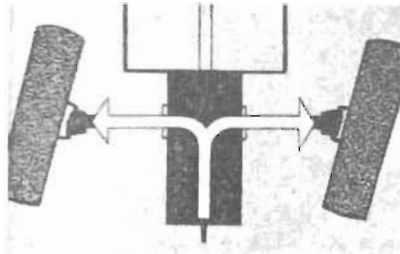


4296



CITROEN OWNERS ARE A RACE APART

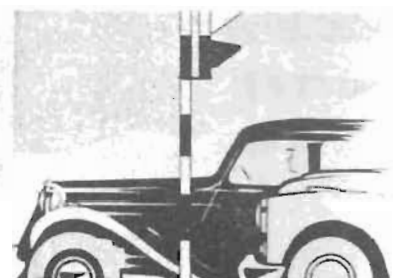
Who the devil do they think they are . . .
Lords of the Highway? — you're inclined
to ask yourself, as these Citroen owners sail
imperiously past you. On which the blunt
commentary is "Wouldn't *you* chum?"
For it's quite amazing what a Citroen
will do for man's morale at the wheel.
Like woman, generous creature, your
Citroen wants you to enjoy being her
slave. Like woman, warm-hearted, your
Citroen delights in making you "fall in
love" with her . . . over and over and over
again. There's just this difference.
A woman's secrets are her own.
Not so a Citroen's . . .



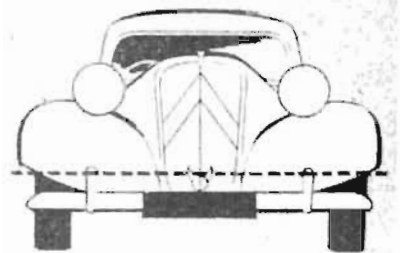
1 FRONT WHEEL DRIVE eliminates under-car transmission thus permitting long, low-slung body and wider wheel base — for speed with safety.



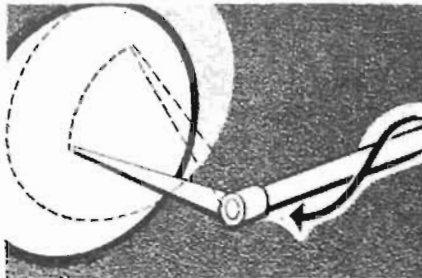
2 FAST CORNERING, close cornering without skidding because you're pulled not pushed round corners.



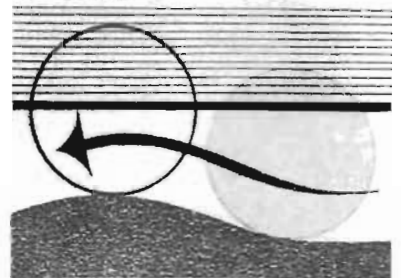
3 RAPID ACCELERATION and high cruising speed — the benefits of high power/weight ratio and correlated gearing.



4 LOW CENTRE OF GRAVITY gives exceptional road holding without sway, skid or slither, even on wet roads.



5 TORSION BAR SUSPENSION eliminates roll and spring troubles, safeguards the chassis and simplifies maintenance.



6 INDEPENDENT SUSPENSION, coupled with powerful shock absorber damping, prevents bounce, minimises shocks, irrespective of surface conditions.

SIX CYLINDER SALOON

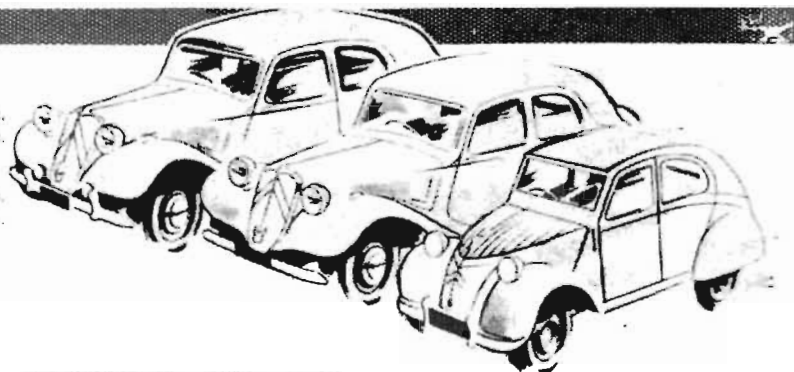
with fixed roof . . . £1040.0.0. plus Purchase Tax £474.0.2.
with sliding roof £1052.0.0. plus Purchase Tax £470.0.2.

LIGHT FIFTEEN SALOON

with fixed roof . . . £682.0.0. plus Purchase Tax £286.10.10.
with sliding roof £695.0.0. plus Purchase Tax £290.14.2.

2CV CONVERTIBLE SALOON

£398.0.0. plus Purchase Tax £199.10.2



CITROEN

the cosmopolitan car

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Floating Power

Volume Four Number Two

April Nineteen Hundred and Seventy Nine

Firstly a plea to those of you who have not yet paid your subs. Do so now or this will be your last magazine!! late renewals cannot be guaranteed back issues. Also, don't forget your contribution to the spares levy. You will notice in this months spares shop section an additional column of prices relating to those members participating in the spares levy. Participants will receive an average discount of 20% against normal T.O.C. spares prices. Therefore the £10 paid will be recovered on the first £50 of purchases. The levy, a non-refundable, and non-transferable, once only payment which solely relates to the spares listed under T.O.C. Spares Shop. (The £10 levy to be sent to the Hon Treasurer: D. Shepherd.) Participants will receive a stamped card with an 'S' reference number, so that spares sales at rallies, open meetings etc, are simplified by production of the card as simple proof of contribution. It is essential that this reference is always quoted in postal transactions.

Our Annual Rally is now firmly on the calendar and I would encourage you all to attend, be it in a Traction or whatever else may be available to you. As you will see from the programme in this issue we have a very full and varied week-end planned, thanks for which go to Ray Newell in Glos. and our new Social Sec. Alan Sibley. Incidentally Alan hopes to arrange a River Trip/Disco in August, probably leaving from Westminster pier and stopping at Greenwich for a meal. The vessel in question will have a bar and Disco on board, and in conjunction with the equally mad 2CV. G.B. crowd we hope to charter the whole boat for the evening. Cost will be in the region of £5-£6 per person. In order to gauge some sort of idea as to whether or not we will have enough people to go ahead will you cast your minds forward and drop Alan a line expressing your interest. Don't forget, too much apathy and its not on.

The long awaited list of members and their cars draws slowly to completion and I hope to include it in the next issue of Floating Power. Certainly, some interesting cars have turned up including a very original 5CV belonging to Alan Walton from Peterborough. The car still has its original artificial leather hood, and Alan is anxious to trace someone who can supply him with similar material to effect its repair. Although a new hood could be made, Alan prefers to keep the car in its original state.

Charles Millard who hails from the Isle of Man writes that he is in the process of restoring a 1951 Lt. 15, which he has owned from new. I wonder just how many other one owner Tractions there are in the club.

