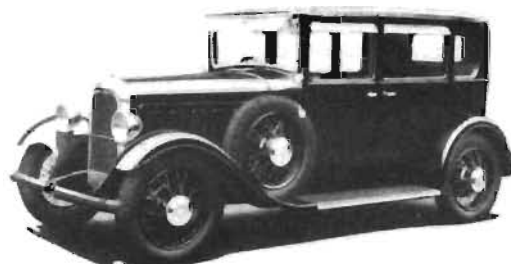
"Twenty" Roadster £345



"Twenty" De Luxe Saloon with Sliding Roof £295



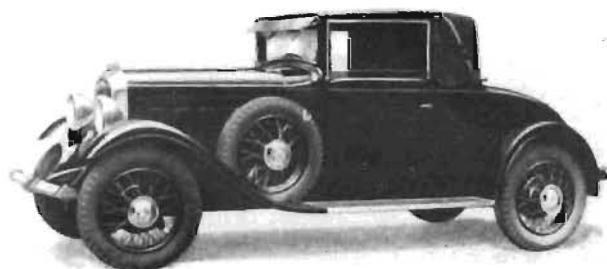
"Twenty" Sportsman's Saloon De Luxe with Trunk £345



"Twenty" Long Wheelbase De Luxe Saloon £315
with Sliding Roof



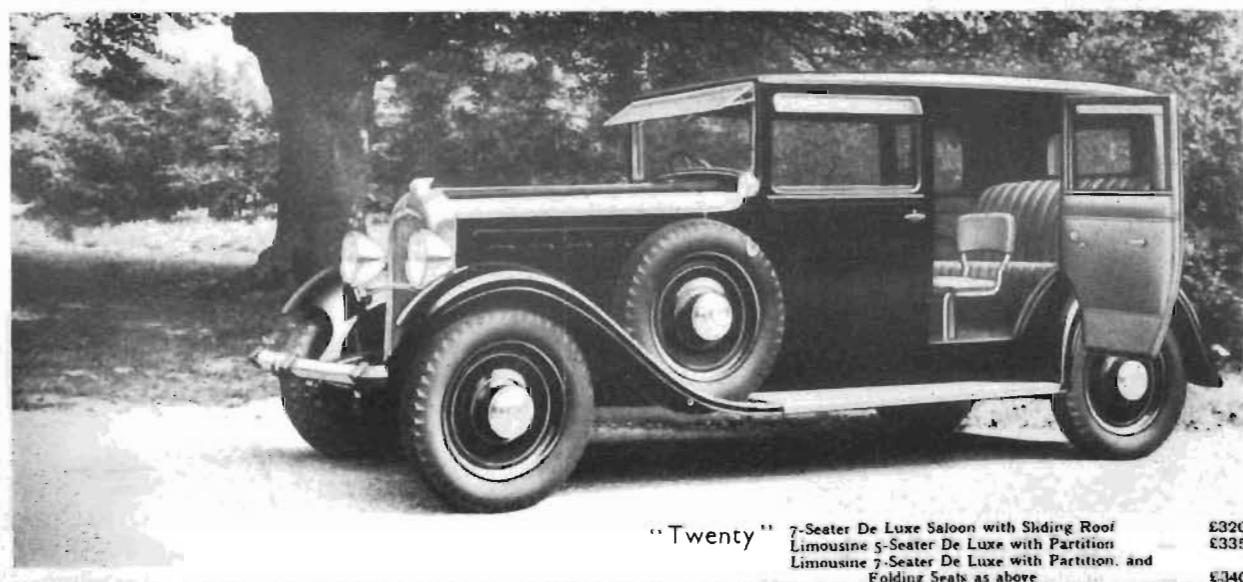
"Twenty" Town Car £450



"Twenty" 2-Seater Folding Head Coupe with Dickey £295
Supplied also at same price with Fixed Head.

models have
work of
 Citroen Com-
the European
best quality
finish, and
ating for all
right parts.
Radiator.

mm bore -
stroke, 4-cyl.
cyl 20 8 h.p.
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Jerry Butlers MUY 984 with my bumperless chevronless Big 15 at Waunfawr

ATRACTIONIST'S YEAR

by Rhodri Prys Jones

It has been a pretty hard year for my Big 15, and as one would expect, quite a few problems have arisen, resolved mainly by friends rather than myself as I'm really quite an amateur at any sort of mechanics. The old bus has performed reasonably well I suppose, though I'm still irritated by many minor problems.

