



It's Getting Closer . . . The Traction Owners Club Annual Rally



It's count-down time to our Summer Rally at The Old Oaks at Glastonbury and the weather down in these South Westerly parts has already set fair for the big event. As if you needed reminding, the dates are Friday 22nd, Saturday 23rd and Sunday 24th June.

This year, why not come and join us on the Friday and allow yourselves to settle into the area at a leisurely pace. The day itself will pretty well be yours to do with as you like. There are plenty of hostelrys, local attractions and things for kids to do and there is a complete South West Section membership to get to know.

We certainly want your company and your Tractions for the Saturday, since Somerset is expecting the largest convoy to hit the Wetlands since the mad exodus from the area when Cromwell decided he wasn't keen on Abbeys. Our convoy will take us across the Mendips, via Wells, Priddy and Ebbor Gorge to the famous Wookey Hole Complex for a personal guided tour around this mysterious and quirky spectacle.

Following this, we and our Tractions have then been invited to be guests of honour at The High Ham Village Day Festival at splendid Ham Court. Here we have been promised copious quantities of the local nectar – suitable for every taste and all for free folks! High Ham is a beautiful old hilltop village with magnificent views and we will be part of an occasion which continues its hospitality well into the evening.

Sunday will be centred on our rally site at The Old Oaks Touring Park on the slopes of Glastonbury Tor. The day will feature a packed programme. Both the Club Spares and Club Shop will be here and no doubt many others will be bringing along spares etc. (maybe cars!?) to sell or swap.

Full camping facilities are available at The Old Oaks for both tents and caravans. The cost per night is £1.75 per adult and 75p each for children. As an alternative, local

bed and breakfast can be arranged and those of you who keep your "Floating Powers" can refer back to member Kevin Bonds' letter in the last issue for details of his hotel and restaurant.

Of course all the TOC regulars will be around but the whole extravaganza will be a great opportunity to bring along all those Tractions that everybody's heard about but nobody's ever seen. Come to think of it, it would be rather nice to see some cars that we haven't even heard about as well. We await, in blissful anticipation, the announcement of a new name on the Concours Award.

As a final word on finding us, those of you travelling from the north or possibly even from the east, make sure you follow the A39 route to Glastonbury through Wells. On no account attempt to get to us via the A37/A361 Shepton Mallet route since there will be another minor event occurring in that vicinity over the same weekend. Some of you may have heard of it – it's called The Glastonbury Festival and they're expecting 75,000 people!

Let's see if we can beat that!

The Old Oaks

TOURING PARK

Wick Farm, Wick, Glastonbury,
Somerset BA6 8JS.

Tel: (0458) 31437

★ Follow the brown & white signs

Old Railway Bridge - (hump back)

WELLS (A39) (BRISTOL & BATH)

Brindham

MEARE (B3151)

GLASTONBURY

Wick

The Old Oaks (WICK FARM)

GLASTONBURY TOR (Hill & Tower)

Chapel

Millfield Junior School (footbridge over road)

EDGARLEY

WEST SHEPTON MALLET (A361) PENNARD

Tor View Garage (Nissan)

STREET (A39)

(TAUNTON & BRIDGWATER: M5)

(FROME)

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Floating Power

Volume 15, Number 2

May, Nineteen Hundred and Ninety

THIS EDITORIAL is going to be short and succinct, well short anyway. I am due to go on holiday in the Traction on 22nd May, I have the ferry tickets and rally confirmation but as I write my Traction is gently pumping oil onto the floor. This is what comes of rebuilding an engine in too great haste.

I understand that a number of members had to pay extra postage before they could receive their last copy of *Floating Power*, I apologise for this but because we try and keep postage bills to a minimum occasionally when there are additional loose leaf items in the magazine the GPO catch us out because the weight is slightly over.

I know we get some misprints/typing errors in the magazine, all the best publications suffer the same, but I think that putting too many 'o's in Martin Nicholson's name on his last article is a bit much, sorry Martin.

As we go to press I believe that the AGM has finally been decided and information about the venue is included elsewhere in this issue. More importantly are the details of the subscription renewals. Please pay promptly because without your lovely money I would not be able to write these important missives for your enjoyment. That is not to say I get paid for writing them but the magazine has to be paid for.

In my haste in putting this magazine together, if you have submitted something which has not appeared do not get despondent I have no doubt filed it in a safe place for the next issue.

We are now entering the rally and holiday season so please do not forget this magazine and take plenty of photographs and notes to enable you to write an article for other people to share your enjoyment.

Ah well back to curing the oil leak.

David Gardner

ESSEX COUNTY STANDARD

Friday 1st July 1987

Auction at 10 am 5th July 1987
at Pascall and Cann, East Hill, Colchester

LOT ONE:

1955 CITROEN LIGHT 15
WITH CURRENT MOT AND TAX

I suppose my interest in the above advert was an indirect result of moving house in 1986. My only real experience of restoring things old and endangered had been confined to the 16th century cottage from which we had just moved, as living almost next door to a popular public house (apart from having the obvious benefit) does have certain drawbacks in terms of privacy.

Our new abode in Ardleigh, near Colchester is in a pleasant situation in a quiet country lane – peace at last! What we didn't realise was that our only immediate neighbour, Debra Lasance, was an old school friend of my wife, Susie; and her husband Marcus was a mad, sorry – enthusiastic – Dutch Tractionist. I had in the past glimpsed a black French Traction negotiating the local traffic jams without really knowing exactly what it was, or really anything about it. Now we knew who owned it, together with a 1954 French Normale and a DS.

Although I had never seriously considered owning a classic car, let alone restoring one, a few months helping Marcus complete the work on his Normale and the bug had bitten. So when I noticed the local rag advertising a Light 15 in a forthcoming saleroom auction I was more than just interested. Marcus and I inspected the car as best we could the day before the auction, and by 10.05 a.m. the following day I was the proud owner of TYD 250, a Burgundy red 1955 Slough built Light 15.

On collecting the car later that day the first problem was immediately obvious, with gear selection almost impossible without spending 10 minutes manipulating the gear change mechanism behind the dashboard. (The problem was later found to be a twofold one of missing gear lock in the gearbox and dash change springs.) We managed to nurse the car the relatively short distance home in second gear, then it struck me – WHAT HAVE I DONE?

As I hardly consider myself to be particularly mechanically minded, and work on my previous cars only extended to general tinkering and reading workshop manuals with very good intentions which were never realised, the idea of total restoration was somewhat daunting. However, after a couple of weeks of general discussion and contemplation, the decision was made to try to restore TYD 250 without having to remortgage the house and sell all our belongings.



A typical restoration scene.

We visited the car's previous owner who took the opportunity to relocate his cellar-bound autojumble into my garage for a reasonable price. Spare engine block, gearbox, a variety of bearings and the usual assortment of odds and sods, together with two invaluable original manuals for parts and repairs, well thumbed but complete.

Stripping down a traction in a small garage during winter without any heat is no joke, and with friends sure that you must be certifiably insane, I must admit that an element of doubt does tend to enter your mind. Working at a Main Dealership selling four letter cars with blue oval badges I came in for the not totally unexpected jibes and sarcasm – however this did at least tend to harden my resolve.

As mentioned before, the gearchange problem was solved by fitting a locking mechanism in the gearbox and the two springs to the dash change lever. Other defects discovered included a continually leaking water pump which had dripped water into the clutch bell housing rusting away the thrust bearing (this completely disintegrated on removal) and one driveshaft

so worn that it had only gripped the inside of the wheel hub courtesy of a cone of tin from a Carlsberg can. So a long shopping list was started, headed by two new Peacock driveshafts. At this point I must pass on the usual thanks to John and Bryn at the Arch who quite impassively put up with a barrage of stupid questions and continual requests for parts.

The restoration disease quickly spread to the house where kitchen and hall became littered with a seemingly endless number of parts in varying stages of cleaning, painting and reassembly. A patient and understanding wife is truly priceless.

