

Directors

Alec Bilney
Steve Reed

Roger Dyer
Andrew York

Colin Gosling

Honorary Life Members

Fred Annells
David Shepherd

John Gillard

Peter Riggs

President

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

Chairman

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

Treasurer

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

Social Secretary

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

Secretary & Technical Editor

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

Membership Secretaries

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

Club Helpline

Mick & Moira Holmes

UK - 0870 012 2002
Overseas - 0044 115 911 0960

toc.helpline@ntlworld.com

Admin & Committee Archivist

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

Technical & Club History Archivist

Frank Grant
Dun Donnachaidh
Crathie
Ballater
Aberdeenshire
AB35 5UL
01339 742272
frankgrant@btinternet.com

Webmaster

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

Club Shop

Tony Piper
1 Fallow Fields
Loughton
Essex
IG10 4QP
0208 532 1468

Club Spares

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

Magazine Editor

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

Standing Committee

John Barnes
Colin Gosling
Mark Harding
Tony Hodgekiss
Mick Holmes
Tony Latchford
Bev Oates
John Oates
John Ogborne
Tony Piper
Mick Popka
Peter Riggs
Steve Reed
Bernie Shaw
Steve Shinebroom
Steve Southgate

Section co-ordinators

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

Website : www.traction-owners.co.uk

© 2008 The Traction Owners Club Ltd

Printed by - Colourgraphic Arts, 43 Woolmer Way, Bordon, Hampshire, GU35 9QE Tel: 01420 474000

Contents

4	TOCchairman's chat	5	TOCpresident ponders
6	TOC AGM Notices	7 - 9	TOCnews
10 - 11	FBHVC news	12 - 18	TOCletters
19 - 22	TOCtech	23 - 31	TOCmembers report
32 - 33	TOCsection scene	34	TOCevents diary
35	TOCevents/puzzle	36 - 39	TOCclassifieds

Editorial

Thank you for waiting patiently for this edition of *Floating Power*, which is about three weeks late. My apologies again for this but there just wasn't any way that I could prepare it in time for an end of August dispatch because Barb and I didn't get back from our trip to the Rome ICCCR until 5th September.

We had a superb five week drive through France, Switzerland and Italy - en Traction - with Peter & Sheila Marley and were fortunate enough to have fantastic weather for the entire journey. The new engine and gearbox that I fitted into my car immediately before we left for Canada performed brilliantly and, apart from having to tighten up my exhaust pipe, we didn't have to get the spanners out for either car during the 3,900 mile trip.

Between the two cars we used less than 1 litre of oil, but climbing passes of 2000+ metres through the Alps, and driving in traffic in temperatures of up to 38C, we had to top up our radiators several times (especially on a couple of the days when it was really hot and we were climbing through the Alps).

The ICCCR itself I personally found disappointing but hopefully I can convince Peter and Sheila to do a write up for inclusion in the November/December edition so that we can provide you with a detailed report.

Turning to this edition there are the required notices for the AGM in November, 7 pages of Members letters and 9 pages of Member's reports on this summer's events, plus the normal TOC and FBVC news and of course TOCtech. So again a big 'thank you' to all the Members who responded so magnificently to my pleas for input, especially Simon Saint, Patrick & Paddy Rowley, Robin & Sue Dyke, Peter Riggs, Martyn Baker, Ian & Liz Harvey, John Osborne and the contributors to TOCtech, Steve Southgate, Bernie Shaw, the section co-ordinators and all the Members 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). Please, if you can, make a few minutes to send something to me.

As no one contacted Steve Southgate to say they would like to take over as Editor of *Floating Power* at the end of this year the Committee has decided that I should continue in the job for at least another year and also decided that later this year we will launch *e-Floating Power* - which means that I shall be seeking even more input from you!!!

And, to finish, a reassurance that I am back on schedule now - so you should expect to see your November/December edition of *Floating Power* on time at the beginning of November.

John Barnes

New Members

The TOC is delighted to welcome the following new members:

2042	Mr David Fritchley	Peasmarsh	East Sussex
2043	Mr Bill Rowkins	Birmingham	West Midlands
2044	Mr Alistair Hale	Godalming	Surrey
2045	Mr John MacPherson	Gillingham	Dorset
2046	Mr Geoffrey Brooks	Truro	Cornwall
2047	Mr Andrew Weston	Dursley	Gloucestershire

Reminder

The last input date for the November/December issue is :

Friday

11th October



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

The arrival of the TracBar contingent at the Autodromo di Vallelunga, 20 miles north of Rome, where the 14th ICCCR was held in August. The group arrived with two camera crews and a very (very) large service vehicle.





Chairman's chat

This year has been an extremely busy one for me - workwise - so unfortunately I have been forced to restrict some of my pastime activities.

I did however make it to the Annual Rally in the Peak District and thoroughly enjoyed an excellent Club event. The base hotel and our accommodation was good and the company excellent.

Our scenic drive around the High Peak District on Saturday was fun and picturesque and on behalf of everyone who took part I would like to thank Richard and Carol Carlin for all their efforts in planning the route and organising the weekend.

I'd also like to thank Paul Holmes who provided the entertainment for us on the Saturday evening and managed to get (almost) everybody on their feet to dance.

Sunday saw us journey back in time to the 1950's with our visit to the very popular Crich Tram Museum - until the storm clouds moved in at 3pm.

It was very encouraging to me to see so many new faces at the Annual Rally - because, as a committee we have been discussing this year how to attract new members into the Club and how to attract more of our existing members to the events we organise. A special thank you goes to Diane and Martin Baker, Lucy and John Verity and Anne and Chris Jones and to all the other new members who have joined the Club this year and who have attended some of our events.

Seclin, near Lille, hosted the 70th Anniversary of the 15/6 at the end of August. Throughout my Traction days I have been privileged to own MYP 575, the ex-Ministry of Transport Big 6, so the celebration event at Seclin was of great interest to me. For the event a good friend and fellow TOC member, Paul De Felice, joined me driving the Big 6 'Peacock' Roadster.

The weather in France was very kind to us all on the Saturday of the event - with its bright blue sky under which maybe 80 Sixs and some 200 other Tractions - including Cabriolets, Coupés, Familiales, Commerciales, Légères and Normales, were assembled.

There was a large autojumble, with a good selection of new and second-hand spares, which most people spent a few hours at looking for 'that' elusive part.