The first big problem occurred when I took the car down to Fred Annells' workshop for some attention to the front end. I had spent a few weeks feeling rather worried because I'd learnt that there were no Big 15 driveshafts available anywhere for reconditioning. These, it seems, are scarce, in fact, they're very much so. However, Fred reckoned that he could rebuild mine, together with the top and bottom ball joints, so I drove to Southampton and left the car there. Now my car possesses a rather odd feature; a radiator that pressurises the cooling system, probably because some of the pipes in the core are blocked. I stopped on the road from Reading to Winchester having made good time so far. The cooling system appeared to be very hot, and I gingerly loosened the brass radiator cap, using a large towel in case I got scalded by flying rusty water. There was considerable pressure in the radiator, and despite the towel, some of the water managed to spurt out. Unfortunately some of the water managed to get into the bell-housing and, worked its way into the already noisy clutch thrust bearing. No trouble became apparent at the time, but a week or so later, John Austin took the car down to a meeting at Bournemouth, and a very rough vibration began every time he put his foot on the clutch. This I put down to a thrust bearing ruined by rusty water. However, for some weeks previously the car had been making a funny ticka-ticka-ticka noise as I accelerated, a noise which puzzled even Fred. When I picked the car up, the clutch was working (just) so I set off for my parents' home at Wrexham, very pleased with my rebuilt shafts and ball joints but distinctly worried by the very rough thrust bearing. I managed to get along quite well for a bit but as I neared Shrewsbury things got very bad and I experienced the extreme embarrassment of being unable to restart the car at traffic lights, thereby baulking a school bus full of children who had all been craning their necks to see me go by a few hundred yards previously. After quite a bit of struggling with both clutch and gear lever I finally got going and as it was fairly late, I managed to get back to my parents' home without dropping down from top gear too often.

Then began that familiar archaeological expedition. Off came the grille, radiator, radiator crossmember, drive shaft nuts, gearbox and clutch housing. Lo, all was revealed, and my heart sank as I realised that I'd have to travel seventy miles to my shed to fetch the necessary parts. One of the clutch toggles had broken up altogether and was badly scored. This in its turn had chopped chunks out of the clutch thrust race housing. Attached to this housing is a spring known as 'return spring

for clutch withdrawal race' and the broken clutch toggle had almost chopped through the peg on the housing to which this spring is fitted. So that accounted for the ticka-ticka-ticka noise! Perhaps I should have termed it choppa-choppa-choppa. I duly fetched another clutch housing, fitted a new thrust bearing, cleaned up the housing's working surface with emery paper and fitted it, together with a new clutch plate. It still works well, touch wood.

The next problem I had to contend with was outer wheel-bearing rumble. My car has stood for many years and I suspect that all that standing still has been a bit too much for the rear wheel-bearings. No less than three of the four have had to be replaced. I shot off to the shed, took a brake drum and bearing assembly off a Light 15 rear axle and returned to Waunfawr with a big grin on my face. That should fix it! Alas, it did not. The Big 15 does not use the same hubs as the Light 15; it uses the same ones as the Big 6. The bearings are much bigger on the Big 15 anyway, and I had to suffer moans and groans for a few more days until a new roller bearing, SKF 30207, arrived from Fred. When I came to fit this one, though, I found that while the inner part of the old bearing would drop out into my hand, the outer part remained firmly wedged into the hub/brake drum assembly. I tapped away at it with a small hammer and screwdriver, hoping to drive it out in that way but to no avail. Then I took it around to John Carlos at Pant Waun Garage. He grabbed a chisel and gave the remains of the bearing a tremendous thwack with a hammer, and the offending part dropped out onto the floor. The new bearing was soon inserted and since then all has been OK on the 'bearing' side of things.

