

Floating Power

March/April 1997





TOCcontacts

Directors

Alec Bilney
Steve Reed

Roger Dyer
Andrew York

Colin Gosling

President

Bernie Shaw
Silvertrees
2 Hardwick Close
Wellingborough
Northamptonshire
NN8 5AE
01933 274382
Bernie-pearl@lineone.net

Chairman

Steve Shinebroom
2 Fallow Fields
Loughton
Essex
1G10 4QP
0208 532 0813
steveshine@btinternet.com

Treasurer

Tony Malyon
58 St Augustine Road
Griffithstown
Pontypool
Gwent
NP4 5EZ
01495 763239
tonymalyon@yahoo.co.uk

Social Secretary

James Yeats
14 Hawthorn Road
Wallington
Surrey
SM6 0SX
0208 401 6190
Jim_yeats@yahoo.co.uk

Secretary & Technical Editor

John Ogborne
4 Whitegates
Bath Road
Wells Somerset
BA5 3LP
01749 675312
johnogborne@btinternet.com
toctech@btinternet.com

Membership Secretary

Peter Riggs
6 Newton Close
Rushden
Northamptonshire
NN10 0HR
01933 419863

Club Helpline

Mick & Moira Holmes

UK - 0870 012 2002
Overseas - 0044 115 911 0960

toc.helpline@ntlworld.com

Administrative & Committee Archivist

Lynda Ogborne
4 Whitegates
Bath Road
Wells Somerset
BA5 3LP
01749 675312
ljogborne@btinternet.com

Technical & Club History Archivist

Frank Grant
Dun Donnachaidh
Crathie
Ballater
Aberdeenshire
AB35 5UL
01339 742272
Frank-grant@lineone.net

Webmaster

Mick Popka
151 Tadcaster Road
Dringhouses
York North Yorkshire
YO24 1QJ
01904 701005
webmaster@traction-owners.co.uk

Club Shop

Tony Piper
1 Fallow Fields
Loughton
Essex
1G10 4QP
0208 532 1468
anthonyrpiiper@btinternet.com

Club Spares

Chris Treagust
98 First Avenue
Batchmere
Chichester West Sussex
PO20 7LQ
01243 511378
Chris.treagust@tesco.net

Magazine Editor

John Barnes
The Byre
Brockhurst Lane
Monks Kirby
Warwickshire
CV23 0RA
01788 832807
toc_editor@btinternet.com

Spares Sub Committee

Chris Treagust
Tony Hodgekiss
Steve Reed
Peter Simper
Roger Williams (Consultant)

Section co-ordinators

Scotland - Kenny Cocker
Ireland - Norman Moore
Lakes & Border - Bob Cuppage
Northern - Stan Platts
Peak District - Bev & John Oates
South Midlands - Simon Saint
Eastern - Tony Latchford
South West - Walford Bruen
West - Terence & Jane McAuley
London - Pete Simper
Surrey, Hampshire, Sussex - Steve Reed
Rest of World - Robin Dyke

Standing Committee

John Barnes
Colin Gosling
Mick Holmes
Bev Oates
John Ogborne
Mick Popka
Steve Shinebroom
James Yeats

Paul Defelice
Tony Hodgekiss
Tony Latchford
John Oates
Tony Piper
Bernie Shaw
Steve Southgate

Honorary Life Members

Fred Annells
John Gillard
David Shepherd

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Editorial

Welcome to the March/April edition of *Floating Power*, which, as you can see, I have managed to produce on time - so it can only go downhill from here!

You will already have noticed another first for *Floating Power* (and another step towards the murky depths I can hear some of you say) with the inclusion in this copy of commercial advertising material.

The reason I have agreed to do this is that it paid for the extra four pages you will find in the magazine this month - which I believe is a benefit to Members. Please let me know if you agree or disagree.

The January/February edition resulted in more than 30 members emailing or writing to me - the overwhelming majority supportive of the changes. Two members however were unimpressed, as you can read in TOCletters on page 7.

Thank you all for your feedback. This is your magazine so if you don't tell me what you like/dislike and what you want more or less of its unlikely to happen.

I do need your letters, articles and stories because without them there can be no magazine. I must therefore confess to being a tad disappointed that only 2 people, out of a membership of some 550, responded to my request for help with the useful services/repairs and restoration quick reference guides.

I just cannot believe that the rest of you never use garages, bodyshops, paint sprayers, electricians, mechanics, tyre and exhaust fitters, trimmers or other Traction service providers.

So (moan over in this edition you will find a superb restoration story, the first in a series of mini-profiles on members of the TOC committee, a review of the magazines of two of our sister Traction clubs and the launch of three competitions that are open to all TOC members, in addition of course to regular features such as TOCtech etc.

We are now back on schedule so the next edition of *Floating Power*, which will continue the mini-profiles of the committee and one or two other new features, should arrive on your doorstep around the 1st May.

John Barnes

toc_editor@btinternet.com

NB: Last input date for May/June magazine - 14th April



Please note that the opinions expressed by contributors are not necessarily those of *Floating Power* or the TOC. The TOC is not responsible for the result of following contributors' advice, nor does it necessarily endorse the products or services of any advertiser. The editor reserves the right to sub-edit submitted material as deemed necessary. This publication may not be reproduced or transmitted in any form or part without the written permission of the editor.

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Chairman's chat

This is the 2nd edition of *Floating Power* produced in the innovative style of our new editor John Barnes. The first was received with almost unanimous praise by our members. I know John has several new ideas to try, and will always welcome your constructive comments.

James Yeats our Social Secretary, continues his task of trying to get some inactive areas "Up and Running" whilst also working on the organisation of the Gibraltar and Annual Rallies.

Mick Popka our Webmaster carries on his fervent update of the TOC website (<http://www.traction-owners.co.uk>) - have a look at the new "Diary" and "Links" pages. And as always, although not in the "limelight", your other Club Officers continue their hard work in the running of the TOC

Lastly, don't forget April 22nd is "Drive it Day". The intention of which is to raise public awareness of the historic vehicle movement. So please take your Traction for even a short spin and if possible let your editor, John Barnes, have a story and photograph!

Steve Shinebroom

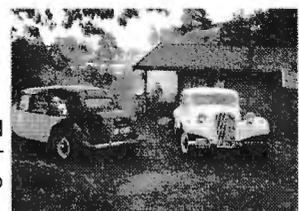
steveshine@btinternet.com

PS. Please note that we have not forgotten to enclose the 2007 membership renewal forms but, for processing reasons, have now decided to send them out with the next issue of *Floating Power* at the beginning of May.

Front cover

The Holmes' TAs

The cars of Mick and Moira Holmes and their son, Paul, en route to the 2006 Oslo rally





TOC president's page

President's ponderings

I am sure there are many who breathed a sigh of relief last year when I wrote my last "Chairman's Report" for FP. All I can say to them is "Sorry about this – but I promise a Presidential Address will definitely not be a regular F.P. feature in future".

I see my new role as one of liaison with other clubs and organisations. One project already in hand is a celebration of the 75th Anniversary of the Traction, following an idea proposed at the York Annual Rally.

We are working closely with the three other main European Clubs, TU, TAN and BOCC (France, Holland and Belgium) to organise "75 Heures pour 75 Ans". It will be a truly international meeting in Arras during July 2009 and, as the name suggests, it is planned to last exactly 75 hours.

In order to make this a first class event we are going to ask the ACI (Amicale Citroën Internationale) to adopt the project as "ACI Event of the Year" for 2009. If our submission is accepted it will ensure full support and sponsorship from Citroën and enable us to present an extensive, diverse and interesting weekend planned to appeal to all Citroën enthusiasts and not just those besotted by the Traction.

We shall make our bid at the forthcoming ACI AGM to be held in February at the Paris Retromobile exhibition. Once we have presented our case all the ACI international delegates will have three months in which to decide between our event and two alternatives, the 4th Eurocitro at Le Mans in August and the 18th International Meeting of 2CV Friends in the Czech Republic at the end of July. It will therefore be mid May before we learn precisely what support we can expect.

However, we believe this anniversary cannot be allowed to pass unmarked so we are determined a celebration will take place whatever the ACI decides. We shall not be in a position to make detailed decisions about exactly what will be on offer until we know if we have been successful in our bid for "Event of the year".

While we wait for that decision we shall continue to work on general administration and various possibilities for the programme and "Breaking News" will be made available through the TOC website and FP.

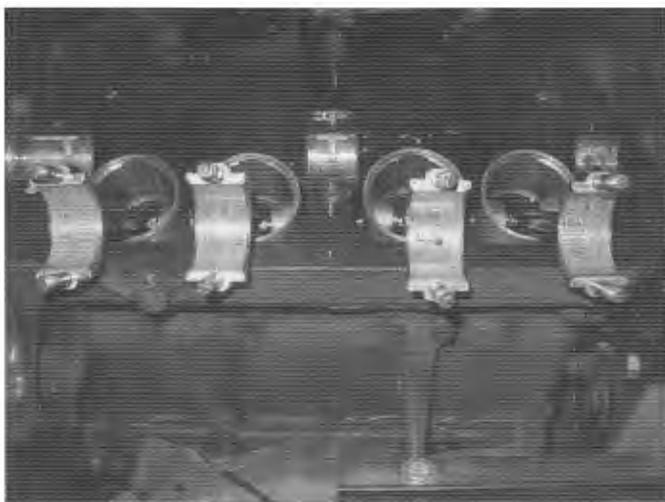
Further ahead the three main UK Citroën Clubs, CCC, 2CVGB and TOC are also planning to bid for ACI "Event of the Year" status to enable the 2012 ICCCR to be staged in Yorkshire.

Much more immediately and closer to home, you will see that the CCC is hoping to forge closer social ties between our two clubs.

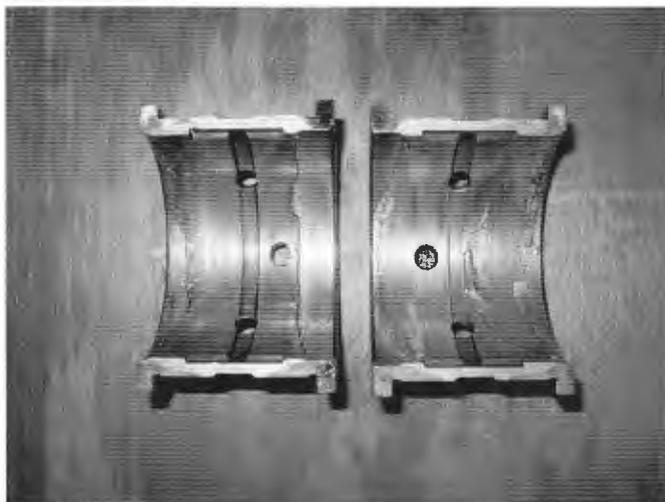
The initial call is for members in the Kent area but as time passes we hope all regions and sections will make an effort to arrange events in conjunction with their corresponding local sections.

On a different note, for those who wondered if my rumbling (like my rambling) would ever stop, I can advise I have found the source. A hastily arranged dash to France with Pete Simper (the week before Christmas) persuaded me I should not leave the job any longer. It was not so much what Peter said but simply the fact he could hear the noise. (Remember Pete is probably more deaf than I am!).