If anybody has never received a copy of the Clubs rules, we firstly apologise for this lapse on our part, and secondly ask you to drop the new Secretary a line when she will be pleased to let you have a copy.

You will see that we have gone back to our original style of front covers, (that is those of you who took volume one.) These are entirely due to the artistic pen of John Dodson, and I hope you enjoy them as much as I do. I am trying to persuade John to do a special one off, to be raffled at our annual rally.

Peter Shaw from Angus in Scotland (Tel: Carnoustie 53080) has indicated that should any member be in dire trouble for second-hand parts in his area, he will be delighted to help if possible. In fact he is himself in need of a wheel cylinder (Peter see T.O.C. Spares).

Finally, my children tell me they spotted a black Lt 15 in the first episode of Granda Televisions 'House of Caradus', and if the registration number they gave me is correct it would appear to belong to our member Robin Wrightson in the Birmingham area.

G.B.

Experiences with MTR891

A 25 year old black beauty from Slough.

By David Jenkins

Part 1

Back in October 1976 I happened to buy a copy of The South Wales Echo, the local evening rag of the Cardiff area and came across a small advertisement regarding a 1954 Light 15. Out of sheer curiosity I rang the number to enquire if this was the 'Maigret' type Citroen. The voice at the other end sounded relieved that this wasn't another person ringing to see if this was a 2CV or Dyane. Indeed it was a 'Maigret' car and although it was a runner with a few months to go on its MOT it needed restoring in parts, especially the interior and the sills. I arranged to go around the next day and have a look at it. In the meantime I had to try and persuade my wife what a great car this would be to acquire and that the jobs needed doing to it could soon be overcome and that we could run it as our second car. The problem was that I already had two cars – one being a 1963 2CV which I used to go back and forth to work every day and the other of oriental origin, which I would not dare mention within the realms of this magazine, was for family use and ferrying kids to and from school. Three cars in the drive did seem a bit of a problem but fortunately my wife specialised in French when she was in college and had taught French in school, so she did have Gallic sympathies as well as a fondness for an older type car.

At this time I knew nothing about this particular breed of car apart from the fact that I fancied the style of it since seeing a brown Light 15 that used to pass regularly through Carshalton in the direction of Croydon every rush hour when I used to live in those parts some five years ago. The next day soon came and I journeyed the few miles into Cardiff. As I came around the final corner I saw a wondrous sight – the front end of the bonnet, chrome lamps and that magnificent grille with chevrons and the body low to the ground peeping out of the front of a garage. Yes this was it, I must have that car!

This is what was running through my mind as I was within 100 yards of the car. As it happened the car belonged to a chap who was a year behind me in school and he showed me over it and explained that there was a big end knock developing and that the headlining and some interior would have to be tidied up. The sills were crumbling away in parts and would have to be welded, but these jobs didn't seem to daunt my enthusiasm for owning this car.

I decided to go away and have a think about it and find out what sort of price it was worth as he was asking for offers around £200. A few days later I had gleaned all the old copies of 'Exchange and Mart' that I could lay my hands on and found out that the usual asking price for such a car was anywhere between £400–£800.

During the day that I had arranged to make contact about the Light 15 my wife had bumped the front wing of our car slightly against a concrete post in a car park and was feeling rather guilty and reluctant to break the news so as a sort of consolation she finally gave her full support towards making an offer for the car; a sort of 'here's the bad news now for the good news idea'. I felt guilty making an offer of £170 for it as I felt sure that at £200 it was still a bargain, but business is business and within a few minutes for £175 with a radio thrown in I had become well and truly a traction traveller.

The following weekend I borrowed the school minibus and towed my latest acquisition back to my place where neighbours were fast wondering if I had given up my teaching job to wheel and deal in cars and also to apply for rebates because of the expanding 'scrap heap' in our front drive.

The next few evenings were spent reading some two dozen Citroenian magazines that came with the car, in particular the Light 15 corner to try and glean as much information on my car as I could. I thought that I would just fix the headlining and the interior and then run the car daily in its present condition and sell my 2CV. Together with the original handbook, log book and repair manual there were bills for over

£20 for the headlining material and various interior trimming materials which were ready for making up and also a bill for nearly £300 which Criterion Garages, its original supplier had charged for a complete engine rebuild and refit. Even after this engine job, here I was just over a year later with a big end knock and about to realise how this white-metal bearing set up was not the new shells and reground crankshaft job that I had imagined. In fact I received various quotes around £120 but I was surprised how few and far between were the firms who were able to do the job. I also read about an ID 19 engine conversion which would seem to be a cheaper job overall but the main difficulty seemed to be obtaining a pre 1964 engine.

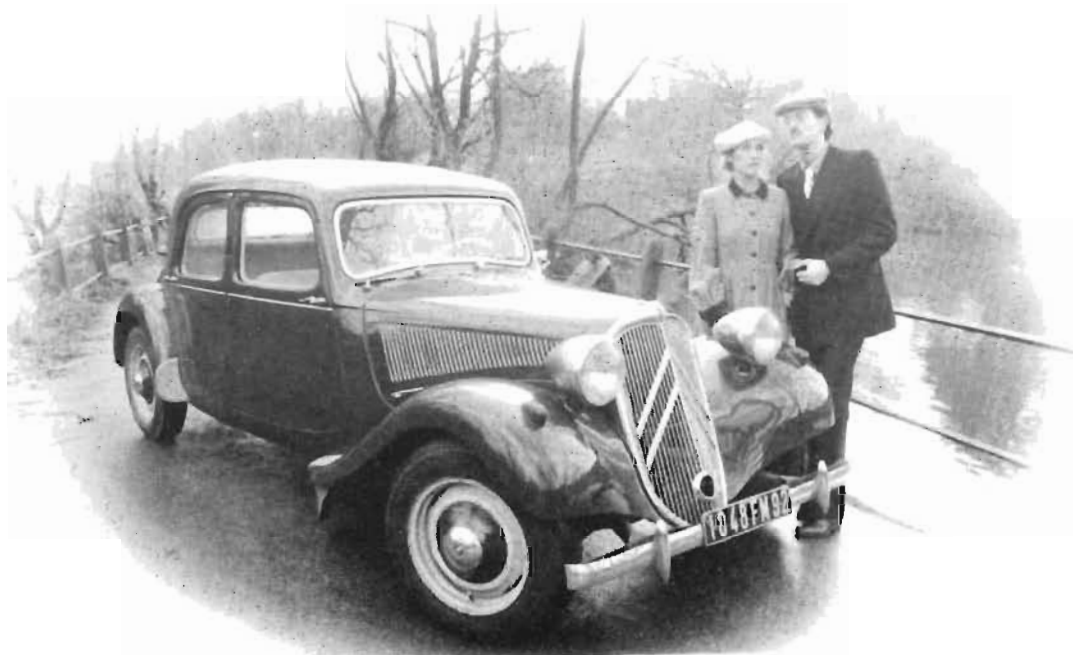
The new MOT requirements were about to come into force on the 1st January 1977 so I decided to make an appointment before this date so that the car would pass the requirements of the earlier MOT. Some weeks went by and on the morning of the test I cleaned the contacts on one of the semaphore signals and thought I'd better top up the radiator. I was beginning to wonder what 'topping up' was required as I was just emptying my two gallon watering can into the top of the radiator when all of a sudden a mucky substance started pouring out of the oil breather pipe which made me decide that perhaps that the radiator had had enough water and that perhaps I wouldn't be going for my MOT after all! I then realised that we had had some frost fairly recently and that there had not been any anti freeze in the cooling system. I visualised a cracked block and a ruined engine straight away and decided to leave it for a few weeks until my holidays to grieve and curse MTR 819 or should it have been more aptly registered SOD 1? It was at a much later date when I summoned up enough energy and enthusiasm for the unenviable job of removing the engine and gearbox from the car to investigate thoroughly the engine problem. I used a Haltrac hoist anchored to a beam of my car port to raise the mighty lump from the engine compartment and this made me wonder what the total weight might be dangling on the end of this nylon cord – would it snap and go through the car and bury itself in the concrete below or would the car port cave in on me? Happily to report this was not proved to be a justifiable cause for concern as the next job was soon underway which was to split the gearbox from the engine so that the lump was made lighter. I began on the top of the engine, when the split had been done and took off the rocker cover and then realised that I had gone to an awful amount of trouble to get the engine removed because of a feared crack block but – yes you more experienced traction mechanics have guessed already – a core plug had been pushed out in the top of the head and the water had come up through this hole and down through the holes for the push rods down into the sump. Anyway I taught myself that in future I would not automatically jump to conclusions and think of the worst things without first checking the simple things that could have gone wrong. I later removed the cylinder head to get rid of a bit more weight, (this reminds me of the wife who wanted to lose eight pounds of ugly fat so her husband chopped her head off!) The next think I did was to turn the engine upside down and remove the sump and bearing caps. This was all done according to the workshop manual as I had never tackled any job like this before but I was always willing to try. It did not take much experience to notice that the big end bearings were very bad at the timing case end of the engine but getting progressively better towards the gearbox end. How this had been caused I couldn't ascertain but there were a few pieces of curved metal in the sump which I later realised had broken off the bottom of the piston barrels probably where they had been knocked out when the engine job was done.

