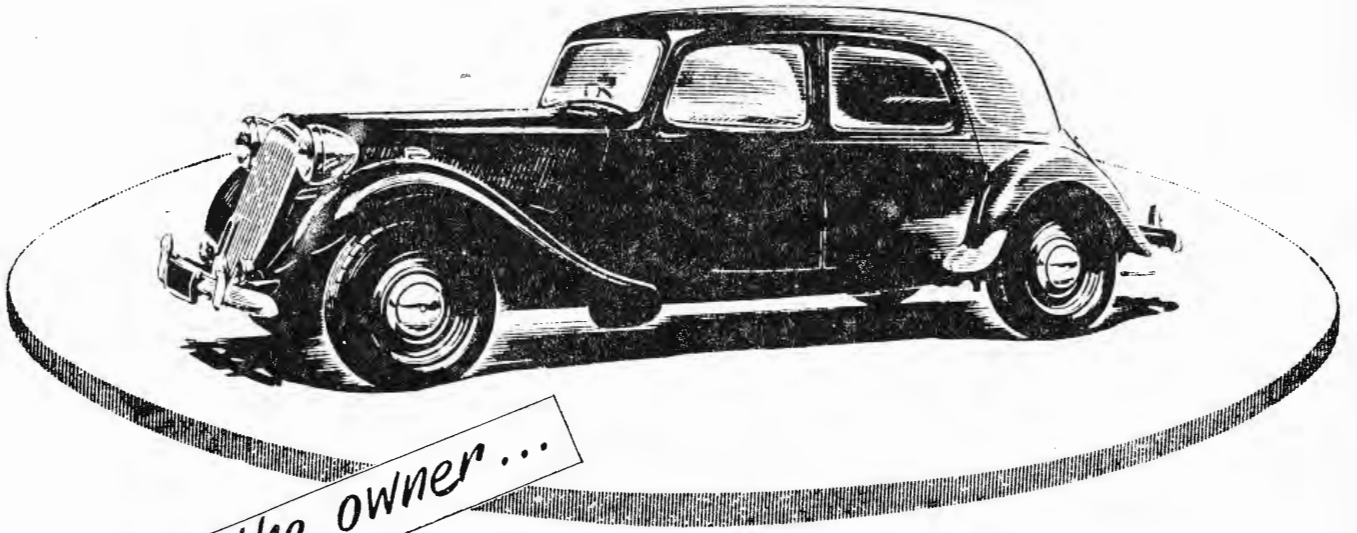
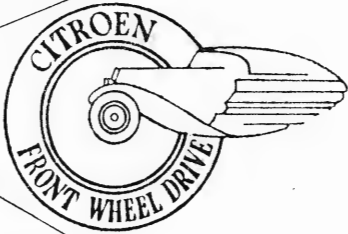


# CITROEN *Viewpoints...*

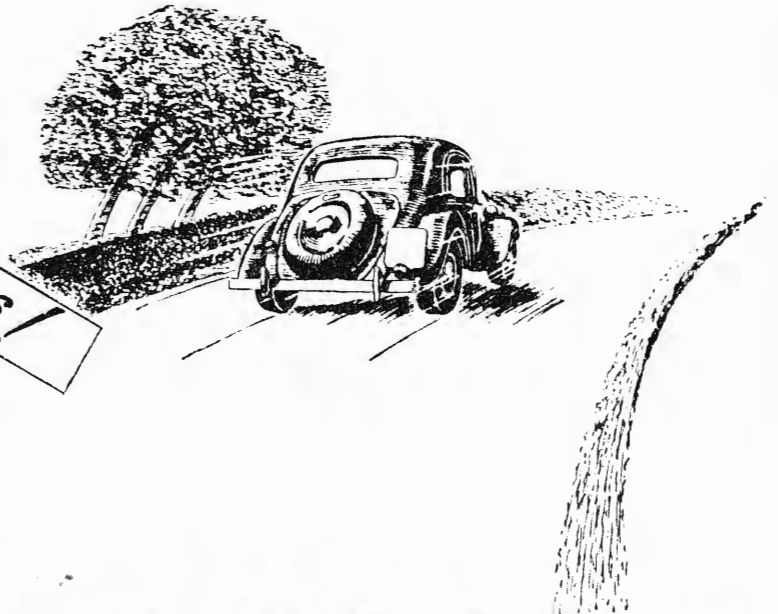


*as seen by the owner...*



*... and by other motorists!*

More often than not, the CITROEN aspect presented to other motorists is a rapidly-dwindling rear view. Yet, as every fortunate CITROEN owner knows, this sports car performance is combined with a dependable "get-you-there in comfort" ability, a reassuring feeling of safe, non-skid running, and a sense of proud possession of the most advanced and distinctive car of to-day.



*The Car with*

**INDEPENDENT FRONT SUSPENSION  
TORSION BAR SPRINGING  
INTEGRAL CHASSIS AND BODY  
FRONT WHEEL DRIVE**

# CITROEN

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

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

**Social Secretary**  
Mike Wheals,  
Fastnet House,  
Wickham, Newbury,  
Berkshire.

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

**Club Spares**  
Peter Simper,  
Alex Bilney,  
215 Whitton Road,  
Twickenham,  
Middx TW2 7QZ.  
(orders by post only)

**Standing Committee**  
Philippe Allison,  
Alex Bilney,  
Rodney Burn,  
John Gillard,  
Tony Hodgekiss,  
Steve Reed,  
Graham Sage,  
David Shepherd,  
Peter Simper,  
Bob Wade,  
Sam Wells.

**Club Shop**  
Laurie Turnbull,  
21 Ravenswood Road,  
Balham,  
London SW12 9PN.

**Spares Technical Adviser**  
Graham Sage,  
13 Senacre Lane,  
Sutton Road,  
Maidstone, Kent.

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

**West Midlands Area Contact**  
Simon Saint,  
Snigs End, Danes Green,  
Clains, Worcester.

**Central Southern Area Contact**  
Mike Wheals,  
Fastnet House,  
Wickham, Newbury,  
Berkshire

**Northern Area Contact**  
Liz and Jim Rogers,  
11 Wilmer Drive,  
Heaton, Bradford BD9 4AR.

**Typesetting and Printing**  
Peter Stenner,  
Bailes Fastprint,  
84 Claypath, Durham City.

**Editor**  
Bob Wade,  
29 Goodwood Close,  
Midhurst, West Sussex.

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

**Honorary Life Members**  
Fred Anells  
David Shepherd

ISSN 0265 0630

# Floating Power

Volume 12, Number 3

July, Nineteen Hundred and Eighty-Seven

**A**CCORDING TO my dictionary an enthusiast is one who has an intense interest, or a passionate zeal for whatever tickles his/her fancy, or is possessed by a God, religious exhalation or perhaps, Traction ownership! It follows, therefore, that we devotees of the glorious Traction should be possessed likewise in our fanatical interest and support of our Club and its many activities. That said, when I delved deep into the mailbag recently in search of some interesting and original, never-before-published, article for the next magazine, what did I find but an empty mailbag!

Now I know that all TOC members are by nature a shy, quiet and withdrawn lot and are not generally known for blowing their own 'Windtones' and bringing attention to themselves, but to keep as low a profile as your Traction does on the road is, I feel, going too far! I really must, therefore, urge - cajole - beg - command and even plead (yes I have been known as a little pleader!) you all to urgently send me some material for future magazines. At the time of writing any literature at all would be more than welcome, but what is particularly required at present, and most urgently, are the popular 'Member's Cars' type of report, plus technical articles of any sort. Now I understand that not everybody has the time or ability to produce a detailed technical article, but I do feel that *all* members *could* write a piece, large or small and with photographs, about their own vehicle . . . why they chose a Traction in the first place . . . its history if any . . . how they came by it . . . what they have done to it and where they have gone in it, plus their general impressions of owning and driving one of these super classics. With over 300 TOC members at present, there must similarly be over 300 different stories to tell (enough for the next 50 years of FP!), and it is always interesting and enjoyable to read and identify with another enthusiasts account of Traction ownership. So unless you want to see future issues of FP containing grass-test reports of the Chairman's 1924 ACME hand driven, shark-nosed lawn mower, or riveting accounts of Barnacle Bilney's bilge-pump breakdowns, then please either make the effort to produce that write-up on your Traction that you have promised and intended to do all along since joining the Club (and if you need help or guidance with an article then please contact me), or alternatively dig out that interesting and original piece of literature on any aspect of our chosen marque and send it in to be published for the enjoyment of all members. One thing I can promise, as a true enthusiast you will get enormous pleasure and satisfaction upon seeing your own words and Traction in print, and it is

bound to provide you with something special to look back on in years to come as you rock gently around imaginary bends in your FWD rocking chair!

Happily there does not, however, seem to be a shortage of 'Rally' articles and in this issue their is a full report of the recent Belgium Rally in which no fewer than five TOC members in three Tractions took part. This touring rally was apparently very well organised, was enthusiastically received at all stopping points on the tour, and, with gifts and free fuel for all entrants, sounds just like my kind of rally! Even more recently our own Summer Rally took place at Huntingdon Racecourse and was held in conjunction with the CCC's annual rally. From the TOC's point of view the event was very successful on the financial side with the Club shop and the raffles doing extremely well, and as a bonus we managed to enrol five new members as well. A full report of the event with lots of photo's, and the results of the concours d'elegance, will appear in the next issue of FP.

