



**6th International
Citroën Car Clubs Rally
10th, 11th & 12th August 1984**

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Nr. STEVENAGE,
HERTFORDSHIRE, ENGLAND.**



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Floating Power

Volume Nine Number Two

May, Nineteen Hundred and Eighty Four

As promised, 1984 is proving busy for the Tractionist – the Anniversary Dinner and trip to Paris have already taken place, while some Citroën dealers have displayed members cars in their showrooms. And still to come, of course, is our ICCCR at Knebworth in August – please use the booking form in the magazine for this.

Now a plea for expertise, but not of a mechanical nature – linguistic skills are what I am looking for. Knowing the wide range of talents there must be among TOC members, I should be most grateful if people with a good grasp of the following languages would volunteer to translate occasionally from foreign club magazines: German, Swedish and Dutch.

Finally – subscriptions. For some reason, the new renewal forms were not included in the last magazine. However, the Club does still need your subscription, so please hurry it off to David Shepherd, especially since this will be an expensive year for the Club. When you fill in the renewal form, Steve Hedinger has asked if you could please include your telephone number and let him know of any change of address.

New members who joined after 1st January this year should ignore the renewal form.

NH



An unwelcome problem to a Traction owner is engine failure, in particular 'Big End' and main bearing wear, which can occur with depressing frequency if the car is in constant use or, dare I say it, if it's driven briskly!

These days, there are not many firms that undertake white metalling, and those that do, charge quite a substantial sum for what in my experience is an appalling and slipshod job. I recently have had two 11D engines "done" by one firm of supposedly reputable engineers, who have 1. given me back the wrong crank for my engine, 2. supplied the wrong size shell bearings, 3. supplied one defective conrod as a "replacement" that locked the engine solid when torqued down, 4. made a set of main bearings which melted after 2000 miles, taking two big ends with them, 5. swapped my flywheel for someone else's, 6. fitted small end bushes which rattled loose in 900 miles, 8. reamed out a set of conrods so as to allow the shells to chatter which provides an amusing diesel like knock. As a result of this, I have replaced the engine three times in six months in one car and twice in two weeks in another. You may draw your own conclusions as to the ability of that firm of engineers.

I will now outline a simple way to alleviate all this misery, and avoid the wonderful world of "specialist" engineers.

My particular solution was half buried in the ground, overgrown with nettles and brambles, and full of water, behind the garages of my local Citroën dealer. It was a DS engine of about 1961, which had been placed outside twelve years ago, when the DS that it powered broke in half on being driven in to a ditch by its owner. (Gosh! the DS was a strong car!)

The joy of this particular model of engine is that with a few modifications it becomes entirely compatible to a Traction, but most important, the crank runs in shell bearings, both mains and big ends, the bearings are still available, the oil system is actually designed to permit a proper flow of oil round the main bearings and the oil pump delivers a higher pressure anyway. The conrods are heavier than the 11D engine and the mains are fatter. Thus the bottom end of the engine is designed to take the extra pounding provided by the more efficient crossflow DS head. So when you fit the Traction head with yawn-inducing gas flow characteristics, you end up with a very durable understressed engine, which if you do blow it up is much cheaper to repair.

The work for conversion is quite straightforward. First remove the DS head, flywheel, timing chain cover, camshaft and followers, pushrods and engine mounts, and put on one side. Incidentally, single hexagon sockets really are the answer for dismantling a very old or rusty engine. Whilst they are expensive, the time saved by their use, not to mention the barked knuckles, makes them very worthwhile. With a 12, 14, and 17mm, most jobs on the engine can be done. You will see that the crank has brass plugs screwed into the big

CITROËN

FRONT WHEEL DRIVE

WORKSHOP REPAIRS

"D" BOTTOM END CONVERSION

By Jonathan Howard

end journals which are drilled out inside to form a large reservoir. Owing to the way the oil holes are drilled these reservoirs act as a centrifugal filter and are certain to be filled with a thick heavy grey sludge. Removing the brass plugs, which are fitted with a female 12mm hexagonal drive is a bitch of a job and usually results in the hexagon stripping out (it can only take about 200 lbs and the plugs are usually in tighter than this) so the answer is to punch a hole in them and introduce a small file, making a slit to the outer edge of the plug. With judicious tapping it is possible then to collapse the plug and unscrew the mangled remains easily. Replacement plugs, part No DS 121 88 are available still from Citroën at about £2 each, as incidentally is a new crank for this engine, at the snip price of £310. This is a powerful argument for fettling up your old one.

So having removed the brass plugs you then gouge and dig out the filth in the reservoirs behind them. Judging from the hardness and the quantity of this sludge I think it essential to do this job and not try and cheat by pouring petrol down the oilways and prodding with bits of wire. Furthermore if you are going to have the crank balanced it would be found that its weight was distorted by the presence of this muck. Ensure that all oilways are clear and clean.

With regard to the flywheel, the simplest solution is to fit one from an 11D engine, which goes on the end of the DS crank without any bother, using the existing retaining bolts. You will however have to find a Traction-style flywheel lock washer to retain the flywheel bearing. For a pre 11D flywheel you will have to have the six stud holes drilled out by 1mm, and a seventh hole made for the dowel. Whichever route you take it should be borne in mind that you have fitted a replacement flywheel and that the assembly arrived at should be balanced or vibration problems may be incurred.

The crank can now be sent off for grinding and balancing and any engineering firm should be able to tackle this, and

supply bearings. It is as well to have the small end bushes checked, and if necessary replaced, and if (like mine were) the conrods are badly pitted with rust, have them threadblasted, or they will continually shed little flakes of rust into the oil when in action. While the crank is away the block can be attended to by thoroughly cleaning out all the oilways, and the main gallery can be cleaned out by unscrewing the end caps and poking wads of cloth through it with a piece of dowel - (check that you haven't left anything behind!)

The oil pump should be stripped and checked, although one might think that they never wear out, this is a mistake, mine had rotors that looked like they had been used for crushing gravel and the spring for the relief valve was worn. DS style rotors are available, and the able technicians at the Arch are able to fit them and replace the spring.

An inspection of the pushrods will show that the DS rods have "big feet" compared to the traction rods, and so the cam followers differ accordingly. However traction style cam followers will run perfectly in the DS block, push rods will have to match your head, be it 11CV or 11D as the 11D head requires pushrods some 1/2" shorter than the 11CV head.