Removal of the engine and gearbox was fairly straightforward, and after inspecting both units, which were found to be in good order, I decided that other than a decoke and skimming the cylinder head and exhaust manifold, little work was required. Stripping the bodywork down uncovered the original paint – metallic mist green – however after much deliberation we decided not to repaint in this colour as we felt it did not really suit the car. Although the purists will probably throw their hands up in horror, I finally decided on a



two-tone finish, metallic grey over Burgundy – anyway, I think it looks good. With the aid of the bodyshop at work the respray was reasonably priced (if somewhat slow) but the result was certainly worth waiting for, and hopefully does the car justice.

A local craftsman undertook the reupholstering of the seats, a job I certainly didn't even want to contemplate. I was glad I didn't try, as the finished product was really excellent, and well worth extending the budget for. As you can probably imagine, the budget was now in an ongoing overspend situation, a position other members can no

doubt sympathise with. At least most of the expensive work had now been completed. All that was left was the simple task of reassembly!

With continued assistance from Marcus, and another good friend and ally Neal Humphrey (a local stalwart of the Citroën Car Club) the restoration was completed over the next few months with, thankfully, few mishaps. I won't embarrass myself by mentioning my mistake of connecting the throttle linkage the wrong way round, which didn't exactly help starting up the car for the first time, or the breaking of a door window

whilst fixing the lower rubber seal.

Complete with a new MOT and tax TYD 250 seems to have a new lease of life which we have thoroughly enjoyed and hopefully will continue to enjoy. In the last year TYD's services have been required at two family weddings where (in our opinion anyway) the car has been the star of the show. And now we have booked a site near Beaune with the families Lasance and Humphrey, we are looking forward to travelling through La Belle France by floating power to participate in the Tour de Bourgogne in June.

John Starke



All dressed up, ready to go.

LEADED FUEL

As opposed to unleaded fuel, the following is a reprint of an article which appeared in the FBHVC News Sheet, Winter '89/90.

Many people complained bitterly that their vehicles overheated this last summer, and placed the blame firmly on the demise of two-star petrol. In fact, as will be seen from the following article, the blame lay with a mismatch between the volatility of fuel made for the UK market and the exceptionally hot weather. This led to vapour lock problems, and in turn to weak mixtures which were the cause of the overheating. The Federation is indebted to Dr. Vincent (a Vintage Alvis owner, and a specialist in fuel technology with a major British fuel company) for providing the following synopsis of his talk at the AGM, which explains the mechanism of this problem in detail.

The presentation covered two main areas, namely:

- (1) unleaded petrol;
- (2) use of "4 star" leaded petrol following the withdrawal of "2 star" petrol from the market.

Unleaded Petrol

Quite a lot of information has been published to indicate that the use of unleaded petrol in unsuitable engines (principally those of all cast iron construction) may cause exhaust valve seat wear. A slide was shown indicating the rapid increase in valve seat recession as lead content in the petrol decreased below a critical value (about 0.07 gPb/L). The current level of lead was about 0.15 gPb/L, so a considerable safety margin above the wear threshold existed with leaded petrol. Thus, leaded and unleaded petrol could be blended, or used alternatively if desired, thereby both reducing lead pollution and avoiding the risk of valve seat recession.

The mechanism of valve seat wear with unleaded petrol involved the oxidation of the cast iron valve seat by the stream of hot exhaust gas. Iron oxide particles were transferred to the valve,

and accumulated, forming hard nodules or lumps which were compacted into the valve surface, reducing its contact area with the seat. Rotation of the valve at higher engine speeds caused it to grind away the seat, which wore rapidly. Abrasive wear debris, which were fine particles of iron oxide (jeweller's rouge), could also accelerate valve guide wear.

Increasing engine speed was shown to accelerate exhaust valve seat recession with unleaded petrol. In one engine on test, wear rates had doubled as engine speed increased from 3800 rpm to 4400 rpm. Conversely, at engine speeds below 2000 rpm, wear rates were much reduced. Increased exhaust valve and seat temperatures, and the greater impact of the closing valve upon its seat as engine speed rose, were factors in the increased rate of wear at high engine speed.

Fitting valve seat inserts of harder and more corrosion resistant material into cast iron heads or blocks was shown to allow continuous operation with unleaded petrol, with a very much reduced risk of valve seat wear. An alternative process, that of induction hardening the exhaust valve seats, was also effective in reducing wear, but this was more likely to be employed as a production line process. The results of some recent research work carried out in the UK showed that some engines were very prone to valve seat recession with unleaded petrol, up to 3mm of wear occurring in about 8000 miles, while others proved more tolerant, although still showing fairly serious seat recession (1mm to 14,000 miles).

One engine type not actually recommended for unleaded petrol, which was fitted with a light alloy cylinder head having cast iron valve seat inserts, nevertheless showed almost no valve seat recession. The most likely explanation for this unexpectedly good performance, lay in the better heat

transfer of the aluminium head, which helped to reduce the temperature of the valve seats. Although light alloy cylinder heads were likely to be more wear resistant than cast iron heads, it should not be assumed that all light alloy heads would be satisfactory with unleaded petrol.

It was recognised that some engines might be unable to accommodate valve seat inserts, and for the owners of these vehicles, the performance of valve seat protection additives could be of interest. Two slides were shown indicating the differences in exhaust valve seat wear rates which had been measured with and without anti-wear additives. In both cases, some improvement in seat wear was evident, but on the engine exhibiting the most severe wear, the best additive still permitted valve seat recession of 0.6mm (25 thou') in 14,000 miles. In another engine slightly less susceptible to valve seat recession with unleaded petrol, additives performed better, the best result being about half the above figure. It was possible that in some engines, additives could produce acceptable results, but it was stressed that no additive tested had solved the problem of wear completely.

In summary it was concluded that cast iron engines were at risk when used with unleaded petrol, but that engines with light alloy cylinder heads might fare better. It was not possible to predict wear rates because these would vary widely with engine type and cylinder position (cylinder number 3 in a 4 cylinder engine frequently exhibited the highest rate of valve seat recession). Valve seat inserts of the right material would solve the problem; where engines could not accommodate seat inserts, anti-wear additives would provide some protection, but did not represent a complete solution. The best policy currently was to continue to buy leaded petrol. Supplies of leaded petrol would be sustained longer while a healthy demand existed.

Use of 4 Star Petrol

Many owners had been concerned, since the disappearance of 2 star petrol, about the use of higher octane quality (i.e. 97-98 octane compared with about 92 octane) in low compression engines. It was stressed that there was nothing inherently damaging about using high octane petrol in low compression engines.

