

# *Floating Power*

January/February 2007





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Steve Reed  
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Bev Oates  
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Steve Shinebroom

Paul Defelice  
Mick Holmes  
John Oates  
Mick Popka  
Steve Southgate

Colin Gosling  
Tony Latchford  
John Ogborne  
Bernie Shaw  
James Yeats

## Honorary Life Members

Fred Annells

John Gillard

David Shepherd

## Editorial

Welcome to a New Year, a new editor and a new layout for *Floating Power*.

Firstly however I'd like to say a big thank you to Pat DeFelice for doing such a superb job of editing and developing *Floating Power* over the past two years—and for providing such a hard act to follow!!

*Floating Power* belongs to you, the TOC members, and I am therefore looking forward to hearing from you about what you like/don't like about the magazine and what you would like to see in future editions.

I'm also looking forward to receiving your letters, articles and stories, without which there can be no magazine.

In this edition, in addition to the regular features such as Toctech, there is a tribute to Patrice Crusson, reports on the Norway Tour undertaken by 6 Tractions last August, the minutes of the AGM held in November and the first of what I hope will be a regular feature on Traction restorations.

There is also my first attempt at an events diary that I hope you find useful, together with reviews of their 2006 activity by some of the TOC sections.

And the different layout? Well the first thing that I did after being appointed editor at the AGM was to look at how the magazine was being produced and delivered to your doorstep.

With some relatively minor changes to the process (such as the slightly simpler layout) I plan to make sufficient cost savings - without reducing quality - to enable the club to provide each member with a special TOC calendar for 2008.

But more about that in the next issue, where there will also be reports on various Traction events including the 2006 Pertrac Palmier rally, profiles of members of the TOC committee, and reports from some of our sister Traction clubs in continental Europe.

*John Barnes*

PS — one of the objectives I have set myself is to get the magazine out earlier so please note that the final date for input to the March/April issue will be **16th February**.

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## Chairman's Message

This is my first message in *Floating Power* as the new Chairman.

I do hope you all had a good Christmas and wish you a happy and healthy New Year

Firstly let me thank our outgoing Chairman, Bernie Shaw, for all his work and inspiration during the past year. However, he hasn't got away lightly, being unanimously voted into the resurrected position of Club President at the AGM!

Last year went smoothly for the TOC. The annual rally organised by our Webmaster, Mick Popka, was a magnificent event and attracted many members from home and abroad.

Lastly I would ask you all to share your Traction stories whether technical, informative or simply amusing with our new editor to help keep *Floating Power* a club magazine to be proud of.

Happy Tractioning.

*Steve Shinebroom*



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## Front cover

**1939 11BL**, the oldest Traction in the 2006 Pertrac Palmier rally pictured in the Sahara Desert



## Happy Birthday

Happy birthday from **Floating Power** to the following Slough built Tractions.

Reg No	Model	Build Date
LPD 399	Light 15	Wed 01 Jan 47
GEW 371	Light 15	Tue 04 Jan 49
TWL 908	Light 15	Tue 06 Jan 53
NVS 155	Light 15 Diesel	Tue 06 Jan 53
VTN 797	Light 15	Fri 07 Jan 55
WMF 342	Light 15	Mon 08 Jan 51
MXO 310	Light 15	Wed 09 Jan 52
DAB 59	Light 15	Wed 18 Jan 39
PCR 511	Light 15	Fri 18 Jan 52
TPA 948	Light 15	Tue 20 Jan 53
LHT 239	Light 15	Fri 23 Jan 48
PNC 324	Light 15	Mon 25 Jan 54
NFF 411	Light 15	Tue 27 Jan 48
RGW 18	Light 15	Fri 29 Jan 54
KTO 597	Light 15	Fri 30 Jan 48
LNV 922	Light 15	Tue 01 Feb 55
YMU 198	Light 15 Comm	Thu 05 Feb 53
OUS 909	Light 15	Mon 07 Feb 55
WSU 161	Light 15	Mon 09 Feb 53
MGJ 891	Light 15	Mon 12 Feb 51
JOM 980	Light 15	Mon 14 Feb 49
UFF 858	Light 15	Tue 18 Feb 47
KCJ 944	Light 15	Wed 18 Feb 53
XT 191	Light 15	Thu 22 Feb 51

The information for this feature, which will run for Slough-built cars in 2007 and then for Paris-built cars in 2008, is supplied from his Traction database by Robin Dyke.

Robin would very much like to hear from you if you believe any of the above information is incorrect or, if you think your Slough-built car's birthday was actually during January or February, so that he can update his database accordingly.

## Cream Machine update

As the date for the Peking to Paris rally (May to July) draws near Alan Crisp informs us that Renaissance Services have fixed armour plating to the underside of the Cream Machine, have mounted a gearbox protection caging, fitted a fan to help with the cooling, new HT leads and they have replaced the car's new stainless steel exhaust system with a mild steel unit to allow for easier repairs.

Despite the attempts of Serck Services (part of Unipart) to sabotage the project, trials of the car in Wales have

allowed Alan to test the wipers and to confirm that with two large boxes of spares, all his personal kit, 175 taxi



The Cream Machine on test in Wales

tyres and the suspension raised to its maximum the Cream Machine performed well.

Alan says that with the car prepared he is now working on preparing himself mentally for the trip.

Good luck from the TOC.

## TOC website

Have you visited the TOC website recently? If so you will doubtless have noticed the changes that our webmaster, Mick Popka, has made to improve both the content and aesthetics of the site.

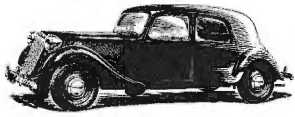
The most recent changes include the addition of scanned copies of the Light 15 & Super Modern twelve Owners manuals, Traction brochures, Traction Advertisements and other Traction articles to the "Tech Torque" section and the background colour of all remaining pages on the site changed from yellow to white.

Visits to the site increased in December by over 100 to reach approximately 2100, possibly reflecting the increased value that members see in the website with its new content and its extensive photograph and video archives.

If you haven't visited the site recently why not do it today at [www.traction-owners.co.uk](http://www.traction-owners.co.uk)?

## TOC subscriptions

Just a gentle reminder that 2007 subscriptions will be due at the beginning of April and that renewal forms will be issued with the next edition of **Floating Power** (which it is planned will reach you at the end of February/beginning of March).



## New TOC President



Until the AGM last November there had only been one president of the TOC - Stan Barker.

Stan was made president for his devotion to the TOC, in particular as Social Organiser and as developer of our links with the Brittany Club.

When Stan, as Alec Bilney put it in his tribute, "made his final journey to Valhalla" in 1998, there seemed to be nobody to fill his shoes - until the AGM when, out of the blue, Steve Reed proposed Bernie Shaw as our next president.

When the meeting was asked for a seconder every hand in the room went up, so any thoughts Bernie might have had of declining the offer were out of the question!

Clearly moved by the unexpected honour and - for the first time anyone could remember - lost for words, he accepted to warm applause.

Bernie Shaw has been personally involved in just about all of the club's activities, including being last year's chairman, since joining the club (almost at its inception) in 1976.

With his unique combination of Traction knowledge and sociability who better to choose as president?

The role of president is undefined but the "Stan Barker Model" is to act as a figurehead for the TOC, to represent it to other organisations and to the public in general.

Congratulations and welcome to a worthy president!

## New TOC Club Shop officer

Following his election as chairman of the TOC Steve Shinebroom has handed over the keys of the Club Shop to Tony Piper - a relatively new member of the TOC and a Traction owner for less than 12 months.

No transport costs will be incurred for relocating the Club Shop stocks, and if Tony has any questions about the running of the shop they should be answered quickly because Tony, and his wife Jeannie, actually live next door to the Shinebrooms in Loughton.

So congratulations to Tony and thank you for taking on this important role in the Club.

And by the way, why not start the new year by contacting Tony on 0208 532 1468 (anthonyrpiiper@btinternet.com) to buy some of the latest club regalia to wear at TOC events in 2007?

## Gibraltar Y Espana Rally

Plans for the Gibraltar rally in May are progressing well with accommodation now booked in Gibraltar by 6 couples.

There is still time to book your place on the rally by contacting James Yeats on 0208 401 6190 (jim\_yeats@yahoo.co.uk)

## Normandy Tour 2007

All the places on this Tour are now taken and a reserves list, in case there any dropouts, is being compiled by Pete Simper. If you are interested in going, but haven't yet booked your place, please call Pete on 0208 891 1093 as soon as possible.

## TOC Annual Rally 2007

The TOC annual rally this year will take place in the Farnham (Surrey) area from Friday 3rd to Sunday 5th August. Mark the date in your diary now and further details will follow in the March/April issue of *Floating Power*.

## Congratulations to the VSCC

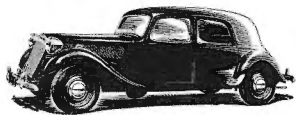
The Society of Automotive Historians has recently bestowed the prestigious Brigham Award upon the VSCC Bulletin. A number of TOC members owning vintage Citroens are also members of the VSCC and appreciate the high quality of the Bulletin and the efforts of its editor, John Warburton.

The Brigham Award is presented to the organisation which, in the SAH's opinion, provides the best overall treatment of automotive history during any one year.

## Pre-war Traction

According to our own database guru - Robin Dyke - past and present TOC members own about 60 pre-war Traction. About 20 of these are abroad, mostly in Europe, but some as far away as Australia and the USA. The 40 cars in the UK are of the following ages and body types.

Model	Year	Body Type	Count
1934	1	Saloon	30
1935	4	Coupe	4
1936	2	Roadster	4
1937	5	Commerciale	2
1938	11		
1939	14	LHD	25
1940	3	RHD	15



# Tocletters

Bernard

Merci du plus profond de mon cœur d'avoir fait tant de kilomètres et de bateau afin d'être auprès de mon cher Patrice. Merci également à Peter; Vicky et Martin. Vous étiez pour Patrice de fidèles amis, ainsi que beaucoup d'autres Anglais.

