

Floating Power

January/February 2008



Directors

Alec Bilney
Steve Reed

Roger Dyer
Andrew York

Colin Gosling

Honorary Life Members

Fred Annells
David Shepherd

John Gillard

Peter Riggs

President

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

Chairman

Steve Southgate
4 Kingscroft Close
Sutton Coldfield
West Midlands
B74 2HJ
0121 352 1100 (evenings)
0774 763 3329 (days)
steve@imperial-cars.co.uk

Treasurer

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

Social Secretary

Terence McAuley
7 The Normans,
Bathampton,
Bath,
BA2 6TD
01225 466 939
mrsjane.bear@toucansurf.com

Secretary & Technical Editor

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

Membership Secretaries

John & Bev Oates
55 The Noell
Tansley
Matlock
Derbyshire
DE4 5FP
01629 582154
toc.membership@virgin.net

Club Helpline

Mick & Moira Holmes

UK - 0870 012 2002
Overseas - 0044 115 911 0960
toc.helpline@ntlworld.com

Admin & 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
frankgrant@btinternet.com

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
IG10 4QP
0208 532 1468
anthonyr Piper@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

Standing Committee

John Barnes
Paul Defelice
Colin Gosling
Tony Hodgekiss
Mick Holmes
Tony Latchford
Bev Oates
John Oates
John Ogborne
Tony Piper
Mick Popka
Peter Riggs
Steve Reed
Bernie Shaw
Steve Shinebroom
Steve Southgate
Andrew York

Section co-ordinators

Scotland - Frank Grant
Ireland - Norman Moore
Lakes & Border - Bob Cuppage
Mid Shires - Peter Riggs
Northern - Stan Platts
Peak District - Bev & John Oates
South Midlands - Simon Saint
Eastern - Steve Shinebroom
South West - Walford Bruen
West - Terence & Jane McAuley
London - Pete Simper
Surrey, Hampshire, Sussex - Steve Reed
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Editorial

Firstly may I wish all members a very happy, healthy and prosperous 2008 and, on behalf of all members, send especial good wishes to our President, Bernie Shaw, who is currently in hospital undergoing treatment for his recently diagnosed bone marrow problem. Take care Bernie - we are all looking forward to seeing you out in your Traction again at Club events in the near future.

Secondly I'd like to say a very big thank you to all the members who responded to my appeal in the last issue of *Floating Power* by sending me articles, photographs and little snippets that will help ensure a few more editions of the magazine can be produced. I'd also like to say a big thank you to the contributors to this edition - including Walter & Noëlla Callens, Robin Dyke, Alan Crisp, Jonathan Howard, Steve Southgate, Bernie Shaw, the section co-ordinators and all the people whose letters are printed.

By now you will have noticed two things about this issue - its bigger again and the layout has changed. Not only is there a slightly more 'arty' page layout but by expanding the text areas I've squeezed more words onto each page to try to address the comments from members about the magazine being interesting, but too quickly read. Hopefully, with more to read, your enjoyment will last longer - and, if you are into puzzles, page 18 should keep you busy for a little while as well!

At the AGM there was a request for more varied, more technical, content including perhaps reprints of articles that appeared in earlier editions of *Floating Power* and in other magazines such as *The Citroënian*. I'm happy to print whatever members send to me and to research areas that members want me to. Currently, without guidance, I tend to research things that interest me.

So, you need to guide me. What do you think about this layout? What sort of material do you like to read in *Floating Power*? What do you think about competitions and puzzles? Do you think the magazine review is interesting/worthwhile? Do you want to read reports on other members' Traction adventures? Let me know and I'll see what can be done to make sure that *Floating Power* reflects your requirements.

John Barnes

PS Thank you also to all the members who pointed out to me that Bill Smout's car is actually a Normale - not a Light 15!!

New Members

The TOC is delighted to welcome the following new members:

2003	Mr A Kemp	Pevensey	East Sussex
2004	Mr R J Smart	Woolaston	Gloucestershire
2005	Mr R A Engledow	Horley	Surrey
2006	Mr C Amery	Ilkeston	Derbyshire
2007	Mr C A Fry	Barham	Cambridgeshire
2008	Mr J R Eastwood	Holmfirth	West Yorkshire
2009	Mr L Davenport	Margate	Kent
2010	Mr B Hartley	Stockport	Cheshire
2011	Mr S P Ryland	Bristol	Avon
2012	Mr C A Hughes	Ferndown	Dorset
2013	Mr A Harris	Burton on Trent	Staffordshire
2014	Mr A J Woods	March	Cambridgeshire
2015	Mr M A Walsh	Cahir	County Tipperary
2016	Mr S Roundhill	Market Harborough	Leicestershire
2017	Mr P Cox	Sheffield	South Yorkshire

Reminder

The last input date for the March/April issue is :

Monday

11th

February

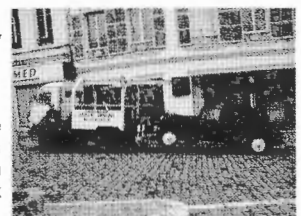


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Front cover

Believe it or not this photograph was taken in the main square of Laon, in May 2007, during the Traction Avant Nederland 'Tour de Mortagne'.

However there hadn't been a terrible accident. Apparently the driver always visits old-timer meetings in the region with this old Renault dépannage truck and the Traction.





Chairman's chat

May I take this opportunity to wish all members of the TOC a Happy and Prosperous new year in 2008. For those who weren't able to get to the AGM in November may I introduce myself, Steve Southgate, as the new Chairman for the next 12 months.

Many of you may know that I have been a member of the TOC since 1979 and a Committee member for the last 15 or so years. Perhaps you may not know however that I consider myself rather conservative and cautious so please don't expect or propose any radical changes to the running of the Club whilst I occupy the Chair.

Firstly, on behalf of all TOC members, I would like to thank Steve Shinebroom for his work as Chairman over the last 12 months. He seemed to enjoy the job and I am sure would consider undertaking it again in the future. I would also like to thank Mark Harding for volunteering to join the Committee at the AGM. It is much appreciated to see new enthusiasm. And I wish him well with this new project.

The final TOC event for 2007 was our Social gathering at the Quality Hotel, Walsall prior to the AGM. TOC members dined and enjoyed the entertainment of Paul Holmes and music from the local Bee Gee's tribute band. The AGM is a serious part of the Club's affairs and any social event that helps boost the attendance is welcome. If you weren't able to make it you will find some photographs later in the magazine taken on the evening.

The winter months are now upon us and many of you I'm sure will take the opportunity to pamper the cars in your garage. Change the oil, check the timing, set the tappets, adjust the brakes - in fact use any excuse to get into the workshop - but my advice to members is to try if possible on that fresh, dry, sunny winter morning to take the Traction out, if only for a five mile run, as leaving it in the garage for three or four months without a run will certainly create unnecessary problems.

Many of our social events get fully booked so please try to plan and book early for this year's full calendar of events which includes a trip to the Citroen Conservatoire in April, Drive-It-Day in April, the Scheldelande Tour to Belgium and La Vie en Bleu at Precott in May, the Peak District Annual Rally in June, the Brittany Tour in July, and the 70th Anniversary of the '6' in Fort de Seclin in August as well as the many events organised locally by our hard working Section co-ordinators.

It is always a pleasure to see members and their cars at the social events but to all the members of our Club who cannot (or prefer not to) participate in the social events I would urge you to please contribute your ideas and articles to our magnificent magazine - John Barnes, our Editor, will be delighted to receive your contributions.

Finally, if there is anything you would like to see in the Club please let me know and we will discuss it in Committee.

Hoping to see you in the 2008.

Steve Southgate
steve@imperial-cars.co.uk

Steve Southgate (a thumbnail sketch of Steve's TOC background for those members who don't yet know him—Ed)

We were delivering an MOT repair back to the owners in July 1976 and we parked it next to an old black car covered by a tarpaulin. Enquiries about the car under the tarpaulin established that it was a Citroën Big 6, purchased from the Ministry of Transport Auction at Measham, and that it wasn't for sale.

In March 1979 the phone rang and the caller asked "are you still interested in that old car?" Apparently the factory was being demolished and the car had to go. So the next day, with the aid of a set of jump leads, I started the car and that evening drove it some 5 miles home and parked it on the drive. Before I could get my young wife to the door to show off our new acquisition a stranger by the name of Malcolm Boyd arrived on the drive and announced that he lived just up the road and that he was a member of the TOC.

A few weeks later I set off with my son Richard (then three and a half) in style in the Citroën to collect his new brother, Carl, and Joy my wife from the maternity hospital. This didn't go down too well with Joy - but the family looked a picture all on the back seat.

We joined the TOC that year Richard and I made our way up to the Lake District for the Annual Rally. Our first contact was with John Gillard and a group of about 20 Tractions, many of whom had heard about MYP 575 our Ministry of Transport '6', but the Annual Rally was the first occasion that Club members like Bryn Hughes and Alan Sibley actually saw the car.

Over the next 10 years the car took us to rallies in Koblenz, Le Touquet, Breda and, in 1989, Flevohoff, Holland. On the ferry home from Holland Fred Annells introduced me to Mick Peacock (of Peacock Engineering) and a deal was struck whereby I bought a Big 6 Roadster body.

In 1995 NXT 669, our Big 6 Roadster, made it's debut at the 10th ICCCR at Clermont Ferrant (a trip well documented in a previous article in *Floating Power*) and today you can see MYP 575 and NXT 669 in the showroom at www.imperial-cars.co.uk with myself in the background, threatening to retire soon and thinking about my latest acquisition - a Citroën C6 Hdi Exclusive - which has probably given me the greatest satisfaction of any modern day car.



President Ponders

November's AGM and social evening were a great success and I should like to convey my most heartfelt thanks to those responsible for making the whole AGM weekend so successful.

Steve Southgate was the main culprit, organising the venue, the deal and then supplying 50% of the entertainment. He also supplied a number of family and friends to help make our numbers up to the required minimum on the Saturday night, thus ensuring we had our own private function room and dedicated carvery. Thanks Steve.

Thanks also to Mick & Moira Holmes for planning far enough ahead to have a son, Paul (also a TOC member), who provided the other half of the evening's outstanding entertainment. (Apparently the grand piano will go into the back of a Commercial but you do have to take the candelabra off the top first!). Thanks, Paul.

Thanks to the Directors, Officers and other Committee members for their untiring and often unsung work throughout the year. Their combined efforts over these twelve months undoubtedly ensured the AGM was smooth and almost a formality.

Steve Shine deserves more than a passing mention for having taken the helm and guided the "Good Ship TOC" through the (not always calm) waters encountered en route. Under his captaincy we safely returned to port having circumnavigated any large storms without either running aground or striking any icebergs. In fact we even managed to rescue a Mr X when he was feared lost overboard in the icy waters of Yorkshire.

On the same note I thank Steve Southgate for having agreed to take the Chair for the next leg of the voyage. (Personally, I am hoping for a cruise to the Bahamas this year).

The other recent event was the Classic Car Show. This year John Barnes kindly stepped in to organise our stand. It may not have been considered a prize winner by the show organisers but nevertheless I heard nothing but praise from visitors (members and non-members alike) for the splendid display of cars, the Moulin Rouge theme and, of course, the "entertainment".

John was assisted by many before, during, and after the show itself. We are grateful to all but, in particular, I should like to single out Andy Beauchamp, Steve Hedinger and Peter Simper for their help with the stand design and construction and Andy York for providing transport.

There are many more (mentioned in earlier months) who have contributed to the Club's year but finally I want to say thanks to all TOC members without whom the Club would not exist.

Season's greetings to all and best wishes for a healthy, happy and prosperous 2008.

Bernie

Classic Car Show 2007

Images from the TOC stand at the Classic Car Show held at the NEC from 9th - 11th November.

Thanks very much to everyone who contributed to making the stand such a success.





New Social Secretary

The TOC has a new social secretary - Terence McAuley.

At the AGM Terence was elected to the role that Bernie Shaw has been caretaking since the tragic death of James Yeats last summer.

Terence will continue to operate, with his wife Jane, as the Section Co-ordinator for the West of England.

New Eastern Section Co-ordinator

After a number of years as the Section Co-ordinator for the Eastern Section Tony Latchford has decided that its time to pass the baton to his successor - Steve Shinebroom.

Steve has already found a new meeting place for the section - so please see 'Section Scene' for details of future Eastern Section meetings and events.

Thanks very much to Tony for all of his hard work as Section Co-ordinator and good luck to Steve in his new role.

Traction hire for weddings and other special occasions

Dennis Hewitt would like to ensure that all TOC members are aware of an impending change to UK legislation that will affect any UK member who hires out cars for weddings and other special occasions.

On 28th January 2008 Section 53 of the Road Safety Act 2006 comes into force. Effectively this removes the previous exemption under section 75(1)(b) of the Local Government (Miscellaneous Provisions) Act 1976.

What this means is that vehicles capable of carrying no more than 8 passengers used on contract work will need to be licensed i.e. the operator will need to have a Private Hire Operators Licence and all drivers will need to have a Private Hire Drivers Licence.

There continues to be an exemption for vehicles that are used EXCLUSIVELY for weddings and funerals.

However if they are also used for anniversaries, birthday celebrations or other special occasions both the operator and the vehicle will need to be licensed.

Anyone advertising a wedding hire service can expect to get a letter from their local council in the near future (Dennis's company - Traction Wedding Cars - has already been contacted by its local council).

[If you do hire your cars out for weddings etc please make sure that you see the article on Smoking Notices in the FBHVC News section on page 8 as this also applies to you. Ed]

Visit to the Conservatoire

Mick & Moira Holmes have now been given the long-awaited date for the planned TOC visit to the Citroen Conservatoire at Aulnay-sous-Bois in Paris as first. Our visit will be from 2pm to 4pm on Friday April 25th 2008.

The TOC party is strictly limited to 40 people and Mick and Moira now need those people who previously expressed an interest in going on the visit to now re-contact them to confirm their intentions and anyone who hasn't already expressed an

interest, but would like to go, to contact them as soon as possible.

Mick and Moira have compiled a list of hotels close to Aulnay-sous-Bois and are expecting that at least some TOC members will extend the visit over the weekend and that it will perhaps also include retail therapy as well as gastronomic and cultural activity.

TOC 'Mutual Assistance' Network

My comment about there being no interest in the idea of resurrecting the TOC Mutual Assistance Network in the last *Floating Power* obviously pricked a few consciences as I now have the names of more than 20 members - throughout the UK - prepared to offer assistance to fellow Club members in the event of a Traction breaking down close to their homes.

'Assistance' may take the form of things like the provision of off-road space to work on a car, loan of tools, loan of parts, specialist knowledge and experience, a cup of tea, somewhere to sit down or just a friendly face.

If you would like to put your name forward as willing to help fellow Club members in the event of a problem with their Traction close to where you live please contact the Editor to let him know as soon as possible.

My current thinking is that when a few more volunteers have come forward I'll print a small, glove box-sized guide (which will also include the latest Traction Services and Suppliers guide) and send one to each Club member to carry in his/her car.

2008 TOC calendar

Well the plan worked - so hopefully you received your 2008 TOC calendar, and are now using it.

We made some of the extra copies available for sale to members and also to non-members (via the World-Wide-Wobbly Internet thingy) and have so far sold about 90 of the 150 calendars.

Orders have been received from non-members in France, America, Australia and New Zealand - so Mick Popka is obviously doing a good job in promoting our Club to Traction owners worldwide.

Don't forget that its not too late to have one of the remaining calendars sent as a small present direct to one of your friends with a greetings insert from the TOC stating that the calendar is being sent as a gift from you.

To order your calendars contact the editor by email, phone or letter now.

2009 TOC Calendar

So now that you've seen what the 2008 TOC calendar looks like how about entering the 2009 TOC competition - which opens today?

The competition rules are again very simple. Photographs need to be in landscape format and of sufficiently high resolution that they can be printed A4 size.

Electronic images sent by email or on CD, as well as printed photographs, are acceptable and all entries need to be sent to the Editor of *Floating Power*.

No photographs that have previously appeared in *Floating Power* or a TOC calendar will be included in the judge's final selection and most importantly, by submitting your photograph to the competition you agree to grant the TOC, free of charge the right to use your photograph for the purposes of the 2009 TOC calendar only.

In the coming months we will confirm the identities of this year's judges and the exact timings for the competition and production of the calendar.

But a clue to producing a winning entry is that last year there were no photographs featuring Tractions in January, February or March - so if you get an opportunity start shooting your competition photographs now.

There is no limit to the number of entries you can send so - good luck with snapping some really interesting photographs.

Citroën opens C42

Citroën recently officially launched its largest model for some considerable time - the new showroom on the Champs Elysee in Paris. Called C42 it will undoubtedly be on the itinerary for some of the TOC group visiting the Conservatoire next April.

The showroom/display centre is one of the few new buildings to be constructed on the Champs Elysee in the past 30 years and features a glass façade, inset with giant red chevrons, and a vertical stack of disc-shaped platforms on each of which is displayed an important model from the company's past.

The building is designed so that visitors can take a lift to the top floor and then walk down past each model, and has interactive displays at each level giving more information on the cars.

Because of severe limitations on working hours - the front of the site was only accessible from midnight to six am - the building apparently took over 5 years to complete and cost almost £9m.

Computer literate members might like to go to http://www.c42.fr/index_en.php then click on DISCOVER then MODELS then TRACTION AVANT to see some interesting archive film footage.

The dangers of drinking & driving

Whilst not targeting the TOC or its members in any way Norton Insurance, as part of its 2007 anti Drink-Driving campaign, has written to the TOC to remind members about the true costs of drinking and driving.

The minority of drivers who do choose to ignore the warnings are not only putting their own and other lives at risk they are also risking other consequences which include a minimum 12 month ban, a fine of up to £5,000, a criminal record, potential loss of employment and - for those lucky enough to get their licences back - grossly inflated insurance premiums.

