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Contents

4	TOCchairman's chat	5	TOCpresident ponders
6 - 7	TOCnews	8 - 9	FBHVC news
10 - 13	TOCletters	14 - 17	TOCmember report
18	TOCpuzzle page	19 - 24	TOCtech
25	TOCin the rear view mirror	26 - 27	TOCmember reports
28	TOCmagazine review	29 - 31	TOCsection scene
32 - 36	TOCevents	37 - 39	TOCclassifieds

Editorial

Easter has come and gone and with it the Lands End Trial - which we again completed successfully in my 2CV (Dolly). Since then a quick trip to France and a meeting in an hotel car park resulted in a new gearbox being procured for my Traction. This, together with the new engine I had already obtained (to replace the one that failed last year on the way to Gibraltar), has now been transplanted into my car ready for its trip down to the ICCCR meeting in Rome in August. Dolly has passed her MOT for another year, as has Hercules (the 2CV van that we bought to get back from Gibraltar) so things on the Citroën front at home are under control.

I say 'at home' because if you are reading this in the magazine it means that the technology has actually worked to allow me to produce this issue of *Floating Power* in Canada and to transfer it electronically over the world-wide t'internet thingy to the printers back in England. If the Gods are really smiling on us you will also have received your copy of the May 2008 edition of the TOC Emergency Assistance Network/Services and Suppliers guide, which has been produced as a separate booklet - rather than as part of *Floating Power* as in the past - so that it can be stored in the glove box of your car.

Once again I'd like to say a big 'thank you' to all the Members who took the trouble to write or email me with the letters, stories and reports that they think will interest other Members. In particular I'd like to say a big 'thank you' to Jonathan Hopper, Graham Handley, Walter & Noëlla Callens, Robin Dyke, Lynda Ogborne, John Ogborne and all of the contributors to TOCtech, Steve Southgate, Bernie Shaw, the section co-ordinators and all the people whose letters are printed.

The 'editorial cupboard' is now virtually empty so I really do desperately need input from you for future editions and I am still short of interesting photographs for the cover (which need to be good quality prints or, preferably, high resolution digital images) so please, if you can, make a few minutes to send something to me.

Finally could I just remind you that it will make life much easier for John & Bev Oates if you can promptly return your 2008 subscription renewal form and payment. Could I also ask you to please ensure that when you do so your email address, if you have one, is correctly entered onto the renewal form because later this year we are planning to launch a new, bi-monthly e-*Floating Power* (which will be issued by email in the months when *Floating Power* itself is not issued) to further improve the communications between the TOC and you, its members.

John Barnes

New Members

The TOC is delighted to welcome the following new members:

2027	Mr M G Elkin	Corris	Gwynned
2028	Mr T West	Rothley	Leicestershire
2029	Mr G D'Apuzzo	London	NW6
2030	Mr S J Foy	Bedford	Bedfordshire
2031	Mr M G Baker	Eccleshall	Staffordshire

Reminder

The last input date for the July/August issue is :

Thursday

12th June



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

Front cover

This photograph of a trio of Tractions, all belonging to Andy Burnett, was taken from the roof of Castle Fraser in Aberdeenshire where Andy's Light 15, Big 15 and Big 15 Family were on wedding duty.





Chairman's chat

Hopefully by now most of you will have been out with your Traction enjoying the Spring weather. Drive-It-Day has now come and gone and I'm looking forward to reading some reports of your outings in the next copy of our magazine.

Many of you will know that over the course of the last 20 years I have been very fortunate in that I have owned and have also been able to drive many Tractions - Six's, 6H's, Familiale's, Limousine's, Légère's, Normale's and Lt15's, not forgetting of course the Six Roadster.

Knowing this Members often ask me which Traction model do I like the best or which of the models has given me the most pleasure?

The Big 6 is a tremendous car on the open road and can give great pleasure when everything is running well but, like many others, I have experienced overheating, heavy steering, expensive parts bills and high fuel consumption. However, with its ability to cruise at 70 plus and with the extra torque that allows confident and safe use of the fast lane of the motorway the Six rightly in my opinion earns its title of 'La Reine De La Route'.

The Light 15 is a delightful car that enjoys a well deserved place in the hearts of many members of the British public. Built in Slough from 1934 onwards many of these cars were exported to South Africa, Australia and New Zealand to aid Britain's post-war recovery efforts. The Light 15 was a lively little saloon for the Classic motoring era and its leather upholstery, walnut dash and extra chrome work distinguishes it from the French models. Today, with an abundance of readily available spares, the Light 15 is one of the easiest models to keep as a Classic car and by way of proof a 1949 Light 15 has recently reappeared in Birmingham after some 40 years dry storage in a local garage.

The Légère and the Normale have their own characteristic Gallic charm - the Normale being 'one of my favourites'. The chevrons, the curly bumpers and door handles, and the basic interior epitomises the French style of early motoring; absolutely superb. I drove many miles in my Normale, XSU 544, and remember this as one of the easiest of Tractions to handle. This car drove so well it could match the Big 6 on any country road however she ran out of steam at 70mph on the motorway. I am sure I have seen this car for sale in the last magazine, and maybe in this edition, in Worcester.

Many of you will know that I currently have the pleasure of owning and driving the Big 6 'Peacock Roadster'. After a 4-year project the roadster made its debut in 1996 with its appearance at Clermont-Ferrand ICCCR following a tour from Bilbao through the Pyrenees and north through France to Clermont-Ferrand. I have to be careful what I say about the roadster because a number of people are sceptical about its authenticity but this car has given me immense pleasure whilst touring throughout most of Europe in the past 12 years and it continues to attract considerable interest wherever it goes.

Over the years one Traction model - the Slough Big 15 - has evaded me. For 20 years I have followed up every possible opportunity to acquire one but each Big 15 I have seen has, for one reason or another, proved not to be a suitable candidate for restoration.

Four years ago two of these models came on the market in New Zealand and two TOC members negotiated a deal, arranged transportation and imported them back to their homeland UK. I made no secret of the fact that I was envious of their acquisitions and recently I was delighted when one of these Big 15's came back on the market and I was, for the first time, potentially in a position to fulfil my long-held ambition

Well, to cut a long story short, the Big 15 is now residing in my garage with the Big 6 Roadster and my other Big 6 - MYP 575.

The car is in excellent condition and a pleasure to drive. It has the benefit of an ID engine with a 4-speed gearbox, fitted by Citroen New Zealand in the mid 60's, and consequently drives and performs almost as well as a modern car - so much so that I now enjoy tormenting the local Citroen garage by calling for spares for Picasso's in the Big 15.

My first serious trip out in my new Big 15 was on Drive-It-Day when we took friends along for a day out join up with the West of England Section on its visit to Tunnel House near Cirencester.

So at the moment there are 2 cars in my life - my new Big 15 and of course my new C6 2.7 Hdi Exclusive - both of which are giving me an immense amount of pleasure. But what about the roadster I can hear you all say? Don't worry she has been sitting in a heated showroom all winter awaiting her turn to provide us with transport again in the summer.



It's not a bad life is it?

Looking forward to seeing you at one of our events

Steve Southgate

steve@imperial-cars.co.uk



President Ponders

I should like to start by responding to Roger Rowley's letter, published in the last issue of *Floating Power*, in which he seeks suggestions to "stop hands freezing to the windscreen when trying to defrost it" as I think I have the perfect cost-free solution.....

Many years ago, whilst discussing this same problem with a Swedish Tractionist, I was given an excellent, but simple, tip. His solution was to place two small "branches" (I realised he actually meant twigs when he said they should be about the diameter of the small finger) under the rear edge of the bonnet.

Put one each side, approximately halfway between the central hinge and the point at which the bonnet begins to drop away vertically, they should be perpendicular to the bonnet rear edge - which they simply hold away from the webbing enough to allow hot air from the engine compartment to escape across the scuttle onto the screen.

I have now used this system myself for many years and I can confirm that, once the engine is warm, it is effective (and noticeably more so with a pre-war car on which the bonnet flaps can all be closed).

I also have an original pattern radiator blind which has various flaps that can be closed to restrict air flow to suit the ambient temperature. This helps to ensure the engine compartment does actually get as hot as possible and, once everything is set up appropriately, some warmth still reaches my feet via the "heater" tube in all but the most extreme temperatures..

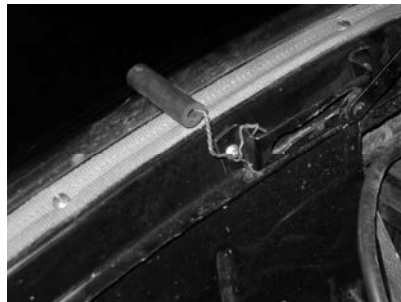
In my early years of using the "branches" I found one major drawback was that - having sought and installed two suitable diameter objects - whenever I opened the bonnet in a hurry I would forget them and they almost invariably fell out and disappeared. I have therefore incorporated my own modification to resolve this problem by permanently (but loosely) attaching two short lengths (c. 50mm) of rubber fuel pipe under the bonnet with plastic covered wire ties. (See photos 1 - 3 below).

This wire is long enough for them to be discreetly tucked away when not required whilst remaining ready to be instantly positioned when the temperature drops. They are therefore always available when I need them and, once positioned, do not move when the bonnet is opened.

Furthermore, being rubber, they are unlikely to either mark the paintwork or distort the profile of the bonnet edge - thus ensuring the bonnet contours are maintained and that it continues to close properly once the pipes are removed.



1 - bonnet closed with tubes in place



2 - bonnet open with tube in place



3 - summer position of rubber tube

Back to more general business. Although I have little new to add regarding the social/ international scene this month a change of plans regarding planning for the 2009 Arras event meant that I personally missed Drive-It-Day this year but I hope as many TOC Members as possible were able to support this very worthwhile effort by the FBHVC to make Classic Vehicles (and their owners) more acceptable to the general public.

On a brighter note (and following extensive domestic negotiations) I shall now be attending the 15-6's 70th Birthday meeting in September although unfortunately Madame will be unable to accompany me (Library Duty). I shall however do my utmost to enjoy the weekend despite her absence.

Nearly all this year's other Traction events are well in hand and well subscribed. The one notable exception is the Brittany Tour, details of which - according to tradition - are never circulated to 'Les Anglais' too early in case we should try to make holiday plans or book ferries and hotels in advance. Of course we know when(ish) it will be and where(ish) it will start but precise detail is still not actually available although that information is promised "soon".

Assuming we hear more before the Tour actually starts I look forward to seeing all the usual suspects again this year and I hope that the recent mutual cordiality of Messrs Brown and Sarkozy will encourage some new faces to join this enjoyable social happening. Contact for Members considering joining the Brittany Tour is as usual Martin Nicholson: vicmarnic@wanadoo.fr.

Preparations for Arras 2009 have now stepped up a gear and I have already had several offers of (and also laid a few claims on) TOC Member-owned vehicles for the museum display. We still need more Slough-built models but we are equally interested in any French or Belgian-built cars owned by TOC Members which, for some reason or other, might be considered of special interest and thus possible museum exhibits in Arras.

Please contact me if you have a possible entrant and might be persuaded to offer it for the display. I can tell you unofficially we are hoping to offer professional transport to and from Arras for the display vehicles so, even if their car is "tied up", owners can still go and join in the fun in another one!

Bernie

TOC Subscriptions

As you will have seen when you received this copy of *Floating Power* its time to renew your membership of the TOC. John & Bev Oates will be enormously pleased if you can send your 2008 subscriptions as soon as possible.

As you may be aware the TOC is currently planning to introduce, later this year, an e-version of *Floating Power* which will be distributed to all TOC Members who have registered their email addresses with the TOC.

The planned *e-Floating Power*, which will be produced once every two months (in the months that *Floating Power* is not produced), will not replace the Club Magazine in any way but will supplement it.

To facilitate the launch of the new *e-Floating Power* it will help enormously if, when you complete your membership renewal, you ensure that you enter your up-to-date email address on the renewal form.

TOC Website

Following the recent move of the TOC website to a new Internet Service Provider (ISP) there is now a huge amount of "space" available for the club to use for publishing more Traction and Traction-related Literature.

Several Members have already contributed Advertisements, Brochures, Owners Manuals, Instruction Books, Articles and Parts Catalogues to the TECH TORQUE PAGE on the Club website (<http://tinyurl.com/26do46>), including:

- 15/6 & Light 15 Owners Manuals
- Solex Tuning Booklets (Type VB, HF, AH, & 32)
- Lucas Wiring Diagram
- Lucas Light 15 Spare Parts Catalogue
- Body Repair Manual & Dictionary
- Essential Technical Data (Torque Settings, Ratios, Gaps, Play Tolerances, etc..)
- SKF Bearing reference numbers
- and much more

So whilst you are undertaking your annual "Spring Clean" why not see if you can uncover any "Traction Treasures" which can be uploaded to the website for other Members to share and possibly published in future editions of *Floating Power*.

If you do have any interesting Traction or Traction-related material and have access to a scanner look at the Tech Torque page on the website to find details on how to obtain the best results and how to transfer large files by using a free service such as www.yousendit.com

If you don't have access to a scanner but would still like to share your material with other Club Members just post it to our webmaster, Mick Popka, who will scan it for you and then return the originals to you unless otherwise requested.

Those Members who are not yet regular visitors to the TOC website may be interested to know that following the publication on the site of a number of handbooks from Gerry Propsting the number of "hits" recorded on the site increased from 7,000 per month to almost 10,000 per month for March (the last full month for which statistics are currently available).

TOC - in committee

Committee Meeting Sunday February 17th 2008

Prompted by Robin Dyke, a discussion was held regarding membership of the Motor Sports Association. The TOC had been a member until a couple of years ago when it was

decided to discontinue membership. The MSA provides cover in addition to that already provided by the club's third party policy, particularly for events involving convoys. It was decided that we would rejoin and that a set of rules be compiled to ensure that the TOC complies with the MSA requirements. The rules will be ratified at a future meeting. The annual subscription is £58 with an insurance fee of £18 per event.

Paul Defelice has decided to step down from the committee due to increased business commitments; the committee reluctantly accepted his resignation and thanked him for his services to the TOC. John Oates reported that membership is holding up well with a total of 582 members of whom 15 have joined since the AGM. Tony Piper will be stocking up the Club Shop with new items to support next year's 75th anniversary. Mick Holmes reported that 34 members have booked for the visit to the Citroën Conservatoire on 25th April in Paris.

The editor John Barnes said that he is encouraged by the volume of correspondence and that the March/April issue will be 40 pages and delivered on time. A "Mutual Help" leaflet is being planned for inclusion in a future issue as a pull-out.

Social secretary Terence McAuley gave details of progress with this year's planned events as detailed in *Floating Power*. Mark Harding, on behalf of Walford Bruen, confirmed that the 2008 rally will take place in the Devon/Cornwall area with a likely date of 19th to 21st June. The earlier suggestion of 3rd to 5th July was felt to be too close to the Brittany Tour.

Mick Popka gave a report on progress with the bid to host the 2012 ICCCR in York. The ACI had been impressed with the presentation (available on the TOC web site) and it seems likely that it will be ratified at the Rome ICCCR in August this year. Steve Southgate thanked Mick for his hard work on this project.

The 2009 Arras "75/75" event has been a little problematic but a new organisation is now in place and things are back on course. Bernie Shaw continues to put in much effort on this event and will be attending a progress meeting in Arras in March.

Web master Mick Popka said that there were 70k hits and 5.3k visits to the web site during January with Spares being the most popular page. Members are encouraged to click on the "MORETHAN" Logo to ensure that income generated from inclusion of the link is maintained.

Steve Reed and Tony Hodgekiss are managing the spares operation whilst Chris Treagust is in Australia; they will do their best to maintain a good service. An update of the spares list and its format was discussed and it was agreed that some rationalisation will take place in due course. The spares stocktake will take place on 13th April.

The format and location of the 2008 AGM will be similar to the previous two years, with dinner and entertainment on the Saturday evening followed by a committee meeting and the AGM on Sunday morning. When finalised, details will be published in *Floating Power*.

A suggestion was made by John Barnes that an "e-mag" be produced to bridge the gap between issues of *Floating Power*; this will be discussed in detail at a future meeting. It was confirmed that this will not be to the detriment of those without internet access and that all events will be announced in the magazine before being publicised on the net.

Concours rules will be reviewed at the next committee meeting.

TOC Technical CD

Many Members have purchased copies of the CD produced by the Club which contains reprints of technical articles from the

TOCTech section printed in past editions of *Floating Power*.

A problem has recently been discovered with accessing the index file on this CD under the latest Microsoft Windows Vista operating system.

The problem is that the Visual Basic script used for the "front end" on the CD is old and the associated dynamic load library (msvbvm50.dll) is no longer included in new Microsoft OS releases.

Although this may sound serious there is actually a simple solution for Members with copies of the CD who have moved or are about to move to Windows Vista.

In essence the solution is:

- 1) ensure that the Windows Vista operating system on the PC/laptop that the CD is to run on has the Windows Vista Service Pack 1 (SP1) installed. If the Service Pack is not installed it must be installed by downloading it from the Microsoft website.
- 2) copy the file "msvbvm50.dll" to the folder C:\Windows\system32.
- 3) The file "msvbvm50.dll" can be copied from the C:\Windows\System32 folder of any machine with Windows XP or can be downloaded by Members with internet access and winzip a zipped version of the file is available from: <http://tinyurl.com/32xtw>.
- 4) For Members with internet access but without WinZip an unzipped version is available from: <http://tinyurl.com/2xtjg>
- 5) For Members without internet access a copy of the file can be obtained on a CD from Mick Popka.

Brittany Tour 2007

One of the Club Members of CTAB (Club Traction Avant de Bretagne) has produced a DVD of last year's Brittany Tour.

Copies of the DVD are now available priced at 10 Euros, plus P & P (from France).

Members interested in purchasing a copy of the DVD should contact Martin Nicholson at vicmarnic@wanadoo.fr, by telephone on 0033 233 61 0015 or by letter at La Bessardiere, 11B Rue Auguste Chardin, 50800 St Maur Des Bois, France.

TOC Member sponsorship opportunity

TOC Member Derek Fisher is planning a 2000 mile cycle ride for the *Children's Hospice South West* from his home to Lands End to John O'Groats and then back home.

Derek will be doing the ride on his own, without backup of any kind, starting in the middle of May and taking 20 to 25 days (an average of 100 miles a day he hopes).

TOC Members willing to sponsor Derek in this very worthwhile endeavour can contribute at www.justgiving.com/derefisher

Delays on the A20 in Dover

The Highways Agency is currently carrying out major road improvements on both carriageways and all five roundabouts on the A20 in Dover, from the Western Heights roundabout to the Eastern Docks roundabout.

The work commenced on Monday 3 March 2008 and is expected to take between 12 and 15 weeks to complete.

The works will be suspended for the periods from 12.00hrs on 1 May until 12.00hrs on 6 May and from 12.00hrs on 22 May until 12.00hrs on 27 May

With the exception of the roundabouts, each phase of the work will require single lane closures during the day which will result in reduced road capacity.

Between the hours of 20.00hrs and 05.00hrs one entire carriageway will be closed so diversions will be in place. When work is carried out on the roundabouts themselves, the A20 will be completely closed in both directions.