The big disappointment for me was the price some dealers were asking for second-hand parts and 'complete' barn finds. For example - Big 6 front wings at €1,800 a pair, dynamos at €350 and a very poor, original, 15/6 Familiale at €22,000.

Although many second-hand parts were frustratingly expensive, to my surprise new parts, and service parts like gaskets, rubbers, tyres etc, were also being offered at acceptable prices alongside them.

Looking forwards, the TOC will again be attending the Classic Car Show at the NEC on 14th, 15th and 16th November, where our stand will feature 'Chateau TOC' and will celebrate the launch, in 1938, of the Big 6 and the Commerciale. Being the 70th anniversary of the '6' we hope to show a collection of well-known cars on the stand and, as always, because help on the stand is very much appreciated I would ask you to please contact Mick Holmes if you are able to help and fancy a day at the NEC.

As the Classic Car Show offers one of the best opportunities to promote the TOC we will be producing a special 'TOC Promotional Pack' for Chateau TOC and plan to use this event to launch our promotional drive for the TOC for 2009.

The following weekend we will be in the Midlands again for the final TOC social event of the year, the Annual Dinner and Dance, which precedes the AGM at the Quality Hotel, Walsall, West Midlands on 23rd November. Ideally located just off the M6 at Junction 10 the Quality Hotel is easily accessible by road for members - new and old - from the North, South, East and West of the country and also, being very close to Birmingham Airport, for members from far and wide.

Our recent social events have proved exceptionally successful - in part due to the very good value-for-money that they offer but also because of the very high quality of the entertainment that has been provided. This year's Annual Dinner and Dance will not disappoint because, in addition to 'our' resident *International Bee Gees Experience*, we have organised a Spectacular Surprise evening, which, for some of our ageing membership comes with a strong Heath Warning (well for the men at least!!).

The theme will again be 'Black and White' and this year we are strongly encouraging members to bring along friends or family to join us and see that being a member of the TOC isn't just about driving old cars, getting your hands dirty and talking about 'widgets'.

As we can only accommodate 100 people for the Dinner and Dance, and, as every year the show is a sell out, now is the time to email me at steve@imperial-cars.co.uk to reserve your table. Please don't leave it to the last minute because last year the Hotel was fully booked and people were literally fighting over the last room. (Further details of this event are printed later in the magazine).

I look forward to seeing you at the NEC and at the Quality Hotel

Steve Southgate
steve@imperial-cars.co.uk



President Ponders

The annual rally saw an excellent turn out with a higher proportion of participants than usual opting for the comfort of hotel accommodation this year – possible a sign of ageing of the owners as well as the vehicles?

Richard and Carol Carlin had devised a superb program to show off the delights of the Dales to those of us not familiar with the area. The weather did try to spoil the Sunday – but failed. This may have been partially due to the availability of the Tramway Bandstand but I believe the main reason was the determination of Traction Owners to enjoy themselves whatever the odds.

I should also like to acknowledge the efforts of John and Bev Oates. They not only assisted Richard and Carol but John also took his first steps as Apprentice Concours Judge, for which Pete Simper and I are likely to be eternally grateful.

In July we were again blessed with a short break in the weather which led to an enjoyable Brittany Tour organised by CTAB. This year saw many of the regular TOC participants plus several new faces – some from as far afield as the Transatlantic Colonies no less. (Bill

King flew into London from the States to take possession of his car from John Gillard at Portsmouth Ferry Terminal. His first drive was onto the cross-channel ferry - there's confidence!)

Other Brittany Virgins were Ian and Liz Harvey (conned into doing the write-up) and Chris Hodgson. Chris's wife will probably not forgive him if she reads this and learns he agreed to organise an annual rally in Kent in the not too distant future. (On the other hand, if she is anything like my wife she won't touch *Floating Power* with a barge-pole, so he may be safe until he actually starts organising).

On a personal front, all evidence of my off-road experience during the Brittany Tour has now been either replaced or re-painted. I have also replaced a worn wheel bearing (apparently none too soon) and finally (I hope) solved the long-standing problem of irregular slow running, occasional stalling and higher than expected fuel consumption – but that is another story.

So the Légère is now ticking over quietly and smoothly in readiness for the run to Seclin for the 70th anniversary celebrations of the 15/6 at the end of August. That means, for a couple of weeks at least, my garage activities have reverted once more to pondering and experimentation to find the best way to attach a brake light switch to a Cloverleaf.

I know fitting a switch is a simple enough task but I want to do it without making any more holes in any part of the vehicle yet still ensure it is reliable at all times. That done I can then get the wiring "harness" sorted out. That will only leave paint and upholstery to do. (Unless I actually want to drive it - then I shall have to buy tyres and I suppose if it rains I shall also need a hood etc.)

Talking of rain, it is now mid-August and it is pouring again so with only a couple of days to the ICCCR (and only one week more after that to the Mid-Shires BBQ) I sincerely hope the weather rapidly improves for everybody.

Having almost drowned at the Belgium ICCCR I learned to swim in preparation for Interlaken – and those who attended will agree the expense was not wasted - so I've decided not to go to Rome on the basis that if I don't go everyone who does will have good weather!

I do hope my theory is not disproved. Unfortunately the same theory cannot be tested at the Mid-Shires BBQ on the 24th. Say Larvae! [As one of those who did go to Rome to swelter under blue skies in temperatures of 37C/38C I can only say 'Thanks for staying away Bernie' - Ed]

75th Anniversary news – the registration form is now only a click away on the 75th website (with links also available from the TOC site) so you may now get your application in and hotels in and around Arras are now taking bookings for the period of the rally.

If anybody without internet access requires a registration form please contact me, either directly or through the TOC HelpLine and I shall mail out a hard copy.

The form itself has multiple languages on one sheet. Consequently, despite my best efforts with the English bits, it is perhaps not quite as simple as a single language document might have been. I therefore urge you all to download and read the separate page of instructions before completing the form - just to be sure you are ticking the right boxes!!!

Unfortunately the organisers have decided not to accept credit card bookings. Having discussed this with the TOC committee I am prepared to act as the UK entry co-ordinator in an effort to reduce bank charges for individuals. Those wishing to use this 'service' should complete a registration form and acquire the requisite amount of Euros from their local Post Office (or other commission-free currency exchange dealer) and then send the form and cash to me by registered/recorded post. I shall then take it to France to one of the regular planning meetings I attend to get it processed.

