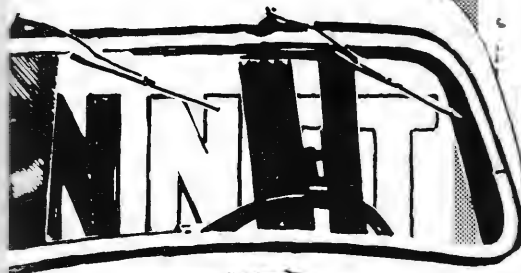
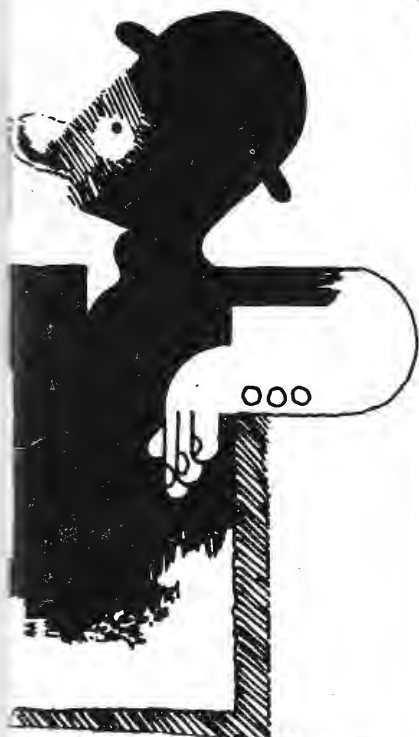
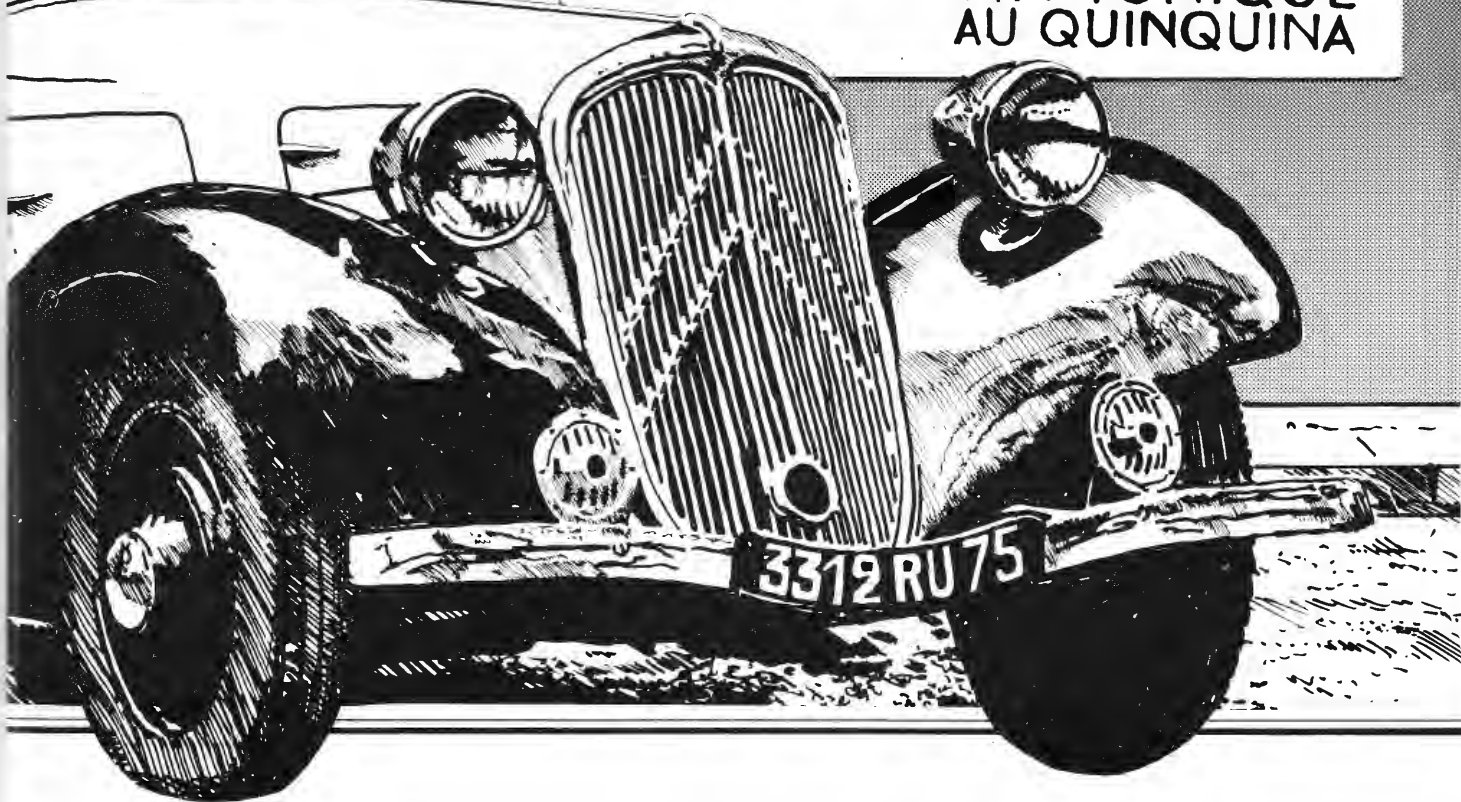


A. M. CASSANDRE



DUBONNET

VIN TONIQUE
AU QUINQUINA



Correspondence

Midlands member, and Roadster owner, David Boyd recently received this letter from a fellow TOC roadster owner in the USA, Steve Varso.

Dear David,

May I express my surprise at receiving your letter. I just cannot find a word to describe how happy I was to hear from a fellow Citroen 'Traction' Roadster owner.

I must give you a history of my Traction. I had restored a 1954 Sedan with the 'Bustle Back Trunk' ('Big Boot' to us! Ed) which had a really broken-up engine, and I replaced it with a 1962 engine – actually used only the engine block. A fellow stopped by one day and said he saw my Ad. in the local Citroen Club News that I was looking for a spare wheel, and that he had a number of them. Then he said he had a convertible that he was planning to restore, so I drove over to Naperville, Illinois approx. 154 miles from South Bend. He had a large building, 40 x 60ft, with the convertible plus two Traction Sedans scattered over the entire area. For the next nine years I talked or wrote to him and he had made no progress on the restorations.

Then one day he called and asked if I was interested in the convertible I could purchase it, as he was giving up on it. He never even got the receiver back on the phone and I was on my way to pick up the car.

It took me three years to complete it, with no parts book, no manual, and only three pictures that I received from Jaclyen DuPont (personel Dept) from the Citroen factory.

The reason he had given up on the convertible was that he had thought the transmission was bad, and even the Citroen dealer could not find what was wrong (could only shift gears with the engine switched off). After dis-assembling the transmission and finding nothing wrong, I removed the bell-housing and I found that someone had installed a 'Chevrolet' flywheel and pressure plate, and the throw-out ('thrust' to us. Ed) bearing could not release.



I had a Citroen flywheel, pressure plate, clutch plate and bearing, which I installed, and it has worked beautifully ever since.

We drive it at least once a month in 'Car Club' activities, also I am driving a 1975 DS23 which I restored, and is the seventh Citroen I've owned and driven since 1957. We have about ten Citroens in the area of about 100 miles. Traction's are scattered all over the USA and I only know of three other 'Roadsters' in the USA. I have a very good friend who was the Citroen dealer for years and his son has taken over and works on SM's and Maseratis up in the Chicago area, and has been a constant help for parts and advice. We also have several 'parts houses' that have taken on Citroen parts, one of which is located in Lewisbury, Penn, quite away from South Bend, but he has, or can get anything for Traction's or DS's as he goes

to Europe at least once a month.

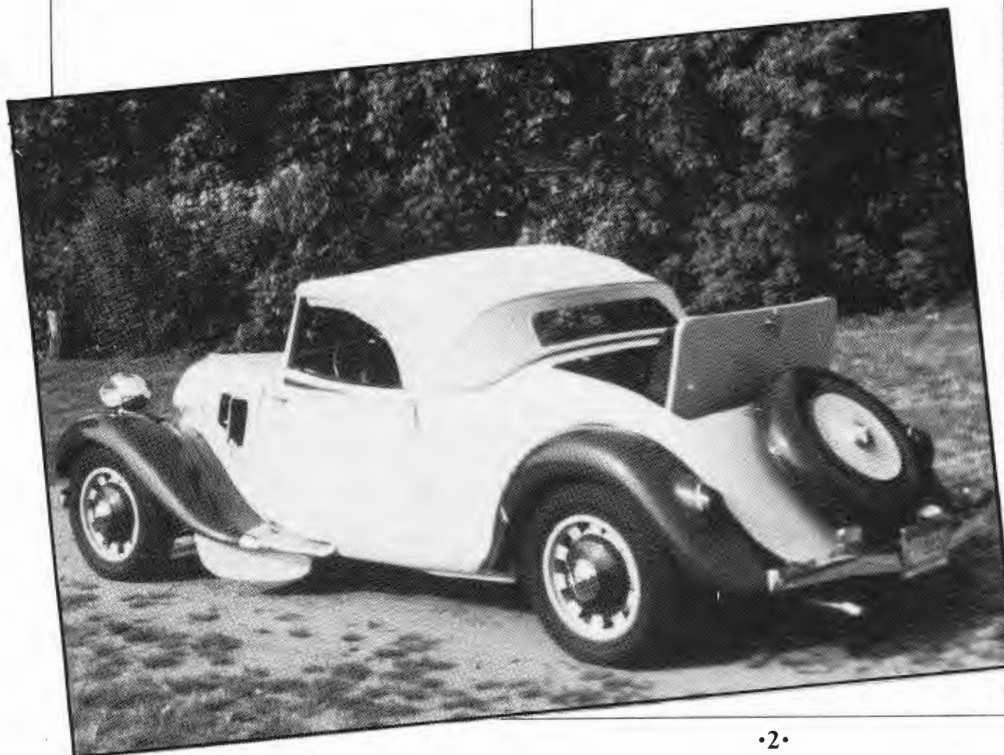
I belong to three Citroen Clubs besides the TOC. We have a very active Club in Kent, Ohio who send out a news magazine every two months with plenty of news as well as help and tricks of the trade. No matter which car we drive people stop and ask what it is, and where can I buy one. The 'D' in my estimation is still the most beautiful car ever made and the Traction is still the only car in the world that can run rings round any car every made as to comfort, style and durability.

So much for the Citroen – I am a retiree after 43½ years. I retired from the 'Public Utility Co.' as a Supervisor of Transportation, am 71 years old but still younger at heart!

My car (Roadster) was a 1937 (I have the original block and head) but I notice that you have 'turn indicators' coming out of the body. My turn indicators are lights on the fenders, or wings as you English call them!

Do keep in contact and I promise to answer any and all letters. I would appreciate any information on the purchase of any 'options' (extras) that are available for Traction's or D's such as tow-bars, wheel covers etc.

Sincerely,
Steve E. Varso



An interesting letter which gives some fascinating background to Tractioning in the USA, and the photographs show clearly the quality of Steve's super restoration. I'm sure Steve would be delighted to hear from members in the UK who would care to drop him a line. After 'bustle back trunk', our 'big boot' will never sound the same again mind! Ed.

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Floating Powers

Volume II, Number One

March, Nineteen Hundred and Eighty Six

THE AGM in January, whilst somewhat disappointingly attended, was nevertheless a lively affair with good discussion and ending with perhaps a hint of controversy concerning that thorny subject of subscriptions. A full report of the proceedings is included in your Newsletter and you will see that our Treasurer's spirited 'fight' to have the subscription increased by £1 this year was narrowly defeated, despite his considered and professional advice. The Treasurer was naturally disappointed at the result and warned that members may have to face an even higher increase next year to compensate for the anticipated loss of extra revenue this year.

As Editor, I am very much aware of the high proportion of Club funds that each issue of our magazine takes, and I am sure that nobody would wish to see the quality and content of FP deteriorate. It is a fact of life, however, that costs do increase each year, and subscriptions should therefore, at least keep pace with inflation. One solution, of course, is to seek alternative methods of raising revenue for Club funds and the views of all members are sought on this. Do drop me a line if you have any ideas on how we may raise some cash for our Club – you never know, your idea may save an increase in subscriptions next year as well!

Still on the subject of subscriptions, a reminder that the membership renewal date is almost upon us, and this year there will be some changes to the renewal form which will be sent direct to members together with the newsletter. The changes to the form will provide data for the newly set-up Club Register, which was first mentioned in the September issue of FP. It is hoped that all members will complete the Register questionnaire as fully as possible and provide details not only of their own Traction(s) but also of others that they know of which have been sold, scrapped etc or of which they are just generally aware of. The aim is to make the Register as complete as possible in order to provide another useful Club facility, and all members will receive a copy of the completed Register.

To ensure, therefore, that your Traction(s) is included, complete the form and send it together with your membership renewal fee as soon as possible please. If, heaven forbid, you do not intend to renew your membership this year, then details of your Traction(s) etc. would still be most welcome. Then we'll send the heavy-mob round to show you the error of your ways for not rejoining!