Merci également pour les magnifiques fleurs, d'ailleurs cette raquette l'a accompagné jusqu'à la crémation, avec les fleurs de sa famille. Toutes ces fleurs son ensuite revenues au cimetière avec ses cendres.

J'ai comme d'habitude reçu plusieurs cartes de voeux et ensuite plusieurs cartes de condoléances qui nous touchent profondément.

Bernard s'il te plait, pourrais-tu faire paraître un article dans le "TOC", afin de remercier nos amis Anglais.

*Nicole Crusson*

Nicole thanks Bernie, Peter, Vicky and Martin for attending the funeral and for the "magnificent" bouquet of flowers. She has also received a number of best wishes and sympathy cards and asks if we can print her thanks to their "English Friends" in FP. [Ed]

Cher Amies

Je tiens à vous remercier pour l'excellent accueil que vous avez bien voulu nous réserver à l'occasion du rallye du TRACTION OWNERS CLUB.

Comme cela m'avait été dit, la région de York est très belle mais les tractionistes anglais (notamment) sont particulièrement sympatiques....

J'espère d'ailleurs que notre entente permettra, qui sait, de mettre en place certains projets communs en faveur de notre chère TRACTION.

Au (vrai) plaisir de vous revoir.

*André Jacquemain*

Andre thanks us all for making the French contingent feel so welcome at our York Rally. He had heard how nice Yorkshire is and he found the English Tractionists particularly kind. He finishes by saying that he hopes to have news soon for us of other joint meetings [Ed]

Dear Friends

I'll thank you for the magic visit during the annual TOC Rally in York. It was so marvellous for us, the French "Tractionists", the beautiful weather, the marvellous cars and above all the so welcoming members of your great club! Personally, I was very affected to leave all these people. Thank you for these great times, and perhaps OK for the next year!

*Christian Meens*

Dear Editor

Could the person who supplied the photographs presented in the report of the 2005 Black Country rally (July/August 2005) please contact Rich Carlin on 01332 557644.

*Rich Carlin*

The reason is that there's a super photo of his car and he wants a copy! [Ed]

Dear Editor

I read with interest the Tech Forum piece on rear jacking points. I may need to do something similar when I finally get around to restoring my own Traction. If Alec is considering making some more jacking points he may like to consider using steel tube (or even plastic) instead of copper for the handbrake cable. The junction between the copper and steel is likely to result in electrolytic corrosion.

*Andrew Gray*

1946 Light 15 in South Africa

Reg Taylor from near Durban, South Africa enquired about the wooden dashboard in his 1946 Light 15 (Floating Power Sept/Oct 2006). Reg bought his car fairly recently, and is justified in being proud of it. It had been found in a scrapyard in the 1970s, restored first by Noel Wuim (1980-83), and then immaculately by Geoff Brown (2001-06).

Reg's worry was that he had been told that the instrument cluster was located too far to the left, perhaps a restoration error. The problem was eventually resolved by John Vanechop from Mittagong, Australia with a "no worries" reply. John has a collection of early Slough tractions, and confirms that in 1946 and 1947 the instrument cluster was positioned as in Reg's car.

On receipt of Reg's question I also checked my database for Light 15s made in 1946, and found 7 entries. I then contacted quite a few of the owners of these cars, including Ian Nairn (whose car was built just 8 days after Reg's car), and all confirmed their dashboards are the same as in Reg's car.

*Robin Dyke*

Dear Pat

How can the time have passed so quickly? Well done and thank you very, very much for all your hard work, and the lightness of touch that you brought to the magazine.

*Stuart Watson*

## Patrice Crusson

As you will know from the last issue of *Floating Power* Patrice Crusson, organiser of the Brittany Rally for many years, died on December 15th after a long illness.

As he has played such an important part in the social scene of the TOC we are printing this article as our tribute to this charismatic character.

The TOC's first encounter with Patrice was in 1985 when he organised a tour of the West of England and contacted Roger Dyer.

As a result a number of the West of England Section met up with the French group in Wells. The following year, the TOC was invited back to Brittany and the Brittany Rally as we now know it was born.



Patrice was a rough diamond — never elegantly dressed or coiffured — but with the proverbial heart of gold.

The Club received a letter some years ago from a non-member whose car had broken down near Patrice's home just south of Rennes. Patrice had gone to great lengths to help him get back on the road and had refused all payment except

an evening meal was eventually served up. Another Patrice 'technique' was to turn up somewhere not mentioned in the road book — Patrice claimed it was better that way in case it didn't happen, thus avoiding possible disappointment!

Some of Patrice's schemes could be hair-raising; the Brittany Tour to Josselin being an example. Each car was given a flaming torch to wave out of the window whilst driving round the town!! (Bernie Shaw claimed that it was the only wax that ever found its way onto Dennis Ryland's car.)

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Patrice was born in Le Havre in 1951 — which apparently accounted for his accent! For most of his working life he was a metal worker but, following a heart attack in 2000, he took a desk job.

Patrice was devoted to all things Traction and the combination of his un-tiring enthusiasm and French approach to life made the Brittany tours a unique experience.

Tales of early Brittany Tours relate how he once forgot to book a campsite and of tents being pitched on a vegetable patch (eventually). One member was accommodated by the local baker who was accosted by Patrice at about 2.30 am when on his way to work. Bernie and Pearl Shaw even ended up in Patrice's bed after Patrice had fallen asleep in his chair — nobody is sure where his wife Nicole was!

Timekeeping has always been a challenge for the French but Patrice made it an art-form. There was always time for a pot de l'amitié with the mayor or a diversion around the town to show off the cars — but somehow it always seemed to work and the all-important



Top clockwise: Patrice at Wells in 1985, Patrice at York in September 2006, Patrice and Stan Barker in 1996, Patrice's "Spedilux" in Wells Market Place

a commitment to write to the TOC saying that "Patrice sends his regards to his friends in Britain."

Many members will have had a chance to meet Patrice at the TOC Annual Rally in York this year and perhaps got some idea of this Traction enthusiast par excellence.

All who knew Patrice will understand that these few words hardly do justice to this unique character — truly a one-off.

He will be sadly missed, but fondly remembered by so many of us as the creator of hugely enjoyable tours, and as a warm, hard-working and kindly individual.

Our sympathies lie with his wife Nicole and his family and with his other 'family' of Tractionistes in France.



# AGMminutes

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## Minutes of the Annual General Meeting of the Traction Owners Club, held at The Quality Hotel, Walsall at 11.30am on 26<sup>th</sup> November 2006

### Attendance

Terence McAuley	Alec Bilney	John Barnes	Steve Reed
Bernt Chr. Bonitz	Jonathan Howard	Barbara Barnes	Hazel Shinebroom
Elisabeth Aronsen	Alex Yeates	Sheila Marley	Steve Shinebroom
Mick Popka	Bill Smout	Tony Piper	Mick Holmes
Colin Gosling	Walter Callens	Jeannie Piper	Maira Holmes
Richard Carlin	Noella Callens	Jackie Hackett	Tony Hodgekiss
Peter Marley	Carol Bilney	Dave Hackett	Paul DeFelice
Tony Latchford	Maria Hodgekiss	Fred Annells	Pat DeFelice
Janet Latchford	Wendy Handley	Barry Annells	Tony Malyon
Jan Reece	Graham Handley	Philippe Allison	Peter Riggs
Alan Reece	Bernie Shaw	Peter Simper	Steve Southgate
John Ogborne	James Yeats		

### Apologies for Absence

Chris Treagust, Bev Oates, John Oates, Tim Walker, Wim Bloemendaal, Martin Nicholson, Bill Tilley, Letsie Tilley, Geoff Alton, Barrie Longden.

## Annual General Meeting of the Traction Owners Club Limited

The chairman, Bernie Shaw, opened the meeting by welcoming everyone, including those who had travelled from Belgium, Norway and France, and explained that the first part of the AGM is the formal business of the TOC Ltd. The second part is the AGM of the members where officers' reports are given, the directors and committee are elected and where there is an open forum for discussion.

The TOC is in good financial shape, although there are increased magazine costs due to changes in postal rates, and sales of spares and shop items are going well. Membership is down slightly on last year and Bernie noted how many of the original members are not only still in the TOC but are still involved in running it. More new faces are required.

Social activities are thriving with some memorable events during the year, although as Mick and Maira Holmes are standing down after many years as organisers of the NEC stand, a volunteer will be required for this important event. Bernie thanked the committee for their support and hard work with particular mention of Steve Southgate who had organised the AGM venue, the previous night's entertainment, and accommodation.

### Treasurer's Report

Tony Malyon distributed copies of the audited accounts for the year ending 31-03-06. There was a surplus income over expenditure of £606 indicating that the club continues to be financially sound. Expenditure for 05-06 was higher than 04-05 due to there having been 6 magazines plus the spares list compared with only 5 magazines in 04-05. Tony also pointed out that there had been an error in the balance sheet which only one member had spotted; the error was clerical and did not affect the overall accuracy of the accounts.

The 05-06 accounts had not been audited as the regular auditor had unfortunately died and, as the club is not legally obliged to have the accounts externally audited, it had been decided to have them audited by a professionally qualified member – Terence McAuley. Terence had found them to be in order.

The committee had carefully reviewed the cost of membership and, taking into account the increased postage costs, had decided to increase the annual subscription from £30 to £33. To offset the cost for new members, the spares levy is now fixed at £45 rather than being 150% of the annual subscription and the joining fee has been abolished.

It was proposed by Jonathan Howard and seconded by Peter Simper that the accounts be accepted. The motion was carried with all in favour and no abstentions.

