



EVERYTHING YOU WANTED TO KNOW ABOUT WINDSCREENS, BUT.....

REMOVING AND FITTING WINDSCREEN

The windscreen can be removed in two different ways according to requirements.

Removing windscreen without removing hinges (when windscreen is a good fit in the body opening).

It is sufficient to disconnect the central control from the windscreen by taking out the two fixing screws. Open the windscreen enough to give access to the screws fixing the hinges. Remove these screws and take out the windscreen.

Removing windscreen with the hinges.

To obtain access to the screws fixing the windscreen to the body on models with top mounted wipers, it is necessary to remove the trim panel carrying the windscreen wiper. To do this, proceed as follows:

Take off the wiper blade and unscrew the two nuts of the windscreen wiper guide. Remove the five screws fixing the windscreen opening surround along the top edge only. Remove the screws fixing the panel and then take the panel out. Disconnect the central control from the windscreen and next the windscreen hinges from the body. Take out the windscreen.

For models with scuttle mounted wipers, the procedure is similar - ignore reference to wipers. Later models do not have a trim panel above the windscreen opening surround, the head-lining being trapped under the surround. In this case, remove the surround and release head-lining sufficiently to gain access to the screws securing the hinges to the body.

FITTING WINDSCREEN AND ADJUSTMENT

No particular difficulty should be encountered when fitting the windscreen.

The water-tightness of the windscreen can only be assured if it is correctly positioned in the body opening and if the rubber weatherstrips are in good condition.

The weatherstrips must be flexible and have no 'splits'. If they are not up to standard they must be replaced.

The windscreen is fixed to the body by two hinges having slotted holes for the fixing screws. These slots permit the hinges to be adjusted vertically.

On the front roof inside panel are brackets for the hinges. These brackets also have slotted holes which allow for horizontal adjustment.

It is therefore possible to locate the windscreen correctly in the body opening by moving it both laterally and vertically.

Water-tightness of the windscreen along its top edge can only be obtained if the weatherstrip fits correctly to the top edge of the body opening. However, the rubber must not fit so tightly that force is required to open the windscreen.

Obtain correct fitting by adjusting the windscreen by its hinges or hinge brackets.

Watch to see that the flange of the weatherstrip does not roll up towards the inside of the body opening.

This adjusting operation necessitates gaining access to the screws fixing the hinges to the brackets. It is equally necessary to free the central control from its fixing on the body.

REPLACEMENT OF WINDSCREEN GLASS

Tractions were originally, of course, fitted with "toughened" glass windscreens. Toughening of glass involves stressing the glass after cutting to shape, to ensure that on impact, the glass shatters into small, relatively harmless cubes. The disadvantage is that while this shattering is going on, the glass becomes opaque - a frightening experience at the best of times.

Toughened glass cannot be cut to shape after treatment, attempts to do so will result in a bucketfull of small glass cubes. Therefore, if a

replacement windscreen is required for a Traction, it must be cut from what is known as "laminated" glass (please not plate glass!). As the name implies, laminated glass consists of two thin sheets of glass interposed with a sheet of flexible plastic. On impact, the glass cracks, as does normal (window) glass, but is held together by the plastic. Unless the impact is directly in the line of vision, sight is largely unimpaired.

Most large windscreen suppliers/fitters can cut a Traction windscreen from laminated glass using an old windscreen as a pattern. Cost should be around \$30-40. The real problem comes when fitting the glass to the screen frame. Toughened glass is relatively insensitive to rough handling, whereas clumsiness with laminated glass will be rewarded by a pleasant pattern of mobile cracks.

Consequently, following are two methods of replacing the glass in the frame. Both maybe used for either type of glass, but as the second does not involve any force, it is well suited to laminated glass and has been used successfully by the writer.

Method 1 - The operation of replacing the windscreen glass requires some precautions to be taken to prevent breaking the glass or damaging the frame.

