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London - Pete Simper
Surrey, Hampshire, Sussex - Steve Reed
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Editorial

Well it worked last time so here's hoping that this edition of *Floating Power*, also produced in Canada and transferred electronically over the internet to the printers in the UK, has arrived with you on time at the beginning of July.

As luck would have it my new next door neighbour here is the Secretary of the Shuswap Chapter of the Veteran Car Club of Canada so Barb and I have been visiting Canadian 'Shine and Show' events with her - sometimes in her 1957 T-Bird - and we are amazed at the amount of work (and money) the enthusiasts here put into their cars.

I'd very much like to thank all the Members who responded to my pleas in the last edition for input - it really is appreciated - and is reflected in the fact that more than eleven pages of this edition are filled with your stories and letters. Also a big 'thank you' goes to Frank Grant, Linton Richardson, Brian Brockwell, Mike Tebbett, Lynda Ogborne, John Ogborne and the contributors to TOCtech, Steve Southgate, Bernie Shaw, the section co-ordinators and all the people whose letters are printed.

I still need more 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.

Unfortunately there isn't any way that I can get the September/October edition of *Floating Power* to you for the beginning of September because shortly after we return to the UK from Canada at the end of July we are leaving 'en-Traction' for the ICCCR in Rome and won't be returning to the UK again until early September. You should therefore not expect to see the next edition of *Floating Power* until about the third week in September.

In the September/October edition, when it does arrive, there will be the required notices for the AGM in November - which is when current Committee members stand down and new ones are elected. This is also the time traditionally that the editorship of *Floating Power* is passed on so, as by then I shall have been doing the job for two years, it seems only right that I should offer the opportunity to further develop the Club's magazine to someone else.

Therefore if you would like to take over as Editor of *Floating Power* from the end of this year please let Steve Southgate know.

If you'd like to know more about what's involved before you make any commitments please contact me and I'll try to explain exactly what Barb and I do to produce the magazine and to ensure it arrives on your doorstep.

John Barnes

New Members

The TOC is delighted to welcome the following new members:

| | | | |
|------|----------------|---------------------|-------------------|
| 2032 | Mr M Jongepier | Lesmurdie | WESTERN AUSTRALIA |
| 2033 | Mr A Stewart | Kircaldy | Fife |
| 2034 | Mr D J Dufton | Horsham | Sussex |
| 2035 | Mr T J Ward | St Albans | Hertfordshire |
| 2036 | Mr T Paganin | Mulgoa | AUSTRALIA |
| 2037 | Mr M Jones | Lewes | East Sussex |
| 2038 | Mr I A Hares | Waterlooville | Hampshire |
| 2039 | Mr P Kok | Ridderkerk | NETHERLANDS |
| 2040 | Mr D Hopkins | Llantilio Crossenny | Abergavenny |
| 2041 | Mr R Royen | Brussels | BELGIUM |

Reminder

The last input date for the September/October issue is :

Friday

5th September



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

Tony Hodgekiss with his Traction pictured in front of the Coultershaw Beam Pump that was built in 1782 to supply water to Petworth House and the town of Petworth. The photograph was taken during a recent Surrey, Hampshire & Sussex Borders Section visit to the Beam Pump.





Chairman's chat

I presume by now all our road worthy Tractions will have been out on the road to allow Members to enjoy to the full the recent kind weather.

Drive-It-Day on April 20th yet again appears to have been a huge success judging by the reports from many different Clubs across the country back to the FBHVC.

My trip to Tunnel House near Cirencester, to join up with the West of England Section to support the Drive-It-Day initiative, was appreciated by two of our friends who thoroughly enjoyed the experience, so they said!!

The Classic and Historic car movement - that was so much in evidence on Drive-It-Day - can only survive and flourish

through the efforts of organisations like the FBHVC and of the motoring clubs, like the TOC, that support it.

In turn of course clubs like the TOC can only continue to operate for the benefit of all it's Members through the hard work and commitment of volunteers who undertake the various Committee and Section co-ordination roles that are essential for the successful operation of the Club.

Periodically the Committee has to remind all Members that there are a few vacancies and importantly our secretary, John Ogborne, who has been doing the job superbly for a number of years has indicated that he intends to step down from the position of TOC Secretary after the coming AGM in November.

The committee is therefore seeking a replacement for John in this important role and I would urge Members who might be willing to take over from John to contact him, or me, to find out exactly what is involved. In the past the role of secretary has been undertaken by the spouse of a Member and I see no reason why this couldn't be repeated so I would also urge Members to check out with their partner's if any of them are interested in undertaking this role for us.

Earlier today I was at our Committee Meeting at Steventon, near Oxford, which started at 11.00am prompt and finished at 2.25pm (including a short break for coffee or tea). One new topic proposed for the next Committee Meeting is to investigate ways of attracting new and possibly younger blood into the Club.

The Committee would very much appreciate Member's ideas on the subject to input to the discussion at the next meeting and I would therefore ask Members to email me any ideas they feel would assist in this potentially difficult task, or to put them in a letter to the editor of *Floating Power* so that they can be shared with other Members.

A further new development for the TOC is that Mick Popka, our webmaster, has offered to host an experimental Committee Meeting by telephone Conference Call in the near future in order to test out the feasibility of our being able to use the technology to avoid Committee Members having to travel to meetings in the winter months.

Mick is very experienced in the use of this mode of communication and is currently holding monthly telephone Conference Call meetings making early preparations for the 15th ICCCR in Yorkshire.

I've also been speaking to a number of Members who have just returned from a very enjoyable rally in Belgium, a write up of which is included in this copy of the magazine and I'm looking forward to our Annual Rally in Derbyshire, which will have passed by the time you are reading this magazine, and then to the Brittany Tour in July.

Over the last 10 or so years I have noticed a remarkable improvement in the quality of our Rallies. The hotels and restaurants are hand picked, the towns and villages we visit are often very picturesque, even camp sites now have all the amenities to host an excellent trip. A few Members even say the entertainment is improving! Although some of these events do get fully booked well in advance we very much enjoy seeing new faces at our events so please, whenever possible, join in some of the Social activities that Members and Section Co-ordinators organise for us.

It's a pleasure for me to read some of the letters to the Editor in *Floating Power* and it is always interesting to hear your views. Considering that our editor, John Barnes, has spent the last few months in Canada he has still managed to produce a wonderful magazine. Remarkable work thank you John, (and please do not edit this paragraph out).

Before I finish, how many of you have not visited the Traction Owners Club web site recently? Please check it out, Mick Popka has put in a phenomenal amount of work and you can easily spend several hours searching through the wealth of Traction-related information that it now contains.

Thanks again to Mick and all the others who contribute their spare time for the benefit of all Club Members.

Hope to see you at one of our events.

Steve Southgate
steve@imperial-cars.co.uk

President Ponders



It's only the end of June and I am already beginning to feel as if I have overdosed on Tractions for the year.

In the last two months we have had a second meeting of the local "Mid-Shires" Section, Walter & Noella Callens' fantastic Scheldeland Tour (which unfortunately clashed with the joint CCC, 2CVGB/TOC showing at the Vie en Bleu meeting) and this Saturday we went to the Rainbow Inn to meet up for lunch with the Pertrac Roses Rally.

Members will remember that the Pertrac Roses Rally (organised by Pertrac Découvertes - a French-based charity run by TOC Member Ronald Knoth) is a tour of Southern England by a small but enthusiastic group of Dutch, French and Swiss Tractionists to raise funds to help finance a dedicated area for children to be treated for cancer at Winchester's Royal Hospital.

We were delighted to be able to meet up with the group and to support them on their extremely worthwhile cause and the occasion was all the more enjoyable because we were joined by Olivier de Serres who had taken the opportunity to join the Rally for the weekend.

There have also been a couple more 75th anniversary meetings as we now start to work on detail.

A highlight of the May trip was that it coincided with the "Artois Rally" which started that weekend in Arras. There was a fine selection of cars of all marques including a high proportion of British vehicles such as MG, Triumph and Riley. I also spotted a 1934 10HP and a late Traction but one car that caught my eye was a mystery at the time.

It was a pre-war style open sports car and, when I looked through the grille, I was sure it had a Traction gearbox. I then peered underneath and, sure enough, it was FWD – but the rest was very different with a triangular pressed steel plate instead of the large forged lower suspension arm and a steering box.

I then looked in the cockpit and that too was undoubtedly Traction with the tell-tale Mustard Spoon gearlever. The name meant nothing to me (not that I am blinkered, of course) but I took a couple of pictures (see below) and mentioned it to my French colleagues when we met later that day.

"Oh yes", they said, "that will have been a Georges Irat". Armed with this piece of information I have subsequently been able to find their Club website http://clubgeorgesirat.fr/index_fichiers/Page404.htm and to establish that what I saw was a 1939 cabriolet based on a Traction power unit.



Left - 1939 Irat Cabriolet based on a Traction power unit.
Above - unmistakable Traction gear lever in the Irat Cabriolet

Anyway, back to the here and now when we have just two weeks to go to our own Annual Rally in Derbyshire and then a two week rest before the Brittany Tour.

I look forward to seeing you at TOC events during the year - if not at one or both of these meetings - but in the meantime its back to the garage for me to change the oil (or something) in readiness.

Bernie

TOC Subscriptions

2008 subscriptions are now overdue and if you are one of the few remaining Members who have inadvertently mislaid their renewal forms instead of returning them to John & Bev Oates this may be the last copy of *Floating Power* that you receive.

If you have inadvertently mislaid your renewal form please contact John or Bev as per the details on page 2 to get another one or, if you've just forgotten to post it off please do so as soon as possible.

TOC Website

The TOC website continues to flourish in the hands of our webmaster Mick Popka and attracted more than 8,560 visitors during May 2008 (compared to approximately 5,000 in May 2007 and 4,200 in May 2006).

Recent additions to the website include a leaflet describing the Solex 30 PAAI carburettor (provided by Alastair Hickling), an high resolution, colour Greasing Chart (thanks to Howard Spiers) and four wonderful pre-war brochures and leaflets (thanks to Jonathan Hopper).

TOC - In Committee

Committee Meeting Sunday 27th April 2008

It was agreed that the TOC would rejoin the Motor Sports Association but that the need for a Certificate of Exemption (to take advantage of MSA insurance cover) would be limited to national events. This will be reviewed in one year's time.

Membership renewal forms and the Mutual Help Brochure were being included in the May/June issue of *Floating Power*.

At the time of the meeting there were 590 members with 2 leaving and 10 joining since the last meeting.

The club shop now has new stock of binders thereby allowing outstanding orders to be fulfilled. New stock for 2009 is being selected.

The theme for the 2008 NEC show will be "Chateau TOC".

There were 20 cars booked for the 2008 rally at the date of the meeting which is a typical number at this stage. The 2009 rally will be in Cornwall and will feature, amongst other venues, Pendennis Castle overlooking Falmouth.

Plans for Arras 2009 are moving ahead and a decision by the ACI on the 2012 ICCCR in York will most likely be taken in Rome in August.

Changes to the rally concours rules were agreed and will be circulated to all those attending the 2008 Peak District rally.

Stocktaking took place on 13th April and the valuation is being completed. Turnover and gross profit is expected to be similar to last year but more stock of fast-moving spares items is required. The spares list is being updated and will be included in a future edition of *Floating Power*.

The AGM will again be held at the Quality Hotel in Walsall on Sunday 23rd November with the opportunity of attending a dinner-dance on the Saturday night. Members will be encouraged to invite non-members for the Saturday to make the event viable.

A report on the visit to the Citroën Conservatoire was given.

The next committee meeting will be on Sunday 15th June at Steventon, Oxfordshire.

Wedding Car Directory

The Automobile is putting together a bi-monthly directory of "genuine old cars for weddings". If TOC Members would like to be included in the directory they need to telephone Peter Bromley on 01872 870700.

TOC Member sponsorship opportunity

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

Derek did the ride on his own, without backup of any kind, and covered 1874.77 Miles in 21 days.

Derek reported at the end of the ride that he felt very well and that the ride went very well. He had a North East wind that did not help on the way from Lands End To John O'Groats but which was of some assistance on the way home.

He had one full day of rain, two days of showers and a cloud burst in Glasgow.

Donations to this very worthwhile charity can still be made at www.justgiving.com/derefisher.

New EU law hits breakdown journeys

New health and safety regulations from Brussels restrict commercial vehicles weighing over 3.5 tonnes and not fitted with a tachograph from travelling more than 62 miles from their base.

Many rescue vehicles used by breakdown services such as the AA and RAC are not fitted with tachographs.

This means that they are being forced to drop rescued drivers at service stations when only part of the way home where they then have to wait for another vehicle to take them on the next (possibly 60 miles maximum) leg of their journey.

Breakdown companies had thought they were exempt from the new rules, but, following a complaint from the GMB trade union, the Department for Transport has ordered them to comply with the new legislation from the EU.

Older drivers 'aren't dangerous'

Drivers over the age of 70 are significantly safer than those under 30 and as safe as middle-aged motorists, according to a recent report by the Institute of Advanced Motorists (IAM) Motoring Trust.

The IAM study shows that as car drivers grow older, they become less of a risk to other road users and less likely to be injured in road accidents themselves. However, any injuries they sustain are likely to be more severe due to age-related frailty.

Neil Greig, director of the IAM Motoring Trust, said: 'All too often, older drivers are criticised for poor driving standards and for being a danger on our roads - the statistics explode that myth. Older drivers have a wealth of motoring experience and knowledge and the vast majority self-regulate their driving in relation to their ability.'

Currently drivers must renew their licences at the age of 70 and every three years thereafter and are legally obliged to tell the DVLA of any condition that could impair their ability behind the wheel. The Government is now considering the introduction of compulsory eyesight and driving ability tests for motorists over the age of 75.

Daytime Running Lights

The secretary received several calls following recent press reports that Daytime Running Lights were to become mandatory, apparently contradicting the note under EU Legislation in our January 2008 issue which said the European Commission had dropped proposals for compulsory use of DRL.

As it happens, both reports are true, but it seems the press reports may have omitted the essential detail that such lights are to become compulsory fitments only for *new* vehicles.

That is good news for historic vehicle owners and all motorcyclists in the short term, but within about six years, the majority of vehicles on the road will be using DRL, so vehicles that lack such lights will become less visible.

London Low Emission Zone

At the time of writing, there had been four valuable responses to our appeal in the last issue for examples of hardship caused by the introduction of the London LEZ. We need to hear from more.

To repeat the request for information from the April issue: *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. Clubs catering for commercial vehicles are asked to alert their members to the need to let us have the information, asking them to contact Jim Whyman, preferably by e-mail to admin@fbhvc.co.uk, or 01984 656995. Jim will be looking after this topic until the autumn.*

Meanwhile, we have taken advantage of the recent change of Mayor of London to highlight this problem and invite Boris Johnson's team to amend the LEZ exemption for historic vehicles to a rolling date based on 25 years - which was what was originally proposed. The suggestion has been acknowledged.

Emissions related congestion charge

It is widely known that one of the planks of Boris Johnson's recent campaign to be elected Mayor of London was a pledge not to implement the proposed higher rate congestion charge for larger-engined cars. No doubt Londoners will keep him to his word.

Paint

No further news - it is still expected that regulations setting out the licensing system for the continued supply of non-compliant paints will be published this summer. It is obvious, however, that this is not a priority for DEFRA.