Octane quality was explained, being defined as resistance to detonation, also

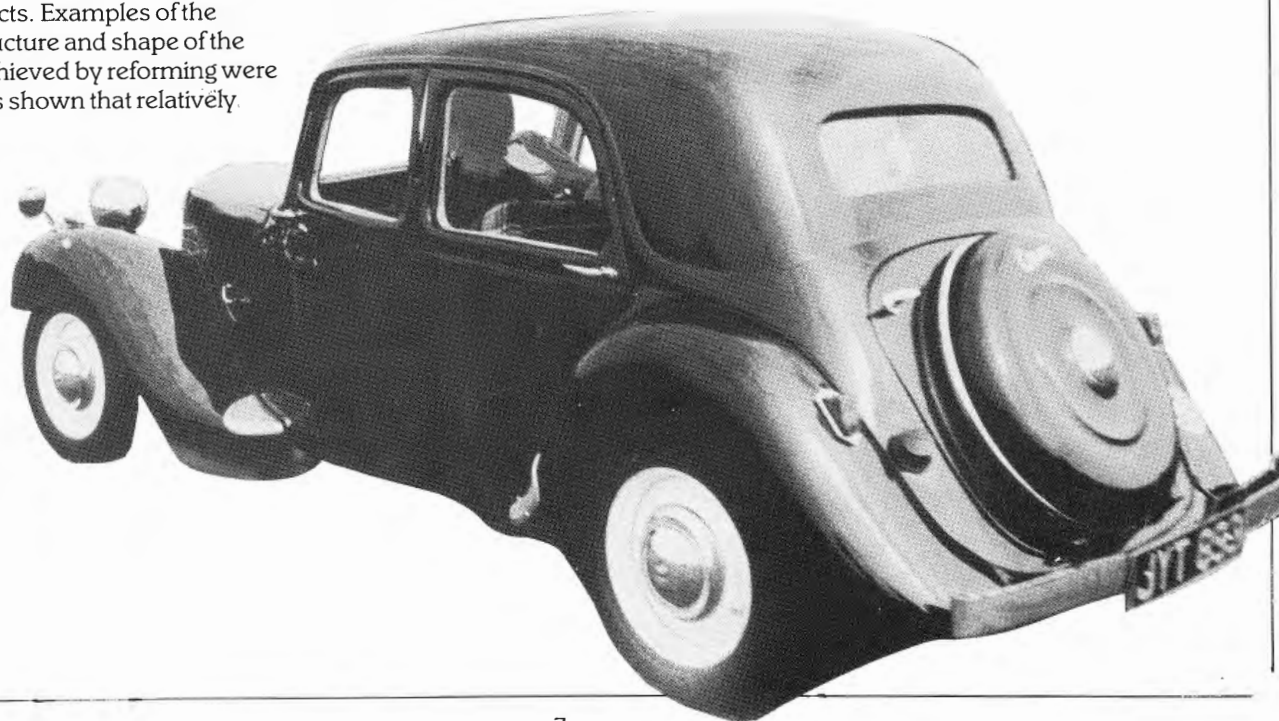
known as "pinking" or knock. Detonation was described as an unwanted, abnormal combustion process which could occur in the "end gas" of the combustion chamber. The "end gas" was so called because it lay furthest from the sparking plug, and thus was at the end of the combustion process. Certain types of hydrocarbon molecules characterised by a long, straight-chain, structure (low octane components) permitted the build up of undesirable combustion intermediary products called "peroxide radicals" in the end gas. These radicals encouraged the unwanted spontaneous and violent combustion phenomenon called detonation. High octane components, whose structure did not encourage the formation of peroxide radicals, permitted normal combustion to proceed without detonation occurring. It was stressed that the octane quality of petrol did not affect the speed of normal (spark ignited) combustion but only altered the tendency to encourage or discourage detonation. Flame speeds were shown to be independent of octane quality.

A slide depicting the distillation of crude oil to yield different fuels, was shown. Crude petrol, usually called "straight run gasoline" was shown as the first liquid product from the distillation tower. Before the war, this low octane material (65-70 octane typically), comprised mainly of long straight chain hydrocarbons, was the only form of petrol produced at the refinery. Since the war, although straight run gasoline was still produced, the introduction of catalytic cracking and reforming processes which used other distillation products as a starting point, had permitted the production of high octane products. Examples of the change in structure and shape of the molecules achieved by reforming were shown. It was shown that relatively

simple molecular changes could produce big increases in octane quality, yet in normal, knock free combustion, burn rates were not altered. The results of test work carried out recently, in which the speed of combustion had been measured in a test engine, showed that 2 star and 4 star fuels burned at the same rate.

It was explained that the problems encountered by some motorists during the hot summer weather had not been caused by the use of a high octane fuel, but were due to vapour lock resulting from the unusually hot weather. Petrol had a boiling range from about 30°C up to about 200°C, because of the number of different components which made up the fuel (150-200 approximately). Each of these components boiled at a different temperature, thus making up the boiling range. In practice, this meant that bubbles of vapour would form in the fuel pump or lines, or in the carburettor bowl if temperatures above about 30°C occurred. Vapour formation in the pump could cause erratic operation, resulting in a restricted or intermittent supply of fuel. Vapour formation in the carburettor bowl could alter the liquid level, leading to a weak fuel-air mixture. A weak fuel-air mixture burnt more slowly than one of the correct strength leading to overheating, which in turn resulted in higher underbonnet temperatures. This situation naturally increased vapour formation in the carburettor, or fuel pump, and a vicious spiral began. Power output fell with weaker fuel-air mixture, and an erratic fuel supply produced poor driving characteristics, perhaps leading to complete failure. Starting often became difficult, in addition.

Thus, most of the symptoms of which motorists had complained during the summer could be explained by vapour lock. Changes in octane quality would not explain the symptoms because the heat released from low and high octane fuels was the same, as was the speed of combustion. The tax changes in the March 1989 budget had resulted in the rapid disappearance of 2 star petrol, with tanks and pumps being used for the sale of unleaded petrol. It took about 2 months for the remaining supply of 2 star to be used up, with the result that many drivers of older cars, who had not previously used 4 star petrol, first purchased the higher octane fuel in early-mid May, when some very high temperatures had occurred. Vapour lock, which some drivers may have experienced, perhaps with the first tankful of 4 star petrol, had led many to conclude that the higher octane quality was incompatible with their engines. This, however, had been shown to be quite incorrect. In fact, drivers of older cars could use 4 star petrol without concern. Where vapour lock problems occurred, local solutions, for example the use of a heat shield between the exhaust manifold and the carburettor, or thermal barriers between cylinder head, or block, and the inlet manifold, would be beneficial. Care should be taken to route fuel feed lines away from the exhaust manifold, and to ensure that bulkhead mounted fuel pumps, for example, were not getting too hot. By adopting such simple measures where necessary, all owners of older vehicles should be able to continue to derive pleasure from using their cars, without concern.



THE BARE ESSENTIALS

These pictures, published for the first time and for which we are grateful to Citroen Cars Ltd., show the components for a Light Fifteen bodyshell as they arrived in Slough for assembly. They are largely self-explanatory, and are a useful reference for the restored as they are; the comments appended deal with this aspect rather than the actual construction of the 'Coque'.

(In fact now the second appearance, previously appeared in an earlier F.P.)

1 The Basic chassis pan of a post '53 car; without its outer skin, the main structural side member (A) is clearly visible, and should be reassuring to owners of Slough cars with sills rotten through the accumulation of water entered by the semaphore indicator hole. It will be noted that the inspection hatch cover (B) is already welded closed at its four corners (it is necessary on the French models for access to the clutch cable). Corrosion is often present at the battery box (C) and preventive measures are a good idea here during restoration. Additional torsional strength is imparted to the floorpan by the transverse box section which carries the seats (D) and good welding is essential here when replacing the floor.

2 This member (D) is more clearly shown in the foreground of this shot, in which the chassis pan has been fitted with the body sides, scuttle and dash. The fascia pressing is, of course, completely different to the French model (for which the equivalent metal forms the dash itself) since the wooden RHD board is to be superimposed on it. The hole (E) is to receive the square rear engine support rubber mentioned elsewhere in this issue.

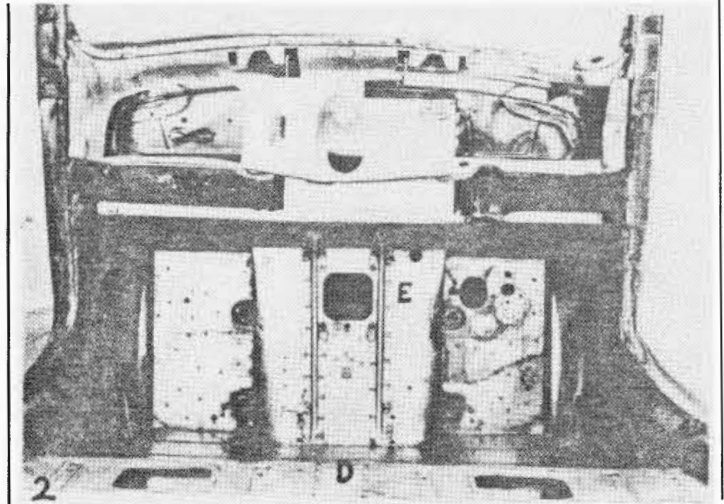
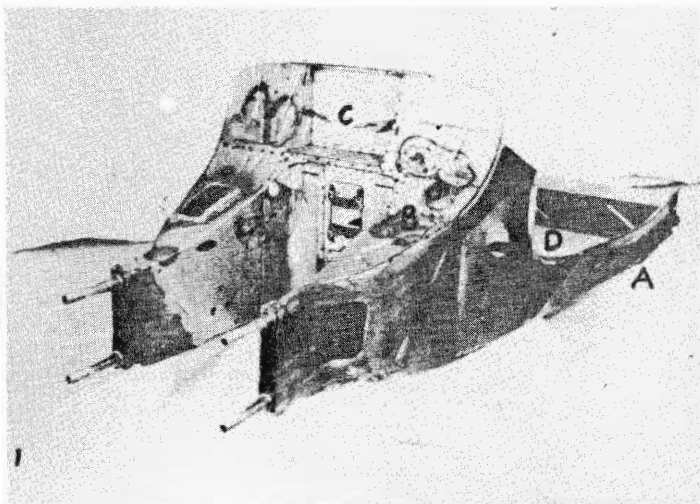
3 The off-side body pressing, viewed from the inside; the reason for that odd crinkly line around the middle of your roof becomes apparent – the original Twelves had a fabric insert here later replaced by a metal one, and the join (F) always shown. Can anyone enlighten us as to what to do when the captive nuts shown at (G) break free when dismantling a wing. They are, of course, totally inaccessible under normal conditions. Points (H) are prone to corrosion – sill drain holes seem a sensible idea.