### Appointment of Auditors and Fixing of Audit Fees

Following the discussion of auditors in the Treasurer's report, there was further debate on the need for external auditors. As there is no legal obligation and an opportunity to make a saving, it was proposed by Tony Malyon and seconded by Tony Latchford that we continue to audit the accounts internally by a professionally qualified accountant. Motion carried with all in favour and no abstentions.

### Consideration of Nominations for Directors

The TOC must have between 3 and 7 directors; we currently



have 5 of which a third must step down, being Alec Bilney and Roger Dyer. There were no other nominations and Alec and Roger had offered themselves for re-election so they were re-elected unopposed.

## Any Other Business

There were no items raised and the AGM of the TOC Limited was closed at 11.45.

# Annual General Meeting of the Traction Owners Club Members

Copies of the minutes of the AGM held on 20<sup>th</sup> November 2005 were circulated; they were also published in the January/February 2006 issue of Floating Power. There were no matters arising. It was proposed by Steve Reed and seconded by Tony Latchford that the minutes be accepted as a true record of the 2005 AGM. All present were in favour of acceptance with one abstention.

## Chairman's Report

Bernie Shaw introduced the second part of the meeting and said that he would leave it to the officers to review the year. He announced that Pat DeFelice is standing down as editor after two very successful years during which the magazine has gone from strength to strength. Encouragingly, there had been others willing to take over from Pat and, following a lengthy discussion in committee, John Barnes had been selected. Bernie thanked Pat and welcomed John who introduced himself to the meeting. Bernie again thanked the committee.

## General Secretary's Report

John Osborne explained that secretarial duties had been shared between himself and Tim Walker. Tim had decided to step aside and John will take over as general secretary. He had nothing in particular to report other than to say that he will continue to carry out secretarial duties during 2006-7.

## Social Secretary

James Yeats gave a summary of the social activities during the preceding year – Norway, Brittany, York Rally, Southern Section 30<sup>th</sup> Anniversary, and the NEC Show. 2007 events include Brittany, Gibraltar, Goodwood Revival, Normandy (now only 3 places left), and the NEC Show. Mick Popka is also planning a mini-rally in York in September. The ICCCR will be held in Rome in 2008, a celebration of 75 years of the Traction will take place in Arras in 2009, and the ICCCR will take place in 2012 in the UK, probably in Yorkshire - the TOC will be supporting this event but not responsible for the overall organisation. James, backed by Bernie, mentioned that we need a volunteer for the NEC Show.

There has been no volunteer for organisation of the 2007 annual rally and local Sections are encouraged to come forward.

James is also liaising with other clubs – 2CVGB, H-Van Register, and the CCC to encourage participation in joint events.

## Membership

Peter Riggs reported that there were currently 537 paid up members being 7 fewer than last year, 42 lapsed since April 06, 8 cancelled (sold car, bereavement etc.) and 41 new members so far. The new member trend has taken an upward trend; 50 in 02/03, 45 in 03/04, 36 in 04/05, 41 in 05-06.

## Spares

Tony Hodgekiss explained that Chris Treagust was unable to be present but had provided a report which Tony Hodgekiss read out. It had been another busy year with the hope that members' needs had been met. Chris will always welcome new ideas for spares. He can be contacted by post, e-mail and telephone but asked that members speak slowly and clearly when they leave voice messages as many messages are almost impossible to understand.

Whenever possible, spares orders are dealt with within 24 hours but, generally, Wednesdays and Saturdays are reserved for spares activities. If members have excess spares, the club is always pleased to acquire them – there is a particular need for dynamos, starters and brake shoes, especially for Slough cars.

Richard Carlin said that he had responded to an advertisement in Floating Power only to find that the club had purchased it as a lot. He then tried ordering it from club spares and was told that the part was not available. Richard did not feel that it was fair to intercept advertised goods and sell them through the club with a mark-up.

Steve Shinebroom said that they had been purchased at a much lower price than the advertised price and therefore the price to members would be very reasonable. Steve Reed mentioned that the club had approached the member and that the goods had been sold to the club before the magazine was published; this administrative error would be avoided in future.

Jonathan Howard asked when the pictorial spares list would be available. Bernie said that he had not had the time to complete it due to work and chairman's commitments but that it would now receive his attention once more. Mick Popka offered help but Bernie felt that it was at a stage where only he could complete it.

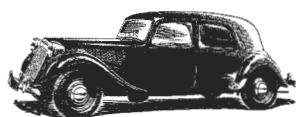
Jonathan Howard also asked what the aims of the Spares Committee are. Steve Reed explained that it was to help in sourcing rare and difficult-to-obtain parts, updating the spares list, and helping Chris Treagust when he was over-loaded with orders.

Steve also said that he and Tony Hodgekiss are available by telephone if for any reason Chris is unavailable.

## Editor

Pat DeFelice explained that she has enjoyed being editor for the past two years and that she had achieved her objective of issuing Floating Power on a regular bi-monthly basis. Pat apologised for one late issue, which was due to a combination of work and family commitments in addition to delays at the printer, and for the non-inclusion of the accounts. Accounts had been circulated separately by e-mail and post to ensure that TOC company rules had been correctly applied.

Pat was pleased to hand over the editorship to the capable hands of John Barnes. Mick Popka was asked to publicise the change of editor on the web site.



# AGM minutes continued..

## Club Shop

Steve Shinebroom, who was modelling the latest TOC fashion in button-down shirts, reported that it had been a year of steady sales with Jon Presnell's book accounting for a large proportion of the turnover. Steve mentioned that renovation kits for Slough cars with round gauges are now available. Mick Popka said that there were some surplus rally plaques for those who had not attended the rally.

## Helpline

Mick Holmes reported that he receives a mixture of technical and general queries from all over the world and that help is offered to members and non-members. If he cannot answer the question directly, he redirects it for an appropriate member to deal with. He and Moira are standing down from organisation of the NEC show stand and he asked for volunteers to take it on. In response to a question from Pat DeFelice, Mick said that the commitment was from Thursday to Sunday (possibly Monday if clearing up is not finished on Sunday) plus preparation of the stand and its storage. The 2007 show is scheduled from 8<sup>th</sup> to 11<sup>th</sup> November.

## Election of President, General Secretary and Treasurer

The chairman stated that there had only ever been one president – Stan Barker – and that there have been no nominations. Steve Reed proposed from the floor that, in view of his long and distinguished TOC career, Bernie should be elected as President; this was seconded by most others present (formally by Tony Latchford) to loud acclamation. Bernie was duly elected with all in favour.

A clearly surprised and delighted Bernie thanked the club for electing him and said that he would be proud to represent the TOC on behalf of all members. Jonathan Howard asked what were the duties of the President; Bernie replied it was to represent the club as a figurehead but that it involved no executive duties.

John Ogborne was the only candidate for secretary and was unanimously accepted with no abstentions. Tony Malyon agreed to continue as treasurer and there were no other nominations.

The committee must have between 8 and 18 members and it currently stands at 14. One third of the committee must stand down and, being the longest serving members, they were Paul DeFelice, John Oates, Bev Oates, Steve Southgate, Tony Latchford.

All agreed to stand again and, there being no other nominations, they were unanimously re-elected en bloc with no abstentions (proposed by Tony Malyon and seconded by Alec Bilney).

As editor, John Barnes had also been co-opted onto the committee prior to the AGM in place of Pat DeFelice. Mick Popka asked if he should be on the committee as web master but it was decided that he should be entitled to attend committee meetings as and when appropriate.

## Web Site

Mick Popka, who is now officially accepted as web master, reported that the web site is now fulfilling its full potential and he has many new ideas including a link to UTube. Members are requested to submit material for publication on the site which can

be viewed but not downloaded, although CDs of photographs may be available for certain items.

Robin Dyke said that one of our Dutch visitors had submitted a report on the York Rally and it was agreed that a copy would be made available to Pat DeFelice for publication in the imminent FP.

Mick will also be talking to other organisations such as CCC, 2CVGB, H-Van Register about links between web sites.

## Any Other Business

Jonathan Howard wondered who the next chairman would be; Bernie said that he will be introduced at the end of the meeting.

Tony Hodgekiss asked what had happened about the creation of a Kent Section that had been proposed at the 2005 AGM; Bernie explained that for unknown reasons it had not been formed.

John Barnes asked if we knew how many members are on e-mail; Tony Malyon said that there are about 320 although many e-mails were rejected as invalid. It was suggested that members should be encouraged to provide an update as already requested on their renewal form.

Alec Bilney wondered why the new editor was asking this question and feared that it might be because more and more would be sent electronically to the detriment of Floating Power. John assured Alec that there was no risk of this and that the question was one of general interest.

Barrie Annells asked why there had not been adequate directions to the AGM hotel in Floating Power; it was explained that directions had appeared in an early issue but had been omitted in error from Alec Bilney asked if it could be confirmed that we will be participating in the 2012 ICCCR in Britain; Bernie said that we will be supporting it but not as the main organiser.

The chairman then introduced Steve Shinebroom who had been chosen by the committee as the chairman for the coming year. He mentioned that Steve would be handing over the shop to Tony Piper, a relatively new but keen member.

Steve thanked Bernie for his work during 2006 and looked forward to chairing the TOC during 2007.

Bernie thanked all those present for coming and closed the meeting at 12.54.

*John Ogborne*

## And finally—thanks Steve

Thanks to arrangements made by Steve Southgate 45 TOC members stayed at the Quality hotel in Walsall on the Saturday night prior to the AGM and in addition to use of the hotel's swimming pool and sauna facilities all members enjoyed an excellent carvery meal together in the evening (even if the enjoyment for some was diminished by the after-dinner entertainer). Following the AGM on Sunday morning 26 members took advantage of the special rates that Steve had negotiated with the hotel and stayed for Sunday lunch together before returning home.

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## Toctech

The information given in this section represents the opinions and advice given by each contributing author. Neither the TOC, nor its officers and members, accept liability for any error, omissions or inaccuracies that it may contain.

