



*Floating
Power*

January 1998

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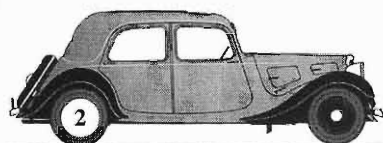
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* Club Tools are available in these areas

For details of area meetings, please contact your local organiser



2 contact
AREA CONTACTS



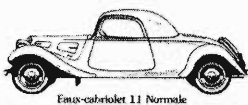
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EDITORIAL

This magazine was planned to be out in late December but on advice from the Printer, January was decided safer. I hope the wait will be found to be worthwhile.

I am trying to produce a mixed bag of articles comprising technical, for advanced and beginners, informative and humorous and I thank all contributors for their input in 1997.

I still look forward to the odd article from rear wheel drive owners and as most are also Traction owners I know you read this journal.

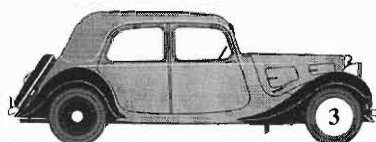
Please write with your suggestions (decent!) for articles in 1998, or better still, just write it and send them in!

1998 should be an active year for members planning to visit the I.C.C.C.R. in Belgium - be sure to get the official application form as they will not accept anything else. Let's pray the toilets are better than Clermont Ferrand!

The Editorial team wish a safe, prosperous and mobile New Year to all.

FRONT COVER

No snow, just sunshine all the way.



Floating Power

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As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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OBITUARY

R.I.P. TAR 345J

While my wife was driving my Commerciale down a narrow road she encountered an American tourist on his first ever day in England driving a rented car. This man instinctively veered to his right, resulting in a collision.

Such was the structural damage that the car has been written off as non repairable, and must be crushed. This is a great sadness to me as I had owned it for nearly seventeen years, and it had done some 300,000 km in that time. Thankfully my wife was uninjured in this accident, which makes a good case for fitting seatbelts to Tractions. I know that they



were not original fitments but who needs to be a badly injured purist?

It is advisable to have your Traction insured at an agreed value with a reputable insurance company. Even so, it has been the experience of one club member insured with a very well-known insurance company who

following a claim attempted to put an alternative interpretation on the words "agreed value".

Jonathan Howard

NEW T.O.C. SPARE PARTS LIST

I am at present working on the new Club spare parts list, but in order to have a complete list of parts to fit Traction models, I need the help of members with more Citroën knowledge than I have.

I understand that there are many items and lists of additional parts that are available from companies and club members that are not covered by our T.O.C. parts stock.

I do not as yet have the actual information to compile

a complete list, so if anyone has details of parts or personal information that we can include, would they please send them to me.

Dennis Kallend
Farlan Cottage
Lower Road
Cookham
Berks SL6 9HJ

NEW LOGO

V5 - DUAL NOTIFICATION & STATUTORY OFF-ROAD NOTIFICATION

As from the 1st January 1998 it will become legally binding for an owner to notify the DVLA if he or she owns a vehicle that is off the road and untaxed. This will become known as Statutory Off-Road Notification, or as is the current practice of using acronyms SORN - or perhaps it should be SAWN in some cases! Be aware of this requirement, which we are sure will become widely publicised in due course, and is likely to attract a fine if the procedure is ignored.

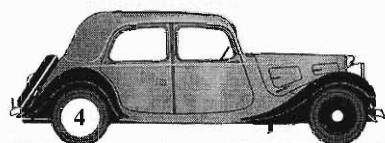
Extract from FBHVC News Sheet



MORE ON OIL

Having phoned Castrol's technical department for information, they sent a copy of their original specification manual listing Citroëns from 1936 and an article written by them. I was very impressed when they also produced the *original* oil chart for my 1929 Amilcar. Any member looking for assistance can contact Castrol on 01954 231668, Technical Department.

Citroën	Engine			Gearbox		Axle	
1936 Ten	Castrol XL	Castrol XL	8	Castrol ST	3	Castrol ST	4
1936 Super Mod. 15	Castrol XL	Castrol XL	8	Castrol ST	3	---	--
1937 Twelve, Sports							
Twelve & Fifteen	Castrol XL	Castrol XL	8	Castrol ST	3 ^{1/2}	---	--
1937 Family Fifteen	Castrol XL	Castrol XL	8 ^{1/2}	Castrol ST	2	Castrol ST	3 ^{1/4}
1938 Family Fifteen	Castrol XL	Castrolite	8	Castrol ST	2	Castrol ST	3
1938 Twelve, Sports							
Twelve & Fifteen	Castrol XL	Castrolite	8	Castrol ST	3 ^{1/2}	---	--
1939 All Models	Castrol XL	Castrolite	8	Castrol ST	3	---	--
1940 4-cylinder	Castrol XL	Castrolite	8	Castrol ST	3 ^{1/4}	---	--
1940 6-cylinder	Castrol XL	Castrolite	12 ^{1/2}	Castrol ST	6 ^{1/4}	---	--
1946-48 Light Fifteen	Castrol XL	Castrol XL	2	Castrol Hypox 3		---	--



3 COUNTIES GROUP

Another excellent year, with a number of visits and events (somewhat curtailed by a lack of organisational time).

Trips included Fort Nelson, the military armaments museum, Hollycombe Steam Museum, assorted picnics and barbecues, and three shows - Swallowfield, Petersfield and the London Classics Car Show at Ascot. We finished with a trip to the London-Brighton Veteran Car Run, where we met with a Belgian Citroën Club, roadside pub and decent weather for once.

Christmas lunch in December; new season starts circa Easter - when the salt has gone.

NORTH MIDLANDS

Dear Member

1997 has been another exceptional year in the social chapter of the T.O.C. All events are now fully attended and Club members are appreciating the professional approach some of the organised events are taking. The 'Tour of the Lakes' was another Classic and the T.O.C. Annual Rally was well attended in beautiful surroundings. The Brittany Tour was over subscribed with at least 40 cars. All three events have been excellent value and full of entertainment. So many new members have joined in the social activities which all make these events more enjoyable and satisfying for the organisers. The final event of the year is now officially 'The 1997 Xmas Dinner and Dance'. After last year's successful party it was unanimously requested to repeat the event at the same venue due to excellent value for money and overall service.

Steve & Barrie

PASCAL BERTHELOT CENSUS -

You will all have received this with the last F.P. The Committee is keen that as many as possible are returned to help Pascal with this census, although we are aware that its questions do seem to be biased towards French/Left Hand Drive cars. In order that Slough-built cars are correctly differentiated, I have agreed to return my form highlighting Slough features, so that details for these cars can be correctly catalogued alongside the left-hand drive version.

FEEDBACK FROM MEMBERS -

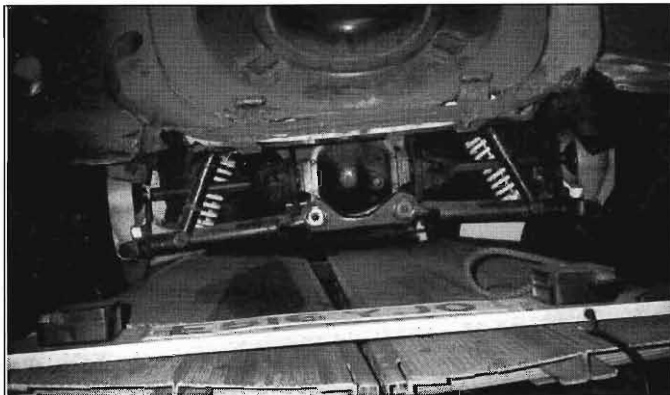
The Committee would be pleased to have comments or suggestions from members about topics which they feel should be discussed. The Secretary, Andy York, should be contacted with these.

Tony Hodgekiss

continued on page 18



Seen lurking at Classic Restoration, this Marvel with a Rover V8 and a Jaguar axle.



'IN COMMITTEE'

Not so long ago, F.P. carried a summary report on what was happening in the Committee, written by Martin Nicholson. When Martin left to live in France, this report stopped. Following the recent A.G.M., it was agreed to restart this report and I volunteered to write the first of these..... The last Committee meeting was the first one after the A.G.M. and some of the main topics centred around issues arising from there:

- * rewriting the Club Rules to take account of the Club's status as a limited company.
- * reviewing voting procedures, etc. to satisfy the requirements of both Club and company.
- * Family/joint membership and voting rights.
- * Data protection as a limited company.
- * New members lists in F.P. [but not with detailed addresses].