During the course of the work various diversion routes will be utilised, all of which will be clearly sign-posted, and The Highways Agency expects driving times to the port to increase by 30 minutes.

Biofuels

To deliver the objectives of the European Union's Biofuel Directive the UK Government has introduced a Renewable Transport Fuel Obligation (RTFO) which requires road transport fuel suppliers to ensure that a proportion of the road fuel they supply in the UK comes from renewable sources.

The principle fuel used as a petrol substitute for road transport vehicles is bioethanol. Bioethanol fuel is mainly produced by the sugar fermentation process. The main sources of sugar required to produce ethanol come from fuel or energy crops.

These crops are grown specifically for energy use and include corn, maize and wheat crops, waste straw, willow and poplar trees, sawdust, reed canary grass, cord grasses, jerusalem artichoke, miscanthus and sorghum plants. There is also ongoing research and development into the use of municipal solid wastes to produce ethanol fuel.

Ethanol or ethyl alcohol (C₂H₅OH) is a clear colourless liquid, it is biodegradable, low in toxicity and causes little environmental pollution if spilt. Ethanol burns to produce carbon dioxide and water. Ethanol is a high octane fuel and by blending ethanol with petrol it can be oxygenated so that it burns more completely and reduces polluting emissions.

In some countries where it is already in use a common blend is 10% ethanol and 90% petrol (E10). It is said that vehicle engines require no modifications to run on E10 but that they have to be specially designed to run on higher blends, including the 85% ethanol and 15% petrol blend (E85).

The UK Government introduced the RTFO in April 2008. The Chancellor of the Exchequer in his 2006 Budget announced that the level of obligation for the years leading up to 2010 would be 2.5% of total fuel sales in 2008/9 and 3.75% in 2009/10, leading to 5% in 2010/11.

As these levels are below the 10% mentioned above, problems in running vintage and classic cars on up to 5% blends are not expected by industry. However, it is known that neat Ethanol has a detrimental effect on some rubber compounds, but it is thought that in the small concentrations being introduced it will be so diluted that it will not cause problems with fuel lines, carburettor and fuel pump components.

The RTFO therefore appears to offer good news for the environment and no bad news for classic car owners.

Fed up with junk mail and phone calls?

TOC Members fed up with receiving junk mail and phone calls should phone:

- the Mailing Preference Society on 0845 703 4599
- the Telephone Preference Society on 0845 070 0707

and ask to go on the register of those who don't want to receive junk mail and phone calls.

It works!!!

Paint

The latest news from DEFRA is that the licensing scheme to allow the continued sale of 'non-compliant' vehicle refinishing products and domestic paints is unlikely to be introduced before mid-summer.

Meanwhile, the DEFRA team is taking seriously the proposal that cellulose and non-compliant coach enamel should be classified as 'special finishes' (which would obviate the need for a licensing scheme as far as vehicle paints are concerned) and, at the time of writing, is planning a meeting with experts from the British Coatings Federation to discuss the detail.

This is, of course, good news, but it would be unwise to count those chickens just yet as there are many technical and legal hurdles that the DEFRA team have to negotiate.

In closing on this topic, I'd like to pay tribute to the team at DEFRA - whilst being scrupulously correct in following their obligations under the law, they have done everything in their power to support our arguments, first giving strong support to our application (through FIVA) to the European Commission for a derogation to allow the continued sale of non-compliant products for use on historic vehicles, then ensuring that the UK government would give effect to that derogation, and finally supporting our case that the mechanism for activating the derogation should be simple. We hope that their political masters will also recognise the merit of our arguments.

London Low Emission Zone

Reports suggest that in the first few days of operation of the LEZ, several thousand infringements were noted. The operators of the non-compliant vehicles who had failed to pay their £200 fee to enter the zone were sent warning notices rather than £1,000 penalties, but penalty notices will soon be the norm.

Pre-1973 historic vehicles are not affected, but younger preserved historic commercial vehicles are. The original consultation on the scheme proposed a rolling-date exemption for preserved historic commercial vehicles over 25 years old.

When the fixed-date concession was announced after the consultation, we tried to argue but we were told in no uncertain manner that if we didn't like the concession on offer, there would be no concession - period.

We took the view that we were more likely to achieve a successful outcome by waiting until after the LEZ had been in operation for a period before tackling the issue again. In order to do so, we would like to start building up some facts and figures to enable us to put forward a coherent case.

We need to hear from owners of historic commercial vehicles who have been adversely affected by the LEZ, and especially from owners who live and keep non-compliant historic vehicles within the zone.

We need to know what the vehicle is, how often it would normally be used within the zone and what it would be used for. If it is kept within the zone, we need the postcode for where it is kept.

If we hear nothing, we will have nothing to build an argument on and Transport for London would probably reject our appeal out of hand on the basis that no-one is adversely affected.

Clubs catering for commercial vehicles are asked to alert any of their members who may be affected to the need to let us have this information.

They should contact Jim Whyman, preferably by e-mail to admin@fbhvc.co.uk, as Jim will be looking after this topic until the autumn.

Emissions related congestion charge

The rules for the central London congestion charge zone will change in October. Instead of the current system where vehicles are either exempt or pay the £8 standard charge (with discounts available in certain circumstances), there will be a higher charging band of £25 for certain cars and utility vehicles, with no discounts.

The vehicles affected are those type approved after 1 March 2001 with CO₂ emission figure more than 225 g/km and those type approved before that date with engines of over three litres capacity. Porsche GB is mounting a legal challenge to the proposal.

Meanwhile, Transport for London has accepted that vehicles over three litres that were never type approved cannot be charged at the higher rate. This is an unintended consequence of the way the regulations were drafted.

The lengthy report on the consultation includes this: '*Given that Congestion Charging only applies on weekdays between the hours of 7am and 6pm, TfL does not consider that the proposed emissions related congestion charges would have a significant impact on the occasional use of historic vehicles ... TfL would subsequently be likely to make an appropriate Variation Order that would set out proposals to include historic vehicles within the scope of the higher charge. This would include stakeholder discussions with organisations including the Federation of British Historic Vehicle Clubs. Any such Variation Order would be subject to consultation before it could be confirmed by the Mayor.*'

We await developments.

Private Hire Vehicles

The Department for Transport has confirmed that the hire of a vehicle with seats for fewer than nine passengers with the services of a driver for a wedding or a funeral is exempted from the normal regulations relating to Private Hire Vehicles.

Hire of such a vehicle and driver for any other purposes, such as a tour of the local countryside or attending a special function, falls within the regulations that stipulate such vehicles and their operators must be licensed for the purpose.

The licensing authority for this activity is the local authority in which the vehicle and its operator are normally based. Initial indications are that there is no uniformity of criteria.

We would like to hear from historic vehicle owners who hire themselves and their vehicles out for purposes other than weddings/funerals.

Mascots

We have been investigating the criteria under which mascots are 'tested' in Northern Ireland following the MoT failure of the Mark II Jaguar last year because its original equipment 'leaper' mascot did not comply with regulations.

There has been a little progress: the Department of the Environment for Northern Ireland (DOENI) has accepted that the element of the MoT test in the province requiring testers to inspect mascots and ornaments for compliance with the regulation that they should not pose risk of injury to pedestrians is out of step with the rest of the UK.

DOENI has also confirmed that testers are given no specific guidelines about how they should 'test' mascots and agrees that a modern interpretation of a long standing regulation could have the effect of creating a retrospective requirement.

DOENI is seeking advice from the Department for Transport on appropriate measures to overcome the problem, and this may either be to bring the MoT in NI into line with the rest of UK or to provide testers with guidelines that instruct them to accept original ornamentation (such as the Jaguar leaper or Morris Minor chrome bonnet trim) as compliant.

We repeat the request in the last newsletter for news of any more cases where cars have been failed in NI as a result of original equipment mascots. At the time of writing, no new reports had been received.

And a thought from Mr Bean

A letter published in *The Times* on 7 November last year contained this: *'One can't help thinking, with legislation of this nature, that the point at which it becomes politically possible for it to be enacted, is precisely the point when it becomes unnecessary.'*

The letter was from Rowan Atkinson and related to the Criminal Justice and Immigration Bill, but could equally well apply to much of the legislation we look at.

The general ban on leaded petrol ten years ago; the current 'paint' issue; the London Low Emission Zone come to mind as examples.

The common theme is that the environmental 'benefits' would have occurred through normal progress.

Legislation, which could not have been introduced earlier because of the difficulties that would have been created, may have hastened the process slightly, but only at great overall cost and inconvenience.

EU LEGISLATION

(Extracts from FIVA's regular update provided by its lobbying service, EPPA)

Forum for Automobile and Society

FIVA attended its first meeting of the Forum of Automobiles and Society as an invited Non-Governmental Organisation. The Forum is a body which was established by some MEPs and automobile sector representatives to allow dialogue between the interests of the automobile industry and EU decision makers. FIA acts as the secretariat.

As well as politicians, its subscribing members are companies and organisations from the automobile sector. During the recent meeting discussions included motorcycle safety, seatbelt reminders, potential bans on SUVs in cities, speed limits in Germany and traffic pollution in non-EU countries.

Small & medium sized enterprises

At the end of January, the EC's DG Enterprise launched a public consultation to put small and medium sized enterprises at 'the forefront of decision-making in the EU' and reduce the regulatory burden on them.

FIVA will contribute to the consultation and highlight not only the depth and strength of the businesses which support the historic vehicle movements across the EU but also the vast array of skills which exist and need to be transferred in order to maintain the businesses.

DVLA

Vehicle Inspections

In the last Newsletter I repeated FBHVC's view that where an application is made to reclaim a registration number or where a dating certificate is required vehicles should be inspected.

DVLA will be incorporating the phrase *vehicle inspection is standard practice* into the V765 form that is signed by clubs. This will act as a useful reminder.

We have received just one comment on this topic. This may be because clubs are already routinely inspecting vehicles, or it may be that the information in the last Newsletter has yet to filter through to the relevant club official.

The member, who was not supportive of the inspection policy, explained that this was because as well as requiring original or DVLA authenticated documents, he also asked for extensive photographic coverage of the vehicle concerned, including chassis number, and where available other historical information in addition to detailed telephone discussions.

There are always circumstances in any endeavour in which 'standard practice' may not be appropriate, but in such circumstances, those concerned need to be able to demonstrate why that should be, and how they have achieved the desired result by other means.

If the vehicle has not been physically inspected how can the signatory be sure that it really exists in the form claimed? Photographs and rubbings show something exists but not every V765 signatory is diligent in asking for these. *Someone*, with appropriate knowledge, other than the applicant, should see the vehicle and complete a simple report, recording chassis and engine numbers. Without that element of independence, the whole process relies entirely on what the applicant provides.

There are several cases each year where V765 applications or dating letters have been submitted for cars or bikes that turn out to have been made up from disparate second-hand parts to approximate to a description in an old buff logbook bought at an autojumble.

Unravelling such cases can be a nightmare for all involved, especially as by the time the problem is discovered (often as a result of the genuine vehicle turning up) the clone has changed hands. We are not saying that physical inspections will pick up every such case, but it is more likely to do so than the photographic inspection-by-proxy method.

2008 AGM

A date for the diary - the 2008 AGM will take place on Saturday, 18 October at the Hunt House, Paulerspury (by courtesy of the Rolls Royce Enthusiasts' Club and the Sir Henry Royce Memorial Foundation).

SUBSCRIPTIONS

Most subscriptions fall due for renewal at the end of May. Several years ago, the committee pegged any increase in the per capita subscription charge for clubs to the Retail Price Index for the previous year, which results in a new rate of 35p per member. This rate will apply to new applicants immediately, and to renewals for the 2008-9 financial year.

The £25.00 minimum rate remains, and applies to clubs with 71 or fewer members. The rate for museums and collections remains unchanged at £55.00, as do the rates for individual supporters at £12.00 for one year or £21.00 if renewing for two.

Trade supporter subscriptions do not fall due until the end of the year. The rate is now £45.00 for two years.

Invitations to renew subscriptions will be sent to all subscriber club nominated addresses as well as museums and individual supporters at the end of April or early in May.

Hello John,

I see that the Traction that Mick Wright has got for sale is now on the website. Is that because he has paid for it?

I would have expected members ads to go immediately on the website as well. Why do they not. Members have to wait until the magazine is published.

It has gone in as February March For Sale but I thought that the next magazine was March April. Or is it that Mick Popka has got it wrong?

Regards

Dennis Hewitt

Hi Den

Mr Wright agreed to pay the full price, he has been sent an invoice and, as far as I am aware, he has put a cheque in the post - which I expect to receive this week (tomorrow or latest Friday).

The TOC operates a specific process with regard to Members advertisements in an effort to be fair to all members (some 35% of whom do not have Internet access).

The process is that all Member's adverts appear first in Floating Power and then, about a week later, they are loaded onto the Club website. We post all copies of the magazine at the same time so that, as far as we can manage it, all members receive them at the same time and therefore have the same opportunity to buy cars or parts advertised by other members before we advertise them to non-members via the website.

We do not bend this process for Members.

By the time Mr Wright actually sent me his advert he had missed the copy date for the Mar/April edition of Floating Power.

I offered him the opportunity to advertise in the May/June edition which, as you know, will appear at the end of April/beginning of May but he said that he wanted to sell the car sooner than this and that he would put it on E-bay instead. A few hours later he emailed me again to ask if we would just put it on our website without it going in the magazine first.

I discussed this with a number of the members of the TOC committee and we decided that - a) as he is not a TOC member and b) as he intended putting the car on ebay anyway - we would take his money and advertise the car on our website because, by doing so, we will hopefully facilitate the return of another Traction to the road and, with a bit of luck, a member of the TOC may well see the advert and, if sufficiently interested, buy it before a non-member does.

If the car has not sold by the middle of April Mr Wright will be given the opportunity for the advert to go into the May/June edition of Floating Power in the normal way.

In the meantime, if his cheque does not appear in the post as promised, the advert will be removed immediately from the TOC website.

The reason that the car appears as a Jan/Feb item I guess is that Mick Popka doesn't yet have the Mar/Apr adverts from me (because the Mar/Apr edition of the magazine won't be posted until tomorrow) and he probably therefore doesn't yet have a webpage set up for Mar/Apr adverts.

Hope this all makes sense.

Regards

JB

Hi John,

But that means that as the ad is on the web before members have received their magazines that it could be sold to some one who has web access before someone who doesn't have it receives their magazine. That can't be right.

Regards

Dennis Hewitt

Hi Den

You are absolutely right that those people who have not yet embraced the Internet are frequently disadvantaged.

The TOC goes out of its way however to ensure that, as far as humanly possible, it doesn't fall into this trap and always strives to be fair to all Members - including, as I tried to explain in my previous email, by never knowingly publishing Member's adverts for cars or parts for sale on the TOC website before they have appeared in Floating Power.

This case is different however.

Mr Wright is not a Member of the TOC and he clearly stated:

1. That he would not wait until end April/beginning May for his advert to appear in FP
2. If we weren't able to help him by advertising the car on our website he would advertise it on eBay

We decided that by advertising this non-Member's car on our website (instead of it going on eBay) there were a number of potential benefits to TOC Members and to the TOC, including:

1. The possibility of those Members who do have Internet access (and who are among the 5000 plus people who visit the TOC site each month) seeing the car and being able to buy it before a non-member sees it and buys it
2. The possibility that if a non-Member does actually end up buying it then - because they found it on the TOC site (rather than on eBay) - they will actually join the TOC
3. The advertising fee will help pay for the running costs of the TOC website (which otherwise have to come out of Member's subscriptions).

Please remember the advert for this car will not appear in the March/April edition of Floating Power because it was received too late.

It will only go into the May/June edition if the car has not sold either on our website, or on eBay, and if Mr Wright still wants it too.

Please remember also that, had Mr Wright gone ahead with his plan to advertise the car on eBay, not only would those TOC members who do not have access to the Internet not be aware of the car (and would therefore not be able to buy it should they wish) but also all those TOC Members who do have access to the Internet - but who do not make a regular habit of searching eBay for Traction-related parts - would also not have been aware that it is for sale.

We made a decision, in good faith, that we thought would let as many TOC Members as we possibly could, using one of our two main communication channels (i.e. Floating Power and the

TOC website), know that this car is for sale.

If you can think of a way that we could have handled the situation differently that would have been fairer to all Members of the TOC then we would be pleased if you could help us by telling us what we could have done. Should we then be faced with a similar situation in the future we will be able to do things differently if necessary.

Regards

JB

[The above exchange of emails took place at the end of February and concerns an advert for a Traction for sale that appeared on the TOC website without the car having first been advertised in *Floating Power*. If other Members have a view on how this particular situation could have been handled differently please let me know. JB]

Hello John

We just received the magazine n°75 of Traction Universelle. *Floating Power* & its editor gets VERY GOOD comments for the stories and congratulations for the new lay-out from Olivier de Serres

So, keep up the good work!

Walter & Noëlla Callans

Good day John,

Have just received the latest March/April edition of FP and would like to compliment you and your team for putting such an informative magazine together. I cannot wait for the next edition to arrive, it is so interesting and thoroughly enjoyable.

It will sure put a lot of other club magazines to shame.

Herewith attached please find some pictures of my 1946 Light 15, please use them as you wish if they meet with your standards. [These have been entered into the 2009 Calendar competition JB]

All the very best from a very warm and humid Durban, today 31deg C and 85% humidity. More to come!!

All the best, keep up the good work.

Reg Taylor
Member #: 1956

Dear John

Roger Powley (letters, March/April) suffers from misting of his windscreen in cold weather. I just open the screen a trifle. Not only does that action create an effective demister, the cool air on my face is pleasant too; and, with the engine rapidly warming, the feet are kept warm by an old Tudor heater/blower plumbed in to the radiator hose. Is the opening mechanism of Roger's screen still operative? If not, how hard would it be to restore it to working order as a solution to his problem?

While writing, may I say that I have to agree with some of the comments made by Jonathan Howard about fragmentation, particularly between editorial matter and the essential FBHVC news.

That said, I think *Floating Power* has become a great read. Keep up your splendid work on this fine magazine.

Kind regards

David De Saxe

Dear John

I note from the letters page within your esteemed organ, that far too much is about an old car, and not enough about the eminence grise behind the magazine. Allow me the opportunity to rectify this! The Club, which has only 600 members, has one of the highest quality magazines of all. To be able to increase the size, and to do this five times a year, on time, is a tour de force. As Jonathan Howard so aptly put it, impressive.

Regards

Tim Walker

Sir,

I should like to start by congratulating you on the continued quality of *Floating Power* and the wealth of information therein. I was particularly interested by the short article on page 5 of the last issue which referred to a "serious collection of Traction parts!!" belonging to Depanoto.

As you may be aware from some of my correspondence with your predecessors, I am not afraid to use my Light 15 in all weathers and in all manner of situations. However, following one or two less fortunate incidents over the last few years I believe some damage may have been done to the basic structure of the vehicle.

I have therefore recently spent countless hours looking through a wide variety of magazines as well as trawling the internet in the hope of locating a replacement chassis. Incredibly, I have not once seen one advertised for sale so you can imagine how delighted I was to see the large stock shown in the right hand picture accompanying Mr Tebbett's article.