On behalf of the organisers I would however like to apologise for the inconvenience to TOC Members and hope that this arrangement will allow you to minimise the cost of registering for the event.

And finally, back home again, don't forget that entries to the 2009 TOC calendar competition close at the end of September. If you have a photograph of which you are particularly proud, and which you haven't yet submitted to our Editor for entry into the competition, please send it as soon as possible so that the 2009 calendar can be produced in time for distribution with the November/December edition of *Floating Power*.

Bernie

**Notice is hereby given of the
Annual General Meeting of the Traction Owners Club Limited, to be held at
Quality Hotel Walsall West Midlands
On Sunday 23rd November 2008, commencing at 11.00am**

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, and to elect the Directors and Committee members. There are at present no resolutions for consideration. If any are received, they will be circulated to members in November, with a formal agenda.

Proposals for subjects to be discussed should be received by the General Secretary by 24th October 2008

The Club at present has five directors. The Articles of Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following longest serving directors are standing down, both of whom are eligible and are offering themselves for re-election: **Alec Bilney and Colin Gosling**. Nominations must be in writing, be from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 24th October 2008

The Committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election. The following longest-serving committee members are standing down: **John Barnes, Mick Holmes, Tony Latchford, Bev Oates, John Oates and Mick Popka**, all of whom are offering themselves for re-election. Again, any nominations for new committee members must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 24th October 2007.

Nominations are invited for the post of General Secretary and the post of Treasurer. **Tony Malyon**, Treasurer, is offering himself for re-election and nominations are required for the post of General Secretary. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 24th October 2008

A notice of all nominations received will be circulated in early November. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 24th October 2008

By order of the Company Secretary

THE TRACTION OWNERS CLUB LIMITED INCOME AND EXPENDITURE ACCOUNT YEAR ENDED 31ST MARCH 2008					THE TRACTION OWNERS CLUB LIMITED BALANCE SHEET - 31ST MARCH 2008		
	£	2008 £	2007 £		2008 £	2007 £	
Turnover		31,831	29,721	Tangible Fixed Assets	1,202	1,503	
Cost of sales		19,628	18,416	Investments	750	2,000	
		-----	-----	CURRENT ASSETS			
GROSS PROFIT		12,203	0	Stock	67,477	67,150	
Other operating income		22,150	19,327	Debtors	3,086	2,343	
		-----	-----	Cash at bank and in hand	30,681	16,604	
		34,353	30,632		-----	-----	
Distribution costs and administrative expenses	16,808		22,954	CURRENT LIABILITIES			
Other operating charges	3,946	20,754	3,268	Creditors falling due within one year	834	651	
		-----	-----		-----	-----	
SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX		13,599	4,410	Net current assets	100,410	85,446	
Tax on ordinary activities		174	121		-----	-----	
		-----	-----	NET ASSETS	102,362	88,949	
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX		13,425	4,289		=====	=====	
General fund brought forward		88,949	84,660	CAPITAL AND RESERVES			
Adjustment for Corporation Tax				General fund	102,362	88,949	
Creditor understated 2007		12	-		=====	=====	
		-----	-----				
GENERAL FUND CARRIED FORWARD		102,362	88,949				
		=====	=====				

There were no recognised gains and losses for 2008 and 2007 other than those included in the income and expenditure account.

None of the Club's activities were acquired or discontinued during the year to 31st March 2008 and previous periods shown.

For the year ended 31st March 2008 the company was entitled to exemption under section 249A(1) of the Companies Act 1985. No members have required the company to obtain an audit of its accounts for the year in question in accordance with section 249B(2).

In preparing these modified accounts:-

- (a) We have relied upon the exemptions for individual accounts under Sections 247 to 249 of the Companies Act 1985.
- (b) We have done so on the grounds that the company is entitled to the benefit of those exemptions as a small company.

The directors acknowledge their responsibility for:

- i) Ensuring the company keeps accounting records which comply with section 221; and
- ii) Preparing accounts which give a true and fair view of the state of affairs of the company as at the end of the financial year, and of its profit and loss for the financial year, in accordance with section 226, and which otherwise comply with the requirements of the Companies Act relating to accounts, so far as applicable to the company.

TOC Subscriptions

Now that all the 2008 membership renewals have been processed and John & Bev Oates have taken a well earned holiday they have confirmed that membership of the TOC currently stands at 550.

Thanks to all Members for your prompt response to this years renewal request and for supporting the Club through to 2009.

Rest of the World representative

Although generally unnoticed by the majority of TOC members the post of Rest of the World representative is becoming increasingly important as the TOC's international presence develops.

Until recently Robin Dyke has done an excellent job in maintaining contact with Members, and non-Members, outside the UK but he has now decided to hang up this particular hat.

Robin's will be a hard act to follow but the Committee have been fortunate in securing the services of Walter & Noëlla Callens to carry out the duties of the post.

Having attended a number of our UK annual rallies and AGMs (as well as organising two wonderful rallies in their own part of the world), Walter & Noëlla are no strangers to the majority of TOC members.

Hopefully the extra workload will not delay a third "Belgium Bash"!

We thank Robin for his sterling efforts to-date and are very pleased to welcome Walter & Noëlla onboard in his stead.

TOC 2009 Calendar

For 2009 there will again be a TOC calendar. The plan is to distribute a copy to all Club Members with their November/December 2008 edition of *Floating Power*. Additional copies will then be available for sale for friends and family.

As for 2008 the cost of producing the calendar will be met from the cost reductions made in the production of *Floating Power*, from *Floating Power* advertising revenue and from sales of the 2009 calendar itself.

Although the costs are not yet completely finalised it is expected that they will not be significantly higher than last year.

Final costs for additional copies of the calendar (including postage within the UK or overseas) will be published in the November/December edition of *Floating Power* in time for Members to order calendars to be dispatched abroad.

For the calendar to be produced in time for circulation with the November/December edition the calendar competition has to close at the end of September - so if you haven't already sent in your entries please send them to the Editor before the close date.

Please remember that if you are sending digital photographs (which is preferred) they need to be high resolution, landscape format photographs in order to provide the picture quality at A4 needed for the calendar.

Please remember also that by submitting your photographs to the competition you are granting to the TOC the right to use your photograph in, and in connection with, the TOC calendar.