Also discussed were:

SPARES -

Dennis Kallend is making impressive progress at rewriting the Club Spares lists. These will more accurately describe parts, list them by original Citroën number where possible and provide some description of updated or alternative parts. It will also show the supplier, even if this is not T.O.C. Spares. Dennis would be pleased to hear from anyone about alternative parts which fit, or suppliers and he will try to include these in the list.

The other Dennis [Ryland] is to head a small subcommittee to look at what technical services we should be offering members in the future. Since the primary aim of the Club is to keep Tractions on the road, there are a number of ways in which we can help members to do this. They will look not only at which parts should be available in the future, but whether a wider range of

services can be offered to members. Dennis will not be expecting to take on yet more of the Club's spares, rather, look at ways in which activities can be spread around. We are aware that the T.O.C. has a particular responsibility for Slough built cars.

ADMIN. -

As well as Dennis' Technical Subcommittee, another small group has been formed to review the Rules/Limited Company issue and a third group for membership administration. We hope that if these groups are effective, they may allow the Committee meetings to finish rather less close to midnight than they presently do. We may even manage with fewer meetings!

FINANCIAL ANALYSIS -

Roger Dyer has agreed to make a detailed analysis of the Club's accounts and proposals to ensure their health for the future. Although there is no problem at present, it would be true to say that the surplus between annual expenditure and income from subs, etc. is small. It is tempting not to increase subscriptions to continue to provide good value for members, but at the same time margins can soon become eroded by 'creeping' increases such as insurances, airmail postage, stationery costs. Roger will prepare a budgetary system for the Club so that we can realistically price our subscriptions, airmail supplements, etc. Although the spares and shop both generate useful profits, their funds are kept separate to reinvest in themselves. It is not the Club's intention that spares or shop should subsidise F.P., postage, rallies or similar costs. These must be met from subscriptions or other sources.



CHAIRMAN'S NOTE

The evenings have now drawn in, the wind and rain are lashing the windows even as I write, and we have already had our first snowfall of the winter (in London in December, for heaven's sake). It is clearly, therefore, the season for husbanding our cars carefully.

Alas, such wishful thinking is, for me and it seems for everyone I know, just that - wishful thinking. There are not enough hours in the day, nor days in the week for routine tasks, never mind making improvements to our cars.

But I do hope everyone does manage to find an opportunity in the holiday period to enjoy their Traction owning, either by driving it or by maintaining it or by polishing it, or at least by talking about it (or even to it!). If none of them are possible, perhaps you can stay in the warm while writing about it for the magazine. The editor is always keen to get material from new contributors. I wish everyone a happy Christmas time, and I look forward to sharing the joys of Tractioning in 1998.

Alec Bilney

CAUTIONARY TALES

There was a boy whose name was Jim,
His friends were very good to him.

A Citroën car was his desire,
Front wheel drive with Michelin tyre.

Advanced suspension and monocoque,
Held to the highway like a rock.

The design was flawed in one regard,
That brake drums must be put on really hard.

Both seating areas of the drum,
Must be well and truly run,
Onto the taper shaft sealing,
With both surfaces

frictionally meeting.
Failure to achieve this will cause,
Much grief and damage because,
While drum and shaft may not slip,
Flexural stresses will let rip.
Eventually breaking the shaft in two,
With consequences enough to rue.
The morale of this cautionary tale,
Ensure the seatings of the drum are hale,
And well tighten the nuts on the ends,
On which ultimately your life depends!

(Apologies to Hillaire Belloc)

Most owners will know the consequences of not sufficiently tightening the nuts on the ends of driveshafts. What they may not be aware of is that drum and taper may appear externally to be in good order because there is no sign of slippage between the two components. Do not be deceived by this apparent situation of well being!

The design of the front suspension of the 4 cylinder cars is the Achilles heel of the whole car, a fact acknowledged by Citroën who in 1938 designed out the faults in the 6 cylinder model. Unfortunately they let the side down by installing a poor engine, although they did dispense with the "Floating Power".

The main weakness of the 4 cylinder design, but by no means the only one is the cantilever design of drum and shaft, which if it breaks can result in dire consequences. To minimise the likelihood of this happening it is essential to ensure that both seating areas of the brake drum are an interference fit on the shaft. This will prevent any slight rocking movement which could cause flexural stress,

and ultimately failure. It is possible that the drum will only seat on one of the seating (the outer one in my case), and while this may give sufficient frictional mating to resist the effects of torque, it will cause the driveshaft to flex in the area of the Woodruff key. Quite what purpose the Woodruff key serves is anybody's guess, because it does not prevent the drum turning on the shaft, if the end nut is not sufficiently tight.

When changing a drum it is well worth observing a few simple rules:

- 1) Examine the surfaces of drum seating and shaft very carefully, any sign of surface rust is an indication that they have not been seating properly.
- 2) If in any doubt clean the surfaces carefully, and introduce Engineers Blue to establish whether seating is taking place.
- 3) Make sure that the Woodruff key and the recess in both drum and shaft are clean, if there are any signs of polishing on the top or bottom of the key, this could indicate that the key is the wrong size and preventing full seating.
- 4) When installed and fully tightened check for free rotation, and that there is no sign of stiffness, or wear in the bearings.
- 5) If you suspect there is any movement between the drum and backplate, or the brakeshoes are brushing on the drum as you corner, **check out the situation immediately.**
- 6) Do not resort to lash ups employing silver foil, grinding paste or glueing agents.

Name of contributor withheld for some unknown reason.

Ed.

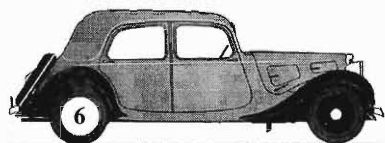
'GARDENING WITH A TRACTION'

By John Osborne

People often envy us, living in rural Somerset on the southern slopes of the Mendip Hills. What could be more idyllic? - views of unspoilt countryside stretching across to Glastonbury Tor and the Quantock Hills, the friendly village folk of Westbury-sub-Mendip around us, and a 1953 Normale in the garage. Not our garage you understand, but that of an understanding neighbour who does not own a car but has a garage long enough for the Traction and doesn't mind the oil drips on the floor.

I must present a familiar sight on Saturdays, walking along the road to the garage in my designer overalls ready to do battle with the latest technical challenge that only French automobile engineers know how to create. The journey from house to garage is of course made many times; there is a rule that states that the tool that is needed - typically a large hammer or a length of scaffolding pole for the front hubs - is in the shed back at the house. Except that, when you get to the shed, you realise that it was in the garage after all, hidden behind the pile of old oil cans.

So I am sure you can picture the scene when I decided that it was time to sort out the rear brakes. 'This shouldn't take more than about an hour' I shouted to Lynda as I left the house at about nine o'clock. I thought I heard her mutter something like 'I'll give you a call at lunchtime then.' O ye of little faith. After all, it was only a matter of removing the drums, checking the linings, unseizing the



adjusters, greasing the eccentric bushes, setting the concentricity ... perhaps she was right!

She was right. She always is, dammit. The drums came off easily enough and the linings didn't look too bad. Incidentally, I have never understood why the trailing shoe has a half lining; any ideas? The adjusters weren't so easy despite several gallons of WD40 and there was nothing for it but to take the shoes off and do a proper job. Out came those little split pins that hold the spring retainers, ping went one of the washers as it bounced off the wall of the garage, rip went my designer overalls as I grovelled around under the car looking for it. Yes, as usual, things were going pretty well to plan - Lynda's plan, not mine.

Nevertheless, I did finish by about one o'clock and, all in all, I was pretty pleased. It was then that the fatal call came ... 'Lunch' echoed along the road and once again I wondered whether the whole of Westbury's do-it-yourself brigade would respond by downing tools and heading for their dining tables. I quickly let the car down from the axle stands, unchocked the front wheels, packed the tools away, left the garage door open ready to give it a road test after lunch, and hurried home.

At about two o'clock I headed back to the car with ignition key in hand well prepared for the disappointment that road tests invariably bring. However, I was totally unprepared for what greeted me. And this is where all that guff about the southern slopes of the Mendips comes in. You see, everything in Westbury-sub-Mendip is on a slope - even the cows have one pair of legs shorter than the other - and my neighbour's drive was no

exception. Those chocks I had hurriedly removed from the front wheels were the only thing that was stopping my Traction from rolling out of the garage and down the 1 in 4 slope of the drive.