MoT Review

Early in May, the Vehicle and Operator Services Agency published proposals to amend the requirements for authorisation to test some categories of vehicles. The consultation closes on 17 June and is primarily about the equipment and facilities that prospective testers need. FBHVC will be checking the detail and responding accordingly if it sees anything potentially detrimental to the future testing of historic vehicles.

Still on MoTs, but of rather more interest to readers, we learned as a result of a parliamentary question earlier in the year that the Department for Transport is planning to issue a consultation on future plans for the MoT test shortly. This is likely to include

consideration of de-regulating fees and amendments to the frequency of testing to fall into line with EU minimum requirements.

Finance Bill

Two measures in the Finance Bill prompted us to ask the All Party Parliamentary Historic Vehicle Group to be on the alert.

Section 138 seeks to amend the basis on which a rebate may be obtained for a VED licence and 139 (with schedule 45) would amend the Vehicle Excise and Registration Act to enable the authorities to take enforcement action against VED evaders whilst on private land, a threat we reported last Autumn.

The former appears benign, but we need to be sure. The concern with the latter is that the draft does not appear to provide adequate protection for owners of vehicles that may have been parked on private land since before the SORN regulations came into effect.

Private Hire Vehicles

We now know of three people or businesses that hire older vehicles and drivers out for purposes other than weddings or funerals and who thus may have breached the regulations governing Private Hire Vehicles (PHV).

This is proving a complicated subject to research, and we would not normally devote so much newsletter space to an issue affecting so few people, but this does illustrate how difficult it can sometimes be to understand what the law actually means.

The relevant legislation for England and Wales is contained in Part II of the Local Government (Miscellaneous Provisions) Act of 1976. This Act has 83 sections and various schedules, and applies only to England and Wales.

We have not yet begun to establish the position in Scotland or Northern Ireland, but (luckily) we haven't heard of anyone hiring older cars with drivers out in those areas for purposes other than weddings or funerals.

Section 80 of the Act contains the definitions. The relevant one being:

'private hire vehicle' means a motor vehicle constructed or adapted to seat fewer than nine passengers, other than a hackney carriage or public service vehicle or a London cab or tramcar, which is provided for hire with the services of a driver for the purpose of carrying passengers.

Section 46 of the Act contains the basic rules:

(1) *Except as authorised by this Part of this Act -*

(a) no person being the proprietor of any vehicle, not being a hackney carriage or London cab in respect of which a vehicle licence is in force, shall use or permit the same to be used in a controlled district as a private hire vehicle without having for such a vehicle a current licence under section 48 of this Act;

(b) no person shall in a controlled district act as driver of any private hire vehicle without having a current licence under section 51 of this Act;

(c) no person being the proprietor of a private hire vehicle licensed under this Part of this Act shall employ as the driver thereof for the purpose of any hiring any person who does not have a current licence under the said section 51;

(d) no person shall in a controlled district operate any vehicle as a private hire vehicle without having a current licence under section 55 of this Act;

(e) no person licensed under the said section 55 shall in a controlled district operate any vehicle as a private hire

vehicle -

- (i) if for the vehicle a current licence under the said section 48 is not in force; or
- (ii) if the driver does not have a current licence under the said section 51.

The exemption for weddings and funerals is to be found in the first clause of Section 75:

Nothing in this Part of this Act shall -

- (a) apply to a vehicle used for bringing passengers or goods within a controlled district in pursuance of a contract for the hire of the vehicle made outside the district if the vehicle is not made available for hire within the district;
- (b) [removed by the Road Safety Act 2006] ;
- (c) apply to a vehicle while it is being used in connection with a funeral or a vehicle used wholly or mainly, by a person carrying on the business of a funeral director, for the purpose of funerals;
- (d) apply to a vehicle while it is being used in connection with a wedding;

The complication was in understanding the meaning of "controlled district". The 1976 Act states that it applies only if both the Police Town Clauses Act of 1847 (yes 1847) applies in a given area and the local authority for that area has resolved that the 1976 Act should apply.

It transpires that Section 15 of the Transport Act of 1985 extends the application of the 1847 Act to taxis in all parts of England and Wales (except London) and that all local authorities save Plymouth (and, of course, London) have adopted the 1976 Act. The Act thus effectively applies throughout England and Wales.

The big question now is what level of discretion local authorities might enjoy to enable them to exempt certain categories of vehicles - we know of two that are considering doing so in respect of historic cars, but further research is necessary to establish whether they have to power to do so.

Readers with comments or queries are asked to contact Jim Whyman. His direct contact details are: admin@fbhvc.co.uk or Tel: 01984 656995.

Mascots

We had two responses to our request for information about cases where cars in Northern Ireland had failed an MoT because of original equipment mascots. Both confirmed that the problem has been there for some time, but neither quoted specific cases so we still have only the one instance to work with. It is understandable that this matter is low on the Department of the Environment for NI's scale of priorities, but we are still pursuing the point if only on the principle that vehicle testing throughout UK should be to the same standard.

Use of Ethanol in Petrol

Some concerns have been raised recently about the use of ethyl alcohol, or ethanol, in petrol. The product added to petrol may also be called bio-ethanol to link its use with non-fossil derived or renewable bio-fuels.

Bio-ethanol has been used at times over the decades, but its recent use is linked to EU directives to increase the proportion of automotive fuel derived from renewable sources, in order to reduce carbon dioxide (CO₂) emissions.

Ethanol has been blended into petrol in recent years by, among others, Tesco, who use it in their premium 99 octane unleaded petrol blend.

Ethanol has a very high octane quality, and so is a valuable blending component for use in the production of high octane unleaded petrol.

Its use in this application is limited to 5% volume and is acknowledged by a label on the pump according to the Tesco help line, although this may not always be the case.

Although the EU is believed to be considering the mandatory use of bio-ethanol in petrol in the future, at present it is to be hoped that classic car owners would not encounter the blended product without some form of pump marking.

If any owners have concerns over using petrol containing 5% ethanol, it would be useful to check fuel before purchase by inspecting pump labels.

Concerns expressed have centred on possible water contamination, degradation of plastic and rubber seals and possible negative effects on foams used in racing tanks to prevent fuel fires and explosions. The position on these issues is not straightforward and is still being investigated in order to establish an accurate understanding.

In general when ethanol is used at 5% volume in petrol, the chemical properties of the blend approximate to those of the 100% fossil (i.e. crude oil derived) petroleum product. In other words, the fuel system may not see the 5% ethanol-petrol blend as different from 100% petrol produced in the normal way by refining crude oil.

However, (there always seems to be a 'however') there are likely to be exceptions to this rule and it is these which are still being checked. Also, as the proportion of ethanol in the blend is increased, so any difficulties are more likely to become apparent.

Although the 5% ethanol blend can give higher octane quality, which some historic vehicle owners may find useful for performance optimisation, volatility is also likely to be higher for this blend of fuel.

Some owners are already troubled by driving problems associated with high volatility (vapour lock, fuel starvation, bad hot starting etc. in hot weather), so using a 5% ethanol blend could make such problems worse.

In general, unless there is a particular reason to seek out this blend of fuel (high octane quality might be one good reason), at present it may be better to avoid it. More information should be available in a follow-up piece.

Supply of leaded fuel

Bayford, the only UK distributor of BS 4040 leaded petrol, wrote to all leaded petrol outlets last month to explain that they had lost their storage and blending facility at Harwich earlier in the year, and had not been able to make alternative arrangements.

They have now distributed the last of the leaded fuel they had in stock. The letter said they were talking to suppliers as far away as Russia and Israel with a view to importing the fuel by tanker.

As an option, they have suggested to garages that they could supply 98 octane fuel although obviously this would not have the lead content included in the fuel, but if it could be stocked alongside a lead replacement additive, it would allow customers to meet their requirement.

Review of V765/1 list of Clubs

In the last Newsletter we said we understood that the invitation from DVLA for clubs to renew their membership of the V765/1 list was likely to be distributed in mid-April. Unfortunately things don't always go as initially anticipated, but the invitation should be with all clubs shortly.

Registering Historic Vehicles

For those that don't know, the V765 scheme is a mechanism where an owner can get back the right to display the original registration number on the vehicle. If there is insufficient documentary evidence for that, then possibly an 'age-related' number will be issued. There are circumstances where DVLA may allocate a 'Q' plate. Further information is contained in two DVLA information sheets, (V848) 'How to register your "old" vehicle', and (INF 26) 'Guidelines for the registration of rebuilt or radically altered vehicles and kit cars'.

I think that some owners may not be aware of these DVLA information sheets, particularly when they have been claiming to have their vehicle registered under its original number.

There needs to be a documentary link between that particular vehicle and that particular registration number. Typically this would be an 'old style' logbook, or a certified photocopy of the 'original vehicle register'.

These documents are ideal, because they link the chassis number to the registration number. Sometimes these original documents have been destroyed. Alternative documentary evidence could be, for example, a pre-1983 tax disc or MoT.

Some owners appear to be under the impression, (or it may be wishful thinking), that if you want to get back the original registration number, all you need is just the original registration plate attached to the vehicle, without any associated contemporary documentation.

Not so. In circumstances like this, provided the conditions of the above two information sheets are complied with, you will be allocated an age-related number. As said above, some 'original vehicle registers' still exist, typically in the original local taxation authority archives.

A comprehensive list of which records still exists is listed in a book, now unfortunately out of print, called *How to Trace the History of Your Car* by Philip Riden (second edition 1998). Despite the title, it is equally applicable to commercial vehicles.

Drive It Day

Now in its third year, Drive It Day was once again a great success with all kinds of events taking part in every corner of the British Isles, with all ages of vehicles and any number of wheels.

The Federation was delighted to welcome throughout the day at the Royal Oak, Bishopstone, near Swindon, over 100 vehicles aged from 1902 to 1987.

They were mostly on four wheels but there was a single three-wheeled Morgan, and a posse of bikes from AJS and Matchless Owners Club.

Some of the rarer cars represented were a 1902 MMC, a Carbodies three-seat Daimler of 1955, and a Norwegian registered Auto Union.

The next Drive It Day will be 26 April 2009.

ALL PARTY PARLIAMENTARY HISTORIC VEHICLE GROUP

Chris Hunt Cooke, David Hurley, Geoff Smith and Andrew Burt met seven members of the APPHVG on St George's Day, April 23, in Westminster.

Among the topics discussed were the new trade and skills initiative, culture and heritage links, the lack of news after the

recent consultation on number plates and the rolling date for the historic vehicle taxation class.

Also of concern were a couple of paragraphs of the Finance Bill which would amend the Vehicle Excise and Registration Act to change the basis on which VED refunds are made and also open the way to enable DVLA to take enforcement action against VED evaders on private land. Greg Knight, APPHVG chairman, agreed to investigate.

EU LEGISLATION

FIVA makes submission to European Commission on Urban mobility policy

FIVA made a submission to the European Commission's consultation for its Green Paper on Urban Mobility in March which focused on urban vehicle bans and vehicle charging designed to reduce urban pollution and congestion, and the disproportionate impact some of these measures have had on historic vehicle owners.

The submission therefore highlighted the recent positive decisions taken by the German and Danish Governments, Transport for London and the Italian cities which have exempted historic vehicles from such measures.

The submission also urged the European Commission to develop guidelines to allow all authorities across the EU to benefit from experience – and for those guidelines to recommend that Member States/local authorities make provisions for historic vehicles to the effect that:

1. they are not disproportionately impacted by bans or charging regimes designed to reduce peak time high volume traffic and, more specifically that
2. historic vehicles are neither banned from entry to Zones/urban areas nor penalised with excessive charges for entry to such zones or other controlled urban areas.

EC plan dichloromethane paint-stripper ban

The European Commission has proposed a Directive to partially ban sales of paint strippers containing dichloromethane. FIVA is considering whether this will impact upon restoration of historic vehicles.

Environmental benefit of biofuels in doubt

The US Nature Conservancy has found that converting rainforests, peatlands, savannas or grasslands to produce biofuels in Brazil, southeast Asia and the US releases up to 420 times more carbon dioxide than the carbon reductions these biofuels provide.

Another study, by the US German Marshall Fund, has claimed that previous biofuel impact studies failed to consider indirect land-use changes – and when they are considered, corn-based ethanol production – the major biofuel in the US – doubles greenhouse emissions.

These studies coincide with the EU's intent to increase biofuel consumption to ten per cent of transport fuels by 2020.

However, the European Commission has also set out sustainability criteria that it claims will guarantee that only biofuels with a healthy carbon balance and no negative land-use effects would count towards its target.

Dear Editor,

Re: Floating Power, March/April, page 13 - I remember the so-called Traction emporium at Waterloo in London, SE1 - it was in Cornwall Road, the south end of which is directly opposite the Old Vic in The Cut - at the other end of Cornwall Road are railway arches beneath the bridge into Waterloo Station - the business was carried on by an individual whose name I believe was John and the premises were a bit subterranean!

There were always Tractions in the workshop either being serviced, repaired or restored and often, more cars parked in the street nearby.

I spoke to John on a number of occasions and I recall that he told me that his business was mainly maintenance work for quite a lot of owners and some restorations which could cost up to £20,000 for a complete re-build.

The last time I called at the arches, perhaps fifteen years ago, the business had gone - I have it in mind that it had moved to the Elephant & Castle/Old Kent Road area.

If some of those who used the garage services at Cornwall Road are TOC members no doubt they can tell you much more

Regards

John Birnie

Dear John,

Another great edition. As you need copy I will send a piece about a trip/tour of Ireland I have just returned from.

Also as a letter you might like to know that CTA have confessed that there have been some problems with the drive shafts they supply.

It appears that the circlip groove which is cut into the shaft near the spline is breaking the high tension effect in the steel and causes the shaft to snap.

I have had three go recently and this, I think, is the reason.

Regards,

Alan Crisp

Sir,

I respond with alacrity to the missive from Mr Larker-Pott in the last issue of your splendid and worthy publication "Poating Flower".

However, I despair at the lack of intelligence and perspicacity displayed by the aforesaid Larker-Pott regarding the issue of the condition of the chassis of his Citroen and a possible replacement that might be found within the splendid premises of Messrs. Depanoto, which are, as he correctly surmises in "La Belle France".

The answer sir is blindingly obvious to those of us properly immured in these fine motor cars. One has to merely use the new chassis orientated in the correct way i.e. if a right hand drive version is required simply turn the whole thing upside down!

Your Most Obedient Servant

A.B. Odger

Dear John,

Another splendid read, very well done, and put together from far flung parts. How diabolically clever all this Technology is!

Regarding my Donnet, I note with interest the letter from John Kiddell in Madrid, and await with interest a copy of the photograph he mentions. However I shall be surprised, but also pleased, if it is a Donnet like mine!

There are in fact quite a large number of Donnet motor cars still about, mainly in France of course although there are about half-dozen here in the UK.

The point is that my Donnet is a Type K, 2.5 litres and six cylinders with seven main bearings This was designed by Maurice Sainturant who later of course joined Citroen and the team designing the Traction, having responsibility for the engine.

The Type K was the luxury car in the Donnet range, being introduced in 1927 and still being sold when the company finished in 1933.



Research seems to indicate that all the chassis were actually manufactured in Pontarlier in the old Zedel works, before being sent to the Donnet factory in Nanterre, Paris, for final assembly and body fitting.

This research also seems to indicate that all the chassis were made before 1929, but it took another four years to sell them as complete cars!

I like my big Donnet, it is turning out to be a splendid vintage tourer with a good performance and a useful turn of speed.



I have attached a photograph or two which you may find room for, and which I hope members may find of interest.