So the engine is now out and stripped. The problem actually resembles woodworm in the rear main bearing as well as nos. 3 & 4 big ends. This is the first time I have seen a bottom end with major bearing deterioration at one end only, no sign of either overheating or oil starvation and little or no crankshaft damage.



Damage clearly visible to number 3 & 4 big ends



The barely existent metalling in the rear main bearing shells

I have been advised that it looks like metal-fatigue possibly caused by microscopic cracks having formed in the bearings when they were cast. (Of course I knew it was definitely not attributable to the considerate way I nurse the engine at all times!).

Still, it's nothing that a few bob can't put right so it should be back in circulation long before the National Rally and well run in for the Normandy tour!

To close may I again thank all of my friends in the TOC for the great honour they bestowed on me at the AGM. Stan Barker was a great role model and will be a hard act to follow but I shall do my best.

Bernie Shaw

bernie-pearl@lineone.net

Welcome

The TOC welcomes the following new members:

1958 **A Nye**, Witham, Essex
 1959 **G Rozwadowski**, Shamley Green, Surrey
 1960 **D Sargant**, Rochford, Essex
 1961 **B Cook**, Seer Green, Buckinghamshire
 1962 **G Everitt**, Sennen, Cornwall
 1963 **N Pay**, Little Hadham, Hertfordshire

Happy Birthday

Continuing our series of acknowledging the 'birthdays' of Slough-built Tractions owned by members of the Club we send best wishes to the following cars built during March or April.

Registration No	Model	Build Date
JBL 889	Light 15	Monday 02 March 53
JBL 336	Light 15	Wednesday 04 March 53
903 FUF	Light 15	Monday 06 March 50
MYB 3570 (India)	Light 15	Tuesday 06 March 51
SPA 172	Light 15	Friday 07 March 52
DJD 500	Light 15	Tuesday 08 March 49
OXA 813	Light 15	Monday 08 March 54
GWJ 293	Light 15 Roadster	Thursday 09 March 39
EJA 647	Light 15	Friday 09 March 51
NTR 661	Light 15	Wednesday 14 March 51
FCV 61	Light 12	Wednesday 15 March 39
TSU 220	15-Six	Wednesday 16 March 49
TBH 643	Light 15	Monday 16 March 53
728 BBE	Light 15	Tuesday 17 March 53
FSL 654	Light 15	Thursday 18 March 48
FOF 899	Light 15 Roadster	Tuesday 21 March 39
YSV 32	Light 15	Monday 23 March 53
WSU 556	Light 15	Wednesday 28 March 51
NOD 226	Light 15	Friday 28 March 52
OKX 445	Light 15	Thursday 29 March 51
ROL 359	Light 15	Wednesday 30 March 55
WSL 238	Light 15	Wednesday 02 April 52
LFJ 971	Light 15	Wednesday 04 April 51
RB 361	Big 15	Wednesday 07 April 54
RB 364	Big 15	Wednesday 07 April 54
LTA 62	Light 15	Friday 08 April 49
NXX 731	Light 15	Wednesday 08 April 53
VPD 897	Light 15	Friday 09 April 04
LLC 26	Light 15	Tuesday 11 April 50
MYW 86	Light 15	Thursday 12 April 51
WG 477	15-Six D	Tuesday 17 April 51
655 UXB	Big 15	Friday 17 April 53
LWS 281	Big 15	Tuesday 20 April 54
FVJ 185	Light 15	Friday 23 April 48
SVT 162	Light 15 Diesel	Thursday 23 April 53
5373 H	Light 15	Thursday 23 April 53
A-67526 (Norway)	Light 15	Thursday 28 April 49
CCN 16914 (SA)	Light 15	Wednesday 28 April 54
G 1796 (Bermuda)	Big 15	Wednesday 28 April 54
KVS 864	Light 15	Tuesday 29 April 52
RPO 346	Light 15	Wednesday 29 April 53
NYM 200	Light 15	Thursday 30 April 53

Star rated

As a reward for reducing the cost of producing and distributing *Floating Power* the TOC committee has agreed to allow the editor to award small prizes to TOC members submitting the best article

published in the TOCletters and TOCrestorations sections of future editions of the magazine.

The prizes will take the form of vouchers redeemable at either the Club shop or Club spares valued at £20 for the 'best' restoration story and £5 for the 'best' letter.

'Best' is clearly a subjective term and for the purposes of awarding prizes in *Floating Power* means the articles which the editor likes best and thinks will appeal to the most TOC members - and of course being the editor's choice, the decision is final.

So, read the winning entries for March/April 2007 on pages 9 and 17, then put pen to paper and write the winning article/letter for the next edition.

2008 TOC calendar

Regular readers may recall that in the January/February editorial it was mentioned that the design and production changes to *Floating Power* would mean that the TOC can provide a 2008 calendar for all Club members.

The idea for the calendar came about because, as a result of shortage of space, Traction photographs sent into the magazine are rarely able to be printed in their full glory.

The editor therefore requested from the TOC committee permission to produce a 2008 calendar which will feature the best twelve Traction photographs received from TOC members between now and the end of October 2007.

The calendar, like *Floating Power* itself, will be an A4 (when closed) black & white production on high quality gloss paper which it is planned will be distributed with *Floating Power* in December.

Opened, the calendar will have two A4 portrait pages for each month - joined with a spiral spring - so that it can hang flat on the wall. The top page of the calendar will a full A4-sized Traction photograph for you to admire and the second page will have the calendar for the month (hopefully pre-populated with the key TOC dates for 2008) plus a smaller calendar for the preceding and following months.

A sample calendar has already been produced for the printers and printing is arranged - so all that is necessary now is for you to submit your best Traction photographs to the editor.

Unlike 'star prizes' the decision on which photographs will be included in the calendar will not be made solely by the editor, but by a sub-committee of the main TOC committee which will meet in November to select the photographs for the calendar.

The rules for submitting a photograph for judging are very simple:

- Photographs must feature Tractions
- Photographs must have been taken by a TOC member or a family member/friend
- Submission of a photograph to the competition automatically transfers copyright ownership to the TOC
- The selection panel's decision is final.

Digital photographs, submitted on CD, or as high resolution JPEG attachments to an email, are preferred but the editor will consider any photographic medium submitted.

TOC annual Rally

Planning for the annual Rally, which this year will be held from Friday



3rd to Sunday 5th August, is progressing well.

Latest details of the event, which is being planned jointly by our Social secretary, James Yeats, and the Surrey, Hampshire & Sussex Borders section, can be found on page 22.

La Vie en bleu

May 26/27 sees a Celebration of the French Automobile at the historic Prescott Hill Climb - home of the Bugatti Trust - in the stunning Cotswold countryside close to Cheltenham.

All French marques will be represented from the 1901 Grand Prix Panhard to the 2007 F1 Renault, plus a taste of everything in between.

Saturday sees an invasion of racing cars "Anglais" competing on the hill, classic car cavalcades, plenty of great food and, with weekend camping available, there is the chance to enjoy Café de Paris-style live entertainment in the evening.

French Sunday features a varied programme with 'timed racing' for French cars only, demonstration runs, cavalcades and a central display showcasing 100 years of the finest French motor cars.

The French Quarter will host displays of over 30 "one-marque" car clubs, autojumble, trade stands, Champagne Bars, fabulous French food and of course the odd glass of vin rouge.

Entry to the event will be £15 per person on the day or £12 for advance ticket sales. A weekend ticket purchased in advance will be £20. Members of the TOC are planning to be present at this event so why not join them with your Traction?

New South West section co-ordinator

Welcome to Walford Bruen who has taken over from Trevor Dyer as the section co-ordinator in the South West and a big thank you from the TOC to Trevor for all his work over the past years.

With Walford now in possession of a list of the TOC 'parishioners' in his area who he will shortly be contacting personally the TOC looks forward to a resurgence of Traction-related Club activity in the South West.

2007 Brittany Tour

This year's Brittany Tour, organised by the Club des Tractions Avant de Bretagne (CTAB), will visit the departements of Ille-et-Vilaine; Mayenne and Sarthe.

As usual the tour will take place over the Bastille Day weekend (12th to 15th July) and further information is expected to be available during March.

To register for the Tour, or for more information please contact Martin Nicholson on vicmarnic@wanadoo.fr

Sea France 2007 TOC discount

The TOC has again negotiated a discount of 10% off Dover - Calais ferry crossing fares for TOC members with SeaFrance Ltd.

The 10% discount applies to Day Trip and 24 hour Return Fares as well as Promotional, Early Booking, Excursion and Each Way Fares.

The 10% discount will be deducted by SeaFrance from fares made available to the general public via its web-site and cannot be used in conjunction with any other offer including newspaper or other third-party promotions.

The discount is only available on bookings made in advance via SeaFrance's UK Reservations Office and will not apply to any amendments made at the time of departure at either Dover or Calais.

SeaFrance's reservations telephone number is 08705 711 711, the TOC account number is 112950 and the discount code to be quoted to obtain the 10% discount is CTA.

Drive It Day - 22nd April 2007

Remember - Drive It Day is Sunday 22nd April this year and plans are being made by at least four sections (Peak, South Midlands, Scotland and West of England) to arrange convoy drives on the day to support the FBHVC (Federation of British Historic Vehicle Clubs) efforts to raise the profile of the historic vehicle movement in the UK.

The FBHVC's own effort for the day is aimed at generating Press interest by inviting journalists to join the secretary at the Royal Oak at Bishopstone (between Swindon and Wantage) and at encouraging those in the Oxfordshire - Wiltshire - Berkshire area to use the Royal Oak as a staging post for their own events.

See page 24 for details of the planned TOC events and visit the FBHVC's website at www.fbhvc.co.uk to print off a simple rear-window Drive-It-Day slogan to put into your car.

TOC e-newsletter number 1

On 11 February James Yeats, the TOC social secretary, issued an experimental e-newsletter to the 284 TOC members for whom the Club holds an email address.

The e-newsletter was entirely the idea of the Social secretary and is absolutely not intended to replace *Floating Power* nor to reduce the stature, frequency or quality of *Floating Power*.

There may however be a place, from time to time, for another method of communicating with members that is faster and cheaper for the Club.

50 out of the 284 email addresses that the Club holds were rejected as invalid - so the Club's email address database must be updated to make it useable.

If you are a TOC member who didn't receive a copy of the experimental email on 11 February, and would like to be register to receive future e-communications from the Club, please send a message - with the words EMAIL REGISTRATION in the subject line - from your own email system to both of the email addresses shown below:

TOC_social_sec@yahoo.co.uk

&

toc_editor@btinternet.com

Dear Webmaster

Re: the recent removal of the For Sale/Wanted & Tech Talk Notice Boards

Who took this decision? TOC members weren't asked. How could it have had high maintenance costs? Surely all those photo's from the AGM must have been higher maintenance and do not have much relevance for the majority of members. Why repeat the For Sale and wanted section from the magazine or is that soon to be stopped? I am a member of the Yahoo Traction Avant Group (TA-L), but ceased to use it about 11 months ago due to it being dominated by the American members and there inane, irrelevant conversation.

Could you please publish this email in the magazine.

Regards

Dennis Hewitt

(possibly to soon become an ex member of the TOC - for the 2nd time I might add).