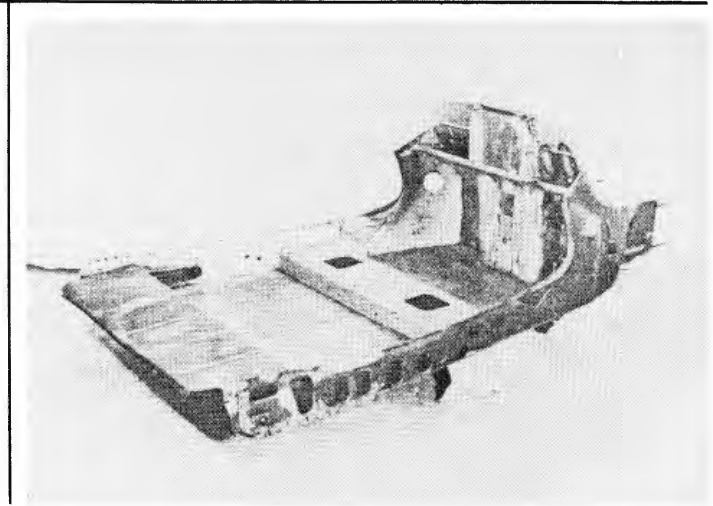
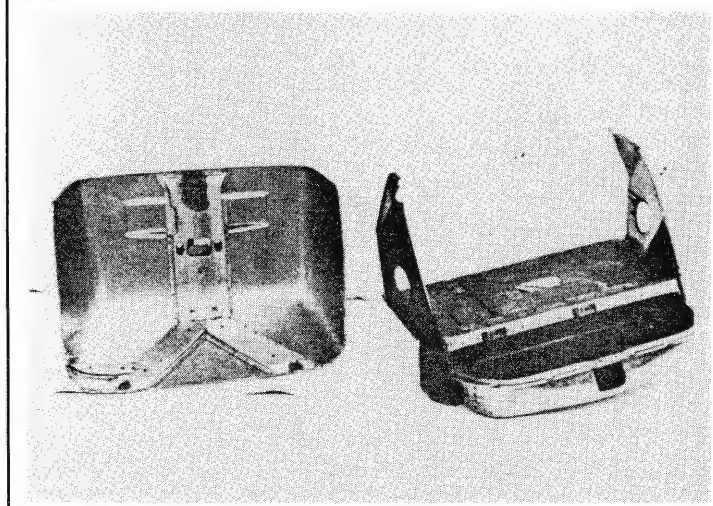
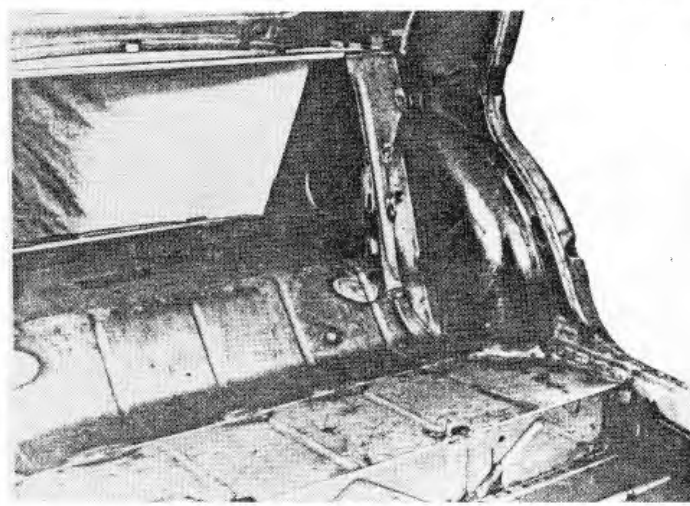
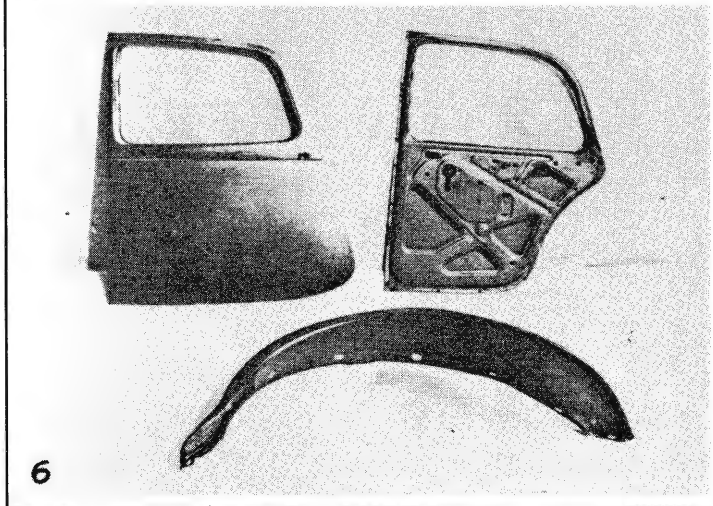
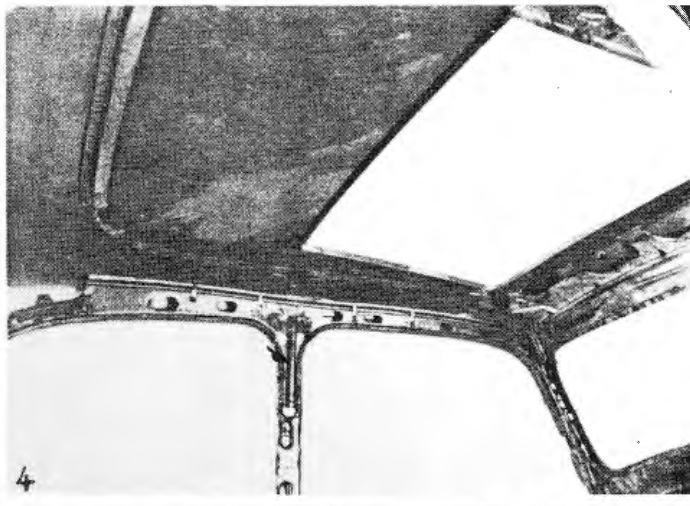
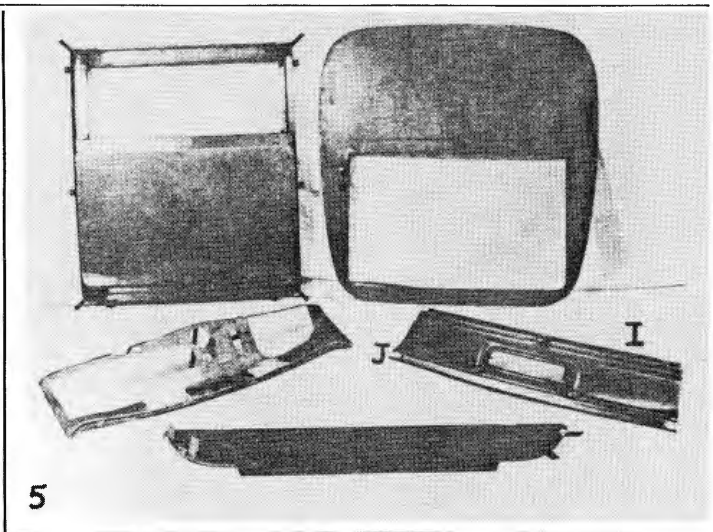
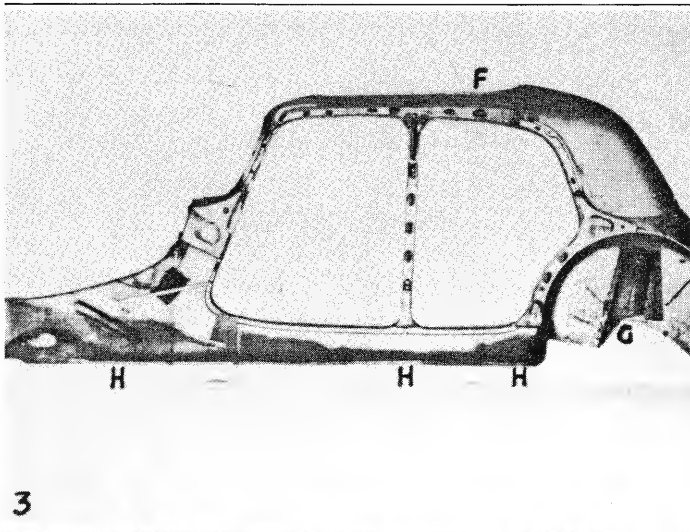
4&5 The sliding steel roof peculiar to Slough cars dismantled and assembled. When deteriorated, a major headache (if only for the water dripping on it).

