

ANNUAL GENERAL MEETING

16 OCTOBER 2022

STEVENTON VILLAGE HALL, OXON

In attendance:

Chris Bailey, Ian Harvey, John and Bev Oates, Andrew York, Steve Reed, Simon Scotland, Chris Treagust, Vanessa Plumpton, Tony Malyon, Philippe Allison, John Moon, Martin de Little, Bernie Shaw, David Gardener, Simon Saint, Ian Beale, Jim Gibson, Roger Gullen, Christine Bailey, Peter and Sue Riggs, Mike Wilcock

Apologies: Derek Fisher, Andy Burnett, Graham Sage, Andrew Tweed, Julian Taylor, Paul de Felice, John White, Helen Shelley, Stephen Prigmore, Ron and Sue Herivel

Chairman: Bev Oates

Bev welcomed everyone and thanked them for attending. She also offered her condolences to the family and friends of those members who we had lost over the past year.

She then thanked all of the Committee members for the work they continued to carry out – Bryan for producing a first-class Club magazine, Chris for maintaining the provision and supply of spares so well and noted the vast number of positive comments from satisfied members. Also, Tony and Cleve for updating the Club's accounting system and particularly Tony who would be standing down during the course of this year after 22 exemplary years of service. John for maintaining the Club membership administration, Steve for the Helpline, Simon for his excellent work on the website and Ian for his work as Secretary and his organization of the NEC and other shows throughout the year.

Bev also paid tribute to Bryan for the successful Lake District Annual Rally which had been enjoyed so much by all those who took part, and to Martin Nicholson for the co-ordination with the CTAB Brittany Rally. She also reminded us of the forthcoming rallies next year, Jersey, North Devon Annual Rally and the Brittany Rally. In addition, we were considering having a stand at the Restoration Show at the NEC in March 2023.

The only negative aspect of the Committee was the ever-increasing ages of the members and how difficult it proves to be to encourage new blood. However, she announced that Jim Gibson had been invited to join the Committee.

Floating Power

In Bryan's absence, Ian read out the Editor's report (Appendix A)

Finance

Tony outlined the Club's current financial position, noting that the costs of running all the aspects of the Club were seeing significant increases and we needed to be mindful how money was spent.

Phil Allison suggested agreeing to increase the subscription to the Club straightaway and gradually increase it further as necessary. Ian proposed that such an increase should be determined at a figure between £2.50 and £4.00 and Phil seconded the motion which was put to the vote and accepted by the meeting.

Spares

Chris Treagust firstly thanked everyone for their custom over the past year and then reported that the procurement of parts has recently been becoming more difficult due to some of the smaller suppliers ceasing to trade and the much higher carriage costs both on imported stock parts and the postage of spares to members.

Additionally, orders of parts from CTA (the principal supplier) were taking up to several weeks to be delivered and he has been disappointed at their seemingly uncaring approach to this. However, Chris continues to enjoy administering the Club Spares and the banter and rapport that the work provides.

Jim Gibson wondered whether the Cub would benefit from co-operating with other French car clubs who would also be dealing with ordering their spares from the EU and it may be interesting to see if they had any tips on ordering. It was suggested that there may be an opportunity to discuss this with the other clubs who will have stands adjacent to ours at the forthcoming NEC.

Phil Allison reminded the meeting that he had always found that parts from CAS were of high quality and they were quite straightforward to deal with. Mike Wilcock also praised them for using known German manufacturers to produce high-quality parts and for providing an impeccable service in his experience.

Finally, Chris noted that he and Vanessa will be away for 3 weeks from February 10th 2023.

Shop

Vanessa reported that sales were very slow of late and one of the main suppliers of clothing that she used had now ceased trading.

Social Events

Bev reported that there remained a vacancy for a Social Secretary on the Committee, but there were a number of events already organised for 2023, particularly the much-postponed Jersey Rally in May for which 27 cars were already booked and the Annual Rally in June based in Barnstable and featuring participation in a local car show in Lynmouth. Chris Bailey had carried out the planning for this and wondered whether we could extend an invitation to CTAB members to join us as a reciprocal arrangement prior to the Brittany Rally the following month which already has the full allocation of UK cars booked.

Phil Allison announced that he and Sue would be stepping down as the Hants and Surrey Area Reps and stopping the Sunday meetings they had been organising and would be looking for a new volunteer to take over.