My only concern is that I believe Depanoto are located in France and so I assume the majority of their stock will have come from left hand drive vehicles. Before I commit myself perhaps one of your readers will be able to advise what differences, if any, there are between the left and right hand drive chassis and, if they are more than a little different what will be entailed in converting one to suit my Slough built Light 15.

Once again, keep up the good work and thanks in advance for printing this cry for assistance.

Kind regards.

Ty.
Tyrone Parker-Lott.

Dear John,

Floating Power much appreciated as usual.

I write to ask you to forward this to Mike Tebbitt who contributed last month with a letter including comments on a Donnet. He believes there are only two known, his and one in Norway.

I thought he would like these pictures of a regular participant in the activities of the Veteran Car Club here in Madrid.

The car is not original (drive train upgraded), but its regular

presence in our events provokes a lot of interest and keeps the Donnet name alive.

Thanks and best regards

John
John E Kiddell
Madrid

[Unfortunately my email system decided that John's photographs of this Spanish Donnet were far too dangerous for me to download to my PC and, try as I might, I have not been able to download them. If Mike Tebbitt (or anyone else) would like to see the photographs please let me know and I'll get John Kiddell to send copies of the photographs directly to you. JB]

Dear John,

Here are some places at which one could eat en-route to or from the Annual Rally.

- Restaurant Sat Bains, Nottingham 1* Michelin
- Hart's Restaurant, Nottingham right by the castle
- Ye Olde Trip to Jerusalem, Nottingham probably oldest inn in England 1189 in cliff face below Castle
- Oddfellows in the Boat, Lichfield mains £11
- The Woolpack Inn, Weston, Staffs mains £8 olde worlde by canal and cricket green
- Thirty Nine Steps, Styal (near Macclesfield) lunch £16
- Blenheim House, Etwell (near Burton-upon-Trent) bistrot mains £14
- The Old Vicarage, Ridgeway (near Sheffield) 1* Michelin
- The Waltzing Weasel, Birch Vale (near Marple)

Kind regards,

Robin Dyke

Dear John

Re Robin's letter (FP, March/April), I remember seeing the Traction restoration and sales enterprise in the railway arches near Waterloo in the 'eighties. I thought - perhaps wrongly - that the business belonged to a John Gillard, who it was (I believe) later changed his allegiance from the Southern Railway to the LNER by displaying his wares for sale east of Liverpool Street station in the former Spitalfields market, though there was no restoration business there. I visited the Spitalfields display of Tractions in the mid-nineties.

That said, three things about the published fragment from the French newspaper caught my eye: first, the article is titled "Coup de Blagues", which means a joke or a tall story; second, the piece is written in a rather strange "franglais"; and last, but not least, look at the date of publication of the newspaper: April 1st. Does this mean anything to anyone?

Nevertheless, as I saw the Tractions in the Waterloo arches with my own eyes, it's a true story!

I wanted to talk about this newspaper you have found "Journal d'Automobiles Françaises" : this is not a real paper, it is nothing but a joke !

Look at the date : April 1st, it is the traditional day in France to make jokes to everyone , and the name of the editor : J. Beau Coup de Blagues, it is a trick which means John Plenty of Jokes, in the same manner as your friend Tyrone P. Lott .

And the place it is talking about is really the Arches where was formerly working John Gillard, it was famous all around.

Finally look at the 'Classified' , you can find a Roadster 22 V8 ! nothing but the less.

I was reading your interesting article regarding "les grottes de trésor à Londres dans les arches de Waterloo" and was drawn to the à vendre section where there is a TA cabriolet 1934, avec moteur de huit cylindres.

I have phoned numerous times but there is no reply. I have a RHD 22CV "dans son jus, controle technique véhicule refusé, corrosion châssis/coque perforante " which I would gladly exchange for this, throwing in a case of 1935 Chateau la Pompe to clinch the deal. Maybe your contact will know if it is still for sale?

I do not know of the geezer Jean below the railway that you refer to, but coincidentally, I know of a John, who dabbles in these cars above a garage in the Old Kent Road.

[The above emails were received in response to the 'April Fool' letter from Robin Dyke printed in the last edition of Floating Power. Doubtless other Members weren't fooled either - I guess they just didn't feel sufficiently motivated to write a response. JB]

Dear John

Please find below the list of Paris-built cars, owned by TOC members, that were built during the months of May and June.

Reg No	Model	Probable Build Date
OSK 678	Légère	Monday 03 May 48
RKP 391	Légère	Wednesday 04 May 55
ZV 5859	Normale	Friday 05 May 50
XSU 286	Légère	Thursday 05 May 55
BLD 855 S	Normale	Monday 06 May 57
32 BYK	Légère	Saturday 07 May 55
VSU 607	Légère	Wednesday 11 May 55
514 UXG	Légère	Friday 13 May 55
FSK 173	Légère	Wednesday 14 May 52
PSX 236 Y	Familiale	Saturday 15 May 54
ESV 871	Légère	Tuesday 16 May 50
USL 870	Normale	Wednesday 18 May 55
GSU 897	Normale	Saturday 19 May 56
LSJ 349	Légère	Wednesday 20 May 53
KZ 8104	Légère	Saturday 23 May 53
WSU 754	Légère	Thursday 23 May 57
OSL 421	Normale	Thursday 28 May 53
BSK 944	Normale	Friday 29 May 53
VSU 337	Normale	Tuesday 30 May 50
ASJ 373	Légère	Saturday 31 May 52
XSL 502	Légère	Friday 05 Jun 53
HAS 731	Normale	Tuesday 05 Jun 56
6883 S 33	Légère	Thursday 07 Jun 51
JSK 192	Normale	Thursday 07 Jun 51
LSK 145	Familiale	Wednesday 08 Jun 55
8351 TP 22	11B Découvrable	Tuesday 09 Jun 53
WSU 665	Normale	Wednesday 10 Jun 53
NVS 559	Familiale	Friday 10 Jun 55
XSU 544	Normale	Friday 10 Jun 55
9775 FZ 33	Légère	Saturday 13 Jun 53
PSU 267	Normale	Thursday 16 Jun 55
XSV 343	Normale	Tuesday 21 Jun 49
HSL 643	Normale	Wednesday 21 Jun 50
HAS 475	Normale	Monday 21 Jun 54
4697 VF 24	Légère	Monday 22 Jun 53
OCT 852	Légère	Friday 23 Jun 50
236 XUA	Normale	Wednesday 25 Jun 51
KSL 246	Commerciale	Monday 25 Jun 56

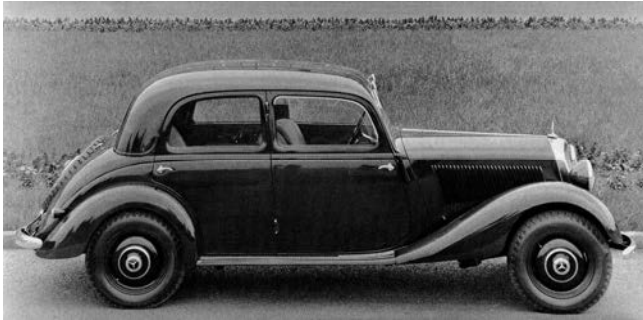
DSK 267	Normale	Monday 27 Jun 49
RSK 968	Normale	Saturday 27 Jun 53
CNZ 1597	Normale	Friday 28 Jun 57
ZV 4832	Normale	Wednesday 29 Jun 49
687 HZG 75	Légère	Tuesday 30 Jun 53

Robin Dyke

Dear John

I was recently reading an article about Rudolf Diesel, born 150 years ago, who invented the Diesel engine.

I have enclosed a photo of a 1949 Daimler Benz 1.7 diesel-engined car, of which 25,000 were produced.



I thought how similar the shape of the car was to the Citroen L15.

Yours sincerely

Keith Boyes

PS I do enjoy your Floating Power You do so well.

Re: Annual Dementia Test

Exercise of the brain is as important as exercise of the muscles. As we grow older, it's important to keep mentally alert. If you don't use it, you lose it! The following set of questions are a good test to whether you are losing it or not.

OK, relax, clear your mind and begin.

Question 1 What do you put in a toaster?

Answer: "bread." If you said "toast," give up now and do something else, if you said, bread, go to Question 2.

Question 2 Say "silk" five times. Now spell "silk." What do cows drink?

Answer: Cows drink water. If you said "milk," don't attempt the next question. Your brain is over-stressed and may even overheat. Content yourself with reading a more appropriate literature such as Auto World. However, if you said "water", proceed to question 3.

Question 3 If a red house is made from red bricks and a blue house is made from blue bricks and a pink house is made from pink bricks and a black house is made from black bricks, what is a green house made from?

Answer: Greenhouses are made from glass. If you said "green bricks," why the hell are you still reading these??? If you said "glass," go on to question 4.

Question 4 It's twenty years ago, and a plane is flying at 20,000 feet over Germany (you will recall, Germany at the time

was politically divided into West Germany and East Germany) Anyway, during the flight two engines fail and the pilot, realising that the last remaining engine is also failing, decides on a crash landing procedure. Unfortunately the engine fails before he can do so and the plane crashes in the middle of "no man's land" between East Germany and West Germany. Where would you bury the survivors? East Germany, West Germany, or no man's land"?

Answer: You don't bury survivors .If you said ANYTHING else you must stop. If you said, "You don't bury survivors", proceed to the next question.

Question 5. Without using a calculator - You are driving a bus from London to Milford Haven in Wales. In London 17 people get on the bus. In Reading six people get off the bus and nine people get on. In Swindon two people get off and four get on. In Cardiff eleven people get off and 16 people get on. In Swansea three people get off and five people get on. In Carmarthen six people get off and three get on. You then arrive at Milford Haven. What was the name of the bus driver?

Answer: Oh, for crying out loud! Don't you remember your own name? It was YOU!!

Mick & Maira Holmes

One day an older American lady gets pulled over for speeding...

Older Woman: Is there a problem, Officer?

Officer: Ma'am, you were speeding.

Older Woman: Oh, I see.

Officer: Can I see your license please?

Older Woman: I'd give it to you but I don't have one.

Officer: You don 't have one?

Older Woman: Lost it, 4 years ago for drunk driving.

Officer: I see...Can I see your vehicle registration papers please.

Older Woman: I can't do that.

Officer: Why not?

Older Woman: I stole this car.

Officer: Stole it?

Older Woman: Yes, and I killed and hacked up the owner.

Officer: You what?

Older Woman: His body parts are in plastic bags in the trunk if you want to see

The Officer looks at the woman and slowly backs away to his car and calls for back up. Within minutes 5 police cars circle the car. A senior officer slowly approaches the car, clasping his half drawn gun.

Officer 2: Ma'am, could you step out of your vehicle please! The woman steps out of her vehicle.

Older woman: Is there a problem sir?

Officer 2: my officer told me that you have stolen this car and murdered the owner.

Older Woman: Murdered the owner?

Officer 2: Yes, could you open the trunk of your car, please.

The woman opens the trunk, revealing nothing.

Officer 2: Is this your car, ma'am?

Older Woman: Yes, here are the registration papers.

The officer is quite stunned.

Officer 2: my officer claims that you do not have a driving license.

The woman digs into her handbag and pulls out a purse and hands it to the officer.

The officer examines the license. He looks quite puzzled.

Officer 2: Thank you ma'am, my officer told me you didn't have a license, that you stole this car, and that you murdered and hacked up the owner.

Older Woman: Bet the liar told you I was speeding, too.

The moral of this story? Don't Mess With Old Ladies!!!!

David Boyd

Danish Traction Club Summer Rally Svendborg, Denmark August 2007

Beginnings

My stepfather Jimmy had a Slough Big 6 in Balham, South London in the 60s. I was very small, but remember my mother learning to drive in it, coming down Richmond Hill after dark, shooting across a junction into another car with a bang, then clambering into the passenger seat so Jimmy could emerge from the driver's door and accept responsibility.

Every trip was a gamble, it felt, whether we would run out of petrol. Jimmy never put much petrol in it – maybe the tank had a hole somewhere low down.

He sold it for £15 to a couple who had to get to Oxford.. Jimmy was pleased it made it around the corner as they drove off... Somehow I had good memories of the car... The next close encounter was a LHD Traction as a wedding car in Godalming in 1992...

And eventually, in late 2006, we bought a 1936 7C – CSV 360, originally imported from France and beautifully restored by Phillippe Allison in the 80s.

We drove it up to Suffolk (not far - from Essex), and took it on some local runs. However on a 'show it to the family' trip to London it stopped on the M25, with fuel supply problems. The heavens opened, and it was all very unpleasant.

Following this there was a period of fix and test, eventually resolved through the replacement of the fuel pump. It seems the original pump had an air leak and couldn't pump fast enough to keep up.

The previous owner, after Philippe, had had the car 20 years and it may not have been very far in that time. It needed to be used... How about a Rally?

We decided that the Danish Traction Rally was probably easier to get to from Ipswich than the UK Rally... We could also combine this with meeting the wife's Danish relatives and some sailing.

We scrutinised the Danish rally information, and sent off what seemed, for those more accustomed to rallies camping in fields, a very large sum of money, which compared to the additional cost of the ferry, summer house etc. proved a bargain...

Preparation

Test drives with the fuel system repaired revealed a new problem, jumping out of gear, happily quickly diagnosed as an incorrectly routed fuel line impeding the full travel of the "Eiffel tower" mechanism.

A set of new tyres and tubes were also invested in, the originals looked like new from a distance, but were 20 years old and had fine cracking.

Rear seat belts were fitted. These were fixed belts at the limit of their extension, and ended up somewhat tight - but they helped the kids practice a good posture...

The fuel gauge wasn't working, but I didn't have time to look at this, I just packed a length of dowel as a dipstick. That's something we could have done with 40 years ago..

As we were going to be four up for the journey extra luggage storage was required.

Marcus Lasance brought round a CTA luggage rack to fit onto



CSV 360 with its luggage rack and roof rack



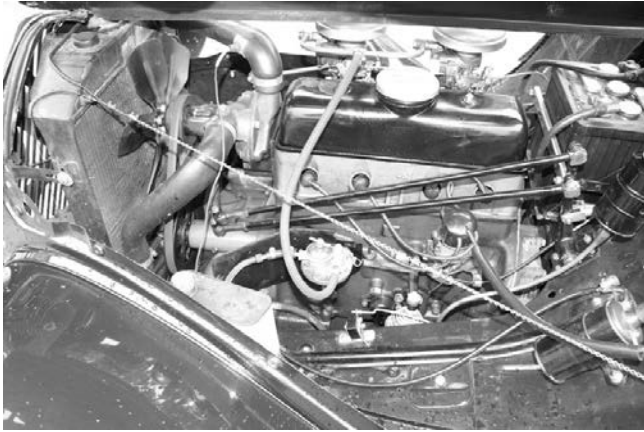
CSV 360 at the Rally



Eugenio "Those bolts aren't original" Me "Oh dear!! – no!"



CSV 360 showing its carrying capacity



Twin Carbs! Also an adjustable radiator blind, controlled by the chain in foreground. Peter Jeppesen's 11B 1937 Cabriolet - original Danish market car.. owned since 1980.

the rear bumper, and I bought a vintage O.L.D. roof rack from France through eBay.

The roof rack was aluminium with many layers of green paint on it – a local company bead blasted it and painted it black. CTA explained that I would need to make up my own fittings for the luggage rack. I found some suitable brackets in Thorns, a traditional old ironmongers in Norwich, and eventually both racks were fitted (and we needed them). I also put together some spares and tools, based on the list in the magazine - but passed on the more expensive items, such as a spare driveshaft.

We also made up a set of fitted luggage, based on the sizes of the Citroen accessory luggage available in 1936. This consists of a long narrow suitcase that looks like a box for a gun, and two smaller boxes that sit above.

The fitted luggage is a tight fit, but maximizes the use of the boot. The luggage rack prevents the boot opening fully, but we have a 1936 transition car, with the 'new' opening boot and the 'old' lift up rear seat for boot access.

I also did some research on our destination, emailing the hotel the rally was based at for some information in English, as their web site was only Danish. They kindly sent me their foreign language brochure - in German.

Departure

Well we loaded up the car – the luggage rack empty still - and set off for Harwich, some 20 miles around the Orwell and Stour estuaries.

The queuing through the port was a concern, but the car happily climbed the steep ramps up into the boat. Great relief, we had effectively made it to Denmark! And the following afternoon, as we drove off the boat into Esbjerg, we really had!!

There I remembered that headlamps are compulsory in Denmark – so for the rest of the trip the headlamps were on, but the generator seemed ok...

There is a motorway from Esbjerg to Copenhagen but the slow lane cruising speed was slightly higher than our comfortable fully-laden cruising speed so, after a while, we left the motorway and switched to the older roads, trundling through villages and towns, rejoining the motorway only for the spectacular crossings of the Great Belt islands between Fyn and Zealand.

The late afternoon saw us in Copenhagen, where the car was to be left outside a Social Housing complex overnight – we were assured by the Danish cousins it would be safe, and surprisingly, it was.

Saturday morning, we drove through Copenhagen, past and even through the Queens Palace, up the coast to our first base at Dronningmølle.

It was the weekend of the Copenhagen Classic Car Grand Prix, so interesting vehicles were everywhere - but we had the best. Everywhere we went, people stopped, looked and often waved to us. An elderly gentleman told us of his family's travels across Europe in a Traction in the fifties and was almost moved to tears as he examined the car, peering in at the dashboard and the seats...

Dronningmølle is a summer house settlement on the coast facing Sweden - a few miles across the Kattegat - and we spent the week cycling, using the coastal railway and going for daily swims in the bracing sea...

The Rally

On Friday we packed the car again – now using the boot, luggage rack and roof rack - and set off south west, across



Tractions in the car park of the Hotel Christiansminde



More Tractions in the car park of the Hotel Christiansminde



Ove Iversen with his 1955 11BL - one of his collection of 50 Citroens

Zeeland by smaller roads, and back over the Great Belt to Fyn.

An immediate turn left on Fyn and we were on the road to Svendborg - through a landscape of rolling fields and woodland and yellow painted farm houses. During the trip I noticed a drip of fuel below the carburettor when stopped.

I called Barry Annells in the UK, who attempted some difficult remote diagnostics (never having seen the car!) Apparently a drain pipe from the brass tube below the inlet manifold was missing, so I fitted one with a spare length of fuel line, to take any fuel drips past the exhaust manifold.

Svendborg is similar to Cowes, and fronts an archipelago of smaller islands. The Traction rally was based in the modern Hotel Christiansminde on the sloping shore of a wide sound between the islands of Fyn and Tasinge.

The sea was full of sails all weekend, as it was the annual Svendborg regatta. We were welcomed by Peter Jeppesen, Club Chairman, and we were allocated an apartment with parking at our door and a terrace overlooking the sea.

We headed for the 'light buffet supper' ahead of the published opening time (driven by memories of the catering challenges at a UK Citroen Anniversary event in Slough) to find that a light buffet in Denmark was more than a match for us and our teenage kids!!!