'Motoring in the year 2000' was the subject of an interesting article that I read recently which gave an

insight into how the car will change in the next 14 years. Interestingly, the report intimates that all 21st Century cars will be front-wheel drive, a fact which would suggest that our beloved Traction was a fantastic 66 years ahead of its time!

Another observation was that cars would need to be built bigger all round as it is a fact that every decade young people are getting taller and broader. This brings to mind those contemporary photographs of the Traction Familiale with a seven-and-a-half foot passenger easily getting in and out of the car in 1936.

The design of futuristic cars will be smoother, rounder and bulbous in an attempt to attain that perfect aerodynamic fuel saving shape – a trend that Citroen started by designing the Traction with a flat hull floor, a low sleek streamlined body and wings and with no running boards, all to reduce wind resistance and drag.

By the year 2000, motor-cars will still be powered by that good old faithful internal combustion engine fuelled by petrol or diesel, will generally have automatic gearboxes and come with a suspension system that will switch itself from its normal ride to a harder setting for different conditions. All of which we Citroenians have seen before, particularly with the hydro-pneumatic suspension first used on the 15-6H Traction(s).

All in all, with tongue in cheek, we could justifiably claim that when Andre Citroen designed the Traction back in 1934, he was also laying down the guidelines for the design of the 21st Century car! A joke? – maybe, – but I bet that no other car-club, or marque, has a closer claim!

Finally, on an even lighter note, did you hear the story about the Catholic Priest and the Rabbi who both went down to the Arch to collect Traction(s) that, coincidentally, both of them had just bought. Before the Priest got into his Traction, he took out what must have been a bottle of Holy Water, said a few words and proceeded to bless the car. The Priest explained to the Rabbi that he always blessed his cars before driving them for the first time. The Rabbi considered this for a few minutes, smiled, and then rushed back into the Arch. He returned a few minutes later with a hacksaw, said a few words quietly, and then kneeling down swiftly sawed two inches off the end of his exhaust pipe! ... Groan, or should I say, Ouch!

Safe Tractioning
Bob Wade.

MEMBERS' CARS
 Keith Rutter
 tells of the
**UPS &
 DOWNS**
 of a
LEGERE



Keith Rutter's 1938 L g re.

THIS ARTICLE consists of reflections on ten years ownership of an IBL, JHM 426 N. It was bought in the unlikely place of Whitley Bay in Northumberland from a visiting French-English couple. The car was unregistered but very solid, having spent its previous life in the region of Montpellier, where the climate is kinder. It was obviously running, but attention was clearly urgent to a drive-shaft, exhaust and tyres. The car was driven quite illegally to London on its French plates and although we were passed by many police cars, none paid any attention. Perhaps we should have left it that way!

It is instructive to remember how much more difficult things were ten years ago, before the 'Arch' and before the 'TOC'. Somehow I heard of Fred Annells, who did the drive-shaft and also dated the car for us.

We had bought it as a fifties model in our ignorance, but it is actually 1938. The exhaust was patched, five second-hand tyres were found, the MOT was surprisingly passed, and we were on the road!

It sounds so simple now but I have vague memories of long and hard struggles to remove broken indicators, and to get some reliable response from the rear lights and windscreen wipers (of which more later). There followed a couple of years of regular local use. Improvements were attempted, notably the replacement of the torn headlining. This was in the days before children when both Theresa and I could find time for such activities! The next major event arose when the oil smoke from the top of the

engine became too much to bear. After a depressing search for someone willing to rebuild the engine at a realistic price, we came across Guy Isbell. It took longer than we expected, but the engine rebuild by Guy has been one of the car's strengths ever since.

Over the last seven years or so the car has been in almost constant use commuting around London, and on longer journeys. It has had two television roles so far: first very briefly in 'Churchill and the Generals', and then under fire in 'Private Schultz' (our thanks to John Gillard for the original contact). A lot of hard work has been done at the Arch and it is fair to say that without John and Bryn the car would have been sold long ago! Generally it has been as reliable as could reasonably be expected, and there has been the odd huge bill, but the most disturbing failures have been two snapped clutch cables, both when pulling away from junctions in rush-hour traffic! It is an unpleasant feeling to be in a stream of traffic, stuck in gear, and knowing that stopping means stalling and no further movement. Fortunately, on both occasions, I was able to swerve down a side-road and stall out of the way. The memory of this certainly stops you riding the clutch – that, plus the pain in your leg!

Recently the demands of ownership have become much more apparent. It is not mainly the financial cost, although Theresa does look askance at some of the bills! It is the conflicting demands on time of an old car, an old house, a young family and both our jobs. The car is as good now as I am ever going to get it. That is to say it is mechanically very reliable and virtually rust-free, but it does need a respray, a rechrome and a proper retrim – all too expensive to contemplate. Theresa's suggestion that we should use the car for our camping holiday in France and then sell it on a high note, was a difficult one to put aside.



Book rack augmented luggage capacity for French trip.

The car had been taken to France before, but then we went with friends who had a modern car as back-up; this would be a solo effort. After the usual time-consuming and hurried preparation (including the inevitable trip to the Arch for last-minute spares), we loaded up. A boot-rack was necessary to supplement the roof-rack, and Alan, seven, and Jean, four, were buried in the back. The drive to Portsmouth was pleasant once we had got across London. The night crossing however, in reclining seats, was awful but we recovered and were soon Tractioning around St. Malo and feeling that it was all worthwhile.

After a couple of days we drove south for the sun to the Charente Maritime, about 225 miles. We had been recommended the camp site in Pont l'Abbe de Arnoult, about 30 miles south east of La Rochelle, and we were not disappointed, finding it spacious, shady and well run. The drive had been tiring but had its moments, particularly when a Big 15, an MGA and a MG TF passed in convoy with much hooting and waving. Also the first mechanical problem had appeared, not unexpectedly, as the water-pump shaft seal started leaking again. This first went on our previous French trip, and after some discussion on how to translate 'a thin strip of leather', one of us tripped over the camera strap getting out of the car! That strap is now a bit shorter than it was and in fact several different sources have been used in an attempt to find a lasting repair, the previous effort being asbestos string. The new effort was made using asbestos string and leather combined!

The flat winding country roads of the Charente show the Traction to best advantage with much sweeping along in top gear. Having driven it mostly in London, there is no doubt that as a town car it is a pain, particularly the slow, sensitive gear change and have pre-war clutch. The car caused some interest but noticeably amongst the older generation who can remember them in period. In Saintes, an attractive town with impressive Roman amphitheatre, we saw another interesting convoy consisting of a Ford Model A tourer and two pre-Traction Citroens. The cars were immaculate and the occupants also looked rather more affluent and elegant than we felt, a point which has struck us before when we have seen old cars in France!

From La Rochelle to Dunkirk seemed a long way and so we decided to take it in stages. We set off under grey skies which soon provided very heavy rain. In the past I had spent hours locked in battle with the wipers in an attempt to stop the mechanism binding, and recently felt that I had finally won. They struck back with a vengeance, however, and refused to cross the screen if the lights were on at the same time, and at regular intervals stuck completely unless encouraged by jerking the motor manually! Do all pre-war cars have this problem? Eventually it stopped raining.

We had decided on a couple of days in Paris. The 'peripherique' was as mad as ever and it took us some time to find a camp-site on the east of the city. Our first trip into the city was on a Sunday evening, after dark to see the lights. Driving in Paris is always

stimulating and being in a Traction made it even better. This particular evening happened to be the Fortieth Anniversary of the Liberation of Paris, and driving up the Champs-Elysees towards a huge 'tricolour' hanging beneath the Arc de Triomphe was a notable experience. The following day we commuted on the Metro and saw again what a good urban transport system is like – clean, quick, stylish and not too expensive.

It was after an exhausting day of sight-seeing that real trouble loomed in the shape of a flat battery. The charging rate had been a little low, but now it was non-existent! This would not normally seem to be a disaster, but the ferry home was booked for the following afternoon and Theresa was due back at work the day after that.

Checking everything in the dark got us nowhere. I hate things electrical, they have that nasty and deceitful way of looking exactly the same whether they are functioning or not! So, the following morning heralded an urgent search for an auto-electrician. After much asking and hunting I found one, only to discover that he was closed for the holiday! Further searching followed and it was suggested that I try a Citroen agent. I had not really thought of this with a forty-seven year old car but, in desperation, eventually pulled into a large Citroen garage in Chelles, an eastern suburb. Leaving the 'scruffy' Traction with the engine running, I approached the showroom of gleaming BX's without much hope, but a smart blue-coated foreman heard me out and directed me to a huge basement workshop where a mechanic immediately got to work. Most of the other mechanics came over for a look at the car including the inevitable past Traction owner who produced from amongst the family photo in his wallet, a picture of a white Commercial!

After twenty minutes and some fiddling with the regulator, a healthy charge was produced, and more surprisingly, no payment was necessary . . . would all main agents be so helpful?

By now it was noon and Theresa's thoughts about people who go on holiday in very old motor cars were all too clear! However, she contained herself well as we packed up and tried to force our way north through the traffic. We might not have been so anxious but for the fact that we had phoned the port and they had assured us that they were booked-up solid for days! So, we drove north as fast as seemed prudent, cursing the towns and the agricultural vehicles. With Theresa's temper deteriorating rapidly as it looked more and more likely that she would not be going back to work as planned, the Traction was pushed harder and harder, culminating in the final thirty kilometers of motorway at a steady 115km/hr. plus! I can only say that it felt fine, even the water-pump seal contained itself! We missed the ferry by minutes, however, only to find that there was no problem getting on the next one two hours later after all!

The return crossing was quite pleasant, and the drive back from Ramsgate to London, although tedious, did have an air of triumph about it and in all we had covered about sixteen hundred, mostly enjoyable, miles.

The car, however, has not yet been sold as was planned, a best offer of £1700 being not quite enough to let it go. At the moment, therefore, its future is under review and it depends on the rest of the family finances, and whether the car behaves itself or not!

The Traction however, has given great pleasure and lit up many faces in passing, but not without some cost. Fellow owners will know exactly what I mean!



The Légère in family pose.

BEGINNER'S WORKSHOP

by G. Rease-Nipple

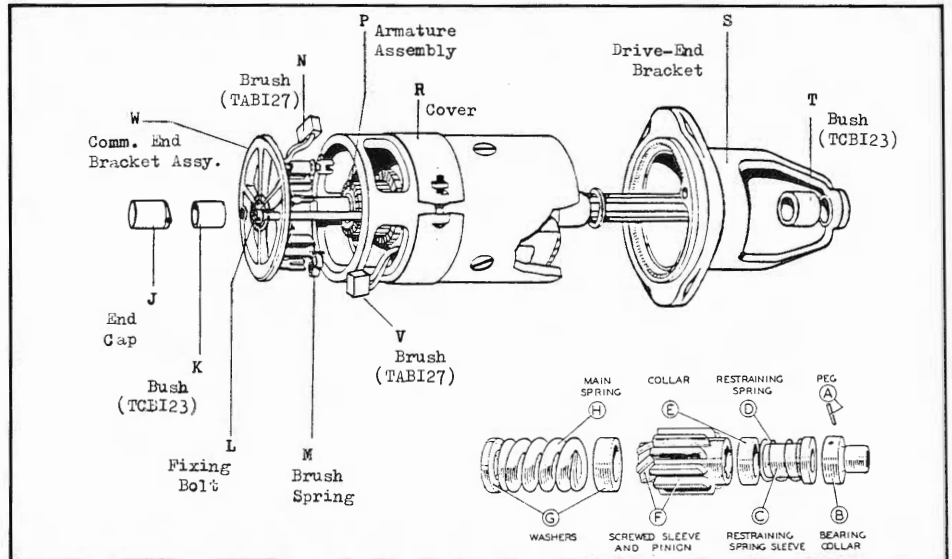
Members are invited to submit their own articles, or letters, for this column describing how to undertake repairs and maintenance to the Traction. If you have any technical enquiries, or ideas on what 'job' you would like to see, please drop me a line via the editor and I'll see what I can do.

THE STARTER MOTOR is generally a rugged and reliable unit. However, problems can arise for a variety of reasons, the most likely on the Traction being simply old age, but premature wear and tear can often be brought about by driver abuse (though surely not from TOC members!), or corrosion problems if the vehicle has been in store for long periods.

The writer's own experience also suggests that some 'rebuilt' units may not be all that they appear — but more of that anon!

MECHANICAL BREAKDOWNS

Mechanical breakdowns of the starter motor are usually evidenced by the complete failure of the units to operate, the parts which are



Symptoms	Causes
Starter pinion will not return to out-of-mesh position after releasing starter switch	Pinion restraining spring fouling the inside of the barrel.
Starter spins on operating switch, but pinion will not mesh with flywheel ring gear	Oil or dirt on pinion screwed sleeve. Pinion restraining spring fouling inside of pinion barrel.
Starter pinion engages flywheel ring gear with considerable force	Starter main buffer spring broken: Pinion out-of-mesh position too far away from flywheel ring gear.
Starter pinion tinkles against the flywheel whilst the engine is running	Pinion restraining spring weak or broken.
Engine occasionally locks when starter engages (edge-to-edge tooth engagement)	Burred or worn flywheel ring gear or a badly worn pinion.

broken being visible on inspection. The usual mechanical faults, together with their possible causes, are listed above:

REMOVAL

The starter motor is situated on the offside of the engine directly below the exhaust manifold and, therefore, can be somewhat tricky to remove, particularly on the Light 15 where space is limited between the engine and the hull side-wall. On the Big 15, however, the extra width of the monocoque is sufficient for the starter to be withdrawn with comparative ease.

