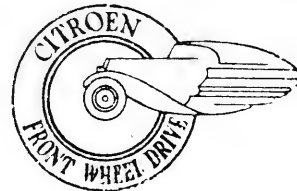






*We're sorry, too . . .*

but, meantime, we  
wish all motorists a  
Merry Xmas and  
hope the New Year  
will bring better home  
deliveries of



# CITROEN

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ISSN 0265 0630

# Floating Power

Volume 15, Number 5

November, Nineteen Hundred and Ninety

Well here we are, late again, but this time I cannot think of any plausible excuses. It is quite a mixed bag this month, members' cars, reprints etc. I am always fascinated by hearing from people from abroad. In the UK or Europe it is relatively easy to keep a Traction on the road, it only takes money and after all what is money, it only takes the misery out of being poor. Abroad in countries where the number of Traction is much smaller than in Europe the access to spares and repair facilities must be more difficult and probably more expensive. Therefore the restoration and maintenance of a Traction represents a greater feat of achievement and no doubt satisfaction.

The article on the ERS gear box raises the big question are any of those gearboxes still around in a dark and dusty corner of some bygone or even current racing emporium? If so can they be fitted to a Traction? The idea of a racing gearbox, a Tony Hodgekiss crown wheel and pinion and a (whoops almost gave away a free ad), a driveshaft using up to date technology really appeals. Purists of the Traction may not be quite so impressed, however I am sure they would be interested with the scheme which appears on page 5. Is this sort of thing still available, have we any Citroën dealers within the membership who could advise?

Now is the time of year when

some, I hasten to add not all, Traction are taken off the road to avoid the ravages of salt laden grit attacking the bodywork. My sympathy to those of you planning jobs to be done which will be carried out in the depths of winter in a cold garage. I know what it feels like and I will probably be out there myself.

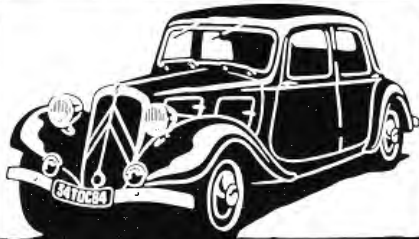
Unfortunately I missed the Classic Car Show but talking to some colleagues at work it was very impressive and interesting and some awards were won by Citroën vehicles. It was remarked that a corrugated van won a prize. Hopefully a TOC member who visited the Show will write something for the magazine. Now there's an idea, for the New Year make a resolution, write something for the magazine.

I don't know about other members but this year seems to have gone past very quickly. Each year it becomes more and more difficult to know which rallies to take advantage of. It would be nice to go on them all but time and money do not permit such luxuries. Next year I hope to at least go to Belgium and to the joint England/Brittany rally, but we shall see.

It only leaves me to wish all our members at home and abroad a Merry Christmas and a Happy New Year and may a few more of you get pens and paper as Yuletide gifts.

David Gardner.

# MEMBERS



## CARS 1954

CITROËN NORMALE OWNED  
BY ANDREW YORK



Proud Owner

I have been asked to write an article about my Traction by Steve Reed. That was back in the summer, so you can imagine how long the restoration is going to take!

My introduction to Tractions goes back about 15 years when I went with my brother Jeff, to buy a car. It turned out to be a Slough built light 15. He didn't buy the car, but it

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and the gear change linkage is very Heath Robinson. In the boot was a box of bits which included a broken differential. This I guess was why the car was abandoned.

I intend to return the car to as original specification as possible, so if anyone has an 11D engine and gearbox complete with ancillaries plus some other bits (see classified ad) please contact me on 0753 680123 daytime or 0784 259949 evenings.

My thanks to all of those club members who have helped me since I bought the car in June, and to the organisers of the Glastonbury meeting which was the first club meeting that I and my family attended, it was a great day out.

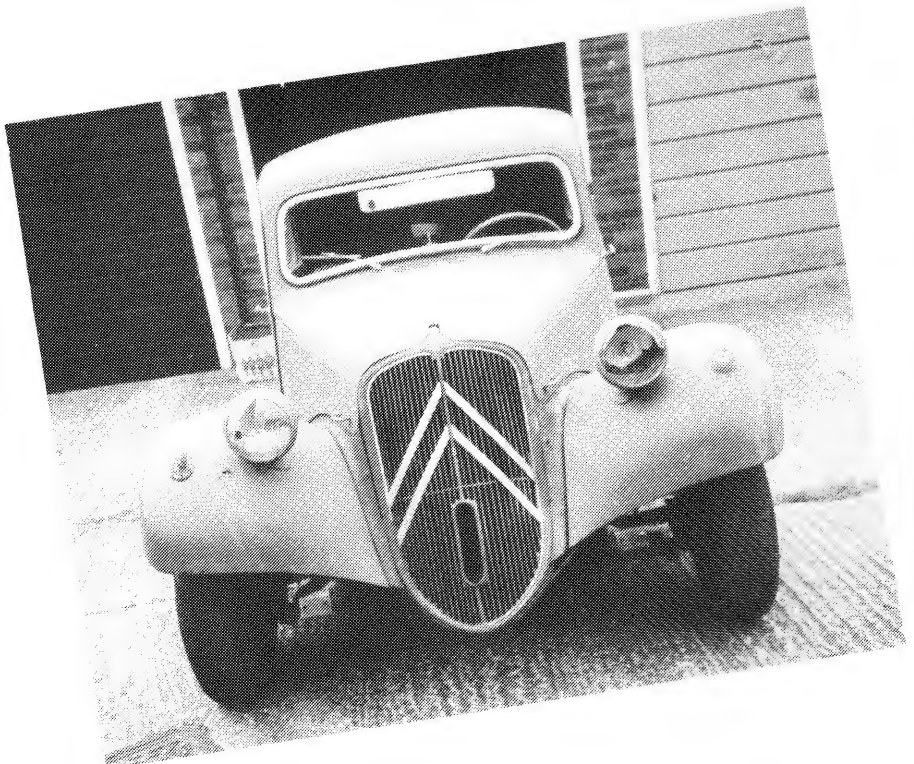
Lastly, having just read Martin Nicholson's article on the one day course at Peacock Engineering on drive shafts, to which I also attended, I would like to add that I found it very interesting and I enjoyed the whole day, well worth the money.

sparked an interest. But having to get my youth out the way first, one had to have a car that impressed the girl's; or so I thought, and a Traction was not one of them.

My interest was rekindled at the Malvern show 3/4 years ago. (By now I'm married with one child). Denis Ryland probably won't remember, but he took my name and address when I visited the Citroën Car Club stand, and shortly after I received details of the Traction Owners Club to which I joined immediately. (Great Mag).

I've always liked the idea of doing my own restoration, and now after two years of looking I have bought a 1954 Normale in need of same. I know very little about the cars history except that the car was imported from the USA, not by myself, but by a chap who discovered it in Texas last year. (Just how I would have liked to have done). I have the original Texas certificate of title (copy enclosed) which shows its been in the states for over 12 years and has had at least two owners.

The condition of the bodywork is not bad at all (see photos), but the interior will have to be completely redone except for the front seats, which have been covered in suede and I will leave them as they are. One of the things missing from the car is the gearbox, I presume this was a four speed box as the engine which is fitted is one from an ID19



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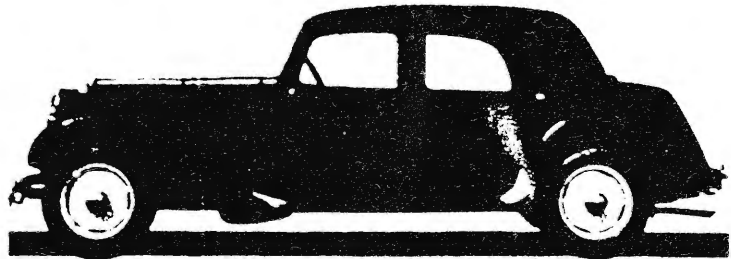
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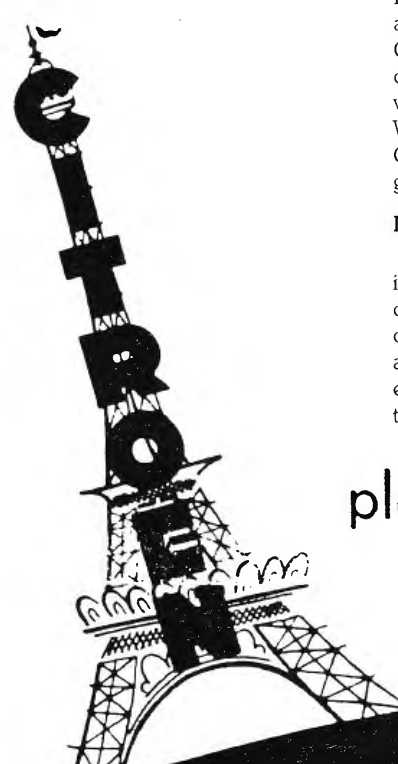
Your CITROËN will be registered with a T. T. (*Temporary Transit*) Licence Plate, and you'll be provided with a Customs Book that permits the car to cross freely any European frontier for a one-year period. The cost of registration and Custom Book is \$40.

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In several European countries, your U.S. driver's licence is valid, in others an International Driver's Licence is necessary. This International Licence (*cost \$10*) will be secured by us ready for your use on arrival.