Peter Jeppesen told us about some of his long distance travels in his 1937 11B Cabriolet. His view is that the Traction is a very practical pre-war car; other makes being too expensive or fragile to really use.

The Danish Traction club has 220 members, reflecting growing interest (overtaking the Danish DS club, with its 200 members) and operates a communal workshop in Copenhagen, where members can work on their cars and share advice and tools.

Walking along the courtyard in the hotel after supper every car was a Traction - magic.

Saturday

After breakfast on the terrace a light shower of rain fell before we all drove into town to line up in the town square.

What a fantastic sight - about 60 Tractions including cabriolets, 15/6H and a Danish built Van.

Driving the 7C without all the luggage was refreshing - considerably livelier. We also enjoyed exploring the town centre and Saturday market.

Being visitors our car was inspected with especial interest. Eugenio Lai, the Danish Club secretary and owner of a 1937 11B Cabriolet, pointed out to me that my car should have an oil pressure warning light as these were fitted as standard to 1936-1937 cars.

Also some bonnet catch bolts were pointed out as being non-original - otherwise our 7C passed scrutiny.

I also noticed that other cars had a heat shield behind their fuel pumps, something I fitted - together with an oil pressure switch and a new red light on the dashboard, when we got home.

The afternoon itinerary comprised a convoy drive around the picturesque island of Tasinge, with stops at a small harbour for the quiz, and a visit to the magnificent castle of Troense (no time to visit its dinghy sailing museum).

Our Danish relatives joined us for the afternoon, and were hosted in an 11BL owned by a Danish postman (who also owns with some 50 Citroens) - Ove Iversen. The 11BL had a wine bottle and glass holder in the back, which was enjoyed by the passengers.



Per Bladt Kramer's 1939 11B Limousine—taken by Rommel



Clockwise around the island



Which way now?



I thought you knew the way!!!!



Danish cousin helps with the Quiz



Safely home – now to unpack

The quiz – in Danish – had some Traction-related questions, including guessing the weight of spares, and some other questions were Svendborg-related. We even managed to get some right (with the relatives' help).

The cars were split into two groups, circling the island in opposite directions. Another classic car rally came past at one stage, adding to the atmosphere. We trundled along tiny lanes past the old Danish farm buildings, in traditional yellow or red, many thatched, with sudden views of the sea and the islands around.

We were shown a 1939 11B Limousine car belonging to Per Bladt Kramer, which had been taken from its original owner in Belgium by Erwin Rommel in WW2 when his Mercedes Staff car broke down.

Back at the hotel the afternoon finished with a spares market, where we invested in T shirts and Rally branded wine.

I had noticed my carburettor was still dripping fuel after engine shutoff so Torsten Vig very kindly provided me with a replacement float valve which considerably improved, but did not entirely fix the drip.

In the evening, the main Rally dinner was due to start at 7pm and when we arrived at 7:05pm everyone else was seated and already eating. The Rally dinner was an excellent three course meal followed by a special Danish celebratory cake, *lagekage* – a sea of cake, cream and fruit! - to celebrate the Danish Club's 25th anniversary.

Following the meal the quiz answers were read out, and the ensuing speeches were translated into English. Other visitors to the Rally included Norwegians, Swedes and Dutch, about 120 attendees in all.

We were made to feel very welcome and we were awarded a gift of Citroën branded French wine, as the furthest travelled from the UK, which wasn't hard...

At 11pm we had to retire.. leaving the remainder to drink and talk into the night. At midnight there was a well timed power cut, followed by a fireworks display over the Sound...

Sunday

After a generous breakfast on the terrace, we loaded up the car (skipping the Danish club's AGM) and were one of the first cars to drive to the Svendborg Citroën dealers and to line up for display. The remainder of the rally cars arrived shortly afterwards, filling the forecourt and spilling out along the road.

The sun shone, there were many marvellous cars and interesting people. We bought a Danish Motor Club badge as a souvenir, our 7C impressed our hosts with its carrying capability with luggage piled up on the roof and luggage racks.

There was also considerable interest in the showroom C4 stretch Picasso – with its impressive use of space and interesting design details.

Enormous sandwiches were provided for lunch and in the early afternoon we said our goodbyes and with horn sounding set off for our next destination, Ebeltoft, leaving the Rally to continue on to a Castle for the afternoon.

The return

The yacht we had booked for the second week of our holiday happened to be in a completely different yachting centre - six hours to the north on Jutland. Not great planning.

We were recommended to follow a route that avoided the large town of Aarhus and even though the car was getting into its stride and our confidence was building it was a long drive, north through rolling countryside and then east along the Mols peninsula.

Ebeltoft, our destination, is a maritime centre on the north eastern coast of Jutland where we were able to leave the car inside a locked garage, while we had a week sailing in some very stormy weather. (We have a picture of the flagpole on one island with a pronounced bend in the sustained top end of Force 6 wind).

At the end of the week, we drove from Ebeltoft to spend Saturday night in the town of Silkeborg, the centre of the Danish lake district, a very interesting location well worth a longer visit.

En route we visited the old harbour at Ebeltoft, where we were surrounded by a Jaguar owners club outing, and indulged in more shopping.

In Silkeborg we stayed in the town youth hostel, which is a modern, very comfortable building, a short walk from the town centre. In the evening we were reminded that restaurant dining is an expensive luxury in Denmark, drinks being especially expensive.

On Sunday we rose early to enjoy the hostel's fantastic breakfast buffet (something of a theme) and travelled on to Legoland for opening time. We spent five hours in the theme park and rode all the principal rides before heading to the ferry, passing fields and hedges clearly showing the early signs of Autumn.

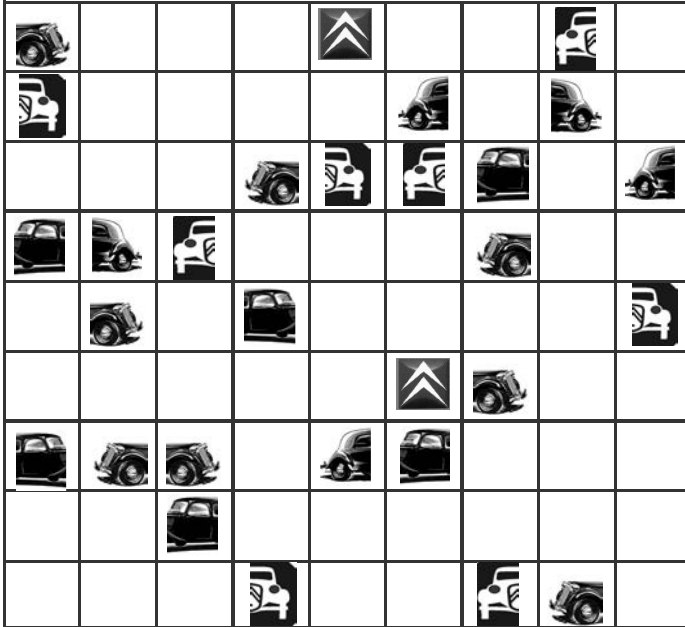
In Esbjerg a final round of shopping filled the remaining micro-spaces inside the Traction with Danish food before we boarded the ferry for our return journey to Suffolk at the end of a very memorable holiday.

Our thanks to Peter Jeppesen, Eugenio Lai, Torsten Vig Ove Iversen and the rest of the Danish Club for their hospitality and for our first taste of international Tractioneering - which we thoroughly recommend to all fellow Members of the TOC.

Jonathan Hopper

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.

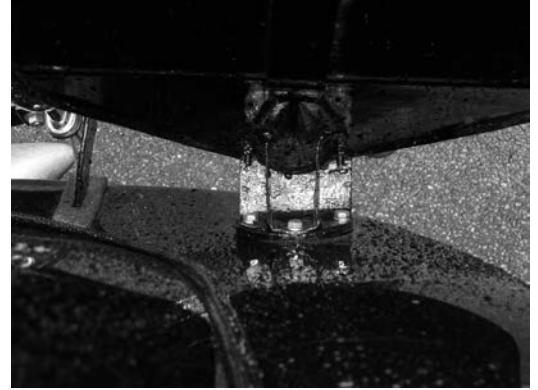


Puzzle M/J01

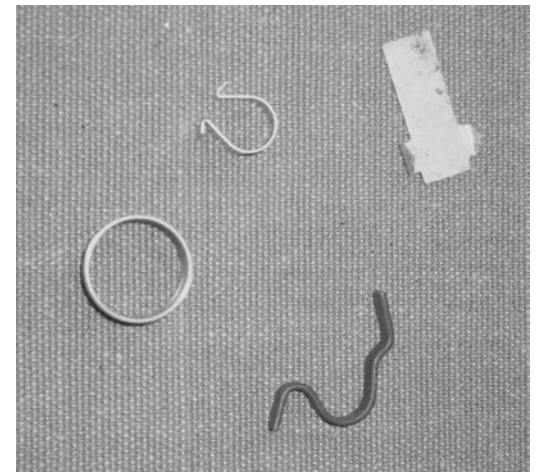
difficulty rating - medium

WOTIZZ-IT?

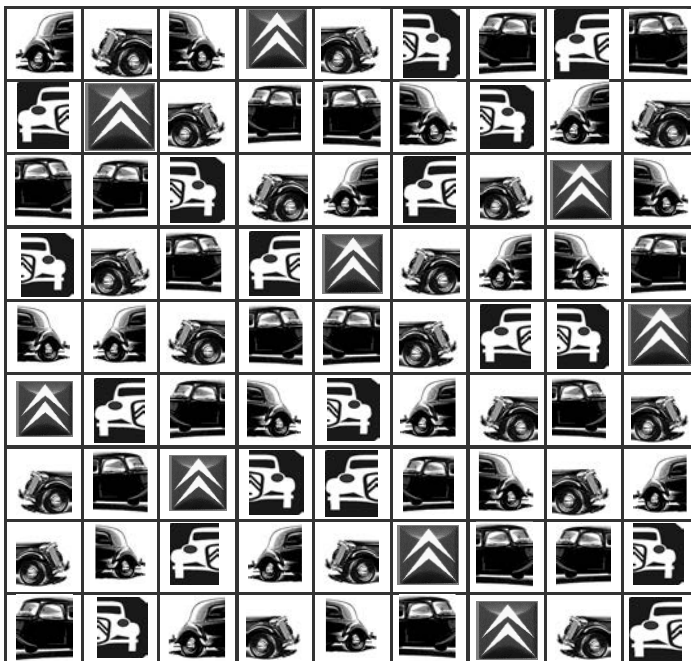
1)



2)



Answers to puzzles in the March/April issue of Floating Power



Puzzle J/F01

difficulty rating - medium

E	Z	C	M	A	N	I	F	O	L	D	E	B
P	T	R	T	G	C	A	R	D	A	N	P	E
R	W	O	H	R	L	F	M	C	G	L	Q	T
I	V	W	J	E	A	F	O	I	B	I	D	F
P	I	N	I	O	N	C	N	A	X	N	J	A
T	U	W	H	I	L	E	T	O	W	E	R	H
S	Y	H	P	C	L	A	B	I	T	R	U	S
U	J	E	F	K	B	R	N	M	O	P	D	E
A	K	E	H	M	A	F	R	E	K	N	E	V
H	M	L	X	E	V	W	P	H	L	R	C	I
X	A	O	G	G	N	O	T	S	I	P	I	R
E	R	E	D	N	I	L	Y	C	K	B	W	D

TOCtech forum

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Engine Overhaul

In the second part of Robin Jones's article he describes the next stage of the engine overhaul of his 1952 Slough-built Light 15. As always with articles of this nature, I ask for comments from other members who have particular expertise in the relevant area.

In this case, Roger Williams has made some constructive comments that are shown in italics in square brackets.

Roger also says "I would like to preface my comments by saying that the repair/recondition was done under the most adverse of circumstances and a lot of ingenuity was displayed in getting over problems that would not have presented any problems in a fully equipped workshop. As I am used to working in a fully equipped workshop with comprehensive machining facilities my comments are based on the way I would have tackled the job with those facilities at my disposal."

The crankcase and pushrod housing was treated to the engine cleaner / water flush routine but I was then fretting about how to clean the oil ways with no compressed air available. I had protected the openings in the crankpins with small pieces of clean rag.

In the end I decided the best I could do was to buy the largest can of WD40 type aerosol (the sort with the little plastic tube that connects to the spray head) and flush the entire can through the crankshaft oil ways and main feed pipe in the hope of carrying any swarf or grit out with the pressurised stream of oily stuff.

This was duly done and similar treatment given to the oil transfer pipe that goes from the timing chain case to cylinder head.

[If the cleaning was done in the position shown in the photos, the oil passages to the main bearings and the oil feed pipe from the oil pump are below the longitudinal passage being cleaned out and bits of muck loosened in this process have to fall into these passages. If the muck is not entirely removed but just loosened/softened, then it may be pushed around the engine with the oil when the engine is started. Any damage caused might not be apparent until the next strip down.]

The other thing I wanted to do at this stage was to test the output of the oil pump for pressure and the manual goes into great detail about constructing a rig to do this using a modified sump plus electric drill. I asked around the various machine shops who were doing work on the other engine components but no one seemed to have facility to test the pump, at least not reasonably local to London.

In the end I came to the conclusion that since nearly every other

piece of engine I had examined showed remarkably little evidence of wear the chances are the same would go for the pump so I would re-install it and attempt to find an adaptor which could replace the oil pressure switch when the engine was back in place in order to (temporarily) fit an oil pressure gauge and face the consequences if it failed at that late stage.

[For future reference, I have a purpose made oil pump test rig (Floating Power Vol.27 Iss. 1) and pumps may be posted to me for testing]

I eventually reclaimed the barrels and the head and set off with my new engine gasket set in hand. Opinion seemed divided on whether to fit the barrel base seals dry or with joint compound.

The manual said to use linseed oil for the original (asbestos!) type of seal. A deep rummage in the box of paint & decorating kit in the loft produced the dregs of an ancient bottle of linseed oil, so I used this together with a little "copper ease" on the cylindrical section of the mating faces.

The barrels went back in fairly easily and I temporarily secured them with short M10 bolts and wide repair washers in the head securing holes (Photo 1).

[The normal wet liner base seals should be fitted dry. The barrels should be .004" proud of the block with the seals in place - I assume that the original liner seals and the replacement ones were of the same thickness.]



Photo 1

The first task on the head was to fit the new water distribution tube. Up to this stage I hadn't removed the core plug at the rear of the head along the axis of the tube but I confess I had never before in my life had to remove a core plug (perhaps a legacy of owning air cooled vehicles for so many years).

They seemed to be one of those things that people with boats and marine engines cursed and went more or less unnoticed to us car drivers. A trawl of the internet plus asking around



seemed to lead to “just dig a large screwdriver through it and lever it out.”

I did this, moving up through various grades of screwdriver and cold chisel working first around the edges and then the centre while it stubbornly refused all attempts to move it. Then of course came the eureka moment when I realised that by feeding a long bar right through the head I could tap it out in moments from behind - DOH!

I scribed a line along the centres of outlet holes and marked each end on the inside of the new tube. The tube was fed through from the rear ensuring that the holes at all times pointed towards the valve housings above the combustion chambers which was confirmed by the marks I had made on the tube (Photo 2).



Photo 2

Just before the tube was driven to its final position I coated each end with “sleeve and bush retainer” fluid. I had purchased a new core plug from the machine shop but this proved too loose a fit in the head recess – another call to the TOC spares department!

[I do not believe the water deflection tube is necessary or even a good thing although some people insist it is essential. My reasoning is that the small holes that direct the coolant over the plug are liable to be blocked by detritus that is always in the cooling water. No modern engine has anything like this arrangement and it is assumed that the water pump will push the water around the passages in the head and provide effective cooling.]

I ground in each valve using coarse followed by fine paste. This was after a delay due to the discovery that in the thirty years since it was last used my valve grinding stick had unaccountably lost all its suction and wouldn't grip the valve head – job stopped for £1.25 worth of kit!

There has been some previous correspondence in **Floating Power** concerning the correct position for the valve stem seals and I had noticed while dismantling that mine were indeed fitted in the (incorrect?) location on the stem underneath the valve spring retainer cap. This of course is the “standard” place to put them on most engines.

I was still a little dubious, and noticing that in common with most of the parts removed the condition of the old seals was good, I decided to have double valve seals, old ones on the stems, new ones in the recess under the split collets. The “belt & braces” principle in action! (Photo 3). The rest of the cylinder head went back together pleasingly easily compared to the grief on some other parts.

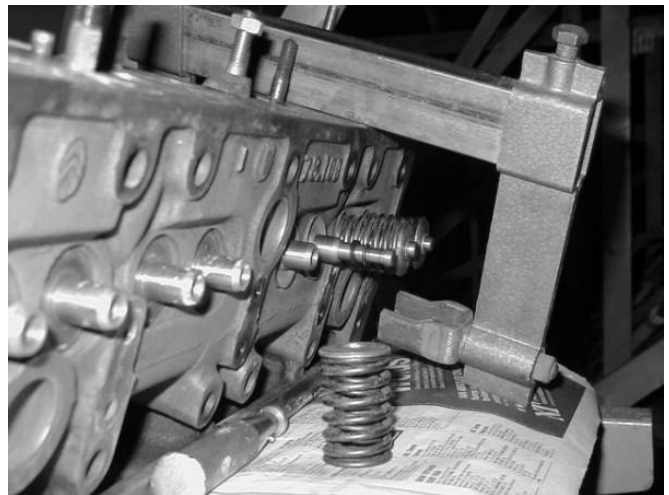


Photo 3

The next task was to get the cleaned up pistons refitted to the connecting rods. Obviously the oven would have to come back into play again here but how was I going to get the gudgeon pins re-driven without a bench press?

The solution in the end was to strip the forked end from my valve spring compressor which if set to its maximum distance had the capacity to push the pins in (Photo 4).

[There should be a slight interference fit between the gudgeon pin and the piston and fitting is done by slightly heating up the pistons and pushing in the gudgeon pins. I have made small mandrel that fits into the gudgeon pin - actually I have three as there are at least three different sized bores to Traction/DS19 gudgeon pin - and I just push or sometimes tap them home. In a lot of cases it is only necessary to heat up the pistons by holding them in your hand.]

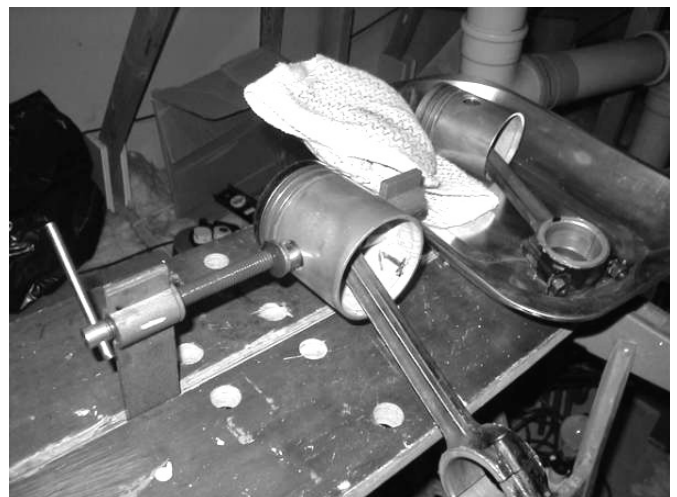


Photo 4

More frantic dashing with red hot roasting tin from the kitchen, up the loft ladder and working quickly before cooling tightened the clearances.

