



*Floating
Power*

november 1996

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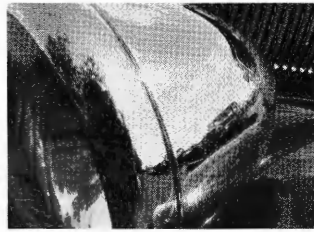
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cover picture
by Richard Hooley



Floating Power

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New for this issue is a technical tips column, with handy hints for tinkering with your Traction – further contributions gladly accepted! Also featured are pics from Snowdonia and Beaulieu – all courtesy of Ian Nixon, our roving snapper – and an 'archive' article on C.D. Waters' transformed Traction, which is a real delight.

Enclosed with this FP you should find a new spares listing together with the minutes of the recent AGM.

Next Floating Power looks at what's happening Traction-wise in Ireland.

And finally, if you're going to the National Classic Motor Show at the NEC later this month, don't forget to visit the club stand.



in BRIEF

Awards

The TOC presented awards at the AGM to Roger Williams, Dennis Ryland, John Gillard and Mike Tennant in recognition of their long service to the Traction.

ICCCR decision

The 11th ICCCR will be held at Ciney near Dinant in the Belgian Ardennes in August 1998. Nice and convenient for the Channel ports!

Traction story

Watch out for a bumper article on the Traction Avant in a forthcoming issue of *The Automobile* magazine.

Written by *Floating Power* regular Malcolm Bobbitt, it gives an illustrated potted history on Citroën's ground-breaker. If your local newsagent doesn't stock it, *The Automobile* can be contacted on 01932 864212.

Classic Cars

It will be interesting to compare *The Automobile's* article with the eight-pager that appeared in the August issue of *Classic Cars* magazine. Tony Dron wrote the centre-piece feature in the 'All Time Greats' series. Deserved recognition indeed.

DESIGNER TRACTION?

FASHION DESIGNER JEFF BANKS took time out at the Top Gear Show at Silverstone to pose for a photo-shoot with a real star – Fred Annells' Slough Big 15 Roadster.

A touch of creative site planning placed the TOC stand next to Citroën's where a gallic fashion show was organised by the presenter of BBC TV's Clothes Show.

As reported in the last issue, Fred's famous roadster is now for sale – see classified for further details.

Having made contact, maybe we ought to approach Jeff to design some stylish club clothing?



autojumble trouble

AUTOJUMBLERS across the land are shocked and angry following a combined raid by Custom and Excise, Trading Standards the DSS and Inland Revenue at the Great Dorset Steam Fair in September.

Barry Jones of the Autojumblers' Association says: "These people aren't earning big bucks. One elderly lady was in tears because an inspector said the earnings would come off her pension."

A press officer for the Inland Revenue told *Classic Cars* magazine: "Inspectors always look closely at events where cash is being exchanged for goods and services. If someone is just clearing out their attic we are not interested; we're looking for traders."

A DSS press officer confirmed that 20 officers were sent to the fair. He said: "This is an area of the black economy we must concentrate on. Depending on the nature of the fraud, we use video to show that people are working regularly."

committee changes

NEXT month there will be a couple of changes on the TOC committee. Steve Reed will be stepping down as club secretary in order to head up the new Technical Support Unit. Steve has served in this capacity for over ten years. His position will be taken by Andrew York.

technical help

THE TOC will be expanding the spares operation to offer club members a new service – the Technical Support Unit. Using the new dedicated TOC TechLine, if you're stuck mid-restoration or simply want some advice of a technical nature, your answers will be just a phone call away! The dedicated phone line will be operational within the next few weeks.

Check the next issue for the TOC TechLine number.



DHL it

IF you want to send a parcel to Vietnam and at the same time support the Traction cause, then DHL it!

Taken from a 1993 brochure, this picture comes courtesy of Tony Stokoe.

night-time pursuits

IF your bedtimes are spent enjoying objects of passion and desire, why not write about them!

Why not let everyone know your feelings on the pages of *Floating Power*? – because we are looking for a book reviewer.

There are numerous titles out there – both new and secondhand – that are available to Tractionistes, but what are they like? Which ones are worth hunting out at autojumbles? If you can help please contact the Editor. Thank you.

A review of André Citroën – the Man and the Motor Cars is on page 16.

RAC link

THE TOC has negotiated associate membership of the RAC. Join the RAC through the club scheme and benefit from 15% discount off fees, with free recovery from rallies and off-road events.

Sign up to Reflex Europe and the surcharge on cars over 10 years old will be waived, and there will also be no extra charge for trailer or caravan recovery. This offer is also open to current RAC members.

Phone 01425 674476 for details of how to join.



Nigel Witt

IT is with great sadness that we announce the death of TOC member Nigel Witt. Nigel, who lived at Farnham, died from a long-term cancer on 29th June aged 70. He leaves a wife, Julie, daughter Frances and sons Michael and John. We send our deepest sympathy to them all.

A regular contributor to *Floating Power*, I met Nigel on a number of occasions and always found him to be most charming – a real gentleman – with a real love of the Traction. He will be sadly missed.

PEAK

We have had a mixed year as far as numbers attending our social meetings has been concerned.

The Boules Championship in August was cancelled as only four people turned up – which means Joan has to keep the cup clean for another year! Our visit to the Tram Museum saw five tractions and ten people, which was pleasing. Yes it did rain, but not heavily and only for a little while! Next year we will go somewhere else for a change – any ideas Peak members?

Please note: due to dates clashing with the TOC Christmas Bash being organised by Steve Southgate and Barrie Longden, we have had to rearrange our annual Christmas Lunch at the Bull In Th' Thorn. It will now be held on Sunday 8th December – aim to arrive at around noon to eat at 1pm. The meal consists of three courses plus coffee and mince pies – all for £10 per head. Please let me know if you wish to attend by the end of November.

Bev & John Oates 01629 582154

WELSH BORDERS

Our November pub night will be back at The Riverside, Aymestry on November 17th, 12noon for lunch at 1pm, ring me to book food.

I would like suggestions for the January venue, so everyone with a good idea for a venue or a visit to an interesting place, please call me and I will try to arrange it.

John Worthing 01584 831239

HAMPSHIRE/SURREY BORDERS

We recently enjoyed a visit from some of our Belgian Citroën enthusiasts. Eric d'Haeneus and friends came over in a Rosalie and four Tractions to enjoy a weekend drive around Sussex, including visits to the Bentley Wildfowl Trust & Motor Museum and Barkham Manor Vineyard before stopping at Cookfield to view the London-Brighton Run.

Stan Barker 01425 672311

WEST COUNTRY

Next meeting is on 10 November. Please phone me for further details.

Steve Hawes 01275 817973

EASTERN

At the last meeting at the Lamb, Dedham we enjoyed a 'photo recall' of this year's events in front of a warm fire and supping a pint or two of Greene King's finest – bliss.

Don't miss out on the next one, phone me today for information about our next meeting.

Ian Nixon 01268 755611



HELPLINE
01425 674476

(24hr answerphone)

When phoning please give:

- 1) Your name
- 2) Your phone number
- 3) Reason for calling

french connection

Beaulieu, French for beautiful place, is the home of the National Motor Museum. Earlier this year it was the venue for 'The French Connection' – a weekend event devoted entirely to French car marques. Marcus Lasance attendé.

Located near Brockenhurst in the heart of the New Forest and situated in the grounds of Lord Montagu's family home, it is the perfect venue for a day out. There is something of interest to every member of the family, so it is not just another day for the boys and their cars! On the same site are also the ruins of Beaulieu Abbey with an exhibition about monastic life. Palace House is open to the public and is full of fascinating family treasures. The kids are entertained with a 'time trail' puzzle, where they have to look for clues everywhere and are entertained, while they learn about historic events. The Victorian gardens are simply glorious. But what about the cars?

The TOC committee was approached by the curator of the National Motor Museum, to see if we were interested in joining in with a special event for French car clubs in August. Each club would each be given a special section of the spacious event fields to form a display and participants would get entry to all the attractions of the museum and surrounding parks at a greatly reduced rate. For Diane and me this formed a perfect opportunity for our first stop en route to our holiday destination in Cornwall, so we booked ourselves in at the Holland Park Campsite, just down the road, run by the Forestry commission. We had heard about the ponies of the New Forest running wild, but nothing could have prepared us for the shock of being woken up by one of these half-wild animals licking clean the cooking pots and pans outside our tent. (But saved me from doing the washing up!) This after scattering the contents of our bin liner in search of apple cores.