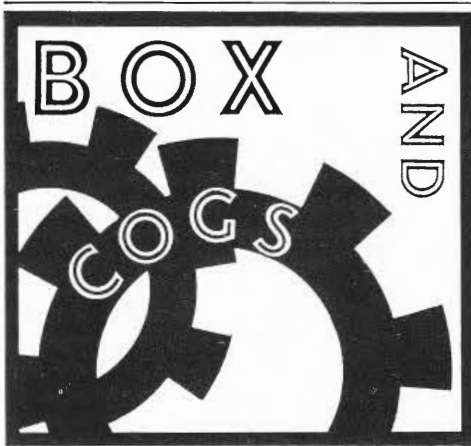
## INSURANCE

Arrangements can be made, if you wish, for car coverage with the insurance company of your choice, to become effective on the date the car is delivered. Premiums, of course, are charged to you.



plan now to really see Europe  
in your own **CITROËN**

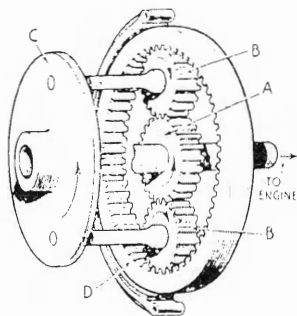




The majority of this article and the illustrations are taken from an earlier issue of F.P. Vol. 2 No. 3. However it is followed by a more recent original comment by C. E. Hunter.

Unjustifiably, perhaps, the gearbox of the Citroën Traction has always been regarded as its Achilles' heel, in terms both of its action and its reputation for fragility. True, there is one speed too few, the ratios are widely spaced and the change baulky and slow, but the latter is probably as much due to the complex geometry of the selection mechanism as the box itself, and the former inadequacies are forgivable when the circumstances of its original conception are remembered. True, the relative smoothness of a brand-new box wears off after 10- to 20,000 miles, but after that, so long as it is not abused, its durability is very acceptable – we have never encountered any troubles personally. That said, it is nevertheless understandable that tractionists still have nightmares on this count simply because the necessary spares are quite simply not available, and this probably accounts for the fact that most members are unwilling to extend their cars to any great degree, especially in the sort of small events we might organise. And there are undoubtedly things one must avoid doing, we used to push-start our own Light Fifteen virtually every morning for a couple of years before we found out that this was the way to split the differential casting!

The point is, of course, that the mechanism was neither properly designed or developed. You will remember that after the proposed Sensaud de Lavaud automatic box had proved in practice to be worse than useless, the design team were given a mere three weeks to iron out the problems of the gearbox they had conceived secretly, having realised the inadequacies of the former, to fit into the casting intended for the



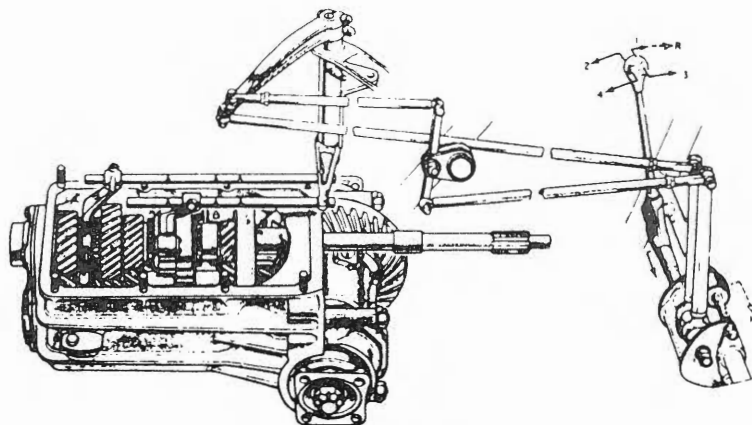
Chatelet epicyclic geartrain in simplified diagrammatic form

'convertisseur'. This in itself was a massive limitation, but they came up with a simple two-shaft affair to do the job. It was never properly tested, incredibly noisy (despite a theoretical 'silent' second and top), difficult to change and prone to seizure due to disintegrating bearings. The component's life expectation on the first '7's was between 500 and 1500 miles with 50% of the cars. As with almost every other part of the car, it was subtly and continuously modified until an adequate compromise was reached. Oddly enough, these modifications included a completely new housing – one wonders why advantage wasn't taken of this necessity to introduce a totally different design. The early casting was devoid of two horizontal strengthening ribs, the layshaft bearing cap has only four bolts, a little square-headed bolt lurks in place of the big filler tunnel on the later version. Because the whole car's engine suspension arrangements were different, so too was the design of the gearbox lid, both at the rear end where it was bolted to the cradle crossmember, and the top, where only one selector shaft is evident from the outside. The bell-housing differs substantially, too. There was no clutch lock-out.

There were several alternatives open to the customer; the factory offered differing final drives, according to specific

electro-magnetic device, its cost would have been disproportionate to the cost of a Citroën – for true aficionados only. If a cutaway standard gearbox is compared to the Chatelet, the neatness of the latter's design is evident, as well as the little additional space it occupies to house its complex innards. The principle of such a transmission is quite straightforward, as can be seen from fig. 5; as the internally-toothed outside annulus (D) is gradually brought to rest, either mechanically or, as in this case, electrically, the planet wheels (B) revolve within the annulus and transmit the drive to the carrier plate (C), and from there onwards in the conventional manner.

The best-known and therefore most coveted Traction box is the four-speeder made by E.R.S.A. in Paris, it is in the context of competition that the unit has been most successful, for in the mid-fifties, when the mid-engined configuration was beginning to be accepted as the best chassis arrangement for high-performance machinery, it made the ideal transaxle. I think 'Fuzzi', the famous hill-climb special, used it in this way in the early post-war years, but its adoption by Cooper for their Formula One cars and sports-racers really brought it into prominence. The fourth speed was inserted by substituting a gear for the synchromesh



Top view and gate of the E.R.S.A. unit

requirements. An axle ratio of  $9 \times 31$  was standard on the two-litre cars, though the familiale and the Twelves had  $8 \times 31$ . The 'Economiq' version of the 7CV had a very tall  $10 \times 31$ , while at the other extreme the 'Mountain' version was equipped with an  $8 \times 35$  crown wheel and pinion. We owned one of the latter for some time, and though it had quite startling acceleration, it sounded as if the engine was about to burst at 55 m.p.h. It would be good for hill climbs though!

More radical alternatives were available, too. The famous firm of Cotal certainly made a gearbox for Tractions, but whether it was of the electro-magnetic pre-selector sort for which they are renowned, we are not sure. Another mystery is the splendid-looking automatic gearbox; it was made by Chatelet-Michelet, but was apparently astronomically expensive, understandably for such a sophisticated piece of equipment, and so few were sold. The Traction, was, after all, very much a middle-market motor car, and while it might have been economically feasible to equip a Delahaye or a Talbot with such an

on the mainshaft, thereby making it a 'crash' change, of course. Reverse is beyond first on the gate visible in the drawing of box – surely a source of potential starting-grid or traffic-light disaster! Although in the picture of its installation in the Cooper Formula One in the drawing of the 'ghosted' sports-racer, the standard lid seems to be retained, the photo of the unit in the Lotus shows a totally different top cover with a different arrangement of selectors. Any answers?

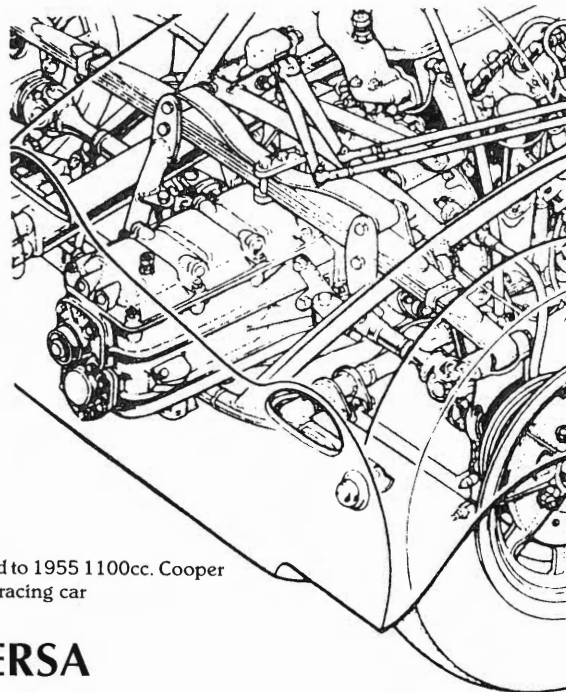
The Lepicard-Duriez (see F.P. No. 7 for their cross-country conversion) four-speeder was along similar lines to the E.R.S.A. The layshaft, differential, crown wheel, selectors and bearings were all retained from the standard gearbox, as was the lid. It comprised a package of parts which could be assembled in the original casing in no more time than it would take to rebuild the factory unit. Its design is particularly neat involving two sliding dogs for third and top and for first and second which mesh as required with the internally-cut teeth of the appropriate driving gear, which in turn transmit the drive in the

normal way to their layshaft mates via the outside teeth. To gear on this unit gave 65 m.p.h. at a leisurely 3,100 r.p.m. (compared to 3,650 for the standard gearbox).

A much more complex four-speed arrangement was offered by the Reda gearbox. It involved a completely different lid casting and selector mechanism, using three selector shafts in lieu of the two ERSA and Duriez, and a complicated shift linkage. First gear, surprisingly enough, was actually lowered by 5%, and third by 8%, a new overdrive top gear giving a theoretical 80+ m.p.h. at 4,000 r.p.m. Though this latter feature has obvious advantages, the lowering of first and retention of the standard second seems only to widen the existing chasm between these two speeds – surely one of the weaknesses of the standard gearbox, which any redesign should seek to rectify.