Finally, as always to finish with a giggle, a couple of stories for the ladies in our life concerning TOC members and their wives. The first is about the committee member and his wife who were on their way home from a meeting one evening when they were stopped in their Traction by a policeman. Our member did not take kindly to being held up in this way and was being rather rude, abrupt and unhelpful (who said he thought he was still at the committee meeting!). His wife felt obliged to try and calm down the situation before her husband got himself into more trouble, so she leaned over and said to the policeman: "Please don't pay too much heed to him, he's always like this when he's had a few!"

The second story is about the TOC member and his wife who were on a motoring holiday and stopped overnight in a motel, intending to make an early start in the morning. Come the morning, the wife got up, showered, dressed, and went out to put some bags in the Traction. On wandering back into the motel room, still a little groggy after getting up so early, and seeing our man still in bed, she lost her temper because she was doing all the work. Thrusting her hand under the bed-clothes and giving him a sharp tug in the nether regions, she yelled at the top of her voice: 'Get out of bed you lazy "so and so"!'.

Imagine her horror when the sleeping form sat up sharply, and it wasn't her husband - she was in the wrong room. As she hurried out, she heard the startled occupant of the room say: 'Boy, that was some early morning call!'

Safe Tractioning,  
Bob Wade

# Restoring A Light 15

by CBA Marchal

## Part 3

### Electrics

If the wiring is original I would recommend that you have it re-wired, as most cable at this age will be cracking and splitting. An electrical fire once the car is finished would be an utter waste of your precious time and money, and may even result in the car being a complete write-off! The old style of cotton/rubber covered wire has now been replaced with plastic covered cable but made to look just like the original. Have all the electrical units checked and, if necessary, overhauled i.e.: dynamo, starter motor, windscreen wiper motor, regulator box. Certain units are still available new or reconditioned from the Club Spares, and from other sources.

### Bodywork

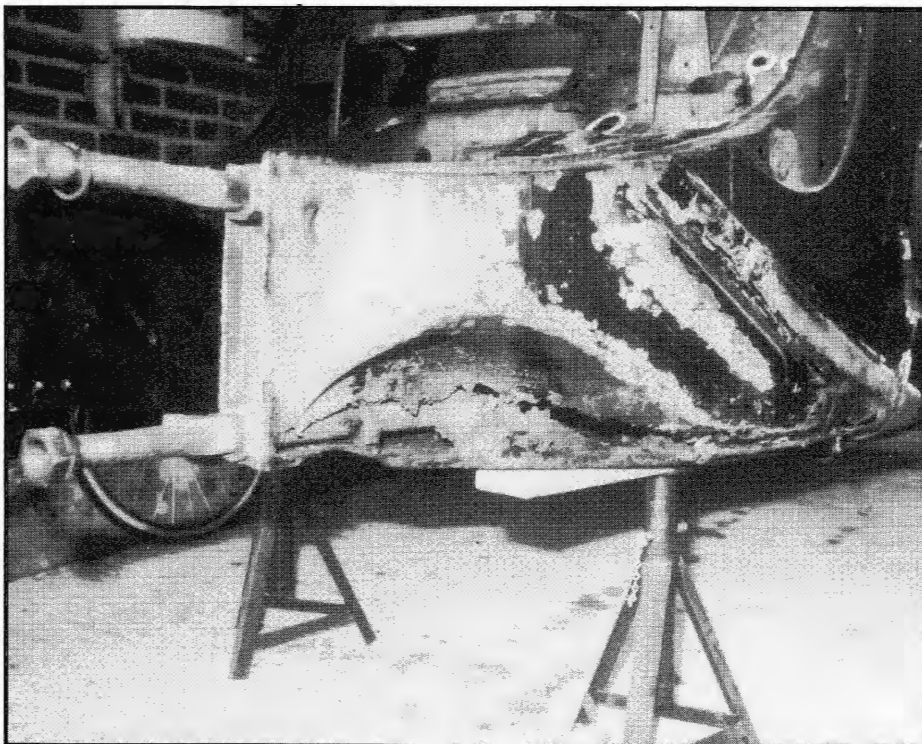
You might do this whilst having the engine and gearbox overhauled. Do most of the preparation yourself if possible, as it can be very costly to have the work done by professionals these days. Rust has to be removed and for this sanding machines can be hired. Remove all wings and doors, and check the floor and sills for signs of bad rust. If the paintwork is not too bad then do not rub it down to the bare metal. It will of course, be best to have a word with the person who is going to respray the car before you start and get his advice on how he would like the preparation done. The best results are obtained by spraying each of the parts separately, but care is needed when refitting and an additional pair of hands at this stage would be of great help in avoiding unnecessary scratches. Fit new bolts and 'penny' washers for the wings and grease them before fitting to ensure easy removal at a later date, but first check all the captive nuts in the bodywork to ensure that the bolts screw in easily (run a tap through is the best way). This is all done *after* the engine and gearbox have been fitted back in the car and the driveshafts have been joined up etc. Renew the exhaust system or if it is in good condition repaint it with a heat resisting paint.

### Engine and Gearbox Unit

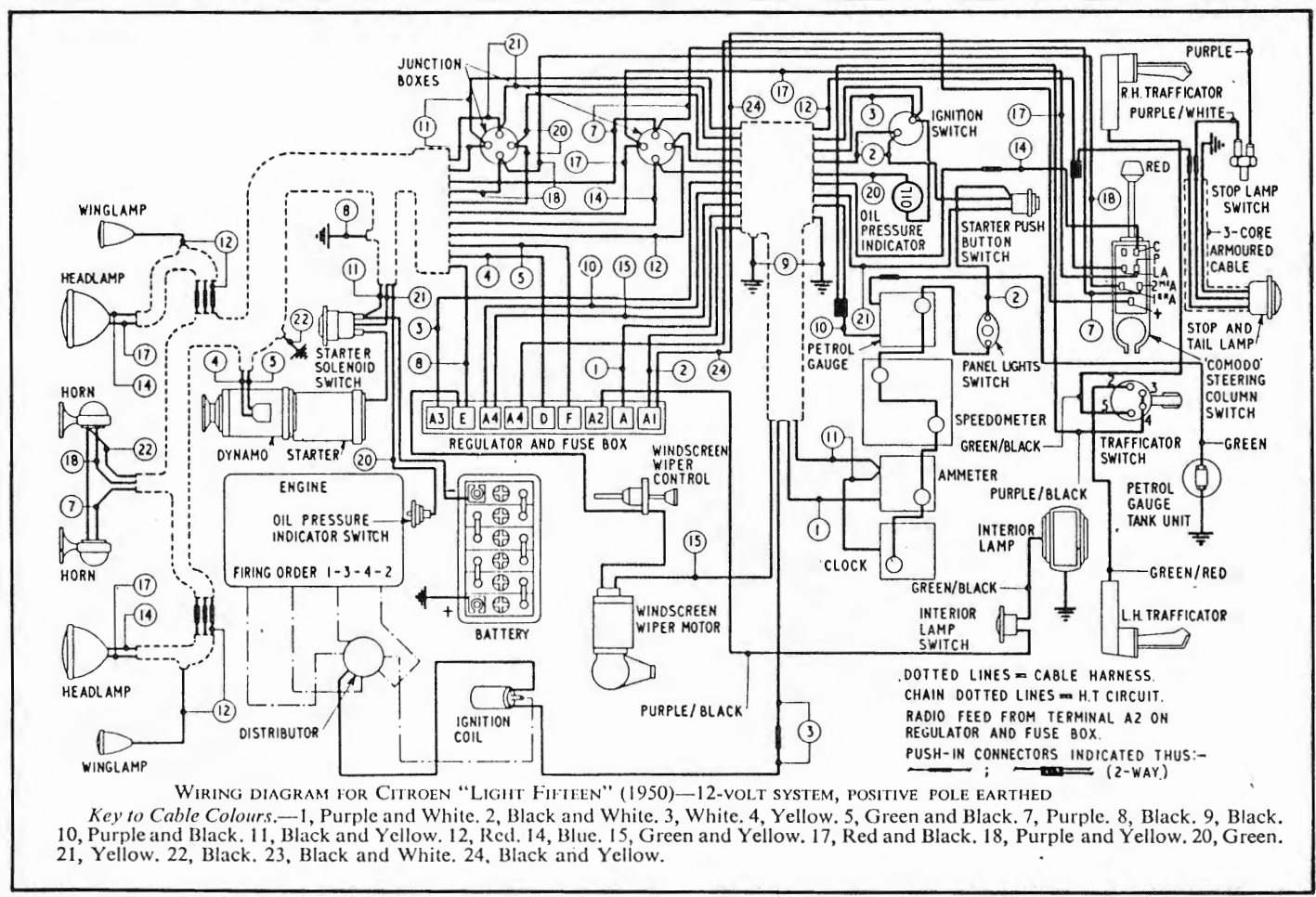
The overhaul of these units really calls for an article of its own and it is not usually within



*Ripe for enthusiastic restoration? A lot of hard but enjoyable work ahead.*



*All rust has to be removed – be prepared to uncover all kinds of horrors!*



the scope of owners with limited mechanical knowledge. Expertise in rebuilding correctly is best gained by reading the workshop manual thoroughly and very carefully noting the torque settings where appropriate and also the clearances to be maintained, both of which are of paramount importance.