One task that would have been simplified by opting for the new piston / cylinder kit was the issue of new circlips for the gudgeon pin retention and new piston rings. The TOC spares had none, and my machine shop could not source the equivalent.

Eventually after much work on the internet and many phone calls



Photo 5

CTA services in Holland were able to supply the clips and Trevor Maddock supplied the rings.

The new rings were eased over the top of the pistons using three equally spaced feeler gauges as "slide tracks" to get them to the locations of their respective grooves (Photo 5).

Unfortunately the new circlips were somewhat variable on quality control and some were unusable due to the tangs of metal "fighting" each other when compressed into the groove and one end sticking out in prime "scoring the cylinder wall" fashion. Reluctantly I reused some of the old clips where necessary.

[It is surprising that Robin could not find standard 20mm circlips, although they may look slightly different. It is important that they are all the same type to maintain balance.]

I had now built up all the smaller components and it was time to leave the confines of the loft to install these pieces in the garage.

As previously mentioned, having left the crankshaft in place, I had not the clearance to use the specified technique for feeding the pistons in from the bottom.

I therefore used a piston ring compressor to clamp the rings into the grooves and a slap with the palm of the hand was sufficient to knock the piston down the bore – or at least it was for No's 1, 2, and 3 (Photo 6).

After a lot of faffing with No.4, which refused all attempts to get it to fit, I substituted the palm of the hand for a good swing with a rubber mallet, which had the desired effect, got the piston into the bore and immediately produced a seized engine! So jammed was it that I could not get it to come back out again.



Photo 6

Eventually a hammer and long bar bearing on the underside of the piston drove it out once more. Observation when attempting to refit the thing showed that it was as soon as the bottom (oil control) ring entered the bore that the problem started.

I took this ring off again, fetched one of the original rings and placed both in No.4 bore. The old one had quite a gap whilst the new had zero or even "negative" gap. Much searching for information on what the gap should be, or a means of calculating it yielded no result.

One option would have been to strip out another piston / ring & measure its gap but I didn't want to do this because I had been tightening up each big end cap as I had been going.

I had been forced (reluctantly) to re-use the old nuts and locktabs as the replacements I had got didn't fit - they must have been for a Citroen army tank as the nuts were at least M12 - and the old locktabs wouldn't have stood another bending / de-bending session.

[I am firm believer in using a high grade of Loctite – Loctite 638 – to secure bolts/nuts on engines and gearboxes. This was not available when Tractions were built, hence the extensive use of lock tabs/washers/etc. By all means use the original lock tabs but make sure that they are not so well used that they could come apart in service – and in addition use Loctite!]

Another option obviously would have been to have made the gap the same as for the old ring but the new one was tempered steel and the original cast iron, two materials with completely different coefficients of expansion.

In the end I filed back the edges of the ring to produce a nominal gap – not as wide as the old but at least some provision for expansion.

Another strand to the ongoing disaster was that in the attempt to free the seized piston I had "caught" the big end bearing with the side of the drift bar and peened over a small piece near the joint face – white metal is very soft isn't it!

As it was not a part of the bearing that would experience high loading I took the finest file I could find (Swiss Army knife) and gently filed away the lump.

With all these parts finally fitted the engine turned over OK by hand (with a bit more effort needed at the halfway point of piston travel).
To be continued.....



The Runbaken "Oilcoil"

Mike Tennant has found and fitted what the literature describes as "The fastest Coil in the World". From his conversation with me Mike certainly seems to have confirmed that it does indeed give improved starting performance and fuel consumption. However, these are pretty rare so it's time to start hunting around the auto-jumbles. Here are some extracts from the literature.

OILCOIL
PATENTED MOST COUNTRIES
REGISTERED DESIGN 647645

"THE FASTEST COIL IN THE WORLD"

How Coil Differs from others:
The OILCOIL is different from the usual Ignition Coil in that the high tension and primary winding are oil insulated and cooled. Also that it is built in a practically unbreakable glass transparent container. This prevents electrical losses unavoidable with metal containers now in use.

Due to these and other features, it has been possible to design a coil to generate a higher voltage and output than normal; also, due to its construction, it retains its high efficiency permanently and does not gradually deteriorate. It will outlast the life of several cars, and gives performance equal to Magneto.

Produces Arc-like Spark
In contrast to an ordinary coil, it generates an intense arc-like spark at the plug points which ignites mixtures that might misfire or not ignite at all with normal ignition.

Improved Results:
This improved spark results in:—
1. 3-10 m.p.g. extra guaranteed (if instructions complied with).
2. Double firing power.
3. Better starting.
4. Greater acceleration.
5. Improved "Tick-over."
6. Improved pulling under load.
7. Absolute reliability—two years' written guarantee.

The Oilcoil gives equally good results on Cars, Vans, Lorries and on Stationary Internal Combustion Engines.

Reduced Stalling Speed
One important effect of Oilcoil Ignition is a noticeable reduction in stalling speed of car on hills, also cornering and following traffic when in top gear.
This reduced use of gears simplifies driving, saves petrol and adds to the performance of car.

Page 2

HIGHER OUTPUT THAN NORMAL

Each coil contains over 1½ miles of a remarkable new type of insulated wire finer than a human hair. Extreme toughness and resistance to mechanical damage. Freedom from pinholes. Non-hydroscopic and has a high resistance to solvents and acids.

Extreme care is taken to prevent a single turn being crossed during winding process and rigid electrical and mechanical tests at all stages of manufacture are maintained.

Higher "Step-Up" of high tension output—28,000 to 30,000 volts compared with 15,000 to 18,000 volts on an ordinary coil.

There is, therefore, a more intense and hotter spark at the plug gaps, resulting in better ignition and acceleration of burning velocity of combustion wave of the gas mixture. This has been proved by laboratory tests and borne out by users' experience; see pages 10-15.

Fires Weak Mixtures
Mixtures that might misfire or not fire with an ordinary spark, are readily ignited by the OILCOIL spark. Blind spots in carburetor noticeable during periods of acceleration, are eliminated due to the double firing power of the OILCOIL. Better "get away" from traffic stops also results.

The maximum power is available from all the mixture entering the combustion chamber, thus equivalent engine performance is obtained on smaller throttle opening. This means fuel economy.

If carburetor adjustment is made, still further economy in consumption can be made.

Heat Dissipation
Another Point.—Due to oil circulating, rapid heat dissipation takes place, this maintains at a low value the electrical resistance and reduces the natural falling off which occurs with other coils.

Also leaving the coil on contact accidentally does not damage winding, and consequent deterioration of coil.

Page 4

PLUG SPARK GAPS

With the "OILCOIL" the plug Gaps can be increased to 32 thou. This is a great advantage as the more intense spark helps to fire weaker mixtures. Before attempting this adjustment, it is advisable to read carefully the fitting instructions.

CONSTRUCTION OF "OILCOIL"

The advanced design and efficient construction of the "Oilcoil" is exemplified in this sectional diagram.

1. H.T. Terminal.
- 2 & 7. L.T. and C.B. Terminals.
3. Heavy glass container.
4. Primary winding.
5. Secondary H.T. winding.
6. Insulated shock absorbing buffers.
8. Heavy lock ring.
9. Insulating Oil withstands 100,000 volts.
10. Cadmium plated holding bracket.
11. Special Swedish Iron Core.
12. Winding former.
13. Silicon Iron Intensiifier (not illustrated).

Page 5

PERFORMANCE GRAPHS

CURRENT CONSUMPTION IN AMPERES

SPARKS PER MINUTE IN THOUSANDS

COMPRESSION CHAMBER PRESSURE IN LB. PER SQ. IN.

MOTOR REVS. PER MINUTE

List No.	Description	Price
SS0/6	Oilcoil, 6 volt	95/-
SS0/12	" 12 volt	95/-
SS0/6C	6 volt Commercial Model	95/-
SS0/12C	12 volt Commercial Model	95/-
SS0/VA	Adapter for Ford V8	45/-

Prices Great Britain only.

State type—6 volt or 12 volt—when ordering

Over half-a-million "OILCOIL" in use.

FITTING INSTRUCTIONS

NOTE that coil is marked 6 or 12 volts in accordance with the car electrical system.

1. **MOUNTING**—In most cases the "OILCOIL" fits in place of existing coil. Latest coil brackets are interchangeable, but a few earlier types may require slight modification. COIL MUST BE PLACED UPRIGHT. If no room, another position must be found.
- IMPORTANT.—Do not fit Coil near exhaust manifold or exhaust pipe.
2. **CONNECTIONS**—Connect terminals as marked if battery is "negative" car. If battery is "positive" car reverse coil connections. If misfiring occurs try both methods of connecting and retain the method on which results are best.

Page 7

FITTING INSTRUCTIONS—continued

3. **RUBBER HOOD**—This is supplied with each coil and should be fitted over High Tension Cable and then pushed over High Tension terminal of coil. This is to prevent condensation affecting ignition coil.
4. **CHECKING DISTRIBUTOR**—Examine contacts. If pitted or worn, resurface with abrasive. A file is of little use due to extreme hardness of tungsten. Do not hesitate to replace with new if they cannot be satisfactorily restored. Deposits of grease or oil will increase resistance of the surface of the contacts with detrimental effects on the ignition. This can be removed with petrol.
5. **CONTACT BREAKER GAP**—To obtain best results from coil, the setting should be:—
4 cylinder engines: 0.012in. to 0.016in.
6.8 cylinder engines: 0.010in. to 0.012in.
or approximate thickness of a visiting card. If necessary adjust as recommended here.
6. **HIGH TENSION CABLES**—Cables, which in some cases have proved satisfactory with old coil, may not be good enough with "OILCOIL" and will require replacement.
7. **SPARK JUMPS FROM HIGH TENSION WIRE OR FROM PLUGS TO ENGINE**.
CAUSE—Spark plug points opened too wide.
REMEDY—Reduce.
8. **SPARKING PLUGS**—The "OILCOIL" is designed to fire across a wider gap than normal and this should be carefully increased by a few thousandths.
NOTE.—Some engines and carburetor mixtures respond differently to the above adjustment and sometimes, one or two trials may be necessary to obtain best results.
Where sparking plugs have had long use, they should be replaced as the higher voltage of the "OILCOIL" will find any weakness.
9. **CONDENSER**—A new Condenser is not essential, but fitting the "RUNBAKEN HIGH EFFICIENCY CONDENSER," designed to suit the "OILCOIL" will definitely be advantageous. A weak condenser which may have operated previously might give trouble and should be discarded.
10. **WIRELESS SUPPRESSORS**—Wireless suppressors of any make have generally a detrimental effect on ignition and if trouble is experienced, they should be removed for investigation. Tin foil wrapped round coil may be used to reduce radio interference if necessary.

Page 8

FITTING INSTRUCTIONS—continued

11. **HEATING OF OILCOIL**—The outside of the coil will be of a higher temperature than a normal coil. This is due to the "OILCOIL" circulation transferring heat from the coil winding, where it originated to outside of glass container.
- The ordinary coil has a higher temperature inside which ultimately has a damaging effect on the winding, and reduces efficiency.
12. **PETROL CONSUMPTION**—Where strictest economy in petrol is desired, a smaller jet can be fitted as "OILCOIL" will fire a weaker mixture. This should be done in conjunction with your garage or the carburetor manufacturer's recommended service agent.
- LEAVING SWITCHED "ON"** with engine standing. Though this will not damage ignition, this should be avoided.
- RACING CARS, etc.**—For racing cars and for those who require the highest efficiency and where cost is secondary, Platinum Iridium Contacts are strongly recommended and can be supplied by us to order.
- Contact sets interchangeable with most Lucas and Delco-Remy systems can be supplied promptly from stock.
- For continental and special types it is necessary to send your Contact Sets to us to have Platinum Iridium Contacts fitted. They can usually be returned within 24 hours. Prices on application. Send for leaflet.
- NOTE.—Our Technical Staff are available to advise on all matters relating to ignition. Free of charge.

DON'TS

DON'T fit "OILCOIL" without first reading instructions carefully.

DON'T mount "OILCOIL" upside down or on side.

DON'T expect good results if contacts in poor condition, pitted, worn, or wrongly adjusted.

DON'T expect maximum results from poor condenser.

DON'T open plug gaps too wide.

DON'T expect old or worn sparking plugs to give improved running when "OILCOIL" fitted; replace with new.

Oilcoil Gap Gauge **GAUGE**—Setting gauge for Plug and Contact adjustment sent, post free, for 1/- P.O. or stamp.

Super High Tension Cable
Specially designed for use with "Oilcoil" or any ignition system.
Electrical leakages are reduced to the absolute minimum and the braided flexible enamelled covering protects the rubber insulation and prevents the usual deterioration. Price on application.

Page 9

Early Traction and Automatic Chokes

Another piece of motoring archaeology - this time by Walford Bruen. I certainly did not realise that such a device had ever been fitted to the Traction so I am sure you will find this as fascinating as I did. However, it cannot have been a huge success otherwise it would have found its way into post-war models.

Walford writes: At a French auto-jumble a few years ago I managed to find a spare inlet/exhaust manifold for my pre-war

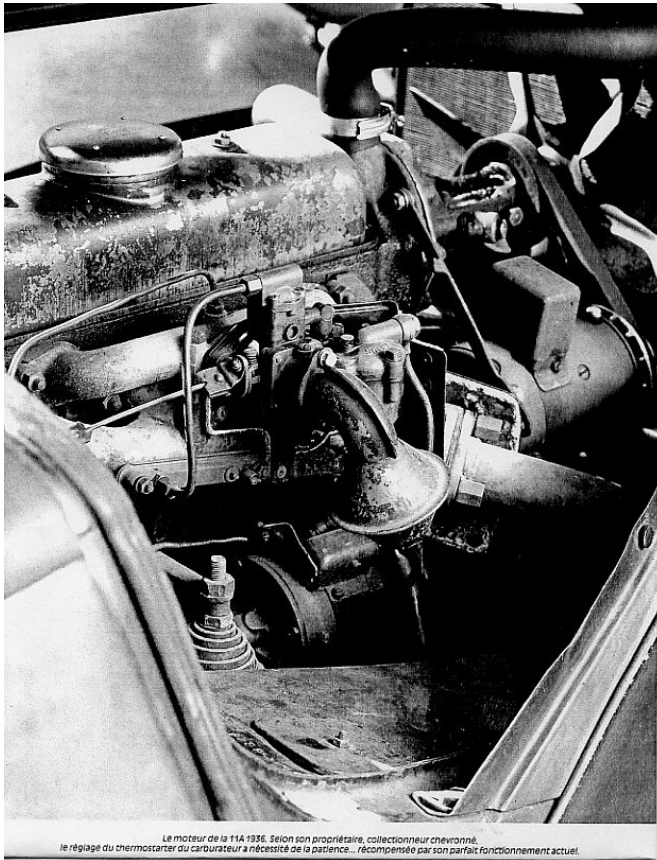
"Twelve" which has the horizontal type carburettor.

Bolted to the exhaust manifold was a little pressed steel box about 4" x 1/2", whose purpose at the time was not entirely clear.

Indeed it was not until I purchased a copy of "Le Guide Traction, 1934 - 1942" by Jérôme Collignon (published by E-T-A-I) that all was revealed.

Page 49 of M. Collignon's book shows the under-bonnet view of a Traction fitted with a horizontal type carburettor. In place of

the usual choke assembly is a small "tower" connected to the manifold device by a length of copper piping. In other words, what we are looking at is an automatic, thermostatically - controlled choke.



Acknowledgements to E-T-A-I, 92100 Boulogne
The pipe seen running off to the left out of sight is probably for a vacuum operated windscreen wiper motor, or perhaps just the distributor vacuum advance/retard.

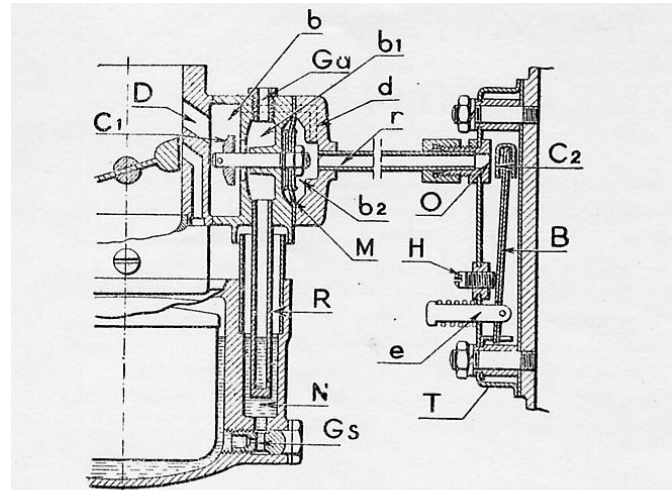


Fig. 2. A section of the Solex Thermostarter showing the position of the bi-metal strip B when the engine is cold and the orifice O therefore open.

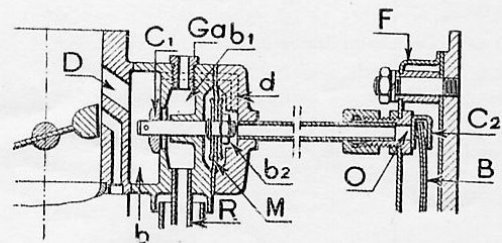


Fig. 3. Position of the bi-metal strip B when the engine is hot; the orifice O, it will be seen, is here closed by the valve C2.

b	Vacuum chamber.	Gs	Petrol jet.
b ₁	" "	H	Bi-metal strip fulcrum screw.
b ₂	" "	M	Membrane of valve C ₁ .
B	Bi-metal strip.	N	Starter well.
C ₁	Starter valve.	O	Control orifice.
C ₂	Bi-metal strip valve.	R	Dip tube.
D	Mixture supply port.	r	Starter and Thermostatic union pipe.
d	Vacuum balance tube.	T	Thermostatic box.
e	Thermostat Spring Anchorage.		
Ga	Air jet.		

The following is an extract from the Solex booklet describing the functioning of the "Thermostarter"

THE THERMOSTATIC BOX.

In this box, made of non-corrodible metal, and fixed on the exhaust pipe is the thermostat, which is made up of a bi-metal strip, one end of which is fixed and the other equipped with a valve C2. A spring load anchorage forces the bi-metal strip into contact with adjustment screw H, which acts as a fulcrum. The valve C2 is placed in front of an orifice at the end of the tube and when open puts the starter in communication with the thermostat.

The bi-metal strip is the actuating element of the thermostat: it is made up of two stainless metals, having different expansion coefficients, which are welded together along their whole length. When this is heated it is bent by the action of the different expansions of the two metals.

When it is cold, and consequently straight, the valve C2 is removed from the orifice O (Fig. 2), but on a certain pre-determined temperature being reached, the distortion of the strip forces the valve C2 into contact with the orifice O (Fig. 3) and puts the starter out of action.

THE THERMOSTATIC STARTER CONTROL.

The action of the starter is controlled by the movement of the valve C1, which is operated via its stem by the membrane M.