My final problem was this; what to do with steering rack boots which had become full of holes? Getting the standard boots on to a Big 15 is difficult as you have to get one of them over the steering rack ball pins, a well-nigh impossible task. My answer is to use those very flexible Triumph 2000 suspension strut boots obtainable at a good BL stockist's. This tip was published in the Citroenian a few years ago, and it is certainly a good one. However, please take care that some bright young fellow at your local garage does not decide that your steering rack needs oil instead of the prescribed grease. Oil works well for a bit, then rots your boots! I nearly had a fit when I saw what had happened to mine. The steering had gone stiff as all the oil had ruined the boots and run out. I immediately took off the steering rack thrust caps, i.e. the two caps at either end of the rack, and half-filled them with grease as prescribed in the manual. Since then there's been no trouble but I'll do it again shortly in case the remains of the oil are 'liquidising' the grease. One lives and learns!

I hope to fit my Scintilla distributors shortly following a recent tip in the magazine. The rotor in my Lucas unit is just beginning to make a meal of the segments in the distributor cap. On SKB 588 the rotor ate segments for breakfast, so, John, better get another distributor!

To end on a happy note – the Caemarfon C.I.D. have recovered my original front grille from the light-fingered gentleman who undertook to have it chromed for me almost two years ago. You can imagine my joy when a detective walked into my office and presented me with the grille, complete with all its badges, and totally undamaged. At the moment the front bumper is away for re-chroming and before long the grille will go too. My thanks meantime to Mr Graham Carr for a loan of his Big 6 grille which has given sterling service.

During the year I've had quite a few Traction visitors. Tom Evans' cousin Nick Chapman, of Aberaeron in Dyfed, finally sold his good Light 15, MUY 984 to Jerry Butler of 1, Valley View, Dolywern, Llangollen, Clwyd. The car needs quite a lot of work, but it goes fine, making three traction owners in North Wales. David Cubbon in Mold hopes to have his French Big 15 on the road next spring. The other visitor was John Austin's 1936 Roadster, but that car merits an article in itself!

CHARTRES

(Photos: Fabien Sabates)