Some months passed by as I wondered how to overcome the big end trouble as £120 was nearly as much as I had spent on the car and that sort of money was not available for the spares kitty. It soon turned out that I came across a scrapped

Light 15 in Cardiff with a seized head. I managed to buy the engine after inspecting the bearings and at a fraction of the cost of a white-metalling job. I stripped this latest engine and decided to put the crankshaft and conrods into the block that had been removed for MTR 819 using the existing pistons and liners. This was all done over a period of time and torqued down to the correct settings but the crankshaft seemed very stiff and it needed a large bar to lever the crankshaft around. I removed the conrods and pistons complete and took them to a bearing specialist in Cardiff to check. But on the way into Cardiff with my wife and children I had to stop and rearrange the car as the box of oily pistons were becoming an attraction for my youngest daughter. When I arrived in Cardiff to take my bearings in to be checked I couldn't find them, yet I was

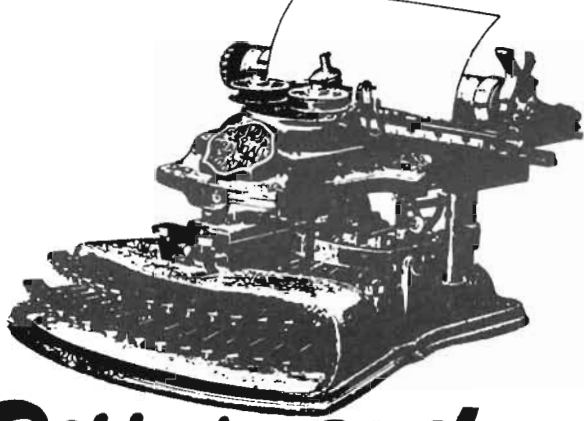
sure I had put them in the car — why yes I had moved them into the boot when I stopped on my way into Cardiff. Curses again — I must have left them on the side of the road when I was putting some other things in the boot. I got back to the spot as quickly as I could but they had been whipped and no amount of searching which had filled my time for the next few days yielded any joy. I was back to square one again. (By the way did anyone spot my boob when the crankshaft was so stiff in the other engine block — yes of course I should have used the crankshaft conrods and bearings in the same block as it had been originally fitted and not attempted to fit it into another block.)

To be continued . . .



In view of the amount of interesting photographs we are receiving with our register up-date forms (Its not too late to send them in). We have decided to hold a 'Period Photographic Competition. As a guide we are publishing Christian Souchon's photo, it needn't have people in it, an old shop front or whatever your imagination leads you to will do. The only stipulation is, the car must be a pre 57 Citroen and the atmosphere must match the year of the cars manufacture. The winning entry and runners up will appear in a later issue. And a prize will be forthcoming. Send your photos to the Editor. Closing date for entries 1st July 1979.

(Footnote to Christian — I have accepted your photo as our 1st entry).



Correspondence

Dear Graham

Please find enclosed register, sorry for the delay. The photographs of the car are before I started work on it, it looks a lot worse at the moment! To date I have removed all the 'bodge' that was holding the floor up, this has now been welded. Unable to find anybody to hand-roll the sills in the area I was forced to cut out the rot about halfway up the sill and weld in new sections, although now sound, I would have rather put the complete sill in.

The rear wheel arches were not all that bad, needing only a small amount of welding. As far as welding is concerned 'only' the boot remains, remains perhaps being the best way to describe the boot. Shortly before Christmas I brought the Light 15 that I mentioned in the phone call. It too is an 11CL8 the bodywork being a real disaster area, the engine had been rebuilt and the drive-shafts had new UJ's fitted, the gearbox also seems to be O.K. I now have the engine and gearbox in LTC and it seems to drive alright, at least I can now move the car around and it will give me a chance to get the other engine rebuilt. I'm now breaking up the rest of the car for spares unfortunately the wings and doors are beyond repair but the front end, lamps, glass, grille, wheels, locks, and bonnet will come in useful.