The body, windscreen, bonnet and even the radiator shell were a product of my own workshop, but then I don't get out much!

If any member has any Donnet information, literature, photographs then I would be pleased to see them, and does anyone know what happened to Sainturant after his time designing with Citroen?

Best Wishes

Mike Jebbett

Dear John,

Further to the paragraph relating to Private Hire Vehicles, I can offer the following information which may or may not be of interest to members.

For over ten years I earned a living from being a taxi owner and driver both of Hackney Carriage and Private Hire vehicles in Brighton, East Sussex.

Brighton's licensing laws regarding Hackney Carriage taxis are basically the same as London's, but the Private Hire laws, although I understand them to be much the same, are far more strictly applied. (e.g. a Private Hire vehicle is very unlikely to get away with picking up someone who flags them down at the side of the road).

Also for (the same) ten years, I ran a Wedding Car business. I can confirm that, according to the licensing laws, a vehicle may be used for Weddings and Funerals only (known as unlicensed Private Hire), but no more.

In Brighton it was very difficult with a classic car such as the Traction to obtain Private Hire status due to certain equipment etc not available on the car.

Also it was necessary to display the Private Hire licence plate with the number of the licence, town, registration number of vehicle etc screwed or rivetted to the rear of the car body and to have 'Private Hire', the name of the licensing town and telephone number on the doors.

These had to be permanent attachments. Also the For Hire light had to be present on the roof and the meter present in the vehicle. This may differ with other licensing authorities.

Hence, when quoting for a wedding, if the bride wished to be picked up after the reception for a trip to the airport for the honeymoon, this trip to the airport had to be done with a licensed Private Hire (or Hackney Carriage) vehicle which displayed the licence plate on the rear and the wording on the doors.

I'm sure most members will understand that I did not want to deface my Traction with a license plate, wording on the doors etc. Even if I did want to go to the enormous expense of trying to get the car to the level of equipment required to pass the licensing test.

In Brighton it was also forbidden by the licensing authority to use your Private Hire vehicle for private use and the tax implications are obvious.



I sold my last taxi in 2002 and left the UK in 2005, so it may well be that this has changed, but I very much doubt that it has become less strict.

Below , a couple of pics of my car, with her UK registration when she was a 'working girl'. She has now retired to her country of origin.

Regards

Carla Perry

PS I'm pleased to see that the magazine style has reverted.



Hi John,

I would like to see members only Wanted adverts to appear on the website immediately or as soon as possible.

My reasoning for this is that it is quite likely that if a member wants something then they need it fairly urgently and it is likely to be for something that is not available from TOC Spares, CTA Holland, CTA Sweden or van der Sman to name a few.

In my opinion these members Wanted adverts should also go out immediately in the proposed e-mag.

Regarding the For Sale adverts my problem, although the Mick Wright advert appeared due to him being an acquaintance of mine, was that it appeared to me that non-members were getting priority over members in getting an advert to appear quickly.

It seems a little strange to me that a member wishing an advert to appear quickly on the website and who is quite willing to pay the fee that a non-member pays would be turned down.

Surely this is against the Human Rights Act (tongue in cheek).

Regarding the proposed e-mag could a consideration be given to all members, that have email, being advised of any additional information etc. that has been put on the TOC website.

This would help Mick to get a clearer idea of how many times the website is 'hit' for content and browsing reasons rather than to have the 'hits' added to by members like myself who look at it everyday to see if there is anything new.

It would also benefit those like me who constantly hear cries of "are you on the web again!".

Regards

Dennis Hewitt

Dear John, Bev and Committee

Just a note to say, that I've decided not to re-new my TOC subscription.

My Traction ownership these days is limited to the offerings of Maisto, Burrago, Solido etc.

Until recently I've enjoyed receiving the magazine but I find now that the many technical articles are not really of interest (if only they had been printed 10 or 12 years ago!!).

The reports of social events don't mention many people I know and, finally, the quality of the photographs published has really gone 'down the pan!' Perhaps someone with more knowledge than I could explain to members the minimum requirements for

getting quality results from digital cameras!

I realise that John Barnes is running a 'tight budget' operation with very little spent on layout or design, and all credit to him for delivering each issue on time.

At the end of the day though, for me, the magazine is all I get for my subs and, reluctantly, I've decided it's no longer worth it.

So, thanks to all for many good times over the years.

Happy Tractioning,

Sincerely

Graham Jones
(Member 1352)

cc. FP Editor John Barnes

Dear Sir

My Slough Traction is prone to slipping out of top gear on changing up.

The problem is that the clutch engages when the pedal is nearly at the floor, while the gears don't lock until the pedal is nearly all the way up. I therefore have to hold the gear lever firmly down until my foot is right off the pedal.

I'm not sure why the clutch pedal needs so much travel, and so I can't decide whether the problem lies with the clutch or with the gear locking mechanism, or with the gearbox itself.

The problem only occurs with top gear and although there is slack in the gear linkage, it appears to be giving full travel.

Has anybody got any suggestions?

John Joyes
Member number 1918
john@joyes.org.uk

Dear Sir

Martin Tubbs, an independent Citroën specialist in Stanstead Abbots known to many CCC members, did some work for a customer some years ago on a RHD 1937 Light 15.

The customer never collected the car and cannot be traced having apparently left the area under something of a cloud! Meanwhile the car has been sitting in a field steadily deteriorating.

Martin started the engine about 18 months ago with no trouble, and most of the panels are sound with surface rust and a few bits of more rust. The interior is a disaster area.

It could be restorable, or at least could provide some useful spares. Martin would like it to go and leave him with some space! He can be contacted on 07831 230 241.

He has asked me if I would let people in the CCC and TOC know about this car, so if you care to pass the information on, please do.

David Chapman
CCC NL&HCS Secretary

Dear John,

I refer to the exchange of emails in response to Dennis Hewitt's enquiry in the May/June 2008 edition of Floating Power.

Please correct me if I am wrong, but I thought one of the aims of the TOC is to promote, encourage and preserve the use of Traction (regardless of whether or not owners are members of TOC).

In the circumstances, I consider that you acted in the best interests of the Club, its members and a fellow Tractionist ,who, on receiving such a response, may well join the TOC in the future.

Whilst writing, congratulations on the Emergency Assistance Network, Directory of parts and service suppliers which will be most useful. I have a couple of contacts whom I have recently used and you may wish to add to a future edition:-

Battery Specialists

BAT MAN UK
Branchflowers, Paradise Close, Cothelstone, Taunton, Somerset TA4 3DT
Phone: 01823 432000
E.mail: www.batmanuk.com
Products: All types of battery.

Comment: Phone or on-line orders, next day delivery , competitive prices, first-class service.

Exhaust Specialists

TAYLOR MADE EXHAUST SYSTEMS
A44 Exhaust Shop, Bromyard Road, St. Johns, Worcester WR2 5ER
Phone: 01905 424996
E.mail:
Products: Custom made stainless steel exhausts.

Comment: Efficient service, competitive prices.

Hope this is helpful,

Regards

Barry Plant

Dear Bernie,

Greetings from South Africa.

We have not heard from you or any Traction Owners for a long time and seeing your email address in your Magazine felt it was time to make contact again. The last time we saw anyone was in 2005 in Paris at the 50th Anniversary of the DS. We also made contact with some Clubs in Australia early this year during a visit to visit friends & to attend a wedding there.

I still remember very good times spent with you & other Club members. I hope we will meet again some time. Remember that anyone coming to South Africa is welcome to contact us. We can of course help with a bed and whatever.

It is great to receive your Magazine – Floating Power, which we enjoy as fellow Tractionists. We do think that your Magazine rates as one of the best, if not the best we receive.

I was very intrigued by the " Quiz page – Wotizz it " Picture (1) My answer would be L/hand rear fender & number plate bracket with bumper bracket showing as well. It must be a 11B or BL. :Picture (2) Top left Big Boot rubber seal spring mounting clip. Top right metal strip with fold over sections to hold window glass channel. Left hand bottom round ring not sure, but it

appears to be the rubbing seal for the Lucas small fender mounted park light. Right hand door lock mechanism spring. I enjoyed doing this & look forward to the answers in the next issue. It was fun to play.

Our Club is still very active, we have an evening meeting at our Clubhouse in Walkerville & an outing every month. This is also a very important year for us as the Club is 30 years old this year. We are having big celebrations at Parys (Afrikaans for Paris) on the Vaal River from 19th to 24th September. We will be having all the usual – a concours, gala dinner, a parade through the town, visiting a small Eifel Tower and our 2CV Friends will be organizing a fun run in the area. River rafting, hikes, of course shopping for the Ladies, visits to the Vredefort Dome (a meteor crater), etc.

We are now on an email system to most of our members, which has made life much easier. If you like we can add your address so that you will have up to date news from SA. Perhaps the editor of your magazine would be interested in news from us. I have patched him into this mail. We do not have regular printed newsletters, but you should have received copies when we have produced copy. Let me know if you have received them. We can also do a CD of our old Newsletter & send them to you.

We are also very interested in the 75th Celebrations for the L15 next year. Some of our Members are keen to attend the 2CV event in the Czech Republic & perhaps we can do both events if the dates are close together. Please let us have more info if you have the details.

Convey our good wishes to anyone that may remember us. We look forward to hearing from you soon.

Best regards.

Stephen & Joyce Chobbie

Hi John

Just received my copy of the glovebox edition of the Emergency Network - great and very handy!!

For the next print of them I think it would be worth putting the Scottish ones where they should be on the map.

Nos 1 to 4 are not where they should be due to some mix up. The numbers are in the correct places but with the wrong names.

- '1' should be at bottom right (Edzeck)
- '2' should be at top left (Dundonnel)
- '3' should be centre right (Aboyne)
- '4' should be centre left (Crathie)

I hope this explains things as somebody in the West Highlands would contact number 1 as is shown, only to find his contact is over 200 miles away!

Keep up the good work and best wishes meantime.

Andy Burnett

[Thanks Andy - my fault I'm afraid. For the next version, which won't be this year, we will have a much better map which will also include Ireland and France, So rest assured that now that the work associated with setting up the format and content is done attention will be paid to detail for the reprint. JB]

Letter to the Editor

I read with interest *Floating Power* Vol 32 issue 3, May/June 2008 that there is a plan afoot or should that be 'floated' re an e-version of *Floating Power* to be produced every two months.

Whilst in principle this seems to be a very good idea it does rather make one or two assumptions which I would like to raise here.

One: that every member has a computer and that broadband services are available in their district. You may not be aware that there are many areas in the UK that still cannot receive Channel 5 TV. This may or may not be a bad thing but missing out on something which is as important as an e-version of *Floating Power* is in a different League.

Two: with reference to the above I realise how administratively efficient it will be at the press of a button "ie SEND" that a large percentage of hopefully fully paid up members will receive these important pearls, but what about the smaller percentage who have not been "netted", who have paid their subs in full? Will they receive a copy by snail-mail and will that be before or after the up to 8 megabyte slingshot has left the station?

Three: as well as costs there are work load implications for its production. I would not like to see any diminution of quality or quantity of the high standards set by *Floating Power*. It is a lot of years that have gone by since *Floating Power* has been so regular and full of interest, congratulations to all concerned. It is interesting to note that cars wanted and for sale advertised in *Floating Power* appear seem to be a little down in number. I would hope that they appear in *Floating Power* first before being posted on any website: a condition of acceptance.

Four: with reference to advertising and its conditions would a similar format apply to the e-version of *Floating Power*? Would it be the area for letters to the editor and Club issues open to membership debate, or even a reminder of events published in *Floating Power* and which are due to happen before the next *Floating Power*? Or would it be a supplement to *Floating Power* or whatever?

Can we see some more flesh put onto the skeleton and it be published in the next *Floating Power* before we all start raving rather over-excitedly one way or t'other?

Keep up the good work and looking forward to the next edition by snail mail.

Stan Potts

Northern Section Co-ordinator

[Thanks for the letter Stan - which, thanks to the Royal Mail, reached me safely in Canada as you can see.

Firstly let me say that I am aware that there are a number of TOC Members who are not as comfortable with computers and email and such things as I am and who are very cautious of any change - "if it ain't broke don't fix it".

Secondly let me say that the idea for an e-version of *Floating Power* is entirely mine and has not yet been discussed by the Committee - let alone agreed.

The points you raise are both interesting and valid - and hopefully they will prompt some debate amongst other Members of the Club which will allow the committee to have a more informed debate when it discusses the idea.

To stimulate the debate let me explain some of my thinking.

As I have mentioned on a number of occasions I belong to a number of different car clubs - each of which addresses the area of communications with members differently. Two use e-mail newsletters very effectively.

Floating Power, as you know, appears every two months but frequently I receive information about events and snippets of news etc - between issues of *Floating Power* - which I can't print because they are no longer relevant one or two months later.

The idea therefore is that we have a fast, efficient method of communicating such information to Members in the months when *Floating Power* itself does not appear.

We could of course post it on the website (and in fact most of it does get posted) but websites are passive (ie you have to go and look for information) whereas *Floating Power* (and an e-version of *Floating Power*) is pro-active in that it actually brings information to you (of course you have to choose to read it - which I can't do anything about).

As you say, being able to press a SEND button which distributes the document to all email-enabled TOC Members would be administratively extremely efficient and very different to the processes involved in producing and distributing *Floating Power* itself.

A significant part of the administrative efficiency would come from the use of a powerful set of tools to support the production and distribution of the e-newsletter and (equally if not more importantly) to manage the email address lists of the recipients (which change very frequently).

My idea is therefore to use a service operated by a commercial mailing organisation which would allow the creation of the e-newsletter from a PC anywhere in the world and which would output a high-quality, professional, properly formatted email document directly to TOC Members.

This e-mail document would also include all the necessary facilities to allow them to update their email addresses and even to unsubscribe themselves from receipt of future editions if they so wish.

My idea is that the newsletter (*e-Floating Power*) would be limited to one or two pages and would not include photographs - so it would be a few Kb in size (not 8Mb) and perfectly capable of being received by Members who do not have access to fast broadband internet connections.

As to contents - certainly event details and reminders, TOC news, articles and snippets that I think might be of interest to TOC Members and e-mailed letters/responses received from Members.

This is my current thinking but inevitably things develop, as *Floating Power* itself has over the years, so a definitive list of possible contents would be difficult.

One thing is certain and that this e-document, if it is given approval to proceed by the committee, will not replace *Floating Power* and will not be allowed to detract from either the quality or contents of *Floating Power*.

As to whether it would be posted to Members who do not have email addresses (or do not choose to disclose them to the Club) I can't make that decision.

I think a bi-monthly e-document would be relatively easy to produce and very cost-effective to distribute. If however it were necessary to print and post any significant number of copies then the whole proposition changes - both from an effort and cost perspective - and would need careful thought before I would be able to commit to going forward with it.

As I said, no decisions have been taken and no firm plans have been made so what do other Members think about the above ideas? JB]

Re: Pertrac Roses Rally

After twelve days and over 2600 km all team members and their Traction's safely returned home.

Friendship, hospitality and generosity were the keywords during the Pertrac Roses rally and it was good to see that so many people made donations for Sophie's Place.

The initial objective was £500, the group pledged £1,000 at Winchester's Royal Hospital and we are now approaching the £1,200 mark as some money is still coming in.

Thanks to you and the many unknown donors we encountered during our trip. Good hotels, excellent food and beautiful weather were factors that contributed to a very successful rally.