By far the most sophisticated of alternative boxes was that whose specification appeared in the *Automobile Engineer* of 1947: both four- and five-speed versions were made by Kegresse-Hinstin concern, important innovators in the French industry, whose connections with Citroën go back to the half-tracks of the late twenties. This entirely clutchless automatic had two layshafts and relied on a couple of oil-pressure friction-clutches alternatively in conjunction with hydraulically operated internal-tooth dogs to effect the changes, the dog clutch for the next speed being engaged before the friction clutch driving the previous one had been fully released. This system minimised the pause between shifts and any attendant jerking. A centrifugal governor driven from the output shaft operated the valves which controlled both sets of clutches, and the driver could vary the speeds at which he wished the changes to occur by setting the governor appropriately; incidentally this facility enabled the driver to block out higher gears to provide the engine braking which is usually absent from fully automatic gearboxes. This surely represents the ultimate Traction gearbox, an infinitely flexible four-speed unit of great refinement; so great a refinement, in fact, that actual production costs have been prohibitive, for none are known to have survived, if indeed any were ever commercially available.

These six gearboxes represent about the most desirable alternative equipment one could fit to a four-cylinder Traction, obviating



E.R.S.A. box as fitted to 1955 1100cc. Cooper sports-racing car

## Citroen ERSA Gearboxes

When Cooper developed an interest in 1100 and 1500 sports car racing in 1953, current stock block MG and Ford engines were proving fragile and costly in racing.

Coventry Climax had been working on the design of a 1020cc alloy fire pump engine for the Government to develop 35 h.p. at 3500 r.p.m. to pump 500 gals./min. Climax used the engine as a basis for a marine engine and took a Stand in the Marine section of the 1952 Earls Court Motor Show. Pressure from the racing fraternity persuaded Coventry Climax to develop a racing version of the 'FW' fire pump engine. The first units were available midsummer 1954. Francis Bear of 500cc Norton fame suggested to John Cooper to use a Citroen Traction Avant unit turned about-face and enclosing special close ratio clusters and shafts made by ERSA of Paris whose 4 speed conversion for the standard 3 speed transmission were very

as they do in their various ways the slow and awkward change we otherwise have to grapple with; the Six, of course, has enough torque to make a fourth speed unnecessary. Unfortunately they are also amongst the most rare.

popular at the time. Bear drove a Light 15 and was a great enthusiast for the marque.

The 1100 Cooper Climax cars were very successful in 1955 and using a 1460cc stroker crank, Climax were competitive in 1956. Eventually they were outclassed by the Lotus Eleven of more sophisticated lightweight design.

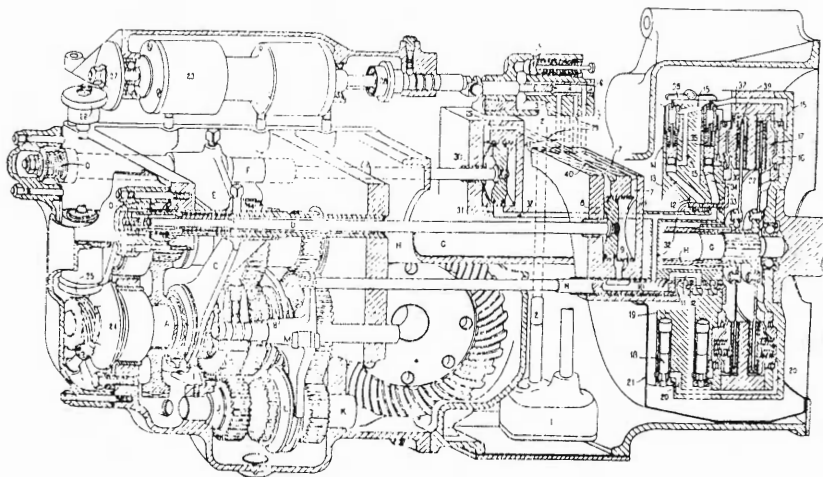
During the 1956-57 winter Cooper developed a Formula 2 car using a 1475cc twin OHC dry sump Climax engine. It developed 141 h.p. at 7000 r.p.m. and drove through the familiar Citroen ERSA transaxle now in a stiffened casing with straight cut stub tooth spur gears, closer ratio than hereto. Full length splines were introduced to locate the gear wheels better on the first motion shaft and the engagement dogs on third and top gears were wider. The crown wheel bearing mounts were also stiffened to accommodate the extra power and minimise wear. For 1958 F1, the cars were developed using 2 litre Climax engines developing 180 h.p. The casing of the Citroen ERSA gearbox strengthened by putting Plasticene on the patterns to produce 6 gearboxes all cast with extra stiffening ribs. Moss won the Argentine Grand Prix first time out. The Citroen-based gearbox was used in F1 cars up to 1960 when it was finally replaced by a Cooper-designed gearbox for F1.

In November 1959 Cooper produced a prototype Formula Junior using the 'A' series BMC engine mounted upright and bolted to a tailor-made bellhousing mating it to a Citroen ERSA transaxle with Jack Knight internals. The cars were produced in 1959 but in 1960 a Renault-derived gearbox was an option which was lighter, also the Ford 105E engine was offered.

Citroen gearboxes were used up to the demise of FJ in December 1963. In the final year Jack Knight had produced six straight cut indirect speeds with full pressure lubrication in the Citroen-type casing.

C. E. Hunter

A most interesting article showing that what is in some quarters is considered the 'Achilles' heel can be improved. Ed.



The Kegresse design

# NEWS FROM THE DEEP SOUTH

By Martin Nicholson

So 1990 has come and nearly gone (or maybe gone by the time the mag reaches the shelves) [such cheek, but probably true, Ed] and my Traction is still not back on the road. I haven't wasted the year though, only a little more attention and reassembly and 1991 should be a good year, in fact just in time for WMF 342's fortieth birthday. Maybe champagne at the White Hart??!

Talking of registrations it does appear, at long last, that the DLVA, successor to the DLVC, are going to let me keep the original registration on the Traction, so if you have an SU, SV etc., suffix plate on a car that was originally registered in Great Britain (i.e. NOT a French or overseas registered vehicle) and you wish to change the registration back to the originally issued number, providing you have the old style log book and the registration, engine and chassis numbers all tie up there should be no reason why the DLVA will not eventually do the necessary. So to cut down on the paperwork the DLVA have appointed various officers within a restricted list of Motor Clubs to do the spade work. Unfortunately the TOC is one of the hundreds of Clubs not represented, so all our applications have to go through the Citroen Car Club. Full details of the procedure are available from the DLVA in Swansea, but if anyone needs help drop me a line via the Ed.

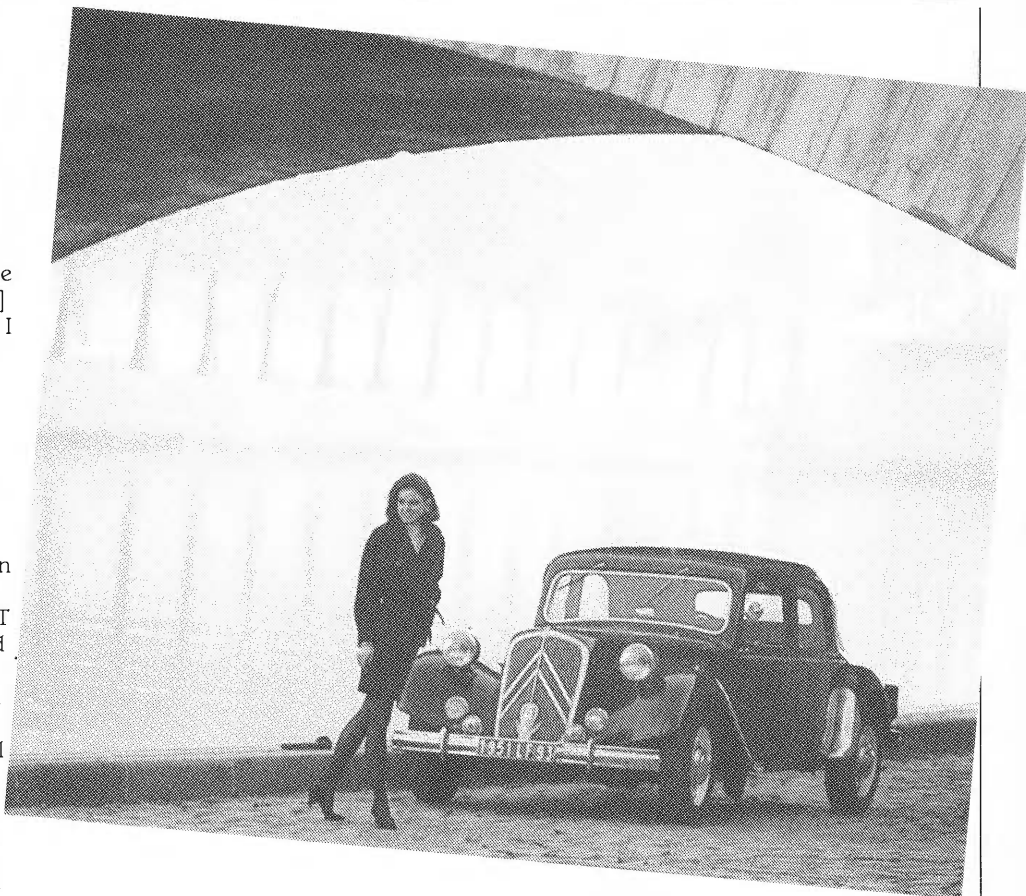
I was sorry not to see articles on the Loire Tour and the Cotswolds Tour, apart from the Ed being pressganged into writing, come on you Tractionistes it is your magazine, just a few words and a couple of photos or even a couple of words!

I was talking a few months ago about Tractions on TV, now they seem to be gaining favour with the advertising world. The 1990 Barclaycard Profile magazine has a nice view alongside the Seine. Someone told me that there was a competition to win one, but I couldn't find it.