With the gearbox it is even more of a job for the expert, as examination of the gears will have to be carried out for a condition known as 'Fretting'. Parts such as bushes will need to be made and the setting-up of the crown wheel and pinion is important for silent running. Advice, however, can always be obtained if you care to tackle the job yourself.

Renew the complete clutch as again all parts are available, and it is best done at this stage whilst the engine and gearbox unit is out of the car. Check the clutch operating arm on the Bell Housing and if the bushes are badly worn, replace them.

Refit the whole unit back together but before the engine and gearbox is put back into the car, give it a coat of engine paint. When dry, carefully reposition the power unit back into the car and connect up the flange bolts at the gearbox and inner cardan couplings, and then the cradle cross-member.

Grease well the four long bolts and those that secure the gearbox lid to the cross-member, plus the two bolts securing the Radiator, as the chances are they were rusty when you removed them. Fit new hoses and jubilee clips.

**A WORD OF WARNING**— if you try to start the engine at anytime without the radiator being

secured either side by the grill, it will most likely be drawn back into the Fan blades, and I'll leave you to guess the results!

Fit the jubilee clips so that you can reach the screwdriver slots easily with the wing and valances fitted, especially on the bottom hose. After all the controls have been

coupled-up the engine/gearbox should be checked at this stage and adjusted if necessary. If for any reason you do have to take the unit out again, the grill is only secured to the top valances, as the wings may still be off-reference to the radiator being secure. As with all work be certain everything



Bodywork prepared and ready for paint shop.

is working correctly before proceeding with the next job as it is all too easy to forget, for instance, to tighten an important fastening and, after all, who likes doing anything twice?!

### Interior

If you have a 'Slough' Traction the best interiors were leather. As with most things in the 'luxury' class, however, it will be expensive to renew the carpets, headlining and seats, but it will be your own pocket that will govern how you go about this task. The wooden dashboard, once removed from the car, can be sandpapered and then french polished, and the instruments should also be checked and cleaned. Both these jobs are probably best done at the re-wiring stage. Chrome-plating of parts should be done in batches and, as and when they are completed check the parts against your parts list *AT* the Platers as parts do go astray at times. At the same time examine the work for any blemishes and if you are not satisfied, point it out to the Platers there and then.

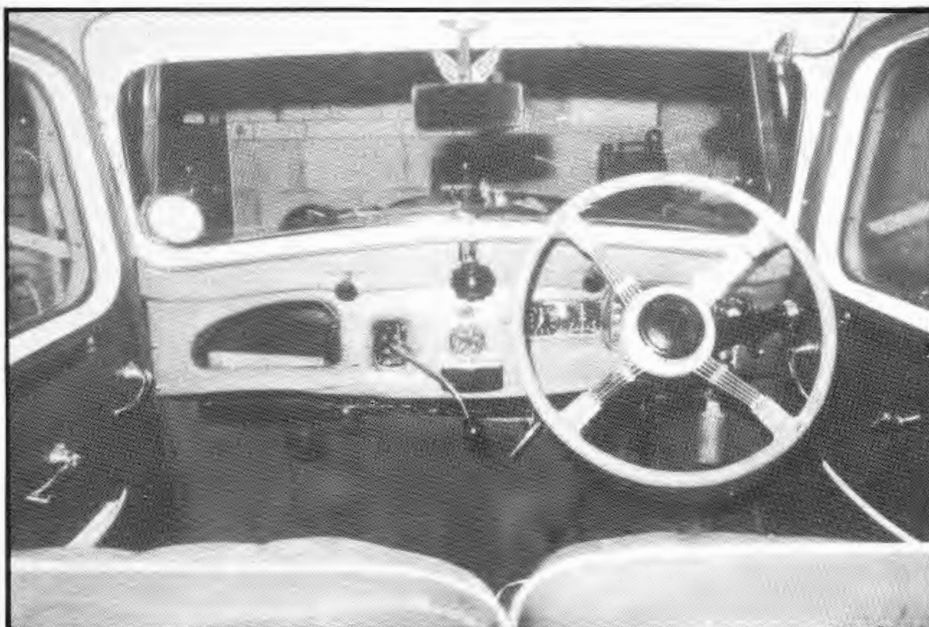
### Conclusion

It may be said that some of the jobs will, for convenience, be done in a slightly different order to suit individual requirements. I have personally found it best to tackle the jobs in the order given and, overall, the best advice I can give is – keep your enthusiasm. Do not rush the job – I know somebody who has still not completed his car after beginning it some 20 years ago! – but that really is an exception.

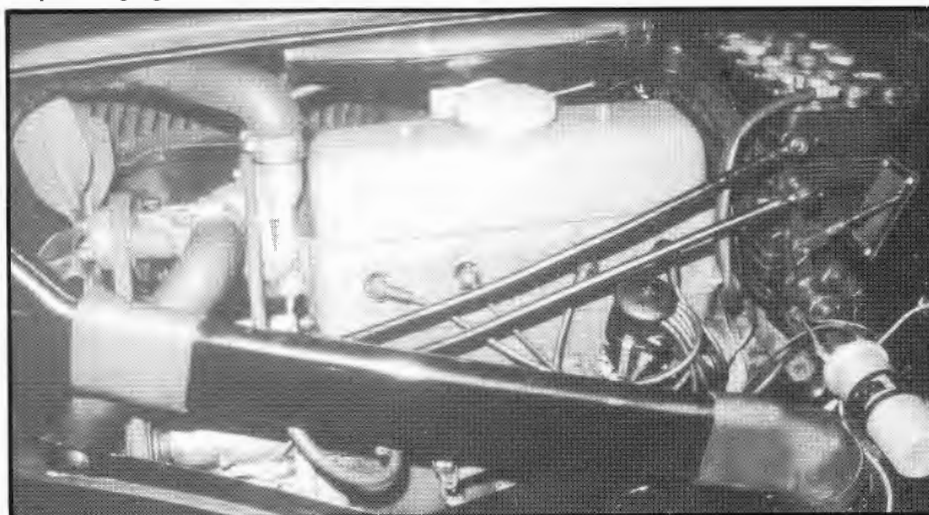
Help from fellow members is always at hand and, at the end of it all, it will have been worthwhile. Finally insure your car with an agreed value policy as Traction values are going up all the time.

A lot of your time, money and patience – even a bit of your life, will have gone into your Traction but believe me, at the end of the day you will be a true enthusiast and you will enjoy your motoring that much more.

*If any members have any questions or queries related to the restoration of their*



*Restored interior of 1948 Slough Light 15 – with Bluemels steering wheel fitted. Note additional water temperature gauge in centre of dash.*



*Clean and tidy engine bay restored to correct specification.*

*Traction, or if they have any hints, tips and advice that they would like to pass on to other members, then please drop a line to the Editor.*

*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.*

# MONEYMAKERS

**I**F YOU'VE ever fancied – as I have – a DS Decapotable as a shopping car to save the strain on your cherished Traction, then now's the time to forget it. Whereas a bit more than a year ago you could still have picked up a half-decent one for round about £6000 (less than a new Cavalier), examples have recently sold for £10000–£12000: clearly, they've been discovered. The next hot tip, I suspect, is a good DS saloon – you may have noticed that a nice example stars in the current TV ad for Philips car stereo (enigmatically pursued by a pride of motorbikes). On the principle that where the

mediarazzi leads, others follow, you should – if you've any money left over from keeping your Traction in good health – purchase several immediately and watch the demand rise.

Whilst on the subject of prices, I notice that 'Classic Cars' magazine have started a monthly guide to classic car values. They freely admit that this is a contentious area to venture into; still, I cannot quite imagine where they obtained their idea of current Traction prices from. A car in 'Condition 1' (no mechanical work needed, good paintwork, neat and tidy without excessively worn trim) is reckoned to be worth £2500,

whilst for a modest £250 you can expect to pick up an example in 'Condition 3' which will need some work straight away but is nevertheless a reasonable car and not necessarily an MoT failure. (Incidentally, the quite appalling Austin A40 Somerset – a car probably thirty years out of date when introduced – is billed at more or less the same values).

In fact, last year's Coy's Guide, though it seemed to overvalue at the time, is now a much more realistic reflection of current price trends.

Sam Wells

Colin Gosling

# Tries the first *Tour* *of* *Belgium*

**T**HE TOUR of Belgium organised by the Club Belge des Anciennes Citroens for pre-1957 cars at the end of May – their first – was an unqualified success. It was also a lot of fun. Mike Wheals in his Slough-built Big Fifteen – with Roger Dyer accompanying as co-driver and navigator – Tony and Maria Hodgekiss with two daughters in Roger's "old" car, and men in a French-built Big Fifteen, were the British contingent that set out for Brussels, among a total of 66 cars taking part. There were also 35 cars from Belgium, 21 from France, 3 from Switzerland, 3 from Germany, and 1 from Morocco (belonging to a commercial manager for Sabena resident in Casablanca, but whose car is garaged in Belgium). Cars ranged in vintage from 1924 to 1957, from B's and C's to a couple of late 11 B's, with an immaculate DS 21 of 1966 thrown in for good measure. They included 57 tractions, among which were a 1939 11 Roadster, a supertraction from the same year, 2 familiales, a commerciale, 2 faux-cabriolet coupes of 1935 and 1938, and a 1951 11 TTT.