Incidentally, the writer once traced an infuriating anonymous rattle to hardened indicator/parking light wiring vibrating in the screen pillar. The scuttle pressing (I) will also often be found to have suffered from neglect, the channel for the ventilator sealing rubber having corroded and consequently the entire flap having been bodged with some dubious substance or other. It is essential to keep drain holes for the windscreen (J) clear.

6 What wouldn't we give for a supply of these! The drain holes at the door bottoms, apart from not being quite at the bottom, are often blocked and the trapped water rots the doors from the inside; nearly all tractions are thus afflicted, a difficult situation to remedy efficiently. Care and very good tools should be used to unscrew the hinges, which are exceedingly difficult to realign exactly. The impossibly crude window winder is something of a Chinese puzzle to extract, and the window support runners themselves often disintegrate through the same bad sealing that rots the bottoms. Front doors are standard to all three saloon models; only the ears differ, and French ones are drilled to take the waistline aluminium strip. French doorhandles are still available off the shelf, as they are the same as those on the H van (small smodification needed). Has anyone found a good way to replace the draught excluding rubber around doors? Wings; it seems good policy to keep the edging 'U'-section free from accumulations of mud at regular intervals. Fronts, of course tend to go beneath the kickplates.

Space considerations have made it impossible to publish many of the photographs of individual components, but we hope to run them in a future issue; quite apart from interest in how the machines were originally assembled, they give some guide as to how things SHOULD look!





SECOND CHILDHOOD

From the early age of eight I used to shout to my Mother "there's a Citroen!" and apart from a passing fancy for an Alvis Speed 20 the Citroen (our sort) was the only car for me.

After passing my driving test at 17 I found one on an old car lot in Birmingham and against parents uniformed advice I bought it after a slightly dubious AA report. This in 1955, the car was a Light 15 Slough built and I think 1948. It was my sole transport and travelled around Birmingham frequently full of actors and actresses from Birmingham Rep' where I worked. Every weekend I went to Leamington and back on the Hockley Heath road, all twists and bends, many times competitively (unofficially) beating disconsolate young men in flashy sports cars on the bends!

She had a few unusual problems but never stranded me. The universals went once but I still drove her to an expert in Stratford — Mr. Selby or Selwin, maybe some of you knew him? He said 'only one spline left on the right hand side'.

Six years later I married and we went to Spain in it.

The radiator leaked in France and a garage man poured in something like pig food mixed with a raw egg. No more trouble for six months! We returned through Andorra and the Pyrennes in deep snow (see photo). Many cars were stopped due to the rarified air, not us!

Occasionally she would throw off a rocker arm, finances necessitated my learning to put it back. We had various punctures but only outside a garage or a car factory. I would start to do it and hordes of men always insisted on helping! No charge ever.

When my first child was born I had to sell her due to the endless leaks and no replacement rubber bits. She was medium turquoise blue when sold but I cannot remember the number.

Eighteen months ago I found a miniature model of a Legere in the local garage and brought it home with great nostalgia. "This is my car," I told the family, and it started all over again, I knew I had to own another.

Reclaiming your youth said my other half, Vitor by name. I found a car in Exchange and Mart but did not like it. But as soon as I sat in it I felt I was back in time, the feel, the smell, I even found driving it so familiar — everything was as I remembered it even though it was left-hand-drive. Amazing after 27 years.

Voiture Technique in Warwick gave me the Michael Peacock and The Arches telephone number. On asking endless questions I was told all parts were available and not insurmountable problems. Michael P. put me onto Steve Leigh who had a Normale from Holland. I did not tell the family because I wanted to prove I could do it all alone and not make a mistake. I know these cars by instinct!

I went to see it with a very old mechanic who used to doctor my first car. He talked about his operation and his wife's hystorectomy all the way to Macclesfield but kept asking me questions and as he was stone deaf in the ear next to me I was completely hoarse from shouting when we got home.

The car was love at first sight and after examination was purchased. I broke the news to the family the day before it arrived. There was the usual "you must be mad — AA will terminate membership due to over use of Relay — need another car behind you," etc. But when they saw it! Vitor even agreed to take me to Flevohof on Steve's suggestion I wouldn't take 'my car' until she was changed to 12 volts. I love her too much to drive with four candles on today's roads.

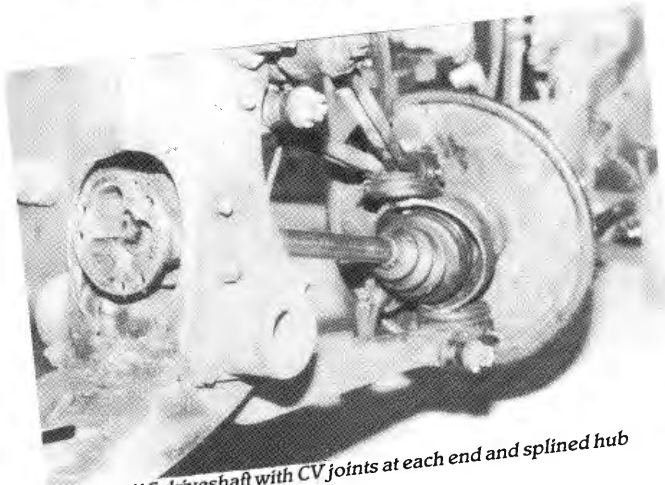
At Flevohof Vitor bought me some new headlight silvers and rims (and fitted them) and we got a boot rubber, a great find, a roof lining some door rubber and new side light covers.

Yours truly has done the boot and waxoiled inside all doors. Now I am repainting the wheels ready for us to go to the Bourgogne Trip. Jonathan Howard has reconditioned the top of the engine, done the voltage and put a heater in. He does things so carefully, I am full of admiration and learning a lot. When I fitted the roof lining using my bank card it slipped and now is permanently behind it!

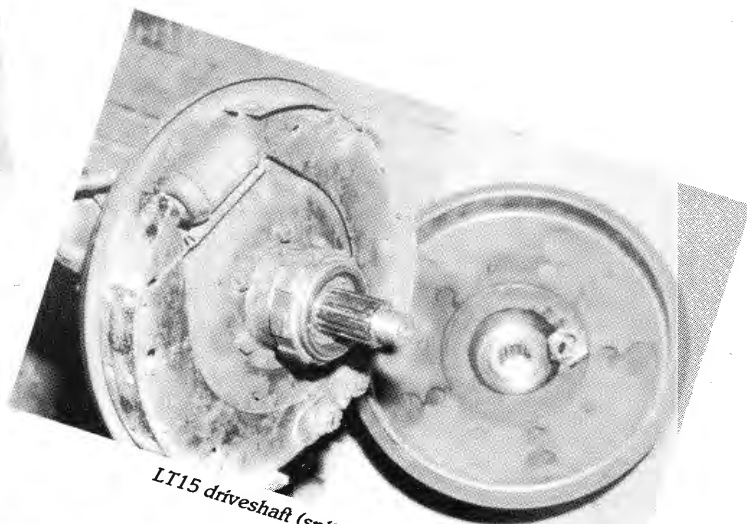
Being allergic to leaks I re-set the rear window and have the only bonnet vent that works and does not let water pour onto my right foot. I found an old leatherette covered record player box to use as my tool box, looks very in-period. Also found some old black leatherette to line the boot floor.