Toctech is edited by John Ogborne, supported by a panel of TOC Traction specialists. All technical articles, TOC members' technical problems, and technical questions for inclusion in this section, should be addressed to:

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## Apology

Firstly, I must apologise for an error in the November/December 2006 edition of Toctech – the heading for "Brake Hydraulic Pressure Limiting" was repeated as the heading for Terence McAuley's starter motor item. Apologies to Terence and for any confusion that it may have caused.

## Wiper motors and 12 volt conversions

Richard Carlin deals with the common problem of providing a 6 volt supply to the wiper motor after a 12 volt conversion. This has been covered in past issues (Vol.17 No. 2 & Vol.22 No.5), but Richard brings it up-to-date with this comprehensive article.

Mick Holmes recently passed an email enquiry on to me concerning the problem of making 6 volt wiper motors run on cars converted to 12 volts which has finally prompted me to add my ideas into this occasionally recurring debate.

I have a Traction converted to 12 volts and hence faced the same problem.

For anyone attempting the 12 volt conversion it becomes immediately obvious that the wiper motor will not run on 12 volts. In my case the motor ran **very** fast, became **very** hot and after a few minutes could not be stopped without difficulty! Clearly something needed to be done!

The simplest method to consider is that of connecting some sort of resistor, either fixed or variable, in series with the motor, in order to reduce the voltage across the motor to the correct value.

However, in practice, this is not a very satisfactory solution to the problem, the reasons for this include:-

1. Voltage variations
2. The wiper motor is so weedy

For example—do we take a motor voltage of 6 volts as a starting value or should it be 7 volts allowing for a fully charged battery?

Doing the calculation and assuming a current of 1amp (and I've never actually measured it) would produce a required resistance of approx 7 ohms. Then there is the power dissipated which comes to about 7 watts. Now choose the nearest fixed resistor available or try to find a high wattage variable resistor and set it to the calculated value.

I haven't shown how to perform the calculation for reasons which will become obvious later but if the current value was 2 amps instead of 1 amp that would halve the required resistance value and double the required power dissipation of the resistor.

So any fixed value you choose is likely to be a poor compromise in practice. Hence the variable resistor option is certainly better than the fixed value.

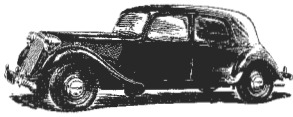
But, referring to my Electronic Components Supplier catalogue I find that the best variable resistor available is 16 ohms at 50 watts, which is physically big (60 mm diameter) and costs about 20 pounds.

I reckon that in 2006 there has to be a better solution to the problem, **and there is!** - it's an electronic component called a variable three terminal series regulator.

So what does one of these do? Put simply - apply 12 volts at the input and you can get any voltage from about 1.25 volts up to 11.5 volts at the output.

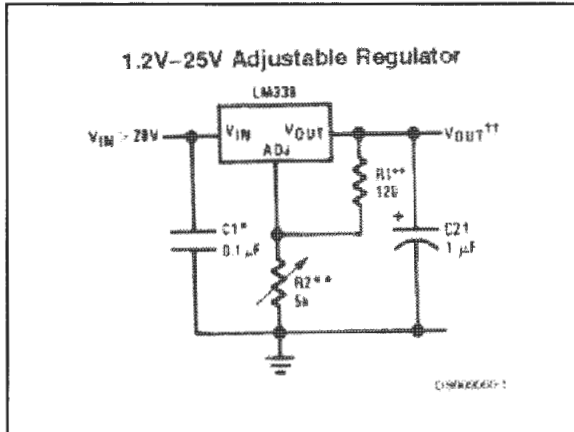
Of course, in practice it's not quite as simple as that as it requires extra electrical components and needs to be built on a small circuit board with a metal heat sink.

Referring back to the actual application it is still necessary to take into account the problems involved in obtaining the correct voltage and so some form of variable voltage control would still appear to provide the best solution. In other words it still requires the use of a variable resistor. But this one is a lot different from the big rheostat approach!



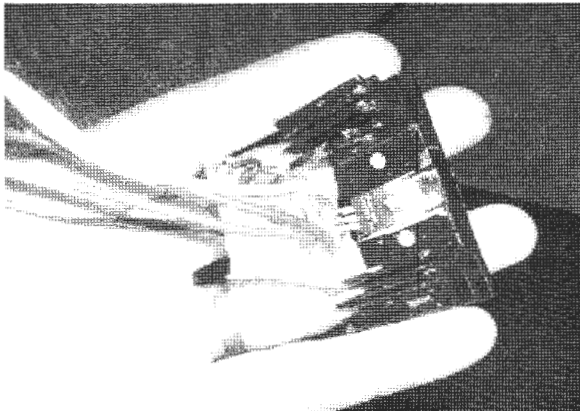
# Toctech continued..

The photographs show the schematic circuit diagram and the unit built up.



Schematic wiring diagram

In the photograph of the unit below the regulator is the black component bolted to its heat sink and you will see that there are 3 thick wires and a thinner 2 core black cable.



Photograph of completed unit

Of the three wires, one connects to the chassis, one is connected to the original wiper motor feed wire and the third is now connected to the wiper motor. The thin black cable goes to the control resistor.

I built the unit about three years ago. It has worked faultlessly and I can certainly confirm that the variable wipe feature is not just a gimmick.

Obviously if you are not confident to make your own then you need to find some local person with an electronic interest to make it for you. Cost wise, it's about 10 pounds.

Alternatively, if there is any interest in this article I might be persuaded to try to make a few but I'm not looking for work!

Incidentally the unit has universal application where the requirement is to reduce the voltage to some component.

*Rich Carlin*

## Leaking Gearbox

Richard may have solved the wiper motor problem but he is still left with oil drips on his garage floor. Any ideas?

I am seeking help and/or advice about a gearbox problem that I have always suffered but have never found anyone else with the same problem. The problem is that the gearbox leaks oil into the bell housing. I have lived with this until now but it has badly contaminated the clutch—so something must be done!

The only way it appears that oil can enter the bell housing is from leakage past the gearbox input shaft and on my car there is no oil seal to prevent this happening (*should there be one which is absent in my case?*).

I would very much welcome anyone's help or advice as to how to solve this problem and, to speed things up, I would appreciate being contacted either on 01332 557644 or by email at [ricarlin@tiscali.c.uk](mailto:ricarlin@tiscali.c.uk)

*Rich Carlin*

## Getting to the Seat of the Problem or "Are you sitting comfortably" - a trip into the mysterious world of upholstery (in two instalments) by John and Lynda Ogborne.

I am not the tallest of people and the Traction seat adjustments are not what you might call sophisticated, but when I couldn't see the end of the bonnet I knew that something had to be done.

Even the sun visors were no longer effective as I sank lower and lower into the seat. In short, the upholstery had collapsed and my backside was all but resting on the metal box section underneath the seat.

Luckily, Lynda had just completed an evening class in upholstery so I convinced her that a certain amount of homework would be beneficial.

It would also mean that she too could see where we were going with a consequential improvement in navigation.

The work was confined to the front seats but the same principles can be applied to the rear seat – or even to your settee in the lounge if you wish.

One important point; this article applies to the individual front seats in the French Traction. Light/Big 15s and Sixes will differ considerably in the seat covering although I imagine that underneath they are the same. Perhaps another member would like to provide a follow-up article to cover other models?

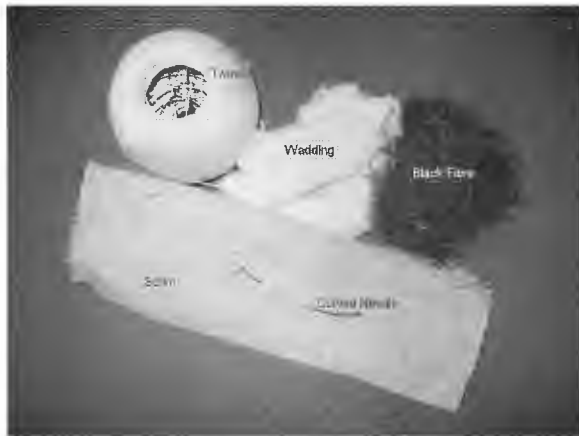
## Preliminaries

You will undoubtedly need some fresh upholstery materials and we found a supplier on the internet who has everything that is required. The supplier we used is J A Milton Upholstery Supplies, Ellesmere Business Park, Ellesmere, Shropshire SY12 OEW ([www.jamilton.com](http://www.jamilton.com)).

The items that you will need, as shown in Picture 1 are:

- ✦ Scrim No 7, 290 gm (a fine-weave hessian): about 2m of 72" wide will be enough for both front seats.
- ✦ Upholstery twine: 1 ball will be more than adequate.
- ✦ Filling: black fibre is probably the best with the added advantage of being fire-retarding. Animal hair could be used if you want to be authentic. A 5lb bag will be sufficient for both seats.
- ✦ Wadding: 2.5oz Cotton Felt is best and is also fire retarding. 2m of 27" wide will be sufficient for two seats.
- ✦ Semi-circular needle: not essential but makes life much easier. A 3" should be big enough.
- ✦ Seat cloth: New fabric is obtainable from Club Spares should it be needed although you may have to go to one of the continental suppliers for the grey plastic side pieces should they also require replacement.

A pair of sharp scissors and a medium size staple gun are also essential, plus other standard tools such as a screwdriver and hammer.



Picture 1

## Stage One – Stripping Down

Removal of the squabs is simple; just lift the front edge and pull forward and up. Our fabric was in good condition and to save cost we decided to re-use it, so care was needed in removing it. First remove the two seat location lugs that are screwed to the wooden frame. The fabric is stapled to the frame and care is needed to

remove the myriad of staples without damaging the cloth; use a wide-bladed screwdriver to lift them away from the cloth and a pair of (clean) pincers to remove them. This should reveal a layer of wadding which may be peeled back to expose the underlying scrim (Picture 2). If the wadding is in good condition, it may be worth re-using, but it is most likely to be compacted and generally unhealthy considering where it's been for the last 50 years!