As the owners of Heritage Insurance, a regular advertiser in Floating Power, Norton is able to illustrate the effect on a drivers insurance premiums that a drink/drive conviction would have with the following 2 examples.

The owner of a 1974, 2997cc Triumph Stag, with no drink/drive conviction, would pay just £178.01 for 12 months of fully comprehensive cover but with a conviction the premium would escalate to £274.35.

The Triumph owner is relatively lucky however when compared to a Lotus Elise owner who would pay £596.00 for 12 months fully comprehensive insurance on a 2000, 1800cc Lotus Elise without a drink/drive conviction, but a sobering £1,109.10 with a conviction.

And don't forget that anyone convicted of a drink/drive offence will 'enjoy' higher insurance premiums for 5 years - so it really isn't worth it.

The message is quite clear - DON'T DRINK AND DRIVE!

Alcohol locks could be fitted to cars

Alcohol locks, which prevent a car from starting if the driver is over the limit, are being considered for introduction into Germany - Europe's largest car market. Politicians and safety experts are currently discussing how to introduce them in order to reduce the number of drink-drive deaths.

Across Europe drink-driving accounts for about 25% of all deaths. In the UK 540 of the 3172 people killed on our roads in 2006 were the victims of drink-drive accidents (compared to 600 people in Germany which has 10 million more cars on its roads).

'Alcolocks' - which are already used for repeat drink-drivers in the USA, Canada and Australia - are being tested in the UK and the Department for Transport is also considering reducing the UK's legal limit from 80mg of alcohol in 100ml of blood to 50mg (the level used across most of Europe) because studies suggest that lowering the drink drive limit could save 50 lives a year in the UK.

The dangers of driving while tired

Drink-driving is deadly - but driving while tired can be just as dangerous. The Department for Transport estimates that as many as one in 10 road accidents are caused by drivers falling asleep at the wheel, accounting for 300 deaths a year in the UK.

To find out how much a bad night's sleep or a long, night-time journey affects driving *What Car?* recently teamed up with the Transport Research Laboratory (TRL) to conduct a series of tests to compare drink-driving with driving while tired.

In the experiment, former *What Car?* Editor, David Motton, was the sleepy driver and *What Car?* group consumer editor, Peter Lawton, was the 'drunk' driver.

Both went through the same tests on the simulator at TRL (which consists of a real Honda Civic wired up to a computer) to examine the performance of both drivers.

A 3D landscape - projected onto screens in front, behind and on each side of the car - offers a 'real-life' view from the driver's seat.

The subjects started their test drive on a 'virtual' motorway with the first task being to keep an even distance from the car in front as it accelerated or slowed down. Once the lead car caught up with other vehicles, the drivers were free to interact normally with other traffic.

Next, the route reached a series of long bends which drivers were asked to tackle at 60mph, keeping as close as possible to the centre of the lane.

Finally, to test reactions times, each driver was asked to flash his lights the moment a red bar appeared on the screen.

The first tests were conducted at 7pm and they were repeated at 9pm, 11pm, 2am and 7am

By 10.10pm Peter had consumed six units of alcohol and tests confirmed he had 101 milligrammes of alcohol per 100 millilitres of blood (the legal limit is 80 milligrammes, so he was about 25% over the limit).

In his next test his ability to hold a steady distance from the car in front fell by 25%, and he was 23% worse at keeping to the centre of his lane.

By comparison, at 11pm, David's driving wasn't badly affected however it was a different story after no sleep. At 2am, compared to his best result, his ability to keep a steady distance from the car in front was 39% worse, his driving within the lane had deteriorated by 37% and his reaction time was 53% slower than it had been earlier.

Whilst too much can not be read into a study of two people it's a shock to discover that a sober person's driving at 2am could have suffered more than a drunk driver's after six units.

The prize for the worst driving still went to the drunk however. By 11.40pm, Peter had consumed 12 units - more than double the legal limit for driving.

Apart from giggling like a schoolgirl, other ill effects included a 49% decline in his ability to maintain a steady distance from the car in front, and his driving within the lane suffered by 42%.

His reaction time was 43% slower than when he was only just over the limit. He spent a long period driving at 70mph in third gear and crawled round the 60mph bends at 45mph in a bid to stop swerving around in the lane.

Peter's final test was at 7.10am. By then, his blood alcohol was below the current UK limit, but at the 50mg threshold enforced by most other European countries (and under consideration by the UK government).

He was still 26% worse at holding a steady distance than he had been when sober and rested, 18% worse at staying in lane and at one stage he almost drove into the back of a truck before taking avoiding action at the last moment.

In his final test, after just four hours' sleep, David's driving suffered, too. His ability to stay in lane and hold a steady 60mph through the bends was worse than at 2am.

Worryingly, given the above results, research by the AA suggests 63% of British drivers do not take effective breaks on long journeys.

Uninsured drivers cars could be seized

Government ministers are drawing up plans to enable authorities to seize cars from uninsured motorists.

From April 2009, new powers will make it possible for cars to be confiscated as soon as their insurance lapses, unless their owners take them off the road.

The Motor Insurers' Database will be cross-referenced with information held by the DVLA, and, if drivers have let their insurance lapse and not taken them off the road, a £100 fine will be issued.

If the fine goes unpaid, the car will be seized.

The move is the latest proposal to tackle the big problem of uninsured drivers as it is thought that around 5.7% of motorists - about two million people - drive without insurance in the UK.

37% unaware of updated Highway Code

More than one-third of drivers in a poll conducted by Churchill Insurance were unaware that an updated Highway Code was introduced recently and were unaware of recent changes to the law. Many more admitted to breaking the rules.

For example, despite that fact that it is now against the updated Highway Code rules 65% of motorists admitted to eating whilst driving and 84% were unaware that it is now against the rules to play loud music in their car.

Grandparents 'providing taxi service'

British grandparents are driving 3.8 billion miles every year ferrying their grandchildren around, according to a recent survey by Sheila's Wheels Insurance.

The UK's 13 million grandparents are most likely to be asked to take grandchildren for a ride during the half-term week, with

69% taking on the role of chauffeur for the holiday.

Taking grandchildren to parties is the job of 27% of grandparents, while another 10% admit they spend time ferrying their grandchildren to social functions rather than socialising themselves.

Despite this, only 20% of grandparents confess that they feel they are being taken advantage of but further analysis suggests that if grandparents were to charge for their driving services - at the same rate as a taxi firm - they would earn an average of £3160 a year.

EU targets people who use cars to tow

Drivers who use their vehicles to tow caravans or trailers could be forced to undertake additional driver training under proposed European legislation.

The legislation, which would not come into force until 2012, is part of a move by the EU to enforce standardised driver training throughout Europe.

Under the proposal, drivers of vehicle/trailer combinations that together exceed 3500kg would have to agree to training similar to that taken by HGV drivers, but not sit an exam.

Other current EU proposals include raising the minimum age limit for holding a full driving licence to 18 and for riding mopeds in cities to 16.

FBHVC News

Smoking notices

To avoid doubt, the message under this heading that appeared in the last newsletter applies equally to passenger cars that are used for hire or reward (e.g. wedding hire) just as it does to historic commercial vehicles that may occasionally carry members of the public.

Mascots

The Jaguar Enthusiasts Club reported a case where a Mk II Jaguar had been failed at MoT in Northern Ireland because of its original equipment leaping-cat mascot.

The MoT in NI is different to the mainland, and includes a check to ensure that cars comply with certain Construction and Use regulations, including section 62 of the Statutory Rule of Northern Ireland number 1999/454 which says: ...

a motor vehicle first used on or after 1 October 1937, shall not have fixed to it a mascot, emblem or other ornamental object in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot, emblem or other ornamental object is not liable to cause injury to such person.

This regulation matches the equivalent mainland Statutory Instrument 1986/1078. Given the 1937 date of application, it is reasonable to assume that the requirement is unaltered since then (but we have not yet had time to check). However, if it is unaltered, the Jaguar would have had to comply with the regulation when new.

With the help of our contacts at VOSA, we are investigating further to establish whether the MoT failure was a one-off case of an overzealous tester or if, in NI, modern interpretation of a long-standing regulation has accidentally resulted in what amounts to a retrospective ban.

This investigation is on-going. One thing is certain, though mascot inspection is not part of the MoT examination in England, Scotland or Wales.

Towing on 'A' frames

A comment in a club journal to the effect that a member had had a brush with the law as a result of being in the habit of towing his rally car to and from events on an A-frame has prompted this note, which relates only to towing by cars and light commercial vehicles. Different rules apply for agricultural vehicles, motor tractors and road locomotives.

Regulations 19 and 22 of the Road Vehicles (Construction and Use) Regulations of 1986 (as amended) make special provisions for the recovery of vehicles that have broken down during the course of a journey - they may be recovered using appropriate equipment, including A-frames.

The Road Traffic Act imposes a speed limit of 20 mph on ordinary roads and 40 mph on motorways for vehicles being recovered in this way, and that applies to broken down vehicles being towed by rope, solid bar, dolly or A-frame

Other than such breakdown recovery situations, the C & U regulations treat vehicles connected by a rigid coupling as towing vehicle and trailer.

The use of an A-frame thus means the towed car becomes a trailer in the eyes of the law, and must therefore comply with the normal requirements of a trailer.

The same C & U regulations require trailers over 750kg gross mass to have brakes that are either operated directly from the towing vehicle or that operate on the overrun.

Un-braked trailers may not exceed 50% of the gross mass of the towing vehicle. A device that applies the brakes on the trailer if for any reason it should become detached is required on trailers above 1500kg gross, but below that limit secondary couplings (such as chains) may be used.

A-frames can really thus only be used legally for towing cars if (a) that car is being recovered after a breakdown (b) the gross weight of towed car and A-frame is below 750 kg or (c) there is some fail safe mechanism to apply the brakes of the towed car.

The lights on the rear of the towed vehicle have also to comply with C & U regulations for trailers, including warning reflective triangles and towing vehicle registration plate.

Paint

The long-awaited consultation on draft regulations for a licensing scheme to allow the continued supply of traditional paints that don't comply with current Volatile Organic Compound solvent limits was published early in October.

DEFRA has taken the view that cost is already limiting the supply of non-compliant products (mainly cellulose) very effectively, so they have chosen to keep the proposed licensing system as simple as possible, defining qualifying vehicles as being those over 30 years old.

Two kinds of licence are proposed - an individual licence, where a person wished to obtain supplies to paint a specific vehicle, and trade licences where a trader obtains a general licence to obtain supplies for the purpose of re-painting vehicles that may be passing through his business.

It is proposed that local authorities (which already have responsibility for monitoring vehicle refinishing businesses) should issue the licences.

Our concerns with the proposals lie with the complication of the proposed system for obtaining a licence and for keeping records, and with the associated costs that might differ radically from local authority to local authority. Our response to the consultation (due in by 12 December) will major on these points.

Interestingly, during the course of a conversation with the chairman of the vehicle refinishing committee of the British Coatings Federation (himself the owner of cars from the 1920s and 1930s) a new avenue of approach has opened up which might obviate the need for a licensing system for vehicle refinishing products altogether.

If it could be agreed that traditional paints for refinishing historic vehicles should be classified under the regulations as 'special finishes' (they are not at present), no licences would be required as the VOC limit for the special finishes category is high enough to accommodate cellulose paint.

FIVA gets positive confirmation on impact of ban on incandescent domestic light bulbs

Further to the information FIVA provided to the European Lamp Companies Federation (ELCF) Working Group for the preparation for an EU Regulation intended to ban from sale all traditional incandescent domestic light bulbs concluded that lamps used for automotive purposes will not be in the scope of the proposed domestic phase out strategy and will not be in the scope of the European Commission Study on domestic lighting.

FIVA ID cards

FIVA ID Cards expire on a change of ownership or after ten years. The first of the current style ID cards, which were issued in 1997, are now about to expire, if they have not already done so.

Please therefore check the validity of FIVA identity cards and act to replace those that are out of date sooner rather than later.

Please don't wait until you are refused entry to a FIVA event because of out of date ID - we can't issue cards instantly!

Application forms can be downloaded from www.fbhvc.co.uk Please do NOT use the form from the FIVA website because that lacks the necessary instructions.

Drive It Day

This year's Drive It Day will be on Sunday, 20 April. Picking up on the theme of our post-AGM conference, we're keen to dedicate DID 2008 to the next generation - or generations, for it is never too early - of historic vehicle enthusiasts and we're working on some ideas that, if we're successful, might make a world of difference to that endeavour: more next time - we hope.

In the meantime, think what your club might do to get youngsters involved!

Remember, the aim is simply to be seen so that the public is reminded that historic vehicles exist and that there are lots of people preserving them for posterity.

So people don't need to do anything special if they don't want to - all they need do is just use an old vehicle instead of a modern one for whatever it is they do that day.

DID not only aims to show how big and varied the historic vehicle movement is, it also aims to show how infrequently they are actually used.

The number of old vehicles on the road on that one day in the year will highlight just how rare it is to see anything over 25 years old the rest of the time and thus demonstrate that historic vehicles make up only a tiny fraction of normal traffic.

Do let us know of your club's plans for the day so we can publicise them on the website.

For 2008, the FBHVC would like to get an idea of the numbers of vehicles that come out for events, and will be asking organisers to keep a count.

Minutes of the Annual General Meeting of the Traction Owners Club, held at The Quality Hotel, Walsall at 11.30 on 25th November 2007

Attendance

Terence McCauley	Alec Bilney	John Barnes	Steve Reed
Bernt Chr. Bonitz	Roger Dyer	Barbara Barnes	Hazel Shinebroom
Elisabeth Aronsen	Helen Shelley	Sheila Marley	Steve Shinebroom
Mick Popka	Bill Smout	Tony Piper	Mick Holmes
Colin Gosling	Walter Callens	Jeannie Piper	Moira Holmes
Richard Carlin	John White	Jackie Hackett	John Oates
Peter Marley	Bev Oates	Dave Hackett	Barrie Joyce
Tony Latchford	Tim Walker	Fred Annells	Graham Pitcher
Janet Latchford	Phillippe Allison	Barry Annells	Tony Malyon
Lynda Ogborne	Richard Hutton	Pam Hutton	Peter Riggs
Alan Reece	Bernie Shaw	Peter Simper	Steve Southgate
John Ogborne	Robin Dyke	Andrew York	Karin York
David Boyd	Walford Bruen	Mark Harding	Sue Simper
Frank Morpurgo			

Apologies for Absence

Jonathan Howard, Barrie Longden, Nils Skarland, Frank Grant, Tony Hodgekiss

Annual General Meeting of the Traction Owners Club Limited

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

Treasurer's Report

Tony Malyon distributed copies of the audited accounts for the year ending 31st March 2007 which had also been published in Floating Power earlier in the year. There was a surplus income over expenditure indicating that the club continues to be financially sound. Turnover increased by £4,000; gross profit increased by £6,000; there was an additional income of £291 from adverts and levies. Expenditure for 2006-07 was higher than 2005-06 due to replenishment of membership packs and rule books, plus the recovery costs for two vehicles that had been acquired for club spares. Distribution costs were up by £2,500 due to restocking of stationery at £1,600, rally costs at £500, and carriage £400. Other increases in bank charges, travel and subsistence were off-set by the savings in magazine costs. The net surplus for the year was £4,410.

The accounts had been checked and found to be in order by Terence McCauley. A resolution had been approved at the 2006 AGM to dispense with the services of a formal auditor because this is not a legal requirement for the TOC. Richard Carlin asked what we will be doing with the £4,410. The chairman responded that if the club finds that if it is making an unreasonably large profit, membership fees would be adjusted accordingly.

The accounts were accepted by the meeting.

Appointment of Auditors and Fixing of Audit Fees

Tony Malyon explained that, since the 2006 AGM, this item is no longer relevant as the TOC does not appoint auditors. This agenda item will be deleted from future AGMs.

Consideration for Nominations for Directors

The TOC must have between 3 and 7 directors; we currently have 5 of which a third must step down, being Andrew York and Steve Reed. There were no other nominations and, as Andrew and Steve had offered themselves for re-election, the meeting re-elected them unopposed.

Any Other Business

Richard Carlin asked why the AGM was in two parts. The secretary and president explained that the first part is a legal requirement of the Traction Owners' Club Limited and must comprise the items specified on the agenda.

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

Annual General Meeting of the Traction Owners Club Members

Acceptance of the Minutes of the 2006 AGM

There were no matter arising from the minutes of the 2006 AGM which had been published in the January/February edition of Floating Power. It was proposed by Tony Latchford and seconded by Steve Reed that the minutes be accepted as a true record of the 2006 AGM. All present were in favour of acceptance.

Item for Consideration under "Any Other Business"

Helen Shelley suggested that we discuss the need for the following year's annual rally to be decided by the end of the current year's rally. This will enable arrangements to be made in plenty of time, particularly the booking of venues. The chairman said that he would be including a statement on the matter in his report. There were no other items for AOB.

Chairman's Report

Chairman Steve Shinebroom opened his report by expressing the Club's sadness at the loss of two prominent members – Malcolm Saggars and James Yeats – both will be greatly missed. We have also lost members from other clubs with which we have close ties.

The year has otherwise been excellent with well-organised social events and rallies. The magazine under John Barnes's editorship has gone from strength to strength. Steve thanked the committee for their hard work and support but he was concerned that there are still no new faces round the table. Whilst the committee is continuing to do a good job most members have been carrying out their duties for many years. The meeting was asked to consider nominations for future years, particularly from younger members, to enable others to step down and ensure the continued efficient running of the club.