She is: SSU 102 a Normale from Holland.

ALTERNATIVE DRIVESHAFTS



LT15 driveshaft with CV joints at each end and splined hub fitting.



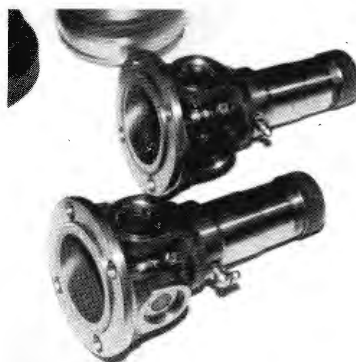
LT15 driveshaft (splined hub fitting).

Following his sterling work on the four speed gearbox conversion and further to his work on home renovation, which is probably more important to some members of his family, Roger Williams has been working on alternative driveshafts. There are basically two types:

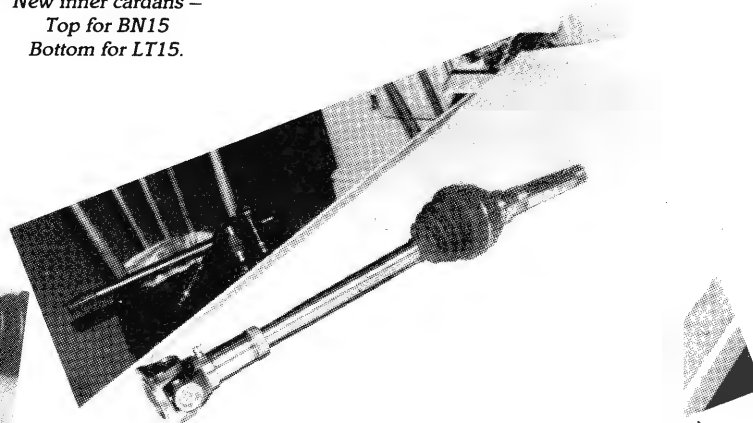
- (i) taper hub fitting (to match original brake drum/hub) with an outer CV joint and NEW inner cardan. The inner cardans are of modern design with easily obtainable spares if required, their life if kept greased should be well over 50,000 miles but probably clear to 100,000 miles. COST £250 each;
- (ii) splined hub fitting (exchange brake drum required with an outer CV joint and an inner CV joint, ideal for use with ID/DS 4-speed gearbox. These shafts are totally maintenance free and keep the cradle/hub area free from flying grease. COST £350 each;
- (iii) various combinations of the above.

Roger is also currently working on a hub/outer bearing puller for the Traction which should cost between £55-£60 complete.

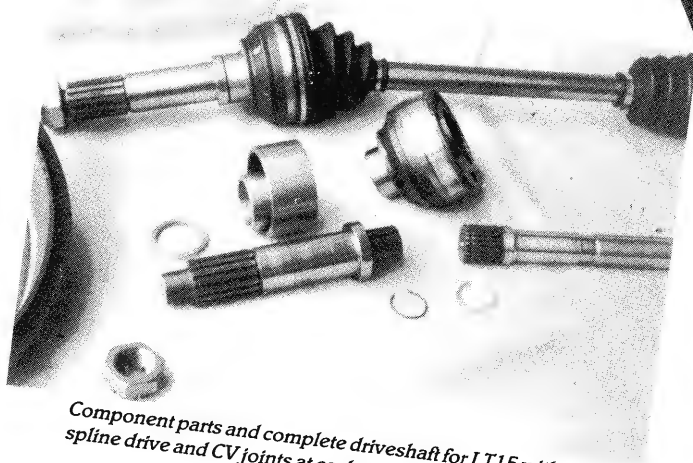
All prices shown do not include carriage, but for further details please contact Roger at 35/37 Wood Lane, Beverley, North Humberside HU17 8BS. Tel. 0482-881220.



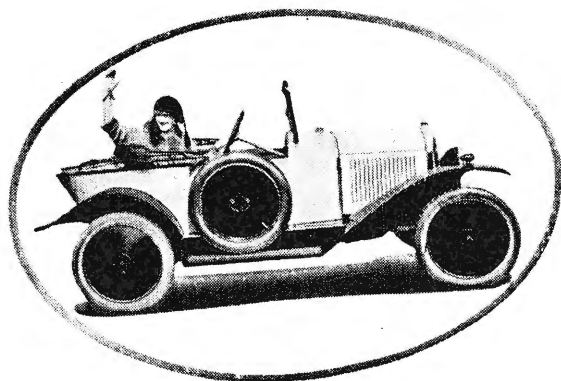
*New inner cardans –
Top for BN15
Bottom for LT15.*



LT15 driveshaft (taper hub fitting and new inner cardan).



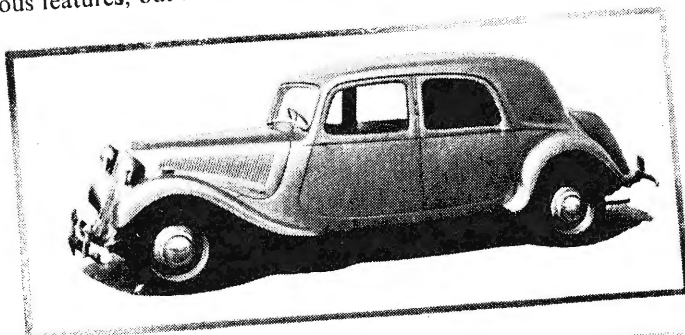
Component parts and complete driveshaft for LT15 with spline drive and CV joints at each end.



1921

CITROEN made history with the first popular "baby" car, the famous Seven, whose amazing economy brought the joys of the open road to thousands of new motorists. Another famous CITROEN "first" astonished the world in 1934 . . . a car whose brilliant design still holds the lead to-day. Front drive, integral chassis and body, torsion bar suspension . . . these were but a few of the innovations which have influenced motor planning ever since. The new CITROEN includes all their world-famous features, but with many further advances in design.

1953



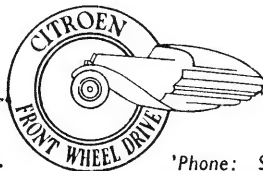
The safe, speedy, economical

CITROEN

"Six Cylinder" Saloon
£940 plus P.T.

"Big Fifteen" Saloon
£740 plus P.T.

"Light Fifteen" Saloon
£685 plus P.T.



CITROEN CARS LTD. SLOUGH BUCKS.

'Phone: Slough 23811

'Grams: Citroworks, Slough.

CORRESPONDENCE

Dear Sir,

I am getting married this summer (31st August), and would like to have a Citroën Traction as transport. My fiancée and I both have a great liking for the car, but of course it is not your average wedding car, so is proving a difficult task to find.

Perhaps you would be able to give me a local club contact or even suggest Traction owners in our area who may be interested in helping out, obviously we would pay for costs etc.

Yours faithfully,

T. J. Summers.
39 Park Crescent,
Thorney,
Peterborough PE6 0SZ

(Suggest that anyone that can help should contact T. Summers direct - ED.)

Dear Dave,

I had to tell someone, I have just received a new Log book bearing the registration VLN 99 and it has only taken four years of letter writing and telephoning, but it was worth it and I feel as if I have won a major battle.

I never did agree with them taking it and when I heard that they might try and sell them off I suggested to them that it was legalised theft. Never mind it is all over now and I would like to thank through the magazine the following people for their help in adding if not the final touch, possibly the most important one recently in the history of VLN 99: Roger Dyer for his excellent letter of authentication; Mrs. E. Griffiths of the DLVC, the most helpful and pleasant Civil Servant I have ever spoken to; Mrs. Mary Macdonald my typist and sister and last but by no means least my wife who has had to put up with me in darker moments of this saga. So for your records my Paris built 15 Six is no longer DSV 985, it is restored to VLN 99 just as it was in 1958. I wonder how many years it would take to get 400 AX 44?