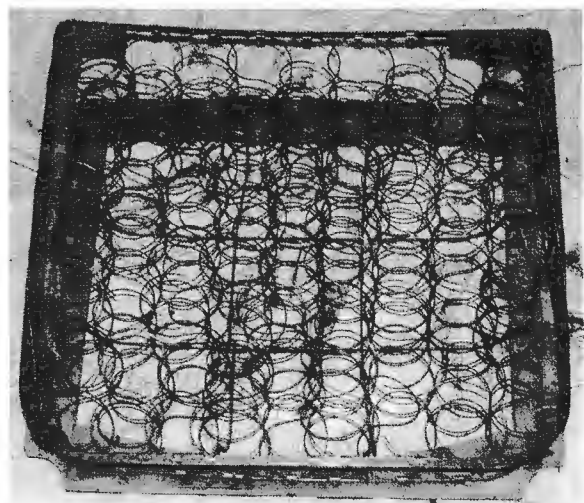
Picture 2

The scrim is held in place by string and both are likely to be very ripe and easily removed.

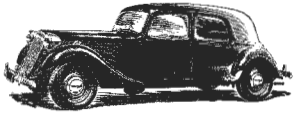
Underneath the top layer of scrim will be horse-hair (natural or synthetic depending on whether the seat has been re-upholstered before or not) held in place with string loops.

The hair is more likely to be re-usable but again it may be better to discard it if it is in poor condition or breaking up into dusty pieces. Strip off all scrim, horse-hair and string to end up with a rather sad-looking frame with springs (Picture 3).

You will see in the picture that with our seat the metal edges were protected with scraps of what I think is called Tygon" as used for replacement car seat covers in fifties



Picture 3



# Toctech continued..

and sixties. If you also find it, this may be left in place as it prevents any rough edges and rust from penetrating the scrim and fabric.

## Stage Two – Repairs

The wooden frame may be in poor condition and any obvious damage should be repaired. Make sure that the points where the seat location lugs are fixed is sound by using a resin filler or cutting in a new piece of wood. It is not possible to be specific on repairs but the principle is to ensure structural integrity.

We found that several springs were broken – some loose ends are visible in Picture 3 – and these needed attention. The broken ends can be twisted around an adjacent spring using a pair of pliers and a small pipe wrench.

Grip the spring with the pipe wrench and twist the loose end around an adjacent spring using the pliers.

Four heavy gauge cross wires retain the springs. We found that one of these had fractured at the crossing point and that several of the clips fixing the springs to the wires had also failed. These were repaired by binding copper wire around the crossing point but a spot of weld would be a better solution – we do not have welding equipment. One wire had failed at its attachment point to the wooden frame but an aluminium plate and some wood screws solved the problem.

The next article will complete the task by stuffing and recovering the seat to have you riding high once again.

*John & Lynda Osborne*

## Club Tools

Have you, like me, wondered - when you've seen the little tool symbol against the names of most of the section co-ordinators in previous copies of *Floating Power* - exactly what tools the TOC actually owns?

Well I've done a bit of checking and can share with members the fact that the TOC owns seven sets of tools that are looked after by the co-ordinators of the Scotland, Ireland, Northern, Peak, West, London and Surrey, Hampshire & Sussex borders sections.

Each set of club tools is boxed and consists of top & bottom ball joint pullers, hub puller (with outer wheel bearing collets), inner wheel bearing nut spanner and a large mallet.

Should you be about to attempt work on your Traction that will require the use of any the above specialist tools, please ensure that you arrange the loan of a set of the tools from your nearest section co-ordinator in plenty of time. Contact details can be found on page 18.

## Help wanted please

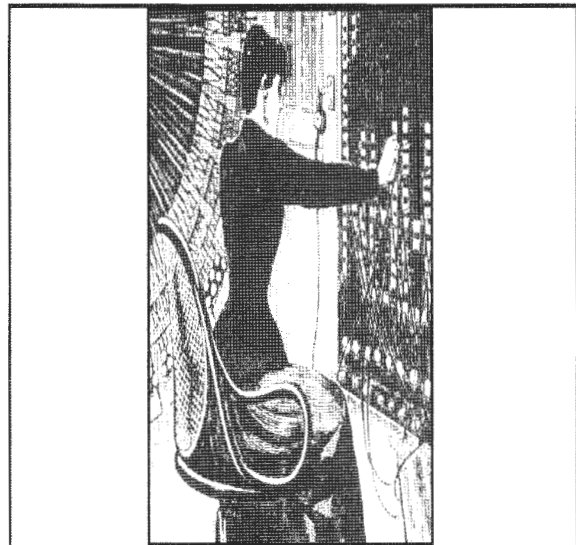
The Repairs and Restoration quick reference guide that has appeared in each recent issue of *Floating Power* is now in need of updating and extending.

If you know of, or you have used, or you would be prepared to recommend a Traction repair and/or restoration specialist I would very much like to hear from you.

Also if you provide Traction repair and/or restoration services, if you service Tractions or you produce or market specialist Traction parts I would very much like to hear from you.

I intend building and maintaining a new guide to Traction specialists in order that *Floating Power* continues to provide the best possible service for TOC members.

*FP Editor*



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## Oslo 2006

### The Tractionist's report

At the end of August the TOC launched a two-pronged raid on Scandinavia to join the Norwegian Club for their 35th Anniversary Rally in Oslo .

The northern contingent (4 Tractions), led by Mick Holmes, travelled from Newcastle-on-Tyne and the southern contingent (2 Tractions - Sue and I and John and Barbara Barnes) took the ferry from Harwich to Esbjerg in Denmark, from where we drove to Odense on the island of Fyn.

From Odense we drove to Copenhagen - en-route visiting the old royal city of Roskilde and its Viking Ship Museum.

Our entry into Copenhagen was delayed by an evening rush hour accident somewhere on the central motorway system, but thanks to Sue's impeccable navigation we quickly found both the Café André Citroën and our hotel next to the Tivoli Gardens.



The following morning Peter Juel Jepperson gave us a guided tour of the workshop which the Danish Club leases in the (very bohemian) Christiania district.

The Club have leased the building now for 35 years and members all contribute a small fee to support the facility (and a larger fee when their own cars are in residence for repair or restoration).

The workshop is fully equipped and next door the Club also operates a small motor museum which is open to the public during the winter months.

The quality of the restoration work of the Danish Club members is outstanding. In the workshop Peter is restoring his 1938 Normale and next door, in the museum, he showed us his 1938 11B Roadster in which he and his wife, Dorthe, were to drive to the meeting in Oslo the next day.

The big event for me was the drive into Sweden the following day over the enormous new bridge across the Øresund, after which we spent the day touring in Sweden before catching the overnight ferry from Helsingborg to Oslo.

Bernt Christian Bowitz and Elisabeth Aronsen both met us on our arrival in Oslo (Thursday morning - a day before the official start of the rally) and whilst Bernt went off to find a stainless steel welder to repair John's cracked exhaust system Elisabeth took us on a tour of her city.

First stop was a viewpoint over the city (from where the picture "The Scream" was painted), next came the Viking Ship Museum, then the Kon Tiki and Ra museum, and finally the Fram museum.

On Friday Nils Christian Skarland took us to the National Art Gallery (where we saw one of the four versions of "The Scream") and we then visited the Natural History Museum (which unfortunately John and Nils didn't get to see because they disappeared for an exhaust welding session!!).

After lunch we all visited the Resistance Museum in the Castle (to maintain our average of three museums a day!).

Meanwhile, at rally HQ (The Hotel Linne), the northern contingent plus scores of Norwegian, Swedish, Danish and Dutch Tractions were assembling - and later that evening we were joined by Steve & Joy Southgate (who flew to Oslo and hired a car).

Saturday started with a convoy drive up into the hills surrounding Oslo, where Traction driving tests were held, then a convoy drive back into Oslo to the Botanical Gardens (and more museums!).

Elisabeth had primed the Oslo press with a story about "gangster cars coming to town" so everywhere we went in Oslo members of the public flocked to see the Tractions.

Saturday concluded with a formal dinner after which Moira Holmes presented Elisabeth with some Nottingham lace and I presented Bernt with some special 'Traction driver's oil' from Scotland.

On Sunday we all took part in a convoy drive through the old part of the city before parking up in Aker Brygge, a pedestrianised quayside development, a superb location for showing off the Tractions.

At the close of the rally John and Barbara defected to the northern contingent, who were heading towards Lillehammer for some extra days in Norway, and Sue and I left on the ferry for Frederikshaven in Denmark and a leisurely drive on minor roads through Jutland back to Esbjerg and the ferry home.

In total we drove 934 miles (1503 kms) and our only problems were an overheating coil and a touch of progressive retardation (the Traction not me).

We all join in thanking Elisabeth, Bernt, and all the members of Traction Norge for making our visit so memorable.

*Robin Dyke*

And overleaf—the non-Tractionist view!!!!!!!!!!!!



# TocmemberS contd.,

## Norway 2006

### The non-Tractionist's report

When Graham Handley asked me to step in on the Norway Citroen traction rally because his wife Wendy could not face the sea crossing (a good inventive get out) I said "yes" because I had always wanted to travel to Scandinavia.

After immediately jumping at the opportunity and committing myself I reflected upon my hasty decision—10 days in an old car, break downs, jump leads, electrical and mechanical problems and flat tyres.

Well, the first leg of the journey for me was a two hundred miles drive from my home in London to Newcastle in my modern Japanese car with its Satnav, ABS, electric windows and - seat belts.

Whilst waiting for the other cars to arrive at the ferry port in North Shields I eagerly scanned the details of the other members and to my horror discovered they were all northerners (ie they live north of Watford)! - I am to be the only southerner in a group of "northern Traction anorak types". My rash, initial enthusiasm was rapidly evaporating.