The camshaft itself can be dealt with in a variety of ways. The simplest for me was to fit an 11D cam, which embodies a rather weedy spline drive for the water pump and dynamo drive pulley, but I see no reason why the clattery Oldham joint style cam cannot be fitted, or the DS cam can be retained with its much more meaty splined end, and a trick pulley shaft made up to fit the bell housing. Either way, the DS or 11D sprocket wheel should be used, as earlier sprocket wheels have a different chain line.

Citroën considerably left DS blocks all machined out to take Traction engine mounts, the light Fifteen mounts going in exactly the same holes. Big Fifteen and Familiale mounts will fit on but you will have to cut two bolts off short - say 1/2" and wind them in the side of the block where the old mountings went. If left too long they will foul the cam-shaft.

The Traction head goes straight on to the DS block without any modifications needed, but the oil feed pipe from the block must be compatible to your head - the DS one is not transferable.

Pistons and liners are directly interchangeable between 11CV and DS engines. However if you are fitting used liners to the DS block you will need to clean the rust, barnacles etc. from the liners more thoroughly than usual as there is less clearance in the block surrounding the liners.

Finally you will need to fit a Traction style timing chain cover to the motor as the DS cover is aluminium and has no rubber block fitted to it. The two covers are directly interchangeable though. The only exterior difference noticeable after the DS block is installed in the car is that the identification plate for the engine is in a different place, so the swap will be undetectable in normal everyday use.

CAR PROFILE

Light 12 FYX 904 7C4 Chassis No 106042

Although 'Foxy Lady' was built in 1939 she came to life in April 1940, her debut presumably delayed due to war hostilities, I was her third owner; this fact was not immediately obvious as she arrived complete with the third continuation logbook. Having successfully obtained the original logbooks it transpired that no less than seven successive registered owners were in fact close relatives of the original owner, a French doctor resident in Barnes. The changes were presumably effected to get round petrol rationing. The family retained FYX until 1966 when she was sold to an Alvis enthusiast, tidied up and given as a wedding present to his intended. A few years later I came along and found Foxy Lady in a semi-abandoned state in Kilburn, the worse for wear since the break-up of the marriage and subsequent neglect.

My first few months of ownership were traumatic. No MOT, parts falling off whenever she went, tows home whenever she wouldn't. I joined the RAC very quickly! Several gearboxes in as many months, a sunshine roof that cascaded inside when it rained, a wiring short causing a fire at the first old car event that I attended – all part of the joys of ownership. The first rebuild took almost two years, on a shoestring, but the results were pleasing, forming a strong love for the car which never leaves me. I looked forward to the joys of motoring only to find them shortlived since the engine rapidly ran a big end (not the original but a factory reconditioned unit fitted in France in 1962 when the first owner's son had a similar experience whilst on honeymoon) and with a new engine in residence, the body then started to fall apart from the lack of inner sills, a fact which had been overlooked when the Alvis enthusiast had replaced the outer sills which I had mistakenly believed to be indicative of the car's soundness. Not that I would have not bought Foxy Lady, since all the other tractions which I viewed in Exchange and Mart were usually Fred Flintstone jobs – but maybe £100 was too much?

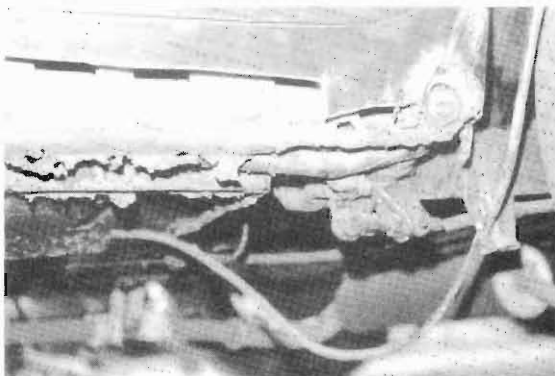
Regrettably, my new sills were British Leyland variety – they didn't last either. The coach worker did an excellent cosmetic job without satisfactorily finding anchorage for his new metal. The result was similar disaster after about three years hard use and consequent rebuild, this time with the rear axle off to refurbish rather than patch weld the inner sills.

This year Foxy Lady will re-emerge again, she's now resprayed, with a new engine and had some interior work to make good the ravages of hard use, particularly in the early days of Classic Restorations and the TOC when she was used as a general hack. She'll never be concours but I like her that way, just comfortable. Only from now on I intend to take more care of her.

John Gillard



A vintage picture of John and the car.

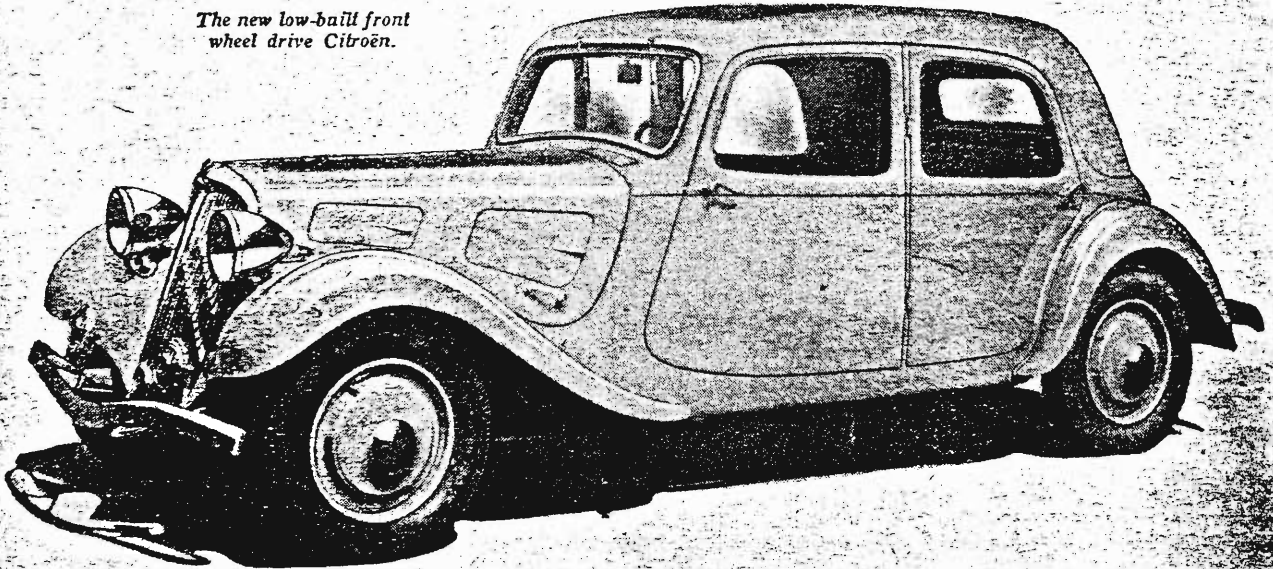


This detail of the sills shows just how bad the rot had set in.