Yours sincerely,

F. C. Button,
Stanningfield,
Bury St. Edmunds

Dear Dave,

Reading my latest magazine I was a little saddened to note Steve Reed's open letter to Club Members, I endorse everything he says. Unfortunately it is a sad fact of life that our society is what it is, with a few of so called enthusiasts taking every advantage, they can borrow tools never to be seen again. I once loaned a brand new wheel and tyre amongst many other parts to a friend?? This all happened many years ago but time doesn't seem to change things.

I wonder just how few who go to Club Main Events and International Meetings realise just what officials do to ensure that these are a success, how many bother to thank in writing or give a pat on the back for all this hard work involved? At times I have almost given up in the past over such things as this but somehow a new day gives one hope. I must admit that I have made quite a few real friends (not the ones who want you for what you have or know), these real

friendships have the common denominator - a love for a certain model or marque.

I know my moan won't change things but I feel better for airing it - people are what they are, I understand just how Steve feels, it is not just Car Clubs, it is our world we live in. We should be thankful that there are some who want to improve it, so I say to all members, give some honest encouragement to Committee Members they do their best for YOUR CLUB and for FREE! They are as devoted to their allotted jobs as you might be to your Traction.

Sincerely,

Fred Annells

Dear David,

It is not too often that we have a celebration in the family, but on the 1st May 1990 "Emily" as our Light 15 Roadster is affectionately known, had her fiftieth birthday.

Needless to say, the champagne corks were popping and she was given a very pleasant day out in the Cotswolds with the sun shining and the hood down.

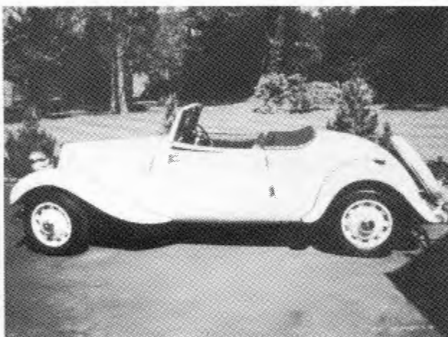
As you may know, she was acquired by myself in 1981 in a pretty sorry state and was restored during the subsequent 12 months. The last 7/8 years have tended to take their toll on the bodywork which suffered somewhat in the hands of the BBC when they were filming last year. However, thanks to their insurers, they have agreed to a respray job which was completed in February and the car is now well and truly back in one piece and performing admirably.

Looking forward to seeing you at Glastonbury and we are all praying for the sun to shine that weekend.

Kindest regards.

Yours sincerely,

D. K. Boyd



Dear Peter,

At last I have taken possession of my Slough built Light 15 type 11CL8, Chassis No. 132831, Engine Not. AG06081. As you can see from the enclosed pictures it is missing a few items. My problem is I do not know enough about what is needed. What I need are good photos of an identical model to follow. I know the following are required but I do not know which item on your spares list is the correct one. 1. Rear lights; 2. Correct head lamps; 3. Parking lamps mounted on the fenders; 4. Air filter.

My Traction is reasonably complete and runs fairly well except that the fuel pump has given up. It needs a repair kit, A/C I believe.



As it has not run in over three years this isn't too bad. Can you tell from the Chassis number what model year it is? As it has a small boot, I do not believe the 1953 plate on the rear, but as I do not yet have the registration documents, I do not know when it was manufactured or registered in Thailand.

This Traction seems to be the only one in Northern Thailand, although I have seen eight or ten on the road in Bangkok. There are many in other parts of S.E. Asia particularly those countries that were formerly part of French Indo China. One of my friends in Bangkok has a 6 cylinder saloon in perfect shape. It was the former French Ambassador's car, so had had only the best of care. I have encouraged him to join the club.

One problem overseas that members may have is on the tool loan period. I need to redo the brakes but have no access to an extractor and of course could not even receive a loan tool in seven days let alone return it on time. If an extra set of special tools could be purchased, I'd be glad to buy them and after use, donate them back to the club for exclusive use by any overseas members. What do you think?

Thanks for all your help. In line with your request for precise letters on parts, I shall try to brief you in the future if you will help me get "up to speed" now with the year of the car. Thank you so much.

Very truly yours,

Sumner B. Sweet,
P.O. Box 22531,
Riyadh - 11416,
Saudi Arabia

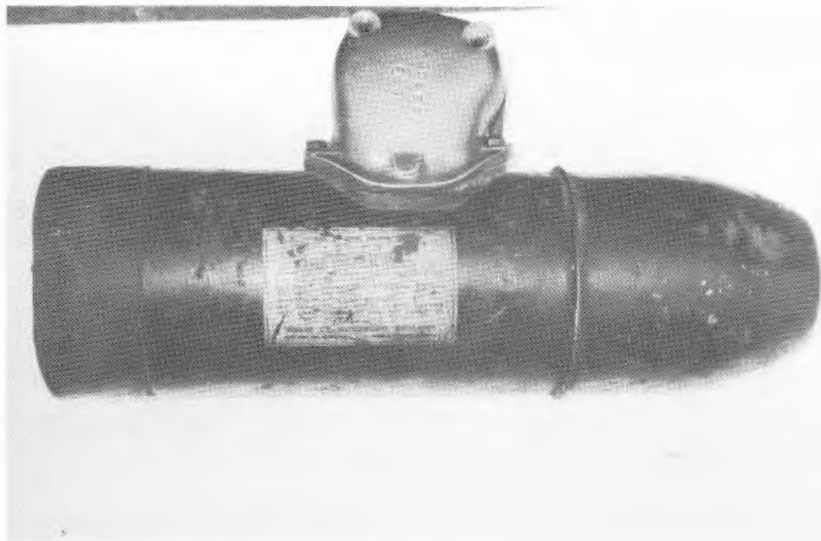


CLUB NEWS

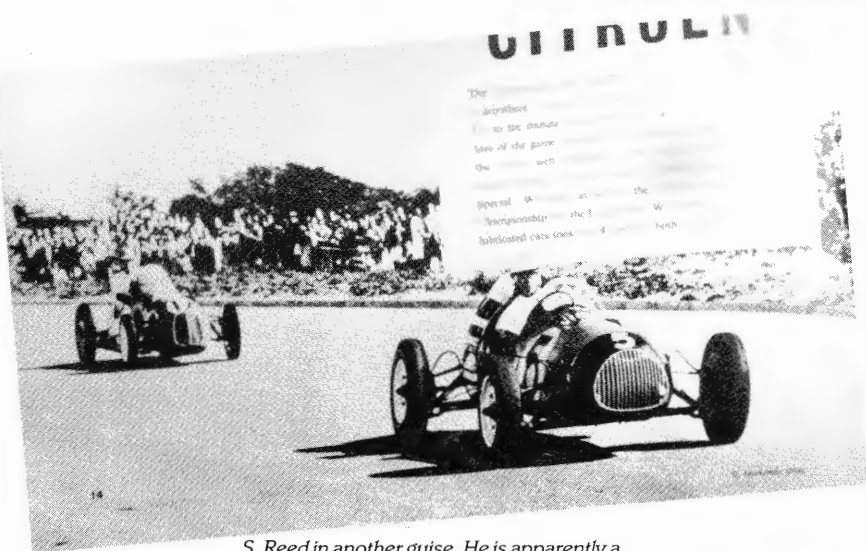
MODEL KIT CARS

Possibly one of the finest Traction kits produced was the Hella 1/8th scale model which has been unfortunately deleted from the UK stock list. However help is at hand, our Membership Sec. knows the whereabouts of 20 of these kits. The price is approximately £120 per kit. Further details may be obtained from Steve Reed at the address on page 3.

Reference the above item on model kit cars if there is enough interest/demand for the kit the price will come down to £90 per item.



Our Steve Reed recently received a letter from the Austin Atlantic Club concerning the Vokes Air filter. As can be seen from the photograph they were also fitted to Citroens. New labels are now available through the Austin Atlantic Club. If anyone is interested please write to the editor and I will try and give you the correct address and contact.