TOC 2008 AGM

The TOC AGM will be held on Sunday 23rd November 2008 at

the Quality Hotel, Walsall, West Midlands starting at 11am.

The official notification of the meeting and a copy of the TOC accounts for 2007/8 appear in this edition of *Floating Power*.

Don't forget that the AGM is your opportunity to question the directors and committee members about the running of the TOC and to have your say about the future direction of the Club.

All TOC Members will be very welcome at the AGM.

Classic Motor Show, NEC 14th to 16th Nov

Following the success and popularity of last year's TOC, CCC and 2CVGB stands at the Classic Motor Show, the organisers have offered the three clubs even larger stands in the centre of the Hall for 2008

Mick & Moira Holmes are again in charge of the stand after their 'rest' last year and are very interested in hearing from any Club Members with either a Big 6 or Commercial that they would be prepared to make available for use on the stand.

Stand cars will need to be delivered to the NEC on Thursday 13th November and collected after 4.00pm on Sunday 16th November.

Mick & Moira, who can be contacted via the TOC Helpline, are also keen to hear from Members who would be prepared to help on the stand on the days it is open to the public.

Classic Motor Show, Nov 2009

On the subject of the Classic Motor Show, Mick & Moira - who have been in charge of organising the TOC stand at the event for the past 9 years - have now decided that this year's show will be the last one they organise.

Consequently the TOC is seeking a Member (or Members) willing to take over from Mick & Moira in organising what represents the best showcase that we currently have each year for bringing the TOC to the attention of Classic Car enthusiasts from all parts of the world.

If you are interested in helping the Club by undertaking this extremely important role please let the Chairman, Steve Southgate, know - perhaps after talking to Mick & Moira about what is actually involved.

e-Floating Power

Following trials involving 100 TOC Members, selected at random from the TOC Membership list, carried out in July 2008 the Committee has decided to launch *e-Floating Power* - which will be a bi-monthly, email only, newsletter sent only to TOC Members.

Production will start later in 2008 and *e-Floating Power* will be distributed to every TOC Member for whom the Club holds a valid email address.

The plan is that *e-Floating Power* will be produced, during those months of the year when *Floating Power* itself is not produced, using the very latest direct marketing software (which is fully conformant to industry best practices, is anti-spam compliant and operated under strong permission-based policies).

The objective of *e-Floating Power* is to provide an additional communications channel for the TOC to Members in order to supplement but NOT replace *Floating Power*.

Initially *e-Floating Power* will have four sections: TOCnews, TOCevents, TOCclassifieds and TOCquicklinks. These are reasonably self-explanatory but in the classifieds section we will

only publish Member's 'wanted' adverts.

The decision has been taken that Member's 'for sale' adverts will not be published in *e-Floating Power* because not all Members have access to email and therefore may not receive *e-Floating Power*. 'For sale' adverts will only appear in *Floating Power* itself (and then on the website) as at present.

All entries in the TOCclassifieds section, and any other entries that are still current and relevant when the next edition of *Floating Power* is produced will be repeated in *Floating Power* so that they are seen by all Members.

Currently 389 of the 550 Members of the TOC have provided email addresses to the Club but from the tests carried out in July it is clear that a percentage (probably about 10%) of these are now out of date.

To ensure that you receive a copy of *e-Floating Power* when publication starts later this year can you please make sure that the Club has your current email address.

You can do this by sending an email with *e-Floating Power* in the subject line to John & Bev Oates at toc.membership@virgin.net

In part the success of *e-Floating Power* will be as much down to TOC Members as it will the Editor [ie - me, John Barnes] because he needs your input to create a publication that will be of interest to the TOC membership at large. So please remember to send news snippets and event information to the Editor at the usual email address.

TOC Club Shop

As you will see from the advertisement in TOCclassifieds in this edition, the TOC Club Shop Managers - Tony and Jeannie Piper - have procured new TOC regalia for the 75th anniversary of the Traction Avant next year.

New style caps, polo shirts, sweat shirts (and possibly T-shirts) in stone, navy and black will be available in time for Christmas.

The prices of the new regalia, which bears the 75th anniversary logo shown later in this edition, will be:

cap - £8, polo shirt - £15, sweat shirt - £18.

To get postage costs, and to place your order, please contact Tony Piper on 0208 532 1468 with details of the quantity, type, size and colour of the items you would like.

Traction rides around Paris

Members planning a visit to Paris in the near future may be interested in visiting <http://www.paristraction.com/htmlFiles/defaultEnglish.html> where they will find details of a number of different sightseeing tours of Paris - en Traction.

These are being offered by a non-profit organisation, called Compagnie au Long Cours, whose mission is to help elderly and physically disabled people to continue living at home.

Using a chauffeured Traction Limousine, the Compagnie au Long Cours offers four standard, two hour to six hour tours of Paris or alternatively will undertake private hire commissions such as booking the limousine to take you to a special restaurant and, following your meal, a personalised tour of Paris.

ICCCR 2012

The following communiqué was issued by the board of Amicale Citroen Internationale (ACI) on 25th August, following the ACI

meeting held at the 14th ICCCR at Vallenga/Rome on 17th August:

'We want to thank all the Delegates and the countries who participated on the voting. We are also very satisfied with the high participation.'

'With a majority of 100% the Delegates voted for the proposal from the Yorkshire/UK bid team.'

'The next, 15th ICCCR will take place in the year 2012 in Yorkshire/UK. Congratulations to the winner!'

Information about the event - which will be jointly organised by the TOC, CCC and 2CVGB - can be found on the website: www.icccr2012.org.uk. TOC Members can also register now on the site to be sent automatic updates as detailed planning progresses.

Castrol Classic Motor Oils at discount prices for TOC Members

The TOC has negotiated a discount of 5% off the price of Castrol Classic Motor Oils purchased from Race Lubricants' on-line store.

Race Lubricants currently stock Castrol GP50, XL20/50, XL30 and XXL40 from the range of Castrol Classic Oils which are specifically formulated for pre-1970 classic car and motorcycle engines.

The oil can be purchased on-line in quantities of 1 gallon, 25litres or 208 litres at:

http://www.racelubricants.co.uk/prodtype.asp?strParents=&CAT_ID=157&numRecordPosition=1.