Bernie reported that from discussions with Stephen Prigmore, it appeared that one of the Rolls Royce Clubs were very forthcoming with their members details which allowed for a great deal of social interaction between them. Roger Gullen then wondered how they were able to deal with the GDPR rules in this respect as it would be a great advantage to be able to link members together in specific areas which could then help to stimulate more social activity and events. He asked if we could ask the RR Club how they managed it.

Finally, Bev posed the question – where would the Annual Rally be in 2024?

Membership

John reported that there were now 582 TOC members of TOC (down 23 on 2021). For the last 5 years there have been decreasing numbers of new members joining and in 2017 there had been 650 members. There are very few actual answers when members are asked why they left, some had died and some are too old/ill to continue driving. Chris Bailey had noted that there are currently 933 Tractions on the DVLA database and

although some Club members have more than one, there must be a few hundred owners of Traction who have not joined TOC.

Phil suggested offering a Junior membership at say £10 per year with an on-line magazine and a dedicated website area. He suggested we could gauge reaction to this when interacting with the public at the NEC. Chris Bailey thought that there was an arrangement through the Federation of Classic Car Clubs where a car could be made available to a young enthusiast who may not yet be in a position to buy one for him/her self and Simon Saint informed us that although the 2CV generally attracts younger folk that Traction do and as such, their events tend to be camping-based as opposed hotels, it may be that they might transition to a Traction as they get older.

Bernie suggested that we make the offer of a drive in a Traction a feature at the NEC where we could take the names of people interested and make the appropriate arrangements after the show. Simon Scotland reported that a Jaguar Club offered a younger on-line membership package and Peter James Insurance offers a scheme for providing younger drivers access to classic cars.

Marketing

Chris presented his report (Appendix B) and continued to provide content to relevant magazines which are more keen to have details of up-coming events than reports of events that have already taken place. One such article featured Mike Wilcock's Traction in a Practical Classics article written and arranged by James Walsh – "Cars that have shaped the World"

Helpline

Steve reported that the Helpline was still actively used and that he dealt with queries concerning 4-cylinder cars, but he usually deferred those on 6-cylinder cars to Phil Allison and on RWD cars to Martin de Little. There were also still regular enquiries concerning importing cars and help with HMRC duty payments and DVLA vehicle age confirmation. He also reported recent overseas enquiries an email from Iran and a phone call from Australia.

Other Business

Election of Committee Members

As a minimum of one third of the committee are required to stand down each year, the longest standing members, John and Bev Oates, Steve Reed and Tony Malyon stood down and all were willing to stand for re-election (although Tony would be standing down during the course of the year). Furthermore, Jim Gibson had been invited to join the committee and therefore stood for election. The motion that they should all be re-elected (or elected) was proposed by Bernie Shaw and seconded by Vanessa Plumpton, and having been put to the vote, was unanimously accepted by the meeting.

Tools

Mike had brought some sets of rear suspension setting spacing plates which he had arranged to be fabricated to be distributed to the various Sections to be incorporated into their Club Toolkits. Chris Treagust felt that, in view of the replacement value of the various tools in the kit, the deposit payable by members borrowing them should be increased to £500.

Road Shows

Ian reported that the travelling display that promotes the Club, highlighting the benefits of membership and outlining key points in the history of Citroën and the Traction, had now been successfully rolled out to a number of outdoor events, all in the South of England. He indicated that the highly-adaptable display could be featured at any public event likely to be well attended anywhere in the country and suggested that all local Sections book a space at any suitable event in the vicinity and finds suitable cars to be shown off there. Just prior to the show, the Road Show team (currently Ian and Mike) would bring the display and erect it and then remove it at the end of the show, if necessary, staying for the duration and requesting only modest accommodation.

Jim Gibson had organised the Citroën presence at the British Motor Show at Farnborough again this year and would be doing so again in 2023. He reported that he had been approached by the organisers of a Charity Car Festival in the same area directly following the British Motor Show, requesting our attendance and he would be following this up.

Closing Remarks

Finally, Bev announced that following his election to the Committee, Jim Gibson was invited and agreed to be the Club's new Social Secretary and furthermore, would also consider taking over as Chairman at some point during the course of the year.

She thanked all those present for coming and closed the meeting.