This membrane M is in effect the expanding wall of a chamber b2 to which is transmitted the suction of the engine, through the tube d, and which is also connected to the thermostarter box by the union tube r. When the engine is started, either by hand or by the electric motor, the vacuum created in the chamber b via the tube D causes the valve C1 to open. The chamber b1 is then subjected to the engine suction and the starter works normally.

At the same time, however, the chamber b2 is similarly put into depression by the suction of the engine through the tube d; this action, however, is very weak owing to the excess leakage through the relief orifice O via which the air enters. As soon as the engine is warm, the orifice O is shut by the bi-metal strip valve, the vacuum in chamber b2 becomes equal to that in chamber b1 and, as the surface of membrane M is greater than that of the valve C, the suction on the former is the stronger and the valve shuts.

In this way the starter is put out of action and before it can operate again the temperature must have dropped sufficiently to allow the bi-metal strip to straighten and uncover the orifice O. In other words the "starter" will remain in-operative until the engine cools down. Whilst the engine is warm, it will start readily on the pilot jet of the main carburettor.

THE STARTER.

This whole arrangement makes a complete carburettor which automatically and unaided ensures the starting of the engine from cold, maintains a suitable and thoroughly stable idling speed, and



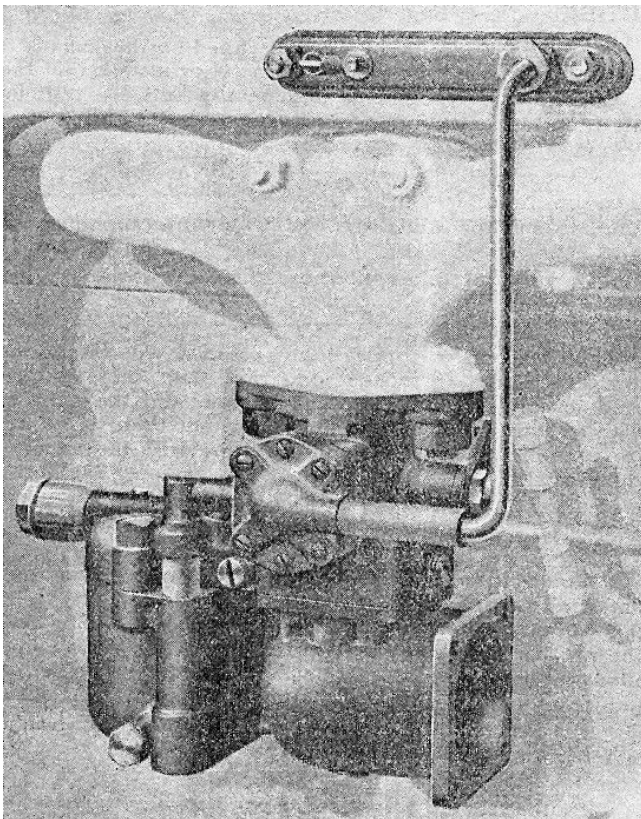
co-operates with the main carburettor until the temperature of the engine has risen sufficiently to enable this to function alone.

Although the starter is built on to the main carburettor, it works independently of this latter. The starter petrol jet is designated by the letters Gs; it feeds the starter well N, into which the tube R dips and draws up its petrol in virtue of the vacuum in the chamber b1. Air is supplied via the air jet Ga and the resulting mixture is formed in the chamber b1.

Owing to this progressive control by the varying vacuum balances, the mixture strength automatically varies inversely with the engine temperature, becoming richer as the engine gets cold and thus ensures easy starting. As soon, however, as the engine has started, the richness diminishes rapidly and automatically, so that flooding of the cylinders is avoided.

When, for example, the engine is being slowly turned by the starting motor at 60 or 80 revolutions per minute, the richness of the mixture is very great because the amount of air taken in is trifling in comparison with the amount of petrol drawn via the dip tube R from the starter well N.

As soon as a start is effected and the engine speed increases, owing to the progressive fall of the internal resistances as the heat rises, the amount of air taken in increases directly with the



r.p.m., but the output of petrol from the jet remains constant.

To sum up, therefore, the Solex starter is a device which automatically regulates the richness of the mixture according to the temperature of the engine and ensures always the correct ratio throughout its entire range of operation.

FITTING AND ADJUSTMENT OF THE THERMOSTAT

Fitting

The Thermostatic box must be fixed on the exhaust manifold at the hottest part of the latter. (For instance, in the case of a four cylinder engine, it is generally between port leads 3 & 4, and in six cylinder motors between 4 & 5.)

Choose a flat portion, preferably at the top; drill two 13/64" holes 104 mm between centres and tap with 1/4" BSF to suit the studs supplied with the equipment. For very hot pipes interpose distance washers, which are also supplied.

The 4x6 mm copper tube provided with bi-cone nipples normally about 16" long will then be suitably bent, fitted to join up the thermostatic box and the starter cover plate as illustrated, care being taken that there is no air leakage at the joints, which would interfere with the action of the thermostat.

Adjustment

Should it be desired to carry out any regulation to the starter air or petrol jets when the engine is hot, the thermostat can be put in action regardless of temperature by loosening one of the joints on the copper connecting tube which will admit air and prevent thermostatic cut-off.

It is inadvisable to tamper with the internal arrangements either of the thermostat or the starter. If either should refuse to respond to the above adjustment or the temperature alterations as effected by the use, or otherwise of distance washers between the thermostatic box and the exhaust manifold, it is best to return them to us for attention fully assembled.

It would appear that the Solex Thermostatic Starter control was widely fitted to Tractions in the pre-war period – why else would all the exhaust manifolds come complete with tapped holes to accept the mounting bolts for the thermostatic box?

I suspect however that adjustment problems and general poor reliability soon put the automatic choke out of fashion – an echo of Citroën's earlier infatuation with the disastrous Sensaud de Lavaud automatic gearbox!

Finally, here is a photograph of the inlet/exhaust manifold assembly as found at a French auto-jumble, clearly showing the thermostatic box. The carburettor fitted has an ordinary manually



operated choke assembly.

In the foreground is a carburettor found at a more recent auto-jumble complete with the necessary connection to the thermostat control – and no, I haven't tried it out yet!

Restoration Special (1)

At the AGM last November there was a request from the floor that *Floating Power* should reprint technical articles from old copies of the magazine, from the Citroënian and other Traction-related publications for the benefit of newer Members.

The Editor therefore approached a number of people with the objective of obtaining suitable material for publication.

The Scottish Co-operative (aka Frank Grant, Kenny Cocker and Andy Burnett) responded very positively to the request and have started to review and collate information for an informal series of articles that will appear in future issues of *Floating Power*.

Having already spent several evening sifting through old Citroënians, Dutch, German and Australian magazines **The Co-operative** is of the opinion that the *Light 15 Corner* technical material has all been covered to a higher standard in *Floating Power*.

They have however found some interesting images and a few technical articles from our German and Dutch cousins that they think it worth translating.

Over the coming months then we hope to be able to publish a series of technical articles that have previously appeared in print—but not necessarily in *Floating Power*.

Members of **The Co-operative** know of two very badly corroded cars being restored at the moment - remembering well the horror of removing outer sills to find little left of the inner membrane (A) and rear cross member mountings!

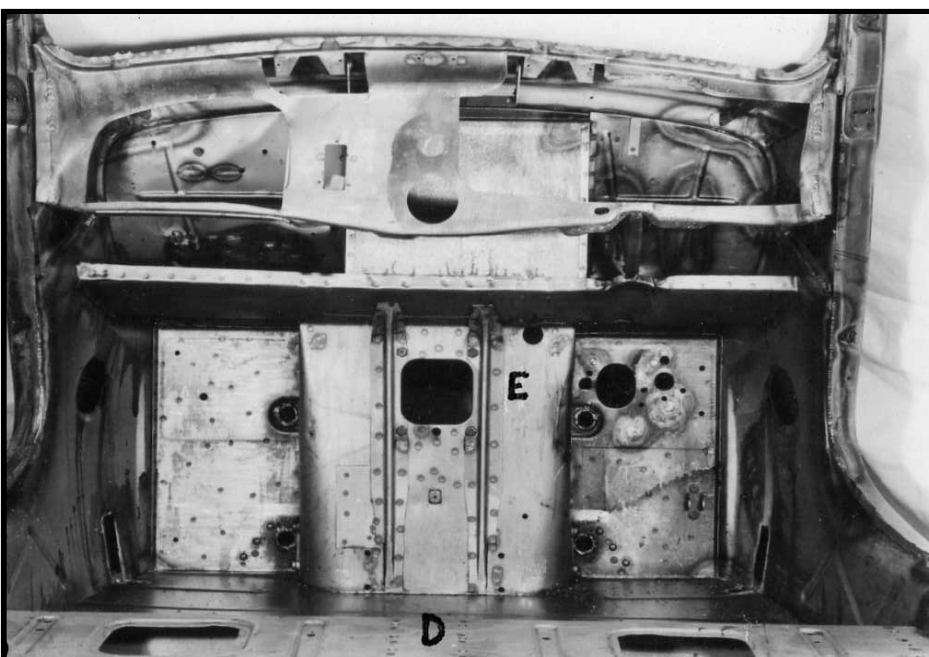
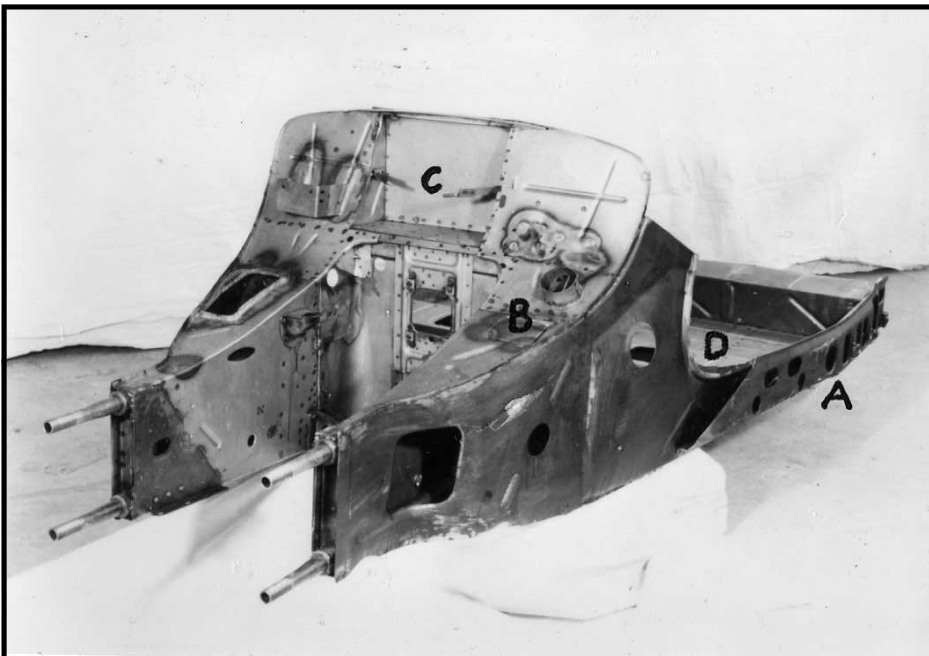
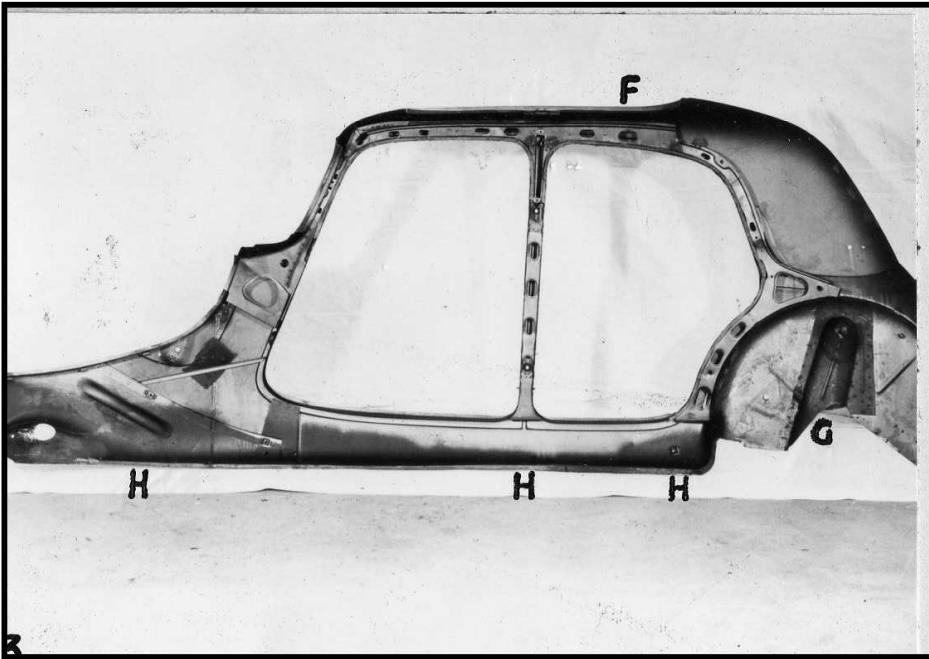
These pictures of a shell being converted for RHD production at Slough show nicely how the skeleton fits together.

With time and patience (not to mention enough money) just about anything can be repaired!!!!!!!

The Scottish Co-Operative have, over the years, probably tackled just about every job that there is to do on a Traction so if you have a specific problem with a restoration or maintenance task contact them (at a reasonable hour please) as below.

Frank Grant

Tel: 01339 742272
Email: frankgrant@btinternet.com



The Alternative Way of rallying - or - what spares to carry on the journey ?

Going on a long international rally - especially in our Traction - was always one of my ambitions. I therefore joined in the 'Mick and Moira Holmes' expedition to Norway in 2006 which turned out to be a wonderfully exhilarating and interesting adventure and an excellent sampler.

So when, the next year, John Barnes said "lets drive to Gibraltar through France, catch up with the TOC Espana y Gibraltar convoy at Bilbao, stay in Gibraltar for their Rally and then come back up through Spain and France", I was up for it.

My wife agreed to the five week trip but said " I can't do Ferries" so plans were rapidly amended to go via the "Chunnel" instead.

John very kindly planned the route and produced detailed day-by-day route maps and itineraries - one copy of which Wendy promptly through out of the car window when a scary flying bug landed on it (the 200 page book was last seen through the rear view mirror scattering itself all over a Spanish motorway!).

All of our accommodation was pre-booked and dovetailed nicely into the TOC Rally so all we had to do was work out what clothes to take and how to pack the car for a 5 week trip. Mmm!!

As importantly I had to decide what spares to take for a 5000 mile journey in a 55 year old car.

By co-incidence (?) this subject had been covered in several issues of *Floating Power* last year and I read in amazement the growing list of 'mandatory' spares recommended by other TOC Members.

Remembering that list has prompted me to write this little story.

A few weeks before the Espana y Gibraltar Rally I was woken late one night by my 19 year old son, Chris, who was excitedly saying "We've done it, we've done it, we've got on the Mongol Rally".

Bleary eyed I said "Oh yeah, and what does that mean?".

"Well we have to buy an old car with an engine less than 1000cc and we have to drive it to Mongolia. We leave the car there and fly back home. Oh, and we have to raise at least £2000 for Charity" Chris said.

"Chris Gardner and I have beaten off 600 other entrants on the Rally website and have been told that we can form a team to go on the Rally. We leave London on 21st July and we have to be in Ulaanbaatar by 21st August."

"How far is that Chris?" I said.

"10,000 miles" was the response.

My eyes closed at that stage and I thought "Just another internet thing which he'll forget about soon"

At the time our son was on a "gap year" from the Royal Veterinary College and his pal, Chris Gardner, was doing music at Oxford. Neither of them had any experience of car mechanics and both had recently passed their driving tests. However they both wanted to do something adventurous and to raise money for charity during their summer holidays before returning to "uni".

Wendy and I went off on our adventure and surprised everyone that we did the 5000 miles without too much grief - although in my opinion it's essential if you are undertaking a journey of that length to go with others who can help out if things go wrong.

As we were just getting back into the UK we had a phone call

from our son who said "Next Wednesday can you drive me to Peterborough please so I can collect the Fiat Panda which is taking us to Mongolia?"

I gulped - he was actually going on this rally.

So on the following Wednesday we drove the 200 miles from Tyneside down the A1 paid £100 for a tatty, bright red, 1983 Fiat Panda and set off back to 'Geordieland'.

Time for a serious talk with these two I thought.

It transpired that 200 cars were going on the Mongol Rally and the organisers had arranged Visas through each of the countries the participants had selected to traverse on their journey.

The start would be from Hyde Park on Saturday 21st July and for those that made it there would be a party in Prague on the Sunday evening.

After that all the teams went their own way to arrive in Mongolia for the next, and final party, on 21st August.

There were no mechanics, there were no pre-arranged overnight stops, no route plans and no agreed meeting points.

They were well and truly on your own!!!!

We realised this was now serious and that the two budding rally drivers were going to need some help.

£600 was raised from sponsorship and car boot sales over the next four weeks for petrol, food and occasional hotels - otherwise they were camping or sleeping in the car.

As the Traction needed a new clutch and the gearbox refurbishing after it's adventure, and as I don't have the space or lifting equipment to remove the engine, I took it to a small backstreet specialist Citroën Garage in Hexham.

Whilst there I raised the subject of the Mongol Rally and explained what the adventurers were hoping to do.

"You are saying they are going to drive 10,000 miles over rough terrain in a biscuit tin on wheels and neither of them even knows how to change a wheel!!!" they said in utter disbelief.

"That's about it" I said "Can you help?"

"OK - We'll see what we can do" was the reply.

So our Chris went for one (yes one) days training in all things mechanical and also got the West End Garage to sponsor the two of them on the Rally.



That'll be the engine then!!!

The Rally organisers said that the main reason cars didn't make it was down to weight.

In their experience cars that failed were often overloaded with unnecessary gear and that travelling light was the key to success.

They also stressed the necessity of having a supply of spare wheels oh, and a big, big, hammer to straighten bent wheels.

So off we went to the local scrap yard and scrounged (mention the words 'charity fund raising' and people listen and help) four spare wheels with tyres.

Thanks to Kwik Fit, who sold us four brand new tyres for £36, and to various local motor factors and supermarkets the two Chris's eventually amassed a spare parts kit consisting of:-

- ◆ Five extra wheels with tyres
- ◆ Light bulbs
- ◆ Fan belt
- ◆ 2 Metal Jerry cans for petrol
- ◆ Duct-tape (became the best item to take)
- ◆ Cable ties
- ◆ Rope

Tools consisted of a set of spanners, pliers, the big hammer and 2 jacks.

July 21st came and we went down to London to see them off from Hyde Park.

What a spectacle - 200 cars from all over the UK ready to embark on the journey of a lifetime. People and cars you knew weren't going to make it:

- ◆ Two girls dressed like cowgirls in skimpy pink outfits
- ◆ Four guys dressed in Tuxedos squashed into a Nissan Micra – no luggage or spare parts in sight
- ◆ One guy dressed as the Michelin man going on a 50cc monkey bike!!
- ◆ A London black cab, an ice cream van and Citroen 2CVs galore
- ◆ and I'd better mention Jack Osbourne (he whose father is Ozzie Osbourne, the rock star and mother Sharon of TV fame) who was making a TV programme and looked as if he too was going in a Panda - but alongside his wreck was a spanking brand new 4 x 4 loaded with camera and mechanic crews.