First disconnect the battery, and then remove the starter cable from the rear of the starter motor.

Loosen the 17mm lock-nut and 14mm pointed screw situated on top of the starter, remove the screw completely and store in a safe place.

On the Big 15, the starter motor can now be withdrawn by pulling the unit backwards

towards the rear of the car. Two hands will be necessary for this as the unit is quite a hefty lump weighing 9 kg overall, and it may need to be 'twisted' from side to side to clear any 'obstacles'.

On the Light 15, however, the manner in which the job is tackled will depend on whether or not an assistant is available. Because of the confined space, the engine block will need to be moved slightly to enable the starter to be removed more easily. This can be done either with an assistant levering the engine-block over towards the 'near-side' with a stout length of timber, and *holding it in that position whilst the starter is removed.*

Alternatively, if no assistant is available, the engine can be jacked-up slightly under the sump, giving sufficient clearance for the starter to be withdrawn. In both cases, however, the rear rubber engine mount situated on the bulkhead will need to be removed first. It is a simple operation to remove the cover-plate, held by four 14mm bolts, on the bulkhead from inside the car, to reveal the rubber mounting bolted to the

timing chain cover by two 16mm bolts. Removal of these two bolts will allow the rubber mounting block to be withdrawn.

The engine-block can then be either levered over, or jacked-up, but in both cases very gently and taking care that none of the other engine 'accessories' and couplings are being damaged or bent. The starter motor can then be removed as per the Big 15, but still with slight difficulty. Watch out for 'barked' knuckles and trapped fingers, as space is limited and the unit heavy.

DISMANTLING, CHECKING AND REPAIR

Remove external dirt and grease by wiping with a white spirit or petrol-soaked rag, then set the motor on a clean sheet of paper on the bench. Mark the cover band (R) position on the casing, slacken the screw and slide the band along the casing or remove it completely. Undo the two through bolts (L), the brass terminal nuts and washers, and remove them. If the bolts are stubborn it is best to hold the motor casing in a vice. Gently prise off the commutator end bracket (W) until you can get at the brushes and springs. Lift the springs (M) of the two field coil brushes and push them over to the sides of the brush carriers so that the brushes can be slid out. Now the end bracket can be lifted away from the main case, the two field coil brushes (V) remaining with the windings in the case whilst the two 'earth' brushes (N) stay on the commutator bracket. Not the insulating sleeve where the terminal post passes through the end bracket (don't lose it!) and the order of the insulating washers (2 small inside, 1 large outside). Reassemble the washers and nuts onto the post, in order to retain them safely.

Pull out the armature assembly (P) complete with the drive gear and separate the drive end bracket (S) from the case. Watch out for the thin steel thrust washer at the commutator end of the shaft. Clean out the casing and field coils thoroughly with a dry brush and likewise the commutator bracket. As can be seen in the photo, a considerable quantity of compacted brush dust was present in our motor! Remove the stiff paper insulating band behind the brush connections to the field coils and note its position for reassembly. If there is a general greasiness on the internal surfaces it can be removed with a 1" paintbrush and White Spirit, though try not to soak the field windings too much and allow at least overnight in a warm place for the case assembly to dry. Don't be tempted to use other solvents as they might harm the insulating varnish on the copper windings. Do not clean the armature (P) with solvents of any sort, dry wiping should suffice.

Examine the brushes (N and V) for wear and renew them if worn to half their original length of 14mm. Lucas reference is TAB 127 for a 'brush set' but this is in fact half a

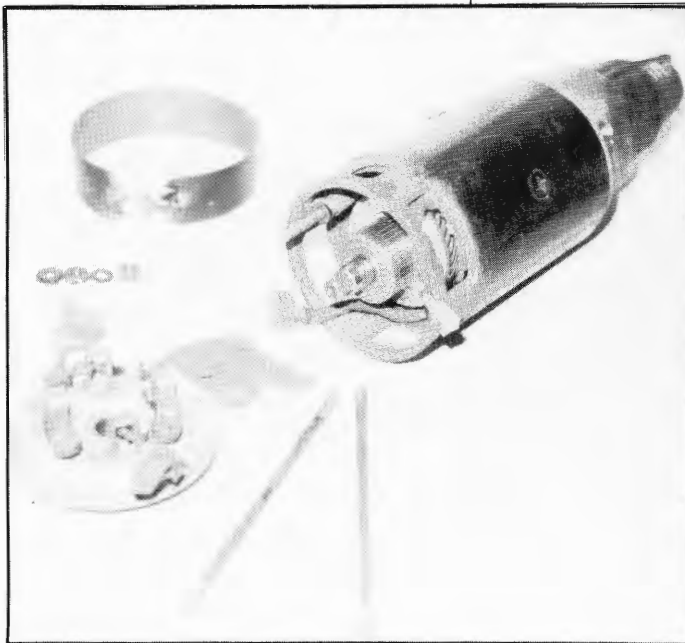
set as the packet contains just two brushes, one short lead type and one long. Remember to order *two* sets! The brush leads are soldered to folded copper tags and a fairly hefty soldering iron is required in order to get enough heat to flow. Unfold the tags slightly whilst heating and pull away the old leads with pliers. squeeze the looped end of each new brush lead together and 'tin' it with solder first, then re-fold the tag around it and apply the hot iron and enough solder to make a good joint. Use electrician's flux-cored solder. Ensure that the leads leave each tag in the correct direction (note the originals before starting) and do not allow too much solder to creep along the copper braids or their flexibility will be impaired.

Replace the stiff paper insulating band, making sure that it slides down neatly behind the tops of the field coils and also check the condition of the insulation sleeve which covers the terminal post and winding tails. Ours was very fragile so it was replaced with plastic sleeving. At this stage it was also noticed that the waxed fabric tape binding on the field coils was looking rather 'dry' and some of the turns were starting to loosen

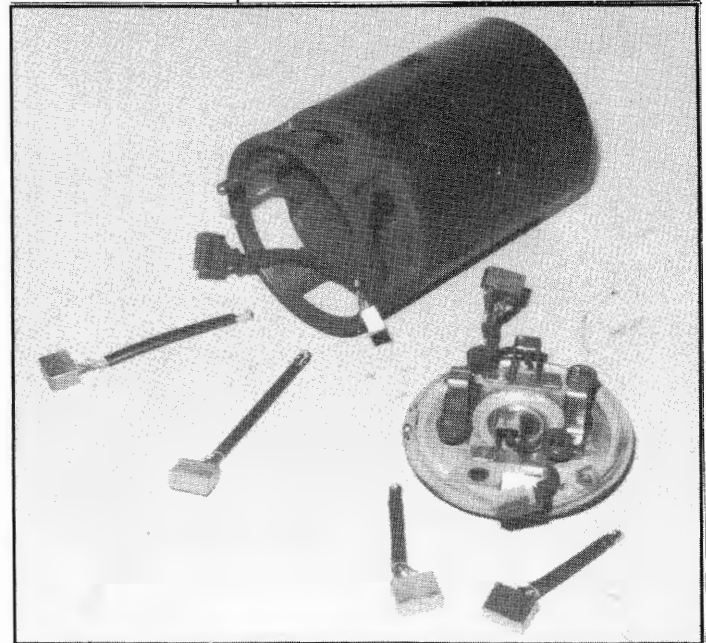
slightly. Ever resourceful, we decided to deal with this by melting a small quantity of candle wax in a small tin and carefully pouring it over the drier areas of the tapes. Hopefully this will prevent moisture getting into the windings in future service.

Turn your attention now to the armature assembly. On our motor it was immediately apparent that things were not quite right here as there was considerable scoring on the end face of the commutator, indicating that it had been running in contact with the brush carriers of the end plate. Also, at the pinion end, the bearing collar (B) had worn a step in the drive end bracket (S). Altogether the evidence seemed to indicate that the unit had been 'rebuilt' at sometime using an unhappy mixture of parts and omitting the vital thrust washer at the commutator end of the shaft. (Fortunately a 'spare' motor was available which had other faults so this was cannibalised in the cause of achieving a 100% job on the working unit.) This may well be typical on Tractions, many of which have a chequered career — the motto is: 'Always expect the unexpected!'

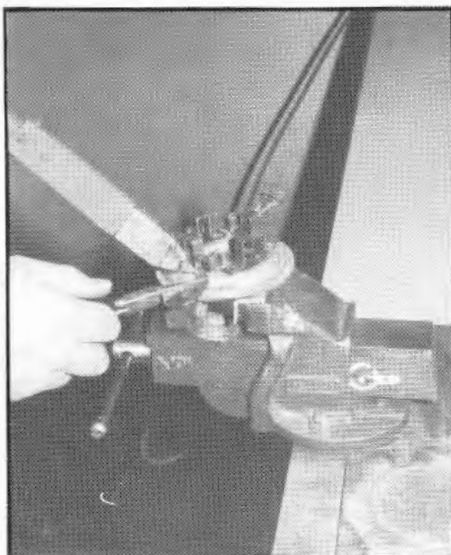
Any deep scoring, burning, or uneven



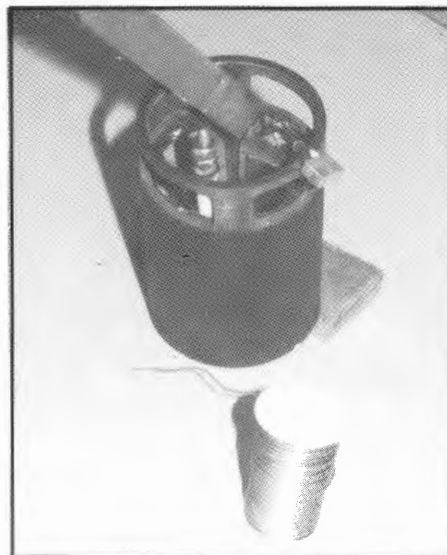
Dismantling commutator end — note powered brushes!



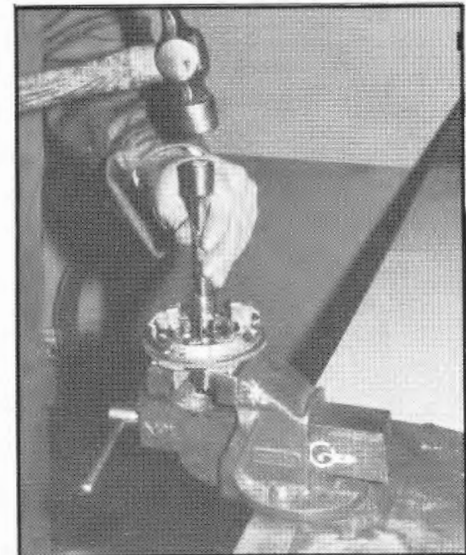
Identifying correct new brushes



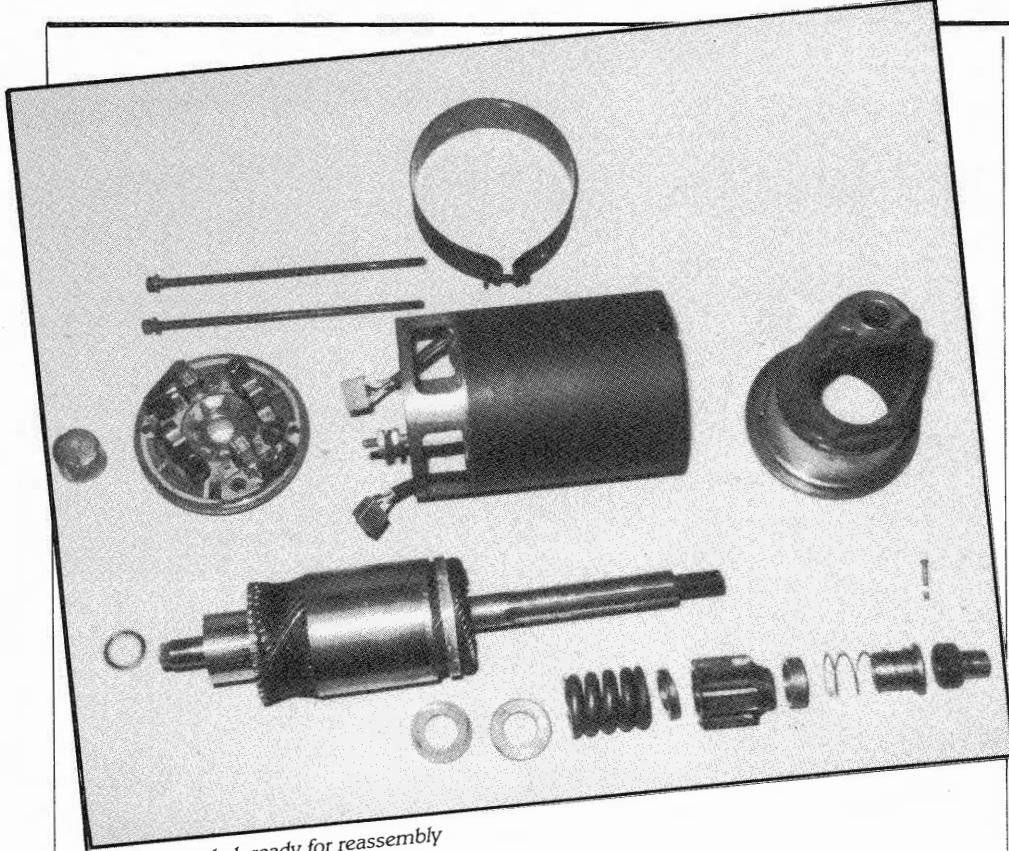
Unsoldering old brush leads



Soldering field coil brushes



Drifting out commutator end brush



Parts overhauled, ready for reassembly

wear on the commutator segments (P) will require skimming in a lathe. This is almost inevitable with long service since the high copper content of the brushes means that they are almost as hard as the copper segments themselves. Any competent machine shop will be able to do the job for a modest fee. If your commutator really does look o.k. just give a light polish with strip of fine glasspaper. Don't use emery cloth, the carborundum particles lodge in the soft copper surface causing high future wear, and do not 'undercut' the segment insulators as you would in a dynamo. The finished surface should be flush.