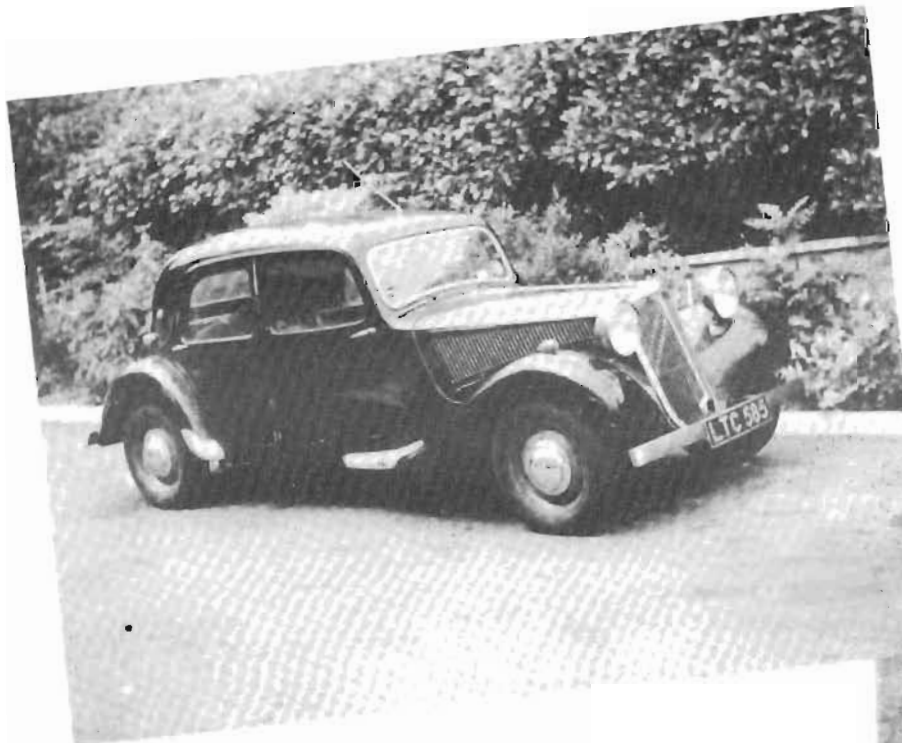
The engine and gearbox that I mentioned in the phone call turned out to be for a B14.

All the best for the New Year.

Yours sincerely

Jim Cole, Newcastle upon Tyne

I like the extra large headlights, looks like they're off a Six. Ed.



Dear Graham

Just a few lines to let you know that I have completed an article on the trials and tribulations of restoring a Light 15 which I am having typed out before sending to you for possible inclusion in Floating Power.

Meantime I am enclosing two wiring diagrams which I came by in a motoring book which may be of interest to reproduce in the mag at some opportune time.

My own Light 15 is celebrating its 25th birthday this year on May 8th, according to the original log book which indicates the first registered owner as being Criterion Garages for a period of five months. I am the sixth owner of the vehicle and wonder if it was perhaps built for export as it has one of those scuttle vents in front of the windscreen and also the great drum-like air filter which I have not seen on other cars — could this be so?

Other news that could be of interest to other T.O.C. members is that a firm in Cardiff who recently re-silvered a mirror for me also produce screen printed designs to order for pub type mirrors. I noticed they had produced one mirror illustrating Rolls Royce cars which had been done in a mono print (black on silver). Multi-coloured designs are available but I would think that a mono print of a suitable Traction advert would be a good idea for a mirror design. Prices, I am assured, would be very reasonable if an order for one hundred was possible — Anybody interested?

I think its time we had a car club badge available to members to secure to the grille or badge bar. I have a C.C.C. badge cast in aluminium and I have facilities to cast more of these if required. If it was felt that a T.O.C. car badge in cast aluminium was generally acceptable I could perhaps undertake to make some.

I have recently been in touch with Mark Navin of Australia and Rhodri Prys Jones the Traction Bard of North Wales regarding Citroen matters but I would be most pleased to hear from any other T.O.C. members in South Wales or Bristol area. I'm looking forward to seeing the register of members when it is published in Floating Power.

Best wishes,
David Jenkins

P.S. I have a magazine called 'Ceramic Review' which I receive bi-monthly and is contained in a very good quality black hard covered binder which is just the right size for Floating Power. The binder will hold 12 copies and is around £2.50 with the title on the spine in gold letters. The address which may be of use to you is: Easibind Ltd., 4 Uxbridge Street, W8 7SZ. Telephone: 01-727 0686.

MYSTERY VEHICLE
What is it? Answer next issue.



Dear Graham,

Firstly apologies for the delay in returning the register, hope its not too late.

I purchased the car just over 2 years ago and promptly left it where it was for a further year, it had been in its cosy barn for 4 years previously. The front end was partially dismantled, being in the middle of a driveshaft swop from 4 years previous.

Most of the electrical items still worked, the engine turned over and there was a spark, but would not start, I think the valves are stuck.

After a year I managed to get the front more or less together and moved the car nearer home, to a friend's lock up garage, where it still reclines, but now on 4 wheels. I have partly repaired the boot and am trying to get some front wings, the others are half missing. The bodywork is generally sound, though, even the carpets are original. John Gillard is sending me a head gasket so hopefully this summer will at least see the engine running. I hope to move the car again to my married address, and having my own garage should help a lot. Anyone interested in getting another Lt 15 back on the road is welcome to have a look.

Whilst holidaying in Wales last August in our Morry 1000 convertible we saw 2 Tractions in one day, the only live ones I have seen!! One was a superb white Roadster turning off to Portmeirion (I wanted to follow but we had been there earlier in the day). The other was coming up the Llanberis Pass, it was a pale blue Saloon, oh!! those lucky people, still maybe next year . . .

Peter Kelly, Chesham, Bucks.

(If you read the rest of this issue, the mystery cars will reveal themselves. Ed.)

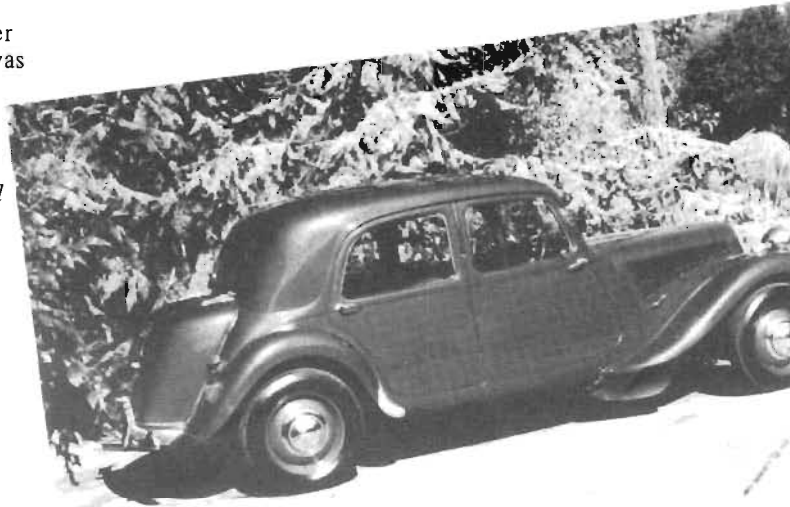
Dear Graham,

Thank you for your correspondence, I presume this information is for registration only, so I hope it is satisfactory for your requirements. As you can imagine my interest is mainly in Tractions and any correspondence with "Traction" owners would be welcome. If I could make a request, would you know if the paint for my L.15 original, is procurable, the colour of the photograph is accurate but of course does not show it's a very fine metallic red. Most of the metallic colours have a very coarse metal, and I have not been able to find a painter here who is confident in matching it.

My regards to you and may I wish you good fortune with your Citroen motoring.