The car went well even though it used oil and tended to overheat - but we continuously nagged them by text to check the oil and water.



Ready for the off - Hyde Park, July 21st 2007

Through Europe and into Russia they went over smooth tarmac roads. Then Kazakhstan and Mongolia came and the roads

became rough potholed tracks.

Here some of the potholes were like craters and there were some you could even look into and see a stream flowing down below.

Rocks were strewn all over the track and they encountered rivers with no bridges, some of which could only be crossed with the aid of a tow from friendly locals.

And then the final part of the journey involved crossing the Gobi Desert.

The car inevitably took a hammering, and during the trip they had 9 flat tyres - with spare wheels being discarded as they became useless.

Once their stock of spare wheels was used up they found that most small villages had a tyre repairer who repaired punctures or fitted inner tubes.

At one point the rear springs broke. The Mercedes garage in Astana not only found them spare Mercedes springs, and fitted them, they also welded the broken exhaust and washed their car before sending them on their way - free of charge.

The car continually overheated and the radiator split, causing the coolant to continually leak out. Duct tape was used to hold it all together.

The engine fell off the mountings and they tied it in place with rope attached to the roof of the car.

So did they make it I hear you cry?

Well, they arrived in Ulaanbaatar, Mongolia on August 21st at 11.30pm in their friends' car after the Panda burst into flames 100 km away from the finish line.

The Rally rules were that contestants had to get their cars into Ulaanbaatar so they could be sold for charity and the owners of abandoned cars faced being fined by the Mongolian Government.

So the following day they returned with a pickup to collect the car to find that it had been stolen....but they had made it.

They raised £2000 - which they divided equally between Merci Corp and Camda.

They returned home and are both now back at University - richer by far for all the memories of their journey and the good friends they made along the way.

Anyone wanting to read a day-by-day account of this epic journey should go to www.teambarton.blogspot.com

So if you have a hankering to take your Traction on a long journey to visit distant places the moral of this story is that you can do it without a great raft of spare parts or being trained as a car mechanic.

Everyone involved in the rally and 95% of local people are friendly and willing to help someone with a problem.

So if this little story has whetted your appetite why not join in on the next TOC Rally or even put 'Mongol Rally 2008' in your search engine and see where it takes you.

Graham Handley



TRACTION AVANT

Edition 75 of **Traction Avant**, the quarterly magazine of Traction Universelle, has just arrived. The colour photo on the cover is of the Raid des Caribous au Québec, and inside there is a double page report of this epic tour by Traction Sans Frontières.

One of the hosts, Richard Boudrias (TU man on the spot and an ex TOC member) also writes about the history of "Louis XV", his 15-Six H.

There are two insights into firms supporting restoration - APF (near Paris) who chrome and polish expertly, and Néo Rétro (near Limoges) who stock a huge range of parts.

I was intrigued by an article on the history of the TU which is celebrating its 40th anniversary - this is the first part 1967-76, the later history will come in the next magazine. In the very early days the club was mostly interested in roadsters and coupés.

Of particular interest is a letter (in excellent French) from Flora Smith sent from New Zealand dated 5th December 1967. She encloses photos of her Slough coupé BV 3975 that she bought in Auckland in 1938, and wonders what she should ask for it.

Robin Dyke

Footnote.

In fact Flora Smith's car was bought by Ken Murdon from Sydney, and it is now with John Vanechop in Mittagong.

These pre-war rhd coupés are extremely rare - probably only eight exist.

The oldest 639 CDI (November 1934) is in Jersey, and one of the youngest ENE 442 (June 1938) is with Fred and Barry Annells.



TRAXION

Traxion is the club magazine of Traction Avant Nederland (TAN). It is published every month except August and is now in full colour.

March & April 2008. Pages 50-98

Events: Tour de Bourgeois: 75 Tractions will leave on the 30th April for this 5-day weekend in the North of France. A full colour roadbook will be sent by post to participants 1 week in advance.

Paris-Moscou-Paris 2009 July 18-August 28. For 2009 nearly 60 crews from the Netherlands, France, Germany, UK, Sweden, Spain and Monaco have expressed an interest. More information on the website www.caar.nl

Reims 2008: a report from the fair in March says it's now difficult to find/buy a complete Traction in working order. But there's an increasing number of small companies who can deliver professional work on a Traction.

History: A photo-report on the discovery of the "11 Grande Légère": a 6-door Traction with 'un intérieur clair et agréable' and a report on Carrosserie WORBLAUFEN, a Swiss bodywork shop that operated from 1900-1983. After WW2, they worked on the cabrio's and 15/6 4-seaters.

Reports: In April/May 2007 2 TAN-members made a 6-week journey through Belgium, France, Italy, Switzerland, Austria, Germany with their 1954 Traction following the travel-instructions written by two Dutch people who made this trip in 1937 in a Ford-A.

Walter & Noëlla Callens



CITRO EXPERT

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

2008 n° 1 80 pages.

This edition contained reports on:

Rennes: in 1962 the Citroen factory at Rennes-La-Janais became the birth-place of the Ami 6, the first time ever Citroën moved away from Paris. In 2008 it is still a PSA-factory (Citroën-Peugeot).

2CV6: Once upon a time... an 'ugly duck' was transformed into a 4-seater coupé the 2CV6 (photo on the cover).

Rétromobile: Citroën used the opportunity to show some treasures from its historical car collection.

TA: A 6 page report with advice about how to adapt the headlights and rear lights of the Traction Avant from 6V to 12V, and drive more safely afterwards.

DS: Citroën N/P. Citroën launched these heavy vans a little bit too late. So they were produced for just a short time from 1965-1972.

Night-nurses: 2 CX-ambulances were already in Dakar when the Paris-Dakar Rally was cancelled.

Walter & Noëlla Callens

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South West	Walford Bruen	Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD	Tel: 01395 568909 email: kemburu@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

The Eastern section meets every two months on the LAST WEDNESDAY of EVEN months 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 February meeting was well attended, with some Members coming early to eat. I look forward to seeing more local members at future meetings.

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).

Pete & Sue

Mid-Shires Section

The first meeting of the re-established Mid-Shires Section was held at the Monk & Minstrel Public House, near Kettering, on March 16th. On this occasion we limited invitations to members within a reasonable radius of Northampton but there is no desire to formalise or restrict the area we cover and any member who is interested will be very welcome to join us at any time.

On 16th ten members attended with two Traction – a very encouraging response for a first meeting and much appreciated by the organisers.

Our next meeting will be on Sunday 18th May when we shall meet at the Navigation Inn, Stoke Bruerne in order to visit the nearby Canal Museum See http://www.canaljunction.com/museum/stoke_bruerne.htm for further details.

The pub and museum are situated near Northampton - just 10 minutes from Jct. 15 of the M1. There is ample parking at the Navigation and, if numbers justify it, we can also have a dedicated room in the pub. The museum is open from 10:00 a.m. and, after our visit, lunches will be available in the Navigation Inn – but it would help if those wanting to eat advise Peter or Bernie in advance so that we may inform the Pub of anticipated numbers and, if necessary, reserve the room.

The Section BBQ will also be resurrected this year and will be on Sunday 24th August (Bank Holiday weekend). We are also seeking other activities in the intervening period as well as for the more distant future so, if anybody has any ideas, please let Peter or Bernie know sooner rather than later.

Once again, thanks to those that attended the first meeting and I look forward to seeing you all – plus some other “new” faces on 18th May.

Peter Riggs

Peak Section

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

In addition to the Annual Rally the events we have scheduled for 2008 are:

Sunday June 1st. We will be joining the High Peak Historic Vehicle Club on their 30th, and last, Run - starting and ending at the Pavilion Gardens in Buxton. Closing date for entries is 17th May.

Sunday August 3rd. 38th Cromford Steam Rally - we will be showing our cars at this excellent local meeting. Closing date for entries is 1st May.

Bev & John Cates

Scotland Section

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 Jute 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 tea!

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

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

If you would like to join the Members of the Section for the May and/or June events please call me **now!**

This pictures from Balmoral last summer may persuade you to join us!!!



Frank Grant

South Midlands Section

24 & 25 May 2008 - La Vie en Bleu. This is now an annual event at the Bugatti Owners Club site at Prescott near Cheltenham. The TOC had a display of cars at last year's event which was very successful and well attended, despite the bad weather on the Sunday.

This year there will be a larger display put on jointly by The Traction Owners Club, The Citroen Car Club and 2CVGB. A Citroen UK hospitality unit will be part of the display and the local Citroen dealership will also be displaying a number of cars.

Although we will have a generous display area there are obviously constraints and so each club is looking for 6 vehicles for the display.

Apart from being a French car weekend this is also a two day hill climb race meeting with vintage and classic cars on display and racing.

There is plenty of general parking space and you don't have to have a vehicle in the club display to come along. The atmosphere is very evocative of the period and having been there last year I thoroughly recommend it.

Come for one day or both, there is a camping area for those who want to stay over which costs £7/night/camping unit.

There is an entry fee for all, whether you are displaying a vehicle in the club area or not. The fee is £15/person/day on the gate or £12/person/day booked in advance with no fee for children under 14.

To book in advance and to enter the cavalcade or concours go to www.prescott-hillclimb.com or 'phone 01242 227979.

If you would like more information about the club display or if you would like to display your vehicle please contact me on 01905 454961 or e-mail at janeandsimonsaint@hotmail.com.

Simon Saint

South West Section

A sub-committee has now been formed to organise the 2009 Annual rally which is likely to be based in deepest Cornwall, possibly in early July.

After the initial meeting, which took place outside a delightful Devon pub in the lovely February sunshine, the sub-committee went to inspect Mark Harding's Sixes -- one from Slough the other "decouvable" model from Paris via Vietnam.

A general get together was held in April.

Walford Bruen

Surrey, Hampshire & Sussex Borders Section

Our Christmas lunch at the Malting House was, as usual, well attended with over 40 members present. At our January meeting we welcomed new member Gerry Walton, from Epsom, with his blue Slough-built Traction and 14 other members.

The revised diary for 2008 is now as follows:

- 18th May Meeting at The Fairmile
- 1st June Woking Classic car show and fete at the Prins Willem Alexander School Playing fields on B382 Maybury. Open to the general public from 12-5p.m. classic Cars arrive from 10a.m. Phone Helen 020 8330 7216 for entry forms. Free entry with car, plaques given. This is held in aid of The Woking Hospice. Dancing display, dog display, old bicycles, Motor bikes, stalls selling plants, jewellery, craft stalls etc.
- 15th June Meeting at The Fairmile.
- 20th July Chinnor and Princess Risborough Railway with cream teas. Also visit Lord Carringtons sunken gardens (free entry) Lunch in the pub where some of Midsommer murders were filmed. Note Pre- booking phone Helen.

- 17th Aug Meeting at The Fairmile.
- 21st Sept Meeting will be held at The Rural Life centre Reeds Road, Tilford, Nr. Farnham Surrey. If you wish to take your car in free phone Helen for entry form.
- 19th Oct Newhaven Fort Sussex. Victorian Fortress learn about the 1st and 2nd world wars. Underground tunnels gun emplacements, also stunning sea views. If we arrive before 10.30a.m (meet at the Fairmile to leave by 9am) we will be able to park on the parade ground (or public car park if later) PLEASE PHONE ME IF YOU WISH TO COME AS THEY NEED TO KNOW NUMBERS. 02083307216. If we have 15 people going we can get in at reduced concession price .
- 16th Nov Meeting at The Fairmile.
- 21st Dec Christmas Lunch in the Malting House at The Barley Mow. 12noon for 1p.m. Pre-bookings only.

Helen Shelley

West of England Section

Herewith the 2008 events for us:

24-25 May. La Vie en Bleu at Prescott near Cheltenham. While this is not strictly a regional event, it is on our doorstep. See more details elsewhere. Hot and cold running Bugatti's -what more could you want. This can be Saturday or Sunday, or both for the real petrolheads.

8 June. A visit to Wilton House near Salisbury (to give the south of area folks a go). Apparently it is a good day out - more details to follow.

3 Aug. A visit to Wells. The proposal is lunch at the Britannia Inn, followed by a trot down to look at the Cathedral etc, followed by a cream tea in the grounds of the Osborne residence. They are "at home" that day, which is just as well.

21 September. Again an event on our doorstep. The Tredegar House Car Show is something we have not been to for some years as a group, so it might be nice to have a go at doing so this year. Good picnic opportunity. If we book before June we get in free.

So, just a few dates, but then you need to slot in all the other more exotic things.... Brest, Rome, Antwerp, Utrecht, Lille, Sweden, Norway, Denmark, Peak District!

And, before you know it, you are back at the Tunnel House and it is 2009!

Pip pip

Jane & Terence

Rest of the World



Philippe Verdier has sent me a photo of a 11BL which is being restored by Jozef Smutny in Slovakia.

It was once owned by a former Belgian Ambassador to Prague, and there are bullet indentations in the roof.

What makes this car particularly interesting is that the chassis number 456457 seems to indicate that it was built in Paris in 1942.

John Henderson & Liz Pike from Adelaide have just acquired a 1951 Light 15. It is now painted blue, but was originally maroon. They are in need of lock barrel (and key) for one of the Slough small boot handles.



Hein Steyn from South Africa is looking for a cylinder head for this beautiful 1925 B12.



New member Bill King from Redding, Connecticut has sent this photo taken when he attended his daughter's wedding in the Dordogne.

He was so pleased with this hire car, that he has bought a smart 1949 Normale and hopes to attend the Brittany Tour in July.

The next international events are the Scheldeland Tour to Belgium (23-26 May), the Brittany Tour (11-14 July), the 14th ICCCR in Rome (15-17 August), and the 70th Anniversary of the 15-Six at Fort Seclin (29-31 August).

Would anyone with a Slough car who fancies lunch at the Rainbow Inn (near Lewes, E Sussex) on Saturday 7 June, please contact me.

Finally, for next year's diaries, I am planning a joint rally with Traction Universelle to St-Valéry-sur-Somme. This a gentle 70 mile drive following the coast southwards from Calais.

The provisional dates are Friday 8 to Sunday 11 May 2009 although we may extend these. St- Valéry is a picturesque seaside town, from whence William the Conqueror sailed in 1066.

Mike Tebbett's car is featured on the beach there on the cover of the last issue of *Floating Power*. Would anyone who is interested please contact me .

Robin Dyke



May 2008

- 3 - 4 **Citromobile** Veemarkthallen, Utrecht, Holland
- 23 - 26 **Scheldeland Tour** Antwerp, Belgium. Full details to follow.
- 24 - 25 **La Vie en Rose** Prescott. Details from Simon Saint or Terence McAuley

June 2008

- 5 - 13 **Pertrac Roses Rally** Fundraising tour of Southern England organised by Pertrac Découvertes (French based charity). Further details from the UK contact Peter Riggs or www.sophiesappeal.org
- 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
- 7 - 8 **Evesham Show** details to follow
- 13 - 15 **Danish Annual Rally** Løgstør, Jutland. Full details from Robin Dyke
- 13 - 15 **DS Annual Rally** Little Horwood, Buckinghamshire
- 27 - 29 **TOC Annual Rally** Ashbourne, Derbyshire. Full details from Richard Carlin
- 27 - 29 **Swedish Annual Rally** Full details from Robin Dyke

July 2008

- 11 - 13 **Citroen Car Club National Rally** Adjacent To The Wood Green Animal Sanctuary, Godmanchester, Huntingdon, Cambridgeshire PE29 2NH
- 11 - 14 **24th Brittany Tour** 'Brest 2008'. Full details to follow from Martin Nicholson.
- 18 - 20 **Mehari 40th Birthday celebration** The camp is 7min from the centre of Bath. With a treasure hunt planned in the villages nearby, and a BBQ for the Saturday Night To book or get information contact Nick Creed on 07714154507 email nickcreed@compvill.com
- 20 **Fleetwood Transport Festival** Fleetwood, Lancs. See www.fleetwoodtransportfestival.co.uk

August 2008

- 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

September 2008

- 21 **Tredegar Vintage & Classic Car Show** Tredegar House, Newport, Gwent. In aid of Leukaemia Research.

November 2008

- 23 **TOC Annual General Meeting** Walsall, West Midlands. Details to be confirmed

May 2009

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

June 2009

- 19 - 21 (tbc) **TOC Annual Rally** Cornwall. Full details to follow.

July 2009

- 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 Terence 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

Scheldeland Tour

23rd - 26th May 2008

The tour is now booked, but if you wish to join us please contact us as soon as possible as we will have to call the hotels to check if there are rooms available.

PROGRAM

Friday 23rd

Rendez-vous from 2pm in Hotel De Notelaer, Stationsplein 2, 2880 Bornem. Here we will have dinner together in the evening. Free parking space. No campsite.

Saturday 24th

Visit to the WW2 Human Rights-memorial in Breendonk, followed by a scenic drive to Antwerp, with several stops along the way for lunch and drinks. Late afternoon we check in at the 4 star Hotel "t Sandt". We have booked a secured indoor parking-space at the hotel or in a nearby garage at €15 per day (24h). In the evening we will take you to an exquisite Antwerp restaurant, 300m from the hotel.

Sunday 25th

In the morning we take the Tractions for a tour to and through Antwerp-South. In the afternoon we will guide you through the historic centre. In the evening we have a gathering in a real Antwerp café (dating from 1554), 300m from the hotel. They serve Belgian food, over 80 different beers (Belgian), wines and other drinks.

Monday 26th

To finish the weekend we have made special arrangements to show you Antwerp from a bird's eye view. We'll await you at the Observatory Schoenmarkt 35 2000 Antwerpen between 9AM-10AM (only). If afterwards you have some time left, we can guide you to the Carolus Borromeus (RUBENS-church), the Stadsfeestzaal...(Note : *It is impossible to drive out of Antwerp on a Monday-morning due to the heavy traffic congestion of the rush hour! You have to wait till after 11am.*)

If you are interested but haven't yet booked, please contact:

- the UK/£: Robin Dyke johnrobindyke@btinternet.com 01865 858555

-euro-countries: Walter Callens waltercallens@telenet.be tel 0032 475 47 93 02

Note - You can extend your stay to include Monday night –or longer- in the hotel t Sandt at the same reduced rate as for the Saturday and Sunday.

Traction Avant Danmark Summer Meeting

13th - 15th June 2008

Our friends in the Club Traction Avant Danmark would be delighted to see members of the TOC at their summer meeting over the weekend of 13th - 15th June at Løgstør in the HIMMERLAND region of Denmark.

This year's program is similar to previous years with a buffet meal in the hotel on Friday evening. Saturday morning will feature a drive to the town of Aars where the shops have arranged a French weekend (including French entertainment).

Saturday afternoon will include a drive through the beautiful Himmerland countryside to arrive at the hotel in time for a spare parts market, quizzes and to prepare for the Saturday evening grand banquet followed by an evening of entertainment including a good live band.