At the drive end file or drill off the ends of the peg (A) and drift it out, secure the squared commutator end of the shaft in a vice and unscrew the bearing collar (B). Remove each part of the starter drive in sequence, locating the parts on a wooden dowel or wire rod so that they are kept in the correct order. Clean each item thoroughly in petrol or White Spirit and dry off before examining for wear. Look out for cracking on the main spring (H) and check the restraining springs (D) which can be worn very thin in places if it has been rubbing on the collar (E). Slight burring on the leading edges of the pinion teeth is normal and can be cleaned off with a fine file but any seriously chipped or cracked teeth will mean changing the pinion and the screwed sleeve which is selectively matched to it.

The bronze bushes (K) and (T) will almost certainly be worn and this can be checked by inserting the relevant shaft end into its respective bearing and testing for radial play. If there is perceptible movement the bushes should be renewed. The commutator end bracket bush has Lucas reference TCB123 and is readily available from their service depots. Regrettably, the drive end bush (T) has a smaller outside diameter and is no longer available. This posed something of a problem until we realised that, since its internal diameter was identical to the other

bush, all that was necessary was to have our local machine shop bore the drive end bracket (S) slightly oversize to accept another of the TCB123 bushes. The porous bushes must be filled with lubricant before fitting, either by soaking in clean engine oil overnight or, if you're in a hurry, hold the bush upright with your thumb sealing the bottom, fill to the brim with oil and then apply pressure with your other thumb until the oil exudes from the pores of the material. Messy, but quick!

To drift out the bushes we found that a 1/2" A/F socket was just the right size. Grip the boss of the commutator end bracket in a soft-jawed vice and drive the old bush half-way out. Fit the new bush squarely in the bore and lightly tap it home, using a piece of wood to protect it, thus expelling the old bush completely. Check shaft fit in the new bushes. Never attempt to ream or bore out porous bushes as this seals over the pores and therefore stops lubricant getting through to the bearing surface.

REASSEMBLY

Remove any traces of rust from the splined part of the armature shaft and the threaded end by wire brushing. Lightly coat the splines and threads with Copaslip or PBC and then build up the drive components on the shaft making sure that they are in the correct order and the right way round. Be particularly careful that the rebate in the collar (E) faces the restraining spring (D). Hold the square end of the shaft in the vice and screw down the bearing collar (B) as far as it will go, then back off until the holes for the locking peg (A) line up. A new peg can be made from a piece of 1/8" welding rod cut to about 1/8" longer than the distance across the flats of the bearing collar. Tap this through so that it protrudes equally on either side then place the assembly between the jaws of the vice

and screw up the vice sufficiently to compress the peg and spread its ends. Lubricate the pinion screwed sleeve and the restraining spring sleeve with *light machine oil only*. Do not use a heavy oil or grease as this will cause a build-up of dirt and consequent sticking of the pinion, giving rise to engagement problems. Rotate the pinion by hand and check that when it is fully extended the collar (E) completely covers the restraining spring. On release the pinion should snap back smartly under the influence of the restraining spring; any sluggishness here will cause hesitant disengagement of the starter with the possibility of serious wear on the pinion teeth and flywheel ring.

It does not greatly matter which order you choose to now reassemble the four major assemblies of the motor but we found that the following was the most convenient. Fit all four brushes into their respective holders but in a 'retracted' position with each spring resting on the side of its brush, thus wedging it securely. Fit the commutator end bracket to the casing, ensuring that all insulation pieces are in place (sleeving on terminal post and covering field coil tails, two small fibre washers, sleeve through bracket) then fit the larger fibre washer, steel, washer and brass nut to the terminal post, but do not tighten fully. Make sure that the brush leads do not get trapped.

Fit the steel thrust washer to the commutator end of the armature shaft and slide the armature assembly into the casing, engaging the shaft in the end bracket bearing. Fit the drive end bracket, entering the bearing collar (B) into the bush and observing the peg and slot alignment with the main casing. Carefully insert the through bolts with their spring washers, once again watching out for the brush leads, engage their threads and tighten securely. Finish tightening the innermost brass terminal nut and fit the spring washer and second brass nut. Check that the armature rotates freely by hand with shaft end float not exceeding .010" (0.25mm). If the play is greater than this figure an additional or thicker thrust washer must be fitted.

Now use the stiff wire hook to lift each brush spring sufficiently to allow each brush to slide fully home, the spring pushing centrally on the end of the brush in its final position. Arrange the brush leads so that they will not foul any moving parts, keeping the insulated leads well clear of any possible contact with casing parts. The lengths of sleeving on our leads were rather mean and some patience was needed to get them to lie in a safe position! Finally refit the cover band (aligning your marks made earlier to keep the join in the right place) and, if fitted, the shaft end cap (J). Those of you in the Councours business will of course wish to refinish the exterior of the unit to the correct specification before refitting to the car, which is a straightforward reversal of the removal process.

Whilst every effort is made to ensure the accuracy of the information and advice published in this magazine, neither the TOC or the officers and members thereof, or the authors, accept any liability whatsoever for such information and advice.

A FUNNY THING HAPPENED ON THE WAY TO THE AGM...

CAN YOU arrive a bit early and help set out the food and some tables for the AGM?' asked Roger Dyer. 'Of course', I replied 'I'll be coming down in the Normale, so I'll leave in plenty of time'.

As events turned out, however, the car had obviously overheard these rash plans, and the evening turned out something like this...

1900hrs I haven't used the car for several days, but with a bit of prompting from the starting handle it fires readily enough, and I join the London Friday commuter traffic.

1920hrs A half-mile tailback of traffic at the main Roehampton lights — full of confidence, I keep in the outside lane of the three-lane carriageway.

1925hrs I'm about four car-lengths from the traffic lights when the gear lever falls out of second and disconnects from the gate; however, by now I know all about little problems like this. From the glove compartment I take my trusty made-in-Taiwan flashlight (it has a light for every conceivable emergency one might encounter between Kuala Lumpur and Stornaway) and place it behind the car to warn the bemused following motorists that I'm about to do something strange. I then take my bicycle lamp and disappear beneath the dashboard to manipulate the lavers. Other motorists appear curiously patient and sympathetic, probably because they assume I've had a fit and fallen on the floor of the car.

1935hrs Adjustment completed! I wave regally to the traffic I've held up, switch on again and pull the starter. The engine turns over, but doesn't spring to life. A few more tries, and still nothing happens.

1940hrs I decide to try the starting handle, fearful of depleting the 6 volt system with the starter motor. All is to no avail.

1945hrs A man in an early Morris Traveller draws up and enquires what the problem is. He tells me that he has an Alvis TD21 which is in no way similar to a Traction. He admires the Normale greatly and hopes that it will start sometime during the evening, but he's sorry he can't give me more moral support as he's in a hurry to meet his girlfriend. I wave a nonchalant goodbye.

1955hrs A car draws up beside me and asks, 'Are you going to the AGM?'

Recognition dawns — it's Carol Bilney in a Prairie wagon. I tell her that, at the moment, it doesn't look as though I am going to the AGM. She attempts to get through to Alec Bilney on a magic portable phone, but he's evidently already left for Ripley. I then confidently tell her that the car will start as soon as she's left.

2005hrs A passer-by strolls over and suggests I might like some help in pushing the car across the three lanes of traffic onto the grass verge. This seems like a sensible idea, and the one-ton manoeuvre is completed with only a minimum of huffing and puffing.

2010hrs I try the starting handle again, hoping to take the car by surprise. It doesn't work.

2030hrs Clearly more used the ways of Tractions than I am, Carol Bilney drives up again, bringing me a vacuum flask of coffee. Very much appreciated, since the evening's beginnings to turn really cold. Carol leaves, promising to phone the White Hart at Ripley to explain my predicament.

2040hrs I vaguely consider looking up the list of Mutual Aid members, but abandon the idea when I realise that anyone keen enough to enlist in the Mutual Aid scheme will be at the White Hart at Ripley...

2045hrs I decide to have a close look under the bonnet. Hand priming the petrol pump reveals to my horror that petrol is dripping out of the bottom. Could this be something to do with the problem? I have in the car an old French paperback manual on Tractions; also a comprehensive French-English dictionary, so I stumble through the chapter on fuel pumps and come to the conclusion that the diaphragm is pierced. I wonder whether, Biggles-like, I should plug something up with bananas or chewing gum, but since I have neither, it's no more than a passing thought.

2100hrs Perhaps someone will arrive to rescue me soon, I think. Further reading through the French dictionary tells me that 'bagnole' means 'old banger'. I decide to while away the time by learning the French for all the rude words I can think of.

2120hrs A young Irish doctor out on an evening stroll stops and asks what the problem is, we have quite a sociable chat about this, and that, and the other. He explains that although he is a doctor, he can't keep his hands off motorcars and has been reassembling old Morris Minors in his spare time in Southern Ireland. He's now interested in getting his hands on some Tractions to take back there. I hopefully give him details of club membership.

2130hrs A police patrol car cruises by and

takes a long, slow look - but parks further down the road poised to catch speeding drunks at the intersection. I mentally dare them to come and question me, with no results.

2145hrs I'm beginning to get rather cold and very hungry. The dilemma is that if I leave the car and walk home — about 3½ miles — someone will undoubtedly turn up to rescue me.

2155hrs I start to beat out bongo rhythms on the passenger seat to keep me warm. It's only a matter of time, I tell myself.

2215hrs I tuck my trousers into my socks to keep me warm.

2320hrs A police patrol van draws up and three of London's finest get out. 'We saw you earlier on', one of them says, sniffing carefully to see if I'm drunk. Finding out carefully to see if I'm drunk. Finding out that I'm not, they're full of sympathy, if of no practical use. 'Don't leave the car', they warn, 'the estate round here is notorious for vandalism'. I explain that it's merely a technical problem and that help is at this very moment on the way.

2325hrs I finish my last cigarette. They weren't keeping me very warm anyway.

2340hrs As if in a dream, I suddenly see a DS Safari cruise by on the opposite carriageway — and it stops. Out jumps John Gillard; it seems that by chance he'd taken this route home from the AGM rather than his usual one. Whilst musing over the problem, up turns Alec Bilney in the Japanese Spacewagon — apparently Carol Bilney has been trying to get through to the White Hart all evening but no-one would answer the phone, and Alec didn't learn of my predicament until he returned home.

John says that the fuel pump isn't losing enough to cause the problem, so he strips down the carburettor. Several large turds fall out.

2400hrs John and Alec connect up jump leads — my battery is overcome with hysteria — and at last the Normale fires up. John follows me home in the Safari just in case.

2420hrs I arrive back home and fall into bed, having learnt many new obscene words from the French dictionary, met several strange passers-by, but without being any the wiser about the financial or moral state of the TOC.