The event had been conceived 2 years earlier, and had taken 18 months to realise, commemorated the 15th anniversary of the CBAC. Strenuous efforts had resulted in

impressive sponsorship, namely:- 25 litres of petrol free per car per day courtesy of TOTAL, a flat-bed transporter, a new AX, a camionette and CX safari estate, all courtesy of CITROEN cars (putting Citroen UK to shame!), a crateful of tonic water for the journey (also good for topping up the radiator!) courtesy of Duk'Eau SA in Francorchamps, approximately 3 hours free servicing at various Citroen garages en route.

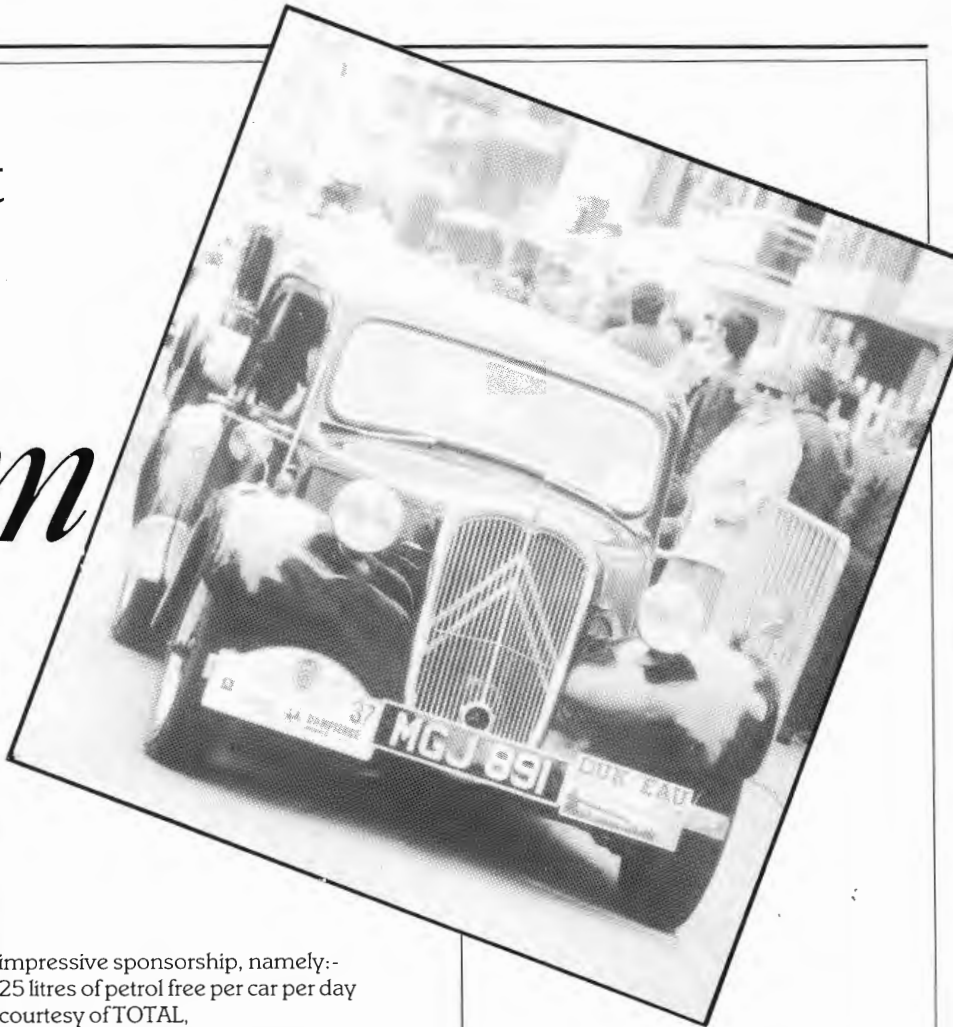
So much for the well-being of the cars! What about the drivers and passengers?

The price of the 4-day tour (at £130 per person) included all aperitifs, drinks, meals, and hotel accommodation for the event, as well as 4 champagne receptions offered by

local interests and/or municipalities in Spa, Huy, Namur and Ronse. The Belgians excelled themselves in their organisation, hospitality and friendship, well deserving the vote of appreciation from participants that was proposed on the last evening. It was a professional and imaginative tour that will have left us in no doubt as to their competence to repair it in the future.

The tour started in Brussels at the Cinquantenaire on Ascension Day (May 28th for non-catholic TOC members!) – a public holiday in Belgium and other predominantly Catholic countries. There was, therefore, a definite holiday spirit abroad. In fact, the dates had been specifically chosen to take advantage of this 4-day weekend enjoyed by most Belgians. For my part, it was also a sort of sentimental journey, to return after 15 years to Belgium, where I used to live in the early 70's. Since it was the first tour of Belgium organised by the CBAC, we felt it deserved our support. I certainly do not think that any of the participants was disappointed. Nor do I believe it will be the last journey they'll be organising.

From Brussels, we drove first to Gent, enjoying an appetising lunch of Waterzooi, a local chicken and potato speciality, and then to Blankenburge-on-Sea, before proceeding down to Oostduinkerke, just north of the French border. We even saw a DUKW on the coast road, offering visitors tours "in the Channel"! Everywhere we drew crowds of admirers. The Belgians are renowned for their curiosity and our presence certainly enabled them to indulge in their passion for inquisitiveness. Similar to the Paris-Monte Carlo-Paris "raid" last year, we were treated to 2 splendid meals a day. The hotels were





good – the Novotel in Wepion-Namur, the Sol-Cress in Spa, and the Gauquié Hotel in Oostduinkerke – although I have to admit that since we were late in checking into the latter, we found ourselves in a less-than-adequate annex across the road! The delay was entirely my fault as my car had early on begun exhibiting alarming symptoms of front-end vibration at higher speeds, which were eventually diagnosed – thanks to the invaluable help on hand in the shape of Mike and Roger – as a half-seized brake cylinder, and a return spring which had lost its elasticity, and then an associated development the next day, the master cylinder needed replacing! The word quickly spread around that I had come to Belgium only to have my car restored! Mike's Big Fifteen ran well – and fast – in spite of minor

problems with the windscreen wipers, but Tony managed to lose his exhaust system!

The next day we headed south-east across the Flemish-French language barrier to Ronse/Renaix for a delicious lunch in the Salons Dampierre, continuing to the picturesque town of Namur on the river Meuse. In most of the places we visited we had a police motorcycle escort as we entered and left in convoy, whilst parking for the group had usually been arranged in front of the town hall (or Casino!) or in the main square. In short, a great deal of preparatory work had been put in to ensure a smooth-running and successful tour. We also had a TV crew from Radio-Television Luxembourgaise accompanying us throughout, and a video recording of their programme has been obtained, should any

members be interested.

The 66 cars taking part represented 135 drivers and passengers; several family groups were involved, including the Hodgekisses who are already talking about a return visit!

We had 5 Traction Presidents with us – Dominique Bellière of the Traction Universelle Club in Paris, Antione Maggiar of the Amicale Citroen, Hervé de la Brière of the Belgian Club (and one of the principal organisers of the rally), Albert Rosche of the German Club, Saar Region, and our very own Rogery Dyer! A spirit of camaraderie quickly developed among the group, not a little aided by the flowing wine and champagne, and those smooth-tasting Trappiste beers!

On the third day, the CBAC had organised



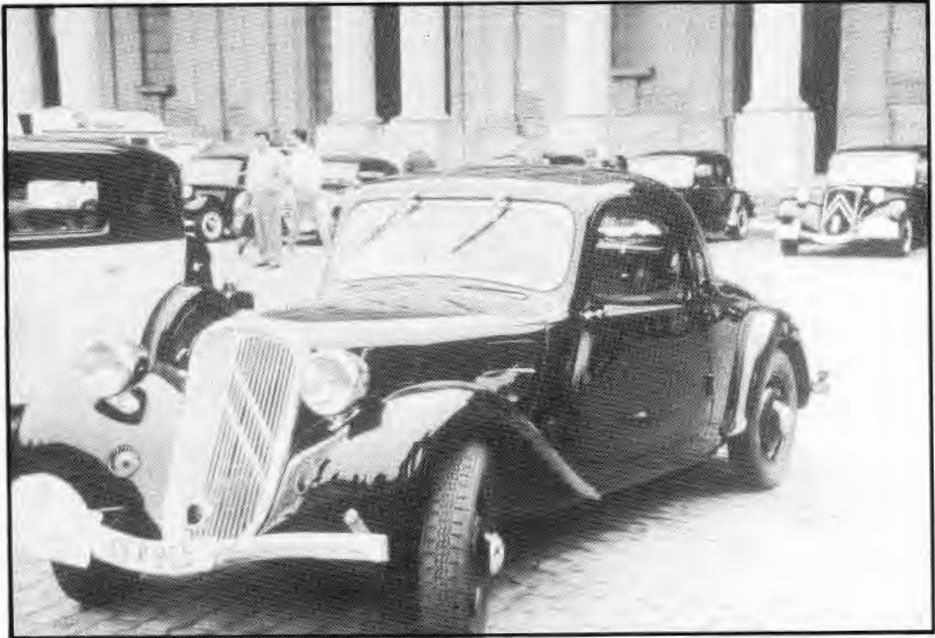


an impressive, 150-mile tour through the Ardennes, which meant virtual, non-stop driving for 5 or 6 hours. The rain, unusually, held off and the scenery was spectacular. A visit had been organised to Stavelot, together with a reception at the Francorchamps Race Track Museum – some interesting cars, but a tiny collection compared to the huge quantity of vehicles on display at the Autoworld Museum in Brussels, which we toured after the "gala meal" on our last day, and well worth a visit. We continued to Spa for a line-up in front of the Casino, and another reception! The Sol Cress, a family-style hotel, is high above the town, set in some extremely attractive, wooded countryside.