Another magazine which first appeared on the scene this year is "France" described as the "Quarterly magazine for Francophiles" as I suppose we must, as TOC members, all be, to a greater or lesser extent. An extremely interesting and relaxing read and in my view well worth the £2.50 an issue. The current issue "Winter 1990" is of particular interest to TOC members with a feature on "La Traction Avant" reproduced herein with kind



The "H" with MHN, now I know what the middle H is for. Note the cables "holding up" the bonnet.



permission of the Editor Philip Faiers. Keen Tractionistes will spot the deliberate errors within the article but correcting these, as I mentioned to Philip, is about as entertaining to his readers as the railway buff who insists on correcting articles along the lines (no pun intended) of " . . . I would correct your article of last month . . . the rail coupling plates you refer to were in fact of rolled steel plate, not drawn steel and came from batch number XB1234 and bin number 29FB rather than 29FA described . . . ". Another article within the same issue shows rusting Citroens amongst the very sad remains of the village that was once Oradour, one of the perhaps lesser known "shrines" of France.

The last rally I attended this year was the CCC event at Stratford when I received the usual ear bashing regarding the "Vorsprung durch technic". After an extremely enjoyable day, on the way home an idea struck me that if we could pick up a fairly cheap camper this would effectively kill two birds with one stone. Vicki could drive this and I could drive the Traction. Maybe it was the effects of the Midlands beer on the brain but the thought of an "H"-van camper suddenly seemed a good idea. I scarcely dared to mention it to the wife because I know she thinks that when it comes to anything under the heading of "elderly Citroens" I can be considered "five short of a six pack"!

To my surprise she thought it was a brilliant idea and the next few days were spent on phoning around. Ton Smulders in Brittany had a diesel which was for sale, but I fancied a petrol version. Incidentally, thanks for your help and advice Ton! Mike Wheals apparently had had one but I learnt that this has been sold to Steve Southgate. Steve was extremely helpful with a vast amount of information and such comments as "the first thing you must do is change your mind" and

"buying an H-van lowers your status in the TOC". Eventually I contacted David Evans up in Shrewsbury for further advice only to find that he had one for sale and in fact the vehicle had been at Stratford! I obviously hadn't paid much attention. A Saturday race up to Shrewsbury, a test drive and a couple of hours of explanation, do's and don'ts from David and the decision was made. Two weeks or so later after a new rack, new seat belt mountings, a service and an MOT all by David Myers, the infamous H-van guru, we found ourselves driving down the M54 at a snails pace.

The public's reaction to an H-van is totally different to that of a Traction. With the Traction it is a look of interest and comments such as "its an old Riley", with the "H" the initial look is of amazement and then a grin creeps over the face! I reckon if I have made people smile in this troubled world of ours "I must have done something good" (apologies to Julie Andrews).

The "H" appeared at the Central Southern meeting in November down at Whitchurch. During the organized tours I explained that the "rustic French conversion" from van to camper carried out by the previous owner in the Vendee, complete with yellow exterior (now White), dark green woodwork and spiral pattern light green wallpaper on the walls and roof would be changed in due course when WMF 342 is finished, which brings me back to where I started.

Oh just one final comment, David Evans was approached by an elderly gentleman when his other "H" was parked by the roadside:-

"Did you make it yourself?" enquired the old chap.

"No" replied David.

"Well, whoever did made a jolly good job of it" retorted the admirer.





The following is a reprint from *Mechanix Illustrated*, probably from the early '50s where the reporter, 'Uncle Tom McCahill', gives his opinions on the Traction. It is full of great terminology such as "this rig has an 117 cubic inch mill"; it only goes to show that you can learn something new about your Traction every day. (Apologies to our American members; I think it has something to do with potatoes and tomatoes.)

France is where De Dion got his rear end, Bugatti got his bugs and Citroen got millions of cars on the road. The French Citroen is as much a part of French driving as the roads themselves and, aside from the much smaller Renaults, Citroens on the highways of France are as common as Cadillacs in Miami Beach in February.

Citroen is the only successful big-scale builder of front wheeldrive cars in the world. They have won a name for themselves in tough Alpine countries and on long fast stretches where the speed limit is entirely dependent on how fast your engine can turn the rear wheels. The 6-cylinder Citroen, know as the 15 because that's its rated horsepower (no relation to America's developed h.p.), is a real wildcat that can get down the highway at 90 with ease and over mountain tops with the agility of an eagle with its tail on fire. Its kid brother, the 11 h.p. 4-cylinder job is quite an automobile too, can out-dig most of the small sedans in Europe and climbs mountains and holds the road on hairpin turns like a squirrel looping around a redwood tree.

For years I have been getting favourable reports on the Citroen but have never really had a chance to test one. So when I went to France for the Le Mans race this year, I decided to rent a 4-cylinder Citroen, provided I could get one brand new to bring you a test on it from scratch. The AAA arranged for me to have one delivered from the factory with only seven kilometres on the clock. It would have been cheaper for me to buy one and re-sell it but I didn't have the extra \$1,400 fish to lay out, which is what they cost.

Anyhow, with my trusty Citroen's rooftop baggage rack loaded with 400 pounds of luggage, and the inside filled with myself, my wife and French poodle-hating Joe, we headed out of Paris for Le Mans some 130 miles away. In the days that followed, I raced this little bucket around the Le Mans course by the hour, literally creaming the Hillman Minx and Peugeot set.

This rig has an overhead valve 4-cylinder engine with a cubic inch displacement of 117 inches, developing 56 horsepower at 3800

r.p.m. It is a four-door sedan, slung as low as a snake with plenty of road clearance, usually true of front wheeldrive cars. I was unable to find out in my best grade school French what the torque was but for its size it was loaded. I was getting down the Le Mans straightaway at 76 to 78 honest miles an hour. And in the corners I was able to stay with nearly all the practicing race cars. To get around a corner fast, all you do is shove the throttle through the fire wall and hold on. All front wheeldrive cars have a peculiar characteristic, however, which gives them a real sporty touch.

They will out-corner anything in the world — up to a point. When that point is reached, get ready to duck! The front or power wheels always get around but if the rear wheels lose their road grip and break away, many interesting things can take place. If this happens on wet pavement at an intersection you may find the rear wheels taking the low road while the front wheels take the high. If a thoughtless tree should get in the way, it is quite possible for the front wheels to touch the back of the rear wheels with you in the middle. As this is being written I have nearly 3,000 kilometres safely on the clock and have just crossed the French Alps on my way to Italy. In the mountain passes it is unbelievable how this car stays in the groove.

The brakes are good but the seats on long runs get as hard as a glass washboard. Even though it wouldn't be half as safe and in fact not half as fast on the mountain passes, after 200 miles even Joe, who is pretty solid, would give his right ear for the comfort of an American Ford. These are great cars for short hops up to 200 miles but after that an American balloon ride would be pretty relaxing.

At \$1,400 the Citroen is a hell of a buy. I can think of no car that would be better for crowded city traffic or twisting country roads but it does have some real drawbacks. The steering, as in most front wheeldrive cars, is much stiffer than in conventional ones. It has an amazingly poor turning radius for complete turns or parking, which has nothing to do with its fine turning and corner hugging ability on the road. Frankly, I would far rather park a Cadillac in a small opening by the curb than wrestle this pint-size goat into the same space. To make a complete circle requires a junior size airport.

The gearshift mechanism is on the dash or instrument board, making it halfway between a floor and a steering column shift, and the Citroen is no better off for the compromise. The shift is awkward, which means gear-crashing is a cinch. The choice of colors, however, is a real feature. You can buy a standard Citroen in any color your heart desires, providing your heart desires a black car with cream color wheels. If some eccentric painted one of these jobs red, half the cows in France would give sour milk for a month. For a country so arty and color-conscious as France, it is amazing to see one of its major manufacturers in such a rut. How much extra would it cost to run a few through in blue, yellow or good old Tickle Pink? But there are three excellent wrinkles that deserve mention. One is the large cowl vent, the second is the windshield that cranks forward, allowing plenty of fresh air, the third is a complete spark advance control knob on the dash.

I've learned one thing in France, though, that has seriously given a lot of cause for thought. In Paris they now have traffic jams that make Times Square at lunch hour look like a deserted desert. Around the Arch of Triumph, six lanes of cars are always whizzing by at real speed, all going in different directions and, so help me Hannah, it would scare the pants off the most hardened American stunt driver. Crossing the Place de la Concorde, commonly known as the Rat Race, it is quite a sight to see a steady line of

cars traveling at around 50 literally criss-cross other cars going 50 and traveling at right angles to them. They weave and duck, sometimes missing broadside smashes by a gnat's whisker, but the point is they do miss.

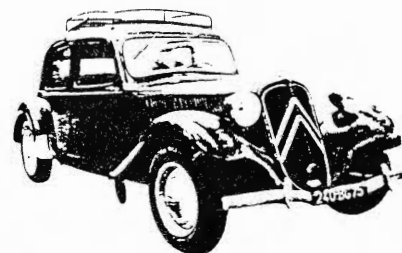
In the balmiest days of cowboy driving that Wilshire Boulevard in Los Angeles ever had, I have never seen such a business. Weaving in and out is child's play and as common as grass but this criss-cross, no-stop, converge-from-every-angle, fast-moving traffic got me groggy. The cops stand by and never interfere. They seem to be there just to act as arbitrators in the event of a crash. But in hours of watching, I never saw a fender nicked. You will see more dented and smashed fenders in a single city block in New York than you will find in a week of driving around Paris.

