

Greetings fellow Tractionists and other members of the Citroën family. I have been asked to write CCOCA's first post on the web blog so I thought I would write an illuminating article on the lighting I

and car lighting. Scroll down a couple of items and you will find what I was looking for: 8" pre focus headlights. These are a copy of the Lucas Cats-eye original without the word 'LUCAS' on the glass and made as a semi sealed unit.

They can take a halogen globe and a pilot

have incorporated in my Traction during its restoration.

It all started with headlights. The Lucas M140 headlight bucket is designed to have 8" reflectors. If you want to use modern round sealed or semi sealed reflectors they come in 7" so a step down rim is required to hold them in place. I didn't like the look of those so I started searching on the web and eventually found Paul Goff's bike and bulbs website ~ [www.norbsao2.freeuk.com](http://www.norbsao2.freeuk.com). From the home page go to motorcycle

light which I fitted with a LED to use as a day time running light [see photo, page 26].

The main globe base fits the British Pre-Focus p36d bulbs of which three different wattages are available [as well as 6 and 12volt] depending on what you think your generator can handle. I chose the 60/55 watt then set about changing as many of the other globes [brake, tail, indicator, interior and panel] as I could to LEDs to maximise current availability to the headlamps.

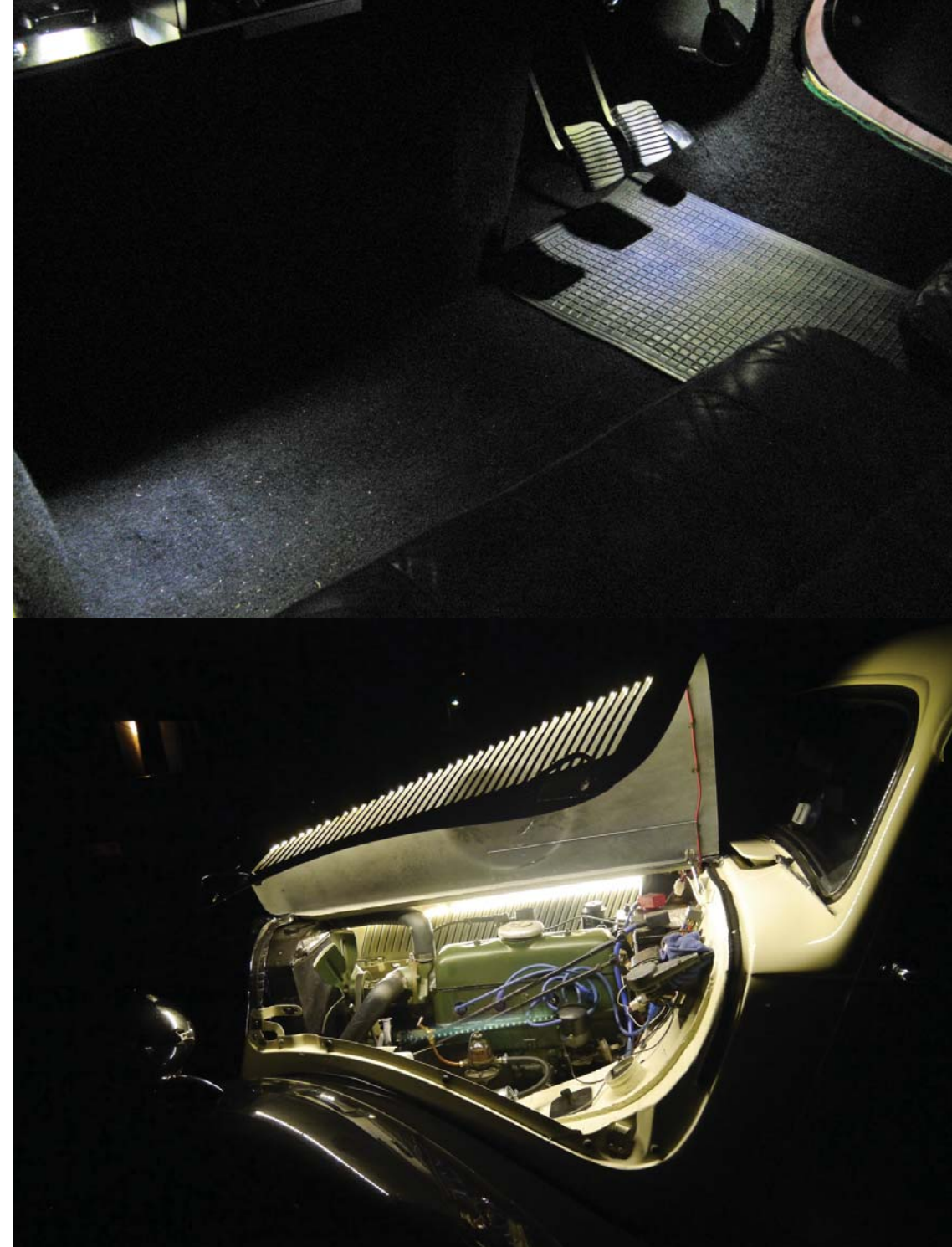
With everything turned on and engine running, the amp meter sits pretty much on zero so I am happy with that.