Sunday morning will be a short drive to the harbour in Løgstør

and then to Vilsted to see and hear about the huge reconstruction of a natural lake (which will be one of the largest in Jylland)

For further information please contact Robin Dyke on 0044 (0) 1865 858555 or by email at johnrobindyke@btinternet.com.

Peak District Perambulation

aka TOC Annual Rally

June 27 to 29 2008

Rally Update

Rally Booking forms are now being received. So thanks to all those people who are attending. Remember that the deadline for booking is the 31st May. I know this is still quite a long way off but the earlier people can book the easier it is for the poor long suffering organiser.

Any member visiting the website for the rally base hotel will have been given the impression that the hotel is fully booked. This is true **but all the rooms are booked to the TOC!**

Accommodation is still available but you will have to reserve by telephone. Just as a reminder this is the Quality Hotel, Ashbourne Tel 01335 346666. Please reserve a.s.a.p. and remember to mention the Traction Owners Club Rally.

Also remember that there are insufficient rooms at the hotel to cater for the anticipated attendance. As previously stated there is other accommodation in Ashbourne but this does get booked up so, to repeat, **do not delay!**

The other main accommodations are:-

Bramhalls of Ashbourne (T: 01335 346158) approx £35 pp.

The Green Man (T: 01335 345783) approx £30 pp.

If this becomes fully booked then there are also individual B&B's in the area and I can help with this if necessary.

Also for any campers:-

Peak Gateway Campsite (Tel: 01335 344643) approx £20/night and in walking distance of the hotel.

Callow Top Holiday Park. Ashbourne. (T.: 01335 344020).

A question I have been asked many times is - "Is parking available at the hotel for any rally attendees who are not resident at the hotel?"

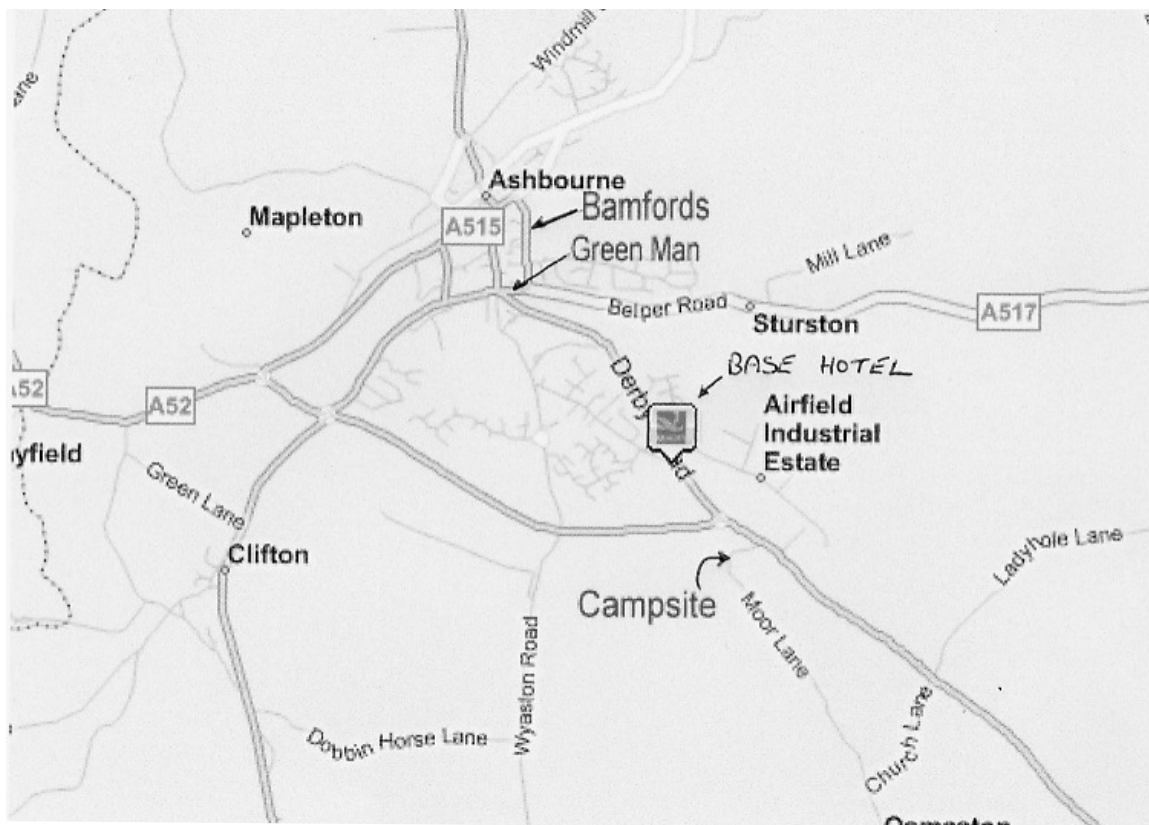
The answer is- Yes, there is a large car park with plenty of space and the hotel management is delighted to make this facility available to all attendees. Also on both Saturday and Sunday the hotel car park will be the starting point for the excursions.

Regarding the Saturday evening meal, anyone who wishes may have a vegetarian option for the main course. I forgot to put this option on the form. Could anyone wanting this option and who has not yet sent in their booking form please write this on the bottom of the form. To those who have already sent in their form please contact me by phone or email.

Finding the base hotel is fairly easy from all directions. It is situated on Derby Road leading out of Ashbourne going south towards Derby (surprisingly).

Overleaf there is a map which supports the following set of directions.

From the North, M1 Junction 28. Take A38 to Derby, at second



roundabout (Markeaton Roundabout) take A52 to Ashbourne. At the first roundabout, turn right. The hotel is approximately one half mile on the right.

From the south: M1 junction 23A. Take the A50 towards Stoke on Trent/Utttoxeter. After approximately 2 miles, at the first roundabout, go straight ahead for approximately a mile. Take the slip road for A515 to Ashbourne (approx 8 miles). At the first roundabout turn right onto A52 towards Derby. At the next roundabout, turn left. The hotel is approx. 0.5 mile on the right.

From M6 Junction 15, take A50 towards Derby/Utttoxeter then take the A515 as directed above.

Full details of the Tour are still awaited from CTAB (Club des Traction Avant de Bretagne) but as always TOC members have been invited to take part and if last year's Tour is anything to go by the 2008 event will be well worth attending.

If you are interested in obtaining more details on the Tour, as they become available, please register with Martin Nicholson and he will forward information to you as it becomes available.

Martin can be contacted by email at vicmarnic@wanadoo.fr, telephone on 0033 233 61 0015 or by letter at La Bessardiere, 11B Rue Auguste Chardin, 50800 St Maur Des Bois, France.

Fleetwood Transport Festival

20th July 2008

The committee of the Fleetwood Transport Festival (known locally as "Tram Sunday") cordially invites the TOC and its members to attend the 2008 event which is set in the historic town centre roads.

Fleetwood is a seaside location very close to Blackpool, Lancashire, and the event not only attracts enthusiasts but a 30,000-strong, wide variety of visitors including young families - introducing them to the joys that classic vehicles can bring.

In its 24th year the Festival, which runs from 10am to 4pm, includes a HUGE number of trade stands and currently attracts around 60 buses, 180 cars, 20-30 motorbikes and a wide variety of other specialist and exciting vehicles (last year this included a monster truck).

Attendance as an exhibitor or a visitor is entirely FREE and the organisers will be pleased to provide a Club stand for the TOC. All exhibitors are presented with a commemorative plaque and Fleetwood has plenty of shops and cafés to make this an ideal day out for the whole family.

For further details and/or registration please contact Lawrence Weetman at lawrence.tramsunday@googlemail.com or www.fleetwoodtransportfestival.co.uk



Members of the Peak Section enjoying a scenic drive through the High Peaks

We look forward to welcoming you at the Quality Hotel, Ashbourne on Friday the 27th of June.

Rich Carlin

Britanny Tour

11th - 14th July 2008

The 2008 Britanny Tour will be held in the Brest area of France.

Summer Meet Traction Norvège

29th – 31st August 2008

The 2008 Summer Meet of Traction Norvège will be held at RØROS, which is a typical old mining town in the centre of the country, and as always TN will be delighted to welcome TOC members to their meeting.

During the meeting TN hope to give visitors an insight into the history of this mining town in the mountains as well as a sample of the very special atmosphere of Røros. In addition to the town itself there will be drives into the mountains to experience the life in the mines as it once was.

The base for the weekend will be the Idrettsparken Hotel which is only a short walk from the centre of the town and has good parking facilities.

As a final attraction there is also a visit to the tractor museum belonging to TN member Robert Stenseth at Dalsbygda, 30 kilometres south of Røros.

TOC members interested in joining Traction Norvège for their summer meeting should contact Robin Dyke for further details and registration forms on 0044 (0) 1865 858555 or by email at johnrobindyke@btinternet.com.

Citroen Car Club Annual Rally

11th - 13th July 2008

Programme of Events:

Friday Evening (Arrive From 2PM)

Barry's Raffle.
Saturday
Food All Day.
Children's Entertainment.
3:00 A.G.M.

Saturday Evening

Barbeque (£5 A Head) And Bar
Sunday

Nigel Wild's Parade Talk.
Children's Entertainment.
Raffle
Car Judging for Best In Each Section and Best In Show
Best in Show winner has their car featured on next year's membership card. All voting slips for the cars will be put in a Lucky Dip. If your slip is the one pulled out you will receive free C.C.C. membership for a year and free raffle tickets.

Features:

60 Years of the 2CV – so 60 2CV's Please!
Strip and rebuild a 2CV competition.
Autojumble and Trade Stands
Main Dealer in attendance (expecting to show the New C5)

Prices:

Members, Traction Owners Club & 2CVGB
£5 A Day
£25 Weekend camping
Non Members & Visitors
£7 A Day
£30 Weekend camping

70th Anniversary of the 15-Six

29th - 31st August 2008

This meeting for ALL models (not just 15-Sixes) is being held at Fort Seclin, just 11 miles south of Lille. The drive from Calais would be about 73 miles on motorways or perhaps 85 miles gently across country. There are a couple of hotels in Seclin and many more in Lille itself, plus of course some very good restaurants.

Hundreds of Tractions are expected to attend, there will be a large autojumble and a meal is planned for the Saturday evening.

The website address is <http://www.les70ansdela15.fr.st/> and there is link to tell you more about Fort Seclin. You can find a wide choice of hotels and other accommodation on http://hebergement.lilletourism.com/accommodation_hotels.html and some details of camping.

You will probably prefer to book individually, the booking form on page 36 (and banking procedures) are quite simple.

Alternatively you could just turn up and pay on the day, but with no guarantee of getting the official evening meal.

For further details please contact Robin Dyke on 0044 (0) 1865 858555 or by email at johnrobindyke@btinternet.com.

TOC Annual General Meeting

23rd November 2008

As reported in the last issue of *Floating Power* there will a TOC social event on the night of Saturday 22nd November ahead of the TOC AGM on Sunday 23rd November.

The AGM will again be held in Walsall because of its central position, value-for-money pricing, and good access to the motorway network, which hopefully makes it the most accessible location for the majority of Members.

As previously stated this year's weekend package at the hotel (including Saturday evening dinner, entertainment till late and Sunday morning breakfast) will be available to TOC Members, families and friends.

If you haven't already indicated to Steve Southgate that you are interested in attending it would be appreciated if you could do so as soon as possible so that he can make provisional bookings for the weekend. Please see page 2 for Steve's contact details.

2008 Classic Motor Shows

The following Classic Motor Shows and Classic Runs are being organised by Greenwood Exhibitions. Full details on each of the events can be obtained by telephone from 01527 871150 or over the internet from www.classicmotorshow.com

Sun 4 & Mon 5 May - 11th Bedfordshire at Shuttleworth, Old Warden, Biggleswade

Sat 12 & Sun 13 July - 2nd Essex at Barleylands, Billericay

Sun 24 & Mon 25 August - 18 Knebworth at Knebworth Park, Stevenage

Sun 8 June - London to Brighton Classic Run (also Kit & Sports Car Run)

Sat 6 & Sun 7 September - Cotswold Classic Run (also Music Weekend)

70th Anniversary of the 15-Six
 at Fort de Seclin (10 km from Lille)
Friday 29th to Sunday 31st August 2008
 ALL models of Traction Avant 1934-1957

Please complete this application form

Surname

Forename

Address

Town

Postcode

Country

Telephone

Mobile

Email

Model

Year

Club

	<i>each</i>	<i>number</i>	<i>total</i>
Fee for car, driver and 1 passenger	40 €	1	40 €
each extra passenger	10 €		
children under 13 free	<i>free</i>		<i>free</i>
Saturday evening meal for each adult	28 €		
each child under 13	14 €		
TOTAL FEE		

Payment : *either by cheque (in euros) made out to CITROSCOPE or by bank-to-bank transfer (in euros - at your own bank) to*

CITROSCOPE	a/c Address 2 bis rue Louis Loucheur, 59150 WATTRELOS
IBAN	FR76 3002 7171 4200 0200 0730 112
Bank	CIC Banque BSD-CIN
Bank Address	92 avenue de la République, 59110 LA MADELEINE
BIC Swiftcode	CMCIFRPP
Reference	NAME-REGNO-WHATEVER

Please post the application form to
 CITROSCOPE
 295 rue Marcel Sembat
 59184 SAINGHIN-EN-WEPPES
 FRANCE

Tel: 00 33 8 81 39 84 12 www.les70ansdela15.fr.st
 Tel: 00 33 3 20 58 47 75 les70ansdela@hotmail.fr

ADVERTISING

TRACTIONS FOR SALE

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/>



1936 Slough built Light 12. Immaculate, green over black. Sunroof. Full tan leather interior, including door panels. Wilton carpets. West of England cloth headlining. 11000 miles since "body off" comprehensive and exhaustive rebuild. Original reg. number. This car has been rebuilt to the highest standard, (probably better than when new!) and is the oldest Slough car still running regularly. I am the second owner, and I have the original buff logbook from the first. Don't worry, I still have a Traction, or two...The car is on offer at a fraction of what it cost, for £13,500. Tim Walker 01628 628156, or timqwalker@btinternet.com



1939 11BL Paris-built with several Belgian parts. Carrosserie, motor and mechanics are in good condition. Excellent chrome work. New tires and wheels (Lambert Nivelles), brakes and drive shafts. Ready to drive and use (without work). colour: pale blue. Price to be negotiated. Contact Walter Callens, Tel:0032475479302 email waltercallens@telenet.be



1952 Slough built L15: RHD; 88,000 recorded miles; Black; Big Boot model; Bodywork good and solid, one or two minor blemishes; brightwork mostly pitted / needs rechroming; interior needs work - seats and headlining require refurbishing - carpets and woodwork good; Stainless steel exhaust system; Regularly serviced; Engine has undergone partial rebuild two years (1,500 miles) ago - new timing chain - lead-free head - stainless steel head tube - new exhaust manifold - reconditioned dynamo; Recent new brake hoses; Brand new wiring loom just fitted; Some service history; Will be recommissioned for the road with new MoT by the time this ad is published. Telephone 0208 330 2654 or 07904 021440 (Robin)



1955 Familiale. LHD, fitted with 11D engine and 123 ignition, good runner but needs some attention to slight body damage. £ 6500 ono. Contact Alex on 07961001702 or email yeats_alex@yahoo.co.uk



1956 Normale: Bare metal re-spray 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

1937 Rosalie LHD, Maroon and Black. Mechanically sound, very reliable, body needs TLC. Used for weddings and shows, attended Classic Car Show NEC 2006. Sale due to ill health. £7000 Genuine enquires only please to Ray Barnett on 02380898977.

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

1947 Light 15 Slough-built, small boot, in need of restoration. The time has come for me to admit that I will probably never get round to it! Stored off-road for the past 15 years, partially dismantled but it is all there. Car is located in central Scotland. For more information and to make me an offer please call Chris Vennall 01555 841205

1954 Citroen Light 15 - £12,875 Outstanding example in fully rebuilt condition with the advantage of full ID/DS engine & four speed gearbox and Roger William's driveshafts. Immaculate Cream coachwork and red leather upholstery. Cruises in mid 70's at 30+ mpg. All enquiries please phone Alan Smith on 0117 924 9821 (Bristol)

Type 23 Flat bed truck for restoration. 1911cc, complete and fairly solid. Interesting second world war history. £3,000 or haggle. For full details call 01872 863233 or email les@weal.plus.com

TRACTIONS WANTED

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 aharrisvoxall@hotmail.com

PARTS FOR SALE

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. B96 6NA. Tel 01527 894599

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: Early 7 series spare wheel cover. Offers please. Dennis Hewitt email: denhewitt@f1550.fsnet.co.uk. Tel no: 0044 (0) 1934 834274

For Sale: Pair of very good Normal/Big 15 drive shafts + cardens. Please call Tom Evans on 01603 628668 (H) or 07808335123 (M) or email tiger.tom@zen.co.uk

Overhauling your cylinder head? Cooling problems? Stainless steel (316) water tube for the Traction cylinder head. 422mm x 20mm O/D x 2mm wall. Predrilled and ready to fit. £20 plus postage. Telephone Steve: 020 8532 0813

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PARTS WANTED

Wanted: Steering wheel boss for 1950's Slough Car (2 spoke wheel) and Big Boot catch mechanism or Big Boot lid complete. Please call Tom Evans on 01603 628668 (H) or 07808335123 (M) or email tiger.tom@zen.co.uk

Wanted: 12 volt starter motor wanted. Please call Dennis Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk

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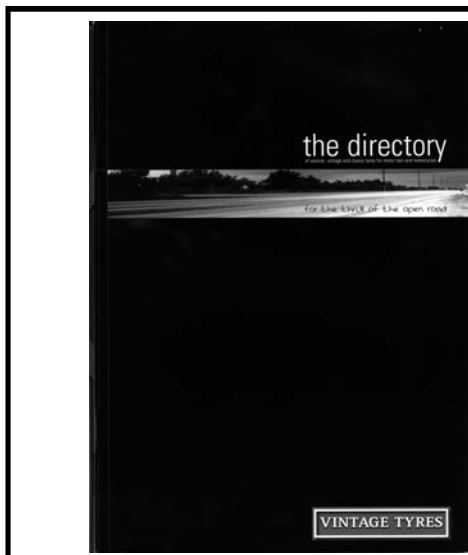
Excellent B&B and Self-contained Self catering in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France). Bring your Traction or simply visit mine! Poitiers 40 mins and La Rochelle 1 hour with cheap Ryanair flights. Well behaved children and dogs welcome. Stabling and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

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Free to TOC members

The brand new Vintage Tyres Directory containing up-to-date information on tyre specifications plus tyre history, fitment charts, wheel and beaded edge tyre information.

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To obtain your copy of this 56 page catalogue (which normally retails at £3) contact Chris Marchant at Vintage Tyres making sure that you mention you are a member of the TOC.

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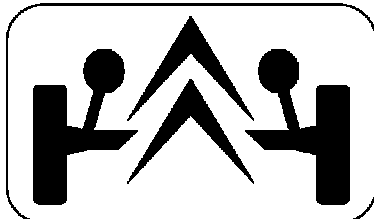


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