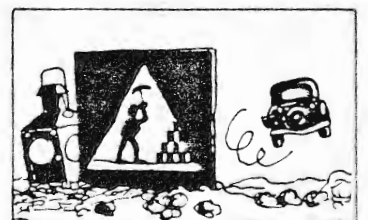
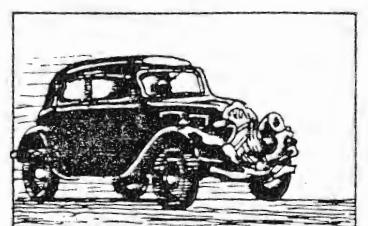
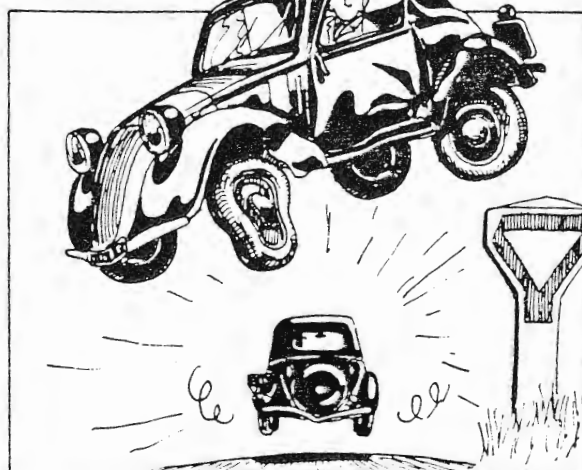
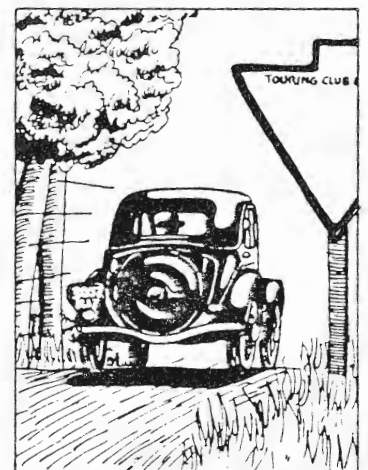
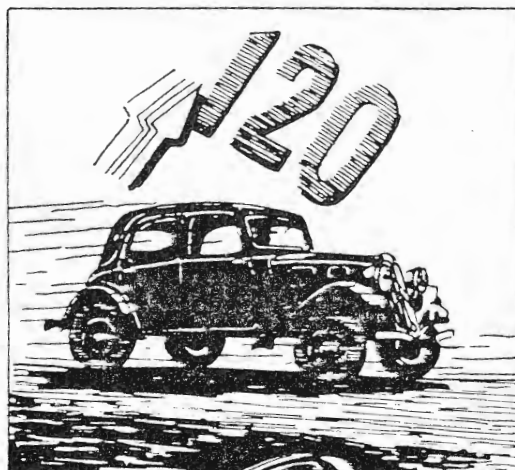
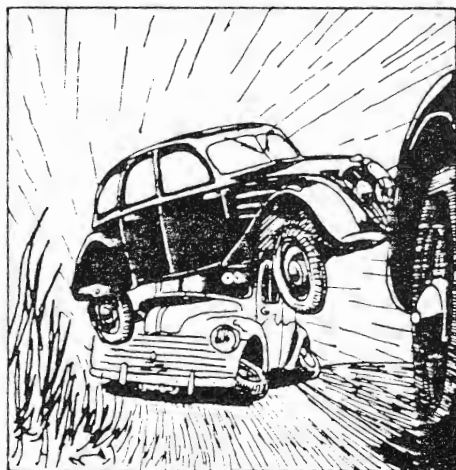
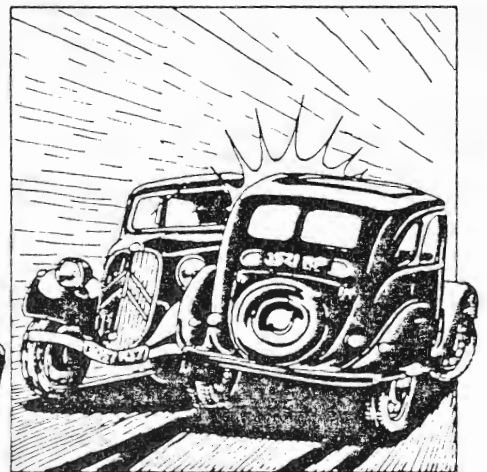
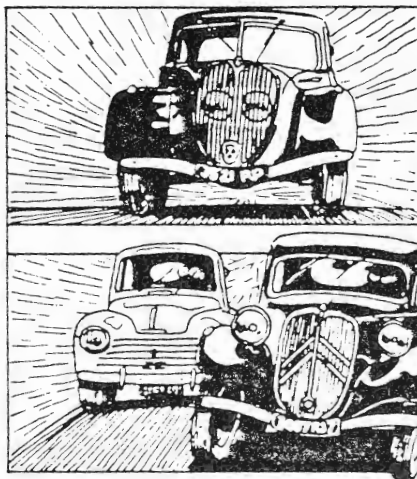
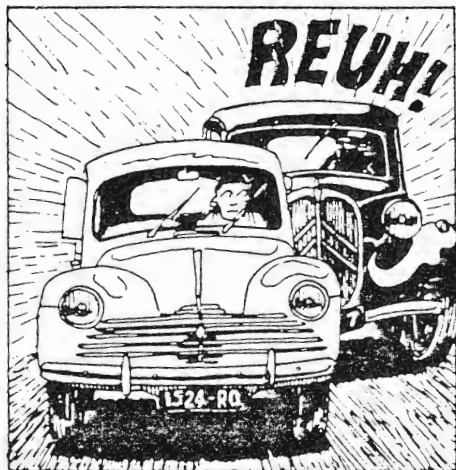
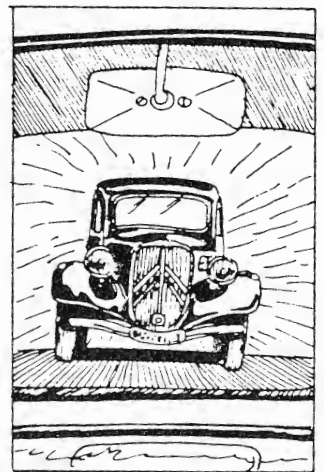
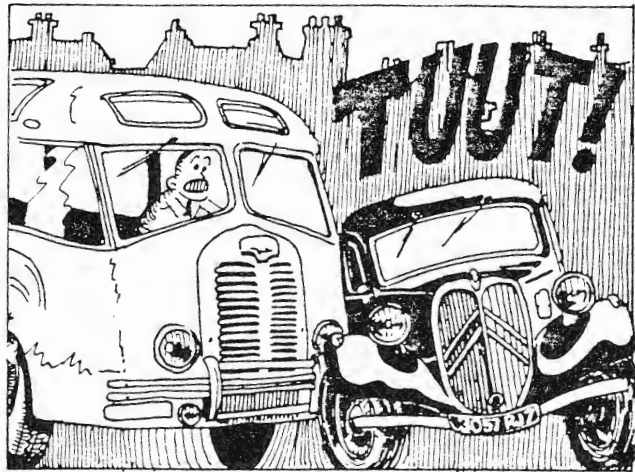
Postscript A personal note of thanks to Alec and Carol Bilney, and John Gillard. And subsequently to Peter Simper, who on the following Saturday put in a new gate for me as well as finding me a replacement rotor arm — since then, there's been no starting problem and no gearshifting problem (but don't let the Normale hear that I've said so!). I have also fitted a new pump diaphragm (the French Guiot packet proclaims that it is a 'Jeu de Membranes' which sound infinitely more obscene) — which I found a surprisingly easy exercise.

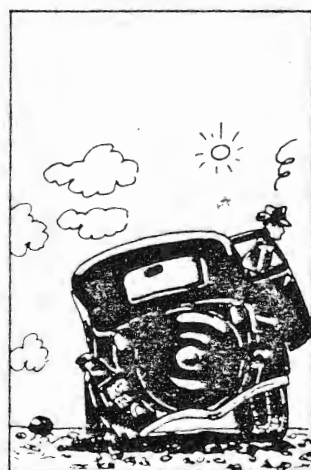
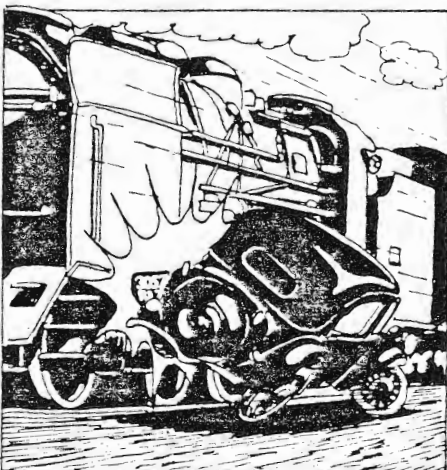
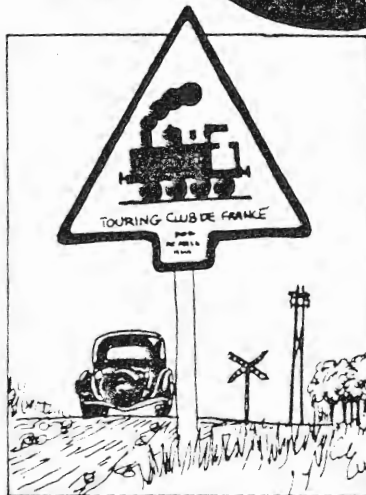
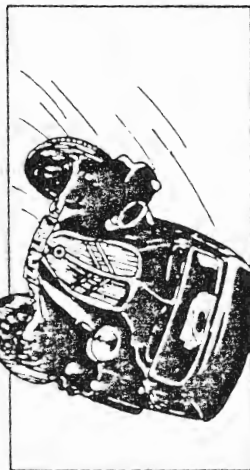
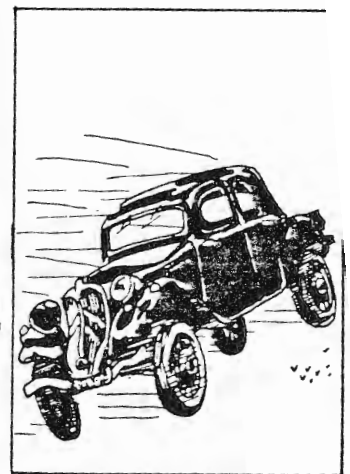
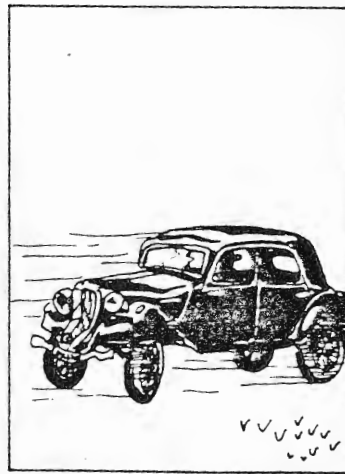
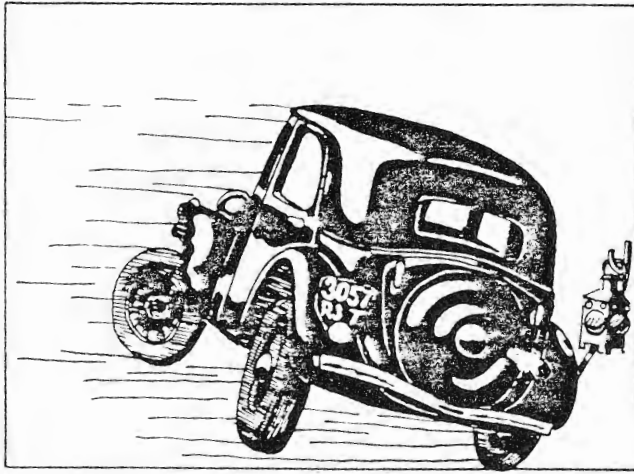
Sam Wells

Abessault 79

AVANTI!

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FIN

NORTH BY NORTH WEST

*Jim and Liz
Rogers take a
look back at The
Northern Classic
Car Show in
Manchester*



THE WRITER OF THIS report apologises for its lateness, and unfairly blames his six-week old son Jonathan (who has yet to have the pleasure of his first ride in the ultimate motor car).

For the fourth year running the Northern Classic Car Show was held at Belle Vue in Manchester at the end of September. Once again it was a most enjoyable weekend, and this year those attending had the added pleasure of being able to look at two Slough-built Big 15s.

Going to the Classic Car Show always resembles one of our less well organised camping weekends in that we pile in chairs, tables for club shop, boxes full of club shop, not to mention all the small items like string, sheets, pins, glasses, plates – no, not for a picnic, but for 'window-dressing' the stand. The 'N' carrier bags are always full of

interesting little items like 5lb hammers and staple guns – a motley collection of articles.

We set off on the Friday tea time and made good progress to the M62, but then we hit the usual roadworks and, unusually for this summer, it was a heat wave. As we were already having problems with a slipping clutch we decided to take a detour via Middleton for a chip butty tea while the traffic and the car cooled down. Unfortunately, by the time we got to Belle Vue it was quite clear that the clutch was very poorly indeed.

We set up the stand alongside 2CVGB and opposite the Citroën Car Club, and so with two 2CVs, an Acadiane, an SM and two Ds, the marquee was well represented.

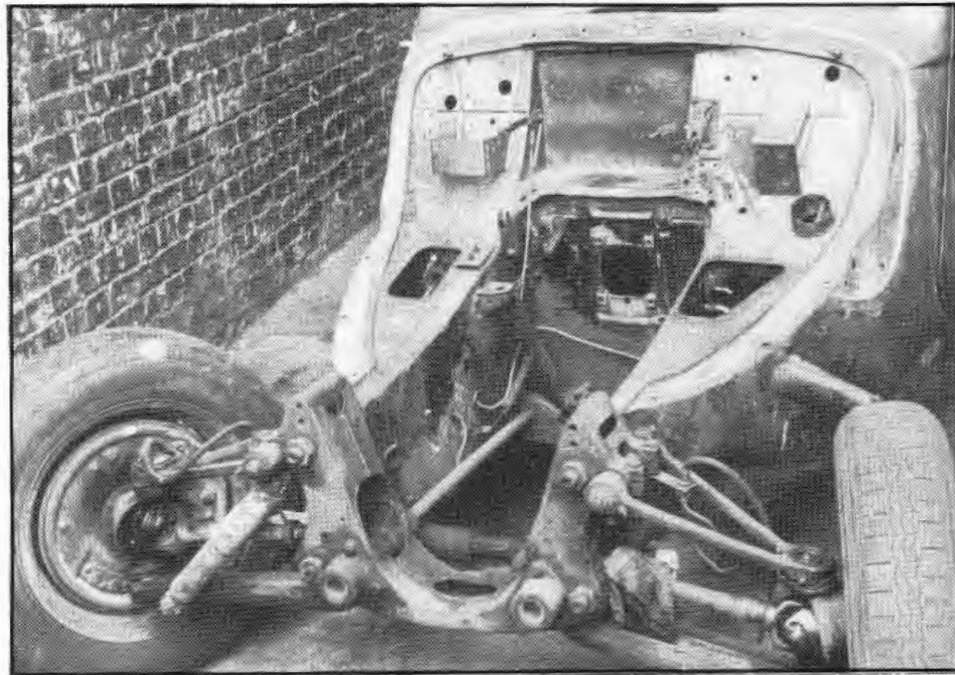
Much interest was shown in the two Tractions and many Traction enthusiasts appeared from throughout the North of England, some of whom were already

members of the club, some who were not – all were welcome and much talk ensued. As a result we were able to take down quite a few names of people who would be interested in further events in the North, and I very much hope to be able to see them again in the new year.