And roll out it most certainly had - it must have been quite a sight. About one ton of Traction gathering speed slowly but inexorably and heading for the rockery. The noise of the wings scraping on the garage door jamb and ripping the timber would have been the only sound in this ghastly unstoppable event. The Traction must have mounted the rockery in reverse, bouncing the rear wheels up over a foot-high wall, skewed round so that it was at right angles to the drive, and came to rest neatly parked on the garden with its front wheels overhanging the wall. I could not believe my eyes. I even looked in the garage to see if *my* car was there because the one on the rockery must certainly be someone else's.

But it was mine all right. After gathering my senses I got in and started it in the vain hope that the tenuous grip that the front wheels had on the drive might be enough to shift it - but it was hopeless. The weight of the car was taken between the rear wheels cosily nestled in some small conifers and the floor pan underneath the front seats. I needed help!

Dave Simpson runs the village garage and a more obliging and friendly chap you could not wish to meet, but it took a certain degree of courage to phone him and explain what a total idiot he has for a neighbour. He arrived in his breakdown truck within minutes, the speed of response being proportional to his obvious amusement, which was confirmed when the first thing he did was to take a

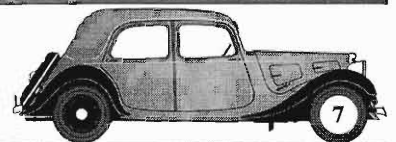


photograph. I shall probably never forgive him for that - no doubt it will make regular appearances in the village pub.

Dave and his mate Ray did a magnificent job in getting the car down within about half an hour and, believe it or not, the grand old lady was almost unscathed and kept her dignity throughout the whole proceedings. The only damage was to the offside wings where they had scraped on the door jamb and to the handbrake linkage where it had rested on the rockery. The handbrake was sorted out immediately and the wings are being resprayed by Dave as I write. Quite a tribute to the robustness of the car and, in particular, to its rear suspension that enabled it to ride up onto a rockery that is some two feet high.

Now here comes the serious bit. This could have been a major disaster. If there hadn't been some left hand lock on the steering, the car would have gone straight through the gates and onto what is a very busy road with heaven knows what consequences. I will never, never, never make that mistake again and still have moments of panic when I think about what might have been. So the moral of the story is pretty clear.

*If hunger gives rise to distraction
When you're mending the
brakes on your Traction;
Remember the function
Of the handbrake through
luncheon,
Or there'll be an almighty
impaction!*



BACKFIRE AT BEAULIEU!

Earlier this year I purchased a 1920's Citroën 5hp with the intention of restoring her to her former glory.

I build and restore cars for a living and have made some good friends over the years. One in particular is an American named Ken Weger, a collector of Microcars. Ken's burning ambition has always been to visit the Beaulieu Autojumble.

So this year he decided he would like to come over and visit the September Beaulieu event as part of his annual holiday (a serious car enthusiast this!) Plans were made and general public tickets purchased. As Ken was travelling from Chicago for the Autojumble, I thought it would be good to try and gain entry on the trade day and the two public days. No luck.

As second best, I thought that

if I entered a car for sale in the Automart we could at least gain entry nice and early on the first public day. So an Automart space was duly booked.

Fortunately, at the last moment, a friend with a trader's stall at Beaulieu had two spare trade tickets. So we now had entry on the trade day (Friday) and the Automart entry for the Saturday and Sunday.

In the meantime, on my side of things, pressure of work had increased with a customer's request for me to allocate eighteen months to a new project.

It meant that the Citroën 5hp restoration would have to be put back. I decided that rather than have her standing in the open for at least eighteen months before I could start work, it would be best to sell her and look out for another 5hp when I had more time. Earning a living has to come first! The Automart at Beaulieu seemed to be an ideal opportunity to sell her and use the booking I

had already made.

When Ken arrived off we went to Beaulieu on the Friday trade day and enjoyed it very much (he bought an unusual French du Rovin Microcar). Early on the Saturday we trailered the 5hp down to the Automart. I have to admit I was a bit tongue in cheek with the asking price. There were over 2000 stalls at this year's Autojumble which meant a lot of shuffling and 'neck bent nosing around!' By 3 p.m. on the Sunday we were starting to flag. Even Ken had had enough, and we just wanted to go home.

With no sale on the 5hp and the organiser's cast iron restriction on moving any vehicle from the show site **before 6 p.m.**, we had a problem. (I hope nobody from Beaulieu reads this.)

I suggested that we just push the 5hp out of the showground and if we were stopped and interrogated we were to say "... we had just bought it!" So we collected the 5hp and proceeded to

push her towards the exit. We were halfway there, when out of nowhere popped a man with a camera. "Have you just bought that?" he asked.

"Yes" we both piped up. The photographer's assistant enquired which of us had bought it. "I have" we chorused. (It's a combined project for sure!) Off to the exit we scuttled muttering to ourselves that we really had to get our story straight!

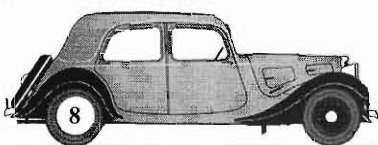
Then came the come-uppence!!

The following Wednesday, there we were on the front cover of the Classic Car Weekly, in full colour pushing the 5hp out of Beaulieu as 'The new buyers'.

The moral of the story - if you want to look a complete chump, try and talk your way out of the Beaulieu Autojumble before the end of the day.

Footnote: The 5hp has now found a new home with a Citroën enthusiast.

Tony Hillyard



1997 ANNUAL RALLY GRIMSTHORPE CASTLE, LINCS.

"It is three hours Greenwich. Meantime here is the news". This was our start to the 1997 annual rally at 4 a.m. on Saturday morning as the world service kicked us into action. As it was late June, the sun was up (somewhere), the streets were aired and off we went. Very early morning really is a brilliant time to travel, and because of work commitments it was either that or set off on Friday evening in the rain and the rush hour. No contest. It did mean that we had missed the Friday evening barbecue and piss up which my spies tell me was a very jolly affair in the B Longden hospitality suite.

To be truthful, we hadn't planned to come to this event, or at least Angela hadn't. She had always been of the opinion that England and camping went together like chalk and fromage. However, the constant whinge by me that you can't really enter into the spirit (or spirits, if you are Wendy from Edinburgh) of these things while sipping gin and tonic in a faraway hotel, was finally having an effect. The

decider was that we now had an all new put-your-knickers-on-standing-up-tent, and it was only for one night anyway. There had been a whiff of cold feet about the house in previous days as we looked out at the incessant rain and watched the reports of Glastonbury-sur-Somme on the television.

Anyway, enough of things domestic, on to the rally. The first order of business on the Saturday morning was to trundle into Stamford in convoy to park on the Town Meadows. In true French fashion, we had a police escort through the town, and there was even some blowing of horns to be heard. As you will have gathered already, this was a weekend when the weather formed an unusually large part of conversations, even for the English, so it was quite a biblical moment when the clouds parted and the sun appeared for the first time in days, just as we all lined up in the park. I'm sure that Charlton Heston was about somewhere.

The organised part of our visit to Stamford involved a guided tour of the town hall. Stamford does not have a typical town hall, but has serious treasures dating back to the 15th Century. The staff were clearly very proud of their heritage and gave us a very extensive exposition of the town's history.

After lunch and a trot round the town, we went off to a most amazing shrine to the

British motorcycle industry, in the shape of the Geeson brothers museum. This was a barn full of about 60 bikes from the turn of the century to the 1970's. The exhibition is cared for by the surviving Geeson brother, who is now in his eighties. The workmanship on some of these old bikes is remarkable, elaborate castings and intricate linkages, which appear to be made out of stainless steel.

The convoy came back to the campsite in the middle of a downpour, which added to the delights of camping a la ferme. Campsite is actually the wrong term for our accommodation; it was a cow pasture, with lots of lush, long, wet grass, (many large cows very recently removed) with a hut with a bog in it. Actually, it was oddly satisfying being snug in a tent with the rain belting down outside.

We are of course working towards the highpoint of the weekend - no, not the concours, silly - which was the buffet dinner in the marquee at the castle (a really good feed), followed by the disco and - wait for it, wait for it - the world premiere (and first time ever) appearance of the fabulously lovely OLD SPICE GIRLS. What can one say. Such natural talent just crying out for some decent management! (and more Champagne). As our media correspondent, Mr. Dave

Hackett was heard to say: "Corrrr".