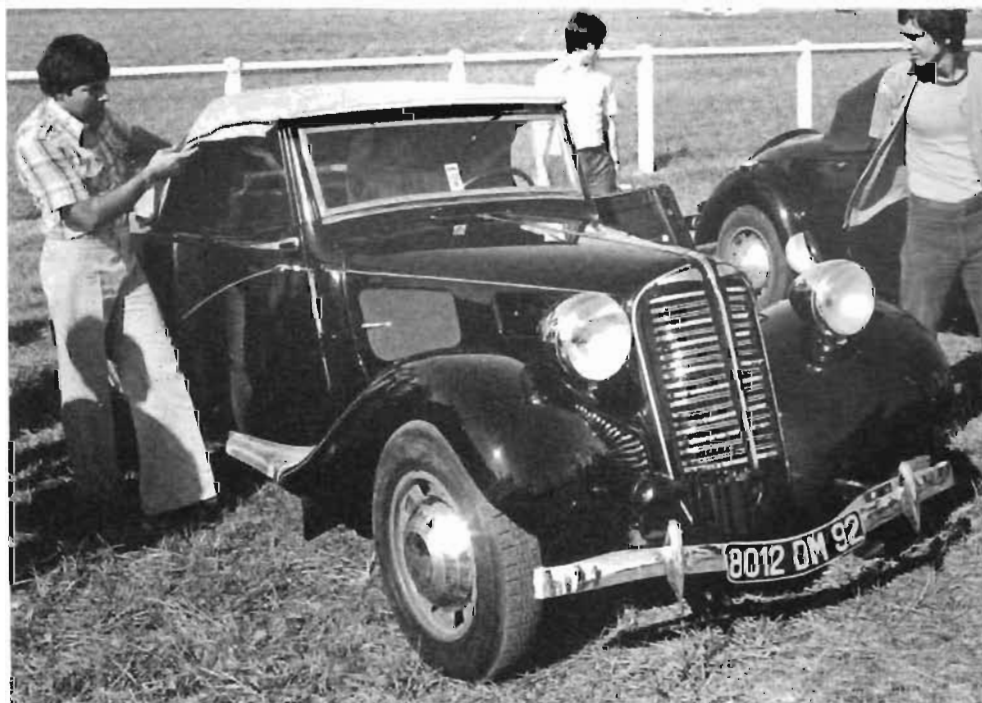


This was probably the largest collection of pre 1956 Citroens ever to be assembled. Tractionists from the four corners of Europe gathered in Chartres for the 4me Rallye International des Clubs Citroen.

Citroens side by side, bumper to bumper as far as the eye could see, about 400, although I've heard some quote more, practically every type of traction came. Roadsters including M. Joannon's Six (sorry no photo, but it's on page 94 of La Traction) and a special bodied one (see photos) which was for sale – did anyone find out the price? Coupes, Saloons, several with special grills (see photos) Familiales and Commercialis.

A great number of pre 34 Citroens were represented and Martin Lloyd's C4G won the concours in its class, well worth the six years taken in restoration.

I think the T.O.C. members who travelled to Chartres would say it was well worth the effort.





Classified

Sales, Wants, Miscellaneous, Toys and Books.

For Sale 1955 Slough built Big 6H. Excellent mechanical condition, following full engine rebuild, new clutch, drive shafts 5,000 miles ago. Body almost totally rust free with many re-chromed parts. Completely rewired, interior requires some attention — seats good. Price £1750 including many spares — gear box, drive shafts, rear sub-frame and Hydropneumatic unit. S. Kemp, 42 Church Street, Billesdon, Leicester. Tel: 053 755563.

Wanted: Any literature or other information on Light 15 or Light 12 roadster. S. Kemp, 42 Church Street, Billesdon, Leicester. Tel: 053 755563.

Wanted: For 1949 Big 6. Paris built, electrical parts to convert to 12 volt. ie, starter motor — dynamo-wiper motor etc, also dipped blade type bumpers and pre-war type wheels. Phone: David Mills, Colchester 45176.

For Sale: Big 15 familiare traction, French built 9 seater. One of last produced (June 1957). Absolutely mint condition. 2 private owners, comprehensive engine rebuild just completed. Coackword black, original grey fabric upholstery. Depleted finances enforce sale. £2,000. Phone: Bognor Regis 26897 (Sussex).

Free: to '6' owning T.O.C. member. 1 bonnet, 1 off side front wing, in reasonable condition. Please phone: A. Watson on Watford 31140.

For Sale: New speedometer cables for Slough built LT 15's, price £6 each add £1.50 for air postage and packing — send British postal order or bank draft. Pat Wells, Box 6031, Birchleigh 1621, South Africa.

For Sale: 1937 Citroen BL 11 Cabriolet, French built L.H.D. Much restoration work done, some bodywork repairs and repainting etc., to be done. Price negotiable. Car at present in Baltimore, Maryland, U.S.A. For more details contact Mrs Rosemary G. Minnick Cole, P.O. Box 33045, San Diego, California 92103, U.S.A. (The Editor can supply fuller details of the car on receipt of an S.A.E.)

Exhausts: All models and marques, exhausts made on a one off basis in 16 gauge specially imported steel, or in stainless steel, old exhaust system needed as pattern. Contact Paul at J.J. Silencers and M.O.T. Centre, 16-26 Upper Stone Street, Maidstone, Kent. Phone: Maidstone 59126/7.

For Hire: Hydraulic engine hoist for use in London area. Hire fee £2.50. You collect and return. Contact John Gillard, Tel: 01-485 6488 or Bryn Hughes, 01-987 1664.