I would particularly like to thank Andy Cartwright of Leeds and his Big 15 for accompanying TUB and the Rogers, and putting in much work to make the stand a success. I hope that next year we will be able to provide a bigger and more varied display of vehicles.

Incidentally, we had no further trouble getting home – but travelled very slowly – particularly up the hills across the Pennines!

CLUB



SPARES

CLUB SPARES

Over the past year I have had orders for items that are no longer available, some of these items I have had made, and a number of them still await quotations. If you are still waiting for any item from the Club Spares please send in a new order, as a number of people on my list have sold their cars or found a supply without informing me. As from the end of May I will be working from a new list of outstanding items, and will discard any old outstanding orders. When sending in your orders please write clearly, quoting description and part number, and please do not forget to send money for parts and postage with your order.

ITEMS STILL URGENTLY NEEDED FOR SPARES POOL

For the club spares to run independently, cutting the price of items and availability, it must have a pool of stock to recondition. The club will give you a spares voucher for various parts (see list below). We are also in need of names of stockists that have parts or offer a good service. You can also sell your second hand parts to the club.

Drive shaft with good taper and spline£10
Wishbones, suitable for reconditioning£4
Clutches and clutch plates£5
Brake shoes, full set per car£6

NEW ITEMS NEEDED

Part of brake cable50p

(The end of the hand brake cable that hooks onto the brake shoes, please cut this piece off and send it to me).

Carburettor model 3Z PBIC£5

SECOND HAND PARTS

We now have a large number of second hand parts, to list them all would take too long.

However, below is a small list:

Full set of tyres, LT15 Bonnet, Front window complete, cylinder heads, water pumps, front cradle, hubs, brake back plates, engine blocks, big boot lid. 6 cyl engine block, bonnet, also a large number of trim parts for all cars.

DS OWNERS' SNIP

Whilst looking for Light 15 part, I picked up a number of new DS parts, which I would like to sell quickly, hence the price:

Exhaust boxes, single round pipe ...£15 each
Reconditioned drive shafts£30 each
Clutch friction plate (late type)£8 each

NEW ITEMS IN STOCK

	Normal	Levy
Exhaust support brackets.....	£5.20	£4.50
Copper bush for pump (water) late type	£1.80	£1.50
Bush for clutch withdrawal fork	£2.10	£1.80
St. St. exhaust box for 11	£135.20	£120.00
Grey or red furlflex		
Reduced price	60p	50p

	per ft.	per ft.
Aluminium rocker covers	£40.00	£35.00
Sm. boot number plate (Slough).....	£20.00	£18.00
Brake drum puller and block (1750T and 1820T)	£50.00	£47.00
Accessories for removal of front wheel bearings (1819T)	£23.00	£20.00
Inside nut spanner (1826T)	£23.00	£20.00
Big 15 silent blocks (complete car) with splined shaft	£250.00	£225.00
Drive shaft protectors, complete, reduced price	£5.75	£5.00
Cylinder head water distribution tube	£3.45	£3.00

TAKE ADVANTAGE AND PICK UP SPARES AT THE LONDON PUB TUESDAY CLUB MEETINGS AND MEET OTHER TRACTIONISTS.

YOUR HELP IS NEEDED

Can you please look in your local suppliers for the following items:

DS main shaft shells STD/0.25/0.50/0.75
DS big end shells STD/0.23/0.50/0.75

Please take note of details, and advise me of what they hold in stock and the price. These items have become very rare.

1976 1986 TRACTION OWNERS CLUB TENTH ANNIVERSARY • IN SEARCH OF ENGLAND •

10th Anniversary Tour Rally

Some years ago, I read a book entitled 'In Search of England' by H. V. Morton. His descriptive writing was brilliant and aroused in me a desire to see more of this country of ours. Unfortunately, as the years passed, the opportunity failed to present itself.

With the Tenth Anniversary Rally of the TOC, however, the idea came to me that it might be possible to fulfil this long term desire and, at the same time, make it possible for all members to join in by having a tour of Britain – which would mean the rally would virtually pass most member's doorsteps.

The idea, was put to the committee, which approved it, and planning commenced, one or two changes were made to the original concept, but the main idea still stood. One thing I do know is that the more the plans advanced the more exciting it looked.

We have eighteen different area organisers planning the routes, places to visit and things

to do and see. They are also arranging the camping and other accommodation. As word comes back to both Alec Bilney and myself from these area organisers, who tell us their plans, the range of ideas is almost unbelievable.

This is going to be a superb holiday for all the family, where all needs, tastes and desires are catered for in some of the most beautiful scenery, towns and cities in the country – if not the world!

Incidentally, we have had considerable interest in the Rally from the continent, so we hope to see a contingent from abroad joining in.

You will see from the map below that we now have settled on the dates during August when we shall be in the various areas. Bed and breakfast and camping facilities will be available. You should allow £10 to £20 per person per night for bed and breakfast, or £5 per car/tent per night for camping – a few venues may be slightly more, whilst many

will be considerably less. These sums should be paid at the time directly by participants.

The £10 entry fee for the Rally will entitle you to a Monte Carlo-style rally plate, roof stickers, ring binder for your information sheets, and a set of detailed maps covering the route and addresses of sites, together with emergency phone numbers for all sections of the route.

Mike Wheals

Dear Mr. Wheals,

We have read with great interest your recent article in 'Floating Power' concerning the planned 'In Search of England' rally.

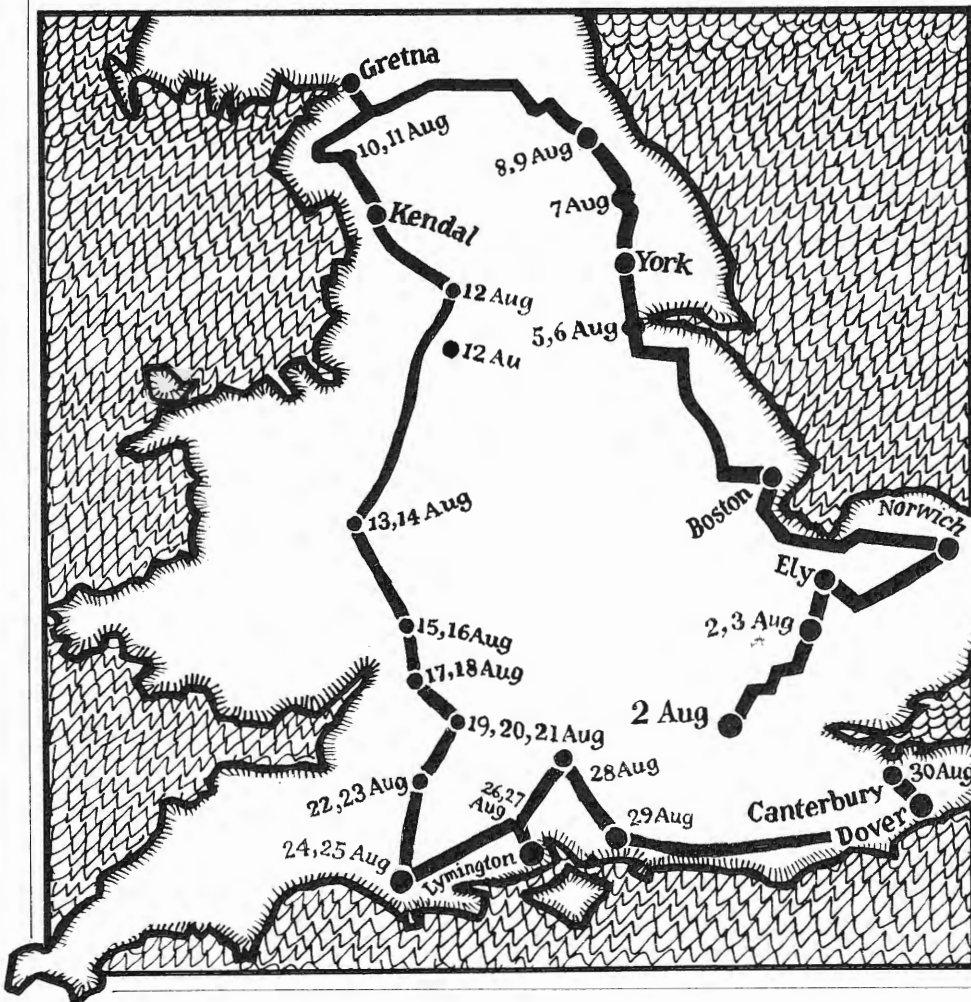
Peacock Engineering has become widely known among TOC members and we have performed a great deal of both major and minor surgery on Tractions. Recently we have been carrying out detailed work constructing machinery and a large press for the manufacture of complete floor panel and we are in a position to offer members a skilled reconditioning service for drive shafts and gearboxes.

The business is housed in an old station with a large workshop extension, situated in three acres of land which is five miles from Loughborough and twelve miles from Nottingham. The planned route for the Rally does not pass very close to us, but if a simple detour was possible we would be glad to offer camping facilities, evening entertainment and open house at the workshop for participants of the Rally.

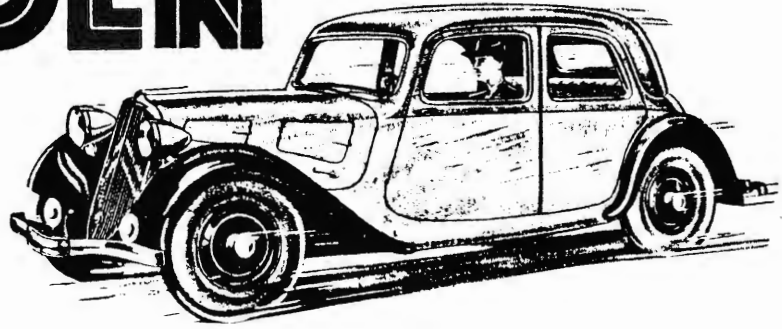
We currently have five Tractions in the workshop undergoing various mechanical and bodywork repairs, a large array of Citroen 'wrecks' awaiting total restoration or for use as spares, and we are in the process of constructing a specialised Traction machine shop. You will agree that such a wealth of Citroens will provide a very worthwhile stop on the Rally.

We hope you will consider our suggestion, and look forward to receiving your reply. The business is a small one manned by myself, my father and a friend, and my wife and I have a flat above the business so there will always be someone about should you wish to phone or drop in and have a look round for yourself.

Yours sincerely,
Mick Peacock



CITROËN



POETS' CORNER

AT THE editorial suite at Floating Power House, we're used to seeing all kinds of stories, letters, articles, photographs and drawings positively pouring through the Club letterbox. February's postman, however, brought a rather more unusual item in the shape of this poem from TOC member Gerald Chapman. We wonder whether there are any more bards out there hiding their lights under bushels – and if anyone has written a play in three acts, let us know – the more variety, the better!

Futuristic, characteristic
With its chevron grill,
Black sleek body, nothing shoddy,
To own one what a thrill.

Satisfaction from the Traction,
Of positive front wheel drive,
Hour after hour of floating power,
Motoring comes alive.

Slough built beauty
Constant duty, to the open road,
Michelin tyres grip like pliers,
With their rolling load.

Every action from a Traction
Gives owners lots of thrills,
Country lanes, and off-beat tracks,
Sharp bends and long steep hills.

The Traction Owners Club at least
Has kept the marque alive,
With much hard work and expertise,
Plus the chores of nine to five.

At classic meetings throughout our land,
The marque is often seen,
Gleaming paintwork, sparkling chrome,
Both 'Big' and 'Light Fifteen'.

The Commerciale, Familiale,
The Roadster, Coupe too,
Their all out there, so stop and stare
And dream they belong to you.

This motoring marvel from Quai-de-Javel
Has stood the test of time,
Quite often seen on the silver screen,
In pleasure, war and crime.