Arriving at the rally site on Sunday, we were marshalled to a side entrance from where we admired at a distance the new colourful TOC marquee, which already proved to be a good investment on a number of club meetings this year and must be the envy of all other marque clubs. About 35 cars gave 'acte de presence' and were



proudly exhibited in the sunny summer sun. Too bad about the rather insensitively parked Vauxhall Cavalier, which picked the best picnic spot under the ancient oak tree and spoiled the line-up for the camera. A quiet word in someone's ear about rally etiquette is required here I am afraid. The person who parked the red VW Sharan at the extreme edge of the field, hoping his transportation would not be noticed for the day, had about the right idea!

After a cursory glance at the usual line up of tractions and a free mug of coffee from our 2CV friends, I was off to the next field, to see if the grass was greener. Personally I was fascinated by the display of the Renault Car club, who probably turned up in their largest numbers. There were gorgeous Alpine sports cars as well as some very early models. The Renault 16 can be clearly identified as a contemporary of the Citroen DS and shares its spacious utilitarian design. There was a version there, with all the leather trims and



air conditioning of a Pallas.

I had an interesting conversation with the owner about lead free petrol. In Holland and Germany leaded petrol is now getting very hard to come by. Apparently it is quite harmless to fill up on unleaded occasionally as long as every third tank is leaded. Shell is now marketing a lead replacing additive over there, which must be good if they put their name to it. They will have considered the risk of litigation in case of engine damage. Anyway, the Dutchman said: "...you might as well drive the car on unleaded until you completely have knackered the head. You will be surprised how many miles you can run like that, before you have to have the valve seats replaced. There is no point spending the money before it is really necessary. No further damage is done to the engine, but you must be prepared to set the valve clearances more often than usual, as the seats get slowly hammered back into the head."

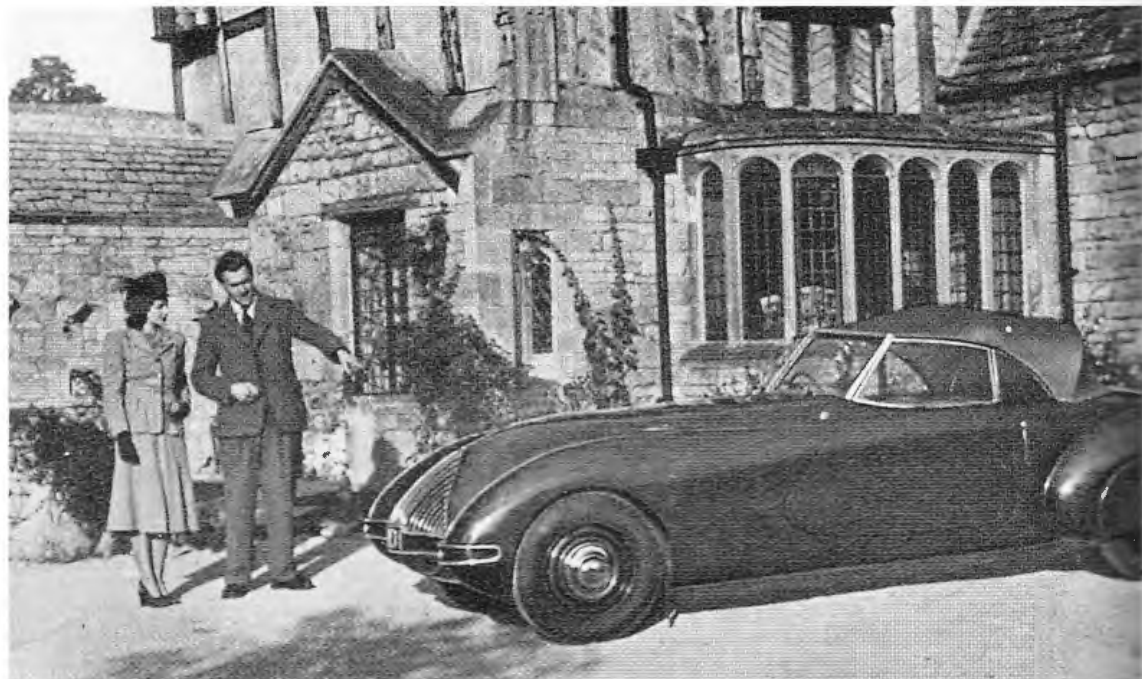
After an enjoyable picnic lunch the rest of the day was spent visiting Beaulieu itself. One of the main attraction of the museum are the numerous land speed record breaking machines they have managed to collect, together with film footage and photos of the various attempts to break them, some ending in catastrophe. If you would like the experience once in your life of a drive in one of those racing cars, you should visit the General Motors driving simulator!

On our return to the rally site, we were just in time to have yet another piece of the TOC's twentieth birthday cake, cut by our beloved 'Monsieur President'.

The management of Beaulieu was so impressed with the turnout and the atmosphere on the day, they are threatening to make *The French Connection* an annual event, so watch this space same time next year: Vive la France, long live the Traction!

the ultimate kit car?

Following a request for special built in the late C.D. Waters, this period tells the story of the Lt one-off...



The car illustrated on these pages was designed and built by one man working in his spare time over a period of two years. To complete it he worked every evening, weekend and holiday without a break, expending a total of 3,000 man-hours and about £1,000 in cash. It is a single-handed effort with the exception of the specialist sheet metal work in fabricating the outer panels.

The result is a car which for detail refinement and design ingenuity will stand comparison with the work of world-famous coachbuilders, and it represents a remarkable feat of design virtuosity, skilful craftsmanship and physical endurance. Unlike most specials, it is based, not on an existing chassis, but on the structure of a car of integral

construction, the Citroën Light Fifteen. It was built by Mr. C.D. Waters, of Southam Priory, Gloucestershire, an engineer with varied design experience in both the motor and aircraft industries.

Soon after the war, Mr. Waters decided that there was little chance of obtaining delivery of a car which met his exacting requirements before he was too old to enjoy it and so he determined to build his own. He wanted a cabriolet which would carry two or three adults in the front and two children in the rear, and he was intent on a perfectly smooth exterior devoid of all excrescences such as lamps, hinges, handles and petrol fillers.

To obtain a high performance without depending on a thirsty or over-stressed engine, atten-

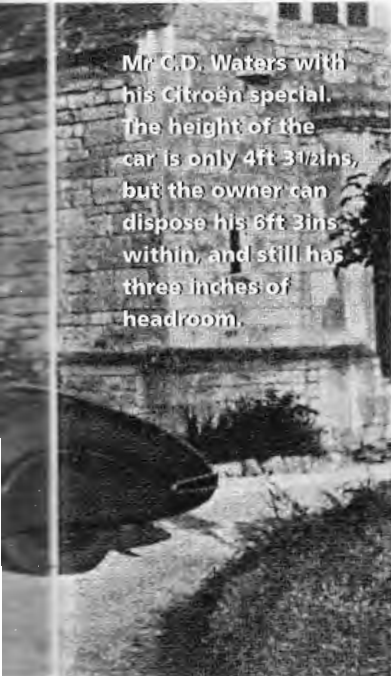
tion was concentrated on weight reduction and he took the bold decision to adapt an existing car with integral construction, instead of building a body to go on an existing chassis frame. As independent front suspension and hydraulic brakes were considered essential the available choice at that time was limited to two vehicles, the Lancia Aprilia and the Citroën. A liking for front-wheel drive and the immediate offer of a fixed-head coupe in fair condition clinched the decision in favour of the Citroën.

The pen being mightier than the sword – yea, even than the spanner – the first step was naturally to fill in some forms. In the fullness of time permission was obtained to erect a workshop in the corner of the orchard and a war surplus hut

information about a Citroën
 1940s by aircraft designer
 article from Ian Cornwall
 Lt 15 that ended up a real



The double headlamp can be seen behind the radiator grille



Mr C.D. Waters with his Citroën special. The height of the car is only 4ft 3 1/2 ins, but the owner can dispose his 6ft 3 ins within, and still has three inches of headroom.

facia gear change and dash panel were scrapped and a new steering assembly with a very smooth steering column gear change was made up. This was partly fabricated and partly made up from Citroën, Lincoln and Mercury components. Some items were obtained from war dumps, and all were plated in chromium or cadmium before assembly. The new wheel had a rim in beige plastic and from then on all control knobs were specially turned from Catalin cast resin bar to match.

The basic elements of sills and scuttle which give the Citroën its strength were retained and extensions were built on to the sills to support the new full-width body panels. At the front, sheet steel extensions were flanged on to the bolts which support the suspension assembly. These extensions carry a four inch diameter tubu-

l a r
 c r o s s -
 member ahead of the gear box, and flanges on the ends of this cross-member support aluminium alloy shear panels which act as wing inner valances and which support the whole nose and front wing panelling.

The sill structure was extended at the rear by box-section members which support the panelling and take the weight of a new 14 gallon petrol tank made up from tinned steel sheet. All the rear panelling is stressed, the wings and decking being welded into two main assemblies bolted together down the centre line of the car.