For the benefit of history, the line-up of gorgeous girls was:

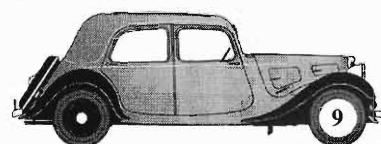
Baby: Pearl Shaw
Ginger: Brenda Kallend
Posh: Pat Defelice
Scary: Barbara Longden
Sporty: Sue Simper
Manager & dresser: Steve Southgate

Passing slowly on, Sunday was the car bit. There was a concours, Dennis Kallend won all the prizes. There was a raffle, the Scottish contingent won all the prizes. Nuff said. A great effort by the Scots, by the way, apparently it takes 10 or 11 hours to get from Aberdeen, where Ian and Sheila Smith and Andy and Sheila Burnett came from (not forgetting Ian and Wendy Nairn from Edinburgh - could I ever?)

Sunday at Grimsthorpe was also the day of the village fair, held in the grounds. There was fun for all the family, with a dog show, sheep racing, and even an escapologist in a box hanging from a crane. We also had a fly past from the R.A.F. memorial flight - a, or rather the, Lancaster, a Spitfire and a Hurricane. Wonderful.

Mick and Moira had clearly been on the phone to God again, as the sun was shining for the second day running. Barrie had his organ out, and a good time was had by all.

Well done Mick and Moira.
Terence McAuley



THE FINISHED PRODUCT

Part II

French cars - you either love them or hate them. If you love them it's probably because of their good ride and handling, their frugal thirst, and their reasonably low running costs. And you probably regard their rather quirky looks as *cute*, and *individualistic*.

If you hate them, chances are you have never owned one, and possibly never even ridden in one, something you are not ashamed of admitting, either. You suspect your friends and family would disown you if you turned up in one, and quite frankly you wouldn't blame them for one minute. At best you would describe most French cars as rather odd looking.

We are talking about the more modern offerings to come out of the land of snails, frog's legs and bubbly.

Most people will concede that France's automotive

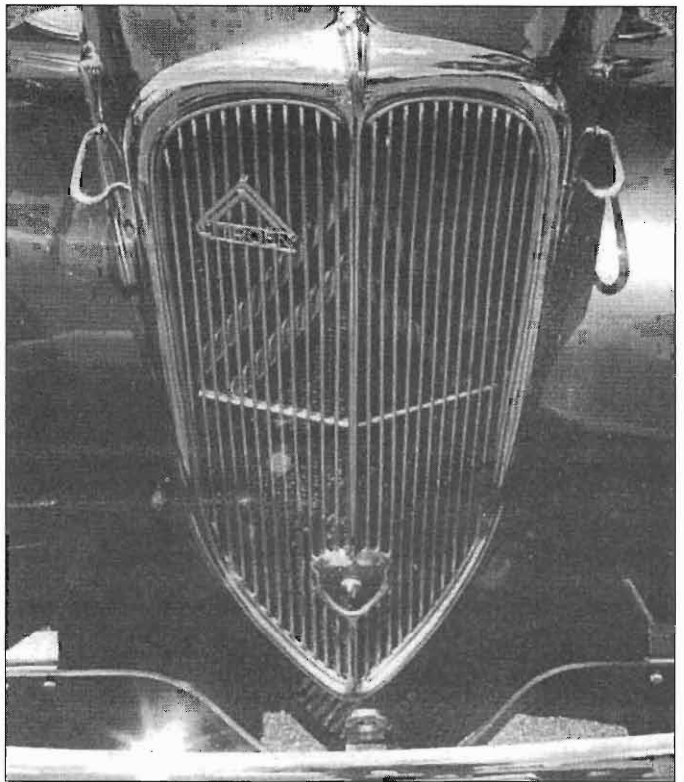
- The finish on the paint work is of breathtaking quality - deep, rich Burgundy.
- Attention to detail even meant restoring the original steering wheel!

designers have produced a few rare gems in recent years, such as the gorgeous little Alpine-Renault A110, but handsome French cars aren't exactly thick on the ground, are they?

That is, unless you are talking about the Citroën Light 15, or Traction Avant 7CV, as the French call them. Now *there* is a good looking car; a piece of sculpture on wheels you might say, with its gorgeous rounded guards, raked heart-shaped grille, and low aerodynamic body. For once Citroën designed a body that was worthy of the car's advanced mechanicals and chassis.

Now if you think the sedan is a good looking car, you are right - dead right, but you ain't seen nothin' until you've seen the Roadster, and the best one of those in this country is quite probably the one owned by Mark Shorter and his brothers. It is stunning! Gorgeous! Absolutely fabulous!

For me it was love at first sight.



It all began when Dave Shorter, Mark's brother and co-owner, arrived at the Auckland ferry terminal to pick me up. The setting couldn't have been more perfect; the sky was blue, the sun was hot, the Island Princess was berthed opposite and pulling on to the quay was this shimmering red Citroën Light 15 Roadster, top down.

What a feeling - hopping off the Quick Cat to be picked up in this car! Everybody's eyes were on it.

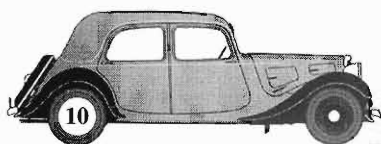
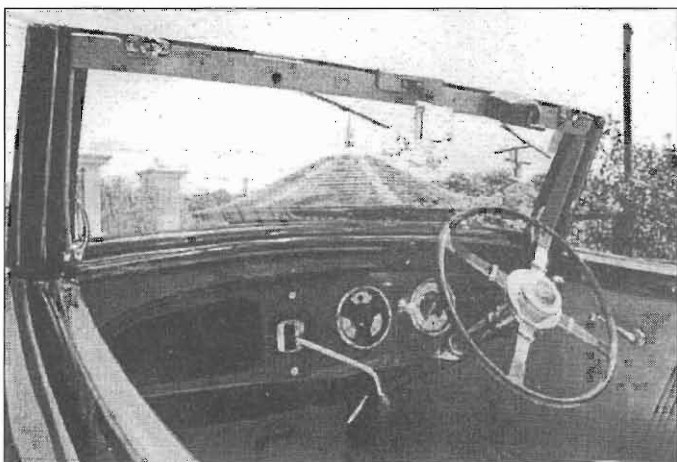
Introductions were dispensed with quickly. I opened the passenger suicide door and climbed in on the beige pleated leather passenger seat. The ignition was turned, the starter button pressed, and in a moment the engine fired into song. We were off.

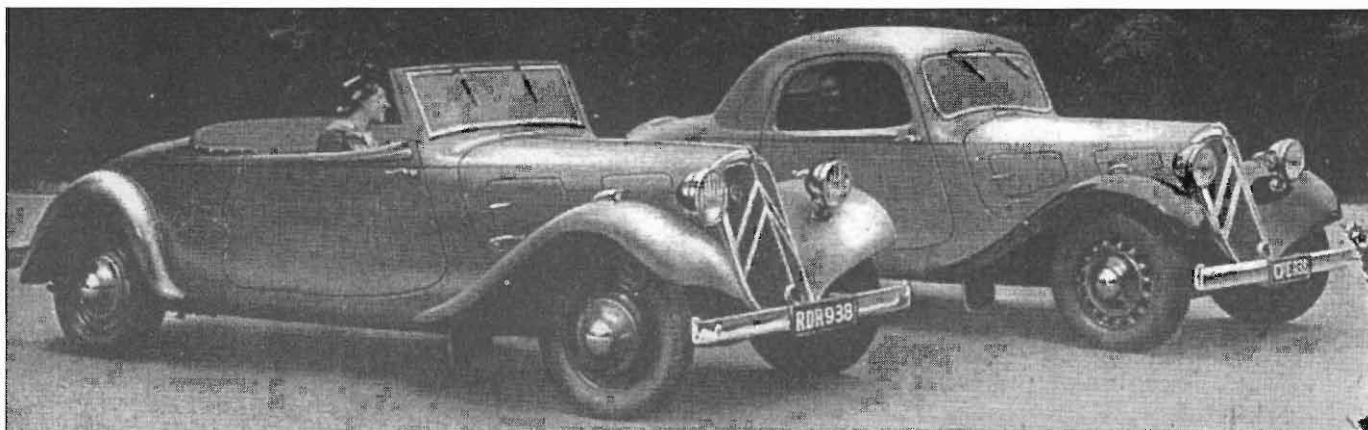
First impressions on the road, apart from the fact that everyone is staring, is how tight the vehicle feels, how well it steers and drives, and how easily it keeps up with the traffic - we must remember, of course, I'm

talking about a car getting close to 54 years of age! Despite this I am still very impressed with the way it drives - totally devoid of rattles, and even with the top down there is almost no sign of scuttle shake.