To obtain the TOC discount of 5% off the listed price Members should select the oils that they want and once they get to the checkout enter the code **QHJL137** (which is unique to the TOC) when prompted.

ZDDP in Motor Oil

Talking about motor oils. Because of the ongoing changes to the formulation of oils intended for use in modern engines (and specifically those equipped with catalytic converters) it is more important than ever that the correct oil is used in Traction engines.

Faced with achieving very challenging targets for emission reductions, set by the US EPA, motor manufacturers have been putting increasing pressure on oil suppliers over the past 10 years to remove substances from engine oils that will lower the useful service life of catalytic converters.

One of the substances they have pressured the oil suppliers to remove from engine oils is the additive ZDDP (zinc dialkyldithiophosphate) because ZDDP, along with some other metal additives like manganese, mixes with the exhaust gases and gradually clogs catalytic converters, significantly shortening their life and reducing their long-term effectiveness.

As a consequence the ZDDP level in 'modern' engine oils has been declining since the mid 1990s - which is a major problem if these oils are used in an 'older' engine like that of the Traction.

Without ZDDP an older engine will wear out faster, especially in metal-to-metal contact areas such as the tappets and the cam lifter interface.

ZDDP has an excellent track record of protecting the sliding metal-to-metal cam lifter interface, and for more than 70 years has been added to engine oils in amounts resulting in

approximately 0.15% phosphorus, and 0.18% zinc.

ZDDP protects by creating a film on cams and flat lifter contact points in response to the extreme pressure and heat at the contact point. This film of zinc and phosphorus compounds provides a 'sacrificial wear' surface that protects the metal of the cam and lifter from wear.

In the course of normal service, the conversion of ZDDP to zinc and phosphorus compounds depletes the ZDDP level in the oil and studies show that, depending on the specific engine and severity of duty, after 2000-4000 miles of operation the level of ZDDP in the oil can drop below that considered adequate to provide wear protection to the cam and lifters.

It is therefore extremely important for the longevity of Traction engines that they are filled with an engine oil containing ZDDP and that the oil is changed at the recommended 3000 mile interval.

There is however a potentially much more serious (and very expensive) problem with using a 'modern' engine oil in a Traction engine that has just been rebuilt - as has been reported recently in the US on comparable engines.

This is total cam/tappet failure after only about 500 - 1000 miles of operation.

When an engine is first re-assembled, even with the most careful machining of the cam and use of the best-quality replacement tappets, the rubbing surfaces are still pretty rough (under a microscope you'd see high peaks and deep valleys in the metal surfaces).

As the engine is run in, these high peaks wear down, but at the start, all of the pressure is concentrated on a very small part of the surface area.

If the rebuild process is done properly, a rebuilding paste containing high amounts of molybdenum is rubbed on the cam and tappet tips during re-assembly.

This additive lubricates the surfaces until the high points can be removed, resulting in a surface that is a hundred times smoother than any machinist or metallurgist could possibly achieve. And this, literally, is the potential problem.

The 'smoothing' process, which takes place primarily during the first few hours of the running-in period - but continues to take place for several thousand miles or hundreds of hours after that - requires one other ingredient. That ingredient is ZDDP.

ZDDP, in combination with the molybdenum-disulfide in the break-in lubricant paste, creates a continuously renewing metal surface in the low spots that helps spread the pressure.

With no ZDDP in the running-in oil, and/or no lubricant paste, instead of a smooth surface after running-in, the peaks on the surface of the tappet can literally weld themselves to the cam, causing pieces of the tappet surface to flake off, and ruining the lobe surface of the cam.

Drivers at risk in tunnels

A third of British drivers risk dying if they are confronted with a fire in a tunnel because they don't know what to do, according to a new survey by the AA.

The poll asked more than 15,000 people what course of action they would take if, while driving through a tunnel, a lorry caught fire in front of them.

Approximately two-thirds correctly said they would save themselves by looking for, and following, signs to escape routes or safe havens.

However, the other third would put their lives at serious risk by:

- Trying to help the lorry driver or fight the fire **12%**
- Sitting in their car and waiting for instructions from the tunnel control **7%**
- Trying to drive away or round the burning lorry **6%**
- Getting out of the car and running away **3%**
- Not knowing what they would do **5%**

There are 12 major road tunnels in the UK.

Driver fatigue - a silent killer

The Institute of Advanced Motorists (IAM) calls driver fatigue a silent killer which operates in much the same way as alcohol.

Drivers who are slightly tired will not drive as well, or as safely, as those who are alert. As tiredness increases, mental and physical performance drops until eventually the driver falls asleep.

The IAM says that although fatigue is unavoidable there are a number of simple steps drivers can take to reduce the problem:

Start alert

- Get plenty of rest before a long journey, don't drive if you feel tired, or unwell
- Wear comfortable loose clothing
- Adjust the driving seat in a car to a comfortable upright position and adjust the heating/air-conditioning to a cool - not cold - temperature

Stay alert

- Try and avoid driving during the night when you would normally be asleep
- Early afternoon is also a high risk period to lapse in concentration
- Take regular breaks, at least every two hours
- Get out of your vehicle and walk around at the breaks, don't just sit in the seat

If you feel tired

- Act quickly and do not try to "drive through" the fatigue. Turning up the radio volume and opening the window, or turning the air-conditioner to the coldest setting in the hope that these will keep you awake won't work
- If you must continue, find a safe place to stop, have a caffeine rich drink and then take a short nap for at least 20 minutes. This will give the caffeine time to get into your system and gives you a "power nap". You can only do this once in a journey - it won't work a second time

If you feel more awake continue, but bear in mind that you will have to stop reasonably soon. If you still feel tired, sleep until you feel fresh enough to continue.

Drivers 'fail Good Samaritan test'

The majority of drivers are bad at being Good Samaritans when fellow motorists break down, a poll undertaken by Age Concern has revealed.

Three quarters of the people who had broken down, amongst the 1,113 drivers from England and Wales who were surveyed, received no help from other road users.

The age of those stranded on the side of the road appeared to influence would-be helpers, with 83% of those aged 55 or more who had broken down getting no help, compared with 81% of 18-24 year olds, who did get assistance.

Measures to enforce insurance

As reported in previous newsletters, whilst legislation has been passed to introduce this concept, we are not aware of any further progress on its introduction at the time of writing.