The ferry crossing to Kristiansand was excellent, every one was friendly and not at all the Citroen anoraks I had feared. Being on the rally list as "Wendy" (Graham's wife) helped break the ice, especially when I confessed to some trepidation at the thought of having to share a double bed with Graham!

After leaving the ferry our accommodation en route was lovely chalets which we mostly shared with Peter and Sheila Marley. When Steve and Joy Southgate joined us



in Oslo we stayed in larger chalets (and I'm pleased to report that Peter & Sheila and Steve & Joy took the double beds!)

To any non-Tractionists offered the opportunity to attend a TOC rally I'd say "Go, it isn't all just about Citroens."

Mike and Moira Holmes with their son Paul and his girlfriend Stephenia had prepared a challenging and exciting route and having been to Norway before had organised the comfortable accommodation for us all.

Having spent many years living and working in Norway Paul's itinerary for us included trips to a glacier, a speedboat taxi ride around the numerous fjord islands, beautiful scenic drives past waterfalls and fjords, a 25 kilometre tunnel, a ride on the Flam railway, a trip to the top of the ski jump at Lillehammer (not for the faint hearted), pleasant picnic sites and stave churches.

I had mentioned my keen interest in church architecture to Paul at the start of our journey and I must say he did me proud. I just hope other members of the group didn't mind the church visits.



Having encouraged non-Tractionists to participate in a rally if they get the chance I must admit that one day disaster nearly befell us. At a left hand turn off the road to Bergen (we of course were driving on the right hand side of the road) the 1st three cars in the convoy were suddenly caught unawares by the leading two cars.

As I looked up from the map (Graham was driving) the black boot of John and Barbara Barnes' car was racing towards us. Isn't it amazing how much can flash through your mind in a split second in an emergency? Thoughts like "I wish I had a seat belt, what are Norwegian hospitals like, will we miss the ferry?" rushed through mine.

The quick reactions of John, Graham and Peter averted a nasty mishap as they each pulled over either to the right or left hand side of the road. Fortunately nothing was coming the other way and we all stopped before ploughing into Paul and Mick's cars.

We just got out, cursed, then laughed at each other and whilst still in shock took the turn to the left to go up the mountain in front of us - which was so steep that John's car objected to the ascent half way up.

With great difficulty Graham and Peter, who were behind John's stalled car, were able to restart on the steep incline and reach the summit, by which time Pete's car was boiling merrily.

Meanwhile John had found a less demanding route around the mountain to join us at a hotel near the summit where hot strong coffee was consumed whilst the cars cooled off and recovered from their strenuous climb.

A great trip - but nevertheless Bergen was a welcome sight after nearly 1100 miles in a Traction!

*Karl Sandison*

PS All the cars behaved well with only a few minor hiccups and not a single flat tyre! Must be something about these Tractionists!!



## ERD 360 - 1949 Slough Light 15

In 1969, when we were living in the London area, we bought ERD 360 for £40 in a private sale from an address in Hertfordshire.

When purchased the car - which had recently returned from a 9-year tour of duty with the British Armed forces in Germany - had a broken drive shaft, a set of German number plates (alas sadly thrown away) and a tiny German badge on the dash board (which is still in place today).

In 1970 we moved to Cornwall and our good friend Fred Annels lovingly looked after ERD 360 in Guildford until Brian decided to treat her to some Cornish air in 1971.

On the way from Fred's to our new home in Cornwall, whilst driving along narrow rural lanes (still sporting her German plates) the exhaust fell off necessitating a search for a garage that would sell a sleeve and clips for Brian to fit to complete the journey!

We used the car for three years as our family car until a certain man decided a few renovations were needed!!!! and in 1974 ERD 360 went into Brian's mothers garage for a few "tiny" jobs and there she lay untouched for years (heard this story before have you?).



ERD 360 emerging from hibernation in 2001

Finally in 2001 - after 27 years of my nagging, moaning and groaning - Brian gave in and work started on getting the car back into one piece.

Within 30 minutes of towing her to our house (see above) and with just new plugs, points and petrol the engine was running again - so all that remained was to tackle the mouse eaten seat backs and carpets, the very large cobwebs and the woodworm. **BUT WHAT A MOMENT OF SHEER JOY!!**

With the help of our good friends Martin (vik) Vickerstaff of Redruth and Jeff, ERD 360 was quickly restored to her former glory. We have kept the car as original as possible (the head lining and carpets were unfortunately past salvation) which is not only how we like to see her but is also appreciated by the people we meet at the local car shows we go to in summer to raise funds for local charities.

In July 2006 ERD 360 performed an extremely important job as the bride's car at the wedding of our daughter Heidi to Keith Pascoe.



Heidi and Brian outside St Michael Penkivel church in July 2006

ERD 360 is the car's original registration plate and at her last MOT she had completed 77400 miles on her original engine and gearbox (neither of which has ever been overhauled!!!)

In the past I have tried, unsuccessfully, to trace any of the car's former owners and past history, information which I should like to build into a pack for Heidi when she inherits the car in due course.

If any TOC members can help me with information about EDR 360's past life I should be extremely grateful if they would contact me on 01326 280099 or by email at [morvoren@mail.adsl4less.com](mailto:morvoren@mail.adsl4less.com)

*Pam Watson*

## JSL 440 - 1950 Slough Light 15

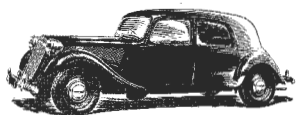
I purchased JSL 440 - which is a 1950 Slough-built, small boot, light 15 with an original sunshine roof - in September 2003 when she was in what can only be



Newly restored—JSL 440 in August 2006

described as a 'mess'. The picture above shows the car in Suffolk during August 2006 following the superb restoration work by John Gillard and paint work by Terry Argent of Chelmsford.

*Lindsay Gordon*



# Tocsection scene

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## Section Co-ordinators

<b>Scotland</b>	<b>Kenny Cocker</b> , Hillfoot Cottage, Collace, Perth, PH2 6JB Tel: 01821 650 436 email: <a href="mailto:ken@hillfoot.fsnet.co.uk">ken@hillfoot.fsnet.co.uk</a>
<b>Ireland</b>	<b>Norman Moore</b> , 69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT Tel: 028 7776 3755
<b>Lakes &amp; Border</b>	<b>Bob Cuppage</b> , Branthwaite House, Caldbeck, Wigton, Carlisle CA7 8HB Tel: 01697 478301
<b>Northern</b>	<b>Stan Platts</b> , 1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH Tel: 01274 683848
<b>Peak</b>	<b>Bev &amp; John Oates</b> , 55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP Tel: 01629 582154 email: <a href="mailto:peak.toc@virgin.net">peak.toc@virgin.net</a>
<b>Mid-shires</b>	New Area representative required
<b>Welsh borders</b>	New Area representative required
<b>South midlands</b>	<b>Simon Saint</b> , Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU Tel: 01905 454 961 email: <a href="mailto:janeandsimonsaint@hotmail.com">janeandsimonsaint@hotmail.com</a>
<b>Eastern</b>	<b>Tony Latchford</b> , 2 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG Tel: 01245 328 009
<b>South west</b>	<b>Trevor Dyer</b> , Malston Cottage, Sherford, Kingsbridge, Devon, TQ7 2BB Tel: 0154 853 1833 email: <a href="mailto:trevdyer@malstonco.fsnet.co.uk">trevdyer@malstonco.fsnet.co.uk</a>
<b>West of England</b>	<b>Terence &amp; Jane McAuley</b> , 7 The Normans, Bathampton, Bath, BA2 6TD Tel: 01225 466 939 email: <a href="mailto:mrsjane.bear@toucansurf.com">mrsjane.bear@toucansurf.com</a>
<b>London</b>	<b>Peter Simper</b> , 215 Whitton Road, Twickenham, TW2 7QZ Tel: 020 8891 1093
<b>Surrey, Hampshire &amp; Sussex borders</b>	<b>Steve Reed</b> , No 1 Terwick Cottage, Rogate, Nr Petersfield, Hampshire. GU31 5EG Tel: 01730 821792. For details of section events and regular meetings please contact Helen or John on 020 8330 7216 (open all hours)
<b>Rest of the world</b>	<b>Robin Dyke</b> , 18 Henfield Way, Warborough, Oxon. OX10 7DB. Tel: 0044 1865 858555 or email <a href="mailto:johnrobindyke@btinternet.com">johnrobindyke@btinternet.com</a>

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## Mid-shires

The Mid-Shires section is currently being run on a caretaker basis by Bernie Shaw until a new, permanent local organizer can be found. During 2006 the sections events were therefore limited to the annual world-famous (in Wellingborough) 'Silvertrees Barby' in September at which a select band of some 16—18 Tractionists bathed in the sunshine in the grounds of Bernie's country estate.

If you live in the mid-shires of England, would like to contribute some of your time to the club, please contact Bernie Shaw for details of what's involved in running this section.

## Peak

When putting pen to paper (or is it fingers to keyboard??) I realised that John & I have been running the Peak section of the TOC for 14 years - where has the time gone??

Our group has been very consistent in membership and we really enjoy each other's company so we make an effort to get together for a natter every two months.

The great thing about the section is that we are not a local group at all - members attend our meetings from Oxfordshire, Nottinghamshire, Staffordshire, Cheshire, West Midlands and Derbyshire - only John & myself actually live in the Peak District!. New members are always welcome to our meetings at lunchtimes on the first Sunday in the even months. We vary the meeting place (pubs) in order to sample lots of different beers and meals.

In February 2006 we had our annual lunch at the Royal Oak in Tansley - our local hostelry. April saw us enjoying a carvery at the Bentley Brook in Fenny Bentley. June is the Annual High Peak Historic Car Run at Buxton which we all love as there are so many gorgeous old cars to ogle at - this year it was actually warm enough to picnic on the grass and the two Barrie's even got their BBQ going (even if it was gas!!).