Yours faithfully
Ray Francis
New Zealand

I really have to publish these photos as the cars are truly superb. If only we could reproduce the colours. The Lt 15 is metallic red, the Big 15 metallic silver, the 6 metallic brownish maroon. Ed.



1956 Lt. 15 Original 11D motor and paint



1954 Big 15.



1951 Big 6.

6 July 1935

Quai de Javel; in total silence, Andre Citroen enters his factory for the very last time. Around his coffin, the guard of honour of his workers mourns. Louis Renault, top-hatted and in black, is there for his final goodbye. The Renault hearse purrs out after two-hours lying in state. At the graveside in Montparnasse, Renault is heard to mutter "Andre Citroen, I would not be where I am now had you not existed."

8 October 1938

The second anniversary of Citroen's death passes unnoticed. And the third. One of the "Patron's" former colleagues, astonished at this silence, undertakes to give an account of the years he spent at the Quai de Javel. Having worked there from the age of 22, when the factory was still very small, he knew all the ins and outs of the firm's evolution. In his preface to "Andre Citroen, the remembrance of a working relationship from 1922-34", Charles Rocherand wrote: 'The reader won't find a biography of Andre Citroen here. To be able to give a full account of the life-story of such a man, to analyse the causes of his successes and failures, to be able to give a real picture of the man who left all those with whom he came into contact with the impression of genius, all this would need the researches of a proper historian!'

11 October 1954

Such a historian exists, and proves it. On this date, at the first level of the Eiffel Tower, the young writer Sylvain Reiner, surrounded by Maurice Chevalier and other notables of the time, autographs first editions of his second book "The Tragedy of Andre Citroen, a 550-page biography of the man.

Up till then there had been nothing; the most famous 'unknown' of his generation – total silence from the firm, nothing in the Bibliotique Nationale. The story of the man whose name was a household word in even the smallest hamlet of France was completely unknown to his fellow countrymen.

May 1955

Reiner, he who had dared to write the Citroen tome, was taken to court by the Citroen family. His lawyers maintained "the right of an author to write a dead man's biography without his relatives' assent". The trial was an odd affair, and in the end some 5,000 words of the total ¼ million are put into question. The family appealed against the judgement and in the summer of '56, Reiner signed an agreement with Jacqueline, Bernard and Maxime Citroen whereby he undertook to abridge several passages in future editions. After this, his publishers, Amiot-Dumont, went bankrupt: there was no second edition.

We met Sylvain Reiner in a bar in Paris. A shy middle-aged man, he told us his version of the story:

"I'd been a builder, insurance agent, clerk, ice-cream vendor and infants school teacher. I'd wanted to become a writer since I was 11, and this is what I had chosen to do. I wrote my first book in '49, which was prefaced by Joseph Viessel, who had himself been approached to write Citroen's biography. He refused, because he had requested access to files and information that weren't forthcoming. For the same reason, the lack of research material and the enormity of the task, Henri Trouat had refused. Being a friend of Kessel's, one day he told me of this, and I was enthusiastic about the idea. I wrote several letters to Mme. Citroen but received no reply. I sent a registered letter to Maxime Citroen (his son) detailing my credentials and intentions. He agreed to see me, and explained that his mother was ill and couldn't be seen. He said that if I showed him what I'd got, he would comment on it. After he had scrutinised my opening efforts, 20 pages or so, he said that he had nothing to add, since he had been only 10 or so when he was with his parents at Deauville.

Straight away I thought there was some sort of mystery underlying the family's secretiveness, and this idea was reinforced on visiting the director of the Ecole Polytechnique, who I had asked for some information on Citroen while he was there. He told me: "We have a magazine devoted to the achievements of our past students. We approached Mme Citroen for some routine background information on her husband, as we wanted to do an article on him. She forbid us categorically to mention Citroen in our pages."



Sylvain Reiner

REINER~CITROEN

By Fabien Sabates. *trans.*

I began to understand – the man had been ostracised within his own family, together with his memory. This was why they objected so strongly to any Citroen story, as if there had been some sort of crime committed that they wanted to cover up. What was he being blamed for? The firm's failure? Religion? Personal bankruptcy? It took two years of enquiry to resolve these problems.

I read letters, newspapers, personal reminiscences, talked to concessionnaires, friends, Government Ministers, the Commercial Director of the firm, even the floor sweepers. I put a request for information in the newspapers, and I amassed vast quantities of material on the subject. Some of his contemporaries, however, refused to talk, as if I was enquiring into suspicious events best left forgotten.

There is a Citroen Mystery. For example, Paul Claudel, who was the French ambassador to the USA in 1931 when Citroen went to visit Fords, refused to see me, saying that he only wished to think about what he wanted to think about, and that he had no intention of ever thinking about Citroen again.

The second mystery stems from the marriage between Maxime and Solange Weill, the daughter of the banker David Weill, who was one of the organisers of the receivership and the blanket of silence that descended on the factory. On his deathbed, in a sort of repentance, he begged of his daughter to marry a Citroen. The implications are obvious – it's like something out of Balsac.

What seems incredible to me is the family's hatred for my book (republished in '77). A spectacular confiscation was carried out by a dozen police from the offices of Amiot-Dumont at the family's instigation. They tried to ban the book and sued for astronomical damages. The judgement went against them, but the court requested that certain passages – about his platonic relationship with his secretary Annie Ferrerat – be omitted, and the portrayal of Mme. Citroen be modified.



CITROEN AFFAIR

translation by Reg Winstone.

Unfortunately for me, the publishers then went under and I was left penniless, unable to pay lawyers, threatened and advised to come to terms with the family, who were appealing. Submitting to fantastic pressure, I agreed, and Maxime went through the book excising large chunks which displeased him, even the blandest anecdotes.

When the book came out, Amiot asked me to sign ten or so for the Conseil de Paris. In the afterword I wrote that it was deplorable that Citroen had no road named to commemorate him. Following which, they decided to rename Quai de Javel Quai Andre Citroen. How the family dare to ban a publication which has achieved that for them by the work and passion the author has put into his book, I don't know.

What rankles still is the idea that a biography can be censored, whenever hard-core porn is banned, all the literal consciences cry out for freedom of expression. My book is quietly being muffled now, in 1977!

Having elicited Syvain Reiner's version of the saga, we asked Jacqueline and Maxime Citroen for an interview. We were extremely cordially received, and during the evening they went through all Reiner's points one by one. Although we have, of course, drawn our own conclusions, we present below the other side of the story for you to judge for yourself.

"Reiner contacted our mother in '52. At the time she was really very ill – indeed she died soon after. This he never believed. I (Maxime) saw him and the script he showed me was 15 or so pages consisting mainly of press cuttings from the gutter press and satirical journals; nothing serious at all. I asked him to come back when he had progressed further – I was perfectly prepared to talk to him and help as much as I could. He then sent me a lot of letters, the last of which was positively insulting and in which he declared that he would make do without my co-operation. I could show you them if you like. I didn't see him again until the book's publication.