[Dennis - the decision to close the message board was taken by myself, following discussion with the TOC Chairman regarding the costs and benefits, based upon the following:

- The message board used an unsupported version of a "free" message board
- There had been a corruption of the pointers within the software which prevented any postings or new members
- "Rolling back" to a backup of the database did not resolve the corruption
- I spent a significant amount of time investigating the problem and couldn't fix it
- The volume of activity on both notice boards was, I felt, so low from members that the effort required to investigate and install a replacement solution was not warranted by historical use.
- The majority of posts are for technical information - TA-L gives a "wider" forum - (450 + members - worldwide)
- For Sale/Wanted can be posted to "Inside_Trac" (56 members all TOC).

Replication of the For Sale/Wanted section of the magazine is intended to give non-TOC visitors to the site a 'taster' of some of the magazine content to encourage them to join the club and also to provide TOC members advertising in the magazine with a wider potential audience for their adverts.

I do hope that you do **not** become an ex member of the TOC.... however if you feel

that my actions warrant this then I'm sorry.

Mick Popka
TOC Webmaster]

Hi John

I now have my copy of the latest issue of Floating Power - like I have always said, "you gets what you pays for!" Hope everyone is content with it.

Cheers

Richard Hooley

[Richard may not consider the design of Floating Power to be up to the previous standard but members might like to know that the TOC is saving £900 per edition because the design is now being done by me - free of charge.

Members might also like to know that some of the changes - such as the revisions to page 2 for instance - were required because the previous designers claimed the designs belonged to them and not to the TOC. Ed]

Dear John

First off congratulations for having produced a first class magazine. At times FP has been something of an exercise in design & style - somewhat to the detriment of punctuality, content and ultimate usefulness - while at the same time increasing cost. Your first magazine does what it says on the tin. Well done!

Yours sincerely

Jonathon Howard

[Jonathon - thank you very much for your viewpoint as another ex-editor.

Receiving your letter meant a lot to me because I know that, having done it, you appreciate exactly what is involved in producing an edition of Floating Power. Ed]

Dear Sir

No, No, No, No.

Well I received my January/February copy of F.P. today and purely by chance it did not end up in the re-cycle bag.

Most items which arrive festooned in plastic are c\$*p and go out, without being opened.

I realise R.Mail prices have increased, but my worst fears were realised with this

delivery. T.O.C. have taken an easy way out.

There are now 'numerous' firms who collect and collate 'bulk postings' for onward movement to R.Mail to deliver. And then I read you are increasing membership because [one reason] of the increase in postal costs.

As an ex Royal Mail employee [Training Officer] I can also tell you that instructions to employees re. 'FLATS' in envelopes was NOT, unless absolutely necessary, bend them to deliver. Plastic anything goes as it is usually c\$*p.

Then on opening my F.P. oh dear what has happened? Terrible, disjointed muddled etc.

If I wish to borrow T.O.C. tools, and my nearest were not available, I could look at the map, inside front cover, and find the next nearest to home, without having to go down YOUR list.

Whilst I read you are 'going' to change some things please do have an alternative before you do so. Likewise the list of Repairers and Restorers. If it is not broken B**** well leave it alone.

Now the, what appears to be, underhand way in which advertised, or in this case, pre-advertised goods, were bought by the club. The article, page 9, reads that Steve Reed says that the club approached the vendor prior to the goods being advertised in F.P.

This, reading between the lines, tells me that the 'Club' used inside information of goods 'to be advertised' to purchase them from the vendor. In 'THE CITY' this is classed as insider trading, and [in the city] is illegal.

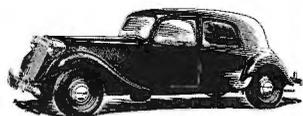
Then having bought the goods, the club, deny Richard Carlin the chance to purchase goods the original vendor was offering for sale by saying they were not for sale!!!! STINKS.

The club has got its deserves in the new chairman in the arrogant, conceited form of Bernie Shaw. {MY opinion only, to which I am entitled.}

It will be interesting to see how the membership figures hold up in 2007/2008.

Mr X, (Brusque true Yorkshireman, who now even more so thinks that the T.O.C. is eliteist)

name withheld at request of the writer



TOC letters continued

[Mr X is certainly entitled to his own opinions regarding my ability to edit *Floating Power*, and about other members of the TOC.

His email however raised a number of points that I felt needed to be addressed and, as Mr X didn't trust me to edit his email without 'twisting' it in some way, I have printed it exactly as it was received.

Firstly, for the record, Bernie Shaw is actually the Club President, Steve Shinebroom is now the Chairman.

Secondly, poly-envelopes. Poly-envelopes are increasingly being used by industry for a number of very good reasons - they are cheaper, stronger and lighter than their paper equivalents.

The reason that I chose to trial poly-envelopes last month is very simple, printing a single address/stamp page for each copy of *Floating Power* is much easier and simpler for me than printing two separate address and stamp labels.

By posting the 600+ copies of the magazine ourselves my wife and myself have been able to dispense with the services of the mailing company previously used by the Club and save the TOC more than £1200 per annum.

Thirdly, the treatment of poly-envelopes by Royal Mail staff.

As the TOC spends more than £3000 per annum to post *Floating Power* to members I referred Mr X's comments about the way that postal staff mistreat poly-envelopes to the Royal Mail for comment.

Royal Mail's response was: "Our priority is to provide a good quality service and we aim to handle all mail very carefully to make sure that it is delivered safely and on time. Every item of mail is important to us and I can assure you that no item of mail is any more or any less important than another."

I am aware that two members had problems with their Jan/Feb edition in that one member's copy arrived bent (but not badly enough for it to be a problem when inserted into its binder) and another's was damaged on receipt.

We do not have a reference base to know whether this ever happened with the white envelopes we were using before but last month was intended to be a trial of the acceptability of poly-envelopes to members.

In order to determine whether we continue using poly-envelopes or whether we switch back to the more (expensive) traditional envelopes I need to know what you think, so please let me know.

Fourthly, what Mr. X refers to as "the underhand way in which advertised, or in this case, pre-advertised goods, were bought by the club".

The situation regarding the spare parts purchased by the Club spares operation is that the seller, after purchasing the remaining Traction spares stock from his local Citroën dealer, contacted a number of people at the beginning of September 06 offering them for sale.

Amongst the people approached were representatives of the Club spares organization who, oblivious of the fact that the parts were being offered to a number of people, negotiated in good faith to buy the entire consignment.

An advert for the parts was subsequently submitted to both the TOC web site and *Floating Power* by the seller.

By the time *Floating Power* was published (late in October) some of the parts that had been purchased by the TOC had already been resold.

I have seen copies of the original emails raised at the time and am convinced there was no question of "insider trading" as Mr X suggests.

I am also convinced that at no time - either before or following the publication of the advertisement in *Floating Power* - was there any discussion between the editor of *Floating Power* and the TOC spares organisation regarding the spare parts in question.

The TOC spares organisation does not operate to make a profit out of Club members - it's purpose is to provide a spares solution for those members who cannot obtain spares from elsewhere (especially for "Slough" parts, which were predominantly what was purchased on this occasion).

Finally on this one, I've also spoken to Richard Carlin at some length about the matter.

Whilst Richard is still of the view that Club spares should not be competing with members in purchasing second hand Traction spares on the open market, he is satisfied that on this occasion the Club did nothing wrong. Ed]

Dear Robin

In your "Happy Birthday" feature you ask for comments, information, etc.. Well, poor Rupert celebrated his 54th birthday on 20th January 2007, so he feels a little left out. His "birth certificate" has a registration date 20/01/1953 which I suppose is really his "adoption" date.

I don't know when he was screwed together at Slough. Perhaps you know the exact time the midwife delivered him. Do you have any information on this please?

All the best of Tractioning for 2007.

Mike Wortley.

[Dear Mike, I am fairly sure that Rupert came off the assembly line on Thursday 23rd October 1952. I think there could have been 5 or 6 Light 15s built that day, so perhaps Rupert was "born" at 3 pm, weighing 21 cwts. Kind regards. Robin]

Dear John,

Received today the latest FP, and very good too! It must be a bit scary, taking over the editor's role. It's a great job - a bit of a format change, but it has worked out well.

I wonder if you can help me? You have included a letter from Lindsay Gordon, on page 17, and it includes a reference to 'paint work by Terry Argent of Chelmsford'.

Now I live in Chelmsford, and am about to invest squillions in a complete re-spray of my Light 15. I have asked one local company for a quote, but if the aforementioned Terry Argent is any good, I'd like to meet him, and get a quote from him too.

I appreciate you cannot just hand out details, supposing you have them, but would it be possible to tell Lindsay Gordon why I'm asking, and ask them, if they don't mind, to give me a call or an e-mail?

If nothing else, it would be good to meet another club member in the vicinity. I would appreciate any help you can give me!

Thanks, and kind regards

Olive Hardy

[Olive's contact details have been passed on to Lindsay. Ed]

Dear John

Welcome to your new role as editor, well done!

I don't know if we 'review media' in Floating Power, but members will, I am sure, want to see the film 'BLACK BOOK' by Paul Verhoeven.

Not only is it an excellent film with a moving story, but has an abundance of pre-war Citroens including Rosalies, Tractions and rear wheel drive lorries, most of them with the correct sound effects!

To quote from the reviews: "Black Book tells the moving story of a young Jewish woman who joins the Resistance and gets entangled in a deadly web of double-dealing and betrayal. 20 years in the making, this stunning, sexy thriller from the blockbuster director Paul Verhoeven (Basic Instinct) is an epic tale of great courage and fierce emotion - played out against the dying explosive months of WW11. Set in Holland (in Dutch and German with English Subtitles)" (15)

With best wishes

John Barsley
TOC member no 19

★ Dear John

Great first edition. I like the new format, not so fussy and much easier to read. Well done.

You asked for details of any good service received in connection with Tractions.

At 9.45am 22nd January I ordered two new tyres from Longstone Tyres at Bawtry. At 9.30 am the next day they were on my doorstep. What is more, carriage was free and the total bill was reduced by 5% for belonging to the TOC. This is what I call good service. The usual disclaimers apply.

Best wishes

Mike Wortley
TOC member no 1809

Dear Editor

A friend of mine, just returned from holiday in Australia, was amazed to chance upon a fleet of Tractions in the car park at Ayers Rock. He sent me the photo above asking why I was not there with my 1948 Light 15.

For more courageous folk than me, I suspect, but I thought other TOC members



One of the Tractions seen at Ayres Rock in Australia

might like to share the photo.

No doubt more will appear soon, hopefully with more scenic back-drops, on www.tracbar.com.

John Joyes

Dear Editor

Where are they now?

I was a member of the TOC from the start in 1976 to 1984 or thereabouts when a young family and a new home meant that my interests in Tractions took second or third or lower place.

I used to live in North London when I was a student. I even went to the Vintage Car Metalwork evening classes, which featured in the early magazines, where I met up with Alan Sibley, John Gillard and later Alec Bilney, amongst others.

My memory has been stirred by discovering a heap of plain brown envelopes in the attic, containing "Floating Powers" from 20-30 years ago!