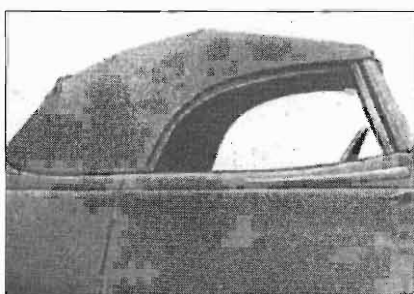
Looking around inside the car the first thing to grab your attention is the little bent gear lever that protrudes from the walnut dashboard on the passenger side. Reverse is to the right and up. First is straight down from reverse. Second is up, across to the left and up again, and top gear is straight down from second.

On the dashboard between the gearshift and the chromed steering column are two large round dials, the left one housing an oil light, an ammeter, and a fuel gauge, and the right one housing a speedometer and a little clock, the clock being the only thing I noticed that did not work. To the right of the steering column is the combined light switch and ignition switch, but not the starter - that was a separate





● From an original sales brochure. "The Coupe And Roadster. These attractive models are available on the 12 and Light 15. Both have two doors with winding windows, adjustable front seats and roomy two seater dickey. The dickey compartment also forms a large and useful luggage container".



button.

A sign of things to come (many years later for most manufacturers) was the column mounted-horn button and indicator switch, the latter which worked semaphore indicators that swung neatly out from the 'A' pillar between the bonnet and the front doors.

The steering wheel is large and its four main spokes are, each in turn, made up of five chrome spokes. The door trims are in leather to match the seats, each door having a large pleated pocket. The tops of the doors are capped with walnut to match the dashboard, and the flooring is trimmed in plush pile carpet of a slightly darker shade than the seating.

The windscreen is flat, and the whole thing, frame and all, is hinged so that it may be laid flat along the bonnet, although what damage this might do to the remote extension on the left side wiper is anyone's guess.

Moving one's eyes to the outside one can't help but be

totally amazed at the standard of the bodywork and the depth of the paint. No words could do it justice. Dave tells me Regency red was one of the original colour options - he even said it could be ordered in metallic, but the closest colour I could

find amongst all the sales brochures was a colour known as Regal red, and there was no mention of metallic. In any case I doubt it could have been anything like as rich and deep as the colour this car is painted. It looks fabulous. The undersides of the mudguards were without blemish - not even road grime. I lay down on the ground to examine the car's underside in an effort to try and find some flaw in the bodywork, but there was none to be found - everything was like brand new, in fact probably better.

Setting off the exquisite paintwork is just enough chrome to make the car look smart without being flashy. Chromed are the headlight and sidelight pods, the door handles and a little piece of flashing on the top of each door. The bumpers and grill are chromed of course, as are the hubcaps, the fuel filler cap, and the windscreen frame.

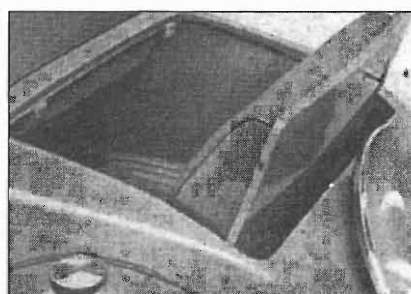
Alloy paint protectors are

fitted to the rear of the front guards and the front of the rear guards. Two round alloy castings are fitted to the left rear of the vehicle, one on the back bumper, and the other on the top of the left rear guard. These are stepping stones for climbing up into the dickey seat - yes you heard right: these little convertibles are fitted with dickey seats, which in the case of this car, is upholstered in pleated cream leather to match the front seats.

And it wouldn't be a Light 15 if the spare wheel was not mounted externally on the rear of the car now, would it? Of course the spare has its sculptured metal cover complete with hubcap.

About the only thing I found to detract from the car's beauty was the number plates. An unfortunate aspect of re-registering an old car is that they have to be fitted with the horrible gaudy white reflective plates, so out of keeping with a car such as this. The old grey-on-black plates would have been more suitable.

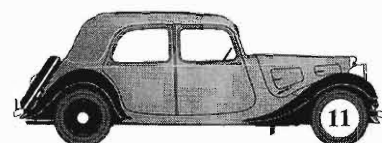
Dave lifts one side of the bonnet, and as you would expect the engine and engine bay were spotless. The block, head and other castings were painted light green, and the

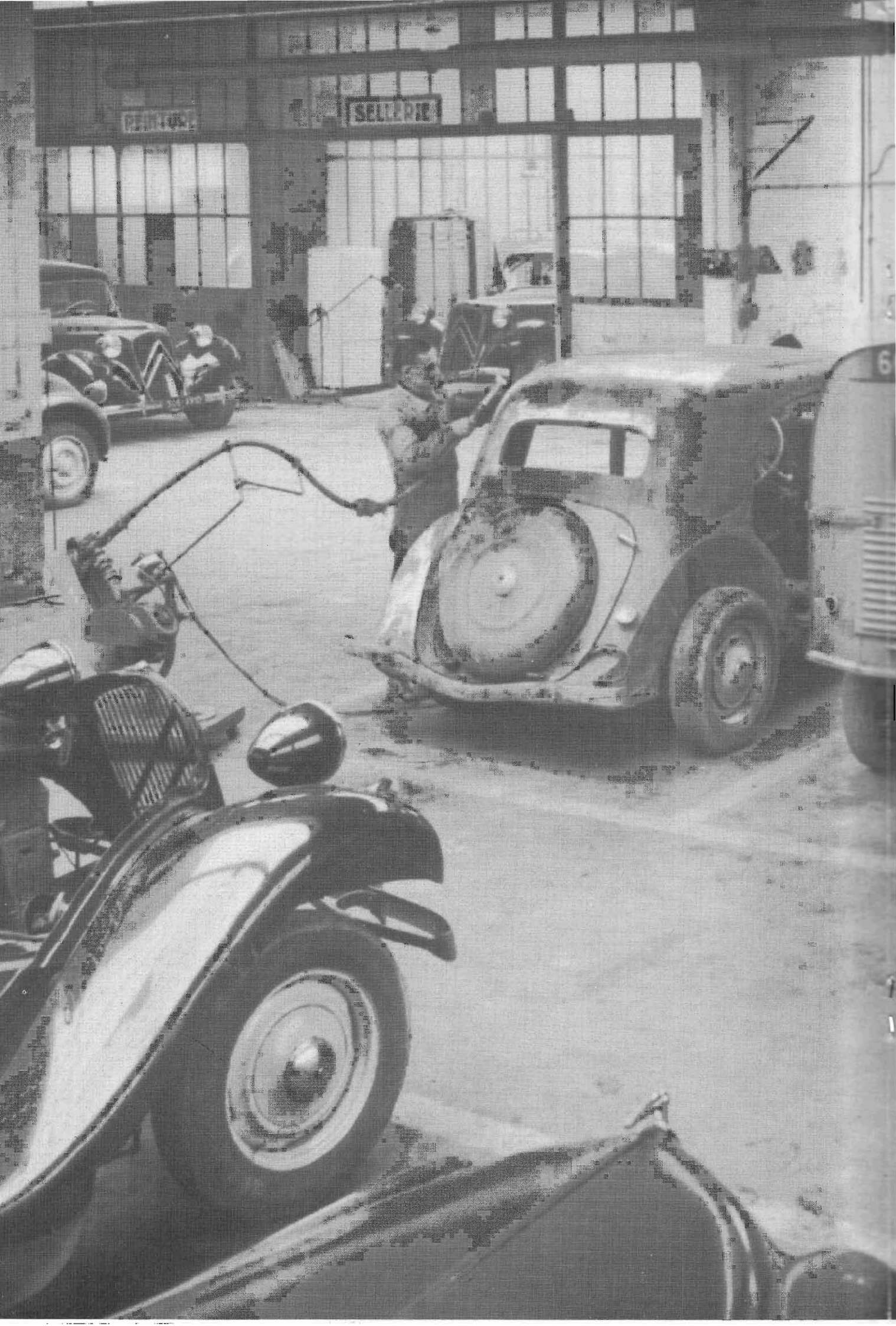


rocker cover a metallic silver. In an unusual arrangement the gearbox and differential are mounted off the front of the motor below the fan, and out from the side come the two axle shafts to drive the wheels via universals rather than constant velocity joints. Amazing isn't it? - these cars were first released in 1934 and had front wheel drive, independent suspension (by way of torsion bars) and monocoque body construction rather than a separate chassis, which helped lower the overall weight, and lower the height and centre of gravity of the car.