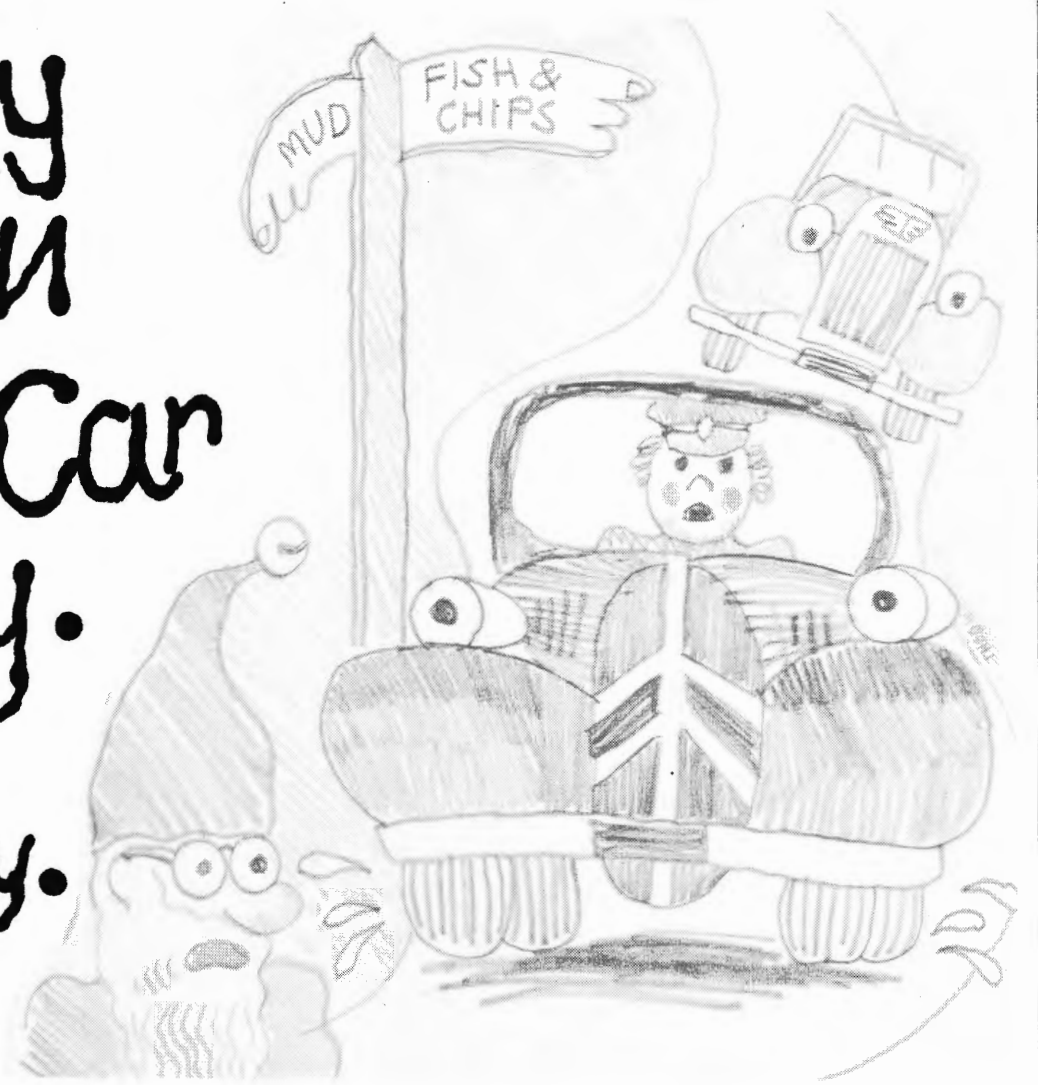
The Citroen story in all its glory,
Reached every clime and coast,
Acclaimed as years ahead of time,
A fact and not a boast!

Gerald Chapman,
Barton-on-Humber
South-Humberside



Noddy goes on a Night Car Rally.

by Al-ec
Bil-mey.



ONCE UPON A TIME little Noddy was asked by his friend Big Beard to join a car rally. It was called the NightJar. Little Noddy was pleased and said he would bring his shiny black car with shiny yellow wheels, shiny old seat covers and weakly shining headlamps.

Big Beard lived in a little round house in the country, far beyond the Hammersmith Flyover and even beyond the great M25. So Noddy arranged for some friends to come with him, and they all packed survival equipment for a safari into deepest Hampshire — warm coats, food, hot water bottles, maps, torches and flasks of coffee laced with the magic firewater. But no compass! Ah, silly Noddy! What a jolly bunch they were on the evening of the party, arriving just as the sun was setting. It was very pretty. But as the rally began so did the rain. Then it was not so pretty. It meant that Noddy and his friends could not only crash about in the forests and muddy fields, waving pretty little torches while looking for nearly invisible clues hidden by the Giant called Seventyfivemotorclub, but they could do it, all in wet clothes as well. Then they could get back into their shiny cars in the dark, they could sit on the lovely soft clean upholstery in the wet muddy clothes and use a wet muddy map to navigate ever so carefully to the next wet muddy site!

This was such fun! Driving in the rain, at night, in winter, on muddy country lanes, with yellow glimmers for headlights, no demister for the windscreen, and the wipers

becoming erratic, always is. But even this was much improved. Not only were there lots of little Austins, whose headlamps were no better than a Traction's, and Riley's which had no room for anyone inside anyway, all having as much fun as Noddy. But there were also some Fordescorts and Alphasuds with exhaust pipes that went vroor vroor instead of putter putter and had lots and lots of pretty rally lights in a row across the front, and they zoomed about shining millions of watts into Noddy's eyes to add to his enjoyment.

Despite this, it wasn't really a grownup's rally because all those who looked grown-up, with beards and flatcaps and barbour jackets, had toy cars just the same as Noddy. They had names like Bentley, Lagonda, Invicta, Sunbeam. There were also lots and lots of self-propelled prams called Ostins? Heaven. These were mostly packed out with damp people and misted-up celluloid windows, or had the little pram hood prettily folded so all the healthy invigorating air and rain went straight in, but at least the driver could see the road in front. Every now and then Noddy and his friends were excited to find a two-seater with levers and brakes and mudguards and people's arms overflowing out of it, reversing up a dark lane, using one pretty little red lamp that must have come from an old Christmas tree — a very old Christmas tree!

However, after several hours of this fun, the happy trio had to find the finish. This was

in a great hall behind some happy people's houses who loved the noise and excitement of a car rally on their doorstep, and to prove it had arranged for the evil spectre Gasboard to dig a great big ditch along one side of the unlit road and put one pretty flashing amber box beside it. Well, this soon got knocked over and so all the cars were able to drive across the grass to keep from falling into the hole.

But once inside the hall, with hot Fishanchips, Noddy and his friends were very pleased to be able to see again after such a dark night. They compared the pretty scoresheet, all soggy and creased, with other people's. It was such a surprise to know that some people had found even less than them. It was a greater surprise to learn other people had found more. They must have been in the rorty snorty escorts, or perhaps they were the people who had remembered to bring a compass.

In the end, late that night, the black not-so-shiny car with its yellow wheels came back to its sodium-flare and mercury vapour lit habitat of London and relaxed, allowing the mud and caked pine needles to dry out inside, where one day they will be found. Then Noddy can say to his friends "Do you remember, once upon a time . . ." They will probably have learnt their lesson and start running but Noddy, well, he intends doing it again next year if Big Beard invites him.

After all, fun like this is not available every day. Is it?

LEAST ATTRACTION

FOR ANYONE who's ever seen NNE 882, it's a car that's certainly difficult to forget. Participants at last year's Chichester Rally will surely remember that it won for Tony Hodgekiss the coveted award for the Traction with the Least Attraction. Leprous paintwork, cascading headlining and seats that appeared to have suffered a fearsome

attack by a team of rabid mastiffs, all ensured that there was simply no competitor for the title. It must be said, however, that the car did go!

Now, tired of the fame (or should it be notoriety?), Tony has become the owner of a rather more ordinary Traction. And Roger Dyer, as if the challenge of being T.O.C.

chairman weren't enough, has become the proud new owner of NNE 882. Just in case Roger decides to restore NNE to a pristine state, we felt it was important as a matter of historical record to show the car here in its present state. Whether readers regard it as an encouragement or an Awful Warning – well, we leave it up to you to decide!



Events

May 3-5

National Classic Motor Show, National Exhibition Centre, Birmingham.

May 5-9

Elf Provincien Rit, Holland. Full details direct from Will de Hek/Pieter Wilders, Frankrijklaan 3, 2034BB Haarlem, Holland; or ring TOC member Dennis Ryland on 0453 883935.

May 8-18

50th Anniversary of the 'Raid Lecot'. Paris — Monte Carlo — Paris tour. Full details from C Gabrielson, 21 Rue des Martyrs, 75 009, Paris, France.

May 17-19

Second International Traction Avant Meeting at Winterthur, Switzerland, organised by the Citroën Traction Avant Club, Zurich.

May 29th – June 1st

12th International Hollareitulloih Citroen-Treffen, organised by the Club IG Citroen Karnten in Steinfeld, Austria. The programme is to include a rally, flea-market, children's entertainments, concours, and a technical competition. Camping facilities will be available, as are hotels and guest-houses. Contact Monika or Carl Palle, Birkenweg 10, A-9754 Steinfeld. Telephone 047 17 6213.

June 22nd

New Beaulieu Event: The Friends of the National Motor Museum Trust will be organising a 65 mile road run in and around the New Forest. This non-competitive event (though there will be prizes) will follow a scenic route and is aimed at being a very pleasant family day out. Any car or light commercial built before 1951 is eligible to compete. The start and finish will be at the National Motor Museum. There will be a limit of 75 vehicles. Address all queries to Steve Dagnell, Friends of the National Motor Museum Trust, John Montagu Building, Beaulieu SO42 7ZN.

The Citroen Car Club Midlands Section programme for 1986 is reproduced below. It would be nice to see a good Traction contingent at the camping weekend in July, and of course there will be the Stratford Rally in September. *Simon Saint*

May 11th

Treasure Hunt – venue to be announced.

June 8th

Visit to Avencroft Museum, near Bromsgrove, Worcestershire.

July 11th – 13th

Camping weekend, Braceland Camp Site, Forest of Dean.

August 23rd – 25th

Town and Country Festival, Stoneleigh, Warwickshire.

September 12th – 14th

Autumn Rally, Stratford upon Avon Racecourse.

October 3rd

Midland Section AGM, The Crown Hotel, Wychbold.

November 14th

Dealer Visit – John Dryhurst, Sheldon, Birmingham.

December 12th

Cheese and Wine – venue to be announced.

Please contact Simon Saint for further information on Worcester (0905) 54961.

The 1986 Benson and Hedges Concours, held in association with Classic and Sports car magazine, will be staged throughout the summer. It is to take the form of a series of regional Concours events, culminating in a Grand Final, to find a national champion, in September. Prize money for 'best in show' will be £1,000 for each of the area competition, with the addition of other 'class' prizes. Further details from Benson and Hedges Concours, 2 Endell Street, Covent Garden, London WC2H 9EW.

Diary Dates

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month:

at the Swan, Whittington, Worcester, 200 yards off Junction 7, M5.

Please contact: Simon Saint, 'Snigs End', Danes Green, Glaines, Worcester. Tel. 54961 for directions or further information.

NORTHERN SECTION MEETINGS

1st Tuesday of each month:

9.00 p.m. at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month:

12.00 a.m. at the Black Swan, Thornton Road, Bradford.

For further details and directions contact: John Howard. Tel. Bradford 309093.

LONDON SECTION MEETINGS

Last Tuesday of each month.

All pub meetings start at 8 p.m.

April 29th

The Ship, Wandsworth Bridge (south-west corner), Wandsworth.

May 27th

The Anchor, Bankside, Southwark SE1.

June 24th

Green Man, Putney Heath, Putney SW15.

RATES AND CONDITIONS OF ADVERTISING:

Private Adverts (classified).

Members and non-members of T.O.C., buying or selling Citroen Cars or parts (pre 1957) – NO CHARGE.

Trade Adverts

1/8 page, £30 per insertion. Advertisers must supply 'camera-ready' artwork. Where this is not available, the T.O.C. will provide it, after agreement with the Editor, on format and cost.

Inserts (loose)

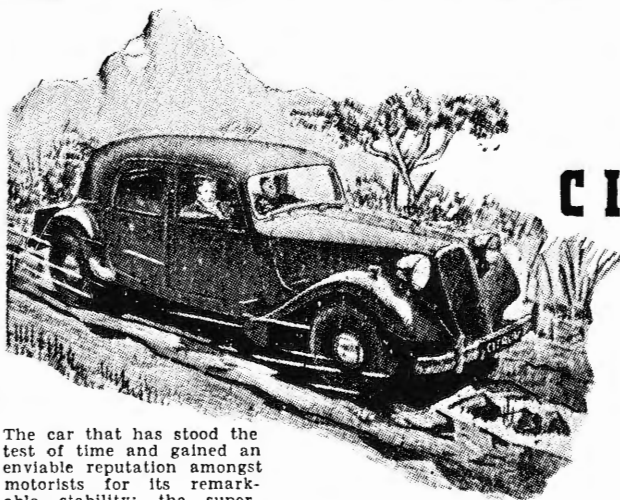
Any size up to A4, £30 per issue plus handling charges, to be agreed with Editor. Artwork as above.

Terms of acceptance

Cash with order, all cheques and money orders will be cleared by the Club before the acceptance of any advert.