His story of the Polytechnique is wholly false and ridiculous since we have never refused to help anyone who wanted to publicise our father and his achievements – especially not our mother, who spent her lifetime supporting her husband, living together in perfect harmony. To such an extent, in fact, that none of their correspondence exists – they went everywhere together, whether to the States or the Sahara or to Deauville.

Reiner did actually meet several of Andre Citroen's friends and colleagues but he betrayed their confidence and misquoted them to suit his own preconceptions – that Citroen was surrounded by incompetents, poltroons, drunkards and paranoid megalomaniacs. He portrayed some of them in such a light that George-Marie Haart's (the head of Citroen expeditions and croisiers pre-war) son told him in no uncertain terms of his gross errors.

Since the war, there has been an annual reunion of the 'Anicale des Anciens Citroen', who have always asked us to preside. There are only about 100 left today, but in 1954 all those of them who knew Andre Citroen complained volubly about the distortions of their comments which appeared in the book. On publication of the second edition, they inundated us with letters asking us to fight back against these libelous untruths firmly and vigorously.

As to my marriage with Antoinette David-Weill (not Solange – see how well-informed he is!), you have to realise that the two families are very close, since David Weill was director of the Lazare Bank with whom our father worked. After the bankruptcy, we stayed on good terms. How would Reiner have known of this so-called promise anyway? An invention of his own.

As to the trial of 1955, it wasn't us but Charles Rocherand who accused Reiner of plagiarising 100 or so pages of his book "L'Histoire d'Andre Citroen". You can compare them for yourself. He lost his case in this matter, but we pursued our injunctions even further; he had portrayed our mother as a snob, a flashy acolyte of high society who gave Citroen unwise advice. Anyone who ever knew her would say exactly the opposite of her.

The famous secretary that our father was supposed to have been in love with never existed, either. I say this because, on the basis of the records we have looked up, never in any of the works does the name of Annie Ferrerat appear as an employee.

That's all I can say, I think; In any case, we are always at the disposition of any serious historian who would want to put the record straight concerning the life and works of Andre Citroen.

From "Le Figaro", 20th December 1977

"Wanted: experienced author, of high integrity, to produce definitive biography. The Citroen family is again at the centre of controversy in the publishing work, through not being able to find a candidate who measures up to their respect for their deceased father. The fracas is about a pseudo – literary broadside which has been suppressed after a legal battle. In fact it concerns a book which more or less is the same as that which was indited 20 years ago for plagiarism, amongst other charges. The terms of the settlement were that the contested passages should be deleted – and, lo and behold, now they have cropped up again under another title and by another publisher. The lawyers might have changed but the issue at stake in the same.

"This one's just a rehash of the first one" said Maxime Citroen, (64) "the first time out as a so-called novel, this time so-called history. Who does he think he is anyway? Nobody's perfect, but for goodness sake . . ."

The eldest son of the premier French car constructor continued: "We would like a really nice book to be written about my father. Poor old Andre Maurois wasn't up to it, unfortunately. Others have tried, but it requires a mixture of talents, and a historian's integrity."

" . . . And a journalist's flair", interrupted Jacqueline Citroen, (52). She too determined not to reveal the *family records to any Tomas, Richard or Henri.

*still unpublished . . .

The courts have ordered the seizure of Reiner's "L'Aventure au bout de Quai" on the grounds that it contravenes the judgement of 1955. A 100 franc fine will be imposed on the retailers for every copy sold to the public.

36CTR

and what a beautiful motor car she is!

From our Welsh correspondent.

John Austin, his wife Brenda, their children Samantha and Sophie and 36 CTR spent a weekend with me up here in North Wales at the beginning of September, and what a weekend it was! We travelled to the major tourist attractions in this really beautiful motor car; to the Ffestiniog Railway, Portmeirion, Llechwedd Quarry, Beaumaris Goal, Caemarfon Castle, to name but a few. I've rarely experienced such a pleasurable weekend. David Cubbon and his wife Pat came over to visit us from Phosemor near Mold, unfortunately David was unable to bring his recently acquired French Big 15, but both he and I almost completely forgot our own motors and spent our time gloating over what must be one of the loveliest tractions anywhere.

The car was first registered EBH 821 back in 1937 but Fred Annells reckons that she was actually built in 1936. The number plate was changed about four years ago when John Austin was lucky enough to be offered the 36 CTR number plates and registration book from another car. The previous, rather nondescript number had to go, and new easy-wipe plates reading 36 CTR were purchased, signifying of course that the car is a '36 Citroen! The car has been extensively rebuilt since the days when she was acquired by John (from Fred!), some seven years ago. According to John, a roadster is a Light 15, handbuilt without great care in the factory. Apparently the roof section was cut off a standard model, and very little or nothing was done to strengthen the remaining shell. Thus the box-sections and sills had to bear most of the strains to which all the normal car's bodywork was subjected. Hence there is a considerable amount of bodyflex, which becomes apparent sometimes on 36 CTR when a door tries to fly open on sharp bends.

As far as the specification goes, 36 CTR is a Light 12 Roadster, incorporating a Light 12 engine block with Light 15 innards and head, though the pistons are DS, which pushes up the compression ratio somewhat. Twin SU's are fitted, and although John was carefully running in the car it was obvious that she was a real flyer, compared to my Big 15 with her huge body and bog-standard mechanicals. The gearbox is something special, a four speed box which was unbolted from a racing car found in a scrapyard. Whether it is an E.R.S.A. box or not is

not clear. The bodywork has been considerably strengthened by chopping out all the box section/sill area and remaking the whole lot in heavier gauge steel. Much welding has been done to give the body structure, the strength it will need to see it through the next 42 years! All the chrome parts have been replated, and the interior has been completely retrimmed. Riding in the dickey seat is a little draughty, but invigorating, and conversation with the driver and passenger is best carried out through the partly-removable window in the hood which is held in place by that versatile material, Velcro.

The wheels are dark red Pilotes and really set the car off. Doubtless some would carp about their being unoriginal, but neither John nor myself has much time for the nit-picking sarcastic carpers one sometimes finds in old car clubs, so any complaints will go completely unheeded. The effect of these wheels is totally beautiful, so on they'll stay! Unless one is going for an out-and-out performance machine, this car could hardly be bettered, in my opinion. For style and sheer panache, it really takes the biscuit. Fantastic. Are there any left for me?



*At my house –
John Austin peering
under his bonnet.*



At Dovothea Slate Quarry

ARTHUR SHAFT. S.F.I.B.S.T. T.O.C. ret.

Correspondence c/o The Editor

Dear Arthur,

It surprises me that Citroen fit rubber dust covers on the rack and pinion steering because in my humble opinion they are inadequate for the job as they are affected by both grease and oil. Can you recommend a suitable alternative. Would linen reinforced covers be O.K.? Also I noted that on the continent, garages used to fit grease nipples to the steering box at the end of the shaft connected to the steering wheel and containing the pinion and bearings. I have also seen grease nipples fitted on the front wheel hubs, is there any advantage in this?

Yours
G. Rease-Nipple.