When the main body lines had been developed on the drawing board, wooden rigs were constructed for the shap-

ing of the outer panels. As suitable timber was unobtainable without high priority permits these were made with five-ply obtained from some ping-pong tables. The rigs were made for one side of the car only and slotted so that they could be dismantled and re-assembled in the reverse order for the opposite side. To ensure the required high standard of finish on the outer panels, professional sheet metal working facilities were called for, and Careys of Cheltenham undertook the work. The panels were made in their shops, checked on the rig and then transported out for mounting on the car.

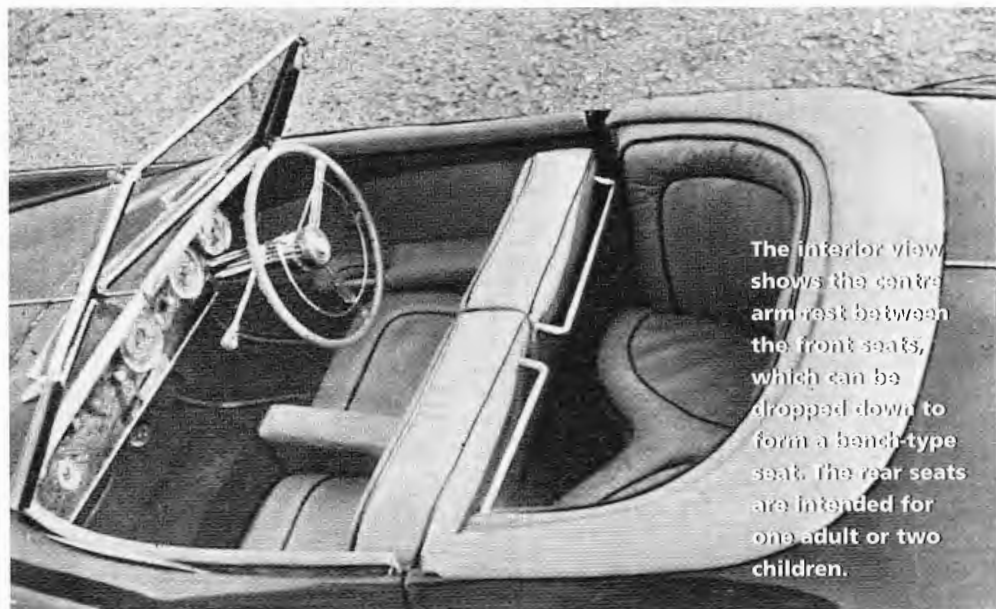
The car began as a hobby, and as a means of trying out various new ideas on car construction and equipment but the body has been designed with an eye to possible production in limited quantities.

All the front panelling is

18ft by 15ft was bought and erected on the site. All the work with the exception of fabricating the outer panels was subsequently done in this small space.

The engine, gear box, front-wheel drive, suspension units, steering and brakes were first removed, stripped, overhauled, and modified in detail. The engine was fitted with two semi-downdraught S.U. carburettors connected by short pipes to the inlet passages on the head and a four branch exhaust system was made up, merging into twin tail pipes leading to a new silencer mounted transversely at the rear.

Next the steel coupé top was cut off and other panels not contributing to structural strength were removed. Steering wheel and column,



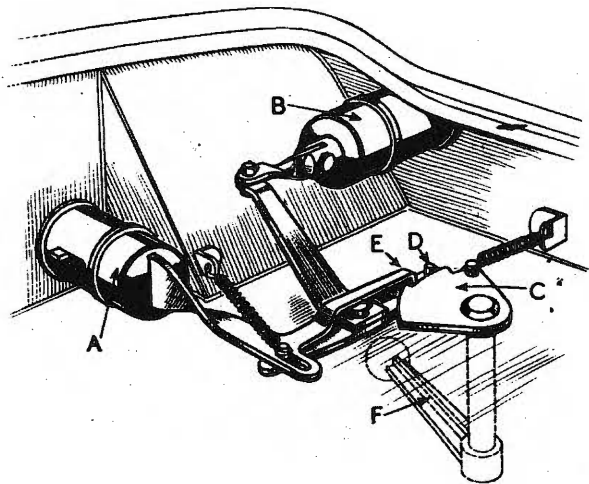
The interior view shows the centre arm rest between the front seats, which can be dropped down to form a bench-type seat. The rear seats are intended for one adult or two children.

the ultimate kit car?

attached by rivets or bolts and could be removed for repair in the event of a major crash. Front wing outer panels bonnet, doors, locker lid and many of the structural reinforcements are in aluminium alloy. The rest is steel and no wood is used anywhere except for fascia and door fillers.

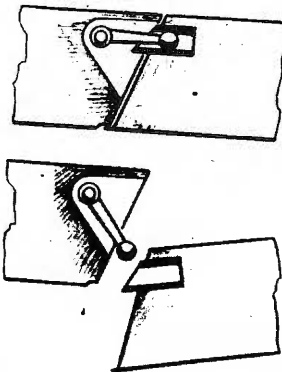
A slim chromium beading runs right through the centre line of the car and along the crown of each front wing, marking the joins in the panelling. To make this beading, lengths of brass tubing were bent to shape and slotted with a milling cutter. A flange of steel sheet was then brazed into the slot and the whole beading chromium plated. The same method was used to build up the radiator grille. Patents have since been applied for on a method of producing a bright beading which will stand up against abrasion when the paintwork is rubbed down in production.

To break away from the type of front styling, which is dominated by the vertical planes of the Hush-fitted head lamps, the lines were established first and the head lamps fitted in afterwards. The possibility of recessing the lamps behind movable eye lids was rejected on the grounds of complication, and ultimately a position as high as



The door lock mechanism inside the scuttle, designed to prevent accidental opening of the doors. The fascia button has to be pressed twice to open the door.

The lower sketch shows how the ball-ended tongue on the lock engages with a tube inset in the face of the door.



possible door will open, but a single pressure behind the radiator grille was chosen. For compactness and low weight two head lamp reflectors with twin-filament bulbs were cut and merged into one oval assembly with a vertical partition down the centre. This unusual arrangement seems to work adequately in practice and the loss of light in transmission through the grille is partly counterbalanced by the greater efficiency resulting from the high mounting.

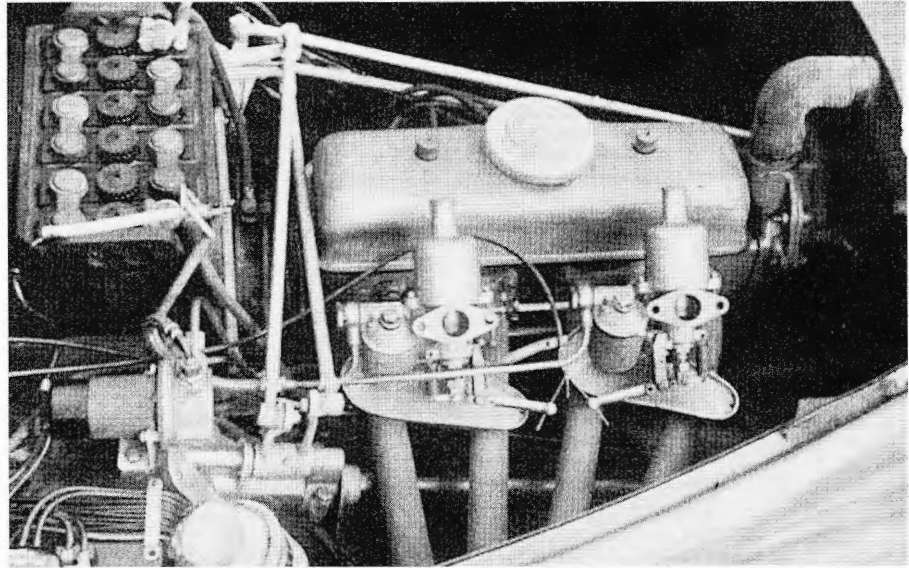
Each bumper was made up in three sections from I6-gauge steel sheet radiused with a hammer over a small forming tool in the vice. The recessed face is painted to match the car and is expanded locally in the centre to accommodate the registration number, the one at the rear being illuminated from behind.