The car as it appeared at Thetford Rally in 1981, it looks good but John's quest for perfection has led him to re-spray and re-chrome FYX 904.



The new low-bull front wheel drive Citroën.



A CITROËN SURPRISE

Entirely New Front Wheel Drive Car, With Independent Suspension of All Four Wheels by a System Using Neither Coil Nor Leaf Springs : English Market Not at Present Affected

IT has been known for some time past by those who have facilities for following what is happening elsewhere, that the Citroën Company in France were about to introduce an entirely new type of car with front wheel drive. This is now in full production in its native country, the enormous factory having been re-equipped and largely reorganised for its manufacture. Quite apart from the fact that it has front wheel drive, the car is exceptionally interesting and unusual almost throughout its construction; but it is to be clearly understood that for the time being there is no question of this car being available in England. For the present it is to be regarded in the light of technical interest, and the production and sale of the present range of normal Citroën models available here is continued without change.

The main features of the new car are front wheel drive, all-steel construction of the body and frame in one unit, there being no ordinary frame, and independent suspension of all four wheels by a system which employs neither laminated nor coil

springs. The machine represents nothing short of a triumph of pressed-steel construction, for which highly expensive and intricate plant is required.

To start with, there is what may be regarded as a sheet-steel platform which forms the backbone of the car. In front this is shaped so that the engine, with the final drive and differential casing, and ahead of that the gear box, drop into place as a unit, whilst to "horns" on the extreme forward end of this backbone is bolted the front suspension assembly, carrying the steering connections and the stub axles, there being no front axle in the ordinary sense. The centre portion of the sheet-steel backbone forms the floor of the car, which is absolutely flat, devoid as it is of any necessity for allowing for the usual propeller-shaft in the case of a normal rear drive car. At the extreme rear of the platform the back axle is attached, which is simply a trailing axle to carry the rear wheels.

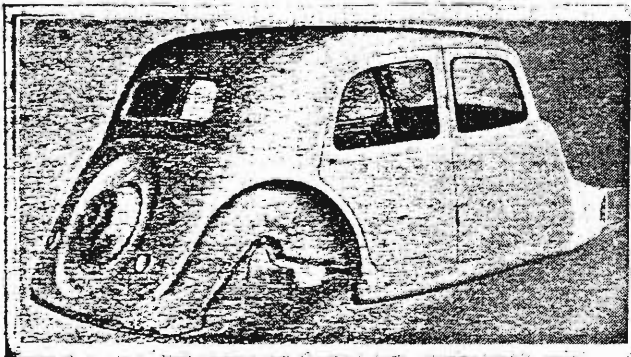
Then the body shell as a unit, itself made up from steel pressings, is welded to the backbone, the body and what cor-

responds to the frame, therefore, being one. The suspension alone is worthy of close examination.

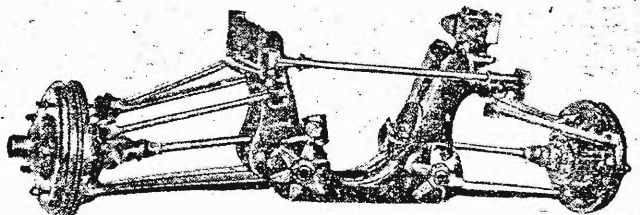
As to the front of the car, extending from the frame are links, one end of which is fixed, and the other free to swing in a bearing at the frame end, and at their outer extremities these carry the steering pivots and the stub axles. As the wheels move up and down vertically, due to road surface inequalities, the springing effect is given by steel-rod torsion bars, to which the assembly is connected, these bars being fixed at one end and free to move at the other end, the twisting action of these rods replacing the normal movement of a leaf or coil spring. The torsion bars for the front wheels extend rearwards with their axes parallel with the engine crankshaft; in the case of the back axle the torsion bars are set across the chassis, and, further, there are diagonal radius rods for bracing purposes. At the front the action is damped by two large friction disc shock absorbers, and at the rear by hydraulic shock absorbers.

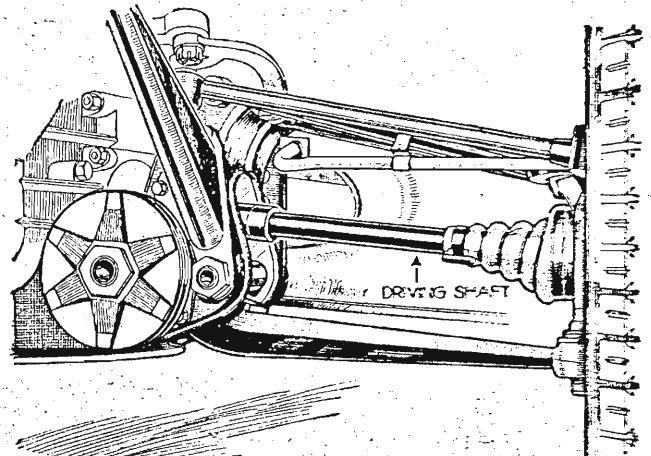
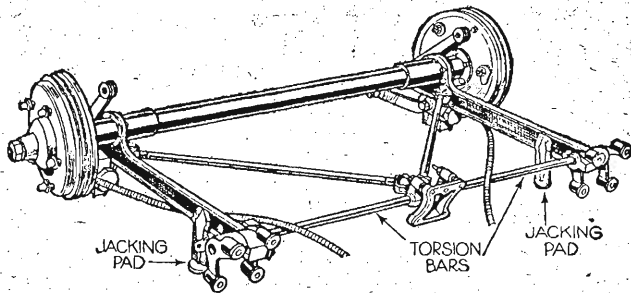
The engine, too, is entirely different for Citroëns; it is a four-cylinder with a three-bearing crankshaft, having overhead valves operated by push-rods, and with renewable liners almost entirely surrounded by water to form the cylinder bores.

Its exact dimensions are not to be announced at present, but the capacity



(Left) The all-steel body shell. (Below) The front "axle" assembly, drive shafts, and steering connections, as a unit.





will be about 1,300 c.c., and the tax in this country £9 or £10.

Fuel is fed from the rear tank by a pump of diaphragm type driven from the camshaft; ignition is, of course, by coil and distributor, and on the rear side of the engine, recessed into pockets, are 14 mm. sparking plugs. The engine and gear box unit is mounted flexibly at two points on the full floating power system. The radiator block is part of the engine assembly, and is carried comparatively high.