Having got the basic lighting system working ok it was time to 'pimp my ride' as my daughter informed me. On the 80eme Anniversaire run, judging by the audience response of awws, oos and ahhs everybody seemed to be impressed with the under bonnet lighting [see photo page 17] and illuminated chevrons on the radiator grille [see photo].

So how was this feat of in-

Continued on page 26

## TRACTIONS ILLUMINATED



Continued from page 16  
candescant beauty achieved you might ask? Well basically it took some led and a lot of fiddling about.

The under bonnet lights were simple, two strips of self adhesive

[1,800miles] they are still there.  
**THE CHEVRONS.**

My main concern here was again heat but also minimising any change in the normal appearance of the chevrons themselves. I visited my sheet metal fabricator and had some U channel made out of polished stainless steel, [polished face on the inside of the U] of the same profile as the chevrons but 4mm wider. This material was cut and joined to make two new chevrons that fitted behind the original chevrons but showing only a thin 2mm gap either side.

A self adhesive waterproof LED strip was attached to the inside back of the original chev-

waterproof cool light 4watt led positioned just above and running the full length of the gills. I used dobs of polyurethane adhesive to attach the power supply cables to the underside of the bonnet and ran them back to a central quick release connector at the firewall to allow easy removal of the bonnet.

My main concern was how the adhesive on the leds would stand up to engine bay heat, well so far

rons. The light from these shines on to the polished stainless surface of the backing chevrons and escapes through the 2mm gap either side of the front chevrons thus 'illuminating' them.

The tricky part was holding these 'backing chevrons' in place. The brass threads braised to the grill were not long enough and to make it more challenging 2.5mm diameter. What to do? I needed some tube nuts about 15mm long with a 2.5mm thread and some mushroom head 2.5mm diameter thread screws. Who sells that sort of stuff? Internet to the rescue.

A bloke in Sydney was selling 5mm hex brass rod 200mm long on eBay. Got that and with a lathe and a 2.5 threading tap made the tube nuts. The screws I sourced from this amazing company based in Brisbane called Small Parts and Bearings. You have to check this site out. [www.small-

parts.com.au] They currently have 154,812 items available in 3,732 categories. So armed with these vital components and some Loctite I was able to get it all together, wired up and with a switch positioned in an out-of-site location the travelling light show was on the road.

Flushed with the success of lighting the exterior my attention then turned to the interior.

Supercheap Auto had some small discrete low wattage interior LED lights in a small chrome plastic mounting which I attached under the dash to shine down to the foot well of both the driver and passenger front seats. [see photo, page 17]

These are switched at the door pillars and come on when the door is opened. They make quite a difference especially when you have black carpet.

I am currently looking at ways to improve the lighting of the instrument panels. The speedo in particular is very poorly lit, so the possibilities here include a new coat of white paint on the inside of the gauges [this seems to have helped], a product called 'Light Wire', and restoring and remaking the dials work with back lighting [as in modern vehicles]. This last one is challenging but more about that at a later time when we might discuss instrument restoration. For now however let us enjoy what light [15] we have.

Peter Stringer



## TRACTIONS ILLUMINATED