The door locks are particularly interesting. The whole mechanism is mounted on the scuttle and is accessible for lubrication and inspection. There are two push buttons at each side, one on the fascia panel and one on the outside below the windscreen. To prevent accidental opening by children a trip mechanism ensures that two consecutive pressures must be given to the fascia button on the near side before the

door will open, but a single pressure is sufficient to open it from the outside. As no available lock mechanism met these requirements or provided the smooth, quiet action that was required, Mr. Waters designed and made the whole assemblies himself. The actual door latch consists of a ball on an arm extending from the door post. This engages with a tube sunk into the door structure and the ball sliding smoothly into the tube holds the door firmly in position with only a slight click as the spring-loaded cam snaps home on the scuttle. When a button is pressed to open the door the arm swings back and pushes the door open two or three inches. The doors themselves are extremely simple, having inner and outer panels of aluminium alloy. They are not loaded with the weight of the lock mechanism and they carry Teleflex cable window winders which were chosen for their lightness and simplicity. The windows are made from curved Perspex carried in plated frames fabricated from brass channel section. The standard Citroen is by no means burdened with excess weight, but the original steel coupe doors which were scrapped weighed 65lb each as against 25lb for the new doors fully trimmed.

As the work progressed co-operation was obtained from a number of suppliers and friends in the industry. New Lucas electrical equipment was incorporated, the latest Smith's instruments and a Smith's

Two semi-downdraught SU carburettors are mounted on special short inlet pipes. Below the drip trays can be seen the four-brach exhaust system. Also of interest is the linkage for the steering column gear change.



interior heater were fitted and a Radiomobile was built into the fascia. The black knobs on the radio were scrapped and replaced by specially turned controls in coloured plastic. This involved the manufacture of a special broach to cut the square holes in them. The radiator has a new header tank in polished copper, which incorporates connections for the heating and de frosting system.

The seats have Hairlok and sponge rubber overlays on spring case foundations. Between the front seats there is an arm-rest which can be folded away downwards, filling the space between the seats and converting them into a continuous bench. If you ask him why he made so many apparently trivial items himself, the owner will quote the case of the tension spring required for the arm rest linkage. In response to his enquiry a major spring manufacturer replied, "We have a spring in our standard range which exactly meets your requirements. Price five shillings. Delivery three months." There were many items like that. The hood frame is fabricated from lengths of square and round section brass tubing and the quarter-lights rise and fall with the hood itself. Automatic operation was ruled out on grounds of weight and complication, as at that time it would have entailed designing and making the whole lifting mechanism. The whole hood and quarter light assembly is therefore arranged to lift in one

operation and it clips to the windscreen with toggle action fasteners. There is a large curved rear light which opens for ventilation and it has a plated gutter along the top and sides. The hood fabric is not attached to the car body at all but folds away with the frame behind the rear seats when not in use. The assembly weighs about 40lb.

One of the many interesting details is the patented shroud for the direction indicator arms. The normal method of fitting a semaphore indicator requires a hole which weakens the panel and which may start the paint flaking away at the edges. Moreover rain which flows in past the arm runs down to rust the structure from inside. Mr. Waters has evolved a simple surround capable of being pressed from sheet metal which provides a slim chromium plated rim round the edge of the hole, grips and supports the panel against distortion and ejects all moisture which may penetrate past the semaphore arm. It springs into place and is secured by a single set bolt without drilling the panel.

Individual Details

Throughout the car there are similar examples of detail work which bear the imprint of a fastidious and resourceful enthusiast. The petrol tank has a large 4in filler orifice inside the luggage boot, but the filler cap is

sealed with a spring-loaded disc of synthetic rubber and the tank is vented to the outside atmosphere.

When it came to trimming the car, the head trimmer at one establishment which quoted for the job was so appalled at the task that he resigned on the principle that all things are possible, given time, energy and an analytical approach therefore undertook the job himself. He borrowed an upholsterer's sewing machine and taught himself to use it. At this stage it is perhaps needless to add that he began by stripping and rebuilding the sewing machine. The whole trimming and upholstery of seats, doors and hood are his own work, the hood being finished in a light brown mohair and lined with a cream plastic-impregnated fabric. This lining, coupled with the large window areas, and the light velum beige colour of the hide upholstery, lends a particularly bright air to the interior. The upholstery is piped in dark brown to tone with the polychromatic beaver brown exterior. Facia panel and door fillets were made from plywood and then sent away to be veneered in Thuyah, an African wood with a fascinating bird's-eye grain in a rich golden colour.

When the structural work was completed the car emerged from the shed like a butterfly

from the chrysalis and was driven down to Cheltenham for painting. The total weight proved to be a little over 18.5 cwt against exactly 21 cwt for the original fixed head coupe. It handles beautifully.

However, many a man has learned that a beautiful car, like a beautiful woman, can bring moments of refined anguish. On its first day out the C.D.W. Citroën so entranced a passing messenger boy that he fell off his bicycle and scarred the paintwork with his handlebars.

It attracts considerable crowds, and in remote places citizens seem to rise out of the ground waving cheque books or pound notes and demanding replicas. It is not impossible that their desires may be gratified.

Postscript

For Andrew Watson, the sad news is that C. D. Waters' car was burnt out many years ago. It had a lovely number plate - HAD 1 (which was a Gloucestershire registration, he lived at Southam Priory).

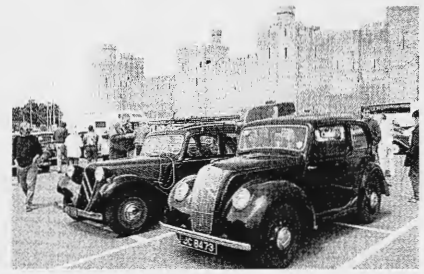
Reference to this car along with other 'specials' can be found in Fabian Sabates' book "22... V'la les Tractions".

Fred Annells

welsh rarebits



top - bottom:
Imposter spotted among the Tractions at Caernarfon Castle;
A club with intent? (the new club marquee);
On safari in darkest Snowdonia;
Celebrity line-up at prizegiving;
Barrie Longden fails to spot a local climbing his leg at Portmerion.



winter storage

With December almost upon us, if you're putting your Traction to bed for the winter, take a few precautions from Penrite Oil...

Internal protection of a car's engine, gearbox, axle and cooling system is vital during periods of lay-up, says Evan MacKenzie of Penrite Oil.

When you put away your loved and valuable car, you want to do the right things to ensure that it does not deteriorate. It is easy to ensure that the outside is clean and that the car remains dry, but it is probable that the real damage done to a car during storage occurs internally.

Consider the cooling system, for example. Metal left in water for over a quarter of a century will, we all know, deteriorate. Yet we are quite prepared to fill a car's cooling system with water, perhaps fortified by generous quantities of anti-freeze, for years on end. Any chemist will, however, tell you that water when fortified with glycol will form an aggressive mixture. The water will promote oxidation of the iron, copper, aluminium and steel found in the system. The glycol will insidiously seek out and exploit any crack, pore or weak seal.

After an enjoyable season's motoring, the oils in the engine, gearbox and axle will have deteriorated. Engine oils will have been diluted by fuel blow by, condensation, carbon and the resulting build up of acids. Axle and gearbox oils will contain minute metal particles. There are after all no filters for these oils. They too suffer from condensation.

When a vehicle is stored for a long time and where lightweight oils are used, it is quite possible that vulnerable surfaces such as the bores and cam lobes may actually rust when the oils have drained away. This is caused not only by the acids and contaminants left in the oil but also by the unimpeded flow of air through breathers, the carburettor and even the exhaust.

These problems once understood are easily avoided.

Some better anti-freeze mixtures do contain an amount of anti-corrosion additive. However the products are designed to function primarily as anti-freezes and their competence as corrosion inhibitors is secondary. Of course many cherished vehicles are stored in environments where temperatures do not drop to freezing or are in milder climates where anti-freezes are not needed. Whatever the circumstances, it is essential first that the cooling system contains sufficient anti-corrosion additives to provide long term protection. Anti-freeze should be added to systems where corrosion protection has already been assured and only where its use is unavoidable due to the temperature of the climate of the storage area.

Avoidance of the damages caused by leaving old oils in engines during storage is obviously easily cured by changing them for fresh oils beforehand. However care should be taken to ensure that the oils are the most appropriate. Firstly thicker oils, similar to those for which the cars were designed, will by their very nature provide far longer lasting surface coatings. Being thicker, they drain away

more slowly. Secondly it is sensible to ensure that the oils used in gearboxes and axles do not contain inappropriate additives which can cause damage to older style axles and gearboxes which use soft yellow metal bearings, bushes and sometimes even gears.

There is a strong temptation to start up an engine every week or two. When this is done large quantities of water vapour leave the exhaust and mix with rich sooty black particles. Even when an engine is run for some minutes it is unlikely that the engine and especially its oil will reach full operating temperature. Thus water vapour and part burnt fuel will remain in the engine and along the exhaust pipe. Only after a journey of some 20 to 30 miles can one be sure that this unpleasant combination of chemicals will have evaporated from inside the engine and exhaust. Running an engine for only a short time can actually promote corrosion.