Thumbing through them, the memories came back - Salisbury Race Course summer 1978. Alec, Alan & John met at my mother's house in Twickenham and we went in convoy down the M3. ICCR Chartres September 1978 again in convoy to Dover with Sibley singing "Just one Cornetto" (from a Walls Ice Cream ad) down the M2 in the early hours in my 1951 Light 15 "MXM 763".

Similar experiences must have led others to invent CD & MP3 players and iPods! Nick Hall led us on the scenic route (roads with green lines on Michelin maps) to Chartres and we all wended our different routes home.

Sibley had at last rebuilt his Light 15, which was of a similar age to mine and then he painted it bright red but it was in good running order.

John used his "Foxy Lady" more or less every day and Alec had his Paris built Big 15, the restoration of which I have just re-read this evening. And then there was Syd Griffiths, who was good for a laugh.

MXM 763 was mortally wounded at Sidmouth in March 1979 as I was returning from job hunting in the West Country.

John Gillard eventually managed to get its near side front bulkhead straightened but by this time I had bought WEH 75S, a Paris built 1937 11BL with a sharknose that was advertised in Motorsport in 1981.

Sibley and I went later that summer to a rally at Bastogne, where we were very well entertained by the local traction owners and in recognition of the age of the sharknose, (or was it my folly in coming so far in an unreliable car?) we led the tractions through the crowded streets.

The spectators shouted "are you camping?" seeing our car loaded with camping gear. It was the closest experience to liberating Paris that I could imagine and helped us limp home as engine problems developed.



TOC letters continued..

My new wife accompanied me on the Bristol - Weymouth classic car run in 1984 and shortly afterwards I wrote an article for **Floating Power**.

I sold the sharknose in the autumn of 1984 to somebody from Gloucester, I think and it featured in a magazine in the mid-late '80s.

I sold the Light 15 as a rolling chassis in about 1987 to somebody from London as I didn't have the space to store it.

My father had bought this car in 1953 and used it until his death in 1965. It then stood in the garage until 1976, when with the assistance and patience of Fred Annells, I managed to get it MOT'd. I didn't understand Woodruff keys so wrecked the n/s stub axle which Guy Isbell fixed for me some months later. I still have some handbooks for Light 12s and 15s somewhere.

I haven't looked at a classic car since those days but I did get an unexpected familiar feeling, or should I say "deja vue" when I bought a Discovery a few years ago which needed constant fettling to keep in one piece and it wasn't even 10 years old!

My attention is now spent on family, 4 Labradors, 2 cats, 1 pony, 20 sheep, hens and geese and a Fourtrak alas, but not necessarily in that order.

Do I hanker after a Traction again? Well, I saw a maroon Slough -built big boot Light 15 last Friday not a mile from home and my wife saw it the next day, and I could still tell you about Pilotes, Easicleans and the position of the wipers, but I don't know that my personality lends itself to restoring and running a classic car.

Perhaps I need to win the lottery, have a big enough place to keep a Traction and live close enough to somebody who could maintain it.....Or I might just blow everything on a cabriolet!

Ralph Drouin

The Pastoral,
Nettlebridge,
Oakhill,
Radstock,
Somerset
Email : RalphRJDrouin@hotmail.com

[I'm sure many of the more senior members of the Club will remember Ralph Drouin and the early days of the Club. I've posted a copy of the Nov/Dec 2005 edition of **Floating Power** to Ralph so that he can read the article about the formation of the TOC. Ed]

Hello and Happy New Year!

Anne Marie Rønningen, who is in charge of the committee for the Traction Norvege rally 2007, has asked me to help her to try to get as many (and preferably more) TOC members to attend the rally this year in Sandefjord (24th - 26th August) as attended last year's TN rally in Oslo.

Sandefjord is situated on the west side of the beautiful Oslo fjord - south of Oslo. The little town is famous for its shipping and of course for Whale hunting.

A visit to the museum of Whale hunting is therefore one of the highlights (but don't worry you won't have to eat whale meat!) and on Sunday we will visit a Tractor museum and then tour a beautiful and special Garden (we Norwegians know you English are mad about Gardens!)

The cars will be on display in the centre of the town while we visit the museum of Whale hunting and do our shopping.

Prices are not yet fixed but the accommodation and meals for one person in a double room will be NOK 1600 (£144) or in a single room NOK 2000 (£180).

If TOC members would prefer to come for a visit without their Traction there are plenty of free seats available in Tractions and there are currently some really good offers from Stansted to Oslo, Torp airport (which is actually in Sandefjord, a few minutes away from the hotel by friendly Norwegian Traction)

If you would like to know more about the rally and about visiting us in Norway please get in touch with me by email at bbowitz@chello.no.

Best wishes

Elisabeth Aronsen

Dear Editor

The Oldest Traction in running Order?

This beautiful Paris-built 11A is believed to be the oldest in running order. It is owned by Arve Gaupset of Norway and was at the 2006 Traction Norvege rally in Oslo.

With the very low chassis number 100185 and a coque number ET 0431 it probably dates from September 1934.

It was apparently originally painted dark blue and light blue with a gold stripe, but is now black.



1934 Traction 11A of Arve Gaupset

Note the very flat roof profile. I assume at this early date, Paris had not finalised the shape of the wide bodied cars.

Yellow Headlights

The practice of using yellow headlights in France was adopted as a national norm at the start of the Second World War in the belief that it would enable invading vehicles to be quickly identified.

Yellow headlights are not now required, and they do not enhance the driver's ability to see at night or in fog.

Pre-war Tractions were fitted with white headlight bulbs, and dated examples of these can still be found at auto jumbles.

François Lecot

The telephone number of the Hotel Restaurant de Paris in Rochetaillée-sur-Saône, when François Lecot (400,000 kms) ran it from 1925 to 1943, was téléphone N° 1.

Robin Dyke

Hi John,

At the National CCC rally this year (July 15th) we are doing a BX challenge to celebrate 25 years of the BX so we are looking for as many BX's to turn out as possible.

If you could pass the word around that would be great!

I can be contacted on 01252 697047.

Thanks

Chris Salter

TOC magazine review

Floating Power

Traxion



Traxion, the club magazine of Traction Avant Nederland (TAN), is published every month except August and like *Floating Power* always features a beautiful picture, sent in by a member, of a Traction on the front cover. The inside-cover shows an old photograph of a Traction or a garage or something similar. The magazine is normally around 20 pages long and contains information about the different sections of the club, readers ideas and/or observations concerning everything about Traxions and related matters, and the editor regularly informs club members about Citroën-related items. "Bonne Affaire" is the section in which members, and also non-members, can advertise Traxions & accessories 'for sale' and 'wanted'. The magazine is of a high quality and naturally invites members to read and participate.

Pages (2006) 198 - 270, which were published, during October, November and December 2006 contained, in the Members sections, reviews of a new book 'La Folie des Bouchons de radiateur' by Dominique Pascal, new-found documentation of 'Le phare encasté' for 7, 7C, 11B(L) and 15-6 and a report on the conversion of a TA.BL 1937 into a Faux Cabriolet/Coupé by a French garage. There was also a heated debate about what the future of the club's spare parts operation should be.

The Events sections carried a review of the 2006 Annual Rally at 'Kasteel Rosendael' in September, which was attended by 100 Traxions and had 200 participants at the dinner-buffet in Park Bronbeek. The 2007 rally, which will take the form of a Tour of Mortagne in France, was also announced. The History section contained an account of the Evolution of the Traction during 1951-1952 and 1953-1954 with lots of beautiful photo's and details of the models.

The Travel sections included a story of one members Traction-holiday in France, after the annual TAN-weekend in the Eiffel, Germany. Accounts of Scandinavian summer-meetings (the Oslo-rally and Traction-meeting in Denmark) and of Bernt a Elisabeth Bowitz's' breakdown in Heemstede-Netherlands whilst returning from France to Norway in their cabrio, and two separate reports, by Robert Radevan and Arnout Alderlieste, of the TOC annual rally in York with 21 photo's.

Reports were printed about the reproduction of Traction Avant steering wheels, the sole remaining Bernath-Traction (1945) 'carrosserie de sport' worldwide and as an extra in the December issue (as an experiment) a 6 page supplement titled 'a car is born' featured the story about the construction of a NEW 15-Six cabrio with pictures in full colour!

Sections-news included contributions from the various sections, e.g. articles about rallies, repair-afternoons, invitations for rallies, new-year drinks and a quiz to test members Traction Avant knowledge with 4 club-shop-vouchers as prizes.

Pages (2007) 1 - 22 published in January announced the "75 heures pour 75 ans" at Arras in July 2009, contained a report on The Traction in the movies 'The Traction at the WW2 liberation-parades' and the 2007 diaries of events from the various sections—and as a surprise every member received a 2007 calendar with a different - old - photograph of a Traction, pictured somewhere in France, for each month.

Belgische Oude Citroën Club magazine

The magazine of the "Belgische Oude Citroën Club" (BOCC) is published four times a year, the cover never changes and it contains, on average, 60 pages. Despite the obvious efforts made by the editor, and the fact that it contains many articles and photographs, the magazine appears old-fashioned and of poor quality as it is not computer-generated and print quality is therefore not to modern standards.

The December 2006 edition contains a calendar with dates of national club meetings, international Citroën-events and old-timer fairs, followed by an article about Euro-Citro LeMans - sadly mostly with pictures of 2CV's. There are then several stories, most of them written by the editor himself, about technical problems with a stoplight, steam-cars and one about engines working on water.

There are several reprints of old articles, published in episodes : Different types Traxions 1935-1936 (part 2, no photo's), Synthetic oil for the engines (article from 1985), André Citroëns heritage '1934' (part 3) and finally five reports of five different Sunday drives, sent in by members



Citroën magazine

Published by Citroën Belgium, and sent free-of-charge to every Belgian owner of an old or a new Citroën, the *Citroën Magazine* appears four times a year in two languages (French and Dutch). Being a PR magazine from Citroën Belgium it naturally reports on new models and new features on Citroëns in the current range and the performances by Citroën in the world-rallies as well as providing tourist information about regions in Europe and carrying reports on Citroën old-timer events in Belgium, or organised by Belgians.

In the **Spring 2006** edition the TOC-rally along Flemish coast and polders was reported. In the **October 2006** edition the Touareg-trail 2 for 2-CV's from Brussels to Kaapstad in November 2006 was pre-viewed and the gastronomie of the Haute-Savoie region was featured. The **January 2007** edition advertised JUMBLE 2007 at Bokrijk, Belgium, April 22nd, featured the gastronomie of the Midi-Pyrénées region and carried an interview with Dieter Pétré, ACI Vice-president, about his passion for Citroëns.

Walter & Noëlla Callens



TOCcommittee

Meet the TOC committee - part 1

How well do you know the people who make the decisions about the day-to-day running of the Traction Owners Club, and what makes them tick? Over the course of the next few editions of *Floating Power* there will be a short exposé on each of the members of the committee explaining something (hopefully) about their roles on the committee, their cars (and what they do with them) plus any little anecdotes that they think may be of interest to TOC members. They have each written their own story so please excuse the fact that the styles are all different and the omission of the more embarrassing past incidents that some of you may remember.