The car also had an overhead valve motor, hydraulic brakes and shock absorbers, rack and pinion steering and one or two other advanced features. It must have been miles ahead of just about everything else priced remotely similarly at the time. No wonder over 700,000 Traction Avants were produced in total.

continued on page 14





TOLERIE

10 AM

61-A C 21



CITROËN ROADSTERS IN NEW ZEALAND

First produced in 1934, the Roadster's bodywork was contracted out to various bodybuilders, then the shell was returned to the factory for the fitting of the engine, suspension etc. In England right hand drive roadsters were produced on a similar basis and quite a few were imported here, of which only twelve remain.

Three have been restored and these are owned by Charlie Wallace, Jim Crook and, of course, the Shorters.

All British Citroëns are right hand drive and are fitted with Lucas electrics and were produced at Slough. Various French Roadsters were manufactured with the 12hp or 15hp fours or the 22hp six cylinder and although pictures exist of a V8 Roadster these were generally mockups for publicity purposes - none are known to exist.

With the hood folded down and the wind in your face there is nothing that competes with a Citroën Roadster for enjoyment. Good roadholding and firm suspension, with torsion bars all round, combined with rack and pinion steering. The sense of adventure is never far away. The slow revving 1911cc engine is more than adequate for a 50 year old car and driven carefully they will last well into the future.

The car is generally described as a two-seater with an occasional two extra in the dickey. There is a removable panel in the hood to enable the passengers in the dickey seat to converse with the driver. There have been many attempts to locate the rest of the Roadsters around New Zealand.

Some are reported to be laying outside in paddocks with the grass growing through them. I have heard of another in Auckland and have discovered one in Levin, however they are rare and mostly hidden by their owners until such time as they can afford the time and money to restore.

Sadly, Roadsters were not produced after the war and French production figures for 1939 list 876 four cylinder Roadsters manufactured, and one six cylinder.

Jim Crook (Roadster owner and Club member)



● Jim Crook's restored Roadster, one of twelve known to be left in N.Z.

continued from page 11

Back into the passenger seat for the second leg of our road test from Greenlane to Remuera via the motorway. The car, with its 1911cc long stroke engine pulls away strongly in second gear from about a walking speed up to above 30 mph, and once into top and on the motorway the car cruised comfortably at just over 60 mph, easily keeping pace with cars half a century younger. Off the motorway and on to the steep, twisty roads of Remuera. Second gear easily retards the car with almost no brake application as we descend one of the leafy suburb's steeper streets.

Sure the car doesn't have the power and the stopping ability of present day offerings but it felt very modern and very sure footed. If I was blindfolded and asked to guess the age of the car by the way it drove, there was no way I would have imagined it to have been designed and built before the Second World War. I probably would have said a well restored car from the early sixties. Whilst much of the credit must go to Heritage and Les Parkinson, who brought the car back to life, the original design and execution was obviously decades ahead of its time.

Perhaps part of the reason why this particular car is so good is because it has been in the same family for nearly the whole of its life. Dave's

grandfather had the Citroën agency at about the time Hitler was marching into Poland. He had the car specially imported for a woman customer. It was registered new in her name on January 16 1940, so it was manufactured in 1939. It was bought back from this woman by his grandfather in August of that same year and has remained in their family ever since, and has now covered a total of just over 70,000 miles - on average a tad over 1,300 miles per year!

Back at Dave's place, and the road test is finished, but before the car is tucked up in the garage under its dust cover, it is time to put the top up. Actually putting the top up is not that hard, just a little bit fiddly, so it does take a fair while. I would hate to be caught in a sudden downpour - by the time the top was safely in place the interior would be well and truly soaking! But once securely erected, another dimension is added to the car's looks. Many convertibles appear somewhat awkward when the top is up - not this car! Having the top up transforms it from a gorgeous roadster into one pretty little coupe. I dare say the blind spots on the rear quarters could be quite frustrating, particularly as there are no exterior mirrors, and the rear window is one of the smallest I have ever seen ... but the looks ... aah! It becomes one of the handsomest coupes I have seen.

Dave informs me the restoration took the best part of a couple of years, and the car was completed and re-registered in September 1992. Since its restoration the car has barely been driven at all - less than 100 miles have been added to the clock in the three months that have since passed at the time of this road test.

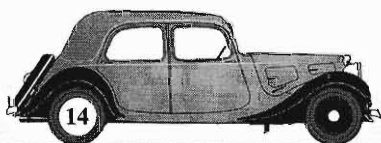
This particular roadster is right hand drive, one of about 250 cars that were converted at the Citroën agency in Slough (England), and almost without doubt the best example of the few that have survived here. Even the left hand drive roadsters are very rare, as less than 3,000 of these were manufactured. It is great to see, and be driven in such a rare car so well restored. The fact that it is driven so little will probably mean that this little Citroën will still be around in another fifty years.

On the down side very few people will have seen it doing what it was designed to do - that is, being driven. If it was mine, I would be out and about in it as often as the sun was shining. Having a beautiful car like this under a dust cover to me is akin to having a Van Gogh in a bank vault.

Apologies for this article lacking in "driver feedback". Dave's comment to me: "You don't really have to drive it, do you?" gave me the distinct feeling that here was an owner that did not want *anyone* behind the wheel of his prized toy - therefore the entire road test had to be based from the passenger's perspective. To me the proof of the pudding will always be determined behind the steering wheel.

Oh well, maybe next time! We'll chalk this one down as a Clayton's road test - nevertheless a very nice way to spend an hour or two on a balmy summer's day.

Julian Matthew



OIL BE BLOWED ... I DIDN'T KNOW THAT!

Since recently reintroducing their range of Classic oils, Castrol have noted a marked increase in the level of technical enquiries from owners ... whilst Castrol are pleased to answer any points raised by customers, they have produced the following article which covers many of the common questions...

Established in 1899, originally as C.C. Wakefield, Castrol launched their first lubricants for cars in 1906 and have been at the leading edge of motor technology ever since.

Choosing the right lubricant for your car's engine, gearbox and axle is essential for ensuring peak running condition and maximum wear protection. The technology of older vehicles engines is dramatically different from today's modern cars, so to assist owners of older vehicles, Castrol have reintroduced their older brand names in a range of 'classic' lubricants to the correct formulations and importantly, to the precise viscosities as originally recommended by the vehicle manufacturers themselves.

For today's owners, selecting the appropriate lubricant is simply now a matter of referring to the vehicle's original handbook and using the named Castrol brand listed therein. Until now, owners of older vehicles have been forced to choose from a confusing array of multigrade oils on garage forecourts and in recent years, from oils offered by lesser known companies marketing multigrade formulations purporting to be suitable in instances where monograde lubricants of particular viscosity were originally stipulated by the vehicle manufacturer.

Castrol's oil recommendation records date back to the late eighteen hundreds and detail all lubrication specifications for engines, gear oils and greases right through to today's modern day classics, so finding out which oil grade and viscosity of lubricant is most appropriate, owners can either look in the original handbook or telephone Castrol Oils on (01954) 231668 for advice.

The Importance of Using Correct Viscosity Lubricant

Using an oil of the viscosity recommended for a particular vehicle is important, as it is the oil's viscosity that determines its ability to flow. A quick flowing oil (one of low viscosity) deposits a thin film on the engine's internals, whereas slow flowing oil (one of higher viscosity) deposits a thicker film. Furthermore, temperature will affect oil viscosity and thin the oil at higher temperatures and provide less protection than required. To compound matters even further, some oil viscosities are more affected by temperature than others and therefore using the correct viscosity oil is important; too high a viscosity and excessive oil drag will cause the oil to heat up, additionally when starting an engine using oil of too high a viscosity the lubricant will be unable to reach areas requiring lubrication quickly enough and rapid wear will result. Too low a viscosity and the oil will provide inadequate lubrication and protection at high temperatures, when under pressure - in fact, at all times.