In answer to Helen's question concerning rallies, Steve was pleased to announce that the 2008 rally is decided and will be organised by Richard Carlin in the Peak District. It is also proposed that the 2009 rally will be in East Devon and will be organised by Walford Bruen who is the South west Area Representative. The chairman wondered whether there were any offers for 2010 - perhaps in the North of Britain - and pointed out that, despite perceptions, it is not difficult or complicated to organise a rally.

General Secretary's Report

John Ogborne explained that the secretary's job was something of a back-room activity and that he had nothing of general interest to report. He hoped that he had carried out his secretarial duties to the satisfaction of the committee. There were no questions.

Social Secretary

Bernie Shaw had agreed to take on the role of acting Social Secretary and he opened his report by saying how much we have missed James Yeats. Bernie introduced Terence McAuley as the Social Secretary for 2008 and Terence made himself known to the meeting. Terence was a little bemused as he was not quite sure what the Social Secretary does – he was assured that all would become clear!

Membership

John Oates, who had taken over from Peter Riggs (Membership Secretary since 1990) reported that there were currently 567 paid up members compared with 537 last year. Membership is therefore holding up well.

Spares

Steve Reed explained that Chris Treagust was unable to be present and that he had not received a written report. Steve explained that he helps out when required and that Chris's girlfriend is also helping on a day-to-day basis. The spares operation is working well and there are no significant problems to report. There were no questions.

Editor

John Barnes reported that there had been six editions of Floating Power during the year and they had been distributed on time at the beginning of the period to which they applied. John pointed out that he had no previous experience of editorship and had needed to learn the technology and postal arrangements. There had been some objections from the previous designers concerning design rights but this had been resolved. The 2007 magazines have been a little plainer than before but future editions will be more aesthetically pleasing.

John has received more than 100 letters and e-mails of appreciation with very few criticisms. There are now six commercial advertisements which have off-set the cost of increasing from 24 to 36 pages. Postage increased from 1st April 2007. Eight star letter and article vouchers from £5 to £20 have been awarded and 120 photographs were submitted for the calendar. There are 150 extra calendars that are also being sold to non-members; 36 have been sold so far and if all are sold this will completely cover calendar production costs. It is planned to produce another calendar for 2009.

6 issues for 2006 cost £14,540 of which £2,700 was postage
6 issues for 2007 cost £7,800 of which £3,000 was postage
The calendar cost £1,000 plus VAT
Income from adverts in 2006 was £396 and for 2007 was £854

John thanked all those who had submitted letters and articles.

Club Shop

Tony Piper reported a successful year. He drew attention to the club shop goods on sale at the back of the room at reduced rates plus a free pen or mug.

Helpline

Mick Holmes reported that he receives a mixture of technical and general queries from all over the world and that help is offered to members and non-members. If he cannot answer the question directly, he redirects it for an appropriate member to deal with.

Arrangements are in hand for a visit to the Citroën Conservatoire on the outskirts of Paris in March or April 2008. There are no firm details at present but it will be on a Friday and numbers will be limited to 40.

Election of President, General Secretary and Treasurer

John Ogborne was the only nomination for secretary and was unanimously accepted with no abstentions. John intends this to be his third and last year as secretary.

Tony Malyon was the only nomination for treasurer and was unanimously accepted with no abstentions.

The chairman again appealed for members to consider being nominated for these posts in 2009.

The committee must have between 8 and 18 members and it currently stands at 17. One third of the committee must stand down and, being the longest serving members, they were Steve Shinebroom, Tony Malyon, John Ogborne, Peter Riggs, Bernie Shaw and Tony Hodgekiss. All agreed to stand again and, there being no other nominations, they were unanimously re-elected en bloc with no abstentions.

Any Other Business

Alec Bilney suggested that items could be retrieved from the archives and republished for the benefit of recent members. David Boyd suggested that material previously published in the "Citroënian" under the heading of "Light 15 Corner" would also be of interest. Walford Bruen asked if the TOC still covers rear wheel drive cars. Bernie Shaw replied that the club covers pre-1957 water-cooled Citroëns and therefore, in theory, this includes rear wheel drive models. However, very little material has ever been submitted to the magazine although it would always be welcomed and included.

Richard Carlin reported briefly on the 2008 rally. Hotels, the campsite, and activities for Saturday and Sunday have been arranged. Cost will be approximately £45 plus accommodation. Details will be published in the March/April edition of Floating Power. Walter Callens summarised the status of the Antwerp rally. A detailed programme has been arranged, one hotel is now fully booked, and an extra one has rooms available. Entry forms are available for those who have not yet booked and these should be completed as soon as possible. Elizabeth Aronsen informed the meeting that there is a rally in Norway in August 2008 based on a mining village – details will appear in Floating Power.

Mick Popka reported on progress with the ICCCR, with a reminder that the 2008 meeting is in Rome in August. UK Citroën clubs (2CVGB, CCC, TOC) are submitting a bid to the ACI committee to hold the 2012 ICCCR at a site near Pickering in Yorkshire. The bid submission is being made on 17th December 2007 at which time a PowerPoint presentation will be made available on the TOC web site. The winner will be announced at the Rome ICCCR although it is believed at present that the UK bid is the only submission.

Bernie Shaw reported on the 75th anniversary celebrations in Arras in 2009. The organising committee comprises representatives from France, Holland, Belgium and Britain and regular meetings are taking place. The TOC is represented by Bernie Shaw and Walter Callens and there are 7 other committee members from the other countries. There will be 75 cars representative of all models and in proportion to the numbers produced in each country, 15 of which will be selected for special exhibition. The main square will accommodate about 1000 cars which will be parked up for the duration of the event. The hall containing the 75 cars will include, amongst other attractions, a TOC stand and an autojumble. The highlight will be a Gala Dinner. The TOC will probably be responsible for "Baptême en Traction" being the offer of a ride in a Traction for those members of the public who have never experienced it.

In direct response to the chairman's appeal for new committee members, Mark Harding volunteered from the floor and his offer was gratefully accepted. The committee will contact Mark to formally co-opt him.

The chairman closed the meeting with thanks to those present, the committee, the area representatives and to those unsung heroes - the members' partners who do so much to provide support. He also thanked Steve Southgate for organising the previous evening's entertainment and accommodation. Steve then introduced Steve Southgate as the new chairman appointed by the committee.

Steve Southgate said that he will do his best to steer the club through the coming year and is confident that he will do so with the support of the committee. He foresees no major problems and concluded by thanking the outgoing chairman, Steve Shinebroom for his efforts during 2007 in ensuring another successful year.

The meeting closed at 12.11.

John Ogborne

Images from the TOC pre-AGM social event at the Quality Hotel, Walsall



TOC pre-AGM social event

Dear John,

We met in France, somewhere between Tours and Mont St.-Michel. I was driving a 1939 Traction 11BL and you were on the way to a Citroën meeting. We stopped at a Relais Routier to have a drink and you had just had your lunch there.

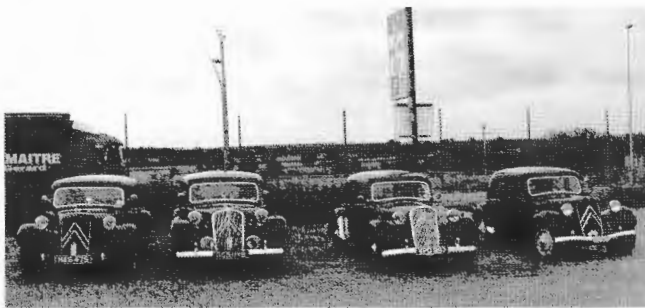
I took some photographs of our 'meeting' which I send you today. I hope that you have had a nice trip in France....despite the fact that the weather was not so good !

We drove 2,500 km and had 1 big problem (we had to change the ignition) and 2 small ones : we lost some water (water-pump had to be better screwed) and some oil (oil-carter had to be better screwed too !).

Otherwise, we had a great time.... a little bit wet and cold !. It is so beautiful to discover country like that, driving on the small roads. Have a nice time with your super Traction and I hope to meet you again.

Best regards.

Jacques Pernet
Hôtelier..and Traction driver
Hôtel Bellerive, Lausanne
jpernet@hotelbellerive.ch



[I've included this letter because Jacques and his wife, who are an absolutely charming couple, run a hotel in Lausanne and would be delighted to see any fellow Tractionists booking into their hotel. Ed]

John,

Thanks for this stunning edition which arrived today. Very impressed with the calendar, quality, style and feel. Keep up the good work! Regards

Mick Papka

John,

I would be happy to offer assistance should a member be unfortunate enough to have broken down having strayed across the border into South Wales! I am located in Cardiff. (TOC # 1742)

What about a similar guide of recommended, local places to eat? I remember seeing a previous article in FP where a member could not find a decent restaurant/pub while journeying through an area.

As an example here are a few pubs and restaurants for the hungry traveller in South Wales - by no means a comprehensive list. Some have accommodation and I have visited them all!!.

The Inn at the Elm Tree (off M4 J28), St Brides Wentlooge, Nr. Newport, NP10 8SQ

The Star, (off M4 J35), Treoes, Bridgend, CF35 5DL

The Bear, High St, Crickhowell, NP8 1BW

Nantfynn Cider Mill Inn, Brecon Road, Crickhowell, NP8 1SG

The Barn Restaurant, Brynich, Brecon, Powys, LD3 7SH

The Felin Fach Griffin, Felin Fach, Brecon, Powys, LD3 OUB

Skirrid Mountain Inn, Llanvihangel Crucorney, Abergavenny, Monmouthshire, NP7 8DH

Harbourmaster Hotel (near the Ferries to Eire), Pen Cei, Aberaeron, Ceredigion, West Wales, SA46 OBA

The Shed wine bar and Bistro (near the Ferries to Eire), 2 The Shed, Porthgain, Pembrokeshire, West Wales (fish food - an experience!)

Farmers Arms (near the Ferries to Eire), Brynamlwg, Mathry, West Wales, SA62 5HB

Y Polyn Capel Dewi, (near the Ferries to Eire), Nantgareedig, Carmarthenshire, SA32 7 LH

Keep up the excellent work with FP - it just gets better!

Alistair Pattillo

[What do other members think? I'm happy to compile a guide - but with no guarantees about the quality of the food - if members send me their nominations for good pubs/restaurants with a price guide indicator for each (eg typical meal < £5 per head, £5 - £10 per head, £10 - £15 per head and above £15 per head) Ed]

John

What a fascinating, timely and well researched article you contributed in the current issue of FP. It made one think even more deeply about the horrors of the Flanders killing fields and the senseless waste of human life that war brings.

I only once managed to visit Ypres, and that was all to brief. (It was in the days a few years ago when if you wanted to buy a new car you did so in Belgium, Holland or Denmark. I saved nearly £7,000 on a Mercedes C-class from the Merc agent in Kortrijk). If I'd had the foresight I'd have booked a later ferry to give me more time to drive around the area, as you did, but I had to get too soon to Dunkirk.

Nonetheless, as I stood at the Canadian memorial at Broodsende and looked across the countryside, I could build a horrific picture of the mud and the awfulness around Passchendaele. It was a totally foul day when I was there, which did little for the new Mercedes but permitted me a more vivid mental picture of the dreadfulness there over 80 years earlier.

Kind regards

David De Saxe

Dear John

Thank you for the recent edition of FP. I for one really appreciate your efforts on behalf of all of us members. How very appropriate that the cover of the edition which arrived just before Remembrance Sunday is of Louvencourt Military Cemetery.

Thanks too for the excellent calendar. It really is a quality

.... quality production. At this time of year quite a few calendars come my way and I am not always sure what to do with them.

The TOC calendar, by contrast, is superb and will have pride of place in 2008.

With all good wishes and thanks

Michael Johnson

Hi John

Have just received my copy of the November/December magazine together with the 2008 calendar. The magazine is really outstanding to say the least.

I am absolutely thrilled to see a picture of my car, many thanks.

I would like 3 (three) additional copies to give away as Christmas gifts to other Citroën fanatics. Please confirm when sent, many thanks.

Wish all members a very merry Christmas and wonderful new year from sunny warm Durban, South Africa

With Kind Regards,

Reg Taylor

Dear John,

Thank you very much for the list of Traction mechanics published in the last but one edition of the magazine. There is, however, one name missing.

Andrew Galt has worked with John Gillard at Classic Restorations for a number of years but now has a workshop full of Tractions just outside Salisbury.

He's a brilliant mechanic, and knows the cars inside out. He carries out full restorations as well as maintenance work and over the years has successfully diagnosed and resolved a number of thorny problems with my own car.

Moreover, he is utterly reliable and always easy to get hold of.

If anyone wants to get in touch with Andrew, his mobile is the best number to try: 07713 756401.

With all best wishes,

James Holland

Hi John

As a sideline I get involved with stage and set for the local amateur dramatics club of which my wife is a member. I know well the amount of hard work and organisation etc which goes into an event like the Classic Car Show at the NEC. In fact I watched you dismantling the set feeling quite wistful.

Whilst not feeling able to comment to your questionnaire, as I did not see the build up or any of the performances, I thought you may like to hear my views on the results as a typical classic car show goer.

1. I'm pleased that the build up worked well - I'm sure that was down to a lot of pre-planning and preparation beforehand. I don't think a carpet is necessary to define your space, especially in the corner plot that you had.

2. I don't think a table of literature would "generate" interest. I thought the F P magazines on bonnets were great.

3. Shame some stand materials were broken (or was it damage to cars or limbs?) in the rush. Was there a rush or did people just want to get off home?

4. I absolutely loved the stand (gob smacked) a good effort by a small club. Its easy to say it should have been taller, louder, brighter etc with hindsight. More rehearsals could only have been achieved by lots more meetings, which is probably impractical. Am I right in thinking the participants are well spread throughout the country?

5. I liked the fact that there were lots of cars - mostly different. They were well spaced and, as someone pointed out, all facing the same way which I thought was good.

6. I do think a large flat screen and DVD player would have been good. There must be tons of film of your (TOC) and other Tractionist's exploits.

7. I don't think there is a need for a giveaway or even to attract new members. Surely owners decide for themselves based on Club activities and offerings i.e. helpdesk, spares etc. There is a need to make people aware of the existence of the TOC. Some people may buy a Traction based on the club scene and spares availability but only if they are aware of the TOC.

8. The idea of a large map showing where cars were produced and perhaps where they were exported to may be of interest. I meet a surprising number of people who don't know of the Slough factory.

Summing up - I thought it was great. To be able to design the stand, construct it and then erect it at the NEC, staff it for the three days, find dancers and waiters, and remove the whole lot again after, shows some real commitment by you and other members. Then there was the task of getting enough of the right cars to display.

As Mr Grace would say - "I think you've all done very well"

Best regards

Steve Ryland

John

Thanks so much for the prompt mailing of the 2 calendars and the copy of *Floating Power*. They came over the Holiday weekend - amazingly fast for overseas posting.

When my wife, who while tolerant is hardly a car buff, saw the calendar she asked if she could take it and use it at work.. Sure glad that I ordered two and not just one for myself. Good thing that the 2nd was an "extra" and not earmarked for anyone in particular.

I did not anticipate her wanting the calendar herself, but should have. She doesn't have a picture of me on her desk, but does have one of the White Légère. In fact, the picture of the car has had some interesting benefits.

Once when she was dealing with a city fire inspector he saw the photo and told her that he knew where there was a car that looked just like mine only decrepit.

When she told me this I asked for the address, and with the inspector's input tracked the car down where it sat un-loved

.... outside with a few derelict vehicles all of which needed to be removed due to fire-code violations.

After meeting with the owner and getting it started I made arrangements with another TA owner for him to buy it for parts and allow me first shot at removing useful items.

This TA had both an electric window defroster (with suction cups) AND a windscreen on a roller to block off the radiator in winter, both of which I wanted.

As it turned out, the new owner put it back on the road and I never did get a chance to "cherry pick" any parts. Living in California, these items were hardly necessities, so the disappointment at the loss wasn't overwhelming.

Another unexpected benefit from the picture on her desk was getting invited to show the car at an annual employee event that her company puts on.

I am an active member of the local Arcane Auto Society <http://www.arcaneauto.org/> and was able to get an invitation for the club to attend this event with about 23 cars.

Citroëns were well represented with an award winning DS, an ID19 Break, one or two 2CV's, an Ami, a TA, and I think there was an SM as well. We also had Isetta, Austin, Fiat 500, Hillman, and may other marques there.

We all got a private tour of the Intel museum at the end, as well as a free lunch.

My TA was used in all the promotional materials and afterwards I was given a 5' x 5' poster with my car!! (see attached copy) .

As you can probably see the image of the car is reversed - although it probably looks perfectly normal to you to see a RHD Légère with a Slough grill.

The funny thing is that the car was in England for its 2nd decade and the owner tended to run into things -- no doubt due to the LHD -- which meant replacing various fenders AND the grille.

When the car came to me I had no idea that the nice chrome grille with the chevrons behind was a Slough feature and not appropriate on a French-built LHD car. That said, I much prefer this grille and have no desire to change it.

Anyway - not a bad result from having a photo on a desk at work.

David Russel

Wild Wednesday
Barbeque and Cool Wheels Show

Live music by
The Roberts Noise Band
Special Guests from the Arcane Auto Society

July 18
11:30 a.m. to 1:30 p.m.

RNB visitor parking lot
\$5 BBQ tickets on sale now in the cafes
Shuttles Available

Sponsored by
The Santa Clara Site Committee

Dear Editor

Having just returned from Vietnam I am very happy to report that the restoration of Citroën Traction Avant is alive and well, especially in Hanoi.

Imagine my surprise when arriving at Hotel Metropole and finding outside on the forecourt a 1953 Light 15 and a 1956 Familiale. Both of these vehicles were in Royal Blue livery, new white trimmed leather seats and some amazing modifications.