Some guy once said that the period of prohibition in this country created more drunks than we ever had before. I am seriously wondering if our over-simplified, over-controlled traffic regulations are not partially to blame for many of our highway fatalities. In Paris every driver has to be as sharp as a razor at all times just to stay alive. Pedestrians have no rights at all, so they rarely get run over. In our United States, where everyone expects everyone else to obey stop signs, pedestrian rights and all other rules of the road, pedestrians and motorists alike get killed by the thousands. The very fact that Parisian drivers must make their own decisions and be twice as sharp as our drivers just to survive may mean they are twice as good as our typical drivers. I'd sure like to have one of our so-called safety experts spend a week driving around Paris on the crowded, no-speed-limit highways and then explain why every French driver isn't dead two weeks after he gets his license.

Getting back to the Citroen, this is a different car than any we have ever tested before. All things considered I think it is a truly great piece of transportation. The price of \$1,400 in Paris makes it a good buy but to those who bring one back or import one to the US there is a major service problem. I have been told (though not officially) that the Citroen people are not too anxious to sell these cars in the States because they feel the lack of a proper service set-up from coast to coast would reflect badly on the company, and no one has come along with enough dough to set up such a network of stations. Frankly, despite this, if I was interested in something different and had the green stuff to spare, I'd buy a Citroen. When I got tired of creaming the boys on hairpin hills, I could have a lot of fun reworking it into a red-hot formula sports car.

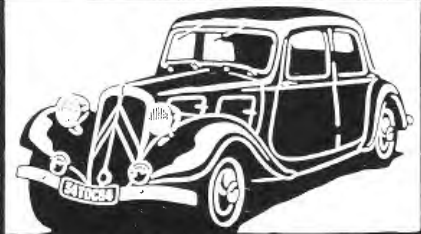
As it is, the Citroen will carry four people comfortably and with the small trunk and an added Continental baggage rack (a must) you can go anywhere in the country on a bucketful of gas.

Tom McCahill



Seven-inch road clearance and low body, typical of front-wheel-drive cars, make Citroen a highway-hugger.

# MEMBERS



CARS  1954

CITROËN LIGHT 15 OWNED  
BY ROD SHAW

I first decided that I could live with a Light 15 in Cape Town whilst helping Dicken forage for MG parts in the garage/store of a crook early in 1973. The crook was the bête noir of the local MG club as he had a mountain of assorted bits and pieces for a vast variety of MG's yet would never part with a nut. Legend had it that he had spirited away a brand new twin cam when the local MG agent had foolishly delivered it as arranged to his doorstep, but there being no-one at home had not got the delivery note signed! First thing on Monday morning there was a very angry gent on the phone wanting to know when his twin cam was to be delivered, as it was not at his place on Friday evening as arranged when he got in from work. They could not prove anything, he sued, and won, so had two. He has been watched very closely ever since, but of the other twin cam there has been nary a whiff. Dicken had at the stage a '32J Type in daily use, two TF's – one immaculate, one in boxes – and "Lady Grey" a concourse WA Tickford, one of 30 built. With this MG influence I was fairly keen on their engineering at that stage, but read on.

We were foraging through the jumbled piles of miscellaneous car parts in the crook's garage in the vain hope that should something of use be found he might suffer a rush of blood to the head and part with it. In pride of place just inside the door was an elegant funny French car with the gear lever sticking through the dashboard and a big pool of oil beneath the gearbox. The crook had acquired it off the wife of a local doctor that week after it self destructed going up one of Cape Town's brute hills, and had pushed it into the garage to await his future attentions.

One glance beneath the bonnet told me that this was no ordinary piece of engineering; front wheel drive, gearbox in front of engine, torsion bar springing, engine supported fore and aft and what was this? Volute springs for stability, under – could it be true – flying buttresses such as I had not seen since Notre Dame de Paris! Magnifique! I knew then that I had to have one. The simple minded and unimaginative could revel in ladder frame chassis, octagonal badges and cart sprung axles, here was engineering worthy of superior intellects!

The acquisition happened very fast. I returned to Rhodesia a few months later, just as my friends RJ and Rosie were leaving to go and study in Oxford. They sold me their Light

15 for \$400 which was what they had paid for it three years previously when Rosie had declared that she "felt good in it". Excitedly I collected my new vehicle, backed carefully out into the road and caused a traffic jam when the gearlever got lost in the gate between reverse and nowhere. A few moments prostrate beneath the dash revealed the problem, some ham fisted oaf had forced the issue at some stage and bent one of the centring springs, I altered my change technique and had no more problems.

The car was not in the pristine condition I had been lead to believe, not that this was fraud on RJ's part, rather stupidity on mine. I had known RJ and his vehicles for some years by then and the stories were already legendary. Only by being a favoured son of the great car god can he have survived his motorised contrivances so long. Slowly it dawned on me that this car must be taken in hand and in September 1975 it happened. I had been stockpiling scarce spares for a while and eventually set to, intent on doing a 6 month rebuild including respray. Famous last words indeed!

Stripping it all down was the easy part, and the engine was rebuilt in a matter of weeks. Fortunately, as the Rhodesian climate is one stop short of perfect there was no rust only mechanical wear and tear, a bit more tear than wear during RJ's time.

Then things started to go awry, in November I received that subtly worded invitation from Ian Smith to help him in his little war. The work stopped, as 6 weeks on call-up and 6 weeks off left little time for play. The kind of people who had let me use their carport for shelter moved, and I had to take the body shell back to my open paddock where it sat in the rain for a year before I married and moved into a place with shelter. (It's amazing what we do for our Tractions isn't it?). A small amount of work followed in the few weeks between call-ups, which ended when Jenny and I bought our first

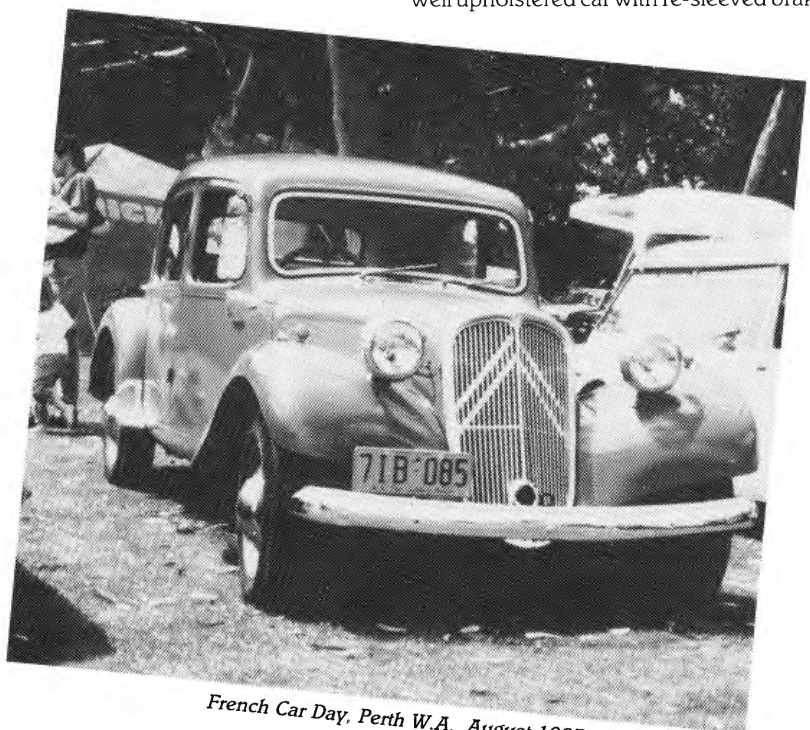
house, a derelict and somewhat vandalised "oldie" needing months of work to get it straight.

By now political change had enveloped us, the Marxist thugs were in power and the writing was on the wall. Frantic work ensued to get as much done as possible before Jenny and I went to Hong Kong for four years, leaving the car mostly finished in storage. This few months saw the brakes relined and drums skimmed, gearbox rebuilt from parts salvaged from it and a spare, body rewired and a bare metal respray done by the inmates of the local prison.

This was a mistake. I had been working professionally with Monty Wellschief of priston workshops – who had this exquisite Rover 3.5 Coupé which had been resprayed and reupholstered to concourse condition in these workshops. So I approached Monty to get the Cit rubbed down to metal anticipating doing the respray myself. He persuaded me to let them do the whole job to which I readily agreed. Well, as I was not the chief of workshops but only a friend, the job was bodged to put it mildly, so in the not too distant future I see another bare metal respray. (This one I'll do myself.)

'85 saw us back in Zimbabwe, as it now was, selling up and moving lock stock and Citroen to West Australia. Only allowed to take one car (if older than 8 years), our furniture, and \$1000 Zimbabwe with us, we had to leave behind "The Duchess" our beloved '68 ID 19 Safari. By now the brake overhaul I had done had deteriorated and fluid was weeping from a couple of the wheel cylinders, my hours of honing having failed to rectify the surface pitting therein. I had also decided that I simply could not live any longer with the dreadful upholstery done by the prisoners and, as we had handfuls of micky mouse money which was not exportable, it was felt opportune to put it out to a professional whilse we went away for a break.

We got back to Zimbabwe a couple of weeks before finally leaving for Oz to find a well upholstered car with re-sleeved brake



and master cylinders and a fat bill. It also had a massive gearbox oil leak in the vicinity of the drive shafts which was difficult to understand as I had replaced these oil seals with what seemed to be the last two in the country. This had to wait though as more pressing times were upon us.

Pert had proved to be busier than we anticipated, by now there were two extra little people who's needs transcended those of the Citroens however, so it was some time before work recommenced. The long periods of motionlessness had taken their toll with the sidshaft seals having seized and

Kong). Mark very kindly took the old girl in just before we came back here in '87, thereby saving me a fortune in storage charges. This was a truly gentlemanly thing to do and I hope that I can return a like favour to someone in due course to keep nature balanced. Incidentally Mark liked the experience so much that he now has his own Traction. Then the worn shaft on the main butterfly valve needs bushing, the pinion gear needs a touch of realigning to quieten the diff a bit, the clutch fingers need a modicum of adjustment to cure the slight judder and assorted seals around boot and windscreens need replacing.