Big 6 Grille Motif: Could someone lend me one to have a copy made please! Mike Baird, 15 Johnston Avenue, Dundee, DD3 8HE.

T.O.C. Windscreen Stickers: 40p each, plus stamped addressed envelope. Available from Dave Shepherd, Flat 2, Field House, Esplanade, Bognor, Sussex.

CLUB SPARES FOR SALE

| | £ | Add Postage & Packing if required. |
|--|-------|------------------------------------|
| Reconditioned Clutch (exchange only) | 26.00 | T.B.A |
| Clutch thrust bearing | 12.35 | 50p |
| Outer wheel bearing | 9.30 | 50p |
| Valve springs (11 CV) | 10.00 | 50p |
| Brake wheel cylinder (complete) state 1" or 1 1/4" | 12.50 | 50p |
| Wheel cylinder repair kit, state 1" or 1 1/4" | 1.90 | 30p |
| Master cylinder repair kit (rubbers only) | 2.65 | 30p |
| Master cylinder repair kit (complete with piston) | 3.50 | 30p |
| Brake flexible hose — Front — Slough | 3.00 | 40p |
| Brake flexible hose — Rear — Slough | 2.60 | 40p |
| Brake flexible hose — Front — French | 4.00 | 40p |
| Brake flexible hose — Rear — French | 3.45 | 40p |
| French indicator lense — White | 2.50 | 20p |
| French indicator lense — Orange | 2.50 | 20p |
| Champion H10 plugs, set of 4 | 2.25 | 50p |
| Distributor caps (Lucas 400316) | 2.00 | 30p |
| Points (Lucas 420196) | 0.50 | 20p |
| Points (Lucas 423153) | 0.50 | 20p |
| Waterpump gaskets | 1.65 | 20p |
| 11 CV head gasket | 3.50 | 50p |
| Triangular manifold Gasket | 1.00 | 20p |
| Dashboard gear selector springs (pair) | 2.50 | 20p |
| Steering rack rubbers (pair) | 5.00 | 30p |
| Scuttle vent rubber | 4.00 | 30p |
| Ball joint rubbers (pair) | 3.50 | 30p |

Coming soon: U.J. Repair kits for driveshaft (gearbox end) valves, valve guides, timing chains.

Also available: Exchange driveshafts. Please send your old drive shafts for replacement plus a deposit of £65.99.

NOTE the stub axles, tapered and shafts must be in reuseable condition.

Exchange brake shoes. If you have difficulty getting shoes relined we can get them relined by Ferodo for you, or offer an exchange service. Price for Light 15 — £20.00.

Available from John Gillard, 129b Camden Street, London NW1 0HX. All cheques payable to the Traction Owners Club.

J. G's spares for sale:—

| | |
|---|------------------|
| 2nd hand 165X400X | £7.00 and £10.00 |
| Wire mesh for Slough Grille 1/2" square galvanised | £1.50 |
| Steel tube for exhaust thru pipe (requires flanges) | £4.00 |
| Pair new Armstrong shock absorbers for LT 15 (fronts) | £20.00 |
| Pair new standard 78mm pistons with rings (1 set) | £20.00 |
| 1 head gasket set for 4 cyl 12.8 Hp 1932-6 | £7.00 |
| 1 excellent Light 15 radiator | £25.00 |

John Gillard, 129b Camden Street, London NW1 0HX.

American Members: Mufflers, brake parts, drive shafts plus much more available from 'NORI' P.O. Box 24, Hubbard Woods IL. 60093 send \$ 1.00 for catalogue.

ARTHUR SHAFT

SF.I.B.S.T. T.O.C.ret.

Correspondence c/o The Editor

Manual Hire Service: We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £20, plus a separate postal order for postage of £1. Make cheque payable to the T.O.C. and the postal order uncrossed payable to G. BRICE. Please enclose a S.A.E. for the return of your deposit. The Manuals are available from the Editor.