As an owner of a burgundy Light 15 Citroën big boot built in Slough in 1953, I was especially pleased to see a similar vehicle, but amazed to see it in such pristine condition, in Vietnam.

Both vehicles had been drastically modified and air conditioning been tastefully added to the dashboard vents. The Familiale has been modified to an automatic! But, from the inside this did not detract from the overall preserved state of the original fittings.

Unfortunately, although asking several people in the hotel I could not track down the person to ask about the history of these vehicles.

I have supplied some photographs and also written to the Managing Director of the hotel trying to find more information on these vehicles.

My desire to look inside and under the bonnet was also severely restricted as on a regular basis the vehicles were used for airport runs, site seeing tours of the city and weddings. .

I will however try to find out more and update you accordingly.

I would also be interested to hear if any other readers have seen these vehicles or similar ones elsewhere.

Best Regards

Nigel Dent



[Co-incidentally the following email also arrived at virtually the same time and with very similar photographs attached. Ed]

Dear John

I have just returned from a very pleasant holiday in Vietnam. My first day in Hanoi I was walking along looking for an ATM when I passed the Sofitel Metropole Hotel and outside were two shiny Blue Tractions with a sign explaining they were for rent. I am familiar with the expense of running such a car but decided that charging \$25/hour was a little ambitious.

I couldn't ascertain whether they were members of TOC as my French is, unfortunately, of a similar standard to the concierges English.

Regards

Andy Beauchamp



Experience the atmosphere of old charming Hanoi in our Vintage 1953 Citroën car

Available daily

- City tour
- Shopping tour
- Culture tour

From US\$25 net/hour – with driver
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City Tour



Citroën 1953 - Vintage car

SOFITEL METROPOLE HANOI

Members not able to pay in euros can send their registration forms and deposits in the form of a £sterling cheque, made payable to The TOC Limited, to me and I will arrange for the transfer of the money to Belgium in batches (and in so doing ensuring that members share bank charges).

Robin Dyke

 Dear John

Please find below the list of Paris-built cars, owned by TOC members that were built during the months of January & February.

Registration No	Model	Probable Build Date
CSU 705	Légère	Saturday 3 Jan 1953
775 H 37	Légère	Thursday 4 Jan 1951
BSK 267	Légère	Saturday 5 Jan 1952
FSL 405	Normale	Wednesday 6 Jan 1954
JSU 394	Légère	Monday 12 Jan 1953
EIB 360	Normale	Thursday 12 Jan 1956
EBS 364	Légère	Tuesday 15 Jan 1952
KFF 651	Légère	Thursday 17 Jan 1952
L UW 571 P	Légère	Tuesday 20 Jan 1953
TOY 217 M	Légère	Thursday 20 Jan 1955
VSU 302	Légère	Thursday 24 Jan 1952
DSL 483	Légère	Monday 31 Jan 1949
USU 127	Normale	Monday 31 Jan 1955
258 AX 22	Normale	Tuesday 1 Feb 1955
SSU 137	Normale	Tuesday 1 Feb 1955
EAS 118	Légère	Saturday 2 Feb 1952
33-64-HN	15-Six D	Tuesday 2 Feb 1954
469 UXG	Normale	Thursday 2 Feb 1956
401 RP	Normale	Monday 6 Feb 1939
WFX 326	Normale	Monday 7 Feb 1955
CT 2878	Normale	Saturday 11 Feb 1939
VLA 532 M	Légère	Saturday 11 Feb 1956
MGJ 891	Light 15	Monday 12 Feb 1951
PSK 774	Normale	Wednesday 13 Feb 1957
ESK 388	Normale	Thursday 14 Feb 1957
VSU 502	Normale	Saturday 16 Feb 1957
TYJ 749	Commerciale	Thursday 19 Feb 1953
195 EBK	Normale	Wednesday 21 Feb 1951
79 AJJ	Normale	Saturday 23 Feb 1952
USJ 276	Normale	Monday 27 Feb 1956

Robin Dyke

 Dear John

Could you please publish the following in the next edition of *Floating Power*

Found at Walsall

A gold ring was found in the car park of the Quality Hotel, Walsall on the morning of the AGM.

If you lost a ring at the AGM please ring me on 01225 810569 with a description.

Jackie Hackett

 Dear John

Nearly 30 members have expressed an interest in the Scheldeland tour to the Antwerp area at the end of May.

Walter & Noëlla have now had to pay deposits to the hotels and the restaurant so we now need members to confirm their places on the tour by sending in a completed registration form and deposit as soon as possible.

Those members able to pay in euros should please now send their registration form and subscription direct to Walter & Noëlla.

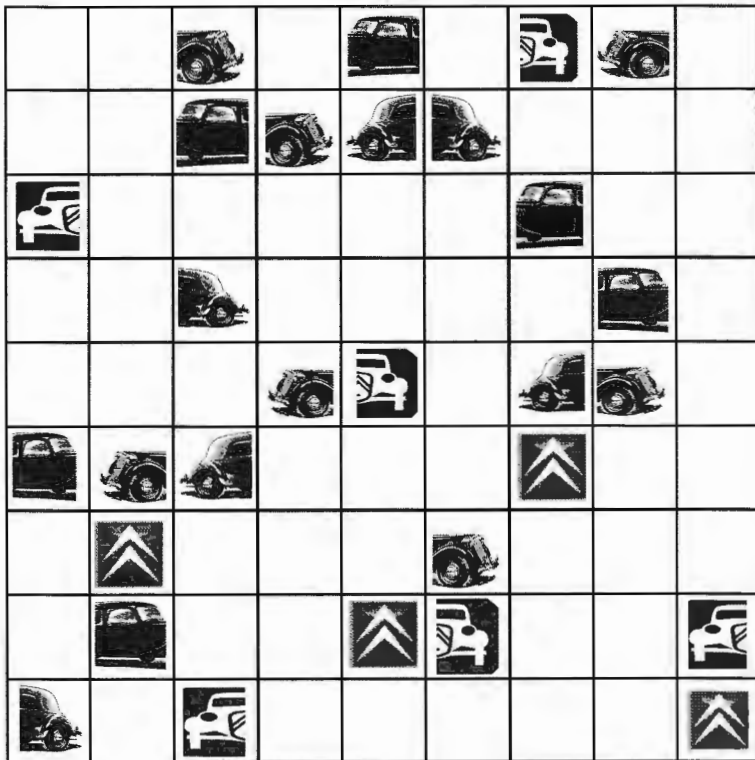
Parking Fines to be issued by post?

Under existing legislation, traffic wardens must attach a parking fine notice to the offending car in order for it to be legally binding. However, new legislation is being proposed so that people who threaten wardens or drive away before they can attach the fine may still be penalised.

The proposals will go before Parliament in the run-up to Christmas and are expected to be given the go-ahead for spring 2008. At the same time traffic wardens will have their job title changed to civil enforcement officer.

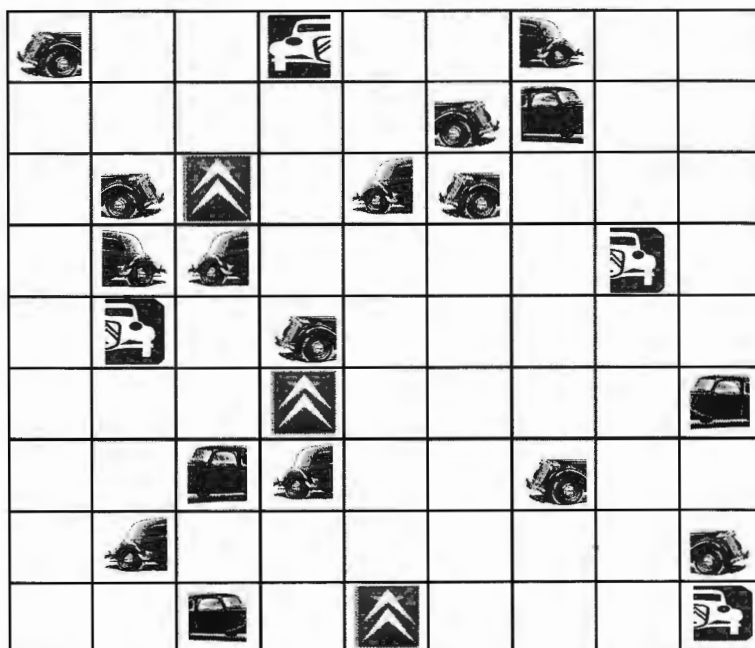
Trac-o-duko

Fill in all the squares in the grid so that each row, column and each of the 3 x 3 squares contains each of the Traction shapes shown below



Puzzle J/F01

difficulty rating - medium



Puzzle J/F02

difficulty rating - hard

Answers to the puzzles on this page will appear in the Mar/Apr issue of *Floating Power*. Any member completing any, or all, of the puzzles and feeling moved to send their answers (by letter or email) to the editor before then may find that a small prize might be awarded. Also the editor will be very grateful for any contributions from members for the next puzzle page.

Werizz-it?

This photograph was taken in 2007 - where?



Wotizz-it?

Can you identify the following?



Unscramble-it

Can you name the following Traction or Traction-related items? The number in the brackets is the number of letters in each word of the answer.

1. BRA OR CUTTER (11)
2. FAIR ENID LEFT (12)
3. I BURST IDIOT (11)
4. ASTRO ROBIN (7, 3)
5. DRAIN CANNER (5, 6)
6. RE COMIC MALE (11)
7. AIL IF LAME (9)
8. AXE FOR BAIL CUT (4, 9)
9. ASK THE ADGE (4, 6)
10. A LARD GIRL RIOT (8, 5)

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

Clutch Judder

David Morris contacted the TOC Helpline with a puzzling occurrence of clutch judder which Mick Holmes forwarded to me. Traction owners are no strangers to judder – both clutch and brake – but this one seems rather different. I have recently cured a chronic case of clutch judder and so I have included my response to David in case it is of benefit to others. Here is David's e-mail. (David: I have fleshed it out a little to make it more suitable for the magazine – I hope that is OK and that I haven't changed any of the critical points)

Could anyone give advice on my 1955 11B Normale?

The Philippe Chauvet gearbox, which I fitted 9 months ago, went awry when the three bolts fixing the thrust release bearing sleeve 'magicked' their way to the bottom of the box, miraculously not causing any damage to the differential etc.

There was immediate clutch judder and the box locked up within seconds as the bearing sleeve went eccentric and the bearing stuck with the clutch locked up.

The gearbox was put right by Renaissance Services, the three bolts retrieved and replaced, the housing re-tapped and thread-locked, and the box put back with a new clutch, pressure plate, disc, bearing and bushes on each side of the actuating arm etc.

The result was perfect and I was very pleased. After 500 km use I took the car to Madrid where it performed well until I undertook a very fraught trip around the ring-road in very heavy traffic. The required major use of the clutch and first and second gear brought on major judder on take-off and changes between first and second to the extent that the car nearly shook itself to bits!

After spending the night in the hotel's underground car park it was absolutely fine in the morning. Selection of first, second and reverse gears, take-off and changes up and down were all perfect.

However when it got hot and was again abused in the Madrid traffic the judder returned. I returned to Santander through the mountains with no problem and through the Plymouth rush hour (the English are a lot more forgiving to slow classics) - again with no problems.

I shall "warm it up" again soon and simulate Spanish conditions to check that the problem is still there but is it that Tractions don't like rush hour traffic and shouldn't be used in this way or should the car cope and should I be rectifying something?

Here is my initial response to David, but I am sure he would welcome other ideas from members, particularly those who have maybe experienced something similar.

I suffered from clutch judder from the time that I bought my car in 1993 until a few weeks ago! I finally solved the problem and the solution may have some relevance to your car.

In previous years I have done all the obvious things such as checking the engine mountings, making sure that it wasn't being caused by the front suspension and, most significantly, installing a diaphragm clutch.

As all of this work had been to no avail I was determined that

this year I would solve the problem and so, a few weeks ago, with the assistance of Terence McAuley I set to work.

In summary we fitted:

- New thrust bearing
- New friction plate
- Replacement cross-shaft. (I purchased a second hand one from CTA (although I didn't realise it was second hand until it arrived), had the bearing ends built up and re-machined to the original diameter. (The Club does reconditioned ones for the Slough cars but they are the "wrong" way round for French cars)
- New cross-shaft bushes. (These were also from CTA and the OD was a fraction under-size so the one on the cable side was inserted with a touch of Loctite. (It may have been the hole in the bell-housing that was over-size due to the old bush rotating in the housing.)

We also removed, checked and greased/oiled the clutch cable, and checked that the pedal was operating correctly.

Whilst some of the above may undoubtedly have contributed to solving the problem whilst we were doing this work we found what we think was the REAL problem, which was that the face of the flywheel had a curious patterning on it.

On initial inspection we could see shiny patches interspersed with duller ones - showing clearly that the friction plate had only been touching in certain places - and, on closer inspection, we could see colouration and hair-line surface cracks in some areas.

As luck would have it, Terence had a spare flywheel, which we fitted. Now the clutch is wonderfully smooth and progressive, and I am naturally delighted.

I have spoken to a few others about this, including Roger Williams and Tony Hodgekiss, and we think the most likely explanation is that at some time in its history the clutch has been burnt out and has over-heated the flywheel, causing surface hardening in some places plus surface distortion and cracking.

Consequently, as the friction plate rotates against it there are some patches that grip more than others thus causing the juddering. That's a possible theory anyway!

Your problem occurs when the clutch is being used a lot. When motoring at a steady speed with little or no gear changing the clutch is relatively cool. This is why I have mentioned the problem that I had.

The other more common cause is that there is too much oil in the thrust bearing (applied from the oil cup on the top of the bell housing) and that when things get hot - as in traffic - the oil/grease starts to run and contaminates the clutch plate. However, the usual effect of this is clutch slip rather than judder.

Carburettor Problems

I'm pleased to say that we've had four responses to John Barnes's carburettor problem published in the last issue - from Alistair Patillo, Alec Bilney, Nigel Dent and from David Boyd. Many thanks to you all.

Firstly from Alistair -

I too had a problem with a newly fitted Solex carburettor which would starve the engine of fuel, when going up hill, to the point that it would stop.

When I took it to pieces I found that problem was the small "leaf" that pivots, via a small spindle, between the needle valve and the top of the float, becoming dislodged in use thus allowing the float to rotate and then stick - keeping the needle valve closed.

I seem to remember that this "leaf" was curved, so I re-assembled the carburettor with the curve facing down (towards the float), seated the spindle correctly and am pleased to say that I have had no problems since.

Maybe, you have a similar problem?

.... from Alec -

As it happens I have recently had exactly the same experience on my Normale with the new carburettor that I had bought from Club Spares a few weeks previously.

It was baffling, until I took the top off the carburettor and found the float apparently defying gravity in an otherwise empty float chamber.

I gave it a severe talking to, as I imagine John did, but I also used some well worn wet-or-dry to massage the spindle that the float pivots on, and used a twist of it pulled through the inside of the tube (claw ?) for the spindle.

As far as I know, the float has worked ever since. But I must admit that, like John, I have developed the habit of giving the carburettor a sharp rap whilst I am checking fluids before starting up.

My supposition was that the parts were just new, and needed wearing in but if there is ever a repeat of the incident, I shall report it.

.... from Nigel -

Last year I suffered a problem very similar to the one described in the Nov/Dec issue of *Floating Power*.

After even a relatively short period standing it was necessary to prime the carburettor on my Traction to start the engine. However just operating the lever on the fuel pump didn't work because the pump seemed incapable of pumping petrol into the fuel bowl so I had to physically remove the top of the carburettor and pour petrol into the bowl before the engine would fire.

It problem was solved completely by the very experienced mechanic who maintains my car fitting a non-return valve in the fuel line - immediately before the fuel pump - to stop petrol leaking back into the tank from the pump and fuel line up to the carburettor.

.... and from David -

The following extract from the 1950's Solex Instruction Manual shows that problems such as John's were not solely restricted to Citroëns.

I for one had never realised that, contrary to popular belief, poor 'hot' starting is not caused by lack of petrol - more a lack of oxygen (a sort of carburettor asthma!) - and the article offers a useful solution which will certainly help on those hot summer days (if we ever get any again!).

The article also mentions "coil robbing" (which David suggests might be worth a separate article from me so I have done just that below) with regard to a 6VCitroën 11B which turned over very well on the starter but was difficult to fire.

Apparently releasing the starter pull when the (firing) piston was on the up-stroke meant the engine would fire, presumably because - for a brief moment - there was extra voltage available to the coil.

A new 105 Amp hour, 6V battery resolved the problem, but with winter coming on now may be a good time to check your own battery.

NOTES

This chart attempts only to give a clue to the most common troubles that motor owners may experience. So far as carburation is concerned it is our business, and pleasure, to help to the best of our ability all who are interested in the Solex Carburettor. If problems are met with not covered by the chart, send them to us to solve.

CHART REFERENCE 5. HARD STARTING WITH HOT ENGINE.

Over-richness, when an engine is hot makes starting difficult when the downdraught induction layout is employed, because of conditions immediately preceding the attempt to start.

When a hot engine is switched off after a few minutes idling, a small quantity of petrol collects in the induction pipe. The surrounding heat evaporates the petrol and the resultant vapour displaces the oxygen which is vital to combustion. Thus an incombustible vapour pervades the whole system, and the use of the starting device aggravates the condition.

Contrary to usual practice the throttle must be opened to admit the required oxygen for combustion. Opening the throttle fully and turning over the engine a number of times disperses the overdose, when an easy start is again assured.

N.B.—Most downdraught induction manifolds are fitted with drain pipes, to avoid, so far as is possible, the above conditions. Occasional inspection is desirable to make sure that the small draining orifice (usually only about 1 m/m in diameter) is not blocked.

CHART REFERENCE 5. COIL ROBBING.

