

CLEAN IS COOL

THE youngest Traction Avant models are now 30 years old and the number of units still on the road in New Zealand is truly amazing. To cope better with modern-day motoring conditions, or perhaps unable to find the required components when a major breakdown occurs, some owners put "originality" into the back of their mind and opt for an engine transplant. They install the later-model Citroën engine from the ID19 models, complete with its high-ratio 4-speed gearbox. The car then becomes a "real goer."

OUR notes this issue refer to such models.

"D engineed" Traction do not necessarily need a radiator fan fitted. We know of one case where over 100,000 miles were travelled in a Big 15 with a 1963 ID block, surmounted by a 1957 DS head with no radiator fan fitted. During that mileage the temperature was at most times well under 180°F. It is probable that a "bunch of bananas" (free-flow exhaust manifold) may have helped keep temperatures down, but the "coolness" of a D-model head did away with the necessity of needing a fan.

TO anyone contemplating running their ID Conversion without a fan there are two major recommendations to be made:

- (1) That a temperature gauge be fitted so you can keep an eye on the heating;
- (2) That the radiator is kept clean, right from the outset.

In regard to (2) it is well worth the \$40 or so cost to have the radiator serviced prior to mounting in the car at the time of the conversion. This involves having the top tank removed and each core tube cleaned out thoroughly. Radiator specialists do the job in a day and usually pressure-test the unit when finished.

YET another wise move in this situation is to install a CRUD-CATCHER in the top hose/radiator tube area. A simple, inexpensive method is to cut the foot area out of a pair of pantyhose, then feed the toe end into the radiator top inlet, fold the stocking part back over the tube leading into the radiator, then fit the top radiator hose over this.

THE "specially patented" Crud Catcher will now collect all the rust particles which are pumped up from the block and so save them from filling the radiator core tubes and blocking the free flow of the coolant.

REMOVE the stretchable nylon filter after the first 1,000 miles and you'll be surprised how much matter has been trapped. From then on, change the filter every 10,000 miles or so, or else once a year. It will save overheating problems, and you will not have to have the radiator cleaned so often, if in fact, ever again. Fears that the filter may become blocked and thereby stop the flow of coolant are not valid, as the nylon simply stretches further into the top tank as required.

FOOTNOTE: A Crud Catcher is well worth fitting to any model, even if anti-freeze is added to the cooling system. It would be especially desirable to fit straight after a radiator clean, even if it is only a temporary measure.

Lew Stappit and "R.C." "The North Island Citroën".

(The rising interest in Traction-ID conversions in Australia suggests that the above comments would be appreciated by CCOCA members. The "crud-catcher" sounds excellent, though we suggest that it should not be acquired without the owner's consent! (Is this how Kiwis put a sock in it?) - Ed).