On behalf of all team members, many thanks again,

Ronald Knoth



Ronald Knoth presenting a cheque for £1000 to Sophie's Place at Winchester Royal Hospital.

[Hopefully a full write up on the rally will appear in the next issue of *Floating Power*. JB]

Dear Sir

Re: 1925 Citroen B12 - info needed

I should be grateful if you could ask your readers if anyone knows where I can get information on the above right-hand drive, British car. I need specs or a manual and a cylinder head and I would very much like to speak to someone who also has one.

Thanks

Hein Styn
hein@acepak.co.za
South Africa



Hi John

Thank you for the email. Of course the answer is yes and I have enclosed (below) an extract from the document I sent to 2CVGB.

If there is anything I can do in the future to support TOC trips to France please just ask - I would love to have a visit from a gaggle of Tractions!! I am hoping to obtain one myself in the near future.

Stay in touch

Kind regards

Nicholas Greene

Driving in France

Rules of the road

1. No-one is allowed to drive on a provisional licence.
2. Minimum age to drive in France is 18, not 17.
3. Seatbelts must be worn by the driver, front & back-seat passengers.
4. Under-tens may not travel in the front unless the child is in a specially approved fitted seat facing backwards.
5. Stop signs mean STOP. Creeping slowly in first gear will not do. You must come to a complete halt even on a clear road. This is a 4 points and 110€ fine
6. No stopping on open roads unless the car is driven off the road.
7. Overtaking where there is a solid single centre line is heavily penalized.
8. A red warning triangle is not compulsory contrary to popular belief, the rule is they are to be carried in case of breakdown, if your car does not have hazard warning lights, but is strongly advised anyway as breakdown may affect your electrics. However it is compulsory for cars towing a caravan or a trailer.
9. Full or dipped headlights, as in UK, in poor visibility and at night. Sidelights only when the car is stationary. It is strongly advisable to have a complete spare-bulb kit (buy before you go) as it is illegal to drive with faulty lights and if you cannot immediately replace the faulty bulb you will be fined.
10. Beams must be adjusted for right-hand drive using proper deflectors, black tape is not allowed and you could be fined if a stropgy gendarme takes it upon himself to be pedantic. Yellow-tinted headlights are NOT compulsory any longer.
11. Don't drink and drive - the limit is 0.05% alcohol and random breath tests are frequent.

Penalties

Drink Driving

0.8mg/l blood: you will have to go to court; max fine: 4.500€.

0.25mg/l blood: standard fine: 135€.

Speeding

+ 50km/h: you will have to go to court; maximum fine: 1.500€

+ 40km/h: you will have to go to court; maximum fine: 750€

+ 30km/h: you will have to go to court; maximum fine: 135€

The point system is slightly different in as much as, in France, you have 12 points already and they take points off for offenses. You don't automatically get points for speeding - you may just get a fine, but if you persistently get fines you will then start to lose points.

When I first moved to France 4years ago if you had a UK license you could pretty much get away with a lecture but now the Gendarmes are using the UK system to make a conviction.

I actually know of someone who got a bit carried away on his motorbike and got picked up by 4 cameras on his route home, he was fined a hefty 1200€ by France using the DVLA as a go between.

A new category of offences has been created in the penal code for drivers who "**deliberately put the lives of others in danger**". This applies when a third person has been put in direct danger of injury or death through the driver's disregard for safety precautions; it carries a fine of up to 15,250€ for causing slight injuries and suspension of driving licence for a maximum of three years.

Priorité à droite and other road signs

In built-up areas, the priorité still applies and you must give way to anybody coming out of a side-turning on the right unless it has STOP and a solid white line or CEDEZ DE PASSAGE (Give way) and a dash line.

However the priorité rule no longer applies at a roundabout which means you give way to cars already on the roundabout, watch for signs and exercise great caution.

Traffic on roundabout has priority



Traffic on main road has priority



Some signs are just written watch out for these:

Gravillons - loose chippings

Chaussée Déformée - uneven road and temporary surface),

Nids de Poules (potholes),

Déviaton (diversion).

RAPPEL under a sign means a continuation of the restriction if under normal conditions the restriction would cease.

Motorways

The road network is very well developed in France (nearly a million kilometres, of which almost 8,000 kilometres are motorways).

There is usually a toll for motorways (autoroutes à péage) and because of their private financing, prices per km can vary.

You will find orange emergency telephones every 2 km, parking and resting areas every 10 or 20 km. 24-hour petrol stations offer a basic maintenance service, and are located approximately every 40 km.

Credit cards (Eurocard, MasterCard, Visa, Carte Bleue) are accepted as payment for tolls and at service stations. Using a card at the tolls is very quick too you don't need to put in a pin code usually put your card in it rolls back out and the barrier goes up.

Motorists can only call the police or the official breakdown service operating in that area, and cannot request assistance from their own company if they break down on a motorway. The same applies on the Paris périphérique.

Internet info

To find out everything about toll charges, service stations, rest areas, restaurants, filling stations, and hotels along your route, and for details of your journey, consult the website www.autoroutes.fr. The site is in English too!

For motorists with LPG gas (GPL) conversions there are approximately 1.700 stations selling LPG in France, especially on motorways. The website www.gpl.fr provides details but it is only in French.

Dear John

I was hoping to submit a report on the meeting of thousands of Classic Cars driving around in glorious sunshine on Drive it Day [April 20th 2008].

Well, at least in my neck of the woods it was drive a rather cold, damp, i.e. wet squib day! So who can blame anyone for not turning out in his or her nice dry, shiny Traction, or in any thing else for that matter!

So instead of a long detailed epistle on rows of everything from a 2CV to a Rolls Royce, or an in-depth report on the discussions of the merits of front wheel drive with other less enlighten pilots [we know we are right anyway] it's just a solitary pic' in a near empty car park.

For the record it is the first stop on the Great Central Steam Railway [Quorn & Woodhouse] near Loughborough, Leicestershire.

Also for the record, hidden away in different corners were two A35s, a Rover 90 and a Morris 1000!

Best Wishes.

Mike Wortley

Hi John

Here are the birthdays for July, plus a couple of stragglers from June. No cars were built in Paris in August

Kind regards

Robin Dyke

| Reg No | Model | Probable Build Date |
|-----------|----------------|------------------------|
| C-762 | 11AL | Monday 22 June 1936 |
| CSV 360 | 7C | Wednesday 24 June 1936 |
| GSJ 750 | Légère | Saturday 01 July 1950 |
| JSK 832 | Normale | Thursday 02 July 1953 |
| TSU 953 | Normale | Saturday 02 July 1955 |
| UFF 350 | Légère | Thursday 09 July 1953 |
| KSK 628 | Légère | Tuesday 10 July 1951 |
| MA-19150 | Light 15 (lhd) | Tuesday 11 July 1950 |
| RFF 990 | Légère | Wednesday 18 July 1951 |
| TFO 569 | Légère | Friday 22 July 1949 |
| OSK 572 | Normale | Friday 22 July 1955 |
| KSK 176 | Normale | Monday 25 July 1955 |
| RJN 801 R | Légère | Tuesday 29 July 1952 |
| ESJ 353 | Normale | Wednesday 30 July 1952 |

John

I spotted the following items for sale recently on ebay in the US.

This AUCTION is for 13 issues of FLOATING POWER MAGAZINE in 8 by 12 inch format. All in B/W with many photos and articles devoted to the restoration and preservation of these older Citroens. How to find them, buy them, and move them. How to articles on fixing and adjusting your horn, sand blasting parts, brake drums, special tools, and how to do other things while restoring an old car. Many interesting photos of old Citroens being restored and even some rear wheel drive restorations. These magazines date from the early eighties. Of particular interest is the wonderful art work as you can see by these covers. I tried to get 2 cover shots in each photo, and these open into a large drawing...These run about 12 to 20 pages.

They sold for \$15.95 - do you think this might be a possible new source of revenue for the TOC?

Mike Popka



Dear John,

Firstly... congratulations on the May/June issue. A great read as ever, and all the more impressive that you managed the project from Canada ! and succeeded !!!

Having recently joined the TOC and not having previously written to Floating Power I thought I'd respond to your plea for material with the following report on my Drive-It-Day (or more like 'Thrash-It-half-to-Death-Day') experience. :-)

Drive-It-Day 2008

I'd made my biggest mistake before even leaving the house... you see, I was running to Alfa Romeo time.

Let me explain.

In the real world... where I come from... my 156 Sportwagon will wrench me from the driveway, propel me up the A30 and spit me out somewhere south of Okehampton in under an hour.

So, without a care in the world, keys-a-jangling and whistling a merry tune, I stepped out of the house at 10:45am and into... another world...

It was "Drive It Day", and my newly acquired 1949 Normale was going for a run.

Now, this is no normal Normale... this beauty has a set of Roger Williams' go-faster cogs in its "boite de vitesses".

I reckoned on cruising at 60mph on the dual carriageway, so a noon lunch seemed a reasonable target.

Twenty minutes later, and with the engine now running, I optimistically headed off my driveway.

About thirty-five minutes after that, I pulled majestically onto the A30 to "commence" my journey.

Time, I realised, was getting a bit short. A fifteen minute whizz

had taken almost an hour. Time to step on the gas !

As I had thought, 60 was O.K... except when it became 40 on the hills. I was climbing out of deepest Cornwall and there seemed to be more uphill than usual.

Nothing else for it... I'd have to up the pace, or miss lunch so I threw caution to the wind, and nudged the needle higher.

At about 62 the ambient noise level suddenly increased threefold.

At 63 my teeth started to re-arrange themselves.

At 64 I began to consider the possibility of flight.

At 65 I was shrieking with joy... or fear... or perhaps just to confirm my existence.

It is entirely conceivable that I peaked at 70mph on the long swoop down past Jamaica Inn... but my brain had by then become liquid, so all recollection is lost.

Eventually, forty-five minutes late, I arrived at the beautiful, thatched Bearslake Inn to find Walford Bruen with his splendid 1939 Cabriolet, David Studley and his fine 1954 Normale, Ian Brighthouse's nippy 2CV and an (unusually) Traction-less Vic Vickerstaff.

After a friendly pint, a chat and a tasty roast I looked forward to a more leisurely trip home.

I even found time to wave at other passing classics, and my "Toad of Toad Hall" megalomania was soon replaced by calmer, more fraternal thoughts.

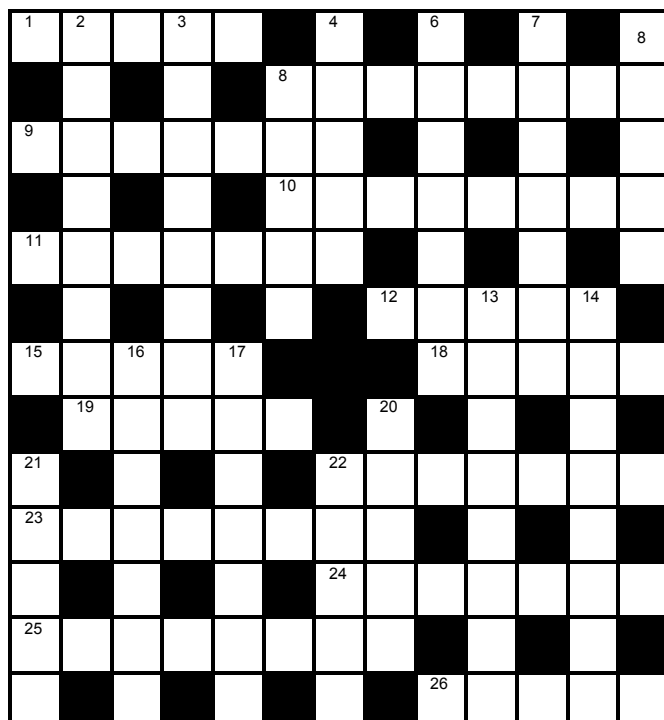
As I idled contentedly along, I realised that a valuable lesson had been learned... To *really* enjoy this new world of "Tractionisme", I must devote more time... lots and lots of time...

Howard Speirs



Whilst their owners are busy, some Citroens of the South West Section quietly gather at a country pub.

Cryptic Crossword



As many of the answers as possible are car-related but that is not necessarily the meaning indicated by the clues!

Across

1. Hairy security? (5)
 8. Tradesman gives repetitive melody next to sea in

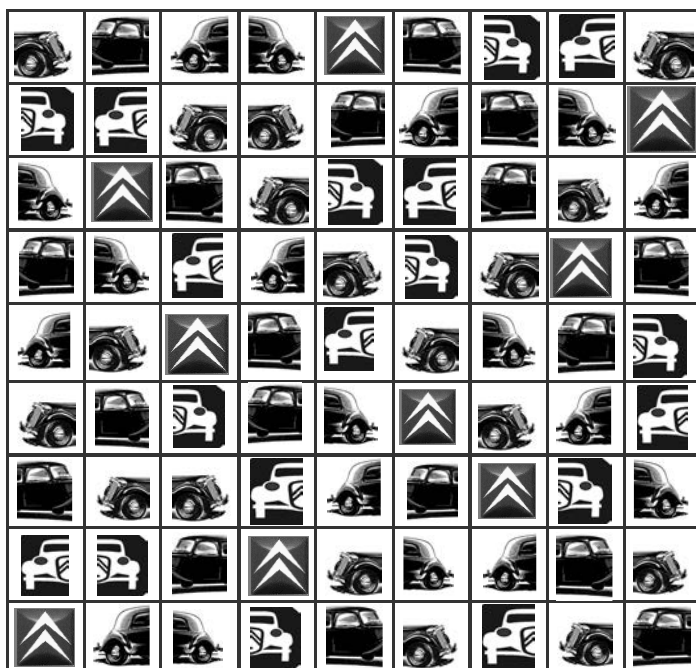
9. France. (8)
 10. Beginner rats returning to join seabird without tail. (7)
 11. Religious pamphlet attracts free radical resulting in a classic! (8)
 12. Means of entry into Yale at age 21? (4-3)
 15. Warning in formal armour. (5)
 18. Prepare yourself for a second class competition. (5)
 19. Medical man takes drug the morning after to realise ambition. (5)
 22. Damp heat for the last three of 18 following the way. (5)
 23. A king relaxes – stops. (7)
 24. A right, ripe, revolutionary unit. (8)
 25. One is confused about perverted arts to become Roman politician. (7)
 26. Star icon reforms and gets hard stuff. (4,4).
 Bearing a row is starchy. (5)

Down

2. Belonging to us around Ted lacking point, rings for fresh air. (8)
 3. A car trek about a circuitous event. (4,4)
 4. Makes you cross! (5)
 5. Docile, confused and 100 – leaves you freezing. (3,4)
 6. Take care circulating the party to get a degree of excellence. (7)
 7. Dangerous display from holy man (fashionable) and part of his book. (5)
 8. London police lead queen to measuring instrument. (5)
 13. Point between skill and truth to reveal handiwork. (8)
 14. Skittish foal follows brewing ingredient - something for tea. (4,4)
 16. Tie Amos in knots and get fine result. (7)
 17. One threat sorted – good advice! (5,2)
 20. Immature environmentalist? (5)
 21. Distant church is a joke. (5)
 22. Fire from stars on high. (5)

Answers to puzzles in the May/June issue of Floating Power

Trac-o-duko



Puzzle M/J01

difficulty rating - medium

Wotizz-it?

- 1) 1939 Legere number plate viewed from above.
 2) Big boot bottom rubber clip, door lock spring, window channel clip, brake shoe bush.