The clutch is, of course, at the forward end of the crankshaft in view of the front wheel drive, and ahead of it is the housing for the differential and the normal spiral-bevel final drive, from which extends outwards at either side the live driving shaft to the front wheels.

Gear Box and Final Drive

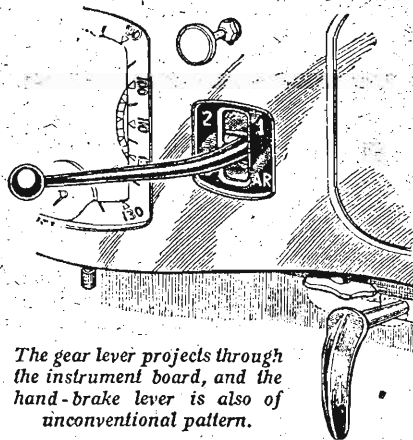
Ahead again is the gear box, which is of ordinary three-speed type with helical-toothed pinions for second gear and constant mesh, there being a synchronising mechanism to give an easy change between those two ratios. Though in fact the final drive is between engine and gear box, the latter being in front, it will be understood that the drive from the engine passes from the crankshaft through to the clutch, and so to the gear box main shaft, and is returned through a continuation of the layshaft, on the end of which is the driving bevel for the crown wheel, that representing the tail-end of an ordinary propeller-shaft.

Hydraulically operated brakes of duo-servo type are fitted, the rear wheel shoes being controlled independently through the hand lever.

The body, it will be seen, achieves a new appearance for this make, and whilst it has streamline tendencies is not extreme in appearance. The tail is particularly pleasing; it incorporates an external mounting for the spare wheel, and forms also a luggage container. The absence of running boards will be noticed; steel disc wheels are used, fitted with medium low-pressure tyres running at about 24 lb. per square inch. A good and unusual detail point is the provision of two filler caps, one at either side, for the fuel tank.

A trial run was taken on one of the new cars, a roughly assembled example,

(Above) The back axle, showing the torsion bars for the rear suspension. (Right) The assembly which carries the steering pivots and stub axles for the front wheels.



The gear lever projects through the instrument board, and the hand-brake lever is also of unconventional pattern.

it was understood, chiefly with an idea to forming some opinion of the suspension. The speed at which this permits the car to be driven over bad roads is nothing short of astounding.

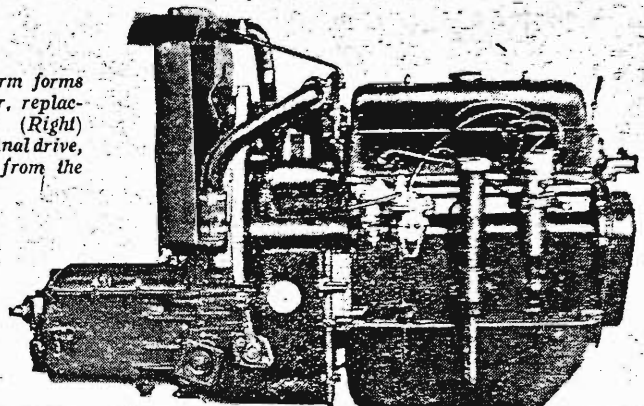
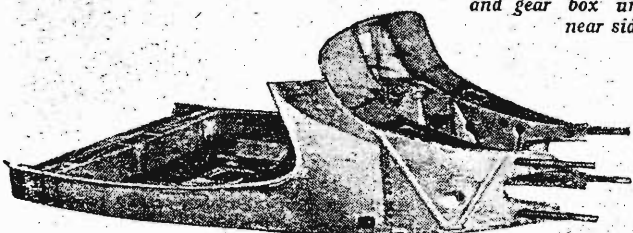
A section several hundred yards in length, with potholes several inches deep, and even including a light railway level crossing, was selected, and over this the car was driven at 45 to 50 m.p.h.—a speed which seemed foolhardy until the effect of the springing came to be realised—not only without the four occupants noticing any shock or extreme movement whatsoever, but also without it feeling that the car was suffering in any way, and without movement of the steering wheel being apparent. It was

possible, indeed, to steer with one hand at the high speed in question over this appalling surface, constituting a type of third-rate road one would not seriously consider negotiating at much above 20 m.p.h. on an ordinarily well-sprung car. A further extreme section was driven over, a mud track with wide holes nearly a foot deep, and again the behaviour of the car was extraordinary.

Everyday motoring does not consist, of course, of this kind of going, though there are districts where it is extremely valuable to possess a car that will travel fast and without damage over "colonial" sections, but a special suspension is of little general use if it does not also show up well on good roads. It was found with the Citroën that there was no tendency to side sway or roll in the comparatively short run which was possible on ordinary roads. Surfaces of the wavy type, apt to set up fore-and-aft pitching, were negotiated on an even keel, and the car sat down well under hard braking, besides, as far as could be judged, cornering well at speed and taking even right-angle turns unusually fast without feeling unsafe.

It was apparent, also, that the overhead valve engine has plenty of life, the car gets off the mark well and the gear change handles nicely. The lever projects horizontally through the instrument board, in a manner similar to that which has been used on other front wheel drive machines; the hand brake lever, too, extends horizontally, and has a twist and pull action, so that the front compartment is left entirely unobstructed by the usual controls.

(Left) A steel platform forms the backbone of the car, replacing a normal frame. (Right) The engine, radiator, final drive, and gear box unit from the rear side.





28-29 AV



PARIS-LE

CINQUAIN TRACTION CITR



This April saw what must have been one of the largest collections of Traction in one place . . . Le Bourget Airport, the meeting place of the Paris Rally.

The cars congregated on the Saturday, while preparations were being made for what must have been the high spot of the weekend – the convoy drive through the centre of Paris.

Amazing, Emotional, Fantastic, Historic, and Overwhelming, are all words that describe the Sunday drive, but all mean nothing to me, because I missed it! Yes I missed it.

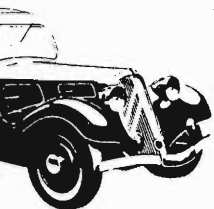
The previous afternoon, we had been told by the organisers that the convoy drive had been cancelled, due to insufficient support from the Government to close down Paris. So while we were driving out to Le Bourget 2,000 Traction were going the other way.

When we arrived at the rally site it was empty, but within minutes of the first car returning, it was fend for yourself, and park where you can. I started looking for interesting cars, but I became totally confused by the whole event – What was I looking at? What was I looking for?