On our last day, we had a rather long sampling of Ardennes rain! Until that time, the weather had been fine, warm and dry. We drove through mist and cloud – hiding so much beautiful scenery – to Hamoir, Huy and on to Brussels for a final parade at the Cinquantenaire, lunch and the farewells.

The tour had covered some 600 miles of non-motorway roads throughout the length of Belgium. Only one car broke down, a French-built Light Fifteen, with driveshaft problems, although the 1939 Roadster had considerable difficulties initially in starting, till a new coil was fitted. The old-timers (those rear-wheel drive B's and C's) to their credit, kept up a healthy pace alongside the Tractions, and were allotted slightly shorter itineraries to compensate for their age.

I saw few sweeping changes in Belgium since leaving in 1972. Belgians enjoy a high standard of living and they are still extremely family-orientated and hospitable. They love good eating and drinking, as is well-known. As a country, Belgium has long distances of annoyingly-constructed sectional road, making for a bumpy and monotonous ride, not to mention the pavé and cobblestones in



most town centres. The standard of driving seems to have improved, however, now that the driving test is compulsory, but the signposting (or rather, lack of it), is as inadequate as ever, road numbers often bearing no resemblance to those given on the various maps we had between us. There are many more motorway snow, criss-crossing the country, and more cars, and yet dents in nearside wings, which were a common sight 15 years ago, have all but disappeared. Two changes did strike me, however – thanks to cable TV, you now have a choice of almost 20 channels, including our 4 from Britain; and almost everyone seems to have a video camera at the ready – and ready they were for our convoy. There must

be traction footage in a good few Belgian living-rooms as a result of the tour!

The Belgian organisers of the rally were at pains to stress that the event was not a race, but some of those Big Sixes really shifted. So did the Big Fifteens! They formed a splendid sight. For 1989 they're talking about changing the format for the next Belgian rally to a two-centred tour, perhaps based on Gent and Liège, from which participants would radiate. We'll have to see what they come up with. If the first tour, however, was any indication to go by, it should be another successful event for any TOC members who are interested – especially those having good food and fine wine high on their list of holiday priorities!



# TRACTION ARRIERE

Reproduced by kind permission from  
*The Autocar*, August 31st 1923

## Care and Maintenance of Citroën Cars.



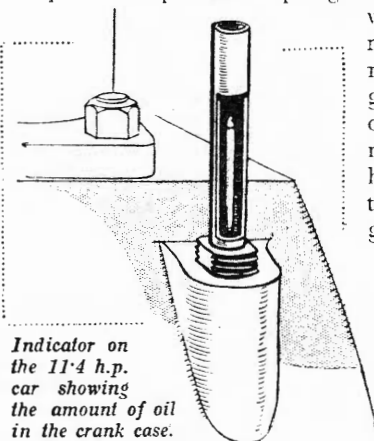
**Attention Necessary to Secure the Best Results. Adjustments which may become Necessary in Course of Usage. Part I.**

Series of articles dealing with the attention necessary in order to obtain the best results from certain makes of cars have formed a feature of "The Autocar" for some little time. Of these, the present series, concerning the Citroën car, is the sixth. The first instalment deals principally with the lubrication of the chassis and its various components. The purpose of the different adjustments is also described, and this part of the subject will also be discussed in the second and concluding instalment next week.

Of the three Citroën cars, the 7.5 h.p., the 10.4 h.p., and the 11.4 h.p. models, the two latter are practically identical, while the small model also bears a considerable resemblance to the larger chassis, although there are certain points of difference, such as the provision of a torque tube, and the use of single quarter-elliptic rear springs. The 11.4 h.p. model is, however, undoubtedly the most popular, and large numbers of this chassis, equipped with various forms of coachwork, are to be seen on the roads at the present time; the following notes are, therefore, based on this model, although in many cases they have an application to the smaller car also.

### Necessary Lubrication.

As with any mechanism, adequate lubrication is necessary if the best results, as regards both power and longevity, are to be obtained. Nevertheless, owing to the design of the Citroën, the number of points requiring attention is reduced to the minimum. Thus, for example, the quarter-elliptic front springs have no oilers or greasers whatsoever, and require no attention, while the rear springs only have greasers at their points of attachment to the rear axle. On the 7.5 h.p. chassis there are, therefore, two spring greasers, which should be replenished and screwed down, until the lubricant is forced into the bracket, about every 300 miles. On the larger chassis there are, of course, two



Indicator on the 11.4 h.p. car showing the amount of oil in the crank case.

spring lubricators on each side, owing to the use of two quarter-elliptic springs placed one above the other.

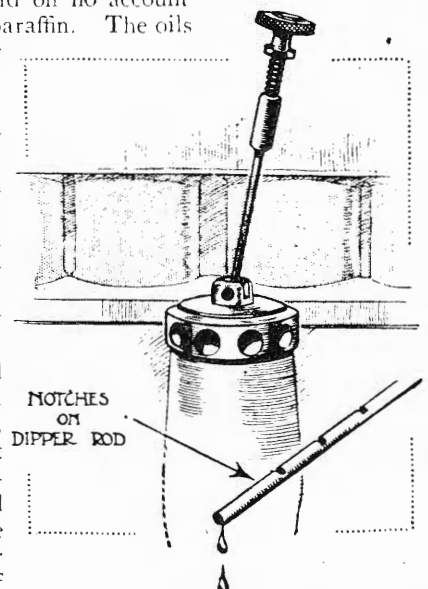
It is recommended that from time to time the spring leaves should be separated and lubricated with a mixture of graphite and oil, but if spring gaiters are fitted this becomes necessary at even less frequent intervals.

As regards other points on the chassis which should be given periodical attention, greasers are fitted to the steering pivots, to each end of the steering cross-bar, to the bearings of the short shafts which carry the brake actuating cams, and to the inside of the rear hubs for the lubrication of the axle-shaft ball races.

### Attention to the Engine.

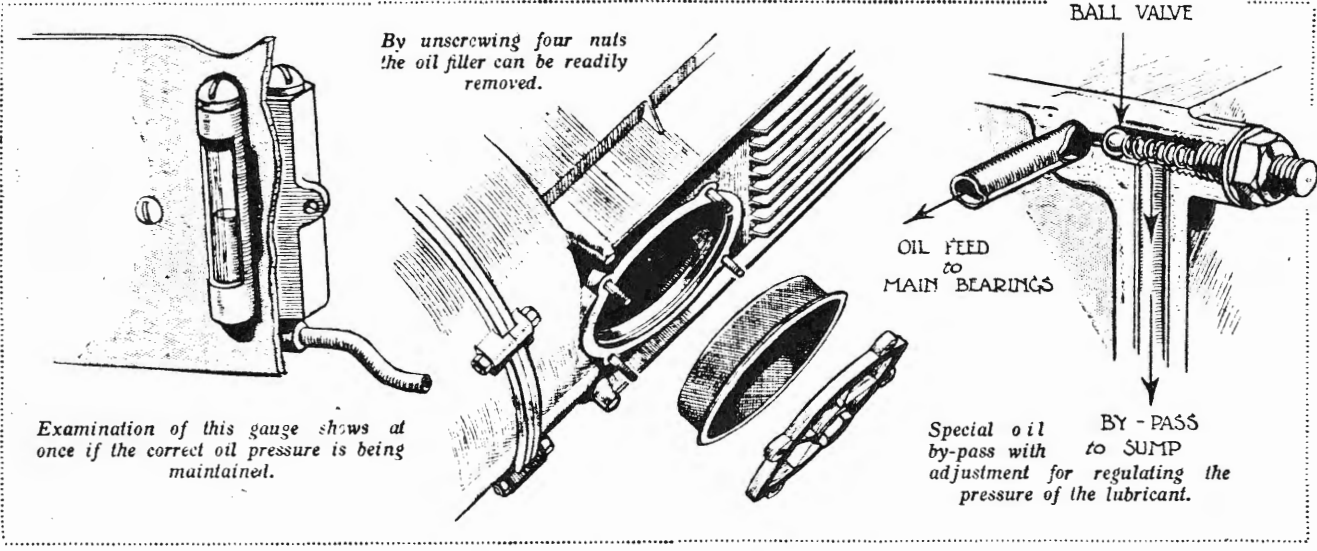
Engine lubrication is naturally vital; the capacity of the sump on the small model is about three quarts, and the filler cap bears a graduated gauge, of which each division represents approximately one quart. The oil level should never be allowed to fall below the lower mark on this gauge, and it should be kept as near as possible at the level of a tap which will be found on the left side of the crank case towards the front. It is recommended that a new car should have the oil drained off after the first 300 miles, and that afterwards the oil should be changed about every 1,000 miles. The crank case, however, should on no account be flushed out with paraffin. The oils recommended for both 7.5 h.p. and 11.4 h.p. engines are Gargoyle Mobil-oil BB in summer, and the A grade in winter.