August was quiet as only our car entered in the Cromford Steam Rally because I forgot to tell the other members about the entry closing date! (oops... but they did forgive me eventually...). October saw us at another event we all love - lunch at the Yew Tree in Cauldron (a superbly old, quaint pub where a pint is still only £1.60 and a sandwich less than £2!!).

Our pre-Christmas meeting in December saw us sweating in front of a roaring log fire eating huge meals at the Hollybush in Makeney - thanks to Richard for organising this venue.

We will probably do more or less the same things during 2007 so if you are interested in joining us please feel free to call or email John or me to find out where we will be in February - our details are on page 20 of this magazine.

Happy New Year to all members

*Bew*

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## Scotland

Unfortunately our Scottish Section Scene hasn't been too active this last year or so, which is probably due as much to a lack of time on my part as it is to the vast geographic area occupied by so few club members. However, a couple of section members [Frank Grant & Hugh McRae] have indicated a willingness to each organise a Sunday lunch venue in their own locale at some point during the year. I shall endeavour to give as much notice as possible of the dates and places in order to ensure a good turnout. Anyone keen to book a place is welcome to get in touch.

*Kenny Cocker*

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## Welsh borders

If you live in Wales, or near to Welsh Border, and would like to contribute some of your time to the club please

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## Gibraltar y Espana Tour

13<sup>th</sup>- 21<sup>st</sup> May 2007

100 days to go and six intrepid Traction crews (and one hitchhiker) are signed up ready to roll.

Four cars (crewed by the Tractionistas) will be touring to and from Gibraltar through France and Spain (about 3500 miles), and two cars (containing the wimps) will take the ferry to Bilbao, tour down to Gibraltar, then return to the UK on a transporter whilst their owners fly back to the UK from Malaga.

All the participants will meet in Bilbao for the official start on Sunday the 13<sup>th</sup> and will then drive about 150 miles over rolling hills to Lerma to stay overnight in a **17<sup>th</sup> Century Ducal Palace**.

On Monday the 14<sup>th</sup> there will be the longest drive of the tour, 250 miles, to Plasencia where the group will stay in the former '**Convent of Santo Domingo**' for two nights.

Tuesday will be spent enjoying the scenery, wine and cuisine, then on Wednesday 16<sup>th</sup> there will be a tour through Sevilla to Carmona, where the parador is a **14<sup>th</sup>**

contact Bernie Shaw for details of what's involved in running this section .

## West of England

Welcome to the West of England section's "Christmas letter"

2006 kicked off with our annual planning meeting at the Tunnel House at Coates, near Cirencester in January. This is the only fixed feast in our calendar and is usually the best attended event. In April we visited Dyrham House- an NT pile north of Bath—where we were able to park outside the house for a photo shoot (see May/June FP cover) .

In June we were invited to a picnic at John and Lucy Verity's equestrian farm near Micheldean in the forest of Dean. (again see July/August FP cover) and August found us having a barbeque at Derek Fisher's near Bradford on Avon (alas no picture this time) and viewing his collection of Citroens.

Finally in October a select band of 2 visited Westonbirt Arboretum in the pouring rain - but even in the rain the trees are impressive.

Which brings us back to go with planning for 2007 at the Tunnel House on 21<sup>st</sup> January—and another year of our lives has sped by.

Our very best wishes for 2007.

*Terence & Jane*

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**Century Arabic fortress**, in which the group will also stay at for two nights.

On Friday there is a two hour trip (rather hilly, through gorges, with a few tight corners) to Arco de la Frontera, where the base will be a Palace, the former '**Casa del Corregidor**', located in the historical centre of the town.

On Saturday the 19<sup>th</sup>, the group travels to Gibraltar where the Tractionistas will be displayed for the afternoon with cars from the Gibraltar Classic car club in Gibraltar's main square.

Tour HQ in Gibraltar will be the famous **Rock Hotel**, and on Sunday there will be a tour of the Rock to see the Apes, to find 17<sup>th</sup> century graffiti (copperplate carvings), to walk through siege tunnels and climb Moorish steps.

On Monday 21<sup>st</sup>, the tour will officially finish but for the Tractionistas the second half of the journey, through eastern Spain and France (including a visit to Francois Lecoq's hotel near Lyon), will begin with the first stop being Granada to visit the Alhambra.

There is still time to join the tour, or perhaps just to join the group for a long weekend in Gibraltar. To discuss possibilities contact James Yeats on 0208 401 6190 or by email at [jim\\_yeats@yahoo.co.uk](mailto:jim_yeats@yahoo.co.uk)



# Tocevents diary

2007		
February		
16 <sup>th</sup> – 25 <sup>th</sup>	<b>Retromobile</b>	Paris Expo Porte de Versailles.
March		
11 <sup>th</sup>	<b>Spring Classic Car &amp; Restoration show</b>	NAC, Stoneleigh Park, Warwickshire. Club stands, classics for sale, restoration demos, autojumble & trade stands. Details from <a href="http://www.classicarshows.org.uk">www.classicarshows.org.uk</a>
23 <sup>rd</sup> —25 <sup>th</sup>	<b>CCC Spring weekend</b>	Bridge of Tilt Hotel, Blair Atholl, which is 25 miles north of Perth on the A9. Dinner, bed & breakfast is a special rate of £30 per person per night. Saturday night [non-resident] dinner only is £16 per person. Book directly with the hotel on 01796-481333 [speak to Ann or Liz quoting CCC Special Deal]. For more information speak to Andy Burnett on 01339-886290
April		
22 <sup>nd</sup>	<b>Drive it Day</b>	FBHVC sponsored annual event to encourage all owners of licensed historic vehicles to use them on the public roads in order to raise public awareness of the historic vehicle movement. Contact your local section organiser for TOC regional events or see <a href="http://www.fbhvc.co.uk">www.fbhvc.co.uk</a> for planned events in your area
27 <sup>th</sup> —9 <sup>th</sup> May	<b>Tourag 2007 Rally</b>	Rally through the Moroccan deserts to the Atlas Mountains. Full details of the routes, costs, and options can be found on <a href="http://www.globe-driver.fr">www.globe-driver.fr</a> . You can even hire a Traction if you do not want to take your own.
May		
6 <sup>th</sup>	<b>Citromobile 2007</b>	Veemarkthallen, Utrecht, Netherlands
12 <sup>th</sup> – 13 <sup>th</sup>	<b>Beaulieu Motormart Autojumble</b>	MotorMart autojumble is the younger brother of the Beaulieu International Autojumble. 2007 will be the 13th event with close to 1000 stands. Details at <a href="http://www.beaulieu.co.uk">www.beaulieu.co.uk</a>
13 <sup>th</sup> – 21 <sup>st</sup>	<b>Gibraltar Y Espana</b>	TOC tour to Gibraltar staying in Parador hotels in Spain and ending in Casemates Square Gibraltar. Contact James Yeats on 0208 401 6190 or <a href="mailto:jim_yeates@yahoo.co.uk">jim_yeates@yahoo.co.uk</a>
26 <sup>th</sup> —27 <sup>th</sup>	<b>The Celebration of the French Automobile</b>	Prescott. The organisers would like to attract the biggest group of veteran, vintage and classic French cars yet seen together in Angleterre. Details from Mike Tebbett or Gill Rowe on <a href="mailto:gillrowe@langleyb.f9.co.uk">gillrowe@langleyb.f9.co.uk</a>
26 <sup>th</sup> – 28 <sup>th</sup>	<b>Enfield Pageant of Motoring</b>	Enfield showground, Middlesex (off the A10) Historic and classic cars, stalls and autojumble. Must book at least a month before if you want to display a car. Car entry is FREE. Further info from; 020 8367 1898
June		
9 <sup>th</sup> – 10 <sup>th</sup>	<b>Evesham Car Festival</b>	Classic boats, vehicles – including a display of H vans, hot air balloons and live music
15 <sup>th</sup> June to 15 <sup>th</sup> July	<b>Brooklands Museum Centenary Events</b>	100 <sup>th</sup> anniversary celebrations of the famous Brooklands race track. 7 <sup>th</sup> /8 <sup>th</sup> . of July there are Centennial Sprints, other events still to be confirmed. Details at <a href="http://www.brooklands.museum.com">www.brooklands.museum.com</a>
22 <sup>nd</sup> - 24 <sup>th</sup>	<b>Goodwood Festival of Speed</b>	Goodwood House. The 15th running of this popular international motor sport event promises to be packed with action and excitement with the world's most glamorous racing machinery and famous drivers* present. Advance booking required. Details at <a href="http://www.goodwood.co.uk">www.goodwood.co.uk</a>
24 <sup>th</sup>	<b>Bromley Pageant of Motoring</b>	Norman Park, Bromley. The Worlds Biggest One-Day Car Show attracts more than 1600 cars and is famous for its one-make section where vehicles of each make and model can be entered and parked together. Details at <a href="http://www.bromleypageant.co.uk">www.bromleypageant.co.uk</a>
24 <sup>th</sup>	<b>Inter club Picnic</b>	Inter-club picnic for Citroëns in Saint-Bénil near Le Cateau, just east of Arras and Cambrai (approx 105 miles from Calais). Contact Eimile Gossart (who is also organising the 70 Years of 15-Six in 2008). Email to <a href="mailto:les70ansdela15@hotmail.fr">les70ansdela15@hotmail.fr</a>