We have heard of instances where local police forces have recently been more active in confiscating vehicles deemed to be uninsured according to the Motor Insurance Database (MID).

This of course is only as good as the data supplied by the insurance companies, who undertake to notify the MID within seven days of commencement of cover.

We are aware of the deficiencies of fleet policies, and some special schemes, which occasionally do not pass over the information to keep the database showing that vehicles are properly insured, but it should be remembered that there is an obligation to keep the MID informed.

These errors and omissions usually only come to light when trying to tax vehicles on line. This should be a warning bell that your vehicle is not on the MID and you should contact your broker or insurer immediately. But remember also that ANPR cameras, both static and mobile, treat the MID as absolute gospel!

It has not (as yet) been compulsory to carry an original or copy insurance certificate with you (as in many countries) and sub section (4) of section 165 of the 1988 Road Traffic Act allowed for its production within seven days.

However the recent spate of on the spot seizures relies on the amendment to the 1988 RTA by Section 152 of the Serious Organised Crime and Police Act 2005 which has inserted subsection (6) of the new section 165A which talks of producing documents immediately; a conflicting mismatch.

This latest amendment is discretionary and could be seen as poor policing if used in this way unless other factors of serious crime are present.

Private individuals can check whether their own vehicle is on the MID by contacting ASKMID on www.askmid.com

Obviously this is not just an historic vehicle issue but if a motorist is stopped and can't remember who they are insured with, an overzealous official could seize the vehicle causing physical inconvenience and monetary loss, as contractors will charge for removal and storage.

The Federation will be raising this matter with the All Party Parliamentary Historic Vehicle Group and may contact the Association of Chief Police Officers.

Driver Certificate of Professional Competence (CPC)

There seems to be some confusion amongst drivers who drive historic commercial vehicles, and hold PCV and/or HGV driving licences, regarding the introduction of this additional requirement for professional drivers.

All existing PCV and HGV licences (including all those issued as a result of grandfather rights) will be 'deemed to have acquired rights' to the new CPC on introduction.

However they will lose the right to be able to drive professionally after 2013, in just five years time, unless they have undertaken and passed five days of training during that time.

Without the training the CPC element of their licence will be

lost *but not the vocational entitlement*. Therefore they can continue to drive PCV/HGV as appropriate after 2013, but not for hire or reward. If they drive for a living or part-time and receive payment, as well as the hobby angle, they will have to undertake training to maintain the CPC element.

The new driver testing regime will also allow for differences in the modules required to be taken by those who only need a vocational licence and those who require a vocational and CPC.

I will be writing direct to commercial vehicle clubs and museums who are FBHVC members to expand – rather than fill up the rest of this newsletter/bore the majority of readers.

Capital Emissions

As reported in the previous issues two separate emissions-related initiatives in London have been causing angst for different groups of historic vehicle owners: the low emission zone (LEZ) and the proposed emissions related congestion charge (ERC).

The LEZ is with us, covers the whole of Greater London and hits diesel-engined commercial vehicles made after 1972 (this will soon include vans and utility vehicles).

FBHVC is still collecting information about historic commercial vehicle owners who are directly affected by the LEZ, especially those living inside the zone, with a view to pressing the case later in the year.

We know of six so far, and would like to hear of more - please send details by post to the secretary, or by e-mail to admin@fbhvc.co.uk. Catch 22 comes to mind - if very few are affected, TfL will see little point in making a (costly) change but if there are too many they will refuse on the basis that it would negate the point of the LEZ which is to improve air quality in the capital.

According to an announcement made on 8 July, ERC will not now happen. Although the obvious worry about the ERC proposal was how it might affect owners of larger capacity cars, there was a much more fundamental objection to it: it had nothing to do either with countering congestion or with improving air quality.

The higher rate ERC would have been levied on the basis of CO₂ emissions. Air quality depends on limiting pollutants such as unburned hydrocarbons and oxides of nitrogen. These lead to city centre problems, such as in Los Angeles. Modern emission regulations are the right way to combat this.

CO₂, on the other hand, is not a 'pollutant' in the conventional sense. It is a greenhouse gas, and it doesn't matter whether it is emitted in London, at home, or in Outer Mongolia: any climate change effect will be much the same.

This leads to the inevitable conclusion that making a charge for high CO₂ emissions in city centres is no more than a tax raising ploy, so congratulations to Boris Johnson for fulfilling his pre-election pledge not to introduce the scheme.

Paint

No further news to report.

Mascots in Northern Ireland

We understand from the Department of the Environment in Northern Ireland that they will not take mascots out of the NI MoT testing regime, but they have agreed to send guidance to their testing stations (which are all government controlled) to the effect that mascots and other similar ornamentation fitted

as standard equipment should be deemed to comply with regulations.

The new guidelines should have taken effect during July. We would be pleased to hear of anyone having trouble with a test in N. Ireland as a result of a standard equipment mascot.

Finance Bill

The last issue reported that we had asked the All Party Parliamentary Historic Vehicle Group to look into two sections of the Finance Bill, one concerning Vehicle Excise Duty refunds and the other allowing enforcement against VED evaders by means of clamping unlicensed vehicles while parked on private land, with the obvious concern that historic vehicles parked on private land awaiting restoration could be clamped.

The Treasury replied, confirming our view that the changes to regulations relating to VED refunds was benign and also stating that:

- clamping teams are under an obligation to check the status of vehicles with DVLA before clamping;
- clamping may not take place on land that is obviously part of a private dwelling;
- vehicles with a valid SORN declaration may not be clamped; and
- vehicles not subject to SORN (because they have been off road since before 1998) may not be clamped.

If such clamping has to happen at all, we could not ask for more but, surprisingly, more was given because the Treasury has also said that vehicles with a nil-rate of VED may not be clamped for VED evasion even if they have failed to renew their nil-rate licence.

Private Hire Vehicles

It seems that hiring out chauffeured old vehicles is a much more popular activity than we had imagined, with hirings being made for all sorts of special occasions from weddings to school dances and theatre trips to birthday parties.

We explained in the last issue that the regulations say that such activity is illegal in England and Wales (except for weddings and funerals) unless the car is licensed with the local authority as a private hire vehicle, the driver is licensed with the local authority as a private hire driver, and the person taking the booking is licensed with the local authority as a private hire operator.

This is not new. The exemption from licensing requirements for wedding hire was introduced in the 1980s, otherwise there has been no change since the 1970s.