I decided to move my car to a far corner of the Rally site, away from the critical eye of the Traction connoisseur, only to find it at the head of some kind of line up, and boxed in on all sides by hundreds of Traction. It was just one big jumble of cars.



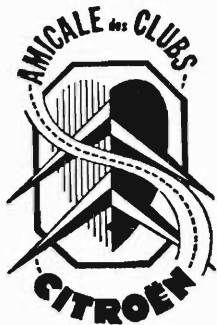
APRIL 1984



BOURGET

100 ANS de CITROËN AVANT CITROËN

1984



all over the place. There didn't seem to be any order at all!

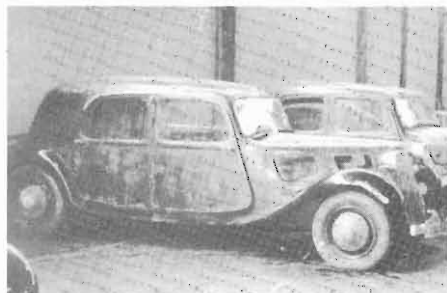
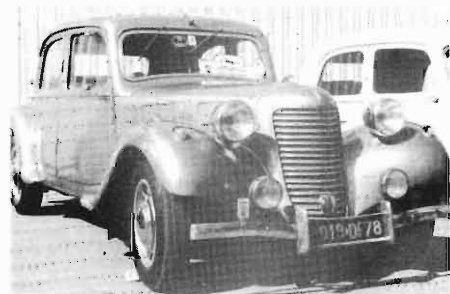
No club line ups, no concourse, and no real autojumble, all we got for our admission fee was a nasty version of Nana and her 99 Red Balloons, blasted out through loud speakers and a thin display of cars in the central hall. I had expected more than this, it would have been far more appropriate to have had French ballads from the 30s, 40s and 50s, or even an accordion player, if music was that critical to the success of the rally.

In the main hall there was a display of Club members cars, made up at the last moment by the organisers, which is as good a way as any in putting on some form of show, but surely Citroën could have supplied good examples of cars from 34 to 84, and although every one received a brochure describing Citroën's development, it would have made ideal material for some form of display panel.

But it is easy to criticise, and it must have been hard work to organise such a large rally. I thoroughly enjoyed myself and it was a chance to spend the weekend in Paris with my friends, altogether a most memorable event.

Stephen Bull

In the next issue of FP we hope to have a write-up about the convoy drive through Paris.





Paris Convoy Drive



1984 Celebration Dinner

The environs of Bracknell might not be everyone's idea of the ideal location for a sumptuous dinner; however, those members of the TOC not booked for the Paris trip (and a few who were) found the Ladbroke Mercury Hotel a comfortable and convenient spot for the 50th Anniversary Dinner.

Many people came early; by the time we arrived, having caught up Kathy Hayes on the way, a second row of Tractions was forming in the car park, lit by the beautiful evening sun.

After a few drinks and renewing old acquaintances, we went in to dinner. John Savelli's fixed head coupé was in pride of place, having been recently restored. Apparently it was only just ready for the occasion: many thanks to John on completing and presenting the car at the dinner.

The car was displayed with Allan Sibley and Tristram Woolston's excellent display panels, depicting the development of the Traction Avant. The whole display was designed and co-ordinated by Peter Simper, who with his wife Sue made a wonderful 50th Anniversary cake.

The dinner itself was excellent, and was followed by an entertaining speech by Jonathan Wood of Thoroughbred and Classic Cars, outlining André Citroën's career and contrasting his personal disappointment and early death after the bankruptcy of 1935 with the continued success of the 'Traction Avant'. The important influence of the Traction on other designs was pointed out before Jonathan Wood concluded, to warm applause.

The choice of a Traditional English folk band proved popular. Clog dancing demonstrations were given, but much of the remaining time was occupied with traditional country dances expertly called by a delightful lady in the band.

Full credit must be given to all those who worked so hard to make the evening such a success. A truly memorable event, and a most appropriate celebration for the fiftieth anniversary of the launch of the Traction Avant.



Above: The impressive line-up of Tractions in the car park



Above: The Club's Chairman and event organiser Bernie Shaw proposing the toast



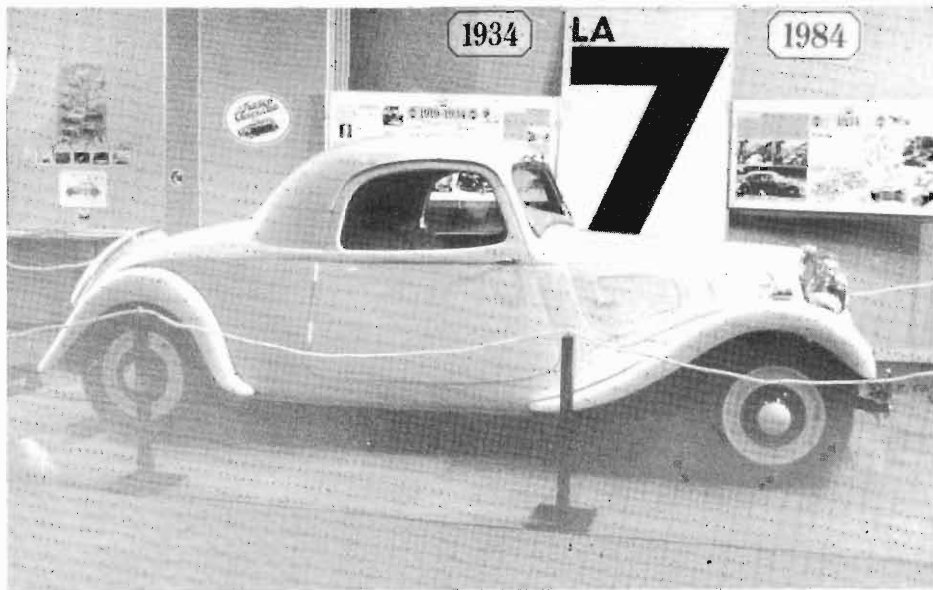
Above: Fred Annels and John Savelli discussing the size of his dickey



Left: The English Folk Band

Below left: The splendid anniversary cake, made by Peter and Sue Simper

Below: John Savelli's resplendent Coupé



Club news

Stylish Calendar Launch

Although not a TOC event, quite a few Traction owners were fortunate enough to be present at the launch of a special calendar commemorating the Fiftieth Anniversary of the Traction.