Then, after 15 years, THE CAR IS GOING TO BE DRIVEN REGULARLY!

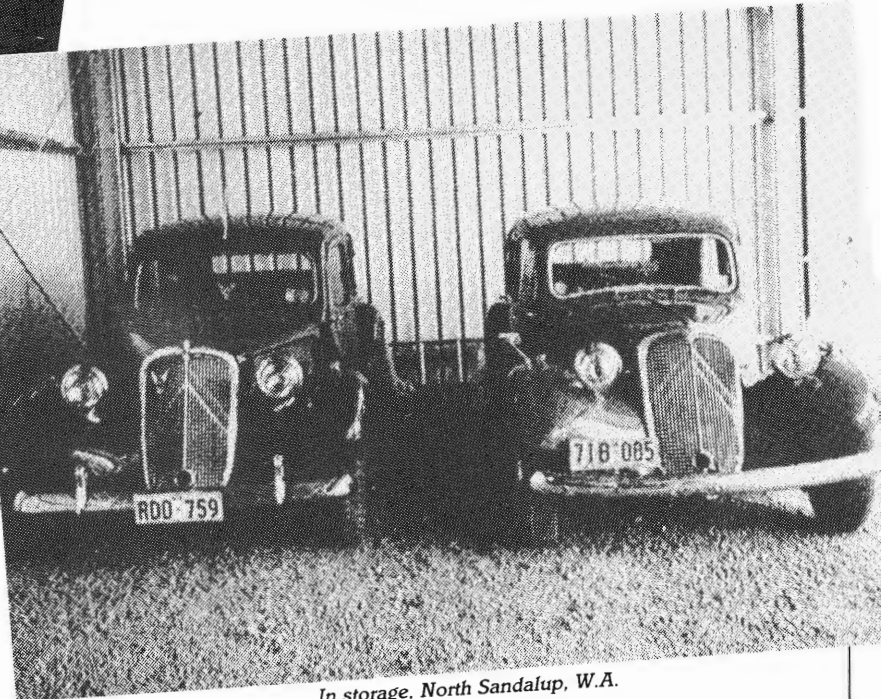
With Rod's article there was a letter of which this is an extract, hope we have got it right this time. Ed.

"... Also included are two fax machine copies and a photocopy of relevant photographs. I have not sent any photos of my Cit as you have already published one in the May '88 issue, thinking that it was Mark Wheatley's. Mark is the kind gent who offered to shelter the old girl until I get back. Well he liked it so much that he now has his own; a '49 Small Boot, Reg. No. RDO-759.

Mark and his family had been storing mine in the tractor shed, but the arrival of another Traction necessitated the construction of the fine shed you see in the smaller fax copy. This I think was a terrific move on their part, after all how many people will put up a shed to store a mate's car?..."



New member Mark Wheatley.



In storage, North Sandalup, W.A.

## La Traction-Avant

had their cores turned out of them when the car eventually moved! A real pain to replace as replacements had to be ferreted out wherever they could be found. This itself proved an education in who of the Citroen owners in WA cannot be relied upon to come up with the good promised over the phone, and shows that there are some people out there sitting on more spares than they can use in a lifetime who are going to continue doing just that and sod anyone who needs anything!

Major credit for the car's present condition is due to Rob Norton, president of West Austria Citroen Owners Club, who nagged me into getting the car on the road for the "French Car Day" held each year to coincide with the Bastille Day celebrations. What did the trick was his comment that the "Peugeot lot" were going to have a better turnout than the Cits., if we weren't careful!

So what's left to be done? First I must retrieve the car from Mark Wheatley down at North Dandalup as soon as we get back to WA (you've guessed it, we're back in Hong

**IF** like me, you are a fan of French cinema, you will no doubt be familiar with Beineix's atmospheric thriller, *Divia*, which seemed to attain cult status almost as soon as it was released. The reason of course is that the film had style, and French style at that. Hardly surprising then that the central character's *bagnole* was a gleaming, white 1950s Citroën. I remember staring, incredulous, at the heart-stopping moment when it was totally destroyed by a bomb-blast. How could they do it? Luckily, our hero had a spare one safely tucked away all the time.

It is significant (yet hardly surprising) that anyone as overtly style-conscious as Beineix should have chosen the car which, more than any other, established Citroën at the forefront of motoring innovation and chic. A real eyebrow-raiser at its launch in 1934, the *Onze Légère*, *traction-avant* or '11CV was the very first model to offer the everyday driver practical, front-wheel drive, based on an experimental system developed by the US Budd company and purchased by an astute André Citroën. Also featured were independent suspension, rack-and-pinion steering, all-synchro gearbox plus hydraulic brakes. All this in the mid-thirties! Other European manufacturers were dumbstruck! Finally, these advanced mechanical features

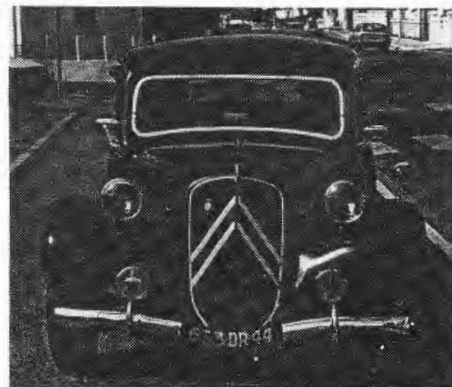
were clothed in an equally innovative semi-monocoque bodyshell styled by Flaminio Bertoni, the man who was also responsible, incredibly, for both the humble 2CV and the shark-like DS.

A 21-year production-run saw many variations on the two basic themes of the Light 15 (1,911cc) and the larger-bodied *Normale*, or Big 15 of 2.9 litres. The eight-seater *Commerciale* transported large families, whilst sporting types could choose a cabriolet or coupé. There were even some 'British' cars, Slough-assembled and sporting extra chrome, leather trim, sunroof, etc. and 12v electrics (against the French models' puny 6 volts). A final refinement came in 1953-55, when the last Big 6s were endowed with the famous hydropneumatic suspension system destined for the brilliant DS (pronounced *déesse*, meaning 'goddess').

Recent years have seen all these cars justifiably elevated to the ranks of the true automobile classics (with prices to match), and no wonder. Despite the passage of more than 50 years, they remain perfectly practical to drive and maintain, and prove that style never goes out of fashion.

I want one.

ROGER MOSS



Left: Pristine 'traction' spotted near Quiberon, Brittany.

# Getting the best out of a 12-24 h.p.

## Hints on Care and Maintenance

A LARGE number of 12-24 h.p. Citroen cars has been sold in Great Britain since this type was introduced at the last Olympia Show, and certain of these hints on care and maintenance also apply to the 11.4 h.p. chassis, so that they should be useful to numerous owner-drivers. The Citroen chassis, as is the case with most cars which have attained a wide degree of popularity, is both durable and easy to look after, so that maintenance work is reduced to a minimum. Lubrication is, of course, the most important point requiring periodic attention, and the instructions and chart issued by the manufacturers as a guide to the oiling and greasing processes are so complete that only

Failure of the indicator to register at other times usually means that the oil level in the engine has fallen too low and this can be checked by the level indicator, which will be found on the crankcase on the off side and which consists of a pivoted arm worked by a float; the sump is full when the arm has moved over towards the front of the engine. The quantity of oil contained in the sump is about seven pints when full. A device for regulating the oil pressure will be found on the off side of the crankcase to the rear of the magneto, this consisting of a screw and a lock-nut; tuning the screw in a clockwise direction increases the oil pressure.

Chassis lubrication in general is simple

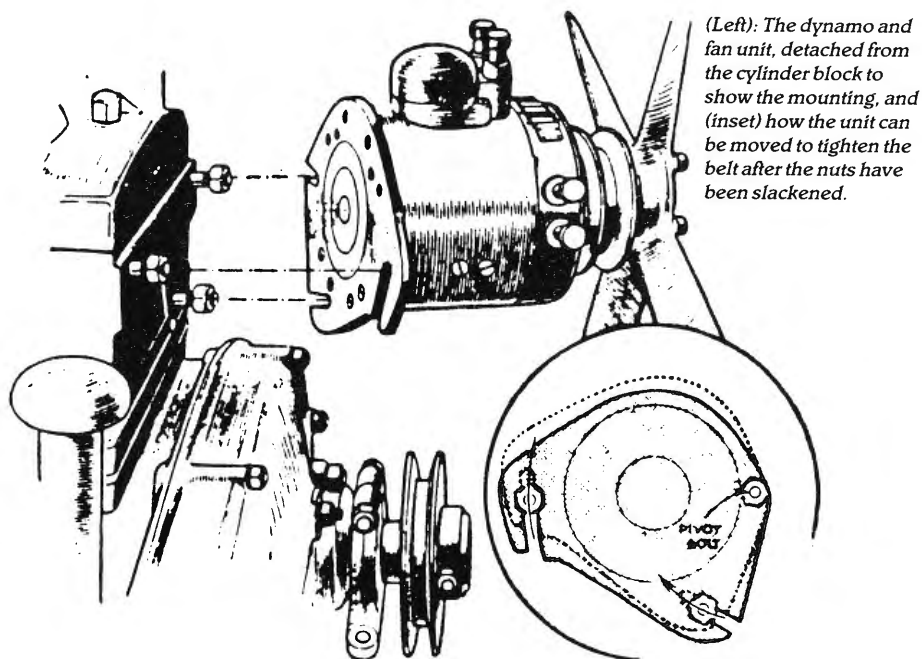
A being used for the engine, both in summer and winter, while grade C is employed for the gearbox, rear axle and chassis bearings. An oil-gun is included in the equipment and connections to which it can be applied are fitted to all the principal points. The filling spouts on the gearbox and back axle are so arranged that these parts cannot be over-filled and, in the case of the gearbox, the level should not be allowed to fall more than one inch below that set by the spout.