Local authorities have some discretion in respect of the standards they set, but they cannot simply waive the requirement for licensing.

FBHVC has considered making an application for an exemption for historic vehicles, but since the regulations exist for public protection - from criminal drivers as much as from unsafe vehicles - it is difficult to see how an exemption could be justified, especially when there is so much public concern about assaults on the young.

The fact that each local authority can make its own arrangements for PHV licensing makes it difficult to produce a single universal answer, but we have approached the Local Government Association for advice.

Meanwhile, as the recent case reported below shows, it would be wise for anyone in the habit of hiring themselves and their car out for anything other than weddings to stop doing so and talk to their local authority.

The case was heard in a magistrate's court on 20 June.

On 31 October last year police and local council staff stopped four classic and vintage vehicles. The drivers of each of the four chauffeur driven vehicles were cautioned and questioned.

The drivers were transporting a group for a special occasion.

None of the drivers held a private hire drivers licence; none of the four vehicles was licensed as a private hire vehicle and there was no licensed private hire operator.

The insurance of all the vehicles had been compromised by the failure to comply with regulations.

Three of the four drivers received points on their licences for driving without the correct insurance and the cars were impounded.

The prosecution was taken against the fourth driver, who owned three of the cars, and his wife, who acted as the private hire operator.

The council had previously advised the couple, in writing, to licence their operation or risk prosecution, but they had not done so.

In court they stated, in addition to this booking, they had completed several bookings for young people to travel to their school proms.

The magistrates fined them a total of £1050 with £450 costs.

Fuels

We are still monitoring the situation regarding ethanol in fuel but have not received any direct evidence of bad experiences from member clubs.

Bayford Thrust have just announced that they have now solved the storage problem for leaded fuel and can blend batches of 30,000 litres from 21 July.

We have recently updated the lead replacement additive list on our website to show which products are still available. Where a website link is shown, these products are available by mail order direct from the supplier.

As an aside: it will be interesting to learn how HRH Prince Charles' Aston Martin copes with a gourmet diet of biofuel reputedly made from wine and cheese by-products...

EU LEGISLATION

Older vehicles and new tyre regulation

At the end of May, the Commission published a proposal for a Regulation which aims to amend existing tyre design rules in order to reduce road noise.

The existing tyre legislation does not apply to vehicles made before 1980. However, when FIVA examined the new proposals, it was clear that the proposed changes would affect some historic vehicles made during the early 1980s.

FIVA discussed the matter with the European Commission and the new proposal is not intended to affect tyres designed only to be fitted to vehicles first registered before 1 October 1990.

The Commission has taken this decision because it recognised that in some cases the new conditions would be incompatible with the use of the tyres and as they are produced in such small numbers, an exemption is appropriate.

A CURIOUS CASE DR. WATSON !

A couple of weeks ago I was trawling around one of the many *Brocante* (boot sales) in my area when I spotted this old suitcase.

It's raked front immediately suggested that it might have been intended for the boot of a motor car. The old chap selling it said he thought it was for a Citroën Traction Avant and, at couple of euros, it was worth a throw.

I know that A.E.A.T produced specialised suitcases to fit their *Malle arrière* conversions, « *qu'on pouvait garnir de valises à face inclinée s'intégrant parfaitement à la forme du panneau arrière* » but so far I have failed to find a good enough photo reference to make a comparison.

The case is made of wood and covered in olive green *simili* (leather cloth), the chrome catches are marked : DZ 52 and above the leather handle are two brass flashes.

Inside there are two canvas straps marked : *MALLES DZ HERMETIC*.

The case is 98 cms wide, 16 cms deep, 46 cms front to back (base) and 42 cms front to back (lid).

Can anyone help identify it ?

Bob Whittaker

Tel : 0033 545 83 40 80 email bobwhittaker251@hotmail.com



Dear John,

Just to show that the Traction is FINALLY on the road.....(thanks to John Gillard and friends!).

Your glove-box booklet for help is excellent and a good idea, congratulations.

Best wishes to all fellow Traction drivers,

Richard Heffer



[And very nice it looks too Richard. I look forward to seeing the car and meeting you at a Club event in the not too distant future. Ed]

Hi John,

I have just received my copy of Floating Power.

I was pleased that Linton and Ethel enjoyed their stay (it was nice to have them here) but did note from their report that there seems to have been a misunderstanding.

I was telling them how impressed I was with John Gillard and the speed with which he always dispatched spares. Also that when I was doing weddings full-time with my Traction, I had a disaster and the big end bearings needed doing 'yesterday'.

I called John, but he was very busy and could only do the work on the engine in time (very short time) if I removed it from the car, stripped it of all the 'bits and pieces' and got it up to him - obviously having to refit it when I got it home.

This was obviously mixed with other histories of working with cars, doing rebuilds etc and misunderstood.

I should be very grateful if you could immediately forward this mail to John Gillard [done as requested - Ed] and print an erratum in the next magazine...?

Also, just a small note that my Traction is actually a Normale, not a Familiale.

kind regards

Carla Perry

[Sorry Carla - I should have spotted that your car was a Normale when I inserted the title beneath the photograph. Ed]

Hi John....me again.

Sorry to be a pain, but I've just read Nicholas Greene's report on the rules of driving in France, and as a professional artic driver here, having re-taken my Superlourds licence, along with exams in logistical management and of course the French 'Code de la Route', I can confirm the following:

Rules of the road

1. The minimum age to drive in France is 16 if accompanied and driving on an accompanied scheme (ie with someone with a licence in the car and the hours/kms driven noted in a drivers record), however, you cannot take the driving test until age 18.
2. A red warning triangle **IS** compulsory as is a fluorescent High Visibility vest (normally accepted to be yellow, however I don't know whether orange is acceptable). The vest must be stowed within the cabin of the car and not the boot to enable putting it on before leaving the vehicle. As from 01/07/08 there are random checks of cars by the gendarmes to check this and fines can be given for each item missing or not stowed correctly.

Also it is worth mentioning that speed limits, except those of 50kmh and below, are reduced by 10kmh in the rain, apart from 130kmh which is reduced to 110kmh. ie 110kmh in the rain becomes 100kmh, 90kmh becomes 80kmh and 70kmh becomes 60kmh.