Trac-o-duko

As you can see there is no Trac-o-duko in this edition of *Floating Power*.

The creation of a Trac-o-duko puzzle takes considerable time and the production of the puzzle page in this magazine containing a Trac-o-duko puzzle utilises very significant amounts of computer resource and also takes a long time.

Unfortunately there has just not been sufficient time available for me to create a Trac-o-duko puzzle for this edition and I will also not have time to create a puzzle for the September/October edition either.

As not one single TOC Member has ever commented on the Trac-o-duko puzzles and no-one has ever sent me a completed puzzle I shall not be producing any more unless Members specifically request otherwise.

JB

TOCtech forum

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

Engine Overhaul

In the third and last part of Robin Jones's article he describes the final stages of the engine overhaul of his 1952 Slough-built Light 15. As I mentioned last time, 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 oil pump then needed to go back and proved unexpectedly difficult. I can only assume that the sleeve must have been slightly distorted in a previous fitment. It was a hammer & drift job to get it to move into its housing and then a complete nightmare to get the sleeve hole lined up with the bolt.

This was compounded by the fact that the engine was on its side just above floor level with little manoeuvring room to push an alignment pin through the bolt hole to try & locate the sleeve hole. Filing down of the sleeve in the vicinity of the bolt hole didn't make matters appreciably easier.

To make things worse it is of course necessary to correctly locate the distributor drive dog on top of the oil pump shaft. This tends to move as the pump is pushed in necessitating a fair amount of "trial & error" in fitting & refitting the whole assembly.

Sweating, exhausted, and exasperated I eventually settled for one tooth away from the "correct" position and hoped like hell the distributor would fit in position to allow ignition timing to be set later (it did).

[The oil pump should be a nice push fit in the hole in the block. The hole in the block can get 'gunged' up and should be carefully cleaned as should the outside of the oil pump support tube. To aid fitting, after the above cleaning and checking that the fit is good, I mark the top of the distributor drive dog with a white marker pen on the narrow side and also I mark the conical hole in the support tube so that it can be seen through the M10x1.0 threaded hole in the block whilst assembly is taking place.

Please note that the slot for the drive dog of the distributor should be parallel with the longitudinal centreline of the block

with the narrow section on the engine side. However this only applies if an original Citroen distributor is fitted – the slot should be at 45° to this if one of the newer distributors is used. If you do not do this you will find the vacuum pipe coming off at 45° to the engine and it will be difficult to operate the spring clips holding the distributor cap on.]

With the engine bottom end now built up I could replace the sump to allow upending of the unit and (just as importantly) to keep out the dreaded dust from the vital components.

One other aspect of my departure from the "approved" method of engine build up was that I would be unable to pinch the ends of the sump gasket under the main bearing caps as per the manual drawing so it didn't surprise me that I needed to trim the ends of the cork gasket supplied in the set.

What did surprise me however was that the cork semicircles going around the outside of the main bearing caps front & back were way too long as supplied.

Worse still, being totally square in cross section, they would not seat properly in the recesses, especially in the rearmost bearing cap where there are gaps in the internal "lip" of the channel.

The square section seal distorted wildly at these points if attempts were made to force it into the gap. There were no written instructions with the gasket set so I don't know if it's standard practice to have to cut these or not.

Not only was it laborious to cut them, being trial & error with disaster awaiting if you cut too much off but it was even more laborious to re-profile the darn things to a trapezoidal cross section so they would seat in the channels.

I enlisted the help of my eldest son at this point who arguably chose a bad moment for a visit, and the rate of productivity increased at the expense of semi-continuous teenage grumbling about the menial tasks dished out by unfeeling parents.

Copious quantities of blue "Hylomar" jointing compound on the area around the corners of the sump were my attempts to make good any deficiencies in the gasketry.

There was no visible edge to the seal on the rear housing so I ran a bead of "instant gasket" between sump and bearing housing as a second line of defence.

The next task was to get the engine upright again, the problem being that the hoist had long since gone back to the hire shop.

I worked out that with the heaviest part of the unit being the flywheel if I rocked it onto the flywheel (resting on wooden blocks) and held it "in balance" on end I should be able to rotate it, kick the cradle into alignment and rock it back into (upright) position.

Well it worked, but not without an extremely nervous moment or two as it teetered on the brink of collapse over the garage floor (or worse into the front wing of the adjacent Traction!). Don't try this at home!



Another conundrum I wanted to resolve was “where exactly is the timing mark / recess in the flywheel?” Various text seemed to indicate either it was 8 deg. BTDC or 6 deg. BTDC. No time like having the engine semi stripped down to establish the real truth. I carefully measured the offset of the 6mm alignment hole in the bellhousing from the nearest bolt hole. I then turned the engine until the flywheel recess was this distance from the corresponding engine bolt hole.

I set up a dial gauge above No.1 piston, noted the reading at this point, carried on turning the engine until the reading stopped increasing (TDC) and took this reading.

Some complicated geometry gave a result of 5deg. BTDC for my engine. As a check on this method I taped around the circumference of the flywheel and then, using a long bar seated in the mainshaft sleeve, I sighted in another mark corresponding to TDC as measured on the dial gauge.

The difference between the two marks as a fraction of the circumference times 360 deg. is the advance, which came out to 6deg. by this method.

Up to this point I can boastfully say that I had done reasonably well in anticipating and buying what was necessary for new parts way before I needed them - but I now fell down really badly!

Only now picking up the head bolts to clean them up prior to re-installing the cylinder head I noticed with horror that some had great chunks of thread corroded away.

With even more horror I read all the tales of woe in back issues of *Floating Power* about people stripping out the threads from the engine block whilst in the final stages of tightening down, especially where the newer type of head gasket was being used.

What type of gasket was in my set? – you’ve guessed it! I read through the suggested remedies and modifications which are all excellent ideas, particularly Roger Williams’ technique of over-depth drilling and tapping of the holes in the block plus using longer bolts.

All excellent ideas that is – if you have power available! Also I would think you need a proper drill stand rigidly clamped to the block to ensure verticality.

The thought of all that swarf flying around on top of my newly assembled engine also sent shivers down my spine. I ruled out doing anything like this due to the practicalities of my situation but I persuaded myself I had to do something.

[You can drill the holes in the block out with a battery operated drill if no mains power is available. Also, from my observations, the original holes are about 20mm deep but only tapped to 15mm. Provided you are careful and use the correct size drill, 8.5mm diameter for a M10x1.5 hole, it is quite easy to drill down a further 7 – 10mm. If you do not fancy this then make sure that the hole you do have is tapped to the bottom.]

Reading the old workshop manual produced the first clue – it mentioned undoing studs from the engine block. This set me thinking, a stud has several advantages over a bolt in this case.

Firstly it is possible to use the entire threaded length of the hole (a bolt must always have an “unused” portion to allow space to tighten down).

Secondly if a stud is “locked” in position most of the load in terms of shear and torsion will be applied at the nut / stud interface, leaving only tension stress to be transmitted through the stud /

block interface.

So much for the theory, what about the practicalities? In terms of an engineering device there cannot be anything simpler than a stud - simply a piece of rod with a threaded section each end. Could I find anyone to supply thirteen of these little things to my carefully taken measurements? Nah! Many phone calls to fastening suppliers / merchants, traipsing around various motor factors yielded nothing.

Eventually on a tip-off from one of the fasteners outlets I fetched up at a small engineering shop in Surbiton, handed over my sketch and there was a sharp intake of breath (I’d got used to that by now).

“It’ll be expensive” came the expert opinion - “so will it be if I strip a thread using one of the bolts” I retorted. He was forced to agree so £150 and one week later I had a set of bespoke M10 high tensile cylinder head holding down studs.

[A cheaper alternative would have been to buy some Unbrako M10x120 long socket head cap screws cut the head off and thread that end. You also end up with an M10x1.5 split die and die holder if you did not have it already.]

The only extra refinement while I was waiting was to seek out some “taller” nuts as the standard M10’s in my multipack seem a little inadequate for the 4mkg of torque to be applied.

There are M10 “connector” nuts available at 30mm tall – perhaps a little overkill but better than too little. I fitted the studs with a blob of “instant gasket” on the end down the hole to provide a resilient seat, a little “Loctite” on each thread as well and was careful not to over tighten into the block.



Photo 7

I had also bought some “Wellseal” as mentioned in one of the FP articles and coated the block, barrels, and head faces with this prior to fitting the head gasket. I tightened down sequentially in three stages (an intermediate 4mkg stage just for the hell of it). See Photos 7 and 8.

Once the head was in place, most of the accessories went back on fairly easily but I was disappointed that within my “full” gasket set there were no replacements for the little fibre washers on the oil transfer pipe, not enough gaskets for the fuel pump (I presume it should be pump body – gasket – heatshield – gasket – crankcase), or any seal for the dipstick tube.

To paraphrase Air Chief Marshal Dowding I’m not sure if it’s “trust in Hylomar and pray to God” or the other way round.

The engine was now ready for a reconciliation with the gearbox and to go back in. Once more the hoist was hired and the help enlisted of an unwary friend for the day, the installation went smoothly and I cannot begin to describe what a beautiful sight it was to look at that big green lump sitting where it should be after so many months of setbacks and tripping over components on the floor.



Photo 8

Up until this point those parts I had placed in the boot in the initial enthusiasm to get started had been thoroughly trapped - car against garage wall and unable to go forward due to ½ ton of engine in the way.

So, having re-fixed the driveshaft couplings and front upper cross-member, it was time to take the radiator back to the flat and attempt to flush out the nasty lumps of rust collected in the header tank and tubes.

I did my best with the garden hose but still didn't get them all. I guess it will have to be regular treatment with the "radflush" for months to come.

The other tasks I decided to tackle before fitting the radiator shell / bonnet were to adjust valve clearances and set the timing. This was in order to make it easier to turn the engine - I have no starting handle so I have to use one pair of "mole grips" longitudinally and another pair at right angles which plays havoc with the paintwork around the gear-shaft aperture!

The timing presented its own problems, namely that I didn't have the Citroën special tool to set the distributor although at least I did now know where the timing mark was thanks to the earlier work with dial gauge.

I also knew what the tool looked like thanks to the manual illustration.

I purchased an ordinary plastic protractor from a geometry set, measured the distributor shaft diameter under the rotor arm and cut a hole to the same size at the centre point of the protractor (actually a semicircular cut-out rather than a "hole").

I set the timing statically to the flywheel recess "mark" as per the manual. I then secured the protractor around the distributor shaft (any place will do) with a rubber grommet.

To form a "pointer" to enable the protractor to be read I used a pair of long nosed "mole grips" around the body of the vacuum advance actuator rod casing (loosely, the metal is very weak!) and took a reading where they met the protractor.

I subtracted 6 deg. unclamped and rotated the distributor anti-clockwise to this point and re-clamped. Removal of protractor and 6mm rod from the bell housing plus refitting the rotor arm and distributor cap completed the exercise.

The radiator shell and bonnet frame / leaves could now be replaced. The final piece to put back was the engine breather which required the car to be jacked up onto axle stands placed beneath the front cross-member (at least it does for me as my fingers are not dexterous enough to contort around the engine mount to do up the two bolts).

Whilst the car was so placed I took the opportunity to replenish the greasing points which had been overdue at the start of this whole marathon session.

Before tightening down the new spark plugs I removed each one and using a trigger oilcan squirted a small quantity of engine oil down each cylinder bore and turned the engine over by hand.

Note – anyone starting a Traction after a lengthy lay up or period of inactivity please, please do this, you may just save yourself the Herculean task described above by preventing the piston rings attaching themselves to the cylinder walls by rust.

A final check round to tighten drain plugs, mix anti-freeze, refill radiator and engine oil were the preliminaries to seeing if it would go.

I disconnected the HT lead from the coil and "churned" the engine on the starter in bursts until the oil pressure light went out. I reconnected the HT lead, set the choke to halfway and was surprised (even a little shocked) when she sprang to life with just a touch on the starter button.

She settled down to a reasonably smooth idle whilst I anxiously peered at all the points where leaks can occur. A small petrol dribble at the carburettor union and ditto at the top hose / radiator joint were soon fixed by further tightening jubilee clips.

There was a slight clatter from the top end unsurprisingly since the provisional valve clearances are greater than the usual settings. Unfortunately I rapidly found that I had two residual problems; in the nine months of inactivity in a cold damp garage the clutch plate had decided to seize to the flywheel face and the generator seemed unwilling to contribute any volts, amps or watts to the party.

Having restarted after fixing the minor leaks I let it run for 15 minutes then switched off, undid the rocker cover and went around the sequence of cylinder head nuts with the torque wrench set at 5 mKg.

It's true what they say about the incompressibility of the modern type head gasket – one or two of the nuts moved a fraction but on the majority the torque wrench "clicked out" before any movement took place.



With that task complete it only remained to adjust the valve clearances once more (to the warm setting 0.15/0.20mm) before I could replace the rocker cover and the engine was fit for duty, or at least careful running in.

[Even if the bolts/studs had loosened the friction under the nuts/bolt heads would still be greater than the tightening torque. The correct procedure is to loosen each bolt/nut in turn and tighten up in one smooth movement.]

Looking back now, if I was asked what was the most difficult part of the whole operation I would have to say that despite the various desperate and exasperating battles described above the biggest single problem was trying to keep stuff clean. Attempting to get operating theatre standards of cleanliness when you are virtually working in the open air is nigh on impossible.

Despite the fact that a lot of the work took place in summer, there were days when I was "weathered out" when I got to the garage, opened up and would be fetching tools from the back of the garage to turn round and see great gouts of dust blowing in around the part dismantled engine.

Other days I was more fortunate with the wind direction and when it rained at least that kept the dust down, even if it did drip from the open door down the back of my neck when I was working on the cylinder head side!

Of course I could not round off such an epic without mentioning the co-stars without whom none of it would have been possible. If I appear to have been critical of any organisation in the above I will balance it here by saying that it is the end result that matters and it is hardly surprising that one encounters a few difficulties trying to find the correct parts and processes for a car that went out of production forty seven years ago.

So a big thanks to:

The TOC helpline
The TOC Club Spares
Sutton Rebore Ltd
BLR Engineering
Jones Industrial Fasteners Ltd
CTA Services
1st Hire Ltd

Mike Holmes
Chris Treagust
Sutton 0208 642 5685
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Zeeland, Holland
Sutton

The End of the Failing Condenser Saga

Alastair Carter has suffered a series of condenser failures as published in the March/April edition, but has eventually got to the bottom of the problem. Here is an edited version of the e-mail correspondence that led to the (apparent!) solution, although the failure mechanism remains a bit of a mystery.

I still have my condenser problem with the Light 15. I have fitted a new coil and checked it is correctly wired as per a previous issue of *Floating Power*. However, after about 100 miles it starts to run unevenly but is cured by fitting a new condenser.

I drove the car for over 200 miles on the day I bought it last year with no problem. The condenser and points in the distributor were almost antique when I examined them a few months later so I fitted new points and condenser and it was at this point that the problem started.

Have I made a mistake in either fitting the points or in connecting the wires to the points? At last resort I have an electronic ignition kit but I would like to solve the problem first.

John Ogborne sent a wiring diagram.

Alastair replied:

I thought all was well and then it ate another condenser. So, despairingly, I fitted an electronic ignition kit I had from a previous car - the sort that still uses points but dispenses with the condenser, so the points are only used as a low voltage switch.

The car ran well but about 10 miles later it stopped completely at 9pm in the dark. By torchlight couldn't find a fault so I had to get towed home.