Colin Gosling - TOC director and committee member



I have been a member of the TOC since 1986 or so, on the committee for 15 years and a director for 5 years. I do not currently hold any position on the committee.

I have owned my Traction since 1978 and I'm the third owner. It's a 1955 11B Normale, LHD, bought from friends in Macon and imported into the UK in 1981.



Originally black, it was re-sprayed two-tone green in 1975 (but could now do with a further re-spray) and new pistons/barrels were fitted 2 years ago – all work done by the professionals rather than myself !!!!. It has been back to Burgundy once - otherwise the longest annual journey is the TOC rally.

Mick & Moira Holmes - the TOC committee members who run the helpline

Our family love affair with the Traction Avant began as long ago as the 1930's, when Moira's parents were the proud owners of a Citroën Light Fifteen. When I first met Moira in the 1950's, her father again had a Light Fifteen, Reg. No. CTO 35, which was used as one of our Wedding cars, the other car used was a Triumph Dolomite.

When I returned home from National Service in 1959, my father-in-law had bought a Light Twelve from a scrap-yard for £45.00, and offered it to us to restore and prepare for re-painting by him, as he then had a garage business. We did all the mechanical work required, and as we were getting the spray job for nothing, had to have the colour remaining from one of his previous jobs, fortunately a lovely powder blue.



Moira with CDV 15, the car in which she passed her driving test

This car, CDV 15, was the one in which Moira passed her driving test first time in 1960. We subsequently owned no less than five Tractions in the next two years, one of which was a 1934 model bought for £15.00 from a neighbour.

This car was scrapped as we thought the work needed to bring it up to good condition was too great for our limited resources. These days, of course, it would be considered a light restoration job.

As a young married couple we found, however, that the cost of keeping these old cars on the road was too much for our pocket, so reluctantly sold the last one in 1962. Its replacement was a new Mini Van, as we still wanted a front wheel drive car, but with no expensive repair bills.

We had many different Citroëns over the years, but still had fond memories of the Light Fifteens (we had never heard of Traction Avants at that time). So, in 1992, when our finances permitted us to purchase a 'classic' car, which did not have to be used every day, we borrowed a copy of *Floating Power* ..

from a friend of our son, and saw an advert for a 1953 Light Fifteen, in Malton, Yorks.



Mick & Moira with their Commerciale near Rennes in 2000

Norway Rally in Oslo, and led the way in his own Traction. Moira and I following in our Commerciale, with other members of the TOC in their own Tractions. Our other Citroën cars are a 1964 Bijou, 1974 1220 GS Club, 1989 2CV Dolly, 1999 Xantia HDI Estate

Steve Shinebroom - Committee chairman

As a youngster I was always interested in cars. At 16 I bought a Ford Anglia 100E for £60. Not being able to afford to have the car maintained by a garage I had to learn how to do it myself. Over the next few years my knowledge of car maintenance grew, and I actually enjoyed doing it. For a while I dabbled in second hand cars and now wish I had been able to afford to keep some of them. In particular a Ford 103E (Sit up and beg) with a touch of woodworm!, a beautiful white Triumph Herald convertible, a Hillman Imp, a Triumph Spitfire convertible, a split screen Morris Minor convertible and a Mark 9 Jaguar.

As the years passed, work, family life and home improvements took up all my time. Then suddenly four years ago, I had time to spare and needing a hobby I said to Hazel that I wouldn't mind getting an old car to mess about with.

I knew a neighbour of mine had an old Citroën in his garage as I had occasionally seen a glimpse of it when he left the door slightly ajar. One day as we were driving out of our estate I noticed his garage door was wide open and the car gone. "I bet he's sold it" I said, "and I would have been interested in buying it". As we turned the corner there it was, stopped, with my neighbour pumping the throttle and the car firing on three cylinders!

Hazel, being shy and reserved, shouted out the window "How much?" to which he replied that he was just getting it running as he was waiting for a potential buyer to arrive to look at the car. I said I was interested, went for a drive, and ended up buying the car there and then.

That was the beginning - I now owned a 1954 Light 15.

In May 2004 Paul Defelice and I imported two Big 15's that we had seen for sale in New Zealand on the internet. Sadly, I then sold the Light 15.

It's taken a couple of years, and a fair amount of work, but now the cars are in quite good condition. Most recently I have built and fitted a new engine so that hopefully, even with a high ratio gearbox, I will no longer get stuck on steep hills!

We became members of the TOC in August 2002 and have attended nearly all of the club's rallies and functions since then. We have made many new friends through the club and look forward to all the events.

Paul Defelice and Bernie Shaw contrived to get me on the Committee to run the club shop and, together with Hazel, I have been doing this for the last four years.



Steve with his Big 15 at the 2006 Annual TOC Rally in York

This year, having been elected Chairman, I have handed the shop over to two other new TOC members - Tony and Jeanie Piper.

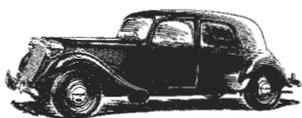
As soon as we saw BHC 502 it was love at first sight for both of us, so we bought it and brought it down to Nottingham.

We soon joined the TOC and had many happy years with BHC 502, (Ruby), travelling frequently to France on Brittany and Normandy rallies.

It was only the purchase of our 1955 Commerciale which forced the sale of Ruby, as we still had several other Citroëns, and no room for two Tractions.

BHC 502 is now owned by Mike Wortley, who looks after her beautifully, and we see her often as Mike lives quite near to us in Leicestershire.

Our son Paul is now carrying on the family tradition, owning a 1956 Normale. He planned the route to and from the 2006



TOCtech forum

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.

John Ogborne

4 Whitegates
Bath Road
Wells
Somerset BA5 3LP
01749 675312
johnogborne@btinternet.com
toctech@btinternet.com

This is getting to be a habit but I must start once more with an apology. The e-mail address for technical articles was incorrect – my fault entirely and nothing to do with John Barnes, our new editor. The correct address is toctech@btinternet.com (i.e. no “h” after “toc”); apologies to all of you who have been desperately trying to send technical articles to me – I shall expect a flood of them as soon as this drops on your doorsteps.

I was looking for inspiration for this issue and looked back at earlier issues of Floating Power to see whether there are any topics that have not been covered, or only covered briefly. One subject that is in short supply is paintwork.

There have been several good articles - although not recent ones - on bodywork repairs which, for those of you with the technical CD or a complete collection of magazines are easily found, but nothing on the art of painting.

My efforts at spraying have never been particularly successful with problems including “runs”, “orange peel”, choosing the correct paint (cellulose or two-pack), where to get the paint, matching and blending with existing paintwork – my car is a testament to my failures.

We must have a member somewhere who is willing to share at least a few trade secrets to help with minor repair work. Is there reasonably priced equipment around that would help? Back in the dim, distant past I seem to remember using a spray gun that was driven by an aerosol pack and which could be filled with paint of the right colour. I am sure that an article on this subject would be welcomed by many members.

Clutch Thrust Bearings

Mike Tennant draws on his extensive experience to give us some thoughts and observations on that vital but rather inaccessible component, the clutch thrust bearing.

Back in the mists of time someone was asked to design a clutch thrust bearing for the Traction Avant. Being a bright sort of chap he looked around to see what was available and found a Citroën inner front wheel bearing (Citroën part number 8809: 35-72-17). He reduced the outer race by 3mm on one side only and the inner race by the same amount but on the opposite side thus giving an offset bearing. This became Citroën part number 88971 but retaining the same dimensions of 35-72-17.

Now let's look at the thrust bearing housing. On top you will find a square well with a drain hole. Look down the bore of the housing and you will see a spiral groove around which the oil flows to lubricate the housing as the clutch is operated. Always oil the thrust bearing (through the oil cup on the top of the gearbox casing) with the car facing uphill so that the oil will flow into the groove of the bearing where the balls run. If there are score marks on the thrust washer that the clutch fingers press on, this will indicate that the bearing has seized and that the bearing is turning in the housing. If you subsequently fit a new bearing in this old housing it will just

drop in and be a loose fit and continue to turn in the housing.

To overcome this problem, tap out the three rivet holes that hold the dust cover in place to 3mm. Obtain some 3mm x 8mm slotted cheese head set bolts and screw these in to lock the outer race of the bearing into the housing. In over 40 years of driving Tractions I have never had a thrust bearing fail – just think how many times it turns compared to a front wheel bearing (anyone out there with a calculator and some creative thinking? Ed.) Finally, poke a flexible wire down through the oil cup to ensure that the pipe is clear.

Slough Wiper Problem

Mike may not have had a clutch thrust bearing fail in 40 years but he hasn't been so lucky with his wiper motor. The good news is that he has found the reason and is happy to share his findings with us.

The other day my wiper motor stopped working – funny how this never happens on a nice sunny day but only when it's raining!

Please note that this only applies to Slough cars with a 5-connector regulator box mounted on the hull with a unit containing two fuses below it. At the top of the right hand fuse, where the harness goes to the grub screw, there is a solid wire link connecting to the next harness screw down on the right hand side. This is not easy to see but mine had corroded badly and stopped the wiper motor from working. It took me ages to find it!

Causes of Overheating

In response to the letter from Brian Folland in the November/December issue, David Boyd suggests some possible causes of overheating.

Brian's problems follow a familiar pattern whereby the problem continues to exist even after a new radiator and water pump have been fitted. Brian's 11BL, having a smaller radiator than the 11B will be more prone to overheating but, even so, Tractions were designed to cope with extreme temperatures.

I suggest he looks at the following:

- Is the ignition timing correct? Retarded engines may tick over very nicely but they certainly run hot on a long journey.
- Is the cylinder head clogged up inside with years of rust and rubbish? Remove the rocker shaft, remove all core plugs (a new set is available from club spares) and thoroughly clean out inside. Take out whatever remains of the water tubes and do not bother to replace them; refit new core plugs.

Having done this there should be a dramatic improvement in water flow and, in fact, my roadster (Light15 Cabriolet) ran for three weeks in the South of France last summer in high temperatures with no problems at all. All our wedding cars have to have their radiator blinds fitted until June each year to keep the water temperature up!

Electronic Ignition for the Perfectionist

David Boyd has discovered a company that will convert any distributor from a mechanical to an electronic system. Whilst many of us have fitted the electronic replacement distributor obtainable from club spares, the advantage of a conversion is that the external appearance of the unit is unchanged.

The conversion system is available from Jolley Engineering of Malvern, Worcestershire (01886 880101).

The list price is about £65, which is a little expensive, but at least you can forget all about points for ever and the system is entirely maintenance free.

There is no need for a condenser and the whole unit, which is actually quite small, is fitted inside the distributor cap. This means that everything continues to look exactly the same from the outside – apparently, nothing has changed!

I am using this system in one of our 11B wedding cars (6 volt) and it seems fine with the engine running very smoothly.

Getting to the Seat of the Problem – Part Two

In the first part of this article we dealt with stripping down and repairing the seat. In this second and final part we will complete the task with re-stuffing and covering it.

The first task is to provide an anchor to attach the scrim to the metal edges on the top side of the seat. It is useful to remember that the metal edges are on the top side and the wooden edges at the bottom, with the curved wooden piece at the rear.

Cut some strips of scrim about 10 cm wide and of sufficient total length to go around the circumference of the seat. Fold the strips around the metal edge and stitch them firmly in place using upholstery twine and, ideally, an upholstery needle.