The event was put on by Peter Mackertich, Tony Mackertich and Stephen Bull, to celebrate the launch of the Traction Avant and to promote the launch of a stylish calendar produced by Peter and Stephen.

Two hundred guests were invited to Peter's studio in Shoreditch, to experience a brilliant audio visual presentation, using three projectors, which fired simultaneously. The images depicted evocative scenes of Traction history, related to world events of the time.

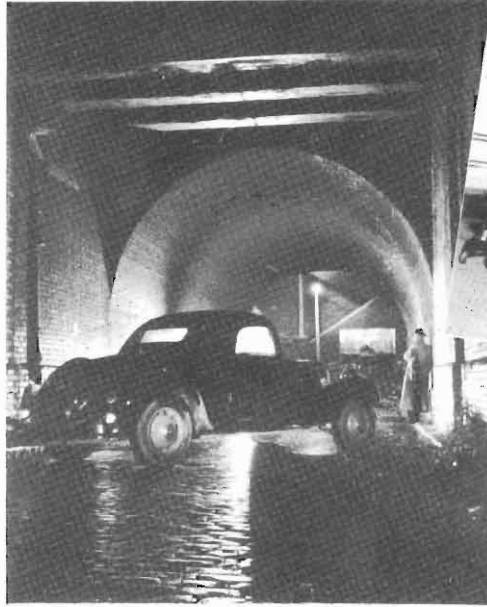
Across the studio, in front of the whole display was positioned Tony's beautiful Commerciale, while upstairs wine was served by French Maids, and the Calendar was launched.

Entertainment continued with French street singers, and while the wine flowed a two foot long Traction cake was cut.

The calendar itself sets Tractions in period by the choice of appropriate backgrounds for the cars, photographed by Peter Mackertich using a Forties Speed Graphic camera for authenticity.

As a calendar it might be thought pricey, but only one thousand signed and numbered copies have been produced, and it is worth every penny for a set of wonderful photographs printed to the highest possible standard.

NH



Calendars may be ordered from Peter or Stephen at 1 Holywell Lane, London EC2. Telephone 01-729-1481.

The Calendar costs £12.00 including 15% VAT. For UK postal rate add £1.62.

The calendar runs from 1st May to 30 April 1985.

What the papers say . . .

Simply stunning . . . *Classic and Sportscar*

Stylish custom Calendar . . . *Design Magazine*

Vehicular homage to Brassai . . . *Creative Review*

Lavish-looking Calendar . . . *Campaign Magazine*

Desirable collectors item . . . *Citroën Magazine*

One of the most handsome motoring calendars I have ever seen . . . *Car Magazine*

If you like the car, or attracted to my Traction

. . . . then see the calendar that's just been released, to celebrate the car's fiftieth birthday

The calendar runs from the 1st May 1984 to the 30th April 1985 and contains twelve stylish photographs of the Citroën Traction Avant in London locations

Size A2 16½" × 23½"

Only 1,000 printed, signed and numbered by the Designer and Photographer; these are a true collectors item. For further details contact:

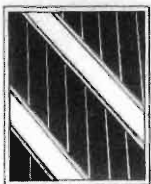
Mackertich Bull

1 Holywell Lane, London EC2

Telephone 01-729 1481 or 01-531 8284

FIFTY YEARS OF
CITROËN
TRACTION AVANT

1934 - 1984



50th ANNIVERSARY CALENDAR

1984/1985

Body Panels

I am a fully qualified Sheet Metal Worker and served my apprenticeship at the Morgan Motor Company of Malvern. For the past 18 months I have been making panels and sections for the older car. I have made a bonnet for a £28,000 car which was hand built in Cwmbran, I have also been doing a considerable amount of work for a club based in Chepstow. They were so pleased with the work done that they asked if they could present them at the Classic Car Show in Brighton.

I will make any panel or part panel from Mild Steel, Stainless Steel, Aluminium, Copper or Brass. I have no tooling or presses, all panels are completely hand made, i.e. shaped, formed, welded and hand beaten. With this in mind you will understand that the smaller parts are cheap to make but the larger panels such as bonnets and wings etc. with compound curves are more intricate and would therefore be rather expensive. Because of this a few of my customers ask for small repair sections which they can fit themselves, this has proved to be very successful.

I realise that parts are easily obtainable in fibre glass but I think that the majority of collectors would want metal parts, and I would point out that my work is as near to the original as possible, considering that each panel (whether it is one off or one hundred off) is individually made. All parts would be primed and if the customer wanted a finished coat I would spray it provided the colour and shade number of the required paint were supplied.

If you are interested please send me a drawing, a good sketch or better still a photograph of the part required and I will send you an approximate estimate by return of post. If you agree with the estimate the next step is to send me a replica of the part required, which will be returned to you as soon as I have developed the pattern. There will be good discounts for batches of 10 or more. To give you some idea here are some costs for my panels for the Ford Capri:

- Bottom half or rear wing (double curve) £18
- Twin headlights, set back, with bayonet slots for fixing bezel £22
- Bottom section of Front Wing (double curve) £14
- Tapering Indicator Tunnel £10

Yours faithfully, Mr T. G. Burville

R.T.F. Services, 42 Waun Road, St. Dials, Cwmbran, Gwent, NP44 7JW. Telephone: Cwmbran 63735.

Radio Repairs

I am writing to inform you of my car radio repair and refurbishing service.

I am sure that many club members have car radios that are not working and are probably stored away in cardboard boxes in the back of their garages.

As an old car enthusiast myself, I like to keep as original as possible all the equipment that was put in as standard, by the manufacturer. I am sure that many Classic Car owners feel the same.

Having served as an apprentice, then as a qualified radio and TV engineer, in the period when valves were mainly used, in both radios and television sets, I find that I appreciate valves, to the transistor sound, as would a true old car enthusiast, appreciate a 'Model T' to a modern Ford.

I can offer a professional and reasonably-priced service. I am able to repair radios of any type or origin, from pre-World War Two to modern day ones, I can also obtain or keep in stock parts that date back to the thirties.

Yours faithfully, Mr A. C. James,
19 Orchard Close, Critchill Park, Frome,
Somerset, BA11 4EA. Tel. Frome (0373) 63363.

6th I.C.C.R Knebworth



6th INTERNATIONAL CITROËN CAR CLUBS' RALLY

August 10th/11th/12th at Knebworth House

All French cars invited – Open to the public
Book now for the Autojumble

Send s.a.e. to:

CCC/FP, 152 Barkham Road, Wokingham, Berks., RG11 2RP

Club Spares

New premises have been found for the club spares, and from NOW no club spares will be available from the Arch.