The Club reserves the right to refuse any advert which it considers unsuitable for publication.

All advertisements should be submitted to the Editor.



Only a
CITROEN

holds the
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that

◆
The Light Fifteen
The Six Cylinder

Distributors:

Colonial Motors, Ltd.
Salisbury

Gull & Kimpton, Ltd.
Bulawayo

The car that has stood the test of time and gained an enviable reputation amongst motorists for its remarkable stability; the superlative suspension "smooths out" any kind of road. Overhead valve engines give rapid acceleration and speed. Long journeys are taken with the ease and comfort that a connoisseur expects.

Classified

Wanted/For Sale/Exchange
Damsel in Distress' with 1939 IIBL in 'kit form'. Can anyone please help? Have the above vehicle imported from France for assembly here. Sadly, personal circumstances have changed and I am no longer able to get her road-worthy. **Bodywork** in excellent condition. Would like to exchange, with cash adjustment, for road-worthy version, otherwise will sell and hope to buy separately. Could anyone please help? For further details please contact: Anita Sebastian, The Old Gatehouse, Stable Cottages, Upper Hardres, Kent CT4 6AN. Tel. 022770-749.

For Sale
1949 Slough-built Light 15. Bodywork restored, engine rebuilt, only a small amount of interior work now required. Tel. Rod Smallwood on Kingsland (056881) 379.

For Sale
1934 Traction 7C, Paris-built. Possibly the earliest complete Traction in the UK. Recorded 28,000 km, believe genuine, as two tyres original! Stored since 1950's, imported 1985, definitely no rot anywhere, some superficial rust. Totally original and will run, but requires restoration. House purchase forces sale, £2,450. Tel. Steve Kemp on Billesdon 563.

For Sale
Four part-worn 155x400 Michelin X tyres, £10 eaaachhpp plus p&p. Roger Diamond. Tel. Whitstable 26514 (home); Herne Bay 363859 (work).

Service
Mobile car service, welding and body repairs for Traction. Light 15 door exchange service, supply and fit. Distance no object. Contact Michael Waller, 17 Chapel Avenue, Long Stratton, Norwich, Norfolk NR15 2TE. Tel. (0508) 31199.

For Sale
1953 2CV Slough Van. New front floor, chassis, brakes and wiring. Needs work, £500. Tel. (01) 928 6613.

For Sale
1938 Big 15, Slough-built. Body restoration nearing completion, all brightwork rechromed, £4,000. Tel. (01) 928 6613.

For Sale
1946 Slough-built Light 15, body rough, for restoration, £500. Tel. (01) 928 6613.

For Sale
Rare opportunity, Citroen C4G, 1932, Drop Head Coupé. English manufactured, stored inside since last used, wonderful restoration project, offers around £2,950. Tel. (01) 928 6613.

For Sale
Left hand drive Big 6, special body, requires total rebuild. For further details, Tel. (01) 928 6613.

For Sale
Complete run of *Floating Power* magazines. Vol. 1 No. 1 to present issue. Also run from Vol. 1 No. 1 to Vol. 6 No. 6. Offers, based on 'back numbers' price, or exchange for new Traction parts. Tel. (01) 928 6613.

For Sale
1954 Paris-built body, sound, requires assembly, £1,200. Tel. (01) 928 6613.

For Sale
Light 15 spare parts and repair manuals for sale. Essential for every rebuild or small job. Tel. (01) 928 6613.

Wishbone Spindles Reconditioned
£30 pair + p&p.
Brake drums skimmed
£20 pair + p&p.
Roger Williams, 37 Wood Lane, Beverley, North Humberside HU17 8BS. Tel. (0482) 881220.

4-speed gearbox conversions, complete with gearchange mounted behind dash as per original. Contact Roger Williams, 37 Wood Lane, Beverley, North Humberside HU17 8BS. Tel. (0482) 881220.

For Sale
Big 15 (Series IIB), French-built. Sound body and mechanics (new liners and pistons), but dowdy. Price to include quantity of spares. Best offer around £2,500. Enquiries please to: A. Penn, 3 Bartholomew Terrace, Exeter, Devon EX4 3BW. Tel. (0392) 72566.

For Sale
Citroen Light 15 Roadster, GRB 911. First reg. 1940 and in perfect condition, in black with Connolly leather upholstery. This car has been in my possession for over nine years and has had no expense spared on its restoration. Please telephone for appointment to view. I will sell for nearest offer to £12,000, including a set of Pilote wheels fitted new tyres. John Watson (01) 440 4322 (24 hrs. answering service), Telex 298111 NLO.

For Sale
One pair front LT 15 wings in GRP (glass fibre), £35 each. One pair rear LT 15/Big 15 wings in GRP, £19 each. Rear Big Boot Valence in GRP, £9 each. All still at last year's price (next batch will be up, to be made in the Spring).

6 Volt DS Starter Motor, will fit French 11L etc. Offers?
I can also get DS (DW) crankshafts shortened, flywheels machined to take new boss to move flywheel back so as to mate up to LT15 gearbox, or I will rebuild ID, DS, DW cylinder blocks to LT15 specifications.

I have also been thinking about making door panels covered in leather cloth, and carpets with edges bound, but this will depend on the replies that I get!

For further information on any of the above please contact Mike Tennant, 49 Hollywell Road, Mitcheldean, Gloucestershire GL17 0DL.

Wanted
I am in urgent need of a set of dark red door trims, plus a complete door lining with supports for my 1950 Slough Light 15. Alternatively, would anyone be willing to loan these items to me so that I can have some replacements made? Contact Steve Reed. Tel. (0730) 80792.

Club Tools for Hire

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

Hires are for nominal periods of 7 days, although earlier return is appreciated. Deposits are refundable only on SAFE return. Any damage to tools will be deducted from deposits. Person hiring fetches and returns. Prior booking ensures availability. ALL

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

Workshop Manual Loan Service

The Club has Light 15, Light 12 and Big 6 manuals for loan; please send details of your car, with name, address, work and home phone number together with a deposit

cheque for £25 made payable to the T.O.C. - this will be cashed but your deposit will be returned if the manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to A. D. Sibley. Enclose a S.A.E. for return of your deposit. Manuals available from Allan Sibley, 174C St. Ann's Road, London N15 5RP.

Club Shop Price List

Models
Burago 15CV/20.....£4.95
Back No's Floating Power:
1 copy.....£2.00
2-9.....£1.50
10+.....£1.25

Posters
Les Tractions.....£2.00
Traction Avant.....£1.25

T-Shirts
New style 'Citroen'.....£3.75
Amaze your friends.....£2.50
TOC.....£2.50

Sweat Shirts
New style 'Citroen'.....£7.75
Assorted 'ICCCR'.....£4.00

Badges
Metal TOC.....£10.00
Button.....£0.50
Enamel Brooches.....£2.00
Set of three.....£5.00
Windscreen Stickers TOC.....£1.00

Place your orders with the Club Shop (see page 2 for new arrangements).

All prices exclude post and packing. Cheques to be made payable to T.O.C.

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

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

A.M.C.

A.M.C.

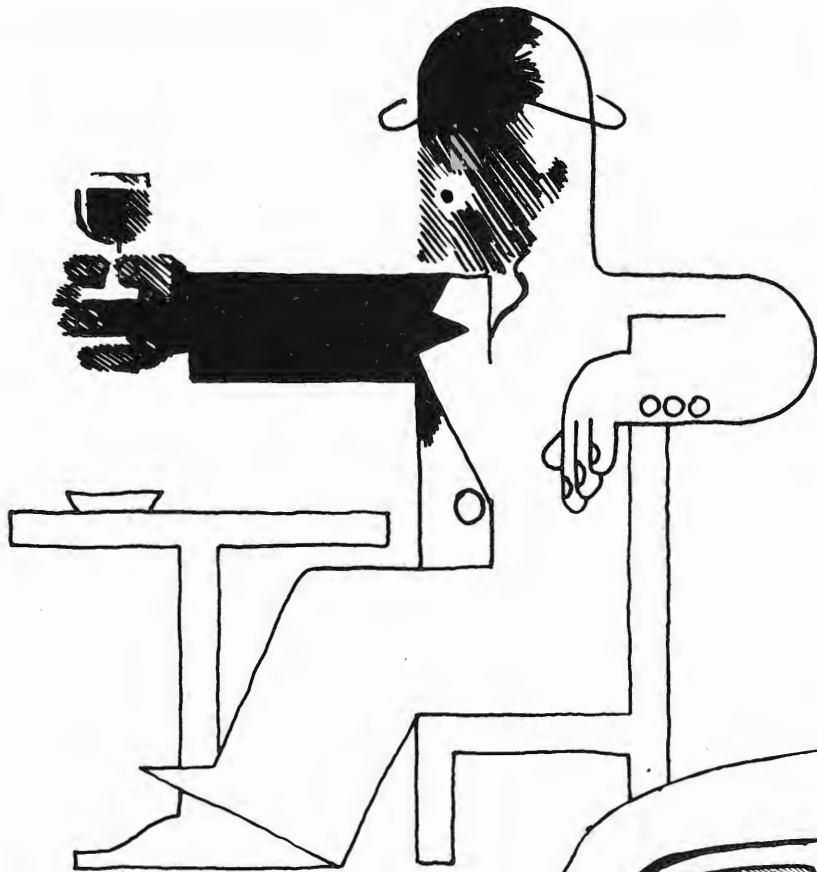


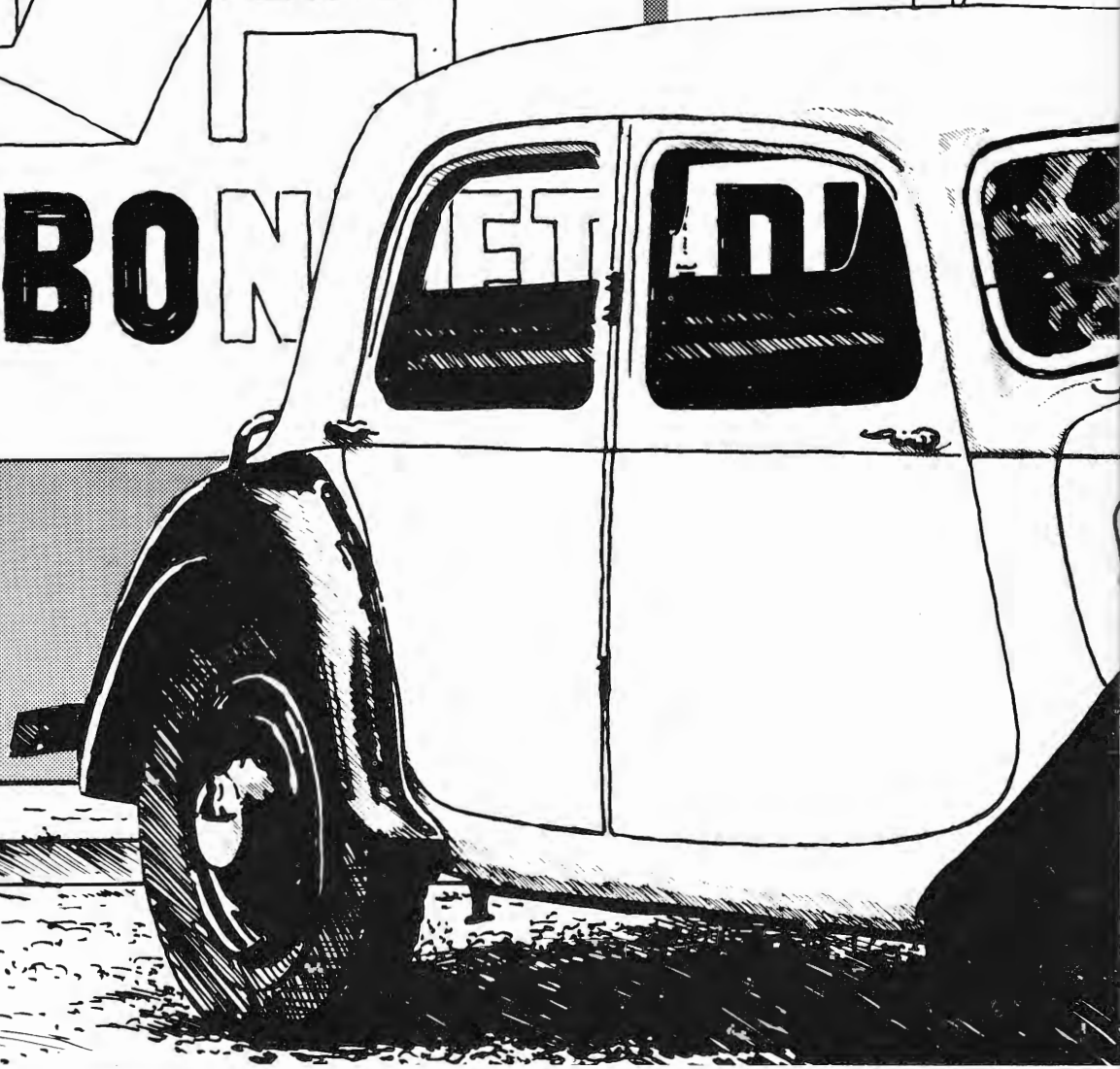
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