Use a running stitch with a back stitch every three or so stitches. The cross-section of a back stitch is shown in Diagram 1 and Picture 1 shows Lynda in action back stitching.

Now cut two strips sufficient to cover the sides of the seat (not the back and front – that comes later). Allow a generous amount to wrap around the top and bottom edges and the front and rear edges.

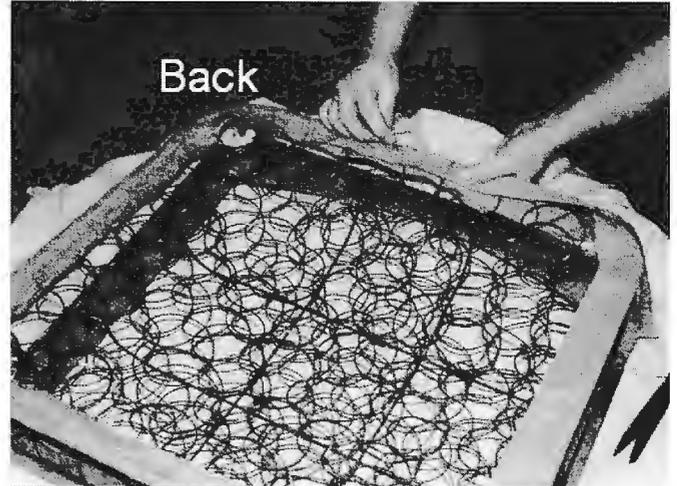


Diagram 1

Picture 2 illustrates the finished task.

Use the same back stitching technique described above to attach these side pieces to the scrim strips covering the metal.

Turn the edge under before stapling the bottom edge to the wooden frame to prevent fraying.



Picture 1



Picture 2



Picture 3

Cut a piece of scrim sufficient to run from the wooden frame at the rear, over the top, and down to the wooden frame at the front; allow extra to turn under to prevent fraying.



TOCtech continued..

Staple it at the front first, stretch it over the top, and finish by stapling it at the rear. Picture 3 illustrates the result as seen from underneath. The seat is now ready for stuffing.

You will now need to learn, if you don't already know, how to do a bridle stitch.

Diagram 2

BRIDLE STITCH

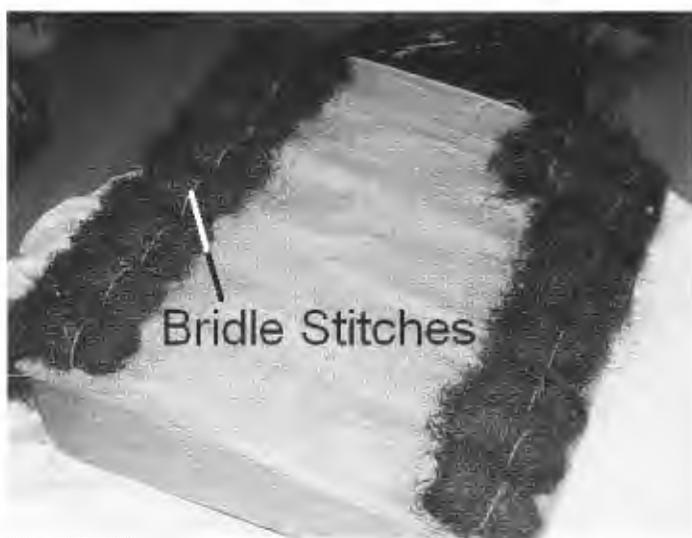


These stitches are needed to retain the stuffing material and to attach the scrim - and hence the stuffing - to the springs; diagram 2 shows how to do it. Seven rows of stitches running across the top of the seat with 8 or 9 stitches per row should be about right, with an additional row on the front. Now the hard work starts!

Tease out a handful of stuffing (black fibre, horsehair etc.) and form it into a short, fat sausage shape. Starting at one corner, pull up one of the stitches and force the stuffing under it; add more until it feels reasonably secure under the stitch.

Continue along the row pulling up the stitches and hence tightening those already stuffed; as you get further along the row it will get harder but persevere until the row is complete.

Picture 4



Now go back along the row and insert more stuffing until the whole row is really tightly packed - you will be amazed how much you can get into each row but unless there is sufficient the seat will quickly subside.

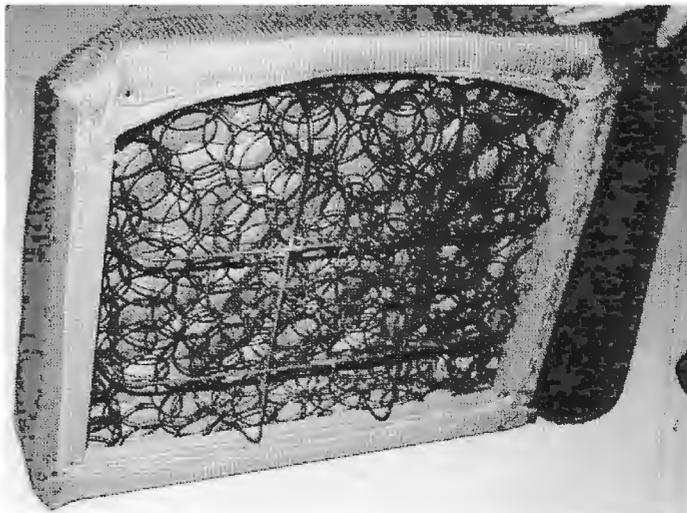
Complete the remaining rows until the seat resembles a yeti's armpit. When you think you have stuffed it enough go over it once again inserting as much material as possible - there are always one or two pockets that will take more.

Picture 4 above shows a couple of rows in place. To finish this stage, using a needle, tease out the threads of the stuffing to, as far as possible, even out the surface.

We are now on the home straight. Cut another piece of scrim sufficient to run from front to back as before but, this time, over the

top of the stuffing. Staple it and stretch it as tightly as possible over the stuffing.

Cut a piece of wadding to fit over the top and down the front of the seat. If you are re-using the original covering (as we did) fit it over the wadding and staple it to the wooden frame. Take care to ensure that the plastic side pieces align with the edges of the seat.



Picture 5

We found it necessary to use some tacks on the corners because, with the build-up of material, the staples were not long enough; these may be seen above in Picture 5.

Finally, using a bradawl or similar tool, locate the mounting holes for the lugs and refit them in their original position. It may be necessary to plug the holes if they are over-size.

If you are replacing the covering, the procedure will be exactly the same but rather easier as you will have more material to secure to the frame. The finished seat is shown below in Picture 6.



Picture 6

Good luck and best wishes for a more comfortable ride.

John & Lynda Ogborne

★ RV 6818 – A unique survivor

From time to time naturalists exploring the deepest recesses of the oceans or the remotest corners of the virgin rainforest stumble across creatures long thought to be extinct and known hitherto only from fossil records.

You might describe RV 6818 (Harvey!) as the automotive equivalent of a 'living fossil'. Ex-TOC member Bryn Leonard discovered the car in the picturesque east Devon town of Bampton in 1989.

He had been looking for a restoration project for some time when a chap working at a local garage mentioned that his grandmother had some old car or other locked away in her garage and had been there for as long as he could remember.

Grandma was duly contacted and Bryn went to investigate. Piles of junk were removed to reveal a Citroen front wheel drive model but it had a number of unusual features, most notably the absence of an opening boot – the luggage compartment could only be accessed by raising the backrest of the rear seat.

What Bryn had discovered was a Slough-built type 11A which Citroen Cars Ltd marketed as the 'Super Modern Fifteen' at its launch in 1935. This car was a larger bodied version of the 'Super Modern Twelve' introduced the previous year and was the first Citroen to be equipped with the 1911 cc engine.

RV 6818 is a Portsmouth registration number issued in April 1935 and a small transfer on the dashboard indicated that STS Motors Ltd of Southsea had supplied the car new. The original ownership of the car and its history up until 1941 are unknown but in that year it became the property of one Flt. Lt. Richard Buckingham RAF, based near Exeter, so it is likely that 'Harvey' saw active war service - even if that only meant transporting aircrew from their base to the local pub and back.



Harvey, as found in 1989

On 22nd October 1945 (I have the receipt to prove it) Flt. Lt. Buckingham sold 'Harvey' to Mr Frederick Roberts, a scrap dealer of Bampton, Devon, for the sum of £58 – evidently not as scrap but for his own personal use.

Indeed, Mr Roberts continued to use it right up until the end of 1959 when the last tax disc (still displayed on the windscreen) expired.

For whatever reason - possibly the introduction of the 'Ten Year Test' by the Ministry of Transport or perhaps Mr Roberts simply gave up driving - the car was subsequently laid up for the next 30 years.

I first saw 'Harvey' shortly after it had been delivered to Bryn's house on the back of a flatbed truck. Whilst I shared his excitement at such a unique and rare find it was, for all practical purposes, a case of 'rather you than me mate'.

Structurally the old Traction was in dire need of repair to floor and sills, the ash-framed roof covered by 'rubberised' canvas peculiar to the early cars, had largely disintegrated and the interior bore witness to the attentions of both moth and mouse.



Harvey's highly modified front end as found in 1989 – bumper is Morris six or 12/4

The paintwork was a depressing shade of grey which had peeled in places to reveal the original colour, best described as a sort of bright Bugatti blue which must have been regarded as 'a bit loud' in 1935.

Chrome work, where not actually missing altogether, was what you would expect after 30 years in a damp garage i.e. green, peeling or pitted. The unique bumpers fitted to early Slough Traction, in the form of a flattened 'V', had been replaced by components from other cars, the originals together with the somewhat mangled radiator grill having become in all likelihood victim to enthusiastic driving during the war years when motorists also had blackout regulations to contend with.

The overall mechanical condition was largely unknown at this stage. The engine was, most remarkably un-seized (although it later became clear that the pistons were so loose in their bores that it would have taken Araldite squirted into the plug holes to seize them!).

Moreover the engine was entirely original, the block bearing the date 19.11.34 on the casting. The cylinder head, instead of having the figure '11' displayed between the 2nd and 3rd plug holes, bears a discreet '78 x 100' just above the usual position.

Bryn was the first to admit that his role in the restoration of 'Henry' would be essentially administrative since bodywork was not his forte (neither was mechanical, electrical or paint work for that matter).

Over the next couple of years 'Harvey' was completely dismantled down to the bare monocoque hull, every part



TOCrestoration continued..

.....and component having been carefully labelled and photographed so as to aid future-assembly.

The 'hull' was then shot-blasted and welding repairs carried out. In the meantime DVLC Swansea were gracious enough to legitimise the registration number RV 6818 by issuing a V5 in that number.

I dropped in on Bryn from time to time to see how work was progressing – often to find that little or nothing had been achieved since my previous visit.

Relying on contracted outside help to undertake car restoration parallels with having the builders in – a good deal of work may be accomplished now and then only to have the workforce disappear for weeks or months on end due to other 'commitments'.

As the years rolled by my visits to see how 'Harvey' was coming along grew less frequent and I rather lost my vicarious interest in the project. Bryn similarly became increasingly frustrated with the whole business and grew tired of writing cheques.