Dear Mr Rease-Nipple,

Thank you for your comments, I quite agree that the standard dust covers do not last very long, and would be far better made of neo prene, or some similar material which is unaffected by oil. However, since the rubber type of dust cover is easily available one has to put up with it, unless you have leather gaitors made. I do not know of any reinforced linen dust covers suitable for fitting to the Traction rack and pinion.

The standard dust covers, as fitted, do last a fair while so long as the rack and pinion is not over greased. I personally do not recommend fitting a grease nipple as you suggest, as the unit when sealed needs very little attention, and should last at least 12,000 miles between lubrications. If a grease nipple were fitted there is always the chance of overfilling and blowing the dust covers off.

The correct lubrication procedure for the unit is as follows, remove screw and locking nut situated at the far end of the rack and pinion on the off side of the car, take care not to loose the relative position of the locking nut on the screw, otherwise the steering lock will become unequal. Turn wheels on full lock on off-side and pump grease into the hole from which the locking screw was removed. In doing this the rack will move across and force the grease along its length. Do not repeat a second time.

Regarding the fitting of grease nipples to the front hub. As the hubs are sealed and they do not use grease in the true sense of the word; providing they are properly packed in the first instance, they should remain so for many years. If a grease nipple were fitted and grease forced in it would only damage the oil seal leading to consequent brake trouble. The same of course goes for the rear hubs.

Yours A.S.

Dear Mr Shaft,

The engine on my Lt 15 is very noisy when idling and has a most annoying "clacking" sound which seems to come from the water pump I have checked the pump but it does not appear to be worn.

Yours J.S.

Dear J.S.

The knocking sound from your engine when idling you describe almost certainly comes from the coupling on the cam-shaft, the immediate answer is to put quite a lot of heavy grease into the grease nipple provided but further to this the only way of getting over the trouble is to replace the coupling with a new one which obviously entails a lot more work.

Yours A.S.

STOP PRESS: A Northern section has been formed. Details can be obtained from its Chairman-

*John Howard
4 Stainbeck Walk
Leeds LS7 2ED.
Yorkshire*

Their first meeting will take place on Saturday May 5th at 7.30 p.m. The venue is Dick Hudsons public house at Eldwick, near Bingley.

AN S.A.E. WOULD BE APPRECIATED WHEN
WRITING TO COMMITTEE MEMBERS

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Classified

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

Wanted: Our new Secretary desperately needs a portable typewriter, if any of you are feeling generous or has one for sale could you drop Maria a line, address inside front cover.

For Sale

Citroen Lt. 15 early 1950's, coachwork and mechanics good, but interior a little tatty. Price £900 o.n.o. Phone Worthing 501756

Wanted

1 used air cleaner for 54-56 Light 15. Several used dynamos, fuel pumps etc. for Slough cars.

IMPORTANT ANNOUNCEMENT

Please note new address for all Secretarial correspondence:

Maria Hodgekiss
94 Oving Road Chichester
West Sussex

SPARES LEVY

Explained in full in the Minutes of the A.G.M. elsewhere in this Issue.

£10 Payable to the 'Traction Owners Club' and send to T.O.C. Treasurer

David Shepherd
Flat 2 Field House
The Esplanade
Bognor
Sussex

Important please do not mix your subscriptions with your spares levy. If you feel you need further information re the levy then contact John Gillard, address inside front cover.

RENEWAL TIME

Your subscriptions are now due. Please note new rates and new address to send to.

T.O.C. only	£8.50) Payable in Sterling
T.O.C. & C.C.C.	£11.50) or U.S. or Canadian
Air Mail for overseas add	£3) Dollars only

Please make cheques etc. payable to the Citroen Car Club, state clearly which option you are taking, and your membership number.

G.R. Holloway
13 Gainsborough Road
Bognor Regis
W. Sussex PO21 2HT

Wanted

Traction 11B front brake drum. Phone 01-580 0775. James Kempston

For Sale

Set of new pistons and liners for 4 cylinder 1911 cc Traction. Liner gaskets available to suit if required, also a Ss/h set of 1D/DS con rods probably a good conversion allowing use of modern shell bearings. £80. Pistons and liners £5. Con-rods. Also possibly some second-hand parts to dispose of, please ask. Write to Nick Hall, 25 Whitehorse Lane, Stepney Green, London E1. or phone Winchester 66242 - daytime only.

For Sale

Big 15. Paris built, with French plates, sound condition, no rust, sound engine, gearbox and brakes, new battery. Spare gearbox and radiator. Realistic price accepted, contact P. Jenkins, 48 Devonshire Road, Westbury Park, Bristol 6. Tel: 425530.

"Tractioneering" Club member is looking for work on other people's tractions in order to help pay for his railway arch whilst a student. Any work considered. Rebuilt Light 15 engines available for immediate fitting. Tel: 485 6488.

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: 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.

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.

For Sale

D. Super 5 (K) 1972, directional headlights, tow bar and electrics. 4 new tyres just fitted. Taxed and MOT. Sound and reliable. About £400 or exchange for Dyane or R.H.D. 2cv.

Parts for Tractions

Big 6.

1 brand new and unused cylinder head less guides and valves.

1 brand new and unused radiator.

Several used inlet mainfolds. Some with polished aluminium heat shields.

Several used carburettors, drive shafts, etc.

Light 15

3 road wheels shot blasted and re-cellulosed, straw colour as new for French 11BL.

3 used 165 x 15 'X' tyres.

Several sets of torsion bars all brand new and never used.

2 pairs brand new 'original type' rear wing stone guards.

2 only R/H rear wing 'high type' Radwar/Robri stone guards.

CIBIE headlamp glass TP 349

Period Accessories

50's Marchal spot lamp, Smiths heater 12v. 6v. windscreen demisters. 6v car radio (large valve type).

Wanted

Can anyone please find me a Marchal headlamp glass for a French 11BL (Light 15). Stamped on the glass at the bottom:-
AGREE AB TP 478.

If you can help, PLEASE 'phone John Dryhurst on Lapworth (Warks) 3185.

Wanted: Big 15 or 6 running, M.O.T. preferred. Contact Alan Smith, 26 Beaconsfield Road, Clifton, Bristol 8. Tel: 36549.

CLUB SPARES FOR SALE

(Levy price only applicable to participants, quote No. please).