Ian Harvey
Secretary
October 2022

Appendix A

AGM 2022 - Floating Power Editor Report

- No particularly serious hitches with FP over this last 12 months. I think that we are getting to a slightly wider audience now, via members who are also members of other car related clubs and organisations, and we have recently been asked by CCCOA if they can reprint a couple of our articles. The contributor emphasis in recent months seems to have been more on travels with Tractions, which is great, but we do seem to be losing out on technical stuff, however and could do with more detailed technical items from contributors. Is this a sign of the times? Is an ageing membership increasingly entrusting their maintenance and rebuilding to specialists rather than doing it themselves, and now focussing on polishing and driving?
- Having said that, we have frequently ended up with more material than can be fitted in a single edition. Most contributors, however, are happy to have their contribution delayed by a couple of months if necessary. I generally process stuff as it arrives, and so it is quite possible that there is no room for a late contribution, although I may alter the actual published content in favour of a late arrival if I have too much material on a similar theme. I try to use up whatever additional material that I have in a strict 'date received' order where possible. I do get the odd article which is totally unsuitable for one reason or another, although that is rare.
- Costs: We have had a warning that publishing costs are likely to rise before too long.
- Computer glitches mean that I recently lost a couple of classified members' ads, although I

am not sure whether this was as a result of the advertiser's or my own and TOC system hiccups. The editor's TOC email address is in the chocolate teapot category most of the time. Insufficient capacity long term, no archiving facility, a totally useless search engine and an inability to filter out all of the spam that I receive almost daily from various car auction houses, etc. So I would repeat my plea that we move to an alternative system. I survive by having the inbox linked to a gmail address, which is far more user friendly.

· Pictures: I have previously beaten the drum for more images, given that 90% of the population walk around with a very competent digital camera built into their mobile phones. The frequency with which these are submitted, particularly within Section reports, has improved greatly, although a couple of the regions still seem a little camera shy. Response to an attempt at a photo competition was limited, to put it charitably, although some of the small number of submissions were very good. Giving a result was largely nobbled by the Pandemic, which took out two of the Social AGM's that were due to give a judgement, and the lack of material in the 2020/21 seasons probably contributed to the rather sparse entry anyway.

· Section Reports: John White has made a good start with his first Southern Scotland report. Peter Fereday needs his email address taking off the list reached by 'All Sections'. I assume that Andrew Tweed is now the man for Wales. Not sure what happened to his predecessor.

· RWD Matters: Andrew Peel is getting into this now, we need to encourage RWD owners to share their experiences with him.

· Advertisers: We have had a few members who have placed for sale ads for non-Citroën cars in the classifieds. I have obliged them for the moment, but have pointed out that they are unlikely to get a worthwhile response and to also try elsewhere. I think that we should resist advertising stuff that isn't 'old' Citroën related as a matter of policy. I may add in something politely appropriate into the conditions column on the classifieds pages.

· Happy to carry on as editor.

Bryan Pullan

Appendix B

TOC Marketing Report October 2022 AGM

A quiet year... Magazines

- Some - but not many mentions in magazines
- In particular: Mike Wilcock's car in Practical Classics - potential follow up article in the works.
- Philippe and Sue Allison and Rob and Carol Kiff Cape to Cape in Classic Retro Modern
- Have written to most classic car magazines offering info and car - not much response.
- What they do want is info on upcoming events - sufficiently ahead of time
- They don't tell you what they are going to do or use.
- I don't know if they used anything I sent about the Lakes Rally.
- Problem - I don't subscribe to or read many magazines - I used to do that when travelling. So I don't know what they do use. I do need people to send me - or magazines directly - info about upcoming events in time so that they publish ahead of the event. Web. We are on a number of directories, including Sarah Crabtree's Evoke-classics. This should be a good one to be on because she sends out regular newsletters with links.
- I asked for volunteers to offer their car for a YouTube channel drive. I didn't get any offers. Probably a bit too close to COVID.
- Facebook - there is a lot of stuff on Facebook about tractions. We don't use it enough - but we need something to say.

Headwinds There are plenty of Traction owners who are not TOC members.

- Technical and historic information and help is easily accessible.
- Parts for French cars, many of which are common to Slough cars, are available from traders.

- Non-technical owners use specialists to look after their cars. That leaves events - rallies and social - and the magazine as reasons for those who already have a car but are not members to join. This coming year will hopefully create more to talk about. We need to be ready with appropriate collateral.

Chris Bailey