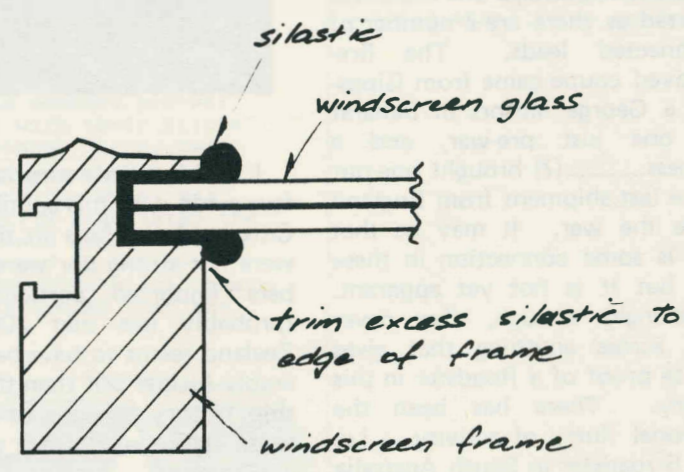
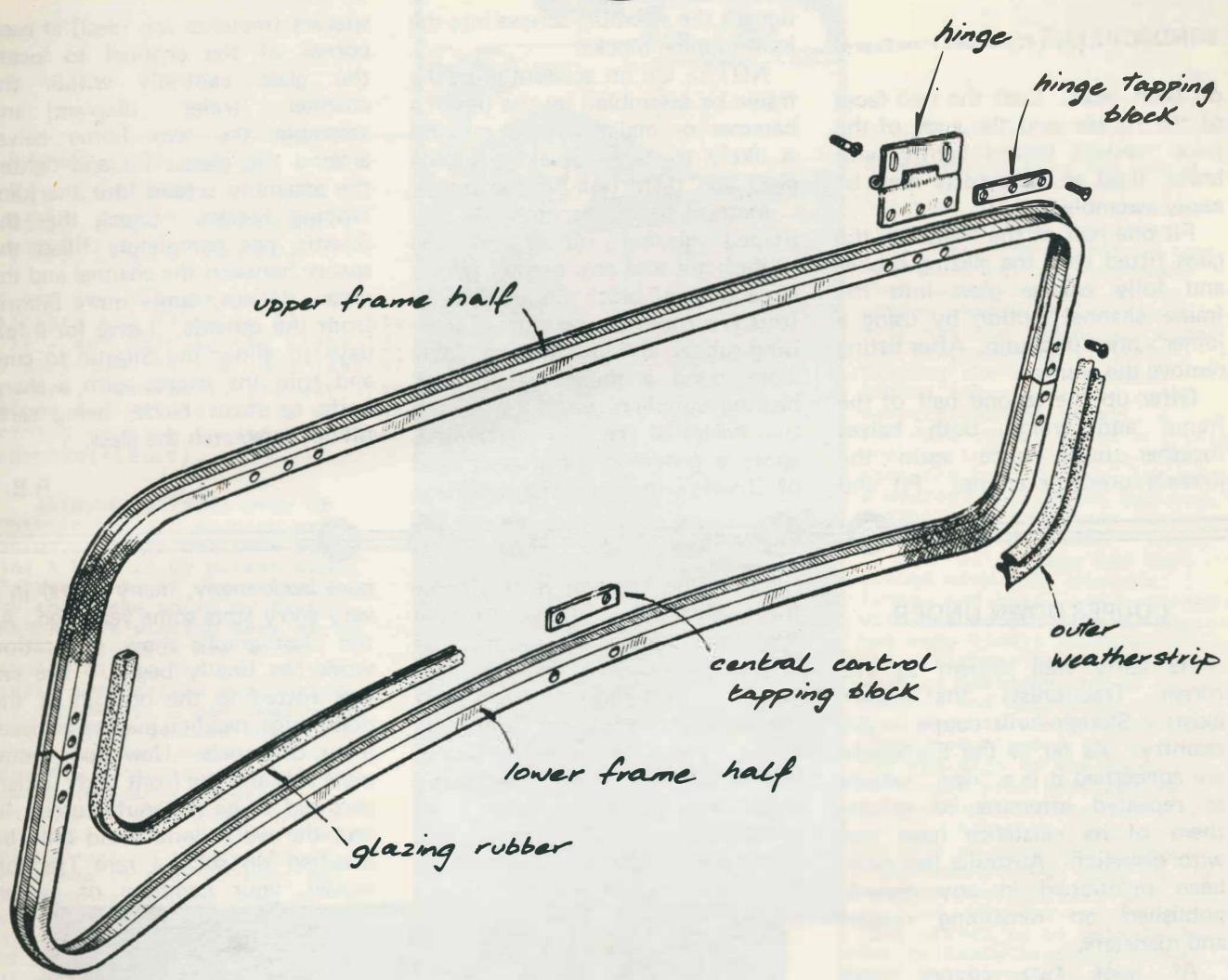
The two halves of the frame being separated, slacken the screws fixing the frame joint tapping blocks a few turns. Chamfer the ends of the tapping blocks that are exposed to permit their easy entry into the other half of the frame when assembling.

Drill two holes approximately 4 mm. diameter in the outside face of the lower half of the frame at the bottom corners. These holes will permit any water penetrating at the frame joints to drain away.