On the 11.4 h.p. engine, however, the oiling system is rather different as there are provided a level indicator and an oil pressure gauge, and it is important that both these instruments should be watched. The oil level indicator shows by means of a rod attached to a float the amount



Graduated stick for measuring the oil level on the 7.5 h.p. model.

**Care and Maintenance of Citroen Cars.**



of oil in the sump. This indicator has three marks upon it; the level should be kept up to the centre mark, and should in no circumstances be allowed to drop below the lowest mark.

**Oil Pressure Adjustment.**

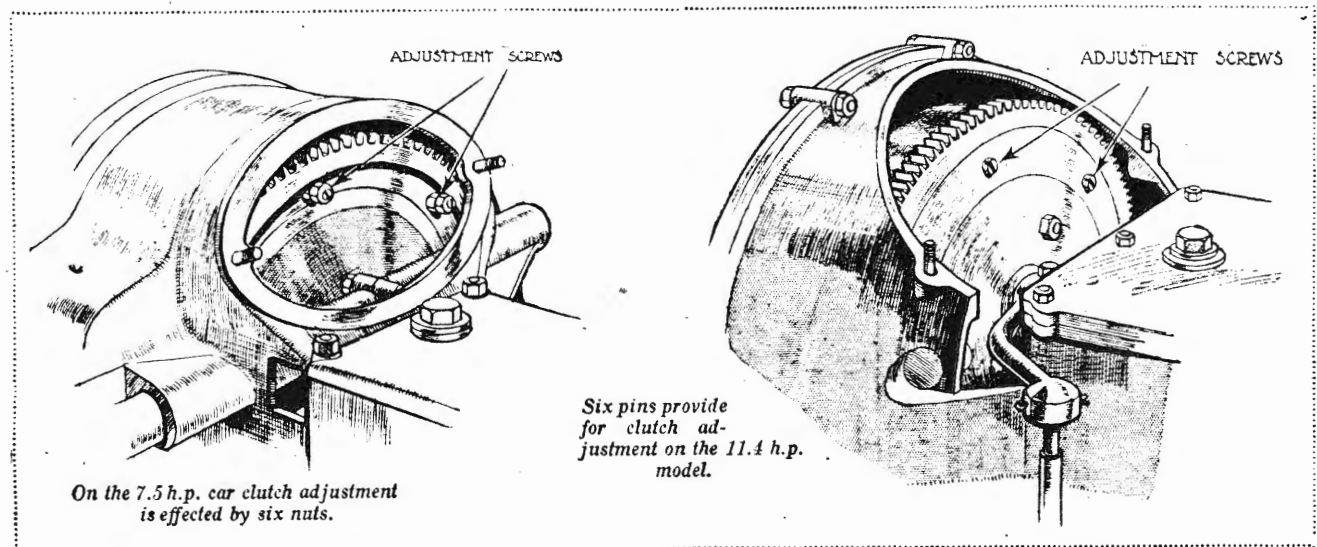
The pressure gauge consists of a glass tube in which is a small quantity of coloured glycerine, and this is forced to rise by the oil pressure in proportion to the speed of the engine. There are two marks on this gauge between which the pressure, as shown by the glycerine level, should be kept, and, although on a new engine the pressure is correctly adjusted, it may be found in course of time, as the engine settles down, that further adjustment is necessary. For this purpose on the off-side of the crank case, just behind the magneto, is an adjustable by-pass, consisting of a spring-loaded ball valve, which short-circuits a certain amount of oil into the crank case. In order to reduce the oil pressure the lock nut on this adjustment should be loosened and the screw turned anti-clockwise. Periodically the oil filter should be cleaned; it may be removed by taking off the four small nuts which surround the emptying plug at the bottom of the crank case, and dropping the filter cover plate. The filter itself may then be withdrawn and thoroughly cleaned with petrol and a brush.

On the larger engines the oil should be changed about every 1,000-2,000 miles, and when the car is new after the first 1,000 miles.

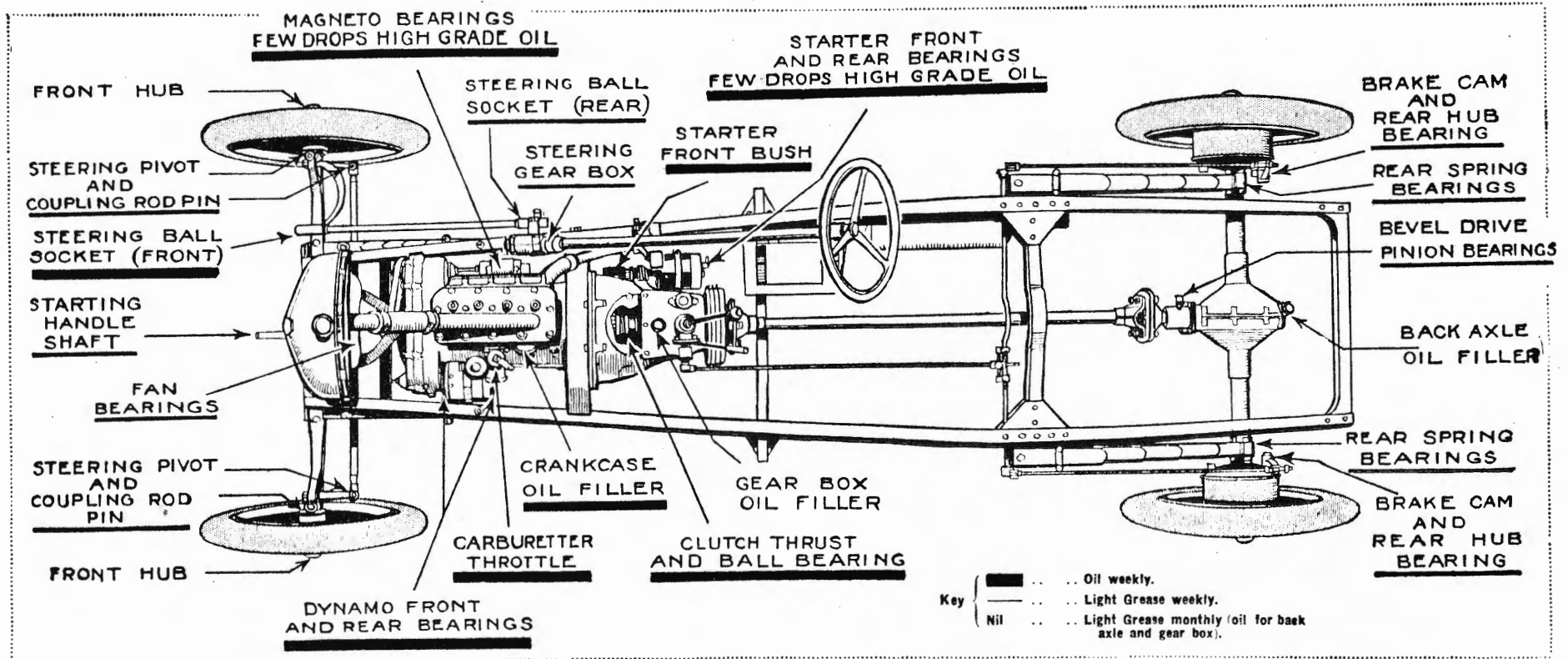
The dry plate clutch employed on both models requires very little attention. Every 300 miles the cover plate should be removed, the clutch pedal depressed, and the clutch turned round until a small oil hole on the top of the shaft is seen. Through the hole a few drops of thin oil should be forced. A little thick oil should be given to the clutch withdrawal ball race at about the same intervals.

**Clutch and Gear Box.**

Regarding clutch adjustment, on the clutch plate of the 7.5 h.p. model there will be seen six studs capped with a nut and lock nut. To increase the spring tension each lock nut should be loosened and the nuts beneath them tightened. These nuts have a right-hand thread. This adjustment is very sensitive, and the nuts should only be given one turn at a time. Each of the six studs should, of course, be adjusted equally. On the larger model the six springs bear against left-hand threaded pins, and these should be given a slight right-hand turn in order to increase the spring pressure. These clutches should never be washed out with paraffin, and if slip develops the spring pressure should be increased. If



## LUBRICATION CHART FOR THE 11'4 h.p. CITROËN.



this should fail to cure the slip the clutch may be washed out with petrol.