It is however important to ensure that the oil is re-distributed throughout the engine regularly during storage. This is best achieved by removing the spark plugs and turning the engine over on the starter motor or starting handle, perhaps for long enough for some oil pressure to appear on the gauge. A squirt or two of fresh engine oil in to the bores before replacing the spark plugs would be sensible.

It is advisable to jack the tyres off the ground and support the chassis on secure blocks. This prevents the tyres from taking on a set. In this situation it is possible to turn the wheels by hand or by selecting a gear and using the starter for a few moments with the spark plugs out and the main HT lead disconnected. This will redistribute the oils in the axle and gearbox and will also discourage the rear brakes from seizing.

The windows should be left open a couple of inches and the boot and bonnet propped slightly open to allow the air to circulate. Grease and oil points should be attended to before storage.

It is important to keep the battery charged up as one that has gone completely flat will sometimes no longer hold a charge.

For longer term storage and for extra assurance during shorter term lay-up, additives are available which will help to ensure that all internal surfaces of the engine, axle and gearbox remain thoroughly protected. By mixing storage additive with fresh engine, gearbox and axle oils and ensuring that they are fully circulated using the techniques mentioned above, all internal surfaces will receive and retain a generous covering of protective. These products are designed to meet military requirements for mothballing and for long term storage. They are complex formations of anti corrosion additives.

Penrite can offer both a Cooling System Corrosion Inhibitor and a Storage Protection Supplement. These are available through more than 150 stockists in the United Kingdom and in Continental Europe. Tel 0121-333-5237 for further advice and the name and address of your nearest stockist.

TRACTION TORQUE settings

	Kgm	lb ft		Kgm	lb ft
Engine			Gearbox		
Breather pipe set screw	2.5	18	Coupling flange nut to crownwheel	10 to 12	72 to 87
Camshaft chainwheel	15	108	Crownwheel bolts	6 to 7	44 to 51
Camshaft thrust plate	1	7½	Cap (2)	2	15
Clutch attachment to flywheel	2	15	Cap, main shaft (3)	14 to 16	101 to 116
Clutch casing	3	22	Caps, flange bearing	7 to 8	51 to 58
Connecting rod bolts	3-4max	22-28	Cap screws, front bearing	2	15
Crankshaft bearing caps	7	51	Front bearing (4)	15	109
Crankshaft chainwheel	20	140	Gearbox cover	2	15
Cylinder head	3 then 5	22 then 36	Gearbox to engine	2	15
Flywheel to crankshaft	2.5	18	Front axle		
Manifold	1	7.5	Brake backplate mounting bolts	2	15
Manifold to head	2	15	Brake shoe to backplate (20)	3	22
Mounting bracket on engine	4.5	32	Hub nut	30	216
Oil feed to pipe head	2	15	Hull stud nut (5)	20	145
Oil baffle set screws	1.5	11	Outer ball race slotted nut (4)	15	108
Rocker shaft to head	1.2	9	Shock absorber	8	58
Sump bolts	1.2	9	Silica block fixing nut	4.5 to 5	32 to 36
Timing chain lubricator	1	7½	Steering arm to swivel	10	72
Timing cover bolts	1.2	9	Swivel to driveshaft (17)	10	72
Timing chain lubricator locknut	1.4	10	Upper balljoint (42)	7	51
Oil pump			Cap (6)	5	36
Filter to body	1.3	10	(locknut)	8	58
Pump body set screw	1.3	10	Upper link arm slotted nut (9)	6 to 8	43 to 58
Oil pipe to block	6	44	Rear axle		
(locknut)	4	29	Brake cable sheath bracket	2	15
Oil pump to block	1.5	11	Brake backplate nuts	2	15
(locknut)	3	22	Link arm ring nut (9)	25	180
Tubular support to body	2.5	18	Shock absorber pin nut	15	108
Waterpump			Stub axle nut (31)	10	72 then slacken off 1/4 turn
Fan mounting set screws	1.3	10	Cap	5 to 6	36 to 43
Gland nut (29)	2	15	NB		
(locking screw)	0.5	3½	1 Numbers in brackets indicate part as shown in workshop manual drawings.		
Pully to shaft	4	29	2 Kgm are as shown in manual, lb ft settings have been rounded up to the nearest lb, usually by no more than ½lb.		
Pump to cylinder head	3.5	25	3 Torque settings taken from 1938 manual.		
Slotted ringnut (26)	3	22			

techTIPS

If you have any technical tips, or queries you would like answered, please send them to the editor.

Q

Where is the cylinder block drain-tap on my '53 Légère?

A

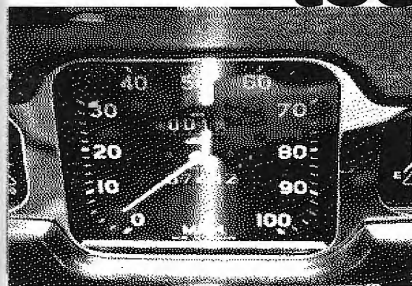
It is a deep-headed bolt on the left hand side about three inches below the dipstick hole on the block.

Q

It has often been mentioned that the standard Lucas distributor is not very suitable for the Lt 15 and that the Scintilla gives better results. Why should this be so?

A

The standard Lucas distributor for the Lt 15 is less satisfactory because the advance curve is not quite the same as that of the French distributor. Naturally in France, with the very large production, a special distributor was designed to suit the engine. However, it has been found that the Scintilla is more suitable for the Lt 15 and one reason for this is the short life of the spindle bushes fitted to the Lucas unit – as soon as there is play at this point the precision of the timing is considerably upset. The Scintilla unit has longer bushes and the rotor head is lighter so it is not subject to so much vibration and wear and therefore gives better results.

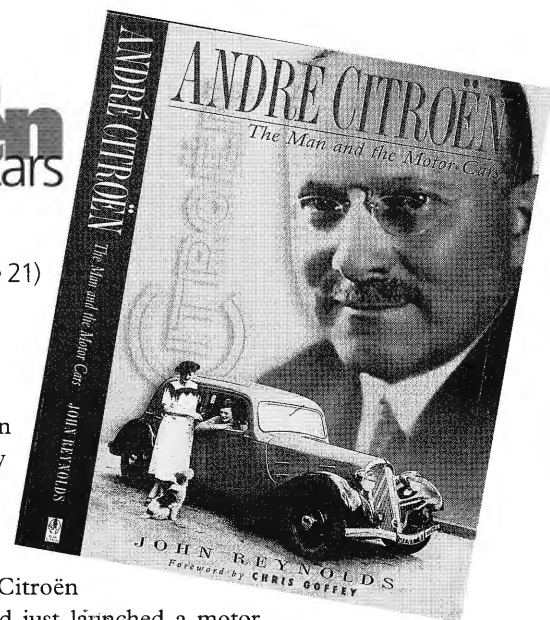


andré citroën

the man and the motor cars

by John Reynolds

Sutton Publishing £18.99 (see the special offer on page 21)



Citroën is a marque known and recognised throughout the world by anyone remotely connected with motoring or the motor car, but the man who began it all is almost unknown to the point of being forgotten.

This reviewer was instrumental in the translation and subsequent publication of a series of articles which appeared in "The Citroënian", culled from a French motoring journal "L'Action Automobile et Touristique" in 1964-65. The essays, which ran for some months, were a brief biography of André Citroën though frankly this could only just be a stop-gap. At that period very few if any detailed and definitive biographies of this enigmatic man had been written or published in France, needless to say, nothing existed in the English language. John Reynolds has now emphatically filled this yawning gap in motoring history with the publication of his splendid new book.

The book is a 'tour de force' not just because the contents give a very detailed picture of this extraordinary man whose concepts and imagination have left a durable imprint on the contemporary motoring world, but the author, with admirable and assiduous research, has given us a picture of the social and political history of the first third of this troubled and yet tremendously inventive 20th century, now drawing to a close. Past commentators have (rather glibly) drawn comparisons with other giants of motoring developments like Henry Ford, William Morris (Lord Nuffield), Renault and Austin where obviously some parallels exist, but really only in the broadest sense. True, they all were innovators, they were all motor car constructors, but having said that, it is clear that from there any real likeness to André Citroën ends.

These motor tycoons, were engineers first and foremost – nationalistic, pragmatic in both practise and behaviour, seemingly their first priority was to produce economically 'safe' and conventional (of the period) products. As John Reynolds makes clear, Citroën was very different. Looking at the world from a different perspective, he was a man of tremendous imagination, a cosmopolitan in an age when this was almost a term of abuse; mixing in the intellectual world of artists who were instinctively drawn to him. A 'bon viveur' by inclination, who more than appreciated the good things in life – nothing of the austere industrialist to be found in his make up – to the point where the making and acquisition of money, worldly goods etc., were but secondary to his creative nature.