S. Reed in another guise. He is apparently a popular driver in South Africa and is seen here with his Citroen Special.

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.



l'Europe en Traction

100 tractions Européennes
10 DS en assistance

Itinéraire prévu : PARIS - Bruxelles - Amsterdam - Erlangen (RFA) - Vienne (A) - Budapest (H) - Belgrade (Yu) - Grèce (1 semaine) - Patra - Brindisi (I) - Naples (I) - Rome - Gênes - Dijon - Paris.

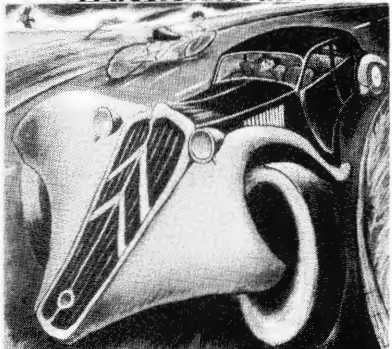
4 semaines - 7000 Kms environ.

Départ mi-juillet 1992 à Paris

Arrivée mi-août 1992 à Paris

Contacts: Association ENGRÉPAGE
Philippe POULAIN - 4, place du Barail - 35200 - RENNES
Tél: 99.50.67.98
Jean-François BOISGERVAULT - La Belle Etoile - SAINT SENOUX - 35580 -
Tél: 99.57.88.18.

"Traction Avant!"



Announcing a limited edition signed print from the original pastel drawing of the Citroën Light 15 by Paul R.P. Nicholls MAIRCA, international award winning artist, exhibitor at the Royal Academy of Arts, London, and subject of the BBC2 Television Documentary "In the Making".

"Traction Avant!" is the first of a series of limited edition signed prints by Paul R.P. Nicholls MAIRCA for collectors, enthusiasts and connoisseurs. Highly original, distinctive, eye-catching imagery - suitable for the home, office or showroom.

Print dimensions - 19" x 19 1/2" (46cm x 50cm)
Printed on high quality 180gm SB matt paper
The edition is limited to 1,000 only - individually signed and numbered prints at £50 per print including post and packing (add £5 overseas).

Cheque/PO with order, exclusively available from:

Paul R.P. Nicholls MAIRCA
THE OLD BARN, HOLWELL, BURFORD, OXON OX8 4JS
TELEPHONE BURFORD (099382) 2116

This print is available to members of the 'Traction Owners Club' at a special discount price of £40 inc. p/p (normally £50).

Events

June 22nd-24th: TOC Annual rally at Galstonbury.

July 6th-8th: CCC Annual rally at Worcester.

July 13th-16th: Tour of the Chateaux of the Loire.

August 10th-13th: Tour of the Cotswolds.

September 1st-2nd: CCC Autumn rally at Stratford.

November 30th-December 2nd: National Classic Car Show at the NEC Birmingham.

December 16th: Christmas Lunch, White Hart, Whitechurch.

FURTHER DETAILS AVAILABLE FROM MIKE WHEELS.

Classified

For Sale
1953 Light 15 large boot. Part restored. Offers £2,000. T. G. Bird. Tel. (0325) 377406 (North Yorks.).

For Sale
Traction Spares—2 brand new Michelin 'X' 165 x 400 tyres, 4 door, windscreen (Lt15), air filters, 6 volt radio, numerous smaller items. Clive Warner. Tel. Norwich 32912.

For Sale
Citroen Big 15, Slough built RHD, black, factory sunroof, leather interior, 1954, rebuilt engine, used daily, needs attention to bodywork and interior, bargain £4,650 ono. Also period steering rack for above, £25. S. Driver. Tel. (0306) 730552.

For Sale
Citroen 11BL (Paris built Light 15), 1952 big boot. Totally original and in concours condition. This vehicle has never been welded and contains no body filler. One owner for the last fourteen years. Used only during summer months. £8,500 No offers. John Dryhurst. Tel. 05643-3185 (Midlands).

For Sale
Citroen DS21 Pallas. Extensively restored 3 years ago. New wings, door skins etc. and fitted with DS23 fuel injection engine with manual 5-speed gearbox. Used only six times on summer days since rebuild. Rouge de Rio with Grey Pallas trim. A superb car and certainly one of the finest D's anywhere. £8,500. John Dryhurst. Tel. 05643-3185 (five miles from NEC).

For Sale
"AEL" "St. Phall", 1949 Citroen Traction Avant Special prototype race car, Deutsch Bonnet engine, 5 year

Classified

professional restoration, 85% complete, running, available with all restoration and historical records, parts and ERSA gearbox, would be great fun for historic racing. View by appointment in England, contact John Gillard. Tel. 01-928-6613. Further details 'phone Allan Sibley. Tel. USA (904)-532-5607. Price £15,000 negotiable.

For Sale
French Big Boot Light 15 approx 1953, Black. Rebuilt engine, tyres fair, body beautiful, tidy interior. Only small amount of work required to bring up to good condition. £3000. Mr. Linden-Ball. Tel. 0380-828369 (Devizes area).

For Sale
Traction parts clear out. Lt 12 cylinder head, good Big 15 driveshafts, hubs, puller, engine blocks, carbs, Lt 15 radiator, instruments (square and round), most Slough parts except body panels, must sell. Tel. Tom Evans 050842 8382 or 0603 630096 (daytime).

For Sale
Citroen Light 15, 1948, Slough-built RHD. Car in totally rust-free restored condition. Complete new interior, to a very high standard. Resprayed in 1989. Excellent chrome, extensive work completed on all mechanics. Engine bay, underbody and boot in excellent condition. Taxed and tested. A stunning car at only £8995. Tel. 0732 870 080, James Needham.

Wanted
RED leather REAR seats for Light or Big Fifteen, good price paid for reasonable condition.
Pre-1940 Traction Avant for

Classified

restoration. Condition relatively immaterial. Must be complete. David Boyd. Tel. (0527) 892134.

Wanted
Wanted for 1949 Traction Big 6. 1 pair 10 inch SS80 Lucas Biflex Headlamps. Twist off handbrake and ratchet. Radiator or header tank. Clock (square instrument dash). Tube type air filter. Petrol filter in boot. Derek Fisher. Tel. (02254) 29533.

Diary Dates

CENTRAL SOUTH SECTION MONTHLY MEETINGS

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated halfway between Winchester and Newbury just off the A34. The meetings are lunch time meetings commencing at noon. Food available.

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', Daines Green, Glaines, Worcester. Tel. 54961 for directions or info.

NORTHERN SECTION MEETINGS

4th Thursday of month, White Hart, Rooley Lane, Bradford. Phone Liz or Jim Rogers for directions and info. Tel. (0274) 45600.

LONDON SECTION MEETINGS

All meetings last Tuesday of each month at the Sun Inn, Barnes.

TOC CLUB SHOP PRICE LIST 1990

GREETINGS CARDS. Pack of Six with Envelopes.....£1.50

POSTERS:

"Les Tractions"£2.50

"Traction Avant Colour 3D".....£2.50

"Traction Avant" Blue/White£1.50

MAGAZINE COVERS. Black/White 4 for £1.00

Ideal for Frames or Gifts..... Set of 20 for £4.00

MODELS:

Burago Black Diecast 15CV. Boxed.....£7.50

BADGES:

Metal TOC Bumper Badge£15.00

TOC Windscreen Sticker£1.00

Enamel Brooches.....£2.50

Blazer Badges (last few available).....£5.00

NEW ITEMS AND ABSOLUTELY SUPERB

SWEAT SHIRTS

Embroidered Traction Motif
Men's/Ladies (26" 30", M, L, XL)
Red, Navy, Grey, and Burgundy£14.00

SPORT SHIRT

Embroidered Traction Motif
Men's/Ladies (S, M, L, XL)
Red, Light Blue, White£14.00

T-SHIRTS

Traction (S, M, L, XL, White/Red/Blue/Grey)£6.00
Traction (26" 30", Red/White/Blue)£5.00

TRACK SUITS

Available (Embroidered) to Order.
Send details of size/colour.....£24.00

UMBRELLAS

Small Red/White Available Soon..... TBA
Large Red/White Available Soon..... TBA

New Items Soon

Please Add £2.00 for Post & Packing – Cheques to TOC, any overpayment will be refunded.

Several colours are available in T-shirts and Sweat Shirts, but please give alternative colours when ordering.

With Compliments,

Steve Southgate