Gear box lubrication is effected by oil, and Gargyle Mobiloil C is recommended. A hexagon-headed plug is fitted in front of the gear lever, and through its orifice oil should be added about every 800 miles. In the rear side of the gear box is an overflow plug, above which the oil level should not pass.

As regards transmission lubrication, the 7.5 h.p. model has an oiler at the front end of the torque tube, through which thin oil should be given about every 300 miles. An open propeller-shaft is used on the larger models, and therefore this oiler is eliminated. Care should, however, be given to the fabric disc universal joints occasionally, as it is im-

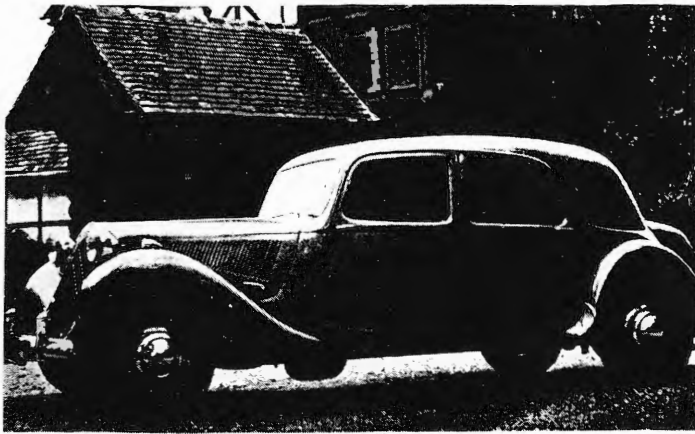
portant that the nuts which secure them to the spiders should be tight. On both the large and the small chassis on the right-hand side of the bevel pinion housing will be found a greaser which should be replenished with thin grease about every 300-400 miles, being given a few turns daily and refilled when empty. This supplies lubricant to the two bearings of the bevel pinion shaft.

The final drive and differential should be attended to when the gear box is lubricated, and with the same brand of oil. Oil should be poured into the axle casing, when the filler plug has been removed, up to the level of the opening. About every 5,000 miles both gear box and back axle should be flushed out with paraffin and refilled to the correct level.

On the steering box are two greasers which should be given a few turns every 300 miles, while the front wheel hub caps should be taken off about every 1,200 miles and filled with grease. It will be found that this thick-bodied lubricant will be sufficiently forced into the ball bearings of the wheels when the caps are replaced.

*(To be concluded.)*

Articles dealing with the care and maintenance of cars have appeared in "The Autocar" as follows: May 27th, June 3rd and June 10th 1922, Ford; and in 1923, Rover Eight, February 16th and 23rd; Morris-Oxford and Morris-Cowley, June 29th, July 6th and 13th; Armstrong Siddeley, July 20th; Humber, August 3rd and 10th.



## CITROËN BIG FIFTEEN

By PHAETON

SOME months ago, I was driving a well-known make of sports car along a London main road, infamous for its traffic lights which all change to stop as soon as a car approaches them. It was after the rush hour, and the road reasonably quiet. On stopping at traffic light one, a Citroën pulled up on the off-side. I barely looked to identify its make, but I did slip my own gear-lever into first. The lights changed, and within three lengths I saw his back with the sign that he had come from France. Blaming my own unhandiness, I determined that at the next light, some four hundred yards on, Britain should succeed. On the starting line again: off we went, and again I was beaten by the same distance. There appear to be twenty traffic signals on this stretch of road, and I was "out accelerated" that number of times. On the last one, the Frenchman shouted "Vive La France", and turned off before I had a chance to show him my heels on the double carriageway ahead. I am as fast as most people with clutch and gear-lever, but there was no doubt that the large and rather old-fashioned looking French car was faster from a standing start than was mine. A few days later, I wrote to Citroën to ask them if they would lend me a car to test.

The car they sent me was the comparatively new Big Fifteen, the model with the large body of the Six Cylinder and the more economical four-cylinder engine of the Light Fifteen. Few people need telling that Citroën's great contribution to motoring is the front-wheel drive, yet very few have ever tried a car with it, *although in the main, once a Citroën owner, always a Citroën owner.*

In this country, the average driver's greatest fear is of skidding, and this occurs mainly on corners when braking. It is almost impossible to make a Citroën skid on a corner when driving round under power. Even when the brakes are applied violently and the car forced into a skid, the slightest touch on the throttle will straighten it out. It will corner, without any special skill or knowledge on the part of the driver, faster than any other car I know, and I found that I could negotiate a roundabout as fast as I could steer, without any rolling, or the back passengers or myself being thrown about. The wide track, the big section tyres and the low-slung body all make for easy cornering, and where those power-driven front wheels pull, the rear ones must follow.

The body looks a little old-fashioned compared with to-day's new look, but is not unpleasing, and the strength of the bodywork, bumpers, and doors is apparent. On the roughest roads there were neither squeaks nor groans, and it could travel fast over such surfaces without the wheel being wrenched from one's hands by

pot-holes. The Citroën's sturdiness is clearly apparent on the Continent where these black cars may be seen driven flat out for hours yet with no apparent ill-effect. The engine is quiet when ticking over, and at low revs., but gives off a powerful snarl when running fast. There is a certain amount of mechanical noise. Acceleration, as I explained earlier, is above average although there are only three forward speeds. A manual ignition control just over the facia-mounted gear-lever helped to extend the range of the gears. Generally the controls were well placed, with the most useful combination of light, horn, and dip switch just below the wheel, and always within finger-reach if the wheel is held at "ten past ten". The facia panel is immediately in front of the driver, a position which cannot be bettered. I did find the pedals too close together at first, though the proximity of the brake to the accelerator makes for easy "heel and toe" work.

Some other points I liked, were:

- (1) Plenty of leg-room in the back, and no obstructions caused by the propeller shaft which, of course, is non-existent.
- (2) The spare wheel held down by a spring when the boot lid is shut, but easily accessible when opened.
- (3) The simplest heater I know, with no moving parts and yet one which makes the car really comfortable in cold weather.



*The front interior of the Citroën big fifteen. Note the gear-lever on the dashboard*

- (4) The centrally-hinged bonnet, which made one realize how much we have lost in accessibility by building modern bonnets all in one piece.
- (5) Good brakes which require little effort.

I would have preferred:

A quarter light to allow rear passengers greater visibility and better synchromesh for, if one rushes the changes, there is a certain amount of "music".

The top speed was 70 m.p.h. The petrol consumption 25 m.p.g., using B.P. Super. With lower-grade fuels it was as low as 23 m.p.g. Cruising speed was comfortable between 50 and 60 m.p.h.

In conclusion, I suggest that if you have a demonstration in this car, you should not just drive round the block, but ask the dealer for a longer trial run. You need it to do the car justice.

*Some Data:* Engine — Four-cylinder O.H.V., 1911 c.c. (2 litre approx.) 15 H.P. R.A.C. rating. Solex carburettor. Eleven-gallon petrol tank. 12-volt battery. Gears: Three-speed and reverse. Final drive spiral bevel. Independent front suspension and torsion bars. Rear torsion bars.

Price: Fixed roof — £740, plus £309 9 2 purchase tax, total £1,049 9 2. Sliding roof — £750, plus £313 12 6 purchase tax, total £1,063 12 6.

# Events

Citroën Car Club  
Midland Section

## STRATFORD RALLY

12/13 SEPTEMBER 1987

### PROGRAMME

#### SATURDAY

##### Morning

Convoy drive to local beauty spot

Depart 11.30

##### Lunchtime

Falstaff Bar open.

12.00-2.00

##### Afternoon

Driving Tests.

Commencing 2.30

Videos and games for children.

Autojumble and trade stands.

##### Evening

Falstaff Bar open

7.00

Barbeque, hotdogs and beefburgers for sale

from 7.00

Musical entertainment in the bar

commencing

8.00

#### SUNDAY

##### Morning

Autojumble and trade stands throughout the day.

Children's entertainments.

Driving Tests.

Commencing 10.30

Concours judging.

Commencing 11.00

##### Lunchtime

Falstaff Bar open.

12.00-2.00

Barbeque, hotdogs and beefburgers for sale

from 12.30

Punch and Judy and magic shows

from 12.30

##### Afternoon

Parade of Cars.

Commencing 2.00

Children's Fancy Dress competition.

2.30

Parade of Concours entrants.

3.30

Prize giving, raffle draw, lucky number draw.

4.00

The rally site will be open from Friday for campers.

Concours entry forms, available throughout the weekend, to be submitted by 10.30 am Sunday.

Car boots sales welcome.

#### FEES:

Car, whole weekend

£2.00

Tent or caravan, per night

£3.50

Trade stand, per day

£5.00

#### DIRECTIONS:

Stratford Racecourse, situated approx. one mile south-west of the town centre, just off the A439(T) Evesham road.

### NORTHERN SECTION

The Treasure Hunt mentioned in the last issue of FP has been re-scheduled for **September 20th** (rather than the 19th), but the details of venue and times remain the same. If you turn up on the Saturday, you will hunt in vain for members, leave alone treasure – so make sure you go on the Sunday. Further info from Liz or Jim Rogers on 0274 45600.