The viscosity classification developed by the Society of automotive Engineers of America (SAE) is universally adopted by both oil companies and motor manufacturers and recognises the following grades:

Monogrades -
SAE 5w, 10w, 20w, SAE30, 40, 50, 60.

Multigrades -
SAE 5w/20, 5w/50, 10w/30, 10w/40, 15w/40, 15w/50, 20w/50, 10w/60.

(The 'w' following the number denotes Winter and indicates these grades being suitable in cold climatic conditions).

The secret of a good oil is its formulation - the blend of base oil and the chemical additives which provide it with its particular character and safety margins.

Choosing the Correct Oil for Your Classic

The formulations required for modern vehicles are very different from those needed for older vehicles. Oils for modern engines comply to the latest API ratings of SG and SH and are ideal for the design of a modern engine, i.e.: use of neoprene seals, high delivery oil pumps, narrow oil galleries, high revving with overall tighter machine tolerances. A classic car engine has the opposite characteristics with cork/graphite/rope seals, low pressure cog driven oil pumps, wider oilways with greater dependence on 'splash' and 'cling' lubrication, lower revving with lesser machine tolerances. Such a widely different specification demands a totally different

lubricant. Castrol's Classic range of formulations for older cars have been specially blended for the work they have to do. Two oils of the same viscosity supplied by different oil companies can have radically different formulations and thus have significantly different performance characteristics. The particular quality of the oil depends ultimately on its formulation - the special range and quantities (sometimes critical) of additives

which are blended with the base oil. Therefore as a guide, remember that a low cost oil cannot be a quality oil as inevitably additives, blend and research may be reduced or omitted to achieve the price and that a high API rating does not denote suitability for your classic.

For example, inadequate detergent will result in gum and lacquer clinging to the hotter engine components.

Too much detergent can cause a build up of metallic ash in the combustion chambers of older engines. In older engines with a traditionally high oil consumption, this will cause detonation and pinking. In older engines where the carbon has built up over a number of years, the detergents can also have a scouring effect, causing the carbon to flake off, blocking up oil galleries and spray jets. High levels detergent will 'wash' traces of carbon from seals and gaskets, revealing oil leaks.

Inadequate anti-oxidant and the oil will permanently thicken during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings.

Inadequate anti-wear additive and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and irreparable damage.

Inadequate corrosion inhibitors



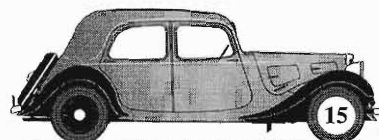
and engine internals become pitted with corrosion and rust from acids and water formed during combustion.

Inadequate dispersant results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge, that will block filters and oil ways.

Inadequate pour point depressant and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up, causing complete failure of the lubrication system.

Castrol's Classic oils are formulated in the style of the original oils using the most appropriate additive technology to provide the best protection for your classic engine. The Castrol Classic Range is available nationally from over 250 of the country's leading marque specialists and a leaflet detailing over 35 lubricants for older vehicles with details of local stockists and specific lubricant recommendations is available from Castrol on 01954 231668.

Never underestimate the importance of using the correct oil..



WAR & PEACE RALLY

- KENT -

JULY 1997

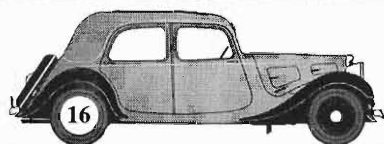
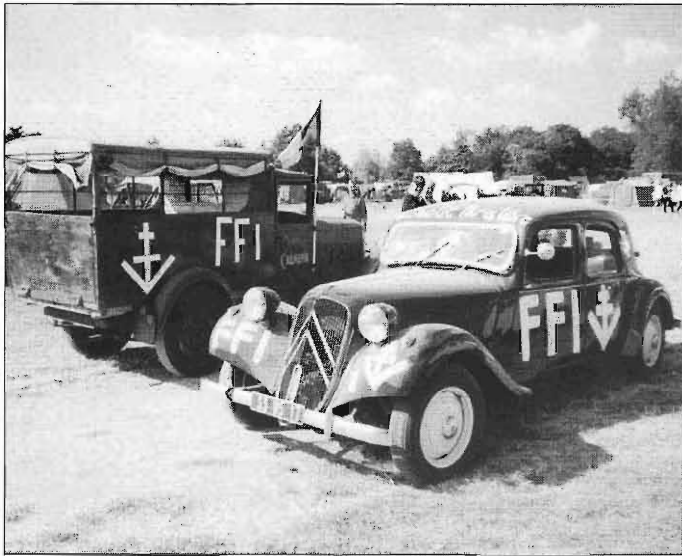
War and Peace was attended by over 2,000 military vehicles, from tanks to push bikes and was held at the Whitbread Hop Farm near Paddock Wood in Kent. My Company was exhibiting so I

thought I'd deck my Normale out in Forces Francaise Internationale style. Normally if your vehicle isn't Camouflaged or painted with Olive Drab the M.P.'s won't let you in. However I

had no problem, even though my car was made in 1955 (albeit from recycled Panzer steel!). As you can see from the photos other Citroën enthusiasts had the same

idea. A chap called Peter Tombs from Hampshire bought the Milk Van on a trailer and the Camion had been driven from Nouvion, north east of Paris.

Malcolm Wigmore



national and international events

1998

6/15 FEBRUARY
RETROMOBILE PARIS

12/14 JUNE
CCC ANNUAL RALLY, PETERBOROUGH

19/21 JUNE
TOC ANNUAL RALLY, LACKHAM COLLEGE nr CHIPPENHAM, WILTS
contact Dave or Jackie Hackett
for details & booking form call 01225 810569

August 21-23
11th International Citroën Car Clubs Rally.
Chevetogne nr Lamur, Belgium Phone Help Line for details and Application Form.
Help Line Phone/Fax 01425 674476. (24 hr. answerphone service)

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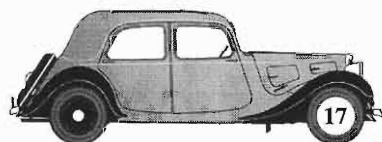
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Dear Jonathan,

Do you know if the Technical/Spares Committee has any news re the Leaded-Unleaded debate and how it affects us?

Do we know what has to be done with valves and seats and is the Club preparing necessary information and parts to convert which I guess will be needed if a substitute is not quickly found?

My local garage will stop supply of leaded fuel sometime in 1999 as an E.U. Directive. Sod them! So this is now important if we are to keep running.

Regards
Alan Hill



Tanglewood
New End
114 The Ridgeway
Astwood Bank
Redditch
Worcs B96 6NA
Tel: (01527 89) 2134
12th November 1997

Dear Jonathan,

During a recent visit to Malta I met Oliver Agius who recently purchased a Paris built 1939 Roadster which was fully restored in France last year. See photo of Oliver standing next to his new possession. The car

drives very well and is probably the only Traction in Malta in running order. Oliver also has a 1975 Chevrolet Corvette which I was privileged to drive - its 5.9 litre engine provides shattering power!

Oliver has asked me to try and trace a 1936 Roadster which his uncle imported into Malta in about 1947. The enclosed photographs are a little dim with age but they do show a very nice car with quite unusual wheels. The Regn. number was 3145 (Malta) and his uncle - Peter Galea - eventually sold it to an Englishman about 1950 who

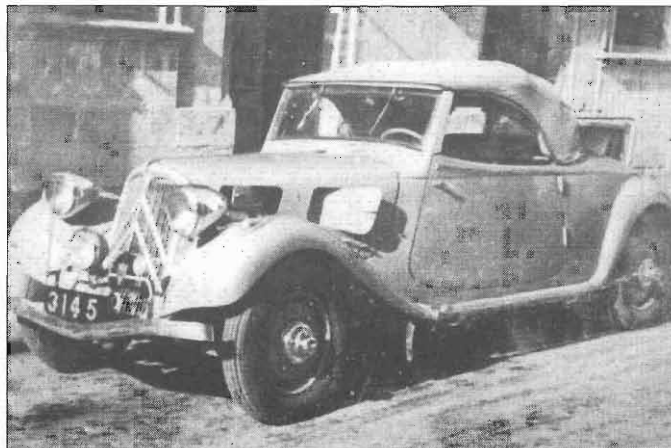
took it back to the U.K. with him. What happened after that is lost in the shrouds of time but if any of our readers can provide any clues then Oliver would be delighted. Sadly no Chassis/Engine No. are known. Can anyone solve the Mystery?