Next day I investigated and found that the fault lay with the rotor arm. It looked fine to the eye but was obviously earthing out somehow. I still had the old one that came with the car so I fitted it and all has been well.

I have used the car every day since with no electrical faults and covered over 300 miles so decided to leave the electronic ignition connected.

John Ogborne replied:

It sounds as if the rotor arm was "tracking" - it can also happen with distributor caps. What happens is that due to dirt or imperfections in the insulation, current flows across the insulation and gradually develops a carbon track where the material is burnt and which conducts more and more easily until it is virtually a short circuit.

In your case, the spark was probably going straight from the central contact to the rotor of the distributor. I'm not quite clear how this could have caused the condensers to fail but probably the virtual short circuit on the coil secondary was producing a larger than normal "back emf" across the points and stressing the condenser.

Anyway, you've successfully circumvented the problem with an electronic distributor so perhaps we will never know!

Cylinder Head Problems

Alastair Carter has also been having problems with the cooling system. Here is an edited version of the e-mail correspondence that may prove useful to other members.

If I drive at a steady speed around 50 mph, straying to 60 on the odd occasion, for say half an hour or so I notice that when I stop and park up, or for that matter when I am at traffic lights, I get coolant coming out of the overflow - usually a bit frothy.

It stops after about 15 seconds when the engine is turned off. I notice this froth is in the top radiator tank too. Is this normal for a Traction or am I suffering an overheating problem?

John Ogborne replied:

The overflow pipe is there to take any excess water as result of expansion. If you over-fill the radiator it will escape through the pipe as the water heats up. However, this should stop once the excess has been expelled or the engine over-heats.

I am sure you would have other symptoms (like steam!) if the engine were over-heating, so I think that is unlikely. My concern would be that you have a leaking head gasket and that the engine is pressurising the cooling system.

This would account for the frothy nature of the water as it gets contaminated with oil. Have you looked at the oil?

If water is mixing with oil, the oil on the dipstick will look creamy and there will probably be a creamy deposit on the underside of the oil filler cap and inside the rocker cover.

Some deposit on the filler cap is common and nothing to worry about but large amounts would be of concern. Have a look in the header tank to see if the water looks oily or drain some out for a better look. I assume you are not losing too much water otherwise you would be forever topping-up the radiator.

Alastair responded:

I have checked the oil and there is no sign of the typical oil water emulsification you get with a head gasket failure. When I bought the car there was some greasy "crud" on the radiator cap, which I cleaned off and over the last 12 months little if any has returned.

However, I do have to top up the water if the car is used on a weekly basis (about a pint or so) and there is always some dripping out of the overflow. I have carefully checked and can find no water leaks elsewhere.

There is no sign at all of cooling system pressurisation as you get with modern cars and head gasket failure. (I can remove the radiator cap when it's hot with no drama). I don't have any exhaust steaming at all in the traditional sense either.

However, I have noticed that moisture does come out of the exhaust when I rev the car when it's hot or cold and it leaves a damp patch on the ground. Is this normal? I have a feeling that the engine runs a little roughly and unevenly when properly warm.

John answered:

It does still sound to me as if the head gasket might be suspect. I may have misled you when I referred to "pressurising". Because the Traction has an open system unlike a modern sealed, pressurised system, it will not maintain any pressure because it will vent out of the overflow pipe.

However, if one or more cylinders are leaking via a failed gasket to a waterway it will give sufficient additional pressure to force out water as long as the engine is running. The pressure will then subside as it vents.

The need to add a pint per week indicates that the water must be going somewhere and you have established that there are no leaks in the hoses, water pump etc. It must either be leaking into the cylinders and being turned into steam (unlikely as the exhaust is not steaming) or being forced out of the overflow (most likely).

Moisture from the exhaust is certainly normal when the car is cold but generally stops when the exhaust itself has warmed up. This moisture comes from the combustion process itself - roughly a pint of water for every pint of fuel.

However, when the car is fully warmed up it is exhausted as water vapour rather than droplets. When the car stops, particularly in cold weather, the vapour condenses and is ejected when you next start up.

The droplets when warm seem to indicate a higher than normal proportion of water. Have you checked the compression on each cylinder? Depending on your particular engine you should be getting 90 to 100 psi on each one. Regardless of the actual value, they should all be similar. If they are not all the same, or are all low, you have either leaky valves, broken or worn piston rings/worn bores or a failing head gasket.

Difficult to say without actually hearing it, but it shouldn't run unevenly. "Roughness" is difficult to assess. However, if the head gasket is playing up it could certainly give some unevenness.

Alastair replied:

Compression test completed. The front cylinder (nearest the radiator) gives 80 psi. The other three are a pound within 100. I

did adjust the rockers a few weeks ago so I have no reason to suspect any tight rockers.

Today's investigation has also revealed pieces, about the size of your little finger nail, of a rusty (magnetic) material in the radiator top tank. This was not there a year ago as I had the radiator off and flushed it. Would I be right in thinking about the water tube in the head as the most likely culprit?

John's response:

80 psi does sound low and is significantly lower than the others. I would suspect, but obviously cannot be certain, that the head gasket is allowing pressure from the cylinder to leak into the water system.

I cannot think of any other way of testing this other than getting a garage to do a pressure test on the cooling system. They will of course need to temporarily seal the overflow pipe.

You are probably right about the water tube breaking up. If you do end up taking the head off, I would clean out the remains of the tube and not fit a replacement - most people believe that it achieves nothing.

If you have to replace the head gasket please note that the modern gaskets require a higher torque than the originals. Unfortunately, the tapping into the block is not really deep enough for the extra torque.

There have been several articles about this but the best is probably by Roger Williams. It is in FP Volume 26 Issue 5 (August/September 2001). I have attached a scanned version in case you do not have the magazine and another by David Boyd on the water tube that you may find useful.

....and from Alastair:

I took head off this evening and it did prove to be the correct call. The pipe is falling apart, the front cylinder with the low compression has a badly cracked exhaust valve with a tiny piece missing.

I assume that the seat will be in a bad way too as this is the rocker which had gone tight before - exhaust valve No 2 looks to be on its way too! Also I think I can see a water mark on the head gasket on number one from the water jacket to the cylinder itself.

Clearly a thorough head overhaul is called for with valves seats etc. I have a feeling that this head has never been off before - certainly not in the recent past anyway.

..... we look forward to hearing from Alastair again when the car is back on the road and running well.

.... And Finally

Congratulations to those who waded through my article on Coil Robbing in the January/February issue - I know Jonathan Howard did because he tells me that it answered a long-standing puzzle about underground carriages for him.

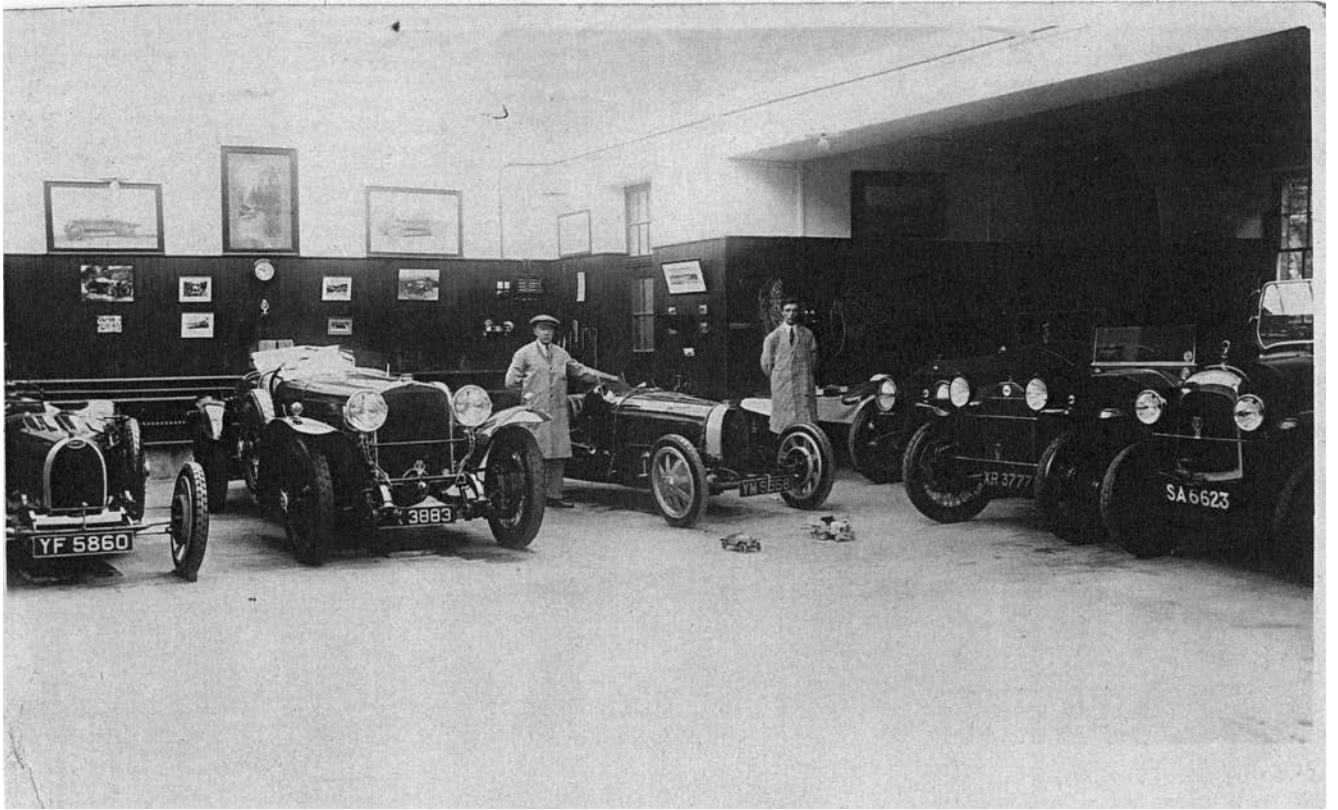
However, since writing it I have been to London a couple of times and travelled on the Underground. I referred in the article to the clicking sound as the train pulls away when it switches from series to shunt configuration.

I now realise that technology has advanced somewhat and on modern carriages the switching is carried out silently using solid state devices such as thyristors.

I must get a new anorak or maybe just get out more but perhaps not on the Underground.

From the Archives

The picture shows Alexander Keiller's (the Dundee Marmalade Millionaire) collection of cars at Invercauld of Morven House in Ballater taken in the mid-twenties, now part of the Hilton Craigendarroch Timeshare Resort.



Two Bugatti type 35's, the Hispano Suiza XX 3883 internationally known as the Tulipwood Car now in the Behring Auto Museum in Danville California, a Lancia Lambda the first production V6 (with possibly a second in the gloom) and Citroen Kegresse SA 6623. I have spent a bit of time trying to track the Kegresse down but sadly Rosamund Cleal, Curator of the Alexander Keiller Museum in Avebury, has now confirmed it was destroyed in a garage fire in 1945.

For a full account of the life work and passion for motor cars of this amazing man I can thoroughly recommend "A Zest for Life" by Lynda. J. Murray ISBN 0953603903 £9.99.

The Kegresse featured in an Autocar test on Morven Estate on January 25th 1924, titled "On Dee-Side with a Creeper" and was reproduced in *Floating Power* in July 1999.



A chance conversation in Ballater only last month led to the discovery of the tinplate model sitting on the floor in front of Bugatti YM9558, and now shown on my dining table.

A working clockwork model liveried V(voiture)2, presumably produced by Citroen to publicise the Sahara crossing?

Mike Holmes kindly enquired at the Conservatoire for me and they confirmed a date between 1924 and 1926.

The owner also has a note suggesting that Alexander may have been involved in financing the Citroen expeditions in some way but I cannot find any connection on record, so any further information would be gratefully received.

Restoration Postbag

Lots of busy people this month!

A problem with a Lucas Dynamo sitting too low and fouling the manifold heat shield!

I suspect a French supplied belt has been fitted which is just a little bit too long. With a very small mod to the cradle you can fit a B38.1/2 belt to give much better clearance, available from your local bearing stockist for about a £7 inc vat.

This mod will also allow an easy Dynamo upgrade. C39's are getting very expensive to recondition but you can fit a brand new C40 and matching Lucar RB106 Control Box for about £120, much easier and looks much nicer than an alternator conversion!

The extra amps make for much better starting, and with a pair of BPF to Halogen convertors you can even see where you are going at night!!

Fuel line blockages

Fuel line blockages are a common problem usually caused by scale from inside the fuel tank. The submerged Zenith filter usually rots away and is no longer available. Try and find a French type "pile of pennies" filter if you can, or with a little work you can fit the plastic filter from an old 2CV combined lift pipe sender unit. I have tried Burlen and others for a pattern part but so far no luck.

To clean a tank before pouring in a sealer buy a couple of short lengths of chain from B&Q, put them in and "shake rattle and roll". The 90deg hose bend on top of the tank often perishes and closes up, replace it with a compression elbow and a short bit of pipe.

One caller on the cost of door bottom and other repair sections

This is certainly DIY possible but you will need a gas welding set as MIG will just blow holes, and the weld is too hard to planish!

Get a good restoration guide book from Haynes or similar.

One technique is to use the old panel as a buck to work on, but remember it will be oversize so cut it in half, take out a few mm and weld it back up again. Save up your cornflake packets to template the profiles.

A couple of photos just to show what is possible at home.



By the way - does anyone else remember Barry Cade?

The Scottish Co-Operative (also known as Frank Grant, Kenny Cocker and Andy Burnett) have, over the years, probably tackled just about every job 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

This month marks the first anniversary of the tragic death of James Yeats in a road accident. In memory of Jim I am printing this report from Linton & Ethel Richardson of their journey down through France to join Jim and the rest of us on the 2007 TOC tour to Gibraltar, which was Jim's original idea and which he planned and led. Jim was thrilled to lead us across the border from Spain and to show us around 'his' Gibraltar. JB

France without maps or "turnaround when possible" whilst heading for Iberia

May 10th 2007, according to Robin Dyke, was ORK 7's 52nd Birthday - as well as being our first day in France at the start of the Espana y Gibraltar Tour.

Having been looking forward to something like this for a very long time, I was quick to take up the challenge and began preparing the Car for what could be an arduous task for both Car and occupants.

Not opting for the wimps route, or having enough time to accompany John & Barbara Barnes and Grahame and Wendy Handley on their leisurely route through France; we would be on our own from Le Havre until meeting up with the aforementioned and then James Yeats flying Solo and Alec and Carol Bilney coming off their respective ferries in Northern Spain.

As we were going to be on our own for quite some distance, it was decided that a fair amount of tools & spares would have to be carried just in case of mishaps.

I must thank Peter & Sue Simper and also John Gillard for their help in procuring some rather rare bits & pieces for me - ORK 7 not being what you would call the standard item.