Thus it was that advertisements started to appear in this magazine from about the end of 1999 on, offering a unique opportunity to purchase a rare Slough-built Big 15.

Not unnaturally Bryn was trying to recoup as much as the restoration cost as possible to the extent that would-be purchasers were scared off. When, in December 2001, the car was still being advertised I decided to give it serious consideration particularly as I had just taken early retirement and had a bit more spare time.

I contacted Bryn and arranged to give 'Harvey' a thorough examination. Taking over someone else's restoration project can be a risky business as it isn't always easy to assess the quality of the work carried out to date. Nevertheless in this case the repair work to the body was to a high standard and it had been finished in dark blue with black wings, although the latter, together with the doors and bonnet etc, were all stored away in various sheds and lofts.

Front and rear suspensions had been rebuilt and re-assembled on the 'hull'. Engine and gearbox had likewise been (allegedly) thoroughly checked over and mounted back in the car. Certainly everything was squeaky clean and all components painted. In the end a deal was struck and I became the proud owner of RV 6818.

Having nowhere to keep the car at my place Bryn kindly agreed to look after it until such time as I could find garage accommodation. In the event it was around May 2003 before I took delivery of 'Harvey' and was finally able to continue the restoration.

Although the engine and gearbox unit was back in the car there was no electrical system, no fuel system and no exhaust.

Armed with a wiring diagram for the 'Super Modern Twelve' a loom was made up wire by wire and, most importantly, I now had an ignition circuit and the instruments were put back into the dashboard at the same time.

The exhaust system on the early Traction differs quite considerably from later models. The differences start with the exhaust manifold itself – which exits to the rear by virtue of the fact that the down pipe is routed down through the right hand front box section.

In order to accommodate the slight movement of the engine/gearbox unit the front of the main exhaust pipe to the rear of the car has to incorporate a flexible section. This pipe had to be made up using the flexible component from a 'D' series exhaust. The silencer itself is the same as on later Traction but it is supported in the middle by a couple of clamps, similar to large jubilee clips.

The petrol tank, with its two filler tubes, was not mounted in the car and clearly needed attention since lots of loose rust scale could be heard when it was tipped to and fro. The tank was therefore taken to a local radiator specialist who reconditioned it at a most reasonable cost.

At this juncture the engine was started up and ran remarkably sweetly with a very healthy oil pressure. Rather less healthy however were the clouds of smoke from the exhaust, which meant new pistons and liners would be required in due course.

'Harvey' was built before the advent of rack-and-pinion steering having instead the wonderfully vague worm-and-cam setup. When in really first class order this type of steering box inherently has as much play as a badly worn rack and pinion unit i.e. about two inches of movement at the steering wheel before anything happens at the wheels!!

'Harvey's' steering box was in even worse condition and was therefore removed from the car for reconditioning. An article in Classic and Sports car pointed me in the direction of Steering Services of South Wimbledon who, on examining the unit found the 'worm' and 'bishop's cam' to be in sound condition and worn bearings at either end of the worm to be the main cause of the excessive play.

These were duly replaced.



Harvey's extensively modified rear in 1989

Another little eccentricity of the early Traction was the rear suspension layout with its two Panhard rods and tubular rear axle, all of which were in good order.

Not so the rear dampers however, which are of the Luvax lever arm type, which definitely weren't doing much damping, especially as one of them turned out to have a cracked casing.

In the end Stevson Motors of Selly Oak, Birmingham - shock absorber specialists extraordinaire, who can frequently be found in attendance at major auto-jumbles and Classic Car shows - sorted out the damper problems .

'Harvey' was now mechanically complete and by way of a morale booster I fitted the front and rear wings, assembled and fitted the four doors and mounted the headlamps. It was beginning to look like a car again!

There were however still various bits missing or needing repair - all of them peculiar to the early models and therefore not easy to find - but with luck and perseverance most were eventually procured.

(Fortunately I do enjoy attending auto jumbles on both sides of the channel!!).

Items like the unique early bumpers mentioned earlier had to be reproduced from scratch but Classic Restorations very kindly lent me one from a Slough 7-seater limousine as a pattern.

The motif in the middle of the front bumper is similar to that on top of the radiator grill and the one from a type 23 lorry grill fits the bill nicely after minor modification. For the motif in the middle of the rear bumper Slough simply used the cast badge from a front bumper on the Rosalie.



"Super Modern Fifteen" from the rear. A fifth wheel trim secures the spare wheel cover.

The radiator grill was a bit of a mess, especially around the starting handle aperture where it was crudely held together with copper wire and solder.

Early 'Big 15's' had a smaller starting handle hole however, having procured a scrap post-war Light 15 grill, the damaged section of 'Harvey's' grill was removed and a corresponding section of the donor grill hand-soldered into place. The result, after re-chroming, is most satisfactory

The longest and most tedious job to date has been rebuilding the roof, complete with the sliding sunshine element.

Received wisdom suggests that Citroën were wary of filling the entire roof with a steel panel as it was thought that this would produce a drumming effect so, in common with many other makes of car at this time, the entire roof comprised of an ash-framed insert with various cross-members also of wood, chicken wire, horse hair padding and all covered, as mentioned earlier, by rubberised canvas.

Woodworm had wreaked havoc with much of the Ash frame so that a fair amount of carpentry was needed with liberal doses of Rentokil applied to the less seriously affected parts.

The sunshine roof had disintegrated completely so I decided the best option would be to get hold of a steel one from a post-war Big 15 and to modify the wooden roof to accommodate it.

This was no mean task as all the runners and channels had to be made up and drainage pipes connected. The whole affair was then covered in PVC leather cloth (obtained from Edgware Motor Accessories).

As far as tyres were concerned I was anxious to source the type fitted to the car when it was new. 165 x 400 covers will fit but this size was only introduced concurrently with the Pilote wheels in 1938.

Earlier cars were fitted with the very high profile 'supercomfort' tyre in 140 x 40, 150 x 40 or 160 x 40 for respectively the Twelve, Fifteen or Family Fifteen models.

Initial enquiries of the main stockists of classic and vintage tyres drew a blank but a small independent supplier came up with the goods – a set of new, albeit very old stock 150 x 40 Michelin 'Stop' real Low Pressure tyres which had been made at the Stoke-on-Trent factory.

By the middle of 2006 I fondly hoped that only the interior remained to be done – the seats were in fairly good condition but headlining and carpets needed complete replacement.

I therefore took 'Harvey' for its first drives for over 45 years – tentative little excursions along the quiet country lanes hereabouts.

On one of the first outings I suddenly lost all drive – the engine continued to run and the car was still in gear – due, it turned out, to a sheared woodruff key on the stub axle.

Upon examination it was evident that new wheel bearings of greater thickness had been fitted so that the brake drum was not a tight enough fit on the taper.



A mere 16 months separated the manufacture of 'Harvey' from the 10HP Rosalie in the background

A whole catalogue of other mechanical problems subsequently presented themselves – oil leaks from engine and gearbox, appalling clutch judder and the aforesaid clouds of blue smoke from the exhaust – but the ride is now superb, thanks to the high profile crossply tyres, the steering is light and reasonably responsive and the brakes work well.

It's now going to be a busy winter but hopefully 'Harvey' will be at a TOC rally near you sometime in 2007 so please feel free to come and look at the results of its 16-year restoration.

Walford Bruen



TOCmembers report

Rally to Morocco

After a successful rally (Pertrac Tulipe) to the Netherlands in 2004, five crews and their Tractions met up in late March 2006, at the French port of Sète, to undertake the *Pertrac Palmier* rally in Morocco.

The members of each team were experienced Traction drivers (Route 66, North Cape, Pyrenees and Alpes) of French, Swiss and Dutch nationality (the organiser a member of the TOC). The Tractions, one pre-WW II, the others post war, were all in an A-1 technical condition.

The ferry to Tangier was comfortable and the Tractions were treated like kings by the crewmembers. The perfect weather at sea and the first Moroccan food told us we were on the right track.

Whilst at sea the main briefing for the rally took place, acquaintances were made, or re-made, and every team was charged with a specific task. It was also decided that French would be the common language.

At Tangier commercial port we disembarked and cleared customs, changed our Euros to Dirhams (a kind of Monopoly money). On the outskirts of Tangier, after filling up with (cheap) petrol and buying SIM cards (3 euro) for our mobile phones (so that we could enjoy local telephone rates) we were ready for a two week adventure in colourful Morocco.

Our first three days were to be spent on the Atlantic coast so day one saw us travelling on secondary roads through miles and miles of strawberry fields (the Tractions nearly turned red!) to reach the small fishing port of Moulay Bousselham.

We stayed here at a bungalow-campsite for the night and had fried fish, strawberries and good Moroccan wine for dinner.



Dades valley between Quarzazote and Erfoud

Next day we travelled to El-Jadida, famous for its former Portuguese fortress, on the way tasting oysters at the famous '007' oyster farm at Oualidia.

Day three saw us travelling to Essaouira, former Mogador, with its famous Medina where we stayed the night before leaving the green Atlantic coast for the more harsh conditions of the

Moroccan interior.

We shared the road to Marrakesh, where we stayed two days, with pedestrians, donkeys, horses, bicycles and many vintage Peugeot trucks, consequently we had to drive carefully.

In Marrakesh, we enjoyed the vibrant African centre of the imperial city and we visited the beautiful Ourika valley (with the Tractions really enjoying the many winding roads) and we also found a mechanic able to repair the alternator of my car 'Blossom Noir'.



All five Tractions resting up at the summit of the Tichka mountain crossing

After our sojourn in Marrakesh it was time to head in the direction of the Atlas mountains; via the 2260m Tichka mountain pass, to more desert-like conditions.

At Ouarzazate we visited the CLA film studio where the film 'Gladiator' was made and took a moment to take some photos of our Tractions amidst the Roman remains.

The next day, whilst filling up with petrol, we encountered Mohamed Citroën, a retired cab driver, who proudly showed us his Moroccan drivers licence.

Our route from Ouarzazate to Tinerhir through the Dadès valley, where we passed many oases and Kasbahs, was both interesting and colourful thanks to the early springtime rain which had turned the valley green.

At Tinerhir we were royally entertained by a Berber family before we set off towards Erfoud on our last day in the desert.

The terrain between Tinerhir and Erfoud resembled a moonscape and even contained a few dromedaries which haughtily observed 'our' strange black monsters – the Tractions.

In Erfoud we found shelter in a Kasbah hotel, but unfortunately a 'real' sandstorm spoiled the remainder of the day and we were forced to cancel our camel trip. Our Tractions were sandblasted.

On leaving Erfoud we again headed north towards the Atlas mountains. En route a police officer signalled for me to stop and, when my brakes failed, I had to do an emergency stop by turning off the road onto the sand.

An examination of the car showed that the rear brake hose had split and immediately the police officer contacted a local mechanic.

Within a few hours I was on the road again with a brand new (original short type) brake hose and, in addition, a minor welding repair to my silencer.



Sandstorm at Erfoud—the most southerly point of the rally

Half-way to Fes, we stayed at the village of Midelt, which is at 1450m. Dinner that night consisted of Couscous and was followed by dancing with the locals before we retired to sleep on the roof of an old kasbah, amongst numerous electricity cables.