When a car battery is "low," there may be sufficient energy to operate the electric starter, but its output may be fully absorbed in the process. No current is left to create a spark at the plug points, and, consequently, the engine refuses to start.

CHART REFERENCE 4. CARBURETTOR PUMP FAILURE.

The fuel entrance and exit to and from the membrane pump employed with some Solex Carburettors is controlled by two ball "non-return" valves. If a motor is not run for any length of time a fine gummy deposit from the fuel is apt to form in the Carburettor tracts. In consequence the balls may stick. Cleaning them with methylated spirit is the cure.

28

Extract from Solex Carburettor Manual 1950

Coil Robbing

In response to David's request, here is an explanation of "coil robbing" - an effect that sometimes gives rise to starting problems. I have started by including some background information about starter motors and batteries that may be helpful in understanding this and other problems.

A vital factor in starting and, come to that, the smooth running of a car is providing a good fat spark at the plugs. To achieve this the voltage produced by the coil must be sufficiently high to jump the plug gap when under compression (about 10x that required at normal atmospheric pressure). This is particularly critical when starting.

Starter motors take very high current - just think how much effort it requires to turn an engine over by hand and then consider that this has to be achieved by a relatively small motor running at a slow speed.

For a 6 volt system the current required will be approximately twice that for a 12 volt system, both will vary with temperature (cold oil is generally more viscous than hot oil although multi-grades go a long way to minimise this) and can well run into hundreds of amps.

Any resistance at connections will produce a voltage drop (and some heat!) and a reduction of the voltage across the starter itself with consequent slowing of the cranking speed.

There are two basic types of DC motor - shunt-wound and series-wound - dependant upon whether the field winding (the winding that produces the magnetic field) is in series or parallel (shunt) with the rotor winding.

Shunt motors are most efficient when running at high speed whereas series motors are most efficient when starting up and at slow speeds under heavy loads.

Starter motors are therefore, as far as I am aware, always series-wound.

The reason for the different behaviours is fairly straightforward.

In a series arrangement, the same current is flowing through the field and the rotor windings so that when the battery is applied across the motor terminals the initial current will increase until the magnetic fields in both windings are sufficient to get the rotor turning. (In a shunt-wound motor the field current is constant regardless of the load.)

As the rotor turns, the current will reduce in proportion to the load until it reaches equilibrium - with the engine being cranked at a speed sufficient to start up.

In practice, this sequence happens twice - once when the motor turns relatively quickly to engage the Bendix and again when it actually starts to turn the engine over.

It is clearly the second event that requires the very high current.

A (possibly?!) interesting side issue concerns complex and sophisticated motors such as those used on underground trains. These are a design that combines series and shunt configurations.

An automatic switching arrangement puts them in series mode for starting and then shunt mode when running at speed. You may have noticed a clicking sound, depending on where you are in the carriage, as the motors pick up speed and gradually change over configuration from series to shunt. (Apologies to the non-anoraks amongst you!)

Batteries are pretty straightforward but there are one or two facts that are not immediately apparent, some of which I mentioned in the previous article on regulators.

Although we talk about 12 volt and 6 volt batteries, a fully charged 12 volt battery has an open-circuit voltage (i.e. no current being drawn) of about 15 volts and, under normal operating conditions, of about 13.6 volts.

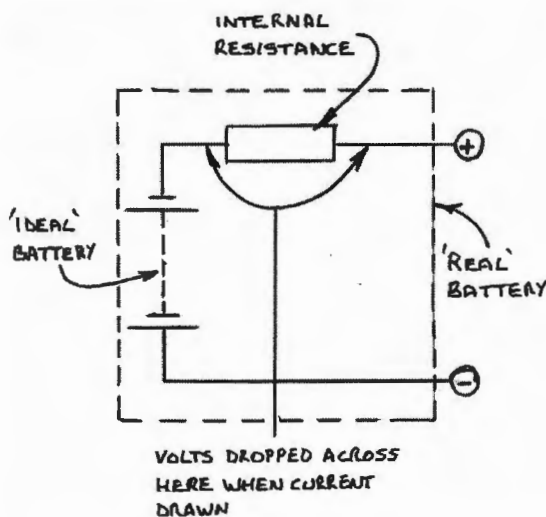


Figure 1 - Equivalent Circuit of a Lead-acid Battery

However, the more current that is drawn from a battery the lower will be the voltage at the terminals - due to its internal resistance (see figure 1). The "bigger" the battery, the lower its internal resistance and hence its ability to deliver more current.

The internal resistance of a battery is also subject to variations and, most importantly, increases as its temperature decreases, so starting during cold weather demands the heaviest load from the battery - at the time when it is least able to deliver it.

As the starter is connected to the battery (via a solenoid or the mechanical switch on top of the motor) a heavy current is drawn - which the battery attempts to supply.

However, even if the battery is fully charged the internal resistance will have increased because of the low temperature, and the battery may still not be able to deliver the required current.

The battery is not (necessarily) discharged, it is simply unable to give up its charge as quickly as required because it is too cold.

This fact probably gave rise to an old piece of contra-intuitive advice to switch on the headlamps for a few moments before operating the starter in very cold weather - the idea being that switching on the headlamps will warm the battery by dissipating heat in its internal resistance.

I personally have never tried this - but as the internal battery resistance is very low the heat generated by the headlamp current would be relatively small and it would take a long time to have a significant effect.

There would certainly be a point where the loss of charge outweighed the benefits of the heating - but does anyone else have any experience of this?

So, finally coming to the point, what about "coil robbing".

To get a good spark it is essential to get a voltage on the primary of the coil as near as possible to that of a fully-charged battery.

Unfortunately, the healthiest spark is required at the same time as the poor old battery is supplying a huge current to the starter motor.

As the current increases, the internal resistance reduces the terminal voltage to maybe 7 or 8 volts (for a 12 volt system) which is what the coil sees.

In short, the starter is robbing current from the coil so it produces a weaker spark.

Various solutions have been tried but the most common one in the days before electronic ignition (where this problem is eliminated) was to fit a 6 volt coil in a 12 volt system and, by means of a relay, switch a resistor in series with it when the engine had fired.

Another solution would be to have a separate battery just for starting but this is cumbersome and requires complicated arrangements for the charging circuits.

Generally, if the battery is not worn out, the ignition components including the coil are in good condition, and the cables and connections are sound, coil robbing should not be a problem.

To avoid problems of this type it is worth checking that all connections to the starter motor, not forgetting the earth braid to the chassis and engine are clean and tight .

Its also worth checking that the ignition switch itself is not causing any undue voltage drop - sometimes the contacts in an old switch can become corroded and the contact springiness can reduce.

Engine Oil Seals

In response to the reprint of the Citroën Technical Service Bulletin published in the July/August issue, Walford Bruen points out that it is best to fit more modern oil seals in place of the original arrangement.

The article on oil leaks and baffles was most interesting and I intend to apply the advice when I come to sorting out a bad oil leak from the main bearing (flywheel end) on my 10 HP Rosalie.

When it comes to sorting out Traction oil leaks however, I think it is probably best to follow the advice in the enclosed extract (see below) from Newnes Repair Manual (c 1955) where it suggests that the earlier type of baffle be replaced by the later type.

The former works by "winding" the oil back into the sump along the threaded grooves, whereas the latter is a positive "seal" or "gland" which follows modern practice.

I recently purchased a pair of the insert type of seal from Traction specialists Claude Renel (a photograph is shown below) for my Rosalie.

Extract from Newnes "Modern Car Repairs". (Note that extracts from this book were also re-printed in *Floating Power* in 2004)

"Two kinds of bearing oil baffles will be encountered, the first type with an oil groove and the second with an insert. When reconditioning always use the new baffles and replace the first type by the second. After fitting, ream the baffles concentrically to 50 +0.1/-0 mm diameter. Press the inserts into the baffles and cut off surplus ends, leaving the insert 0.5 mm proud (see picture below). Fit the baffles to the crankcase by tightening the screws alternately and gradually (9.5 lb-ft). Coat the centre screw holding the oil baffle to the bearing cap with jointing compound."

Mystery Traction

A few days ago I received a Christmas Card from Mike Wortley (many thanks Mike) enclosing a CD containing an interesting picture and information concerning it.

Perhaps someone out there knows something about this mystery vehicle!

This is Mike's letter.

For a recent birthday my son gave me a book entitled "Sterling's Men" by Gavin Mortimer (published by Weidenfield & Nicolson, of The Orion Publishing Group Ltd, Orion House, 5 Upper Saint Martin's Lane, London, WC2H 9EA).



The oil seals recently purchased by Walford Bruen.

The book deals with the early days of the SAS - a particular interest of mine as my uncle was one of the first to volunteer for this elite regiment and was posted missing eleven days after "D Day".

But what has this to do with "Technical Matters Traction" you might well ask? Well, take a look at the undated photograph below which is clearly a Traction with the roof and doors removed.

I don't think it was originally a Roadster as the remaining bits of bodywork near the top, and the sides of the screen, are different - so what did someone do to beef up the floor section as clearly it was still capable of carrying quite a heavy load?

I know that Resistance Fighters remodelled the rear bodywork of some cars to give a wider field of fire but I don't think I have ever seen War-time photographs of anything quite like this before!



Is ageing fatal?

The following article is reproduced in *Floating Power* with the kind permission of the Editors of *Austin Times* and the Pre-War Austin Seven Club magazine, and of Mr Reg Grogan and Mr John Dorken who were the major contributors to the article - which first appeared in the Oct/Nov 2007 edition of *Austin Times*.

RECENTLY, an appreciable number of words have been published on the relationship between a tyre's age and its safety, prompted by very tragic circumstances in which the driver of an MGB was killed when the car overturned following the failure of a tyre.

The victim was taking his MG to a car show and was running on a 25-year-old but, 'as new', set of covers bought at an autojumble to fit to the car when on display.

One failed and the rest is very sad history.

Some of the relevant information was passed by the coroner to the Federation of British Historic Vehicle Clubs (FBHVC) who asked member clubs to warn about the use of old tyres and proffer the advice that 'casings, even after correct storage, should be discarded once they had passed their sixth birthday, and those properly maintained, and on a vehicle, have a life of 10 years - irrespective of wear'.

Not surprisingly, some enthusiasts regarded this guidance with scepticism and rather too much the answer to a tyre manufacturer's prayer.

Indeed, it was subsequently revealed by the FBHVC that the MGB's surviving tyres were inflated above the maker's recommended pressure. Presumably so was the one that failed. Also the wheel in question had a loose 'spinner'.

Those who remember the tragic demise of pop-star Marc Bolan, thirty years ago, will appreciate that, quite apart from anything we may have to say about tyres, a loose wheel is not a good idea.

So what is a realistic and responsible position to take for the users of veteran, vintage and classic Austins, and of course all other historic vehicles?

The Pre-War Austin Seven Club magazine will soon publish a letter from club member Rex Grogan. Rex has no fewer than 60 years experience of examining tyres that have been in accidents.

In it, after an interesting and informed discourse on the history of the tyre, Mr Grogan says:

"In the late 1940s, Michelin made the radial tyre which separated the functions of a tread and casing from each other so that they could each do their respective jobs properly.

They made the tread flat and kept it flat by stiffening the rubber with steel cords bonded into the structure.

This would have made an impossibly harsh tyre if they hadn't married their rigid tread to a super flexible casing by using radial cords, that is running the cords straight across the tyre from one bead to the other.

They also found that only a single layer of material was necessary which also made the casing really flexible."

So far, so brilliant. The steel braced tread could be made flat (ish) and so it didn't squirm against the road and so it didn't wear out, well not much anyway, so tyres lasted much longer; twice, three times, even more, than the old cross ply tyres.

Wonderful. Or so we thought.

Unfortunately rubber does not readily stick to steel cords and all sorts of cunning chemicals had to be used to coax the two materials to bond together.

Around the late 1970s or early 1980s we began to notice something sinister.

Under certain conditions the steel cords separated again from the rubber so that the tyre either shed its tread or it flapped itself to pieces.

No one really understood what was happening, in fact, they (we) still don't.

The most perplexing factor was that tyres which were little used, like caravan tyres, or those on cars in museums, almost fell apart.

I first aired this phenomenon on the Top Gear TV programme when they were investigating a spate of tyres bursting on caravans.

By then I was confident enough to say, out loud, 'old radial tyres come unglued'.

The Caravan Club, to their great credit, told their members not to use old tyres and they even told them how to determine the date of manufacture.

It does not matter how little use (wear) the tyre has sustained, "if it is old throw it away", they said.

The tyre industry just shuffled their collective feet and looked at the ceiling.

In fact it is only in the last couple of years or so that they have come clean and said: "yes there is a problem with old tyres".

But there still remained a small fly in the ointment. The tyre industry warning talked about "tyres".

They should really have said, "steel braced radial tyres", because cross ply tyres, like we lucky pre-War Austineers use, don't come unglued. There are no steel cords in them!

Don't get too complacent by this however because old cross ply tyres also have their problems. (Nothing in life is ever perfect).

Rubber is a bio-degradable product which still grows on trees in many places and it, and its synthetic counterparts, do succumb to oxygen attack. There is a good scientific reason why this has to be so but readers will be glad to know that I shall not boggle their minds with the chemistry—just accept it, rubber decomposes.

Happily for us, and our old cars, any degradation in cross ply tyres is there to see.

Unlike the radial tyre, which sneakily decomposes internally - where you can't see it, cross ply tyres crack and split and go brittle. They also develop flat areas where they stand on the road - but these features are always on the outside.

In fact, cross ply tyres do everything they possibly can to tell you when they are not well. Just look at them!

So there you are. There is a problem and a very sinister or dangerous one at that.

But it shouldn't bother your old Austin unless you trailer your beloved to an event on an old radial-shod trailer.

100 special report - tyre safety

In just the same way, watch out for the age of the tyres on your "modern". Above all though, remember that because a radial tyre has a good deep tread it doesn't mean it's safe to use.

If it's more than six years old, be brave and throw it away".

Useful information from the British Tyre Manufacturers Association, penned by their chief executive, John Dorken, will also appear in the same issue of the Pre-War Austin Seven magazine. For the magazine Mr Dorken has written:

"The subject of tyre ageing is a complex one as there are many variable factors. In simple terms, ageing of a tyre is the gradual drying out and hardening of the principally rubber components.

Some of the factors involved are the conditions of storage before the tyre is put into service, the nature of use, the level of maintenance and the climate in which it is used.

Hence two initially identical tyres may age at very different rates. Since storage and service conditions vary widely, accurately predicting the service life of any specific tyre in chronological time is not possible.

Consumers are strongly encouraged to be aware of their tyres' visual condition. Also they should be alert to any change in dynamic performance such as increased air loss, noise or vibration.

Such changes could be an indicator that the tyre(s) should be immediately removed from service to prevent a tyre disablement.

Tyres should be removed from service for numerous reasons, including tread worn down to minimum depth, damage or abuse (punctures, cuts, impacts, cracks, bulges, under-inflation, overloading, etc).

For these reasons tyres, including spares, must be inspected routinely, i.e. at least once a month. Regular inspection becomes particularly important the longer a tyre is kept in service.

BTMA recommends that, if tyre damage is suspected or found, the consumer has the tyre inspected by a tyre service professional.

Consumers should use this consultation to determine if the tyres can continue in service. This includes the spare tyre as well.

Typical tyre ageing symptoms are crazing/cracking of the tyre's sidewalls and/or tread, distortion of the tyre and bulges.

Regular tyre pressure checking and maintenance is an important routine that all tyre users are strongly advised to conduct.

Tyres that are infrequently used tend to age at a faster rate than those in regular service as a result of the anti-ageing chemicals contained in tyre rubber components being most active when the tyre is in use.

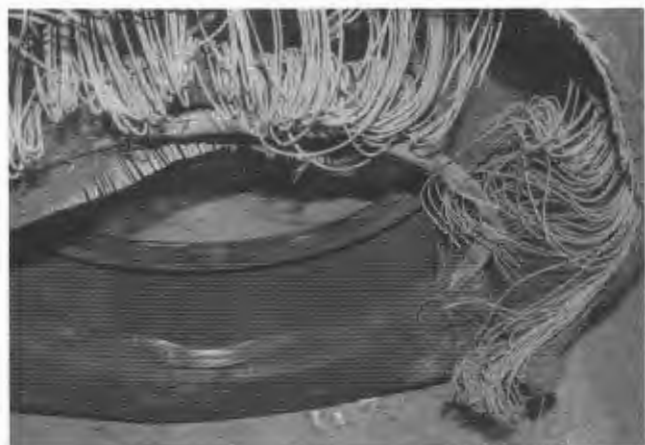
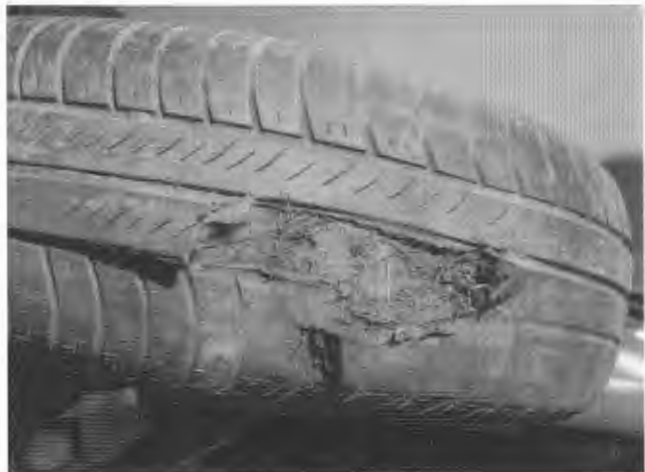
This is the prime reason why leisure vehicle organisations, such as The Caravan Club, tend to recommend removing tyres when they reach an age of between five and seven years.

The advice given above applies to all tyres be they cross ply, bias belted or radial ply tyres.