The nature and make up of André Citroën played no small part in the fact that he attracted an extraordinary talented team to his headquarters at the Quai de Javel, the man himself acting almost like a magnet. A master at publicity and what we would call today 'marketing', Citroën and his team initiated some of the most innovative – indeed revolutionary – measures both in design of the cars and the relationship between manufacturer, dealers and the eventual target, the customer. John Reynolds paints a picture (admirably researched) of the momentous "Croisettes" (the crossings of the Sahara desert, the then dark continent of Africa and the steppes and peaks of Asia) amongst other Citroën inspired adventures.

One must then ask – what really did bring this man down at the height of his career? When Citroën

and his team had just launched a motor car that was not only revolutionary in concept and design, but that would dramatically influence automotive design decades later, it would take a brave man knowing all the facts to deny that the 'Traction Avant' was almost a prototype for the now universally adopted format of monocoque shell and front wheel drive, which has resulted in cheaper and above all safer vehicles for the whole globe. It should be remembered that André Citroën as an individual and a nationally known industrialist was very much resented, envied and actively disliked by his competitors. As an individual because of his open flamboyance, his flair for publicity and certain aspects of his private life (such as his gambling habits at the fashionable casinos and his forward-looking social ideas); as a successful industrialist, because he always seemed to be many steps ahead of his rivals as far as motor design was concerned. The France of the 1920's and the 1930's was very conservative (with a small c) not to say chauvinistic to the point of xenophobic, certainly this was true of the ruling and middle classes; the "Affair Dreyfus" at the turn of the 19th century had left a bitter residue of anti-semitism amongst many, and André Citroën was of Jewish descent ("the Jew from Javel" as Louis Renault had often called him). It is then perhaps not surprising that in the harsh economic climate of the thirties, a newly designed car with initial problems not sorted and launched prematurely (time was pressing there was little choice in the matter) and creditors bay-ing for debts to be settled, that the pack of predatory wolves waiting for the kill, struck.

In November 1934 a small creditor who was only owed 60,000 old francs, lost patience and put in the equivalent of a winding up petition in the French commercial courts – the Société Anonyme. André Citroën was adjudged bankrupt and a state of receivership declared. A few months later Jean Ostheimer (the small creditor) sold his business to the Michelin company who had taken over the Citroën Company lock, stock and barrel. His reward was to be appointed managing director of the Michelin Tyre Company's US subsidiary – coincidence perhaps, or were sinister forces at work?

This biography is profusely illustrated with original photographs and printed on first class paper (something quite rare nowadays) is lucidly and entertainingly written, very well researched to the smallest detail as far as the history of the subject of the book is concerned and must be considered an essential part of any motoring enthusiast's book collection. But as far as the dyed-in-the-wool Citroënist is concerned John Reynolds' timely book fills a yawning void. If you are really anxious to learn the whys and the wherefores of the source of our obsession with all things Citroën, I urge you to get this publication, you won't regret it.

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1997

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.....
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Grimsthorpe Castle, Bourne, Lincs

Mick & Moira Holmes are the lucky organisers of the 1997 annual rally!

.....
11-14 July

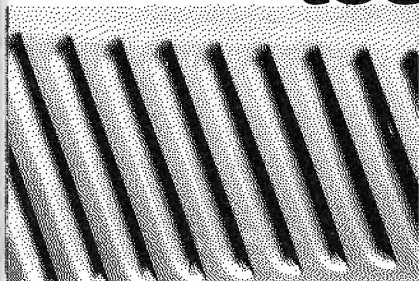
Tour of Brittany

Brittany & Southern England

For 1997 this will be a two-part tour with the Bretons visiting us and vice versa.

The first two days will be a tour of Hampshire accompanied by the Bretons, then it's everyone across the Channel for two days in Brittany! (A longer stay is being organised for those who think they can handle it!)

For event information, please phone/fax the Helpline on 01425 674476 (24hr answerphone service)



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Traction windicators

Don't get stuck for Xmas ideas this year! Ladies, forget the seasonal selection – socket set, the front-end puller and other mundane stocking fillers. Buy him a custom-made chunk of aluminium in a traction silhouette – he'll spend at least two yearshappily fiddling with it before putting it to its planned use as a weather-vane! After all, the Bilney tractions are known to be out in all weathers!

Carol Bilney
Kingston-upon-Thames
Surrey

Room at the top?

I enclose a photo of a derelict roadster which I took at Mick Peacock's place some 20 years ago. Rumour has it that it was the roadster that appeared in the famous film 'Room at the Top', starring Lawrence Harvey. Does it still exist and was it ever restored? Perhaps Mick can throw some light on the subject?

David Boyd
Redditch
Worcestershire

If you're out there Mick, what's the story?

Dales trails

On August 25th Helen and I, accompanied by fellow club members Nigel and Cathrine Hall, took part in the Practical Classics Magazine "Derby Dales" Tour. We arrived at Donnington Park Racing Circuit at 8.15 am to join over 40 other teams, many of them suitably dressed in period with their cars.

After collecting the information pack and a bacon sandwich, both essential, we began with a few laps of the Donnington Circuit. A brief stop for photographs and we set off on the 100 mile route. Plenty to do with a treasure hunt and quizzes on the way in addition to enjoying the scenery

and quaint villages and finally back to Donnington to view the amazing Car Collection.

On to the prize giving and while we may not have collected all the 'treasure' items or answered all the quiz questions the striped shirts, berets and the imitation garlic certainly paid off; we won a fancy dress prize!

We did expect to see another Traction on the tour however, we learned later that the crew were incapacitated, better stick to the orange juice next time R*****D!

Graham Jones
Evington
Leicester



Wizards of Oz

Report on the Easter Cit-in, Gayndah, Queensland, Australia

It all started at the ICCCR at Clermont Ferrand in August 1995, with a chance meeting with the 'Gayndah Gang', otherwise known as Les, Pam and Pete Hayezzyhuth from Gayndah, Australia – frequent visitors to England and France due to their great interest in all things to do with Citroën Cars. We had met them several times before in England, and on the TOC Brittany Rally in 1994, and had talked about us visiting Australia to see them and their collection of cars.

At Clermont Ferrand we again talked about a possible visit, when the trio suggested an excellent time to go would be Easter 1996, when they were holding the annual Easter rally or 'Cit-in' at their home town of Gayndah for the first time. Their enthusiasm was so great that we found ourselves carried along with the idea of attending a rally in Oz, which is exactly what we did, minus a Citroën unfortunately – time and expense ruled out taking one of our own.

Gayndah turned out to be the oldest town in Queensland, very pretty, with a wide main street, white wooden buildings, and a population of about 2000. We stayed with Pam, Pete and Les at 'Rosalie', as did many of the people attending the rally – their spread is so big that it doubled as a campsite for the duration of the rally. Their collection of cars is really unbelievable, many Citroëns of most models, nearly all in pristine condition. Many hours of work must go into their upkeep, and they even have a huge Persian cat called André.

We were pleased to be introduced to founder members of CCC Australia – Bruce and Margaret Scott Smith from Sydney, still very keen and active members of the Club.

The Rally itself was attended by some 116 cars, comprising 14 Tractions, 1 Mehari, 6 2CVs, 3 Dyanes, 1 2CV special convertible, 1 Ami 6 estate and 1 Ami 8 estate, 39 Ds (which included 2 Cabriolets), 10 GS/GSAs, 1 Birotor, 18 CXs plus 2 Safaris, 10 BXs, 2 Xantias, 2 AXs, 3 SMs, 1 XM and a 5CV built in 1923 known as 'Busby' (a 5CV had circumnavigated Australia in 1925, and the same circuit was covered by Busby in 1975 this time driven by the renowned Oz rally driver Jim Reddiex, covering some 8600 miles in 19 days.

Many of these cars are in daily use, especially the Ds, which are extremely popular out there – possibly the air conditioning fitted to most of these models is significant.

We thought this was a tremendous turn out for such a small town, especially as some had travelled from as far as Perth, Sydney, Melbourne – in fact all states in Australia were represented with the exception of Tasmania – some achievement for this huge continent, and due in no small way to the efforts of the Gayndah Gang and the local committee. Their enthusiasm for the marque equals any we have found either in the UK or on the Continent.

The Rally itself started with supper at the Town Hall on Good Friday, some 200 people had already arrived, and we duly registered, had a superb supper, and watched videos of other Oz Rallies.

Saturday was Convoy Day, all the cars gathered outside the town to convoy through the flag be-decked main street of Gayndah through cheering crowds – I think all 2,000 of them must have turned out to see us. Moira proudly drove a beautiful red Ami 8 Estate restored and owned by the Gayndah Gang, I drove a CX GTI owned by a local family.

The cars made an impressive sight on the local sports ground, all paraded model-by-



The Gayndah Gang at home

model, and a Concours competition was judged. However, it was so hot – 100°f at least, that details of winners etc., were not noted. A dinner and dance again at the local Town Hall ended a really spectacular day.