From Midelt (with its former Citroën garage) we travelled through the Cedar Forest, with its monkeys, towards the imperial, Arabic city of Fes where we were to spend the next two days..

Fes is a beautiful city, with its famous Medina, its many souks (local markets) and over 500 colourful and mysterious alleys. Our stay at Fes also gave us the opportunity to check our Tractions and to carry out minor repairs and maintenance.

With only two days of our rally left, we departed Fes in a northerly direction towards Volubilis, and its extremely impressive Roman ruins.

With our memories we left Volubilis for the former Spanish territory of the Rif mountains. Our route took us through lavish green orchards until, in the evening, we reached Chefchaouen, the pearl of the Rif, with its colourful white and yellow houses.

Chefchaouen was an important point on the *Pertrac Palmier* rally as its local kindergarten was chosen to be the beneficiary of our charitable donations.

Our contributions were used by the kindergarten school to purchase games for the local children and were gratefully received by the



The 1939 11BL which featured on the cover of the Jan/Feb 2007 edition of *Floating Power*

mayor and representatives of the community.

Next day saw our departure for Tangier, where we arrived in the early afternoon, and had to wait for our ferry - which arrived nearly 8 hours late.

During the sea crossing we held our rally debrief - the conclusion of which was that we had all loved the many different 'faces' of Morocco and the very friendly and helpful Moroccans we had encountered along our way.

The Tractions performed well and we managed the minor repairs needed by ourselves (with occasional assistance and advice from local technicians!!).

Our arrival back at Sète saw hugs all round and tearful farewells till the next rally (*Pertrac Roses*) in the south-east of England in 2008.

Ronald Knoth
TOC member # 1651
photos by Onno Knoth

THE EAST KENT GROUP OF THE CITROËN CAR CLUB WOULD LIKE TO EXTEND AN INVITATION TO TOC MEMBERS IN THE AREA TO JOIN THEM AT THEIR MEETINGS IN 2007

8 th /9 th APRIL	Medway Festival of Steam & Transport (Chatham Dockyard)	14th JULY	Convoy to visit Morgan Motor Museum (nr Tenterden)
5 th /7th MAY	Horton Farm Vintage Weekend (Chartham nr Canterbury)	28/29 th JULY	Waldershare Steam & Country Fayre (nr Dover)
20th May	Faversham Classic car & Bike Show	26 th AUGUST	Folkestone Oldtimer Festival – The Grand
8 th /10 th JUNE	The Classic Sandwich	20 th /23 rd SEPT	CCC East Kent Group Rally/Camp (Preston nr Canterbury)
10 th JUNE	Hamstreet Festival of Transport Machinery	TBA	Trip to Lydden Race Circuit to watch vintage bike and sidecar & three wheeler car racing
14 th /17 th JUNE	Kentish Hoppers Annual Camp (Preston nr Canterbury)		
30 th JUN/1 st JUL	Preston Steam Rally (nr Canterbury)		

For further details please contact – IAN CHESWRIGHT –Tel: 01303 250684 or e-mail: iancheswright.wanadoo.co.uk@fsmail.net



TOC section scene

Section Co-ordinators

Eastern	Tony Latchford	2 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG	Tel: 01245 328 009
Ireland	 Norman Moore	69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT	Tel: 028 7776 3755
Lakes & Border	Bob Cuppage	Branthwaite House, Caldbeck, Wigton, Carlisle CA7 8HB	Tel : 01697 478301
London	 Peter Simper	215 Whitton Road, Twickenham, TW2 7QZ	Tel: 020 8891 1093
Mid-shires		New Area representative required. Please contact Bernie Shaw for details of what's involved	Tel: 01933 274382 Email: bernie-pearl@lineone.net
Northern	 Stan Platts	1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH	Tel: 01274 683848
Peak	 Bev & John Oates	55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP	Tel: 01629 582154 email: peak.toc@virgin.net
Scotland	 Kenny Cocker	Hillfoot Cottage, Collace, Perth, PH2 6JB	Tel: 01821 650 436 email: ken@hillfoot.fsnet.co.uk
South Midlands	Simon Saint	Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU	Tel: 01905 454 961 email: janeandsimonsaint@hotmail.com
South West	 Walford Bruen	Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD	Tel: 01395 568909 email: kembru@btinternet.com
Surrey, Hampshire & Sussex borders	 Steve Reed	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)
Welsh borders		New Area representative required. Please contact Bernie Shaw for details of what's involved.	Tel: 01933 274382 Email: bernie-pearl@lineone.net
West of England	 Terence & Jane McAuley	7 The Normans, Bathampton, Bath, BA2 6TD	Tel: 01225 466 939 email: mrsjane.bear@toucansurf.com
Rest of the world	Robin Dyke	18 Henfield View, Warborough, Oxon. OX10 7DB	Tel: 0044 1865 858555 or email johnrobindyke@btinternet.com

Peak news

On February 11 members met at the Royal Oak in Tansley (our local) for a lovely 3 course Sunday lunch. Luckily the snow had cleared so everyone was able to get there (but no Traction!).

April - We are delaying our April meeting until Sunday 22nd so we can participate in the FBHVC "Drive It Day". We are planning a scenic drive around Derbyshire Dales - with, of course, a pub included. The plan so far is to meet at the big lay-by on the A6 - just north of Ambergate - at 11.00 but please email me nearer the time as this might well change!

June - we will be taking part in the High Peak Historic Vehicle Club 29th Run starting & ending in Buxton. The entry fee is £10 and entries must be in by 22nd May.

August - no meeting as this clashes with the TOC Annual Rally.

For more information on any of the above please email or call us.

Bev & John Oates

PS. Congratulations, John & Barb, on a first great *Floating Power* - well done.

Scottish news

As we hopefully see the last of the snow we are looking forward to a large turnout on 22 April 2007 for "National Drive It Day"

Hugh Macrae has arranged a venue within 20 miles of Perth (still his secret) where everyone can meet up for lunch. This will provide an opportunity for everyone to catch up on the Scottish Traction Scene!

Hugh has suggested that it should take the form of a "swap meet" so if anyone has any superfluous Traction parts, accessories etc bring them along for all to peruse. This will also provide a talking point no doubt.

We are hoping to contact as many Scottish members as we have addresses or email contact for so if you are reading this and haven't heard directly please let us know.

We are also in the process of inviting non-TOC traction owners along in the hope of enticing some of them into the "body o' the Kirk". Anyone who happens to be in the area at that time - perhaps holidaying in Scotland - will of course also be more than welcome to join us.

In order to give the hotel some idea of numbers please let us know in advance if you are able to join us and "drive it". You can phone or email or drop us a note - whichever suits

Kenny Cocker

South Midlands news

Last year events were a bit thin on the ground and fate did conspire against us a little as well. For 2007 the South Midlands events planned so far are:

- 22nd April 'Drive It Day'. I propose that we carry out a convoy drive of about 20 miles to a suitable hostelry (exact destination will probably depend on the weather). The start will be at 1.00pm from the large lay-by on the A38 about ½ mile south of Droitwich (OS sheet 150 Grid Ref 886608) between the town and the A4538 which leads to junction 6 of the M5. Please let me know in advance if you will be taking part.
- 26/27th May Bugatti Owners Club French weekend at Prescott. Details appear elsewhere in the magazine. If anybody is interested in being part of TOC display would they please contact me.
- 9/10th June Evesham Festival encompasses land transport, historic boats, hot air balloons, water activities and live music. Car clubs will be allocated an area to exhibit on either or both days. If anybody is interested in being part of TOC display would they please contact me.

Other events in the area which might be suitable for us to visit are the VSCC meeting at Madresfield Court in early September, the Much Marcle Steam Fair, and the Citroen Car Club's Stratford Rally, also in early September. More details of these events in due course.

Simon Saint

South West news

As you will have read in the TOC news section I've returned to the fold, after a 10-year break, as the section co-ordinator. My thanks to Trevor Dyer for his sterling work in the interim.

I intend contacting all SW members in the near future in order to arrange a get-together at some reasonably convenient venue so that we can discuss a programme of events for the rest of 2007.

Although I've listed my email address for emergencies I have to confess to being a non-typist and devout technophobe so I would prefer you to telephone me rather than emailing me if possible.

Walford Breen

Surrey, Hampshire & Sussex borders news

The Surrey, Hampshire and Sussex Borders section meets at The Fairmile, Portsmouth Road, Cobham, on the third Sunday of every month, from 12 noon onwards. Everyone is welcome - with or without a Traction.

The section programme for 2007 is:

- Mar 18 The Fairmile.
Apr 15. Meet at the Fairmile then hopefully a return visit to the Wey Navigation at Godalming, for a trip on a horse drawn narrow boat. This needs to be pre-booked so any members interested in going please contact us asap so that we can make arrangements with the boat company.
May 20 The Fairmile.

- June 17 The Fairmile. This date coincides with the first day of the centenary celebrations at Brooklands Museum so if members would like to attend this event we can easily arrange it as its only two miles to Brooklands.
July 15 The Fairmile
Aug 19 The Fairmile.
Sept 16 The Fairmile.
Oct 21 The Fairmile.
Nov 18 The Fairmile
Dec 16 Christmas Lunch at The Barley Mow, West Horsley. This is also a pre-booked event so please contact us in good time if you plan to attend.

Additional dates that may be of interest to members are May (date to be confirmed) - The Woking Hospice, Classic Car Show and Fete and July 13th - 15th - Citroen Car Club Rally

At our January 'Fairmile' meeting we discussed the TOC Annual Rally which is taking place in our region this year. We have now confirmed that:

- Friday evening will be a get-together at The Barley Mow, West Horsley, Surrey.
- Saturday will be a scenic drive to some of Surrey's beauty spots and a visit to Denbies (England's largest vineyard) which will include wine tasting and tour.
- Saturday evening will be a dinner and dance in the Queens grandstand at Epsom racecourse.
- Sunday will be a convoy drive to Hollycombe Steam Fair and museum, near Liphook, for the concourse judging and Club awards.

Helen & John

West of England news

The section usually meets on occasional Sunday's, to no very serious purpose. The only fixed feast in the calendar is the visit to the Tunnel House pub, near Cirencester, in January to plan the year ahead.

So, at our first meeting of the year on 21st January we laboured over warm pints at the Tunnel House to come up with the following 2007 programme:

- April 22 Drive It Day - We are hoping to get something organised for this Possibly in conjunction with local classic car club. Please contact us for details nearer the date
- May 27 Prescott Hill Climb near Cheltenham. French Car Day. See www.prescott-hillclimb.com for details. Please contact us for details nearer the date
- July 8 A pique-nique chez Nigel & Mary Webb near Glastonbury, followed by a compulsory march to the top of the Tor.
- Sept 2 Picnic at Julian Taylor's near Bridgewater, followed by visit to Westonzoyland pumping station (which will be "in steam") - this is one specially for the ladies!
- Oct 7 Possible visit to Tyntesfield Manor (NT) near Nailsea - to be confirmed so watch this space.

More details will be added as time progresses

Note to W of E section members - we have not, as yet, been able to obtain a full list of members in the area. So, if you have not been receiving stuff from us, or are a new member we do not know about, please let us know and we will add you to our list.

Grand first issue John!

Jane & Terence