Regards
David Boyde

“EAST MIDLANDS NEWS”

We have now had three meetings of this section and attendance has grown. Join our convivial bunch, and start the New Year right, by joining us for coffee at 10.30 a.m. on Sunday 10th January 1998 at The Whipper Inn, Oakham. We will then follow a short route around Rutland, followed by a pub lunch in an inviting hostelry. Let me know if you want to take part. Members and friends will also be welcome to join us on the second Sunday of each month at 12 midday, for lunch at 1 p.m., at The Flying Childers, Kirby Bellars, near Melton Mowbray. Please telephone if any further information is required. Graham and I wish you all a very Happy Christmas.

Helen Brixton 0116 211 4359 or
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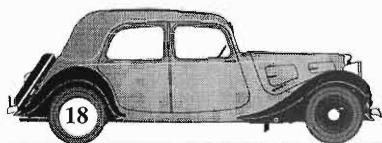
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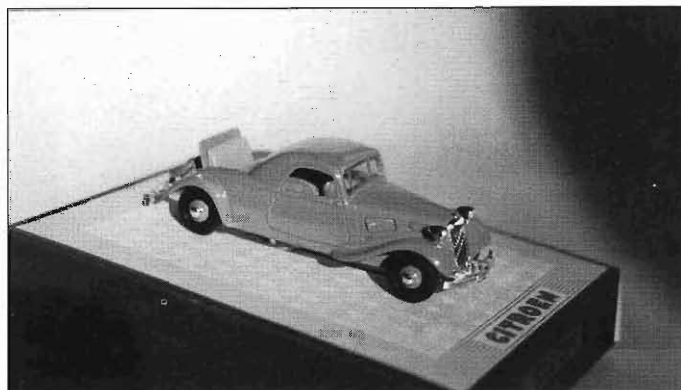
I've been at it for 25 years!



MINIATURE TRACTIONS

Some years ago, I was told "Traction Owners don't spend their money on models, it all goes on their cars". Certainly, Traction Owners don't buy as many models as 2CV owners, but I am sure that 99% of members will have at least one model Traction Avant somewhere around the house or office, or even the garage. Of course, there is not the variety of Traction models that there is of the 2CV and its variants. As someone else said at a Traction Rally: "Once you have

and a Roadster and a Faux Cabriolet. So you have a complete collection - 5 models. Not quite, you will want to have small boot and big boot versions and to add an early 7CV, a Decouvrable, and of course a 22CV in each of the 4 body styles. As the collection grows, you will think of more missing links, so you buy a 15-Six with gazogene or perhaps more than one because there were various types. You must have one with 'FFI' as seen in all the books and one in Wehrmacht grey and another in camouflage and a red fire chief's car to brighten up the collection and another Normale



1:43 11CV Coupe - (Norev 153020)

seen one black Traction you have seen them all". We know that this is not true, but there is a similarity. To the masses, they are all 'Maigret Cars' are they not?

It is almost certain that the one model that you do have is one of your own car - Light 15 or Legere and black. Perhaps you have thought of starting a small collection to have one of each of the body styles, so you buy a 15-Six which will pass for a 11 Normale, but then of course you add a Commerciale or Familiale,

in silver grey as sold in the 50s, and a roadster with the hood down to complement the one with the hood up, and a model of the famous 'Lecot' record breaking car, and a Monte Carlo Rally version, and one to celebrate the 50th anniversary of the invasion and one to remember the last ICCCR or the 9th or the 8th etc. etc. etc.....

If this has not put you off the idea completely, be advised that all the above are currently



11CV Commercial® (Original miniatures Saynete No 2)



1:48 11BL 1952 (Dinky 24N)

available and all in 1:43 scale (Dinky Toy size). There are more than 60 models currently in production from various manufacturers all in 1:43 scale and another 25 or more in larger and small scales. If you look back to models that have been made of the Traction, since 1934 there are currently over 800 on our computerised list.

The first models of the Traction were made by Citroën themselves in tin-plate in 1934, but the first die-cast models did not appear until Dinky Toys in France made the 11BL in 1949. The 15-Six was introduced into the Solido range in 1974 and is still in production. Another

something big and something different, there is a 1:10 scale model available in steel which is modelled on the original Jouets Citroën or a beautiful Roadster the same size made in wood, resin and chromed metal which is more like a sculpture than a replica.

If you want more information, you will find that the model enthusiasts are as friendly and communicative as the 'big car' enthusiasts. To cater for the Citroën collectors, there is the 'Citroën Model and Memorabilia Collectors Club'. Every 4 months or so (publication dates are similar to those of *Floating Power* in the early years) a 32



1:20 11BL "Lecot" (Eligor 3002)

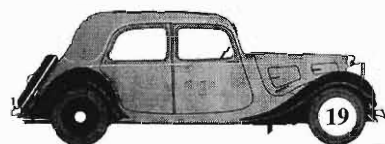
manufacturer in France still producing models - albeit after a number of management changes is Norev. They produced a model of the 15 Familiale in plastic and metal in 1954 which is now very much sought after although quite basic and subject to deformation. The Norev 11BL of 1968 was a good representation and became the base for the Eligor series of 11BL models which are currently available. Norev still makes the 11A of 1935 in different versions and the 22CV with different body styles.

If you are looking for

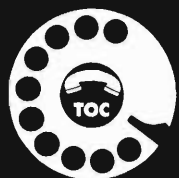
page newsletter is produced which lists and reviews new models and books, studies of older models, articles from members and free advertising. In addition, each issue prints an extract from the database of some 6000 models of Citroëns.

This is a very brief survey of the model scene, but if you have any specific queries, you may telephone me - between 8.30 a.m. and 7.30 p.m. please - and I will be happy to talk to you.

C. David Conway
0118 978 3533
8.30 a.m. to 7.30 p.m.



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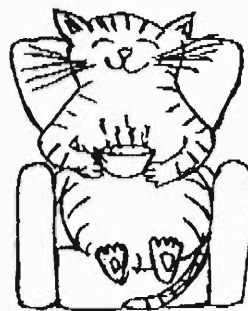
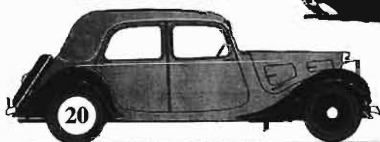
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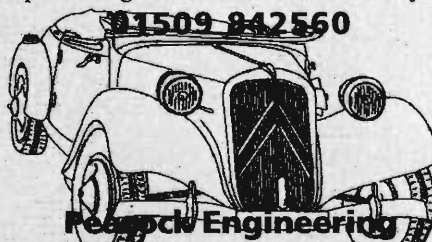
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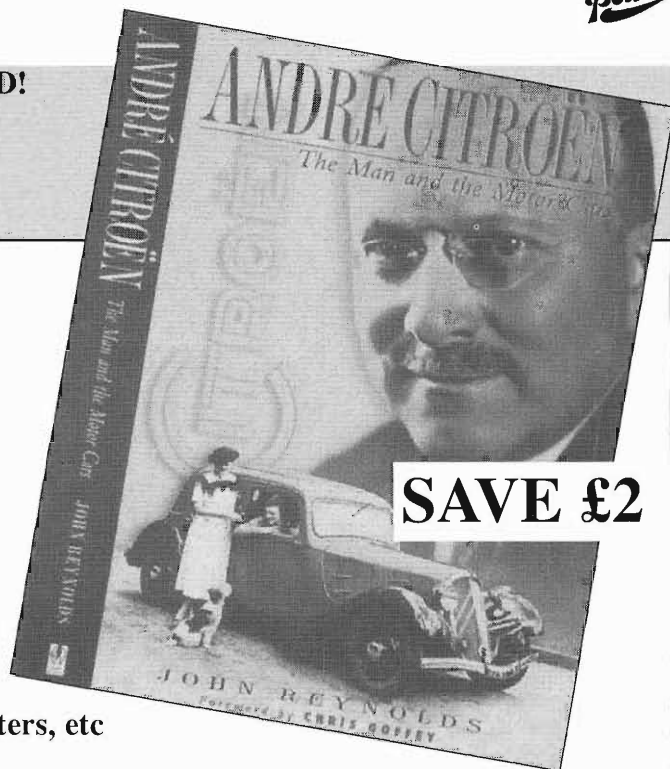
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