Sunday was Driving Competition day, and we all assembled in a field some 10 miles or so away from Gayndah for the really keen to have their driving skills assessed. The course was set out with obstacles, garage parking etc., fellow tractionists would find it difficult to accept the sight of Tractions being driven like modern Rally Cars in rough terrain, here it is the norm, and the cars don't seem to suffer any ill effects. Another excellent supper at the Town Hall.

Easter Monday dawned bright and beautiful as usual, and we all had a champagne breakfast at the local motel, very good it was too, some had to say farewell as they had huge distances to drive home, but most of us stayed and convoyed to a local farm, where the farmer had a really good private car and motorbike collection, which he was pleased to show us. A visit to Glen Grove Orchard Farm and Garden Centre ended yet another enjoyable day.

This was officially the end of the Rally, but Tuesday morning dawned with quite a lot of us still staying on at 'Rosalie', so an impromptu convoy was

organised for us to a local orange grove where we saw orange packing, and came away with boxes of mandarin oranges to help us on our way.

Mick and I then travelled on up to Mackay to see Duck-billed Platypuses in the wild. We used an old Holden, kindly loaned to us by Pete Rames, it went really well, and was quite economical for a big six cylinder car. A tour of the East Coast, exploration of the Great Barrier Reef, including Fraser Island (the largest sand island in the world), and then back to Gayndah to return the car.

A last couple of days exploring Brisbane completed a really wonderful three and a half weeks in an extremely beautiful country.

Special thanks go to Les, Pam and Pete for their kind hospitality, Pete Raffles for the loan of the Holden, Annie Walters and Dave for their hospitality in Brisbane prior to our flight home. We would also like to send our regards through the magazine to Joy and Bob King, and Athol and Marilyn McLean, and all the other keen Citroën Car Club members who helped to make our time in Oz so enjoyable, also Fred of Gayndah Car Hire who collected and returned us safely to Brisbane.

Mick & Moira Holmes
Nottingham

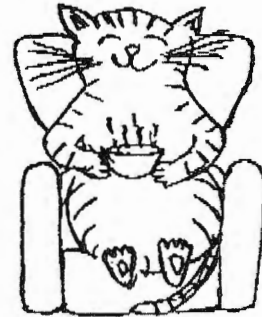


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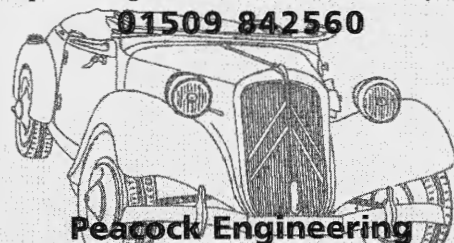
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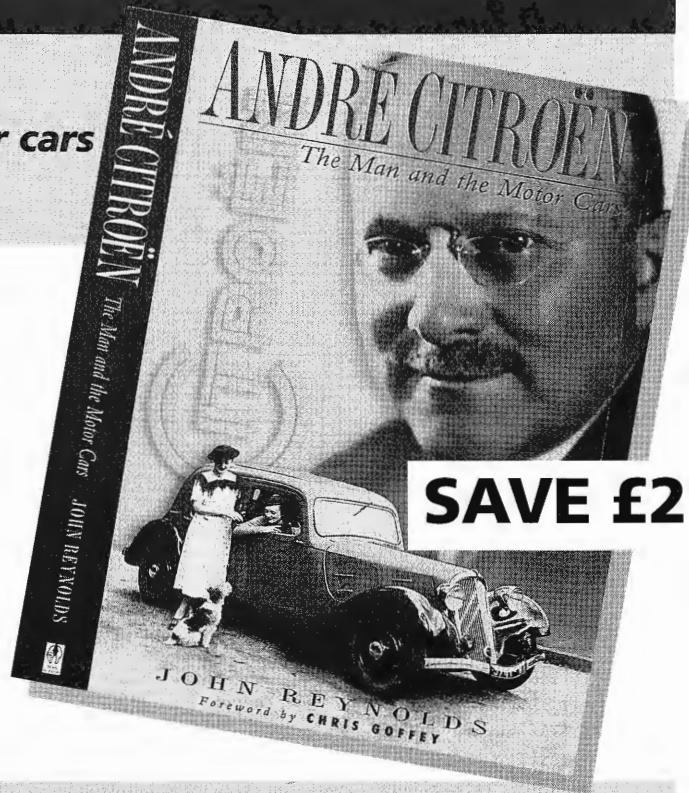
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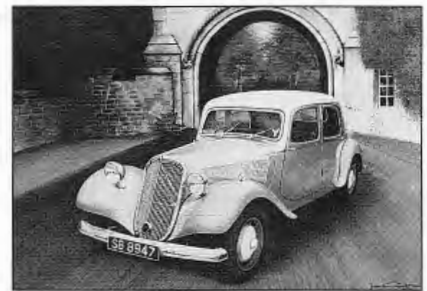


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VISA & ACCESS accepted

Seat covers for Slough Lt 15s, ready to fit

- leather £700
- vinyl £320

11 piece Wilton carpet sets £195

Upgraded 6 piece Soundproofing kit £40

Door trims and headlinings also available – in fact everything your Traction needs to keep in trim!

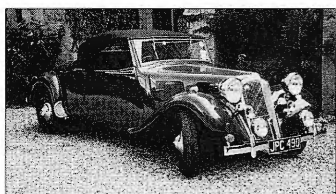
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Please send all adverts to the Editor (address on inside front cover). Automatically included for two issues, unless you instruct otherwise.

CARS FOR SALE



1940 Slough-built Normale Roadster

First car of roadster series for 1940. Completely rebuilt from front to back, many thousands spent to retore it. Winner of award at Clermont Ferrand, it is unique and justifies a sensible offer.

For information phone
Barry Annells 01483 579350

1956 Paris-built Normale

Big boot, restored France 1991 used in Maignet TV series Granada 1994, UK registered 1996 & MoT'd. In very good order, colour grey. Recent rechroming to bumpers, new carpets, garaged, regularly driven, - a solid and reliable car, well maintained, waxoyled - hence no rust. Offers £5,500.

Bill Gale
01704 872134 (home)
01704 546260 (work)

'H' vans

from £750 to £3250. Vans available in France are only one hour's drive from Caen ferry terminal. Phone or write for current stock list and further information.

The H Vanarium
PO Box 7303
Whitchurch
Hants RG28 7YR
Tel: 01264 738004
Mobile: 0850 570444

1950 Paris-built Normale

Small boot in black with pilote wheels. New tyres, s.s. exhaust, new brakes, mechanically perfect, no rust, all sound. Offers please £5,900. Please contact: Glen Robb on 01869 347513



1954 Light 15

Slough-built RHD. Excellent condition, Burgundy Red, sun roof. Offers around £8700
Christopher Burke
0181 977 3292

Citroën Kegresse

1928 Kegresse (half-track) in an unrestored state. Used as 'cross-country' transport. Original workshop manual available. The vehicle has had all the running gear, engine and gearbox removed at some point and placed in boxes. £1200 ono. Please contact: Alistair Konig on 01234 240096 or fax 01234 240098

1954 Paris-built Normale

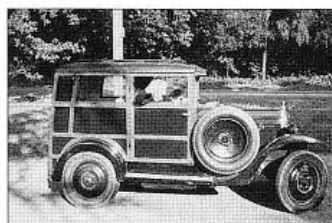
UK registered 1990. Black. Mechanically sound. S/S exhaust to be fitted. Needs some attention to bodywork. Reluctant sale due to lack of time. Offers around £4000.
Richard Frost 01306 730923 (Surrey)

1953 Paris-built Légère 11BL

Black, large boot, imported 1977, dry-stored for approx 15 years. Fully rebuilt engine incl. new pistons & liners, timing chain, etc. New brakes incl. m/cylinder, linings, hoses, etc. New lights, new exhaust system very sound bodywork, a solid car. Offers around £5000
Rob Graham 01323 870842

Tractions...

a selection always in stock
For further information contact Steve Southgate
0121 357 2256 (evening)
01902 495 758 (office hours)



1923 5CV Cloverleaf

Normandie style body
£6,000 ono or PX for Traction
Hugo Wilson
Home 01420 561421
Work 01420 561025

11BL 1952

Early big boot with curly front bumper originally fitted. Black with yellow wheels. Rebuilt engine by Jonathan Howard. 'D' big end shell bearings done early August. Waxoyled, repainted, owned by me since Nov 91. Most things recon or replaced. £4950.
Peter Gaskell 01608 651323 (Warcs/Glos border)

1955 Light 15, Slough

MoT'd and in good running order. Black and maroon with large boot. A reluctant sale after 12 wonderful years of ownership.
Andy Rose
01732 862787 (Kent)

H Van/camper

1970 SWB petrol, LHD. Imported in 1990. Recently fully restored as 2-berth unit. Lined and insulated throughout. Carpeted floor and cab area. Fitted shower cubicle with shower tray, mixer, basin, toilet, sliding/folding door. Kitchen unit with sink, drainer and mixer unit, 4 burner gas hob, worktop, cupboards and drawers. Fridge, water heater and heavy duty water pump. Under floor cold water storage tank. Removable seat/bed and table units, making up into double bed. Other accessories include window blinds, storage area internally over cab, tow bar with electrics, opening rooflights, gas cylinder, fire extinguishers, smoke detector, stainless steel exhaust system with lifetime guarantee. 12 months MoT, and now exempt from road tax (subject to DVLC confirmation).
PRICE REDUCED FOR QUICK SALE
Martin Nicholson
01734 733701

PARTS FOR SALE

Beige leather seats

from a 1950 Lt 15. Condition is generally good and serviceable with no repairs required. Buyer collects.

