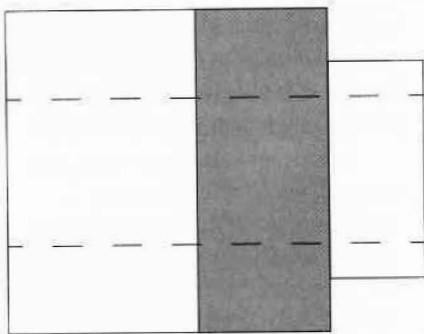


wheel cylinders, a re-sleeved master cylinder and re-lined rear brakes as the rear cylinders had been leaking slightly for a while. I also made a point of having the '15-4 cyl' badge re-chromed as I thought I should have this in place for the occasion, when we gathered to my surprise there were five Big 15s present and four of them were fitted with this fairly rare badge. While we were admiring these lovely badges it came to notice that the 'Floating Wings' emblem that is fitted below this badge on a Big 15 and is used on most other Tractions on the crankhandle cover, was the fact that most wing patterns were in a clockwise direction but some were in an anti-clockwise direction, if anyone out there has an explanation for that I would be glad to hear it as we were all baffled by this at the time.

Getting back to the car I decided to remove the transmission to have another crack at the oil leak from the rear of the engine, when I assembled the engine I spent a lot of time setting up the rear main bearing slinger but felt

## ROB LITTLE – SPARE PARTS OFFICER

It has been a long time since I have written one of these articles as I have been fairly quiet on the work front for my fleet, however with the 75th Anniversary Rally looming I felt it was time to dust off the old Big 15 and get something done. A quick survey soon showed a brake overhaul was necessary with new



Part number 451751. Machine shaded shoulder to accommodate spark plug seal – allow 0.5mm crush.

the oil was coming from the back of the camshaft. With the transmission out it was quite evident that this was the cause of a lot of the problem, I had fitted an 'O' ring to seal the bush in place that acts as a sleeve for the water

the editor.

The other problem I had was making the car run smoothly with the twin SU carburettors I had fitted to my Traction but as time was running out I decided to run them as they were, even though

## FLEET FOLLIES

pump driveshaft which has an oil return thread to drain the oil from the rear of the camshaft back into the sump. It was at this stage I was wandering around about looking for a better way, then my mind strayed to 'D' series spark plug seals which are of the ideal size both ID and OD and a lovely compressible soft rubber, I then needed to machine the shoulder back on the sleeve to accommodate the deeper seal and leave a bit protruding for a compression fit against the engine block, this was done and when fitted with a bit of Silicone sealant a lovely ring of sealant was left around the joint. I do not know what other people have done to seal this but if you see the accompanying drawing this is a very simple fix. I have not included dimensions as I lost my original drawing. Any other fixes for this problem or any other please feel free to submit them to

I had purposely left them a little rich to reduce the liveliness of the

engine. The car performed very well except for the tendency to jerk on rough roads and it was difficult to keep at a constant speed. After due deliberation I resolved the engine was fine but the linkage was not; as André Citroën designed the engine to have 'Floating Power' every time the engine moved so did my throttle opening, as soon as I arrived home it was off with the inlet manifold and I modified it so the original wire control could be refitted. Problem solved. I drove the car to the Concours in Melbourne the next weekend and it was its usual delight to drive once again. The moral is 'Mess with André's Design if you Dare'.

What a joy it was to perceive the world again from behind those magnificent headlamps, watching the scenery in their reflections, next stop Launceston!  
Rob Little