### Engine Adjustments

Reverting to the engine, there are various adjustments which it may be necessary to make from time to time. The dynamo is mounted at the front end of the cylinder block and carries the fan on its shaft, together with a V-pulley driven by a belt. The tension of this belt can be increased when necessary by slackening the nuts which hold the dynamo plate to the cylinder block and partially rotating the plate around one of its securing bolts, the other two being provided with slots which allow of this movement. It is important not to put undue tension on the belt, as this leads to bearing wear.

Incidentally, the accumulators are neatly placed in the offside valance and should, of course, be replenished with distilled water from time to time.

The timing gears consist of helical-toothed pinions and require no mesh adjustment, but should any end-play develop in the camshaft, or magneto drive shaft, this can be taken up by means of left-handed screws, fitted to the timing gear cover and provided with lock-nuts, which bear against hardened pads at the ends of the shafts. The screws should be turned until they just bear on the ends of the shafts without exerting any great pressure and should then be locked by the nuts.



a few of the more important operations need be mentioned here.

As regards the engine, draining and refilling the crankcase is recommended at intervals of 1,000 miles, there being a drain plug on the sump. When attending to this matter it is as well to remove the cover plate in which the drain plug is situated so as to obtain access to a circular oil filter, which should be cleaned. The oil-pressure indicator on the dash takes the form of a disc with fan-shaped slots which should show black when the engine is stationary and white when it is running.

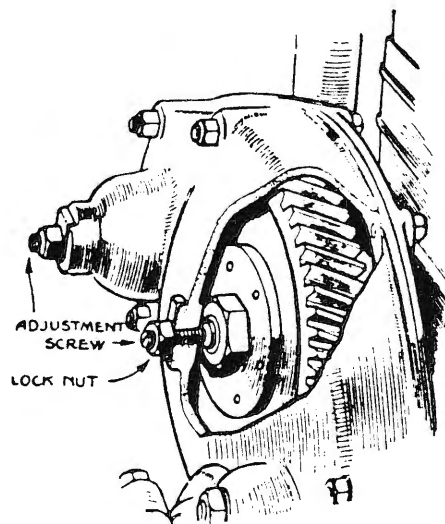
### Priming the Oiling System

Immediately after refilling the sump the indicator may sometimes not function, and in this event the union nut which connects the pipe leading to the indicator to a tube inserted in the crankcase should be disconnected and some engine oil injected into this tube by means of a syringe for priming purposes.

enough with the aid of the chart provided, but there are several points which may escape attention and which should not be neglected. One is the clutch withdrawal ball-race, access to which is obtained by removing a sheet-metal cover on the clutch housing, after which a little thick oil should be smeared on the race. While this is being done, the clutch pedal should be depressed and the clutch shaft turned by hand until a hole appears, through which oil should be inserted for conveyance to the spigot bearing. Lubrication should not be overdone, or oil may reach the clutch plates, which should run in a dry condition.

A pair of holes which may escape attention are those situated at the ends of the central braking cross-shaft, where it is carried in bearings secured to a cross-member; to reach these it is necessary to lift the front-seat cushions. There is also an oil hole in the outer bearing of the starter-motor pinion.

Gargoyle Mobiloil is the lubricant recommended by the manufacturers; grade



Left-handed screws are fitted to the timing cover to take up end-play in the shafts.

# CORRESPONDENCE

Dear Sirs,

I have recently become a member of the TOC (No. 935). This I might add is the second time I have joined. I did so several years ago when I decided to try and fulfill a life long ambition of mine, that was to own a Light 15 – small boot variety. For over 25 years this has been the second love of my life, the first being my wife! However I soon realised that what I could afford at the time would only purchase me a restoration job and having no facilities to handle this I delayed the project.

Now I have a garage business and the facilities for such a project, the yearning to own has been aroused to such an extent that my wife will allow me to sell her Triumph Stag to pay for the project, especially now that she has the Sierra she wants!

Now to the serious part. I would like as much information about the model, especially the various engine types that were used and any other details of particular 'nasties' to be aware of when contemplating a purchase. Are there any technical bulletins, books that can be recommended, or even TOC back numbers I can obtain, or any Club member who can help me with such an appeal from the heart?

I would be pleased to hear from any members in the Dorset area.

**Ray Webber,**  
Middlebere Drive,  
Wareham, Dorset, BH20 4SD.

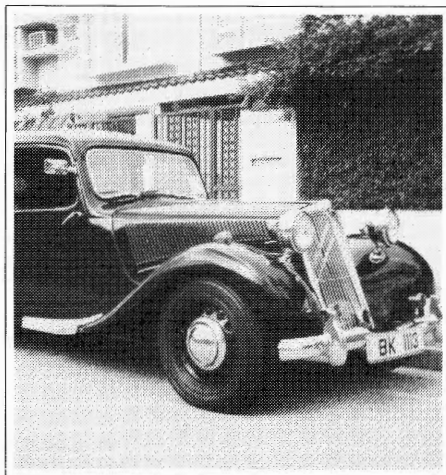
*I hope some of the well informed members will respond to the above plea from a new member, Ed.*

Dear Mr. Dennis Ryland,

Thank you for your letter dated 20.8.1990, I wish to inform you that I have already got the Citroen 15CV workshop manual, but what I need is the spare parts manual of Citroen 15CV. I need the parts list because I would like to order some parts in the Club to renew the engine. Which actually can't run well for long distances. I think either the roller spacer is in problem or the cam stub bearing might have been broken.

Please find attached a photo regarding the classic car show in Hong Kong held on September 2, 1990. There were only 25 cars on show. The next show will be held on October 21, 1990 with more than 100 cars on display this time. I will send the photos to you as soon as available.

With Best Regards,  
**Lo Kai Leung Lucian,**  
Hong Kong.



*Lo Kai Leung Lucian's Light 15.*

Dear Mr. Stokoe,

I'm sure you remember me, I'm the previous owner of your '38 Citroen Cabriolet. This morning I inspected a 1937 7 CV, 4-door sedan. This one is a one owner car, the owner died two years ago and the family is selling the car. It is a RHD model, very difficult to find here, totally original, black with some dents but no rust. It has the original headlamps and it was always maintained by a Citroen dealer. It has four new Michelin tyres and tubes, original wheels and is in good running condition.

Asking price is £4,500 plus 10% export duty, broker etc. Freight to Antwerp D.M. 3,500, to England I do not know.

Please let me know if it will be interesting for you or some of your friends. I have detailed pictures to be sent by mail. My FAX 541 775 6194.

Yours sincerely,  
**Dr. Mario V. Kaplan,**  
Cordoba 5782 (1414),  
Buenos Aires, Argentina.  
Tel. 541 772 1348.

*Tony passed this onto me in case any members are interested. Ed.*

Dear Steve,

**The Ken Knapton Collection** – Auctioned Friday 28th September 1990.

Out of a total of 32 vehicles sold without reserve, five were Citroens and of those one was a 1954 Legere. The whole collection was available for inspection on the 25th September and I was one of many who browsed for a couple of hours with thoughts varying from "Who the hell would pay money for that?" to "If only I had the money to buy that one!"

Assuming that the TOC interest lies mainly in the Legere here are the details, followed by brief details of the other vehicles.

French Regd. No. 577 BZ 46  
UK Regd. No. JSV 829  
Chassis No. 645266  
Engine No. AM13335  
Imported 1978

Current V5 available  
Speedo registers 29,000 Kms (guaranteed by Mr. Knapton)

**Condition:**

**Body** – Complete, including all door and window handles. Boot lock not working. Front bumper and carriers loose inside the body. Underside condition not known.

**Exterior** – Original bright black oversprayed with heavy undercoat and matt black finished which is now cracked and chipped in a number of places, revealing the original *bright* paintwork. The matt black overcoat covers the front and rear kick plates.

**Interior** – Requires complete retrim of all fabrics.

**Engine/gearbox** – Complete – condition unknown.

**Electrical** – Complete rewiring advisable. Lights and indicator units complete. Windscreen wipers missing.

**Suspension** – Condition unknown.

**Wheels/tyres** – Five wheels fitted with tyres of mixed treads.

**Description of per catalogue** – An excellent basis for a restoration project.

This vehicle was bought for £3,000 + 3% auctioneer's commission. Buyer not known.

The other Citroens were –  
**1928 B14G 6-seat Familiale** – imported

1981, Regd. No. DS7581. An unfinished restoration project, otherwise in reasonable condition. £2,050 plus commission.

**1930 AC4F Camionette** – imported 1976, Regd. No. 1158CX. Has a 6v system said to be working happily on 12v! A very tidy vehicle. £2,300 plus commission.

**1932 C4G Camionette (converted farm truck)** – imported 1978, not registered. Condition "as found in a field", i.e. massive restoration and re-build project. £950 plus commission.

**1937 7U Rosalie Bread Van** – imported 1977, Regd. No. 1162CX. Described as "a lovely example – an excellent prospect as a promotional vehicle". £3,550 plus commission.

Best wishes and kind regards.

Yours sincerely,  
**Harry C. Howard,**  
Hon. Secretary,

Citroen Car Club – Northern Section.

P.S. I am taking steps to try and find the buyers.

Dear Mr. Gardner,

As a recently re-joined member who ran a Light 15 from 1975-1978 and then put it into store I decided to have it restored. My problem was that the car was in store in Perth, Scotland and required to be transported from there to Stroud. One quote I got was £350 + VAT, however after seeking advice in Perth I was advised to use I.C. Vehicle Deliveries Ltd, Bridgend, Kinross, Fife, KY13 7EN. Tel. 0577 64633 who transported it for £126.50 inc. VAT and I was satisfied with their service.