The club spares will be run by SID GRIFFITHS and PETER SIMPER, and will operate as follows:

All orders for spares and club shop should be sent to SID GRIFFITHS at 47 Ingram House, Daling Way, London, E3 5NL.

SPARES POOL

VERY URGENT request for old drive shafts, wish bones and clutches and plates. We have a supplier in ENGLAND who is prepared to recondition drive shafts, but we must have a large number of old shafts with GOOD tapers to keep the price down. To do this the club is prepared to offer a spares voucher to be used as payment when buying spares.

i.e. £10 plus cost of post (if posted) for every old drive shaft with a good taper sent. Drive shafts with bad tapers would be accepted but no voucher will be issued.

£4 plus cost of post (if posted) for every wishbone sent.

£5 plus cost of post (if posted) for clutches and clutch plates sent.

TO CLAIM YOUR VOUCHER PLEASE BRING THE ABOVE ITEMS TO KNEBWORTH with you, where there will be a collection point, to save postage where possible.

OR

send your old parts by parcel post to:
P. T. SIMPER,
215 Whitton Road,
Twickenham, Middlesex TW2 7OZ.

Light Fifteen/Big Fifteen Driveshafts

All of us have problems from time to time with driveshafts and have experienced the problems in obtaining quick replacements as supplies from abroad are somewhat erratic. Well, at last I have managed to find a local company who specialise in propshafts and they are willing to undertake repairs for TOC Club members.

The company is:

Transcardan Limited (J. R. Boyce,
Director)
Unit 4a, British Rail Industrial Estate,
Tolladine Road, Worcester.
Telephone (0905) 20674.

Jim Boyce is very experienced in this type of repair work and has all the necessary specialist tools.

He has repaired ten shafts for me recently and they appear to be perfectly O.K.

Prices are as follows:

Cardan Shaft

£20.00 including VAT, post and packing
£2 extra.

Drive Shaft

£40.00 including VAT, post and packing
£3 extra.

Drive shafts are accepted for repair on the basis that they are thoroughly degreased beforehand and that the stub axle and yokes are in good order. If the yoke is worn around the U.J. cup holes a new yoke may be required at extra cost.

Cash strictly with orders, and a prompt service is provided.

Hope this information will keep those Tractioners rolling!

David Boyd

Thank you for the letter David, I'm sure that many Club members will find the information valuable.

If any other member has discovered specialist firms or individuals willing to work to a high standard, or has unearthed a good source of spares, please write in and we will publish it in the magazine.

NORTHERN SECTION MEETINGS

1st Tuesday of each month;

9.00pm at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month;

12.00am at the Black Swan, Thornton Road, Bradford.

For further details and directions contact:-

*John Howard,
Telephone: Bradford 309093*

LONDON SECTION MEETINGS

All Pub meetings start at 8pm.

28th August

George Inn,
77 Borough High Street,
Borough SE1.

Dear Sir,

I bought a copy of "The Automobile" today and was very interested in the article on the "Traction Avant". In 1937 I bought a Light Fifteen from W. M. Couper in St. Albans and ran this car on rationed petrol right through the War years together with a Royal Auto Cycle which at 100 m.p.g. was invaluable in those days.

Some time earlier I fitted twin carburettors, Solex I think, and shaved the head but this was not really a success, the linkage made throttle response extremely jumpy and the power increase was on the whole disappointing.

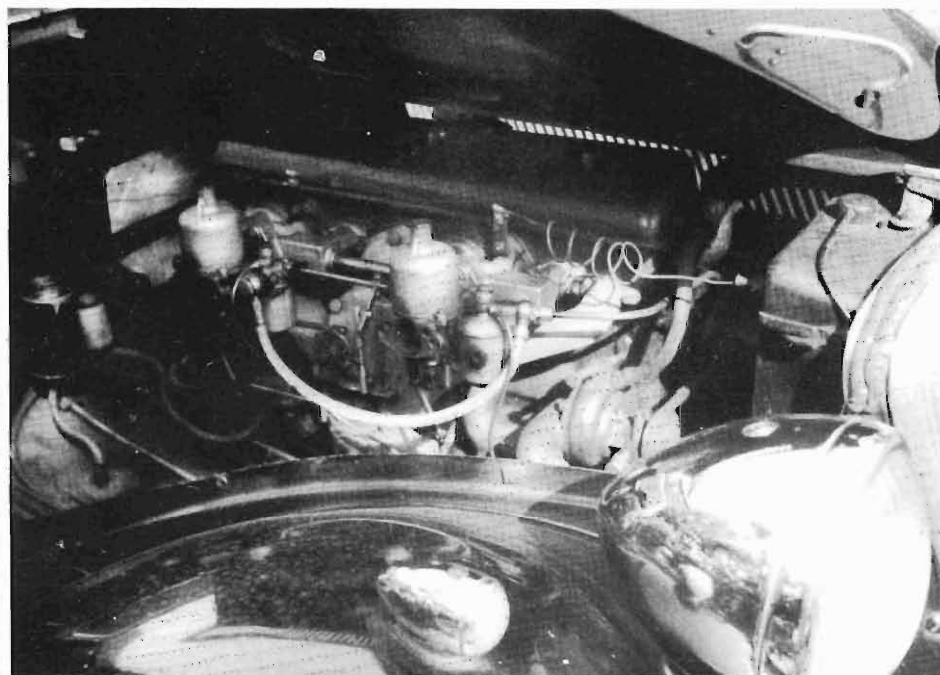
After the War I had a Big Fifteen for a couple of years and then, again from Couper, a "Six".

I was re-building a 1913 Mors at that time and the engine I had done by Laystalls Engineering who made a good job of it when you consider in the "Fifties" there were no specialist firms interested in re-builds.

Mr Gurney of Laystalls, knowing I was interested in improving the performance of my car, suggested that as the head would have to come off to attach the new manifold, it would be a good idea to clean up the ports and polish the cylinder head.

This he did and it came back a masterpiece of polished metal!

When completed, it revolutionised the performance and made the engine smoother as well as increasing the torque and power, the car would then cruise at 75-80 on about half throttle.



I enclose a photo of the twin carburettor conversion, which please use if you wish in your magazine.

Yours sincerely
V. L. Seyd

The Stud House,
Ewhurst Green,
East Sussex.

Thank you for your letter and the photograph, its good to hear from someone who obviously thought the Traction to be an outstanding car. We would be interested in any other items relating to your cars, sales receipts, leaflets or brochures, in fact any form of Traction memorabilia.