The chronological age of any tyre can be found on the tyre sidewall by examining the characters following the symbol DOT. For tyres manufactured after the year 1999, the last four numbers identify the date of manufacture of the tyre to the nearest week.

The first two of these four numbers identify the week of manufacture (which range from 01 to 52). The last two numbers identify the year of manufacture. For example, a tyre with the information DOT XXXXXX2703 was manufactured in the 27th week of 2003.

For tyres manufactured prior to the year 2000, three numbers instead of four indicate the date of manufacture. Also, during the early 1990s, many manufacturers added a triangle (◄) to the end of the character string to distinguish a tyre built in the 1990s from previous decades (e.g., a tyre with the information DOT XXXXXX274◄ was manufactured in the 27th week of 1994)."



Photos from Rex Grogan's files of tyres from crashed vehicles:
top - detached tread section,
centre and bottom - sidewall failures in radial tyres

Peking to Paris Rally 2007

The first report on the Cream machine's centenary Peking to Paris Rally 2007 covered the preparation of the car and its elderly crew - this second report covers the final preparations and the rally itself.

We were told prior to the rally that there was NO petrol available in Mongolia and that all fuel and water would be trucked in by tankers and supplied via bowsers to the cars. We therefore had to purchase Petrol Vouchers from the organisers for sufficient fuel for the journey through Mongolia priced at 80p per litre (which was raised a couple of weeks before the off to 90p per litre).

We had calculated we would need 400 litres and had sent off the appropriate money and had also purchased large funnels to allow the fuel truck hoses to refuel us via our normal fuel fillers.

This done the shipping of the car to Peking, and its collection on arrival, was uneventful. Final preparation was then very much a question of reviewing all the bits in the car and thinking about what we would really need during the next 6 weeks.

As the cars were assembling before the start of the rally in Peking the organisers were concerned that some people appeared to have arrived with badly prepared cars - an example being one driver who had only seen his car close too as it was being placed into a container for shipment, having bought it at auction. We personally found that several crews had little idea about how their cars worked or what to do in the event of a problem and that they had few spares or even tools to effect repairs.

Since my last visit to the area, three years previously, the Chinese have planted millions of trees around the highway and the bicycles have been replaced by motor bikes and cars. However the road surfaces were still bad and the driving standards just as erratic - not helped, I have to say, by some silly driving by our fellow competitors.



The 1931 Ford Roadster of Jerry Archer just managing to overtake a tractor loaded with maize for cattle feed.

Section 2 saw us away from the highway where the roads were very bad. They were made even worse by the highway authorities (if such a body exists in China) who had cut deep trenches across the road every couple of kilometres to run storm drains through. In addition there were deep holes and big cracks in the roads and we went through rivers, up river beds and through deep holes in dried up rivers - all tricky stuff for the second day.

When we arrived into the camp we found that the Aston Martin DB6 of the Goodwin's had suffered a bent anti-roll bar and damage to its front springs after a bad landing from a 9" drop at the end of a good tarmac road. Several other cars also arrive beaten up or with fuel problems which did not bode well as this stage was meant to be a "stroll in the park" compared with what we would encounter in Mongolia.

Section 3 was a long drive that ended on a Mongolian-style plateau where we slept in Yurts - which were small huts built on a concrete base, with felt walls supported by twigs and branches, furnished with carpets and stands for clothes. They were warm and it was fun but the facilities were primitive (the toilets could be smelt from 50 feet away).



one of the first cars to leave - car 19, a 1903 Mercedes 60HP

China

The start of the rally was at the Great Wall - which is steeper and wider than it looks and makes Hadrian's Wall seem like a garden feature - and the first section was a mere 388 km from Peking to Datong, with a stop at the hanging monastery at Hunyuan.

The first casualty was car 6, a lovely, low-riding Knox, which had just about left the car park of the hotel when a cylinder split from the bottom of the crankcase with such a force that you could see the crankshaft, if you knew what you were looking at that is.

Several other cars struggled - mainly as a result of poor quality fuel or sluggish engines caused by lack of use - but after all the preparations it was good to get on the road, to weave around the coal trucks and to finally get on to a motorway of sorts.

The air was dirty and the sun hot, and even though the sun was masked by smog we had burnt our arms by evening. There were mountains, but we only saw them occasionally through the clouds and the smog.



These are replicas of the yurts on a wooden base that Ginger Khan (as I called him) would have had pulled by ponies

100 members report - Peking to Paris part 2

Mongolia

Section 4 saw us driving 244 km through the newly opened border crossing into Mongolia - which we were told was being kept free from other traffic just for us. (Which is the sort of thing that rally organisers often tell you to demonstrate just how good they are at arranging things and to justify why you need to pay them so much)?

In practise more guards are often on duty just to see the cars but locals are not excluded from the fun.

Mongolia has the world's lowest population density of 1.4 persons per sq km and a total population of only 2.45 million. We had heard about the beauty and grandeur of the country including reading "Round the World the Wrong Way" by Ian McEwen who loved Mongolia (or maybe he just loved driving a trials bike there with a full back-up crew behind him).

The border crossing for us was uneventful - just a large number of good looking girl border guards with big hats, who were happy to be photographed (unfortunately the Gobi was to make these photographs unusable) - however some crews were held up for several hours.

Once across the border we decided to ignore the route instructions and go straight for Sainshand (or Saynshand as it is also known) as we thought there must be a direct route used by the big trucks we saw parked at the border. Why make life hard for ourselves we thought?

Looking at the map we saw a line which we decided must be the route to take, so we set off on what quickly turned out to be the worst road we had ever been on.

Several other cars followed us (or had the same idea as we did) but after about 30 minutes we decided to turn around because nothing else was moving and if we broke down we would be on our own (literally).

We retraced our steps to the place where we thought the Road Book instructed us to bear left down a trail and for the first time used the Garmin 76 to guide us on the 222km section across the Gobi Desert - which was a baptism of fire into off-road rallying.

The route, which was virtually all off-road, included rutted surfaces, deep sand, rocks, dried river beds and - for those who wanted to win Gold Medals - a timed speed section. We ignored this daft section, we just wanted to survive - unlike this camel we came across en-route.



Was it the final straw? - The real Gobi Desert

Quite a few cars got stuck in the sand, including the 4-wheel drive ambulance which took a dive into deep sand and rolled over - fortunately without anyone being hurt - and there were numerous breakdowns, varying from fuel blockages and

suspension failures to broken gearboxes and burnt out clutches.

Cars with headlights and bumpers tied to their roofs were a common sight and a couple of cars even had their bonnets removed to help keep their engines cool.

Towards the end of the day we drove through a sandstorm - which was definitely not nice. Unless you have been in a sandstorm it is difficult to visual exactly, or to describe. Initially we saw dark brown clouds coming our way, just as dusk was falling, which we thought might be rain.

It was in fact dust, which blew for an hour or so during which time the sky initially turned yellow, then black, and our car, its contents and ourselves were completely covered in dust.



Safely through the sandstorm

Emerging from the sandstorm we found ourselves almost at Sainshand and after driving through the municipal rubbish tip (which was a regular occurrence in Mongolia) we found the marshal's check-in point at the edge of town.

In all thirty crews failed to check-in or make it to the final camp and for us the day would have been impossible without the Garmin. We found the drive over the rough and remote terrain very gruelling and the enormity of what we had undertaken was now sinking in.

So much so that at that stage in the rally our thoughts were not so much 'will we get to Paris' but more 'can we even get to Russia'?

We were not encouraged at all by the fact that during the day we had seen locals, in taxis carrying 4 and 5 people, crossing the desert because they weren't doing Peking to Paris rally special stages!!

After checking in with the marshals at the edge of the town we set off to refuel using the Petrol Vouchers we had been obliged to buy before we set off from the UK.

Our first refuelling point in Mongolia wasn't a petrol bowser it was an old, dirty filling station with one pump, one man serving, and a 2 hour line of cars waiting to be fuelled.

It was the sort of petrol station we would have avoided normally but as we were told that the vouchers had to be used that night (and would not be valid the following morning) and we understood cash was not taken at the local petrol stations.

So - after braving the Gobi, surviving break downs, and sandstorms - we just had to join the queue and wait!

To add insult to injury, when it was finally our turn at the pump, the 70 octane petrol we were told we would be provided with didn't exist and we were charged a premium (in Petrol Vouchers) for either 90% or 95% octane fuel (which is apparently the norm in Mongolia).

After this experience we bought all of our fuel from petrol stations that we passed en-route and ignored the Petrol vouchers.

Other competitors did the same but based upon the organiser's pre-rally instructions regarding the non-availability of petrol in Mongolia a number of the cars had had their engines rebuilt, at significant cost, to take lower octane fuel (e.g. for Aston Martin number 127 the cost was circa £6,000).

No apology was ever issued in respect of the vouchers and the very misleading statements made about the fuel situation in Mongolia.

Our next stop was Ulan Bator which, due to its high elevation, is the coldest capital in the world. It boasts an average annual temperature of -13C (29.7F), dreadful pollution and has arguably the worst roads in the world.

The news in the camp when we arrived was that there were several crews not accounted for and that the wonderful back-up teams had had to go back to carry out sweeps for them.

The sandstorms, poor roads and lack of familiarity with navigating were the main causes of problems but any breakdown, even a puncture, meant that a crew could be away from support and, without a track to follow, easily become lost.

We set off very gently from Ulan Bator, as was our way, and once we had found the route we plodded along rutted tracks through bleak countryside with little or no sign of local inhabitants, a few buildings along the railway line - and rubbish everywhere.

The tracks were car-killers, with corrugations every 2 feet along the road created by the wind blowing sand or small rocks into strips.

Picking a route was not easy and with hindsight we should have used a compass because programming the Garmin was too complex and it was necessary to weave between the way points selected by the organisers.

A more direct compass route would have been easier - but still we did it despite being given, as you can see from the photograph below, the option of choosing between many different trails.



Take your pick - which trail do you prefer?

This is the wonder of Mongolia, vast plains which are very dry and cold but have certain splendour; not that I would wish to live here.

The final 100 kilometres into Ulaan Baatar, which has a population of 870,000, were on tarmac and, believe it or not, we got caught in a traffic jam on what looked like the only piece of dual-carriageway around.

This was caused by much to-ing and-fro-ing of severely overloaded trucks into and out of the wholesale market.



The Cream Machine in Mongolia

The traffic pollution was unbelievable - so much so that driving in an open car we had to plan our position in the line of traffic to our hotel so that we were not next to a truck belching diesel fumes.

The Road Book we had been issued with described interesting monasteries, museums and good cultural shows as features of Ulaan Baatar but as far as we know no one on the trip visited any of these attractions, the bar being as far as most people went.

A rest day at Ulaan Baatar gave us an opportunity to repack the car and sort out some minor problems before we setting off again the following day - on roads that were mostly tarmac - through a truly barren landscape devoid of people, buildings and even grazing animals.

Up until this point in the rally our Traction had trundled along with all gauges showing water temperature and oil pressure normal and we were driving with our hood down trying to blow away some of the sand from the sandstorm which had found its way into every nook and cranny.

The only problem we had encountered (which was a problem that all the Traction's suffered) was "flapping" of the front wings, caused by the violent motion across the desert and off-road sections tearing the fixings of the wings from the chassis.

To solve the problem on the Cream Machine we liberated some rope from a tent we slept in one night which we used to brace the wings over the bonnet.

Unfortunately the crew of the other Light 15 was not so lucky and their wings became completely detached, cutting their front tyres so badly in the process that they were totally un-useable.

The Big 6 by this time had had its axle re-welded twice and in all travelled 3,000 km on a truck to garages to get broken bits welded or to repair its broken suspension.

However fate, in the shape of a large, shiny, black rock in the Gobi desert, was awaiting us after we left Ulaan Bataar.



Are you looking at me?

As part of our preparations the whole of the underside of our car had been protected with armour plate – except for the small area around the steering arm which could not easily be shielded.

This large, shiny, black rock hit our steering arm with such force that it bent the steering arm and broke the butterfly support which holds the gearbox to the cradle.

This caused the engine to drop 3", very heavy steering and enormous strain on the clutch cable as every depression of the clutch peddle was physically moving the engine.

We limped into the camp site, jacked up the gearbox and with an axe, a wedge of wood and a piece of tyre forced the gearbox more or less back to its correct position (a temporary repair that was to remain in place until the car got back to Traction Renaissance Services in Bisley after the rally).

However the drive shafts had been forced out of alignment, and would later give trouble (and I only had one in my spares box), and the clutch cable was also breaking.

Despite these problems we limped on for two more days across the rest of the Gobi desert, through two deep rivers and into Russia.

Russia

By this point in the rally there were only 80 of the original 134 cars still running in the event - although many were expected to re-join later.

At the border crossing into Siberia there were about 20 cars on trucks but at least two cars, including a very old Morgan, were still in the desert - somewhere.

In Novosibirsk we found a back street workshop to tackle the problems. They changed one drive shaft without the use of the ball joint extractor tool (which was safely in my workshop in England), serviced the car and decided that the wedge and tyre were as good as anything for keeping the engine in place.

So after a long day, and night, in an earth-floored Russian workshop, which had no power tools or toilets, the car was mobile again with the aluminium steering arm having been recast (which sounds impossible but is true) and the steering rebuilt.

Ingenuity was the order of the day and we were certainly not the only car to take advantage of local workshop facilities.

Daniel Ward in his Talbot completed the 600 km section to Omsk in less than 12 hours having been delayed whilst having its front axle straightened in a giant cold-press he discovered in a Russian Locomotive Museum.

He also found a collection of enormous old steam engines in the Museum that looked like they were straight from the film set of Dr. Zhivago.

Jean Pierre Muller and William Metcalf, in a 4½ litre Bentley, had to drive 36 hours non-stop to catch the rest of us up after having had to stop to repair a broken back axle after too much haste over the 'rough stuff' of Mongolia caused the axle to break.

Mobile again in Russia we were introduced to road repairs - Russian style. For some reason they seem to like to cut out,

seemingly at random, areas of road 6' by 4' by 9" deep with precision machines.

These are then just left, with no barriers or markings, for local drivers to just weave around.

In fact, in Russia, drivers use whichever part of the highway they think is best so it was quite usual to see trucks coming towards us on our side of the road and only swerving to their side of the road at the last moment - just as we approached.

After a while however it just seemed normal and we didn't even think about it.

Driving across Russia (which is vast and took us 12 days) we generally found the landscape gently rolling with few trees alongside the highway and little action in the fields.

Occasionally we saw a small tractor doing whatever tractors do in fields but no one waved at us and we saw few dogs and no cats.

In petrol stations and cafes no one tried to talk to us (to practise English or to ask for gifts or whatever) and the friendliest people we saw on the road were police who all waved at us (but maybe they were asking us to stop).

Also there was no interest whatsoever in our cars, which was strange given that they ranged from early primitive beasts to slick, modern Jaguars and Aston-Martins.

Only in the workshop where our car was repaired did we meet any locals – who we found hardworking and clever and who appeared to live on cigarettes and sausage served between slices of white bread.

None of the workmen drank liquor in the workshop and we saw fewer drunks in our drive across Russia than you would see in Andover on a Saturday night.

So much for the stories of a Vodka-sodden population.

Our route, following the original route taken by the pioneers of 1907, took us through Moscow (where there was a riot in the hotel reception by crews demanded their laundry and some competitors were maced in their rooms) and through St Petersburg before finally, at Gdansk, we left Russia.

This proved far from simple for some crews who had to spend several hours jumping through the hoops placed in front of them by the border bureaucrats.

In Russia the man with the stamp still has the power!!



Ouch - well that really helped the suspension then!!!

Estonia

Having passed the Russian border post we were driving through 'no-mans land' into Estonia when there was a loud crack as one of our drive shafts broke.

The guards were waving guns at us and shouting but as we were in a deep pit, a device for slowing traffic, and the car could not move the threats and waving guns were not really very helpful.

Luckily the Citroen Big 6 was right behind us and effortlessly pulled us out of the hole before towing us 4 km into the nearest little town.

At the first petrol station we spoke to two well dressed young men in a BMW who were taking photographs of the car.

Anyone in this part of the world with a 7-series BMW has to be "well connected") so I enquired of them whether they could help us.

They offered - in perfect English - to tow us to a new Honda dealership where, it turned out, the manager not only spoke English but also had a passion for old cars.

Six hours later we were on the road again with a replacement drive shaft made from the good pieces from the two shafts that had broken.

Unfortunately, not having the correct bottom ball joint breaker, they had jacked the car up on one side to put pressure on the joint to 'break' the interference fit.

This had worked but, unknown to us, in the process it had also broken the fixing between the steering arm and the chassis.

This resulted in the car lurching to the right when we accelerated. As the break was impossible to see we could do nothing about it - we just learnt to live with it.

The cause of the problem was not diagnosed until we got the car back to Bisley, where the break was spotted when the car was put on the hoist.

The final leg

Our journey continued through the Baltic States where, in heavy rain, the windscreen wiper motor failed. Fortunately, as the wipers can be operated by hand, we managed.

Then we were in Reims, just 200 km from Paris and a very warm welcome in Place Vendome by the Ritz Hotel.

In Paris we were met by squads of young men on skates. They greeted the arriving rally cars and then, after marshalling us into some sort of sequence, they stopped the Paris traffic with their flags to ensure that we arrived at the finish line (more or less) in the right sequence.

So ended our 12,000 km adventure.

What a great trip and how well our Vietnamese Citroen Roadster performed.

Alan Crisp



Congratulations!!! - the Cream Machine crosses the finish line in Paris

A Weekend with Rosalie

Back in February, at Retromobile, I picked up a leaflet advertising a gathering of rear wheel drive Citroëns at Monthléry Circuit to celebrate the seventy fifth anniversary of the launching of the Rosalie on October 6th 1932.