For Sale: 1937 LT 12, Slough built saloon, in very sound condition, stored last 2 years. Asking price in the region of £850. Telephone: 01-886 2776

Help!! Can someone with experience of restoring Tractions help me with my own project, to put me on the right track so that I don't make too many obvious mistakes. The car is in Exeter and I will pay travelling expenses. Write to Nigel Orchard, 13 The Green, Radyr, Cardiff CF4 8BR.

Trailer for Hire: T.O.C. member has a car trailer for hire. Self-drive or willing to transport cars. Anything from 5 CV to Big 6 (will even transport other makes). Every care taken and cheap rates too! Tel: Manny - Grays Thurrock (0375) 5222 or Mrs Seggons, Greys Thurrock 891595. Evenings only please.

Wanted urgently bonnet, flap type pre war for my 1946 Lt. 15. Also off side front and rear doors in sound condition, will collect if necessary. David Boyd, Orchard House, Beckford Nr. Tewkesbury, Gloucestershire. Tel: Business Evesham 47181.

LONDON SECTION EVENTS:-

(Organiser, Allan Sibley, 174c St. Ann's Road, Tottenham, London N15).

- | | |
|----------|---|
| 19 Dec. | Jack Straw's Castle, North End Way, Harnpstead. |
| 30 Jan. | Dickens Inn, St. Catherine's Dock, E1. |
| 27 Feb. | Green Man, Putney Heath, SW15. |
| 27 Mar. | Cannonbury Tavern, Cannonbury Place, N1. |
| 24 April | Ye Olde Wrestlers, North Road, Highgate N6. |
| 29 May | Hand in Hand, Crooked Billet, Wimbledon SW19 |
| 26 June | Windmill, Windmill Drive, Clapham Common SW4. |



Dear Arthur,

I wish to change the sump gasket on my Lt 15 as it is rather prone to leaking. I understand that it is not as simple as it at first appears, could I have your advice and suggestions.

Yours O.I.L. Drip.

Dear Mr Drip,

With regards to removing the sump and fitting a new gasket. I quite agree it is somewhat difficult to refit the gaskets as they fit under the bearing caps, this especially applies to the rear one, and the best thing to do is to cut the ends of the gasket off short and when refitting make certain an ample quantity of non setting gasket cement is applied at these points. The sump normally clears the member carrying the torsion bar, but if you have any difficulty the best thing to do is to remove the rear centre engine bearer, this is the large square rubber. With this done the engine can be raised quite a bit which will allow the sump to be easily refitted.

Yours A.S.

Dear Arthur,

Can you help me with my problem with my Lt 15. On first starting up it is impossible to engage any gear without forcing the lever in. So the only way is to engage the gear and start the engine. This works but progress is both exciting and erratic. When things warm up everything is as it should be for the rest of the day, but two days or so later the same trouble reoccurs. Could this be oil on the clutch plate, and if so what could be done about it.

Kind regards

Erratic-Eric.

P.S. Could you also tell me the correct tyre pressures for Michelin X's fitted to a Lt 15, also which spark plugs should I use.

Dear Eric,

Firstly I would like to warn members against continual use of the method you described to start your car, as this will lead to costly and unnecessary damage to the transmission. Having made that point the trouble you complain of is almost certainly water on the clutch plate, perhaps you can check your water pump to make certain it is not leaking. What happens is the drips of water find their way through the opening on the top of the bell housing and onto the clutch plate causing it to stick. Rather than dismantle the clutch at this stage I would recommend putting the car in top gear with the hand brake on and severely slipping the clutch to get it really hot so as to burn off any offending mixture that may be on the plate. If this does not do the trick, I'm afraid you will have to dismantle the unit. There is a very small gap between the edge of the centre plate and the fly wheel on the clutch unit, and after prolonged use this small gap tends to become filled with the clutch lining powder, and in severe cases will hold the plate and cause the trouble complained of.

Regarding the tyre pressures they should be 18 p.s.i. front, and 20-22 rear. The spark plugs should be Champion H 10, if you have difficulty an L 10 will do.

Yours A.S.