Place the glazing rubber around the windscreen glass making sure that it extends an equal amount

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Section through windscreen frame

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on both faces. Coat the two faces of the rubber and the ends of the joint tapping blocks lightly with brake fluid so that parts may be easily assembled.

Fit one half of the frame on the glass fitted with the glazing rubber and fully engage glass into the frame channel section by using a joiner's press or cramp. After fitting remove the cramp.

Offer up the second half of the frame and cramp both halves together using once again the joiner's press or cramp. Fit and

tighten the assembly screws into the joint tapping blocks.

NOTE:- On no account must the frame be assembled by the use of a hammer or mallet as this method is likely to cause breaking of the glass and distortion of the frame.

Method 2 — Dispatch the U-shaped glazing rubber to the rubbish tin and arm oneself with a large tube of black silastic RTV32 (this is a room temperature vulcanising rubber in liquid form available from good engineering suppliers, bearing suppliers etc.). With the two halves of the frame separated, apply a generous continuous bead of Silastic within the channel. Place

spacers (matches are ideal) at each corner of the channel to locate the glass centrally within the channel (refer diagram) and assemble the two frame halves around the glass. Fit and tighten the assembly screws into the joint tapping blocks. Check that the Silastic has completely filled the spaces between the channel and the glass. If not, apply more Silastic from the outside. Leave for a few days to allow the Silastic to cure and trim the excess with a sharp knife or razor blade, being careful not to scratch the glass.

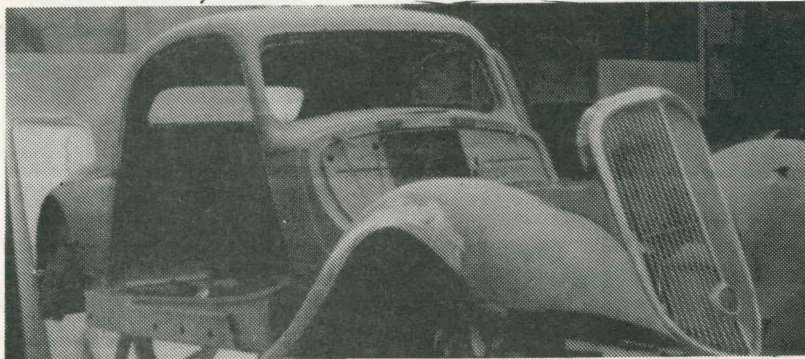
R.B.

COUPES DOWN UNDER

Its fairly well known to Victorian Tractionists that there exists a Slough-built coupe in this country. As far as the Europeans are concerned it is a "new" vehicle as repeated attempts to inform them of its existence have met with disbelief. Australia has never been mentioned in any records published on remaining coupes and roadsters.

At least two coupes were imported as until recently their physical remains were actual proof. One has since been destroyed in a fire but the second still exists (more of this one later). It is possible that perhaps one more was imported as there are a number of unconnected leads. The fire-destroyed coupe came from Gippsland, a George Motors of Ballarat sold one just pre-war, and a Baroness.....(?) brought one out on the last shipment from England before the war. It may be that there is some connection in these leads but it is not yet apparent. Interestingly enough, I've never come across anything that gives definite proof of a Roadster in this country. There has been the occasional flurry of activity — i.e. a Big 6 roadster in South Australia and a non denial/affirmation of one in Queensland. Neither clues yielded any sort of proof. Either

those in the know aren't saying or there isn't one. Roger Brundle advertised for 12 months in "Restored Cars" and yielded nothing. Restored Cars has a wide readership distribution and one would think someone/sometime would have seen/remembered something though to keep it in perspective, nobody gave any information, new or otherwise on the vehicles already known.



I find it a little surprising that so few made it to this country but the Citroën dealerships in the 'thirties were not strong nor were the numbers imported particularly high (probably less than 200). New Zealand seems to have been considerably luckier but then their dealership history appears to have been more stable which may offer some explanation.

But to the second coupe! This vehicle was acquired by the Roberts family (whose Citroën pedigree

goes back many, many years) in a very sorry state some years ago. As the photographs show, restoration work has finally begun. The car was rotted to the bottom of the door skins, needing massive replacement of panels. New floor, complete sills and the front body underpan had to be remanufactured. In fact the work done could only be justified on such a rare Traction model, your common or garden

variety sedan would have been "tipped".

Work is well under way and while no deadline target has been set, Austraction '82 would seem a fitting "inaugural run".

Incidentally the famous Flora Smith coupe from New Zealand now resides in Sydney. It did NOT go to the American collector for \$40,000; it went to an ex-Citroën agent for reportedly less than \$10,000!

Mark Navin.

P.S. The Roberts coupe is a 1938 Slough-built Light 15.