As the owner of a 1932 Rosalie I was determined to be there - the more so as this was an exceptional re-opening of the circuit which was supposed to be closed.



The ferry was booked, the car given a thorough service and check over, minimal spares (backed up by a heavy toolbox) were loaded aboard and on Friday 5th October Keith Childs and myself set off down to Dover (165 miles) in said Rosalie.

The weather was perfect and the journey uneventful - save for a delay on the motorway and the antics of a very aggressive Dutch truck driver.

We stayed the night in a B&B in Flers (where my grandfather's unit had fought during WW1 and where several of his comrades were buried in the cemetery).

Saturday was a beautiful sunny day and, thanks to my satnav, we were able to follow minor roads through small villages until we reached Charles de Gaulle Airport, from where we skirted around Paris on various multi-lane motorways.

The frequent lane changes needed were nerve-wracking as kamikaze drivers whizzed past on both sides and, for once, a minor traffic jam was actually a welcome respite.

At the Monthléry circuit, the approach to which was deserted, we were directed to the centre of the circuit by a genial, smiling marshal. Here we found a wealth of Rosalies of all types, C 4 s, C 6s, and earlier Citroëns.

Their appearances ranged from ultra-shiny to that look of utter decrepitude that the French excel at achieving with old vehicles.

There was much incredulity at the fact that we had actually driven to the event.



Soon after arriving we met Charles Morlham with his Slough-built Rosalie which, as the only English-built car present, attracted much attention with its exotic features such as right hand drive, leather seats, wire wheels and a sun roof.

After lunch we joined in with a group of Rosalies for laps of the circuit. A pace car limited our speed to about 40 mph so that it was not possible to go far up the banking.

We drove around the circuit clockwise because it had been discovered earlier that the cars with gravity-fed carburettors could not go around the circuit in the normal (anti-clockwise) direction.

Even so, it was a unique opportunity, as it is almost certainly the last time that cars will be allowed to drive round the circuit.

The rest of the afternoon was spent looking at many rare and unusual Citroëns such as a 1920's Caddy, a Rosalie in which someone had laboriously converted the side valve engine to overhead valve - rather than fit an engine from a later MI series car, a 1934 Traction, a 15-6 H, a 1967 ID (with the round headlights but the later engine), and a D-Safari which had belonged to Alec Guinness.

Later there was a "Gala Evening" but experience has taught me that these are best avoided. Instead Keith and I found a decent restaurant on the banks of the Seine, near our hotel.

Sunday was another fine day and, in addition to the groups of cars going round the circuit there was a Concours d' Elegance to which the haute couture of the ladies added immensely.



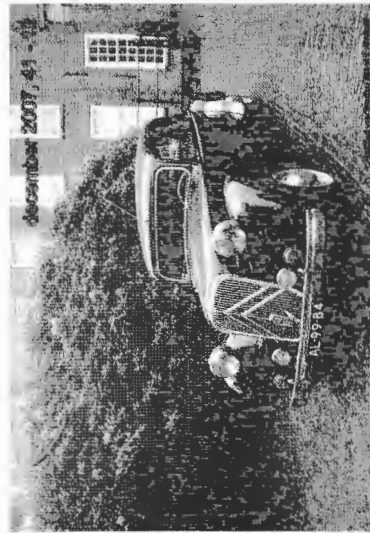
By mid afternoon it was time to leave the circuit and travel to the home of a friend who lives north of Paris - which meant again braving the motorways and drivers who were rather more 'khazi' than 'cammy'.

Monday morning, after the night at Taverny (thank you Jean-Jacques), saw us being guided by the satnav back to Boulogne, via Flers, whilst Keith and myself chatted away to the background noise of the soft, steady beat of the engine and the hiss of the carburettor as the French countryside rolled slowly by.

The ferry was delayed so the journey back to Chipping Norton necessitated use of my headlamps with their new 6v halogen bulbs (which transformed them from useless to poor) which consume less current and give the dynamo an easier time.

During the entire trip, of about 800 miles, the car performed faultlessly - so the toolbox remained undisturbed and the spares unused. Fuel consumption was between 22 - 25 mpg and oil consumption was about ½ a litre - a truly creditable performance from one of the very first Rosalies ever made.

Jonathan Howard



TRACTION AVANT

Issue 74 of *Traction Avant*, the quarterly magazine of the French club Traction Universelle, has just arrived.

It is bright and cheerful, very much like our own *Floating Power*, and has quite a few more pages - but is only produced four times a year compared to our six.

The cover photograph is of a beautiful Familiale which is almost identical to the very last Traction built in July 1957. A well written article inside gives some of the history of this car.

The report of the opening of Citroën's new showroom at 42 Champs Elysées has some excellent photographs, including one of the spectacular central column.

40 vehicles were chosen to represent the various clubs and associations, and these included C4, C6, Rosalie, Traction, DS, 2CV, CX, and SM.

André Jacquemain contributed a report of our Normandy Tour, with good photographs of tractions belonging to our president, chairman, editor, and the organiser, Martin Nicholson.

Other rallies covered are the Cathar in South West France, the Italian Alps and the cross Argentinia. There are also sixteen pages on the activities of the various regional sections of the TU.

Dominique Peter has provided a technical report of the on-going work on the restoration of his 1934 7B. I well remember his excitement when he purchased this car as a wreck.

You can read more about these early models on his website <http://tractionavant7b.free.fr/> which has links to websites for the 7A, and 7C.

Robin Dyke

TRAXION

Traxion is the club magazine of Traction Avant Nederland (TAN). It is published every month except August.

Nov and Dec 2007. Pages 226-270

A 2008 calendar was included with the December issue 2008. Every page of the calendar shows a different, contemporary photograph of Tractions somewhere in France.

The cover photograph shows a spectacular traffic-jam (40-ies) at a mountain hairpin bend.

News: Details of the rally at **Seclin** 29-31 August 2008 to celebrate the 70th anniversary of the 15-6 The "Tour de Bourgeois", the annual TAN-rally from 30 April-4 May 2008 was announced—but as always the destination is a secret

Biotreck Asia 2008 was announced. This will follow the route of the 'Croisière Jaune' of 1931. Leaving in March and arriving in Peking in August. **Restoration** the announcement of an agreement between TAN and TU to purchase interior trim for all Tractions from 1934 - 57. Orders will be placed with suppliers of the original materials.

Reports: **C42** opening of the new showrooms in the Champs Elysees **Tractions in the movies** photos of Tractions in at least 10 films

Interview: a story about a TU member who sold his car in 1984. He rejoined the club a few years ago and after a search for his old car he was able to re-purchase and restored it again.

Walter & Noëlla Callens

CITRO EXPERT

Citro Expert is a high quality, Dutch commercial magazine with interesting reports and information about old and new Citroëns.

2007 n° 5 80 pages.

This edition contained reports on:

C42: "Bienvenue chez Citroën!" - a report on the opening of the new Citroën showrooms on the Champs Elysees.

Australia: a 6-page report about a Dutch team who drove 2500 km through Australia in a DS Cabriolet. Their quest was to find the pink Goddess (from Clara Law's movie 'The Goddess of 1967') and the report gives details about how they finally found her in Brisbane.

Ami: **La voiture de mon Père** a report on the Ami Super Service. Apparently only 801 cars of this type were produced (between 1973 and 1976).

2CV: a report on modifications to the 2CV in 1953 (the groove cap)

Tourism: a report on MAUBEUGE with old photos and postcards containing pictures of old vehicles - many of which are old Citroëns.

Monthéry: a report on the 75th anniversary celebrations for the Rosalie at Monthéry in October.

Walter & Noëlla Callens

Section Co-ordinators

Eastern	 Steve Shinebroom	2 Fallow Fields, Loughton, Essex, 1G10 4QP	Tel: 01245 328 009 email: steveshine@btinternet.com
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	Peter Riggs	6 Newton Close, Rushden, Northamptonshire, NN10 0HR	Tel: 01933 419863
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	 Frank Grant	Dun Donnachaidh, Crathie, Ballater, Aberdeenshire, AB35 5UL	Tel: 01339 742272 email: frankgrant@btinternet.com
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

Eastern Section

At the request of the London Section it has been decided to revert to separate regular meetings for both sections. The Eastern section will therefore in future be meeting every two months on the LAST WEDNESDAY of EVEN months.

Future meetings will be held at The Royal Forest, Rangers Road, Chingford, London E4 7HQ from 8.30pm onwards.

The Royal Forest is within easy reach of East London, North London, Essex, Hertfordshire, and is close to the A10, M11, M25 and A406

The first meeting for 2008 will be held on Wednesday 27th February. As this is the first meeting of the year and the intention is to develop a 2008 programme of events for the section it would be appreciated if all Eastern Section members could make a special effort to attend and input their ideas.

Happy New Year to everyone.

Steve Shinebroom

London Section

The London Section meets on the last Tuesday of each month from 8pm at The Rose of York, Petersham Road, Richmond, London TW10 (020 8940 8005). For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

Please note that the meeting on 29th January will be to plan section events for 2008 so please attend if you can.

Best wishes to everyone for a happy and successful New Year.

Pete & Sue

Mid-Shires

After a period of quiescence the Eastern section is about to be revived, so I shall be writing to all members in the Mid-Shires area in the next few weeks to establish the format and location (s) of meetings for 2008 that will suit most local members.

Hopefully we will then be in a position to build a calendar of events which I'm hoping will include scenic runs, visits, lunches and technical discussions plus anything else that members would like to do.

Best wishes to everyone for 2008.

Peter Riggs

Peak Section

The Peak section normally meets for lunch in a variety of hostleries in Derbyshire on the first Sunday of every second (even) month.

We would like to thank you for all your support over the last year and look forward to welcoming new members for 2008. We are all excited (especially Richard Carlin) about being able to extend a welcome to all of the TOC members who will be visiting Derbyshire in June for the Annual Rally..

So far little is organised for 2008 - except the date of our next meeting, which is Sunday February 10th - a week later than normal due to our pantomime duties.

The venue etc will be emailed out nearer the time or alternatively ring us for details.

Happy New Year to all our local members.

Bev & John Oates

Scotland Section

The Scottish Section of the CCC once again cordially invites all TOC Members to join them for their Spring weekend break at the Bridge of Tilt Hotel in Blair Atholl, just north of Pitlochry, 28th thru' 30th March 2008.

Special rates for the weekend are DB&B @ £31.00 per person per night, with a dinner-only option for non-residents on the Saturday night @ £16.00 per person.

After dinner the live music begins and you can dance the night away, or just listen and pass the time in good company with a wee dram. The area has lots of local interest amongst some stunning scenery, including Blair Castle, Scotland's smallest distillery - Edradour and lots of great local shopping.

If you want to let the train take the strain, Blair Atholl Station - which is on the main London to Inverness line - is only a short walk from the Hotel.

To make a reservation contact the Hotel on 01796-481333 and quote Citroen Car Club special deal. For further information on the event give Andy Burnett a call on 013398-86290.

The Scottish meeting and events programme for the rest of 2008 will be:

May 25th, Elgin. A visit to the Moray Motor Museum and Johnstons Cashmere Mill with a nice lunch somewhere in between.

June 29th, Dundee. A visit to RRS Discovery and the Verdant ute works and restaurant, a great day out see www.rrsdiscovery.com

July 27th, Alford Motor Museum. a multi-marque club meeting, a visit to the Museum and a chance to talk nuts & bolts and compare widgets to your hearts content over a superb meal!

31st August, Rosslyn Chapel, and a nice lunch. See www.rosslyinchapel.org for more details of Rosslyn Chapel.

28th September, The Falkirk Wheel and again a nice lunch, please see www.thefalkirkwheel.co.uk

Stuart Gibbons and Laura Harden (both now living and working in Berkshire) were married at Glen Muick Church in Ballater on the 20th October with the reception ten miles away at Mar Lodge, a National Trust Property near Braemar. Congratulations and best wishes to them both.



If you are planning a wedding check out Mar Lodge as a possible venue at www.marlodgeestate.org.uk

Meanwhile Andy Burnett was left holding the veil as a bride sped off from a wedding in a helicopter (see below).



This event prompted the following light-hearted Traction Road/Air Test Comparisons.

Citroen Big 15 Family.

Index:	L-SK145.
Capacity:	1 Pilot and three passengers in Bridal configuration.
Power Plant:	11D and five speed conversion.
Max Power:	11CV.
Fast Cruise Speed:	70MPH.
Ceiling:	4'-6" Approx.
Endurance:	Two thermos flasks (Andy drinks coffee.)
Max Range:	Aberdeenshire, Deeside & Donside.

Eurocopter EC130.

Index:	G-ZWAR
Capacity:	1 Pilot and six passengers.
Power Plant:	1 Turbomeca ARRIEL 2B1
Max Power:	860CV.
Fast Cruise Speed:	178MPH
Ceiling:	n/a
Endurance:	4hr 7min.
Max Range:	347NM.

With all best wishes for 2008.

Frank Grant

South Midlands Section

The main event in 2007 was the French weekend at Prescott which has been reported elsewhere. Family commitments meant that Jane and I could only attend on the Sunday which was the cold and very wet day, nevertheless we enjoyed the atmosphere of the event and the good turn out of Tractions.

There will be a club display at this event in 2008 and we hope for an equally good turn out, and better weather.

Drive-It-Day on the 22 April was a non-event as far as the Section was concerned. Nobody responded to my suggestion of a meeting and drive out so Jane and I took our Light 15 to The Avoncroft Museum of Buildings near Bromsgrove where we met a group from the Citroen Car Club.

It was good to re-acquaint ourselves with the museum, as it is a number of years since we last visited, and also to meet old friends from the CCC. We were particularly pleased to be able to educate a group of younger CCC members in the delights of the Light 15.

Drive-It Day is well worth supporting as it is intended to make the general public aware of the old car movement and, to that extent every day that we use our Light 15 is a drive-it day.

I do know some Traction owners in this area but I think that members must be fairly thin on the ground and shall be contacting them all again in the coming months to see if they are interested in attending a regular meeting or if they have any other suggestions for section activities.

If any of you out there wishes to be involved in regular club meetings in this area please give me a ring on 01905 454961.

Have a good 2008.

Best wishes

Simon Saint

Surrey, Hampshire & Sussex Borders Section

Despite the damp weather of last summer the section was fortunate that the weather was always good when we needed it. Our trip on the Wey Navigation in April was blessed with Spring sunshine and most notably the Annual Rally, which was held in the Surrey Hills, enjoyed superb weather.

Many thanks once again to the many members of the TOC who supported the event.

Our trip to the Rural Life Centre in Farnham for the Classic Car Show was well attended and by the time you read this we should have enjoyed our Christmas lunch at the Barley Mow, West Horsley.

As usual, in 2008, section meetings will be held at The Fairmile in Cobham from 12 noon onwards. The provisional programme for 2008 is:

Jan 20	The Fairmile
Feb 17	The Fairmile
Mar 16	The Fairmile
Apr 20	Drive It Day
May 18	The Fairmile
Jun 15	Convoy drive to Chinnor Railway
Jul 20	The Fairmile
Aug 17	The Fairmile
Sep 21	Convoy drive (destination t.b.c.)
Oct 19	The Fairmile
Nov 16	The Fairmile
Dec 21	Christmas Lunch at The Barley Mow, West Horsley.*

Please call 0208 330 7216 for further details or with suggestions for future Section activities/places to visit etc.

We look forward to seeing as many members as possible at the planning meeting at the Fairmile on Jan 20 and would like to send all TOC members the very best wishes for 2008.

Helen & John

West of England Section

Happy new year to all our readers. Hope Santa brought you the hub puller you had asked for.

Don't forget to come to the planning meeting at The Tunnel House at Coates, near Cirencester, on Sunday January 13th.

This is where we come up with ideas for events for the coming year so bring your ideas and your wellies, have a hearty lunch, and then join us for a tramp along the canal.

Pip Pip.

Jane & Terence

Rest of the World

This is the time of year when the papers are full of holiday ideas and the travel brochures drop through the letter box. For TOC members 2008 is a year full of opportunities to visit our friends in Europe. The year starts with the RétroMobile in Paris, 8-17 February, followed by the visit to the Conservatoire Citroën in Paris, 25 April, and then CitroScope in Utrecht, 3-4 May.

Next the bank holiday weekend, 23-26 May, when at least 30 (perhaps 40) crews will enjoy the Scheldeland tour in and around Antwerp, Belgium. Already 27 owners have registered an interest for this tour but please remember that deposits are now required.

The Swedish club have their rally the same weekend, but if you can't make it to Belgium or Sweden why not go French at La Vie en Bleu (24 & 25 May) at the Prescott Hill Climb which is near Cheltenham.

A French car club from Périgueux are having a 9 day tour, Pertrac Roses, in the south east of England in early June. They plan to have lunch at the Rainbow Inn at Barcombe near Lewes on Saturday 7 June which is where the TOC held its first meetings over 30 years ago. They would like some TOC members to join them and they would especially like to see some Slough cars.

The Danish annual rally, 13-15 June, is in Løgstør - near the top of Jutland and can be easily reached with a 132 miles scenic drive from the ferry port of Esbjerg.

The Brittany rally, 11-14 July, is taking place in the Brest region this year.

There is then 5 weeks rest (for a holiday perhaps?) before the next trio of events. First is the 14th ICCCR in Rome, 15-17 August. Then the Norwegian annual rally, 22-24 August, in Røros (which is an old copper mining town in the mountains 237 miles north of Oslo and 392 miles from Bergen) and finally all Tractions are welcome at the 70th anniversary for the 15-Six, 29-31 August, at Fort Seclin near Lille, which is an easy run from Calais.