Ref.		Normal Price	Levy Price	P&P if Reqd.
GEARINGS				
A1	Clutch Thrust (7,11 CV)	12.35	9.88	0.50
A2	Front wheel outer (7,11 CV)	10.25	8.20	0.50
A3	Front wheel inner (7,11 CV)	6.46	5.17	0.50
A4	Rear wheel (7,11BL)	4.90	3.92	0.50
A5	Rear wheel (11B, 15 CV)	6.38	5.10	0.50
A6	Dynamo (7,11, 15 CV)	3.77	3.02	0.40
A7	Waterpump (7,11 CV)	3.46	2.77	0.40
A8	Bellhousing pulley (7,11 CV)	3.38	2.70	0.40
A9	Flywheel (7,11,15 CV)	2.99	2.39	0.40
A10	U/J kit for inner cardin (7,11 CV)	10.00	8.50	0.60

BRAKES

B1	Master Cyl.	12.50	10.00	0.50
B2	Slave Cyl (State 1" or 1¼")	10.50	8.50	0.50
B3	Master Cyl Kit (new piston & Dustcover)	3.75	3.00	0.30
B4	Master Cyl Kit (Int. rubbers only)	1.50	1.20	0.30
B5	Wheel Cyl. Kit (State 1" or 1¼")	1.90	1.52	0.30
B6	Front hose - Slough Post War	3.00	2.40	0.40
B7	Front hose - French Pre War	4.00	3.20	0.40
B8	Rear hose - Slough Post War	2.60	2.08	0.40
B9	Rear hose - French Pre War	3.45	2.76	0.40

GASKETS

C1	Head Gasket (7 CV)	4.50	3.60	0.55
C2	Head Gasket (11 CV)	4.50	3.60	0.55
C3	Manifold Gasket (7, 11 CV)	1.75	1.40	0.30
C4	Triangular Manifold (7,11 CV)	1.25	1.00	0.20
C5	Silencer	0.50	0.40	0.20
C6	Waterpump (7,11 CV)	1.90	1.52	0.20
C7	Rocker cover (7,11 CV)	0.80	0.65	0.20
C8	Timing cover (7,11 CV)	0.70	0.55	0.20

IGNITION

D1	Champion H10 plugs, set of 4	2.50	2.00	0.50
D2	Distributor cap (replaces Lucas 400316)	2.10	1.70	0.30
D3	Points (replaces Lucas 420196)	0.55	0.45	0.20
D4	Points (" " 423153)	0.55	0.45	0.20
D5	Points (" " 407050)	1.05	0.85	0.20

MECHANICAL

E1	Rebuilt clutch (exchange only)	30.00	24.00	on app
E2	Clutch friction plate (exchange only)	13.75	11.00	on app
E3	Valve springs (11 CV)	10.00	8.00	0.50
E4	Valves (Set) (7 CV)	25.00	20.00	0.50
E5	Valves (Set) (11 CV)	25.00	20.00	0.50
E6	Valve guides (Set)	12.50	10.00	0.50
E7	Timing chain (7, 11 CV)	6.25	5.00	1.00
E8	Pistons and liners (11 CV) (Set 4)	80.00	70.00	on app
E9	Cord Piston Rings (11 CV)	15.00	12.50	0.30

RUBBERS

F1	Steering rack (pair)	5.60	4.50	0.30
F2	Ball joints (one side)	3.50	2.80	0.30
F3	Scuttle vent	5.00	4.00	0.30
F4	Windscreen surround - per ft.	0.45	0.38	on app
F5	Windscreen U glass mounting - per ft	0.30	0.25	on app
F6	Big Boot	6.00	4.85	0.50
F7	Clips for big boot (set 12)	3.75	3.00	0.20
F8	Door surround (for 4 doors)	9.10	7.30	0.50
F9	Pedal (Chevron)	2.40	1.90	0.30
F10	French indicators, numberplate light	5.00	4.00	0.40
F11	Handles, headlamps etc.	5.00	4.00	0.40
F12	Shock absorber mounting (single)	0.45	0.35	0.20

MISCELLANEOUS

G1	Window glass channel (state model & front or rear)	1.60	1.25	on app
G2	Fan belt (7, 11 CV)	2.50	2.10	0.40
G3	Radiator hoses (pair)	6.25	5.00	0.50
G4	Dash gear selector springs	1.90	1.50	0.20
G5	Bonnet lock springs	1.90	1.50	0.20
G6	Door lock springs (set 4)	3.00	2.40	0.20
G7	Indicator lense - white	2.50	2.00	0.20
G8	Indicator lense - Orange	2.50	2.00	0.20
G9	New Solex 32PB carb (exchange only)	32.50	26.00	on app
G10	Clutch thrust spring	0.65	0.50	0.20
G11	Petrol Pump repair kit (Slough A.C.)	2.80	2.25	0.30
G12	Fan belt (15 CV)	2.00	1.70	0.40
G13	¼" bead wing piping (black P.V.C.) - per ft.	0.09	0.07	on app

Coming soon: Stainless exhaust systems, decoke and sump gasket sets, door handles, petrol pumps.

Also Available: Exchange brake shoes - if you have difficulty getting shoes relined we can get them relined or obtain linings from Ferodo. Shoes (exchange) £20.00 + postage. Linings £15.00 + postage.

Exchange driveshafts - we will continue to obtain exchange driveshafts from the continent for members until funds permit us to supply off the shelf. Please send/deliver your old shafts plus £65.00 deposit to J.G. NOTE to be eligible you old shafts must have clean, reusable tapers, stubs and splines.

JG Knows of - 2 cloverleaf screens - more details on request. - new armature for dynamo C45E - 10 HP 1933 4 cyl £7.00 + VAT & post. - new armature for dynamo C45A/Z CJ1/1&2 - all models 1934-6 £7.50 + VAT & post - 4 pre war Light 15 head gasket sets £11.50 each - 23 new exhaust valves ten 'A' 11.4 HP 1934 - Offers - 10 new clutch linings for Big 12, 20 1932/33 £3.75 set - 10 new clutch linings for 10 HP 1932/35 £3.25 set.

SAE To:- J. Gillard, 129b Camden Street, London NW1

Wanted: Information leading to sources of spares for TOC. purchase, particularly from people able to attend autojumbles in the north. Info. to JG please.

Wanted: Old driveshafts to help set up our exchange pool. We will collect. Contact JG.

Stolen Ian Ness wants information about his maroon Slough Big Boot Light 15 stolen from Waterloo on Sunday 11 Feb. Reg. No. RCR 549 Chassis G/532406. Tel: 622 0890 (evening) 408 2292 (day).

JG's Spares for Sale

1 set Light 15 pistons c/w rings pre 1947 dish top but will fit later models £20.00 + post.
2nd hand 165 x 400 x S £7.00 & £10.00
Wire mesh for Slough grilles £1.50
Head Gasket set for Pre-Traction 12.8 HP £7.00
Pair new Armstrong front shock absorbers £21.00
J. Gillard, 129b Camden Street, London NW1

Batteries

12V flush ended reverse layout (correct Citroen) 11 plate 60 amp hour @ 20 hr. rate subject to 2 year guarantee £21.81. From L.G. Batteries, 31 Farley Hill, Luton. Contact Mr Kenneth Wilkins and refer to type 241 as supplied to J.G.

For Sale

7B Head Gasket £3.50 - Roger Dyer, Brookwood 81359 (evens)

For Sale: 3 Lt. 15 gearboxes for spares. 1 Lt. 15 radiator. Excellent. 5 good Michelin 'X's, 2 front hub assemblies, complete drums etc., various 12 and 6 volt starters and dynamos. Alan Smith, 26 Beaconsfield Road, Clifton, Bristol 8. Tel: 36549.