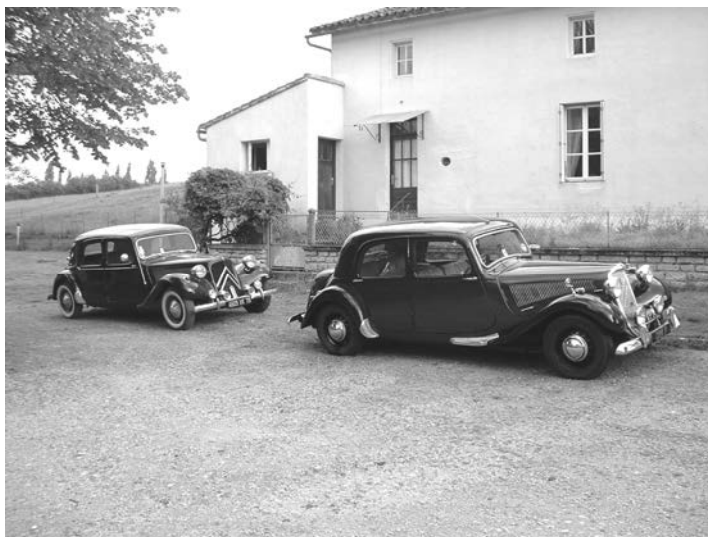
We set off for Portsmouth amidst wind & rain, to board the night ferry to Le Havre which arrived very early next morning, leaving us no time for breakfast aboard; so we decided to eat at the first chance ashore.

No opportunity presented itself for at least two hours - by which time we were a little lost due to the fact that we had opted for a Sat Nav system instead of buying new maps. Our programming of the Sat Nav proved less than reliable and consequently we were imprisoned in Rouen for an hour or so (a place that we had no wish to go to in the first place) before finding breakfast and then escaping in the direction of Le Mans.

We then made very good time down to Carla Perry's excellent B&B which is situated just off the main route south between Poitiers and La Rochelle, some 250 miles into France and about half-way to the Spanish Border.

The Car performed well in spite of some pretty hard running to make up for a few more navigational (Sat Nav) errors and any fears that we may have had about unreliability were beginning to fade.

Carla made us very welcome & introduced us to her Traction, a beautiful Blue Familial complete with whitewall tyres, which looked perfectly at home in it's peaceful French surroundings.



ORK 7 with Carla's Familial outside her B&B

Any Tractionist travelling in the area would do very well to stop off at Carla's for exceptional accommodation. She is also a good cook and can diagnose and fix an ailing Traction as well as anyone, having spent time working with John Gillard prior to her move to France.

After a good night's rest we found that word had spread locally that there was a 'foreign' Traction resting at Carla's when a number of interested, local Tractionists turned up to look at the strange beast sporting leather seats and wooden bits inside.

From their reaction it was apparent that it was not common knowledge in this part of France that Tractions had been built in the UK, or that they were so different.

This day was a day of rest but we did make a sortie into La Rochelle before returning to Carla's to enjoy more of her good food, wine and interesting chat.

The next day we said our good-byes and headed South for Spain and another 250 mile run.

We didn't see any other Tractions on our journey but we were tooted just south of Bayonne by a tatty looking DS sporting Dutch plates.

We crossed into Spain just south of Biarritz. Today there is no noticeable border these days - unlike the old days when there

used to be an interesting Duty Free area straddling the Border where you could buy alcohol and cigarettes at prices similar to those in Gibraltar today.

What was different in Spain however was the attitude of the Spanish motorists towards our car. They seemed to show much more interest than the French did and tooted their horns enthusiastically to show it.

The car again performed well - cool, quiet and serene - unlike Ethel and myself who were somewhat hot and bothered due to further navigational problems. The Sat Nav seemed to work on occasions, but not well enough to inspire complete confidence.

It did get us to the hotel however, albeit by a very torturous route, which made us think that it might be alright with a little more patience, thoughts that again would prove to be misguided.

We arrived at the Parador hotel in Limpas around 7.30pm - just in time to have dinner with John & Barbara and Graham & Wendy and to discuss our plans to meet up with James and with Alec & Carol who were arriving on their respective ferries in Santander and Bilbao the next day.

That however is another story.

Linton Richardson

TOC 2008 Scheldeland and Antwerp Tour

Friday May 23rd to Monday 26th

Walter and Noëlla, TOC members in Belgium, offered to organize a tour of the Scheldeland and Antwerp areas of Belgium.

Nineteen cars took part in the Tour - fourteen from England, three from Belgium and one each from the Netherlands and Ireland. My car, a 1949 small boot Light 15, had been laid up for the winter and required mechanical work prior to the tour.

So over a weekend prior to the Tour a new clutch was fitted by Peter Simper whilst I serviced the carburettor, fitted an exhaust manifold and replaced the distributor with a new distributor from the club shop.

However, as always with old cars things are never straight forward so an exhaust manifold stud snapped and the body of the new distributor was found to be about 3mm shorter than my original Lucas unit.

The car was still not running correctly on the weekend prior to the Tour and I had visions of having to use my everyday car when the owner of an adjoining garage (who is very much into old motor bikes) came along and between us we reset the electrics and timing.

I pulled the starter and the engine sprang into life for the first time in 2008 - so the Tour was on!!!!

Friday 23rd May

At 4am our alarm went off for the start of what was to be a long day. We had booked onto the 8am Norfolk Line ferry from Dover to Dunkerque which was due to dock at 11am local time.

By 5am we were on the road heading for the M25 and what a pleasure it was to drive at that time with very little traffic. We drove at a steady 55mph and as we passed Maidstone saw the sun rise.

The journey passed without event with the Traction seeming to enjoy the first run of the year and we arrived at Dover before 7am to be greeted by a sign at the docks saying that owing to industrial action in France there would be a delay of two hours in the sailing.

The docks at Dover did not prove to be the most inspiring places with little in the way of facilities and even the coffee bar had a sign up that they could only serve instant coffee as their coffee machine had broken down.

By 9am they were loading the ferry - The Norfolk Dover - a new boat with three transport decks and access ramps that would make any hill climb designer proud.

We were halfway up the 1 in 6 ramp to the third level deck when the car in front stopped for no apparent reason. Our hand brake just held the car and we had to do a testing hill start. Thanks Pete - the clutch works fine!!!!

We arrived at the hotel at about 2.30pm to find no sign of Walter or Noëlla. They arrived shortly afterwards with bags full of name badges, Scheldeland Tour rally plaques and the itineraries for the weekend - which turned out to be some of the most detailed and comprehensive that I have ever seen, full of interesting notes and pictures.

The rest of the afternoon was free to explore Bornem and to sample some of Belgium's (quite rightly) famous beers before we met up again at the hotel's restaurant for an evening meal and a chance to meet new and old friends.



Noëlla and Walter at Fort Van Breendonk

For the evening we were joined by Nico Michon who is well known in Citroën circles for what must be the largest collection of 15-Six's amongst his approximately 70 Tractions (the most famous of which is the Cabriolet 15/6 once owned by Madame Michelin).

Nico arrived in Bornem in his 1954 traction 15-Six Découvrable with Gregoire suspension - one of only three known to exist.



Nico Michon's 15-Six Découvrable

Saturday 24th May

Saturday saw us packed and ready to leave the hotel by 9.15am for a busy day with four main sections:

- ◆ A visit to Fort Van Breendonk, a Human Rights memorial commemorating WW11.
- ◆ The Scheldeland Village tour with a picnic at the village of Marickerke.
- ◆ The drive to Antwerp and Hotel 't Sandt with a stop at Antwerp Plage
- ◆ A formal evening meal at the Restaurant Sir Anthony Van Dijk
- ◆

The visit to Fort Van Breendonk proved to be of special interest.

The fort was constructed before WW1 as part of the defences to protect Antwerp but in WW11 it was taken over by the Nazis and used as a transit/holding camp where prisoners were held for two to three months prior to transfer to camps such as Auschwitz-Birkenau.

On arrival we were a bright and cheerful group who met our guide Chris who had a good command of both English and German. As we walked round Chris explained in graphic detail how each of the different areas was used, how the prisoners

were treated and the horrors they had to endure.

This, together with the dampness and gloom of the interior, soon had our party quite and subdued. How can people treat others in such an appalling way?



Entrance to Fort Van Breendonk

From the fort we drove through narrow twisting lanes, and in places on cobbled roads, to Mariekerke where we stopped for a picnic lunch by the River Schelde.

I was very much struck by the poor quality of the roads in places (a good test for the Traction's suspension) and by the height of the river flood defences.



Picnic at Mariekerke

After the picnic it was off to Antwerp with many short stops to regroup the Traction's as we passed through what seemed to be innumerable sets of traffic lights.



Waiting for stragglers on the drive into Antwerp

A stop was made at Antwerp Plage, an area to the south of the River Schelde, which back in the 1950's was a major recreation area in the summer. Great quantities of sand were imported to manufacture a beach but today it is hard to envisage people actually bathing in the muddy brown waters.

We now had the final drive into Antwerp and our Hotel 't Sandt, which is situated very close to the centre of Antwerp.

The hotel deserves a chapter on its own. It is now a four star hotel but in it's several hundred year history it has been a custom duty office, a soap factory, an hotel and the offices of a fruit importing company.

In 1981 the building was awarded 'protected monument' status and today the Hotel 't Sandt has 12 suites and 2 apartments, each room having a personalised colour and lighting scheme and a mixture of classic modern and antique furniture.

The hotel also has it's own garage - which just accommodated all of our Citroëns (with a lot of double parking).



Entering the Hotel't Sandt car park

Saturday evening there was a semi-formal meal at the restaurant Sir Anthony Van Dijck, a very popular French brasserie, where the chef Marc Paesbrugge creates the type of food that he enjoys cooking.

The restaurant, which dates from medieval times, is situated at the end of a medieval alley and the food fully lived up to its high reputation.

Sunday 25th May

Walter and Noëlla had organised three activities for the day:

- ◆ A morning drive to see the Merchant Housing in Antwerp
- ◆ A stroll of 3km to see the main tourist attractions
- ◆ An informal evening buffet and a chance to sample more of the Belgian beers.



The Zurenborg Area of Antwerp

The morning trip to see both the modern and older architecture required an early start to avoid the traffic in what, in places, were to be quite narrow streets with trams running down their centres.

However such a large and excellent breakfast was provided by the hotel that Walter took pity on us and we eventually set off in the Tractions at about 9.30.

The tour took in a number of buildings such as the New Palace of Justice and the Royal Museum of Fine Arts but the highlight was the area of the city known as Zurenborg.

Zurenborg is an area developed in the early 20th century by members of the Antwerp Catholic aristocracy and upper Middle Class who wanted to live outside of the confines of inner Antwerp.

The town houses have extremely ornate facades with decorative timbering, ornate carvings and sculptures - together with every possible combination of patterned brickwork and stonework. Only the finest of craftsmen must have been used and each house seems to try to outshine it's neighbour.

As we parked up (and in some cases double parked) we found our Tractions being photographed as much as we were taking photos of the buildings.



The Zurenborg Area of Antwerp

The tour ended with a convoy drive back to the hotel for the Tractions to be safely parked in the hotel garage before we set off on foot for a walk of approximately 3Km.

The walking tour took us to many different areas and different buildings ranging from the pedestrian tunnel under the Schelde river, to the Church of Saint Paul with it's paintings by Rubens, Sir Anthony van Dyck and Jacob Jordaens, to medieval merchant houses and Antwerp's cathedral.

The walk gave us a taste of the wealth that has existed in the city and a chance to relax in the Grote Markt, (Central Market Square) and sample more of Belgium's Trappist beers or the lighter summer fruit beers.

Sunday evening saw us at De Grotte Witte Arend (The Great White Eagle) for a buffet meal and a chance to sample a few more beers.

The restaurant, which was built as a monastery in the 17th century, was a convent in the 20th century before being converted into a restaurant, has preserved the very ornate chapel for visitors to see.

It is famous for its selection of over 80 Belgium beers - many of which were sampled by the assembled TOC group.



Town Hall-Grote Markt

Towards the end of the evening Bernie Shaw formally thanked Noëlla and Walter for all their hard work and presented Noëlla with a 1930's English china art deco vase and Walter with two very attractive, mounted, original Citroën newspaper advertisements from the 1930's.

Monday 26th May

For Monday morning Walter had been able to arrange a visit to the KBC Bank Towers visitor viewing gallery.

The tower is Europe's first sky-scraper, has over thirty floors and the best views of Antwerp.

The building which is not normally open to the public stands head and shoulders above any other building in the city.



The View from KBC Bank Towers and Antwerp Cathedral

It was then back to the hotel to make our sad farewells and start the journey home.

I would like to express thanks to Walter and Noëlla for organising such an interesting, friendly and diverse tour and to Robin Dyke for his work in co-ordinating the bookings for the tour for the UK TOC members.

Safely back home again we are now looking forward to our next Traction outing to the 2008 TOC Annual Rally in the Peak District.

Brian Brockwell

“Moonless Night”

Bertram "Jimmy" James, aged 92, of Ludlow, Shropshire, died on Friday 18th January at the Royal Shrewsbury Hospital in Shropshire.

Sqn Ldr James was shot down over Holland in 1940 and later was one of seventy-six men who, in 1944, escaped from Zagan the POW camp in Poland and which was remembered in the 1963 film “The Great Escape”.

In fact Sqn Ldr James took part in thirteen escape attempts from prisoner camps during the war and witnessed a number of horrific acts of brutality.

The Zagan escape is infamous for the murder by the SS of fifty of the escapers, with only three making it back to England.

Jimmy was recaptured and sent to the concentration camp at Sachsenhausen near Berlin, from where he and four comrades escaped again, much to Himmler's fury.

Recaptured he was incarcerated in a number of other camps, including Dachau, before finally gaining his freedom after nearly five years in captivity.

What has all this to do with Tractions you may well ask? Well I received a call, via Simon Saint, to say that a small film company was looking for a pre-war Traction to take part in a film based on the wartime exploits of Jimmy and to be entitled “Moonless Night”.

I made contact with the group and in April this year met up with them in the woods outside Cardiff for a day of filming. The woods and lanes of Cardiff were of course substituting for the woods and lanes of wartime Germany!

I had made up some German style plates, and removed incongruous features like the flashing indicators and UK tax disc, whilst the yellow wheels (1939 Legere, so the correct specification, and yes I have had a number of arguments over the years with some Traction ‘experts!’) were dealt with by a quick coat of black emulsion/washing up liquid mix.

This can be washed off later with plain water, although an increasingly wet afternoon and a fast journey home that evening up the A449 pretty well did this anyway.



Mike Tebbett's 1939 Legere masquerading as an SS vehicle

On arrival I found a group of very enthusiastic filmmakers, all totally committed to the task in hand and with a very professional manner.

The actor taking the part of Jimmy was Brogan West, and that of Hans his German escort, Simon Weir, both of whom were very taken with the Traction!

I was surprised to find that these two were the only professionals involved, the film being produced as part of the studies of a group of students under the direction of Harry Hayes and all from the International Film School of Wales.

However, students or not, the whole crew impressed me with their determination to produce a professional film, and perhaps even more importantly with their respect and admiration for the real Jimmy James and his exploits.

So we set forth and with me dressed in my old leather coat and pretending to be a nasty German, and with ‘Hans’ in full uniform we did several scenes, mainly revolving around “Jimmy” relieving himself on the side of the road whilst contemplating yet another escape attempt.



Left to Right — Mike Tebbett, ‘Jimmy’ (Brogan West) and ‘Hans’ (Simon Weir) on location

Then getting back in the car with Hans and driving off, and yes I did remember to drive on the right!.... fortunately the lanes around Cardiff are very quiet, although we did get some strange looks from the occasional passer by.

Then we did a number of ‘drive by’ shots, and others from a chase vehicle, all good fun.

I wish to thank Harry Hayes, Brogan West and Simon Weir and all of the crew for allowing me to share in the making of the film and wish them luck for their future careers.