Most contact details are on our website or feel free to contact me for more details - and as a special New Year's offer the first two TOC members who sign up with me for the Norwegian Annual will each receive a Norwegian travel guidebook (in English) absolutely free of charge.

With all the very best wishes to all TOC members for a very happy, successful and prosperous New Year from Sue and myself.

Robin Dyke

2008

February

8 - 17 **Retromobile** Paris Expo. For more information see www.retromobile.fr

April

13 - 19 **Balade du LHM Corse** Corsica. Full details from Robin Dyke

20 **Drive it Day** See Section Scene for details of local arrangements

25 **Conservatoire Citroën** TOC visit to the Citroën Archives. Details from Mick Holmes

May

3 - 4 **Citromobile** Veemarkthallen, Utrecht, Holland

23 - 25 **Scheldeland Tour** Antwerp, Belgium. Full details to follow.

23 - 25 **Swedish Annual Rally** Full details from Robin Dyke

24 - 25 **La Vie en Rose** A repeat of this year's popular celebration of the French automobile at the historic Prescott Hill climb

June

5 - 13 **Pertrac Roses Rally** Fundraising tour of Southern England organised by Pertrac Découvertes (French based charity) to raise money for Sophie's Place at Winchester Royal Hospital. Further details from the UK contact Peter Riggs

5 - 8 **Classic Car Rally, Disneyland** The first ever Classic Car rally & show to be held at Disneyland Paris. Special packages including entry to Disneyland for accompanying children (in another vehicle or by train/air). Details from Terence McAuley

5 - 8 **DS Annual Rally** Little Horwood, Buckinghamshire

7 - 8 **Evesham Show** details to follow

13 - 15 **Danish Annual Rally** Løgstør, Jutland. Full details from Robin Dyke

27 - 29 **TOC Annual Rally** Ashbourne, Derbyshire. Full details from Richard Carlin

July

11 - 14 **24th Brittany Tour** 'Brest 2008'. Full details to follow

August

15 - 17 **14th ICCCR** Rome, Italy. For details see main website: www.icccr2008.it

22 - 24 **Norwegian Annual Rally** Røros, Norway. Røros Full details from Robin Dyke

29 - 31 **70th anniversary event for the 15-six** Fort de Seclin, Lille. Further details from Robin Dyke

November

23 **TOC Annual General Meeting** Venue to be confirmed

2009

May

tbc **TOC Ireland tour** For details please contact Terence McAuley

July

10 - 13 **75th anniversary event for the Traction Avant** Arras, Northern France. For latest details see: www.75heurespour75ans.com

18 - 28 Aug **Paris-Moscow-Paris tour** Tour organised by CAAR Netherlands. Details from Terry McAuley

If you know of any forthcoming events that are not included in this events diary that may be of interest to other TOC members please inform the Editor

Peak District Perambulation

TOC Annual Rally, Derbyshire, 27th - 29th June 2008

The TOC 2008 annual rally will be held in the Peak District National Park, Derbyshire.

Britain's first national park, established in 1951, the Peak District National Park is visited by people from all over the world who come to find peace, tranquility and adventure, and to experience some of England's finest climbing, caving, walking and cycling.

The scenery in the National Park varies from the softer limestone area known as the White peak to the much bleaker and more dramatic gritstone area known as the Dark peak

The area is dotted with many delightful villages and a few small towns which still reflect the original occupations of farming, mining, quarrying and cotton manufacturing in the mills.

Nowadays the National Park is home to 38,000 people but the Peak District is not just scenery - It also has 2,899 listed buildings of which the foremost has to be Chatsworth.

During the Annual Rally weekend we hope to be able to give you a small taste of the splendour which is the Peak District.

The Rally will be based at the Quality Hotel and Leisure Centre, Ashbourne which is situated on the edge of the National Park.

The Hotel has pleasant rooms, all with private facilities, excellent parking, leisure facilities including swimming pool, gym etc, it has a large bar and restaurant.

There are approximately 30 rooms which have been reserved for the weekend at the reduced rate of £37.50 per person per night Bed and Breakfast. There are a few B&B establishments in Ashbourne and for those wishing to camp there are two campsites (the nearest one being within walking distance of the base hotel) see below for all details.

Please, please note that accommodation in the Ashbourne area is very limited so I would urge everyone intending to attend the rally to **book early**.

The provisional program is as follows:

Friday 27th June

Arrival and welcome to the base hotel. The restaurant and bar will be available for the evening meal.

Saturday 28th June

Convoy tour of the area taking in as many of the varied sights as reasonable. We plan to visit Bakewell for a lunchtime stop to give TOC gourmets an opportunity to sample it's famous pudding and to continue from there to Chatsworth Park.

We plan to return to Ashbourne in plenty of time for rest and refresh prior to the evening meal and entertainment at the base hotel.

Sunday 29th June.

A leisurely breakfast prior to a visit to delightful, gated village of Tissington for a short stop. Tissington is wholly owned by the Fitzherbert family who still live in the Elizabethan Hall which forms the focal point of the village.

We will make a short stop at Cromford Mill, a world heritage site built by Sir Richard Arkwright in 1771, which was the world's first successful water powered cotton spinning mill.

We will leave then leave Cromford together so as to arrive in convoy at Crich Tramway Village to take part in their 1950's day.

Nestling high up in the heart of Derbyshire, overlooking the famous Derwent Valley, Crich Tramway Village is a lovingly restored period village that is also home to the National Tramway Museum and its world renowned archives.

As special guests of the Village for the remainder of the day we will be able to park inside the village complex in the streets amongst the shops and restaurant facilities close to The Red Lion which was rescued from demolition in Stoke-on-Trent and restored piece-by-piece at Crich Tramway Village.

Concours judging will take place throughout the day and prize-giving will round off the afternoon.

Costs

As the rally details are not yet finalised we can only provide a guide to costs at present which we expect to be approximate £45 per person plus accommodation. We expect to be able to finalise all the details and to print firm costs and booking forms in the next issue of *Floating Power*.

Accommodation in/near Ashbourne

1. **Quality Hotel and Leisure Centre**, Ashbourne. Tel. 01335 346666. £37.50 pp. Please mention Traction Owners rally weekend when booking.
2. **Bramhalls of Ashbourne**. Tel 01335 346158. Approx £35 pp.
3. **The Green Man**. Ashbourne. Tel. 01335 345783. Approx £30 pp.
4. **Peak Gateway Campsite**. Ashbourne. Tel.01335 344643. Approx £20/night. (very near to Hotel).
5. **Callow Top Holiday Park**. Ashbourne. Tel. 01335 344020.

For more details and to reserve your place on the 2008 TOC Annual Rally please contact Richard and Carol Carlin by telephone on 01332 557644 or by email ricarlin@tiscali.co.uk

Ireland Tour - May 2009

Some members may remember, and indeed may very well have taken part in, the hugely successful tour to Ireland a few years ago.

Well it clearly must have been enjoyable for the organisers as well (or perhaps sufficient time has passed for memories to fade and the pain to dull) because Leslie Scott is now interested in organising an Ireland Tour - part 2.

The current plan is that the Tour would take place in May 2009 and would continue the part 1 route from Bunratty through the Burren and Galway etc..

As those members who have previously organised such a tour will know there is considerable work involved in planning and executing a successful event so - before more detailed work starts - we would like to get an idea of the support that there might be for an Ireland Tour part 2.

At this stage we are not asking for a definite commitment - just an indication of whether you would like to take part in another Ireland Tour or not.

If you would like to take part would you please register your preliminary interest with our Social Secretary, Terence McAuley, by telephoning him or Jane on 01225 466939 or by sending an email to mrsjane.bear@toucansurf.com.

Paris - Moscow - Paris Rally, 18th July to 28th August 2009

This rally, which is being organised by CAAR Netherlands, now has four UK cars and crews provisionally entered - they just need to pay their initial deposits to complete the formalities. CAAR Netherlands is very experienced at organising long-distance rallies of this type, amongst others having previously organised a Paris-Moscow-Paris rally in 1984 to celebrate the 50th birthday of the TA. 134 Tractions took part in this rally, including some from the UK.

The objective of the 2009 rally is to celebrate the 75th Birthday of the Traction Avant. Entry is being limited to 150 Tractions which, throughout the rally, will be supported by two fully equipped service vehicles carrying spare parts and crewed by experienced mechanics.

En route there will be sightseeing opportunities in Amsterdam (2 nights), Copenhagen (3 nights), Stockholm (2 nights), Helsinki (2 nights), St Petersburg (3 nights), Riga (2 nights), Moscow (3 nights), Kiev (2 nights), Budapest (2 nights) and Vienna (2 nights).

If the thought on an 'adventure of a lifetime' interests you contact Terence McAuley to find out more about this rally.

2008 Classic Car Rally & Show, Disneyland Paris, 5th to 8th June 2008

The weekend of 5th - 8th June, 2008 will see the first ever Classic Car rally & show at the Disneyland Resort in Paris. The event, which is being organised by South Quay Travel & Leisure and *Classic Car Weekly*, is open only to selected UK classic car clubs - such as the TOC.

The cost of entry into the rally & show includes return P&O ferry crossing from Dover to Calais, 3 nights B&B accommodation in one of the Disneyland Paris Resort Hotels, 24 hour per day secure parking for your Traction, a 2-day Disney Park Hopper Ticket to the Disneyland Park and the Walt Disney Studios Park, tickets to Buffalo Bill's Wild West Dinner Show and Awards ceremony, admission to Chateau de Compiègne & National Motor Museum and 20% discount coupons for selected food outlets in Disney Village.

In addition there are 'Family & Friends' packages available that provide the same ferry, accommodation, admission and food & discount arrangements as above to allow perhaps grandchildren or friends travelling in a 'non-classic' vehicle to accompany you.

Prices start from £299 per adult (based upon 2 adults sharing the same classic car) with accompanying children costing £99 each up to a maximum of 4 people per room.

If this sounds interesting contact Terence McAuley to find out more.

Pertrac Roses Rally, Southern England, 5th to 13th June 2008

For its third rally Pertrac Découvertes, which is a registered charity, based in the Périgord region of France has chosen to come to the UK. The chairman of Pertrac Découvertes, TOC member Ronald Knoth, says that the aim of the organisation is to explore different countries and to meet people of different cultures whilst, at the same time (on a non-profit basis) raising money for numerous charities.

The previous two rallies have been, in 2004, the Pertrac Tulipe rally to the Netherlands and, in 2006, the Pertrac Palmier rally to Morocco.

The city of Bergerac is sponsoring the 2008 Pertrac Roses rally which will start at Bergerac, travel north through France and arrive in the UK via the Eurotunnel on 5th June. Participants will be French, Swiss, UK and Dutch teams each of whom has actively participated in the organisation of the rally and each of whom is expected to obtain some form of sponsorship to meet the charitable objectives of the rally organisers.

The participants in the Pertrac Roses rally have committed to collect donations to 'Sophie's Place' which is a dedicated area for children being treated for Cancer at Winchester's Royal Hospital, named after Sophie Barringer who died at the age of six from a rare form of kidney cancer. During the rally the money collected by the participants will be officially handed over to representatives of the Trust at 'Sophie's Place' in Winchester.

The rally has a full programme which includes visits to the Battle of Britain memorial at Capel-le-Ferne on June 5th to commemorate the 64th anniversary of the D-day landings in Normandy, Sissinghurst Gardens on 6th June, the Rainbow Inn (the founding place of the TOC) on 7th June, Classic Restorations on 8th June, Beaulieu Motor Museum on 11th June and a gala dinner in Seaford before the rally officially ends near to Dieppe on the evening of 13th June.

The organisers of the Pertrac Roses rally would like to meet as many TOC members as possible during the morning of Saturday June 7th and for lunch at the Rainbow Inn. They would also particularly like to meet up with TOC members driving Slough-built cars.

To obtain more information about the Pertrac Roses tour contact the UK co-ordinator Peter Riggs.

To support the collection for Sophie's Place please send a donation (in euros) to Ronald Knoth at Les Trois Bouleaux, 24480 Alles sur Dordogne, France. Payments can also be made directly into the charity's bank account - Pertrac Découvertes Association - at the Crédit Agricole Charente-Périgord Bank, IBAN: FR76 1240 6000 5800 1972 1610 407; B.I.C. : AGRIFRPP824

Alternatively email Ronald at r.a.knoth@zonnet.nl and make a pledge that you can redeem in £sterling at the UK meeting at the Rainbow Inn on 7th June.

ADVERTISING

Charges for advertising in Floating Power

Tractions and Traction-related items :

TOC members - no charge
Non-members/traders - £12 / issue

Accommodation or similar:

TOC members - £6 / issue
Non-members/traders - £12 / issue

Trade display advertisements:

Full page—£240 (pro rata)
Other sizes—£5 per column cm

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

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

Please send all advertisements to the Editor (address on page 2) including your TOC membership number and payment (if applicable). Unless specifically requested advertisements will appear only once and repeats must be requested by the advertiser.

Cheques should be made payable to 'The Traction Owners Club Limited'.

WARNING

Unless you specifically request otherwise, all advertisements that appear in the 'Tractions for Sale' and 'Parts for Sale' sections of this magazine will be placed on the TOC website approximately one week after the magazine is published.

In recent months advertisements on the TOC website have led to attempted 'phishing' and 'cashback fraud' attempts on TOC members.

Please therefore maintain vigilance when dealing with responses to your advert.

Information on what to look out for can be found on the following websites:

http://www.met.police.uk/fraudalert/section/cashback_fraud.htm

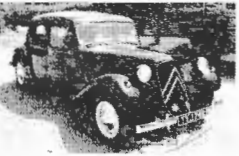
<http://www.carcrimeawareness.co.uk/>

<http://www.binary.co.uk/chequescam/>

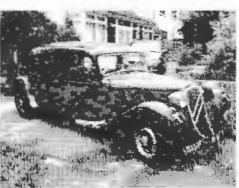
TRACTIONS FOR SALE



1949 Paris built 11B Normale: LHD. Very good condition. Grey cloth upholstery. One owner since 1991. Regularly serviced. Recent major overhaul. Limited use—under 10,000 km since purchase. 4 family weddings to its name. REG: XSV 343—so called 'Xavier'. Taxed and MOT'd until April 2008. Garaged in Guildford. £6,000 o.n.o. Please contact Gordon Harrison Tel: 01483 505444 or e-mail gordon.harrison1@ntlworld.com



1953 Normale: good body and paintwork. Stainless steel bumpers and exhaust. Approx 3000 miles since engine rebuild. 12 months MOT. Needs re-upholstery due to mice damage and good home. Bargain at £4600. Peter Simper 0208 891 1093 (after 8pm) 0208 560 3267 (work)



1955 Familiale. LHD, taxed and MOT'd till May 2008, good runner, needs a little TLC and some attention to slight body damage. £6500 ono. Contact Alex on 0208 401 6190 or email veats_alex@yahoo.co.uk



1956 Normale: in beige and ivory, re-trimmed, rebuilt engine, first class body never welded, all door shuts are spot on, good tyres all round, lovely to drive, very light on the steering. 12 months MOT. £8,000 ono. Mick Holmes 0115 911 8218



1957 Normale: LHD, taxed and MOT'd till April 2008. Run regularly. Needs a new home. £5500 ono. Contact Alex on 07961001702

Light 15: approximately 1949, very rusty, for spares only. Several spare engines and other parts also very rusty. Offers around £300 for the lot. Ring Mr Dennis Warden on 01926 613154

TRACTIONS WANTED

WANTED - Comerciale for restoration. A 'runner' in need of TLC would be ideal as I have more time than money. I'd like to have a car by the late summer so that I can use the long winter evenings to fettle. Anything considered. Roy Brogks Tel +44 (0)7793 650012

WANTED - Light 15. Prospective member in Bradford-on-Avon is looking for a Slough-built post-war Lt 15. Must be a runner and in reasonable condition. Target price around £4k to 5k. Please contact John Ogborne on 01749 675312 or 07801 337187

WANTED - Light 15. New TOC member is looking for a Slough-built post-war Lt 15, preferably with large boot and sun roof. Must be a runner and in reasonable condition. Target price around £5k. Please contact Tony 01543 473099 or email aharrisyoaxall@hotmail.com

PARTS FOR SALE

For Sale: Fuel Pump (AC) and heat shield for fuel pump for sale. Robin Dyke 01865 858555

For Sale: Pirelli and Michelin Classic tyres for your Citroen. Buy direct from the wholesalers at unbeatable prices! Remember to mention you're a TOC member when calling. Tel: 01590 612261 or visit www.vintage tyres.com

For Sale: Twin Solex Manifold with good Carbs. come with all fittings and ready to bolt on for extra performance - £125 ono. Light 15 Cradle with good wishbones and Silentblocs - very useful as a good spare (just in case) £45. Small Boot Lid. Came from new car in 1950 and never used since. As new - £85. Diaphragm Clutch (unused) with balanced Flywheel (excellent) and Thrust Race with new sealed Bearing. Your old Flywheel in exchange. Ideal for post war cars - £130. Plenty of other bits for that Winter project, just ask!! David Boyd 01527 89 4599. Redditch, Worcestershire

For Sale: Traction 11D engine. Dismantled. Good condition. No cylinder head. £250. Also 6V starter motor and a number of back issues of *Floating Power*. For details ring Martin Vickerstaff on 01209 821979

Difficult starting after standing or when hot? Our simple addition to the fuel system overcomes these problems and saves bonnet up pump priming in the rain. Easy to fit. Many satisfied customers. Send £15 (includes P&P) to: David Boyd, Tanglewood, 114 The Ridgeway, Astwood Bank, Redditch, Worcestershire. B97 6NA. Tel 01527 894599

Tyres: 165R400, 185R400, 130/140x40, 150/160x40 and 135x45 all Michelin. Please call Dougal on 01303 711123 or email sales@longstonetyres.co.uk

PARTS WANTED

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