Recently while on holiday in France I found a shop in Montpellier devoted solely to miniatures, their address is: Jean-Pierre Galinier, Le Sanctuaire de la Minature, 7 Bd de l'Observatoire, 3400 Montpellier. The assistant speaks some English, they will send by post. They had in stock: 1936 Berline Lt 15 Grey; 1951 Lt 15 Grey small boot; 1952 Lt 15 Black big boot and a wartime Black Lt 15 with the Free French cross on the side of the car.

Yours sincerely,  
**R. N. Kirk,**  
Wombourne, West Midlands.

Dear Mr. Gardner,

As a long term Citroen maniac I was intrigued by the huge response in covering a quantity of bits and pieces I had held over from my architectural student days when we all said the Light 15 by old Andre cannot be bettered, forget the rest if you want to corner fast, just look at that wheel at each corner and it is front wheel drive you know.

I had around a dozen or so Tractions, not all at once, as they simply were the finest then available, true state of the art wagons to go a journeying in. We did London-Madrid in only 18½ hours with only two drivers and the only trouble experienced was a slightly dodgy radiator hissing at traffic lights and soon whipped out and soldered up at a friendly roadside establishment.

Lots of folk have been good enough to phone me with regard to all the bits as remembered stored safely in my mother's garage and if anyone out there is wishing to part with a good sound Traction I'd be interested. Keep up the good work.

Yours sincerely,  
**Alan Smith,**  
Danes House, 34 Stoke Hill, Bristol.

# CLUB NEWS

**NEXT MAGAZINE  
LAST DATE FOR  
ARTICLES, ITEMS OF  
INTEREST ETC.  
7th JANUARY 1991**



*The Hong Kong Classic  
Car Show*

## MESSAGE TO THE COMPETITOR

The organisation of the European Veteran Rally 1991, is offering in co-operation with the sponsors, the competitors (1 automobile, 2 persons with hotel accommodation) a discount on the enrolment fee of 1.000 US Dollar.

The enrolment fee, included all hotel accommodations on basic lodgement breakfast/buffet-diner, will be 1.500 US

Dollar per competitor.

The event will start at Monaco and Milan and will be closed with a Concourse de Elegance at Maastricht.

The event is made possible with the help of: Volvo Car, Best Western Hotel, City of Maastricht. Closing date 31.12.1990.



This tyre failed the MOT, can you believe it! Is the tread not deep enough? Seriously this tyre was on the car that I bought in France and was driven all the way to England before it was spotted. So a word of warning, check those tyres. SR.



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.....£6.00  
Matchbox Kit Roadster/Coupe.....£4.00

### BADGES:

Metal TOC Bumper Badge.....£15.00  
TOC Windscreen Sticker.....£1.00  
Enamel Brooches.....£2.50  
Blazer Badges (last few available).....£5.00  
New Embroidered Traction Avant Badge (3").....£5.00

### SWEAT SHIRTS

Embroidered Traction Motif  
Men's/Ladies (26", 30", M, L, XL)..... Children £12.00  
Red, Navy, Grey, and Burgundy..... Adults £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)..... Adults £6.00  
Traction (26", 30", Red/White/Blue)..... Children £5.00

### WAREHOUSE COAT/OVERALLS

Polycotton, Royal Blue,  
inc. TOC Embroidered Badge (42", 44").....£15.00

### 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.*

## Events

**November 30th – December 2nd**  
National Classic Car Show at the  
NEC Birmingham.

**December 16th**  
Christmas Lunch, White Hart,  
Whitchurch.

**Provisional Dates for 1991**  
**MAY** – Third Tour of Belgium.  
**JUNE** – TOC Annual Rally,  
Telford/Ironbridge  
**MIDJULY** – Combined UK/  
Brittany Tour.

### The White Hart Hotel



#### Christmas Menu

Soup of the Day



or  
Prawn Cocktail

#### Traditional Roast Turkey

ROAST POTATOES, SPROUTS,  
CARROTS, PEAS, TURKEY STUFFING,  
BACON ROLLS & CHIPOLATAS

Christmas Pudding  
SERVED with BRANDY SAUCE

#### Mince Pies & Coffee

Price £10.95  
INCLUSIVE OF V.A.T.

The White Hart Hotel  
The Square, Whitchurch  
Hampshire RG28 7DN

Tel: 0256 892900

FOR THOSE OF YOU WHO COULD  
NOT GET TO THE CHRISTMAS  
LUNCH THE ABOVE IS WHAT YOU  
MISSED.

## Classified

### FOR SALE

**1934 Citroen Lt 12 Sports Tourer.**  
Unique opportunity to acquire one of  
the rarest Citroens ever produced.  
Sole surviving model of its type with  
full four seat open touring body by  
**Ranalah** on Lt 12 rear wheel drive  
chassis. Right hand drive, Lucas  
electrics. Rebuilt engine, new clutch.  
Seen at numerous International  
Citroen Car Club Rallies and featured  
in the rally books. Best offer around  
£20,000 for this rare and desirable  
Citroen. Contact Graham Brice on  
0622 743368 (home) and 0662  
677879 (work), or write to 'Four  
Chimneys', Boughton Lane, Loose,  
Maidstone, Kent ME15 9QW England.

### FOR SALE

**15/Six.** I have left two of the  
celebrated Heller 1/8th scale plastic  
kits. They are apparently again  
available in France at an equivalent of  
£122. My two are available at £92  
each. Steve Reed, 0730 821792.

## Classified

### FOR SALE

**1954 Normale.** Over the last 6  
months I have fitted to the car NEW:  
Peacock Drive Shafts, Bottom Ball  
Joints, Shock Absorbers, Metal Brake  
Pipes, Metal Fuel Pipes, Brake Slave  
Cylinder, Engine and Gearbox  
mountings, Indicator, Tail and  
Parking Light Lenses, Tyres,  
Regulator, Wiper Blades, Windscreen  
Rubbers and an Electric Cooling Fan. I  
have also refurbished: Inner Cardans,  
Brake Shoes, Steering Rack, Track  
Rod Ends, Road Wheels, Lighting  
Switch, Front Grille and Radiator. Plus  
partial rewiring of the lighting system.  
The car is absolutely complete and in  
full working order. The engine and  
gearbox are good and I am assured  
that the 82,000 Kms is both original  
and genuine. The car has never let me  
down and is very comfortable to  
drive. This is a very reluctant sale; but  
needs must to finance other projects.  
On sale in national magazines for  
£6,500 but will accept best offer over  
£5,800 from a TOC member. Phone  
Steve Reed on 0730 821792.

### FOR SALE

Sets of 4 ex-motorbike indicators,  
chrome with yellow lenses. Fitted  
with 6 volt lamps, but standard  
lampholder (12 volt lamps can be  
fitted). Brand new, still in packaging,  
these would make a very suitable  
indicator system for your Traction,  
mounted on the bumper irons. £16  
per set inc. p&p. Contact Steve on  
0730 821792.

### FOR SALE

**1953 Slough Big 15** for restoration,  
some history known. Project shelved  
due to purchase of horse by other  
half. £1,750. Phone 0932 783273  
Mon-Thurs evenings for full details.

### WANTED

'Weathershields' steel sunroof in  
good/reasonable condition for 1949  
Slough Light 15. Phone Michael Wood  
0238 528221.

### WANTED

Handbook and workshop manual  
required by new purchaser of  
Traction. Stephen Berry, 11  
Glenmount Lane, Bolton.

### WANTED

**Citroen Light 15**, must be in  
showroom condition. Good price paid  
for right car. Please ring (0935)  
840919 after 6 p.m. Michael Penn.

### WANTED

**Citroen DS19**, must be in showroom  
condition. Good price paid for right  
car. Please ring (0935) 840919 after 6  
p.m. Michael Penn.

### WANTED

For **1954 Normale**. Complete engine  
and gearbox, radiator and radiator  
cross-member, front horns and  
bumper, complete gearchange  
linkage. Tel. Andrew 0753 680123  
(days) or 0784 259949 (evenings).

## Classified

### FOR SALE

**1929 AC4 4-seat Tourer**  
This car runs well and is very sound, with  
good paintwork. However, we would  
sell it for restoration for £8,950.  
(Ch. No.: 69386)

### C1930 C4G Saloon

This is basically sound and not too far off  
being on the road, although would need  
a reasonable amount of tidying. £5,000.  
(Ch. No.: 201986)

### C1930 C4 IX Saloon

Very similar to above, but not quite as  
good. £4,750. (Ch. No.: 913578)

### 1952 11 BL Legere

Sound but very dirty and needing  
restoration. Clutch jammed and brakes  
needing attention. £2,500.  
(Ch. No.: 583664)

### 1954 11 BL

A nice tidy car registered in the UK.  
£8,750. (Ch. No.: 651109)  
(Reg. No. 2743 D)

All cars are duty paid and left-hand drive

**MALCOLM C. ELDER**  
Unit Five, Enstone Airfield,  
Enstone, Oxfordshire OX7 4NP  
Tel: 0608 677238

DIY-import of Traction  
and Ds from all over  
France. Sound, ready-to-  
drive Traction from  
£3,200, Ds from £2,300  
on. All French export  
papers delivered with the  
vehicles plus advice given.  
Cars visible 3 hours from  
Portsmouth-St. Malo ferry,  
2 hours from Plymouth-  
Roscoff. Already several  
Citroënists satisfied.  
Delivery possible.  
Inquiries welcome.

Please contact:  
**Ton Smulders, 8 Square  
Theodore Botrel, 29930  
Pont Aven, France.**  
Tel: 010-3398061248

*Vive la Reine de la Route!*

## 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 non. 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 months, 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.