I understand that the finished short film will be available on CD and copies will be available direct from Harry Hayes via this email address harrychayes@hotmail.co.uk

In the meantime stills from the production can be viewed at www.broganwest.com/gallery.htm

Mike Tebbett

Section Co-ordinators

| | | | |
|---|-----------------------------------|--|--|
| Eastern | Steve Shinebroom | 2 Fallow Fields, Loughton, Essex, 1G10 4QP | Tel: 01245 328 009 email: steveshine@btinternet.com |
| Ireland | Norman Moore | 69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT | Tel: 028 7776 3755 |
| Lakes & Border | Bob Cuppage | Branthwaite House, Caldbeck, Wigton, Carlisle CA7 8HB | Tel : 01697 478301 |
| London | Peter Simper | 215 Whitton Road, Twickenham, TW2 7QZ | Tel: 020 8891 1093 |
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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 | | New Area representative required. Please contact Bernie Shaw for details of what's involved. | |

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.

Steve Shinebroom

has been proposed. Please contact me if interested and we shall set a date.

It would be nice to fit this in before the end of August if possible because we have the section BBQ (in Wellingborough) on Bank Holiday Sunday 24th August.

Details will be circulated shortly but please contact Bernie or myself as soon as possible if you are a candidate for the BBQ.

Peter Riggs

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 Simper

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 April we did our bit for "Drive it Day" - 4 Tractions plus a BMW had a scenic drive around Ashbourne area ending up at a nice pub for lunch where we were joined by Keith & Audrey. Thanks to Richard for organising the route.

June 1st was the last High Peak Historic Car Club run based around Buxton. Seven Tractions took part and had a nice run out despite horrible weather - it shows how hardy we all are as we ate our picnics sheltering under the Bandstand.

Peter & Sheila Marley won best car in our class - Class 5 - "post 1939 cars with an engine capacity of below two litres". It was great for one of the Tractions to win a prize on this last event.

By the time you read this we hope lots of members will have attended the Annual Rally and had a chance to see our wonderful countryside for themselves.

August - the Steam Rally at Cromford. David will bring along

Mid-Shires Section

Five Tractions made the trip to the Canal Museum at Stoke Bruen on 18th May. The weather was kind which gave us the opportunity to walk the tow-path and, for those interested, a chance to visit the museum itself.

Lunch was available at the Navigation Inn but as there had been no calls to either Bernie or myself to confirm the wish to eat we had not been able to reserve tables. In future we must prioritise this issue to avoid disappointment.

A visit to the Museum of British Road Transport in Coventry

his Jensen lorry so hopefully a few local members have also turn up on Sunday 3rd.

October - no plans yet.

Bev & John Oates



Afternoon tea in the bandstand in the Pavilion Gardens, Buxton for Peak Section members after the last High Peak Historic Car Club rally.



Peter & Sheila Marley's car with its rosette for 'Best in Class' at the High Peak Historic Car Club rally

Scotland Section

May 25th Elgin, Moray Motor Museum and Johnstones Cashmere Mill. Sadly with only one positive response and two apologies seven days before the event I could not confirm the venue and restaurant bookings and we lost them!

Members and partners at the Balmoral event lunch last summer will remember my intention to try and broaden the appeal of our gatherings on the understanding that I would need early commitment from them to book our best and most popular visitor attractions during the busy summer months.

After taking good council from three old friends who have been doing this sort of stuff for years I have decided to change tack and cancel the rest of my program for this summer, except for

Alford in June.

August 1st-3rd Galashiels, CCC Scottish Section Rally at the Gala Rugby Club Netherdale.

We are kindly invited to join them again this year.

- Friday 1st. Arrival from 2pm onwards. Meet and greet followed by Quiz Night in the Clubhouse.
- Saturday 2nd. Run around the Borders, followed by lunch in a local hostelry. Mini Highland Games & Childrens Games. Petanque all comers tournament. Barbeque/Supper Ceilidh in the Clubhouse in inimitable Scottish Section style.
- Sunday 3rd. Traders' stalls; Members car boot sales. Safe Driving Gymkhana. Scottish Section Concours d'Elegance. Special event for best Traction. Prize giving; Raffle Draw. Peoples Choice.

Camping & Caravanning: £10 per night.
Day visitors: £ 4.

Clubhouse shower facilities and meals available.

Please contact Eveline Crossan the Rally Coordinator on 01330 811266.

Frank Grant

Surrey, Hampshire & Sussex Borders Section

The Surrey, Hampshire & Sussex Borders Section meets on the third Sunday of each month. Full details of future meetings can be obtained from Helen Shelley.

The May meeting of the Section featured a visit to Coultershaw Beam Pump, just south of Petworth in West Sussex.

This was organized by Tony Hodgekiss, who helps out here as a part-time steward.

Coultershaw Beam Pump is a water-wheel driven piston pump which was built in 1782 to supply water from the River Rother to Petworth House and town.

To do this water had to be pumped a distance of 1.5 miles at a pressure of 75 pounds per square inch [about 5 bars] because of the elevation of the town at about 50 gallons [225 litres] per minute.

The pump has been restored by local enthusiasts and now supplies a fountain, instead of the town. There are a number of other interesting exhibits on the site too. Nice simple technology, just like a Traction!

Ten Tractionists attended in four cars and lunch was taken in the adjacent Badgers pub. Fortunately the weather was ideal for this type of visit.

For anyone interested in this type of history visit the pump's website: www.coultershaw.co.uk

The revised Section diary for the remainder of 2008 is as follows:

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



- 17th Aug Pre- booking required so please phone Helen.
- 21st Sept Meeting at The Fairmile.
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 an 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. Meet at the Fairmile to leave by 9am. 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

So far this year we have been to the Tunnel House twice, once for our regular January planning do, and back in April for the "drive it to the pub" day.

Both days had a fine turnout, in April we managed 25 folk, with 10 Traction and a Rosalie in attendance.

Some Section members went up to the Vie en Bleu in May, which is reported elsewhere.

June 8th saw a gathering at Wilton House , near Salisbury. There was a respectable turnout of 14 heads in 6 Traction including, to the general amazement of the usual suspects, shiny new members that we hadn't seen before. So welcome to Colin and Ruth from Ferndown.

The house and grounds (or "hice and grinds" if you are posh) are very splendid – and the grounds were absolutely heaving as it was a kids fun day where the little monsters got in free for the day.

All good fun in the sun and all the cars went well – except for poor old Nigel Webb's which is languishing at home with a duff distributor awaiting the further ministrations of Dr Ogborne.

Planned events for the rest of the 2008 are:

3rd August. 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 Ogborne residence. They are "at home" that day, which is just as well.

21st 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 you book before June 21st you 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



Photos of the Surrey, Hampshire & Sussex Borders Section visit to Coultershaw Beam Pump by Andrew Rolph

July 2008

- 6 **Classic Car & Bike parts Auto Jumble** Carnfield Hall, South Normanton, Derbyshire. Leave the M1 and Junction 28 and follow the signs for South Normanton/Alfreton. Follow the road for approximately 1 mile and Carnfield hall is on the left at the bottom of the hill just before the train station. Auto Jumble event each month selling classic car and bike parts, work wear, cleaning products, tools, and machinery. Tel: 07809 773288 or email: rbsno1events@yahoo.co.uk
- 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

- 3 **Classic Car & Bike parts Auto Jumble** Carnfield Hall, South Normanton, Derbyshire.
- 10 **Fête Léon Poirier** URVAL (35 km east of Bergerac): Festivities around the famous film maker of the "Croisière Noire" Léon POIRIER. (Poirier died in 1986 after serving Urval as mayor for 20 years). On the agenda: exhibition of the life of Poirier, gathering of vintage Citroën's (Poirier once possessed a Traction-Avant), tour in the area in the footsteps of Poirier etc and of course a good French dinner in the evening. For those in the area for holidays, please contact Ronald Knoth. +33(0)5.53.73.31.12 or r.a.knoth@zonnet.nl for full details
- 15 - 17 **14th ICCCR** Rome, Italy. For details see main website: www.icccr2008.it
- 21 - 25 **2CVGB National Meeting** Duncome Park, Helmsley, North Yorkshire. Duncome Park is approx 20 miles from Pickering, the location proposed for the 15th ICCCR in 2012. Please note reduced fee for TOC members .
- 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

- 14 **Classic Car & Bike parts Auto Jumble** Carnfield Hall, South Normanton, Derbyshire.
- 15 **Tredegar Vintage & Classic Car Show** Tredegar House, Newport, Gwent. In aid of Leukaemia Research.

October 2008

- 5 **Classic Car & Bike parts Auto Jumble** Carnfield Hall, South Normanton, Derbyshire.

November 2008

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

May 2009

- 2 - 4 **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

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 is about 73 miles on motorways and about 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.

The provisional programme for the event is as follows:

Friday 29 August:

- 10.00 - 12.00 Set up of Autojumble / Trade stands
 14.00 - 18.00 Welcome for Participants and visitors
 Visit to Seclin Town (organised by Tourist Office)
 Visit to The Fort and its exhibitions (Expo Citroen and 1914-18 Museum)
 Autojumble / Trade Stands open
 20.00 Meal at the Brasserie on site (book at the Fort)

Saturday 30 August:

- 9.00 - 18.00 Welcome for Participants and visitors
 Visit to Seclin Town (organised by Tourist Office)
 Visit to The Fort and its exhibitions (Expo Citroen and 1914-18 Museum)
 Autojumble / Trade Stands open.
 14.00 - 17.00 Proposal for a "Promenade en Traction" in groups of 20 cars.
 17.00 - 18.00 Re-assembly of participants – Reception laid on by the Municipality.
 20.00 Dinner at The Fort - reserved in advance

Sunday 31 August

- 9.00 - 18.00 (you guessed!)
 Welcome for Participants and visitors
 Visit to Seclin Town (organised by Tourist Office)
 Visit to The Fort and its exhibitions (Expo Citroen and 1914-18 Museum)
 Autojumble / Trade Stands open.
 12.00 "Pique-nique Tractionniste"
 14.00 Presentation of the cars.

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.

For further details please contact Terence McAuley on 0044 (0) 1225 466 939 or by email at mrsjane.bear@toucansurf.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 accommodation, 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

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)

2009 Ireland Tour

2nd - 4th May 2009

As a follow up to the very popular Tour of Ireland several years ago Leslie Scott is planning a second Ireland Tour for 2009.

The current thinking is that the 2009 Ireland Tour will take up the route where the first tour finished with the start at Bunratty, followed by a tour of the Burren - perhaps with a visit to the Aran Islands - and then on to Galway. The route will then be via Killary Fjord (Ireland's only Fjord) to a finish in Westport, Co. Mayo.

The intention is to run the Tour on the May Bank Holiday weekend - the 2nd to 4th May.

In order to establish an idea of the possible numbers Leslie would like to know, as soon as possible, how many TOC Members might be interested in joining the Tour so that he can start to make provisional arrangements and bookings.

If you are interested in getting more information about the Tour or would like to register a preliminary interest please contact Terence McAuley, who will be co-ordinating arrangements for the Tour for Leslie Scott, on 0044 (0) 1225 466 939 or by email at mrsjane.bear@toucansurf.com.

Saint-Valéry-sur-Somme

May or June 2010

Robin Dyke, in conjunction with François Henot of the Traction Universalle (Nord), is planning a joint weekend for members of the TOC and the TU at Saint-Valéry-sur-Somme in either May or June 2010.

Robin would like to hear from any TOC Members who might be interested in visiting this charming seaside town and would like to know whether Members would prefer May or June.

Robin is on 01865 858555 / email jrobinjdyke@btinternet.com.

Book online or call the Ticket Hotline **0870 060 3776**
www.necclassicmotorshow.com

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Offers applies to Sat15th/Sun16th November 2008 only. Adult ticket offer limited to 2 tickets per member. Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. For comparison, the on-the-door prices for 15th/16th November 2008 are: Adults £17.00 and Family £45.00. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! Classic Motor Show tickets allow FREE entry into the MPH Show (excludes live action theatre) All bookings are subject to a single transaction fee. All information is correct at time of publishing.

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



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 timwalker@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

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 - Paris built Normale. New TOC member is looking for a small boot, LHD Traction. Must be driveable condition or better, curly bumpers preferred. Please contact Ivan tractionmad@palmantics.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—this is the type normally seen on early French cabriolets and coupés. 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. Pre-drilled and ready to fit. £20 plus postage. Telephone Steve: 020 8532 0813

Runbaken "OilCoil" for sale. As featured in last month's TOCtech and described as "pretty rare". 6 volt version. Your chance to give it a try. Produces a spark 15mm long when bench tested. Offers? For more details/ photo please email john@joves.org.uk

Tyres: Michelin and Pirelli 165R400, 185R400, 130/140x40, 150/160x40 and 135x45 all Michelin. Please call Dougal at Longstone Tyres on 01302 711123 or email sales@longstonetyres.co.uk

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: Set of externally mounted chevrons for a pre-war Normale grille. These are the type that are flat in the middle and have a raised piece along each long side. Please call Dennis Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk

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/>

MISCELLANEOUS

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

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for the colder months. The Gite is detached with its own garden set within 40 acres of rolling meadows, ancient woodland and stream (river Layon). On-site horse and pony riding and bike hire. Give your Traction a holiday, and join us with fellow enthusiasts in one of the local vintage car rallies. Puy Notre Dame holds its annual vintage classic car race (mini Monte Carlo) in July. Take advantage of our out-of-season special rates for short or long stays, self catering, B&B, and bargain breaks for couples. More details at www.La-Perriere.com or contact Peter & Simone Ellis-Allen LaGrandPerriere@aol.com tel. no. 00 33 241 50 24 69 (evenings)

Vintage Luggage: to compliment your Traction. Classic full leather suitcases available. For details email select2@btinternet.com or phone 01527 854553

DVD of Annual Traction Rally. August 2007, Hollycombe Steam Fair. No music, no commentary, just the glorious sight and sound of classic Tractions. List of participating cars. £5.99 each, including postage. Tel: 07867 971110 or nicholasyeomans7@hotmail.com

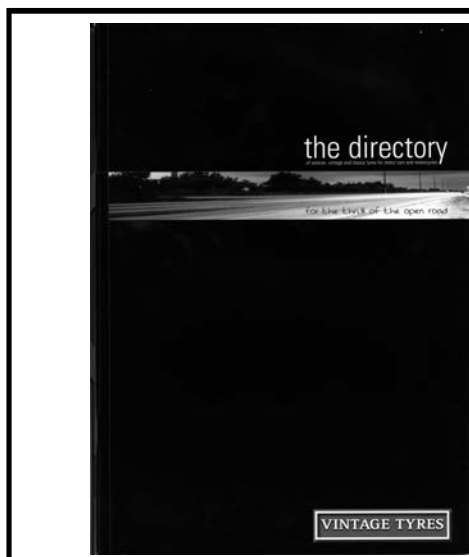
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Free to TOC members

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.

Vintage Tyres have kindly offered a free copy of their new directory to any TOC members who would like one.

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.

Chris can be contacted at:

Vintage Tyre Supplies Limited
National Motor Museum, Bealieu, Hampshire, England, SO42 7ZN
Tel: 01590 612261 Fax: 01590 612722
Email: sales@vintagetyres.com



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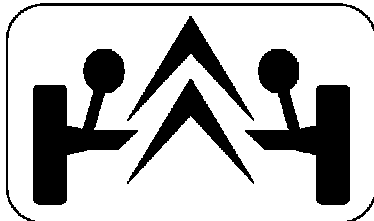


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