£200

Steering wheel

from a 11BL. Black, two spoke, no cracks but missing centre.

£30

Set of interior door handles and window winders

for a French Traction. Chrome perfect.

£30

John Aspinall
0121 358 1559

Twin carburettor set

Solex 32PBI on inlet and exhaust manifolds. All linkages included. Good condition.

David Boyd

01527 892134 (Worcs)

Perfo engine

Stripped & painted (clean), all engine liners including knackered mearings, two timing chain covers, one flywheel, sump, oil breather, rocker cover (all clean and painted)

£60

Reconditioned pistons

(all new rings) for perfo engine

£80

New carburettor

Solex 35 FA1E (to take cylindrical air filter)

£100

J. Coombes
01227 772243 (Kent)

Spares for sale

Body and mechanical spares for Light 15 and some mechanical spares for Big 15.

Mick Boulton

01939 220254 (Shropshire)

Brown leather seat covers

for Light 15. Back seat: seat squab and backrest in good condition. Front seats: seat squabs in average condition, still good for a few more years, backrests split, panels could be used. £40 the lot - buyer arranges carriage.

Phone Roland Kirk

01584 810128 (Shropshire)

NEW PARTS

Rubber plugs for front cradle tubes.

£2.40 per set of 4 + P&P

Rear engine mount

£10 each (exchange)

Side engine mount pads

£1.60 each + 50p sae

Silentblocs

£60 per set of 4(exchange)

Petrol tank filler pipe rubbers (large and small boot)

£2.50 each + 50p s.a.e.

Triangle door rubbers

£14.80 per set of eight + £2 P&P

Gaiters for top & bottom swivels

£2.50 each + £1.50 P&P

Steering rack pin rubbers

£1.20 per pair + 50p sae

Rear Panard rod cones

£2.50 per pair + 50p P&P

Rear bumpstops

£15 per pair + £1 P&P

'H' van radiator hose set (three hoses)

£17.50 per set + £3.25P&P

Driveshaft inner bearing ring nut spanner (with reinforced ring around teeth for those nuts that are very tight).

£28 + postage to cover 2.75lbs weight.

Ball pin adjuster for the track rod end.

£11 + £1.50 P&P.

PLEASE NOTE:

Exchange items only sent when old ones received first.

Mike Tennant

49 Hollywell Road

Mitcheldean

Gloucestershire

GL17 0DL

Cherished Reg. Numbers:

UPL15 and TED662, both ready for transfer.

Ring 01483 579350 for details and prices.

Light 15 gearbox

Very good condition.

Thoroughly checked, cleaned, painted and fitted with new oil seals. Ready to install with rhd bell housing. £350

Nick Gundry

01453 884615

Traction gearbox, good condition, £220.

Phone Frank 01365 325847

1950 French Dinky 11BL

Collector's diecast model.

John Starke 01206 231241

New Peacock drive shafts

One for the 11B right side, one for the 11BL left side.

£275 each (excl. transport)

Rob Koffijberg

Oostsingel 83

3112 GD Schiedam

Netherlands

tel: 00 31 10 4736976 (after 6pm and not in November)

Fabric Cover

Purpose-made for Traction with Citroën logo, blue, proofed, hardly used. £30

Starter Motor

6 volt, good condition. £15

Dave Almond 01225 723701

5 Pilote wheels – shot blasted and primed, some welding to finish. Also spiders and hub caps to fit pilotes.

2 reproduction small boot 'pork pie' rear lights.

Dark red leather rear seat complete for post '52 Lt 15 – very good condition.

2 front seats re-upholstered in red velour.

Some Slough chrome parts – all rechromed.

Original workshop manuals – Twelve/Light 15

repair manual
Light 15/Big 15/Six repair manual for bodywork.

Six cylinder repair manual.

Heller Citroën Traction 1/8th scale model plastic kit – as new.

Please phone Michael Wood

01238 528221

Set of 5 easiclean wheels

Shot-blasted and stove enamelled in ivory/cream, with chrome hubcaps – £220 (stored near Chichester)

Tel Bob Wade

(00 33) 45 62 05 96

New stainless steel bumpers for Tractions.

Made from 3mm 304 grade stainless steel.

Four types available:

'dipped' Legere & Normale and post-'52 'straight' Legere & Normale.

Supplied drilled and polished 'ready to fit'.

These bumpers will not rust, are stronger than the originals, there is no plating to crack or peel – minor damage can be inexpensively corrected and repolished.

All types £230 per pair

Jonathan Howard

Tel/fax 01608 643065

WANTED

Tow Bar for 1949 Légère – to enable bicycle rack to be fitted for summer holiday in France.
Peter Ashlee 0181 301 4982

Front wings for Big 15. Must be in sound condition. Good price paid.
David Boyd 01527 892134

Brakedrums with damaged tapers required to create pool for an exchange service.
Roger Williams
01482 863344

Front number plate mounting plinth for 1954 Slough Lt 15, condition of chrome not important. Also, for my poster collection, **Black & white poster** of Traction decaying in a wood, has 'voiture' printed across the top. I think sold by Athena in the seventies.
Tel. Frank 013397 42272

OTHER

Western Loire
Charming village home. Sleeps 5/6. Exposed beams, splash pool, 300 metres from river (Thouet). Secure courtyard parking for four cars. Vineyard next door!
Available May - October.
10% discount for TOC members.
Phone Colin or Jacky Porter
01865 204994 work
01734 615721 home

South Brittany
Farmhouse, 15 minutes from Quimperlé. Rural situation, but with shops only 3 mins. 15 mins to sandy beaches, forest, lovely rivers and estuary walks. 85 miles from Roscoff. Sleeps 7/9. Available to rent most dates. Early booking essential. From £120 to £265.
Phone John or Eileen Wain for details 01803 782468

Western Loire Valley
Village home sleeps 4/5, vineyards, Chateaux and sea. Available July, Aug, Sept
Reasonable rates
Phone Frank 01365 325847

Normandy
Two lovely 18th century gites. One hour from Cherbourg. Sleep 4 or 6 plus baby. Electric heating, log fires and every comfort. 13km from the sea. Ideal base for visiting invasion beaches, Bayeaux, Mont St Michel. Available separately or together for short breaks or longer holidays. 10% discount for TOC members
Phone Tom or Gill O'Malley on 01252 795182 for details.

Cote d'Azur
Very special B&B in the South of France. Bring your own Traction to meet ours and be pampered in a beautiful old villa overlooking the Med near Monte Carlo.
Margaret Ritson
Tel: (33) 93784725
Fax: (33) 93786401

Loire Valley
Large, classic country house 5km west of Langeais, (between Tours and Saumur), ideally situated for wine lovers and chateaux visiting. Sleeps 8-10 in 4 large bedrooms with 1 acre garden and ample space for Tractions! Available to rent from £375-650 per week.
Tel Brian Thorley
01253 295409 office
882558 home

Charente Swimming Holidays
Learn to swim in the sun during your holiday in SW France. A.S.A. qualified teacher – individual instruction – beginners/improvers. Bed & Breakfast or Half Board accommodation. Open June to September. For brochure tel: Chichester (01243) 268959

CAHORS
Camping Le Ch'Timi, Lot 3 star campsite (70 pitches) plus static caravans
Full facilities, Swimming pool, Bar, Children's play area etc
Stunning area with lots to see
Tractionistes especially welcome!
Phone Rik or Marie on
010 33 65 36 52 36

Southern Brittany
Camping Le Bohat, Sarzeau
Large 4-berth caravan with awning and mains electricity
Available mid May - mid Sept
Swimming pool, children's pool, creperie
Bookings taken now
Tel Stan Barker 01425 672311