<b>July</b>		
6 <sup>th</sup> to 28 <sup>th</sup>	<b>Kosak 2007 Rally to Prague, Moscow and St Petersburg</b>	Full details of the routes, costs, and options can be found on <a href="http://www.globe-driver.fr">www.globe-driver.fr</a> . You can even hire a Traction if you do not want to take your own.
13 <sup>th</sup> – 15 <sup>th</sup>	<b>Brittany Tour</b>	Organised by our friends in the Club des Tractions Avant de Bretagne. Contact Martin Nicholson or Robin Dyke for details.
<b>August</b>		
3 <sup>rd</sup> –5 <sup>th</sup>	<b>TOC Annual Rally</b>	TOC 2007 annual rally at Farnham, Surrey. Full details to follow soon.
24 <sup>th</sup> -26 <sup>th</sup>	<b>Sandefjord Rally</b>	The Norway Club have invited TOC members to join them at their 2007 rally in Sandefjord, which is situated at the west side of the beautiful Oslo fjord. Traction rides available for TOC members flying across to take part. Full details from Robin Dyke email <a href="mailto:johnrobindyke@btinternet.com">johnrobindyke@btinternet.com</a>
31 <sup>st</sup> – 2 <sup>nd</sup> Sept	<b>Goodwood Revival</b>	Goodwood House. The Revival celebrates the halcyon days of motor racing as it used to be in its heyday up to 1966, with all of the accompanying spectacle and glamour of the era and competitors and spectators alike dressed in period fashions. Advance booking required see <a href="http://www.goodwood.co.uk">www.goodwood.co.uk</a> for details.
<b>September</b>		
1 <sup>st</sup> – 2 <sup>nd</sup>	<b>CCC Midland – H van 60<sup>th</sup> anniversary event</b>	Stratford Race Course
8 <sup>th</sup> – 9 <sup>th</sup>	<b>Beaulieu International Autojumble</b>	Beaulieu. The International Autojumble is the biggest outdoor sale of motoring items for European cars and motorcycles this side of the Atlantic with up to 2000 stands selling every conceivable item connected with motoring and motorcycling. Details from <a href="http://www.beaulieu.co.uk/motormuseum/events">www.beaulieu.co.uk/motormuseum/events</a> .
14 <sup>th</sup> – 17 <sup>th</sup>	<b>Normandy Tour</b>	The 3 <sup>rd</sup> TOC tour to Normandy – again being organised by Pete & Sue Simper and Martin & Vicki Nicholson. For details contact Pete or Martin.
22 <sup>nd</sup> – 23 <sup>rd</sup>	<b>CCC event</b>	Blenheim Palace
<b>November</b>		
9 <sup>th</sup> – 11 <sup>th</sup>	<b>Classic Motor Show</b>	NEC, Birmingham. As usual TOC will have a stand at this event. Organisers to follow in Mick & Moira's footsteps required. Show details at <a href="http://www.classiccarshow.co.uk">www.classiccarshow.co.uk</a>
25 <sup>th</sup>	<b>TOC AGM</b>	Details to follow - but put the date in your diary now.
<b>2008</b>		
29 <sup>th</sup> – 31 <sup>st</sup> August	<b>70th anniversary event for the 15-Six</b>	70th anniversary event for the 15-Six at Fort de Seclin near Lille (77 miles from Calais). Further details from Robin Dyke email: <a href="mailto:johnrobindyke@btinternet.com">johnrobindyke@btinternet.com</a>
<b>2009</b>		
10 <sup>th</sup> – 13 <sup>th</sup> July	<b>75 HEURES POUR 75 ANS</b>	75 <sup>th</sup> Anniversary event for the Traction Avant. Details to follow

### TOC and Traction-related events diary

This section is an attempt to bring together for members a reasonably comprehensive diary of Traction or Traction-related events that they might like to attend (with or without their cars). If you are aware of events not listed here that might be of interest to other TOC members please contact the magazine editor with details.



# TOCclassifieds

## ADVERTISING

### Charges for advertising in *Floating Power*

Traction or other Citroën related items:

TOC members—no charge

Non-members/traders—£12 / issue

Accommodation or similar:

TOC members—£6 / issue

Non-members/traders—£12 / issue

Trade display advertisements:

Full page—£240 (pro rata)

Other sizes—£5 / single column cm

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all advertisements to the Editor (address on page 2) including your TOC membership number, payment (if applicable) and the number of insertions required. Cheques should be made payable to 'The Traction Owners Club Limited'.

## CARS FOR SALE

**A once in a lifetime opportunity:** I would like to swap my 1921 Type A Citroën, possibly the oldest regularly running Citroën in this country, for a really good Traction. "Dolly", is cream with brown wings, she has a 1300cc sidevalve engine, three speed gearbox, beaded edge tyres, new hood and



covers, neat, tidy and very reliable. Owned and enjoyed by us for the past ten years including several trips to France. I would sell her for about £9000 but would prefer to exchange for a smart Traction suitable for long distance touring. All suggestions will be considered. Call or E-mail Nic

Shaw, 01749 675384 (Somerset) or email [Nic@shawnicholas.wanadoo.co.uk](mailto:Nic@shawnicholas.wanadoo.co.uk)

**1953 Traction 11BL Big boot Legere**, Mot'd & tax exempt. Very original car, much work done including clutch, engine, brakes, tyres. All bills &



history. Cherished family car, has been everywhere. We will miss her but new project forces sale. £4200 tel Mark Harding 01598 763241 or email to [mark.harding2@homecall.co.uk](mailto:mark.harding2@homecall.co.uk)

**1954 11B Normale 'Anniversary Edition'**. Reg VVS 355. In good order throughout, and very useable. Metallic Grey paint. Clean and tidy

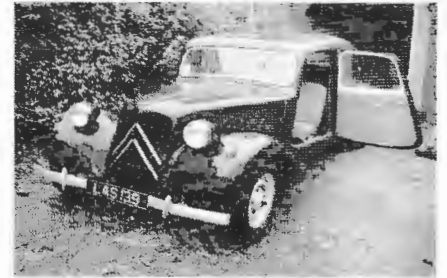


interior. MoT Jan 07. Car currently resides in Yorkshire. Offers around £7,500. Malcolm Bobbitt, 01900 825581

**1954 Traction 11BL**, big boot, LHD, maroon, 6 volt, imported from Belgium year where it was restored. It is registered, V5, MoT to 13th July 2007. It was bought for my wife who has always wanted one, but she finds it too difficult to drive. Rewired by Steve Read, no rust, new battery, good Michelin tyres, period style radio fitted to glove box. Good condition. £7600 Bob Kerby 01243 779479 (Chichester) or email [sleepers56@btopenworld.com](mailto:sleepers56@btopenworld.com)

**1955 Paris-built 11B Normale** LHD. Everything works on the car and is capable of getting an MOT with no repairs. The car was last driven on the road in 2003 and has been stored in a dry garage since then. It is rust free, but will require a new coat of paint. The engine requires new sleeves and gear box requires overhaul. In 1995 and 1996 The brake drums, bearings, swivels, brake shoes, cylinders, back plates, hubs, driveshafts, cardans, hand brake cables, handbrake levers, master cylinder, wiper motor and top wish

bone assemblies were overhauled or renewed. In 1996 the floorpans, sills, seat mounting boxes and underside were all repaired. The car has been used



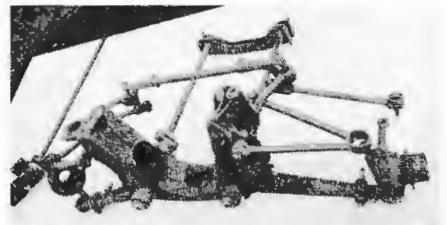
very lightly since then (less than 500 miles). It has a stainless exhaust system, renovated Dynamo (6V), new headlight lenses and reflectors. It has two brand new tyres and two excellent ones. the spare is quite thin but legal. I also have a four speed ID gearbox with modified drives for a traction. It came from the traction spares from South Africa back in 2002. I also have a brake drum in not great condition. I am hoping to get £2400 for the car or nearest offer. £300 for the gearbox and £25 for the drum. Great number plate. James Mann 07803716815 / 01273 812028 - Lewes E.Sussex

**1956 Light 15:** Runner but no MOT. Mechanically OK but interior poor £1200. Call Mike Bolton on 01939 220 254 (Shropshire)

## PARTS FOR SALE

**For Sale:** ID19 head complete with valves, rocker gear, pushrods and cover - £50. Steve Shinebroom 07798 841 005

**For sale:** from 1935 or early 1936 7C Slough rhd car. Cradle with torsion bars, hubs, wishbones, steering arms and steering shaft [unfortunately no



Burmans box] for pre-rack and pinion steering. You can see from the photo it uses telescopic shock absorbers but not rack & pinion. Kenny Cocker: Tel 01821-650436 or e-mail [ken@hillfoot.fsnet.co.uk](mailto:ken@hillfoot.fsnet.co.uk)

**Tyres:** 165R400, 185R400, 130/140x40, 150/160x40 and 135x45 all Michelin. Please call Dougal on 01302 711123 or email [sales@longstonetyres.co.uk](mailto:sales@longstonetyres.co.uk)

**TOC Club spares:** contact Chris Treagust on 01243 511378 or [chris-treagust@tesco.net](mailto:chris-treagust@tesco.net)



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**MISCELLANEOUS**

**Free to a good home** (or anybody who is interested) a year or two copies of The Citroenian and 1972/3 Light Fifteen corner and all that. Some of the ads are quite interesting—if only I'd had the space!!! Will throw out now if no interest as I really must clear some stuff out. Please contact Tom Evans (Norwich) 01603 628668 or [tiger.tom@zen.co.uk](mailto:tiger.tom@zen.co.uk)

**Excellent B&B and Self-contained Self catering** in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France). Bring your Traction or simply visit mine!

Poitiers 40 mins and La Rochelle 1 hour with cheap Ryanair flights. Well behaved children and dogs welcome. Stabling and garaging also available. Double, twin & single B&B rooms **from €25pppn**. Breakfast from organic home produce, continental or full English. Vegetarian option available. Self catering sleeping up to 6. Also expert bi-lingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance and I can arrange viewings and accompany you if required. For further details email: [carla.perry@wanadoo.fr](mailto:carla.perry@wanadoo.fr) or call 0033 549 27 91 82