# Review

## Les Prestigieuses: Citroën

by Fabien Sabates.

64pp, 309mm × 238mm, illustrated in colour throughout. French text. Published by Ch. Massin, £9.95.

This is one of a series of titles which already includes Ferrari, Porsche and Jaguar – clearly, Citroëns are keeping good company these days (though maybe it's the other way round!). It's a large format book with, roughly, a split of 60 per cent pictures to 40 per cent text, and covers Citroëns from the 5CV Cloverleaf through to the SM and beyond. Although it could cruelly be described as a sort of Marks and Spencer picture book, the photographs – mostly of restored vehicles rather than period shots – are mostly very good and well reproduced; and there is also a variety of original publicity shots of later vehicles like the DS. Obviously, there are quite a few Tractions – I was intrigued to note that a caption to a photo of an elegant Normale said, "Aujourd'hui, la Traction avant est la voiture préférée des jeunes collectionneurs". Well, at least we all have the enthusiasm of youth.

At the price, it's a worthwhile addition to the bookshelf. And it's nice to know that Citroëns are prestigious (I knew it all along!).

## Africar: The Development of a Car for Africa

by Anthony Howarth.

211pp, 260mm × 190mm. Illustrated in colour throughout. Published by The Ordinary Road, £12.95.

This is one of the most intriguing books on the motor car that I've come across in a long time. The cover blurb asserts that 'having read this book you will never look at a car in quite the same way again' – though if you're devoted to the peculiar concept of Citroën motoring the premises propounded by the author won't seem quite so out of the ordinary.

From many years spent in most of the countries in Africa, Howarth came to the conclusion that there were no modern vehicles suitable for the prevailing conditions peculiar to that continent – this book is both a justification of that conclusion, and an account of how he set about to remedy the omission. And whilst it is also a damning documentation of how the majority of motor manufacturers have cynically ignored the true needs of people in getting from A to Z on four wheels, it is also a testament of his faith in the motor car and things mechanical.

The early part of the books deals with his early years in Africa – an interesting autobiographical chapter reveals the measure of the man when he tells of his time in South Africa photographically documenting the obscenities of apartheid, and subsequently aiding two freedom fighters escape across the border in a borrowed Morris 1100 – a vehicle that turned out to be preferable to any 4WD Land Rover.

Over the ensuing years, he developed plans for a range of vehicles better suited to

the roads of Africa – and then proceeded to produce prototypes. His battles for finance, his struggles with technical problems, and the rigours of a proving journey from the Arctic Circle to the Equator make the average Traction restoration comparable to assembling an Airfix kit.

Ah, but what has all this got to do with Tractions? Well, it is an interesting book as far as Citroëns are concerned – partly because his mechanical philosophy shows the same kind of lateral thinking and fresh approach that Citroën used to employ. Indeed, this is borne out by the fact that Citroëns generally receive a good deal of praise from the author. The 2CV has been, he says, his principal source of inspiration – "This mid 1930s design is astonishing . . . most modern vehicle design does not even address the problems solved in the 2CV." And of the Traction ("the modern, classic form of the car") he rightly says that "plenty of cars of the 1980s still have to catch up with the full specification". Whereas Bugattis he astutely describes as "the original yuppie car . . . all style and elegance and little practical function. Interesting but flawed engineering; often quite old-fashioned, even in its day".

This is an enjoyable and thought-provoking book, well-produced and profusely illustrated with beautiful colour photographs. If I have a criticism, it is that there are times when the fact that the book has evolved from a series of TV programmes on Channel 4 is evident in the occasionally disjointed narrative – what works visually on the screen doesn't necessarily transfer immediately to the printed page. But don't let that put you off!

S.W.

### RATES AND CONDITIONS OF ADVERTISING:

#### Private Adverts (classified).

Members and non-members of T.O.C., buying or selling Citroën 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.

# Classified

## For Sale.

Pair of chrome Headlamps for 1951 Big 6. Made by Marchal. £100 the pair. Tel: Ken Heath on 0273-671683 (Brighton) or contact Nick at Sussex 2CV on 0273-607980.

## For Sale.

Breaking for spares – Rosalie 1933 Slough Big 12. Most parts still available. Contact G. T. Johnson, 20 Green Lane, Hucclecote, Gloucester GL3 3QT. Tel: 0452-617761.

## For Sale.

Slough built Light 15, 1949, 60% restored. Includes new tyres on restored wheels. All sandblasted and etching primed, many parts ready for top coat. Offers around £800. Tel: 0202-827561 (Dorest).

## For Sale.

RHD Light 15, 1953, Big boot, VGC. New sills, carpets, mostly rebuilt, all new chrome. Taxed and MoT'd. New project forces regrettable sale. £4,000 ono. Tel: 0282-79239 (Burnely) after 5pm or weekends.

## For Sale.

1955 Paris built Big 15. LHD. Fully restored including new interior. New project forces sale. Possible part ex. on similar type. £3,950. For further details Tel: 0222-867499 office, or 0222-888073 home. (Caerphilly).

## Wanted.

Engine, Gearbox and Clutch in good condition for Light 15. Please telephone 01-439-1485 (day time).

## For Sale.

Light 15 and Big 15 Body shells, probably past saving. £20 each. Also plenty of Light 15 spares including engine and gearbox, and two Pilote wheels. Sell or Swap. Wanted. Straight Rear Bumper for Big 15 (good chrome), Folding seat for Familiale, Two Easiclean wheels, Door and Bonnet handles (good chrome). Tel: Mick Boulton on 093928-254 (Shropshire).

## Wanted.

Light 15 Differential (noe C.W.). Engine side mounts for Big 15 (both sides) and timing chain cover. Tel: 0508-78140 (Norwich).

## For Sale.

Early ID steering rack and drive shafts. Tel: 0508-78140 (Norwich).

## Help Yourself.

Numerous spares for Citroën AK400 (2CV6 Van) available free, including engine (1977). Contact Rob Davidson on 01-870-8176. (Parts, however, in storage near Winchester.)

## Garage Wanted.

I would like to hire/share a lock-up garage (with electrical supply if possible). Ideally would like to

share with Tractionist who similarly enjoys tinkering of a weekend. South London environs most suitable. Contact Rob Davidson, 60 Deodar Road, London SW15 2NJ. Tel: 01-870-8176.

## Service.

4-Speed conversion complete with gear-change mounted behind dash as per original. See article in recent issues of FP. Contact Roger Williams, 37 Wood Lane, Beverley, North Humberside HU17 8BS. Tel: 0482-881220.

## Wishbone Spindles

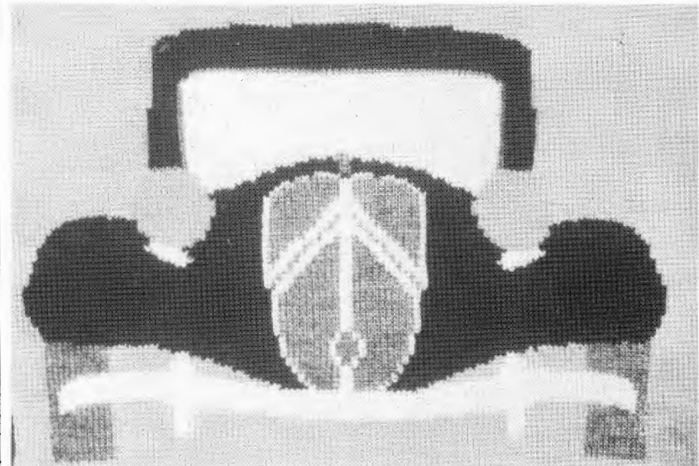
Reconditioned. £30 pair plus p&p. Brake Drums Skimmed. £20 pair plus p&p. Contact Roger Williams on 0482-881220.

## New Traction Driveshafts.

As manufactured by Peacock Engineering. Fit and look like original shafts but have greater strength, are longer lasting, and are maintenance free. Now also available from Classic Restorations, Arch 124, Conrwall Road, London SE1. Tel: 01-928-6613 (Trade).

## For Sale.

Traction Sweaters. Crew-neck, long sleeve sweater with Traction front view on chest, approx. 14" across, in pure new wool. State your chest size, your choice of car colour and background colour. £60, or £65 with your registration number on left or right sleeve. Illustration is of actual knitted example. Contact Terry Homewood, 3 Lanark Close, Ealing, London W5 1SN. Tel: 01-998-0224.



## 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.**

# Diary Dates

## WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month: at the Swan, Whittington, Worcester, 200 yards of Junction 7, M5. Please contact Simon Saint, 'Snigs End', Danes Green, Glaines, Worcester. Tel: 54961 for directions or info.

## NORTHERN SECTION MEETINGS

4th Tuesday of each month at the White Hart, Rooley Lane, Bradford, at 8pm. Please contact Liz or Jim Rogers, 11 Wilmer Drive, Heaton, Bradford BD9 4AR. Tel: 0274 45600 for further info.

## LONDON SECTION MEETINGS

29th September  
The Ship, Wandsworth Bridge, (south-west corner), Wandsworth.  
27th October  
The Green Man, Putney Heath, Putney SW15.