I hope that we will have a chance to meet you at the 6th ICCCR at Knebworth in August.

EVENTS

AUGUST

10th, 11th and 12th August
6th International Citroen Car Clubs Rally.
 Knebworth House and Park, Near Stevenage,
 Hertfordshire.

11th, 12th August
Yeovil Festival of Transport
 Barwick Park, Yeovil, Somerset.
For further details contact:
 Chris Hicks or Cyril Angel.
 Telephone: 0935 22319 or 0935 22405.

14th, 15th August
3e Rallye de Talons
For further details contact:
 La Traction D'Occitane
 34210 Azillanet Par Olonzac, France.

17th, 18th, 19th August
Vestinqdaen Hellevoetsluis
Annual Steam and Transport Festival
For further details contact:
 Hermes 7, 3225 to Hellevoetuis, Holland.

24th August
Central Southern Social Section Camping
Weekend. Joint TOC and Riley RM Owners
Club.
 24th Friday Evening 25th Saturday
 26th Sunday 27th Bank Holiday Monday
 Camping in a field adjoining the White Hart Pub,
 Hamstead Marshall, Near Newbury (4 miles west
 of Newbury, 1 mile south of A4). Try your skills
 at the interclub driving test. Attend the opening
 of the Cricklade Steam Railway with Brass Band
 and press Reception. Visit Little Cote House
 Statley Home. See the Roman Villa and the two
 oldest working Beam Engines in the world (circa
 1812) at Colton.

27th August
Merton Concourse d'Elegance, Morden Park,
Morden, Surrey
For further details contact:
 96 Hartfield Road, Wimbledon SW19 3TF.

SEPTEMBER

1st, 2nd September
3rd Rallye de Nuit, Region de Saint-Humbert
For further details contact:
 Club Belgie De Anciennes Citroen,
 Welrickendreef 1-1900, Overijse, Belgium.
 Telephone: 02 657 01 43.

8th & 9th September
Jaarfest, Dutch Traction Clubs Annual Rally
 Hotel Eveit Kupers, Amersfoort.
 Programme: Autojumble, display of cars,
 exposition - 20 years of TAN, and Paris-Moscow-
 Paris. Saturday night Dinner and entertainment.
For further details contact:
 Traction Avant Nederland, c/o Nico Michon,
 Hollemerestraat, 94 3238 XK Zwartewaal.

15th, 16th September
9e Rallye Mono
For further details contact:
 La Traction D'Occitane, 34210 Azillanet Par
 Olonzac, France.

CLASSIFIED

For Sale:
 1955 Paris built 11BL, black and silver,
 mechanically sound. £2,200.
 Telephone: 01 722 7361.

For Sale:
 1953 Paris built 11BL, good runner, customised
 suede upholstery. (could do with respray), £2,500
 ono.
 Telephone: 01 549 0280.

For Sale:
 Workshop Manual, good condition. English
 version for French car. £15.00.
 Alec Bilney,
 30 Mill Street, Kingston, Surrey.
 Telephone: 01 546 7071.

For Sale:
 Fiftieth Anniversary Calendar. Size A2,
 16½" x 23½" supplied in cardboard case. The
 calendar runs from 1st May '84 to 30th April '85,
 and contains twelve stylish photographs of the
 Traction in London locations. Only 1,000
 printed, signed and numbered. £12.00 plus £1.44
 postage.
 Mackertich Bull,
 1 Holywell Lane, Shoreditch, London EC2.
 Telephone: 01 729 1481.

For Sale:
 1956 Onze Normale, previous concours winner,
 rebuilt engine and gearbox, bodywork totally
 renovated in 1972. Re-upholstered with correct
 cloth in 1983. £3,500.
 Bernie Shaw,
 Woodside, Wokingham Road, Roundhill,
 Bracknell, Berkshire.
 Telephone: 0344 427383.

Wanted:
 Front bench seat for 1952 Big Fifteen (or two
 individual seats as Big Six), prefer brown
 leather. Also wanted pre 1964 ID/DS gearbox.
 Tom Evans,
 West Cottage, Rectory Lane,
 Mulbarton, Norwich
 Telephone: Mulbarton (0508) 78140

Wanted:
 Cradle for Light Fifteen with good silentblocs;
 also French petrol tank and a three spoke
 steering wheel.
 Phillippe Alison,
 Telephone: Yately (0252) 878362.

Wanted:
 One set of carpets (red) for 1950 Slough built Big
 Six. Must be in good condition. Alternatively,
 does any member have a source of supply of
 carpets made to the original Slough colour and
 specification.
 Workshop manual/spares catalogue for 1950 Big
 Six.
 One pair of fog lamps (Lucas type FT57?) to
 match large diameter Lucas headlamps as fitted
 to 1950 Big Six.
 Clock (in working order) with rectangular face
 for 1950 Big Six.
Please contact:
 Stephen R. Cooper,
 'Coppers', 10 Ayot Green, Ayot St. Peter,
 Welwyn, Hertfordshire.
 Telephone: Welwyn Garden City 35075 after
 8.00 pm.

Wanted:
 Paris built Onze Legere or Normale, any year.
 Must be sound and not requiring a major rebuild.
 Contact David Horsley,
 20 Bryn Golau, Tynyngogl, Anglesey, Gwynedd.
 Telephone: 0248 853129.

Tool & Manual Hire Service:

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

	Deposit	Hire
Front hub and outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

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

Workshop Manuals Hire Service:

We have a full range of Traction Manuals for
 loan. Please send details of your car, together
 with a deposit cheque for £25 and separate
 postal order for £1.75 for postage. Cheque
 payable to the TOC, postal order payable to:
 Graham Brice, 46 Mayfair Avenue, Loose,
 Maidstone, Kent.
 Please enclose a SAE for return of your deposit.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power (Subject to availability)

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

Posters

Les Tractions	£2.00
Traction Avant	£1.25

Tee-Shirts

'Amaze Your Friends - Drive Traction Avant' (white, blue, yellow or red)	£2.50 each
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Metal Car Badge

blue/white - chrome finish	£7.50 each
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Button Badges

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

1½" long by ¾" Light Fifteen (small boot pre-war). Enamel with chrome finish dished wheels in three colours.	
Black (of course), Red and Green.	£2.00 each
Set of the three colours	£5.00

Place your orders with

Syd Griffiths,
47, Ingram House, Daling Way,
London E3 5NL.

All prices exclude post and packing

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

FOREIGN MEMBERS:

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