Also when entering 'agglomeration' (a built up area marked by a sign bordered in red) the speed limit is automatically 50kmh unless marked otherwise (for cars, lorries always have a speed limit of 50kmh or less in agglomeration).

Priorité a droite and other road signs

The priorité a droite rule is not only applicable in built up areas, but also at any junction where there is not a line (solid or dashed) OR a Cedez Passage or Stop sign.

Often there is a sign - but no line or vice versa - in which case the priorité a droite rule must be obeyed.

Contrary to Nicholas's report, there still exist many roundabouts in France where priorité a droite still exists. This means that if you are on the roundabout you must give way to vehicles entering the roundabout.

I know of around four or five like this in Poitiers and two in Niort.

Again, if there is no line marking OR sign at the entrance to the roundabout, priorité a droite applies.

In addition the sign priorité ponctuel (shown as traffic on main road has priority) is not accurate. The traffic following the direction of the arrow has priority, but it may be on a small road crossing a main road.

There are also signs where the junction resembles an x. These mean that at the next junction, priorité a droite applies.

At traffic lights, one will generally see a sign, priorité ponctuel or the X under the lights. If the lights are out of order, the sign below dictates the priority.

I would emphasise that anyone bringing their car to France must carry a triangle and Hi-Viz vest in the car, with the vest accessible without exiting the car.

I hope this clarifies some points and avoids any TOC Member getting a fine for not having a triangle and/or Hi-Viz vest.

A la prochaine

Carla

[I've copied the above to Nicholas Greene who has confirmed back to me that the Hi-Viz vest and triangle MUST conform to the written code of E1 27R and that the vest must be YELLOW. Ed]

Dear Sir

May I say how much I enjoy reading *Floating Power*.

I would like to make a small comment on Nicholas Greene's excellent article 'Driving in France - Motorways'.

You will notice that when payment is made from an ordinary vehicle it is necessary to pass your cash or card UP and that you cannot see exactly what is done in the booth.

A few years ago a scam was identified at some péage toll booths. Apparently some cashiers had a second device alongside the official credit card machine and when proffered a card they would take a second swipe - thus obtaining an impression of the card. The culprits were caught.

We travel to France frequently and it is evident that most French motorists prefer to pay cash, even if there is a queue. We now do the same.

Richard Heskell

Hi John

I read with interest the letter from Stan Potts and your response regarding the proposed *e-Floating Power*.

You say that the new information would be posted on the, at present, passive web site,

Would it not, therefore, be a good idea to add an RSS feed to the website so that any changes to the site are sent immediately to those who wish to, or are able to, subscribe.

This would be less labour intensive than a newsletter and would not limit you to either publishing deadlines or file size.

Regards

Andy Beauchamp

[Not knowing what 'an RSS feed' is I forwarded Andy's email to our webmaster, Mick Popka, who supplied the following explanation - Ed]

John,

An RSS (**R**eally **S**imple **S**yndication) feed is basically like a "ticker tape" for news.

The recipient has to subscribe or register (usually) to receive the "ticker tape" and has to use an RSS reader (which is free) on their computer. This is just like registering for an email service except you use an RSS reader rather than an email reader to read it (you will see why below).

OK so far?

The RSS reader regularly checks the feeds that you are subscribed to for new items and downloads any that have not already been received.

Unlike an email, the RSS feed is written in XML and contains a description of the content of the news item and a hyperlink (the equivalent of a "click here for more information") which, if you click on "more", causes your RSS reader to send a request to the server hosting the feeds and the content is then downloaded to the reader.

If you don't want to read the item (as the content is not of any interest to you) the reader will automatically delete it after x days (x specified by you).

I don't think that it would be a suitable vehicle given my understanding of what you are planning for the e-newsletter.....

I suspect that what would be better for the e-newsletter would be to send a normal email with a hyperlink in it that would enable recipients to see the web page that you have set up on the server.

Kind regards,

Juan

The advantages of this method are:

- The email is small in size irrespective of content of the e-letter
- Content can be changed without the need for re-sending the email
- No new technology - It's as simple as email
- You can use someone else to send the "notification" email
- The content can be read whenever you check your email

The disadvantages are that:

- You can't read the e-newsletter if you are not connected to the internet

If you are on a dial up service, content (graphics and pictures) will take time and money to download. Given that some members will be on dial-up and others are already on broadband you may want to give them the option of subscribing to alternate versions of the e-newsletter - one with text only and the other with a link to the web page.

Hopefully I have answered your question of what RSS is and advised you that it's not what you want. If you want more info have a look here: http://en.wikipedia.org/wiki/RSS_Feeds

Regards

Mick

[Thanks Andy for the suggestion but as you can see above our in-house web person doesn't think that it is the right answer for what I'm proposing to do. One thing though - there won't be any photographs in *e-Floating Power* (well not in the short term anyway). - Ed]

Brian & Inger,

We read your report of the Antwerpen-weekend in *Floating Power*.

In our opinion you accurately described the programme, but more than that, you reflected how our guests experienced the weekend...

We cannot imagine a more beautiful epilogue. Thank you !

Kind regards,

Walter & Noëlla

Hello John,

Thanks very much for the ad in the last edition of *Floating Power* - I got a response the day the magazine came out, and I am now the proud owner of a 1948 Paris-built Légère! (Got it home from Dorset yesterday.)

The car is lovely (see attached pictures) and only needs a little work done on the brakes - I have already stripped the rear brakes.

Would you be able to remove my wanted ad from the classified web page before it gets updated?

Also I understand there is a tool share scheme, do I need to order the front hub puller from the spares place in Chichester??



[Thanks Ivan - your experience, I think, demonstrates very well the value of the magazine to Members. Ivan has been put in touch with his local Section representative and by now I hope his car is functioning perfectly and is ready for its next Club event. - Ed]

Dear John,

At last a follow-up from your technologically-challenged man in Madrid.

I don't know what happened last time but not only did I not get the pictures to you, I lost my own library of pictures as well.



I have now visited my friend José Luis and taken the pictures (opposite) of his Donnet Zedel in his garage in Madrid. Not the most scenic location but I can follow up another time.

It is bodied as a delivery van and, as José Luis runs a bar, it is set up to dispense draft vermouth.

It is our privilege to have him on rallies because sometimes he comes equipped to dispense product as in the old days.

It was originally powered by a 5cv engine, which meant that it didn't actually have much power at all, but I understand that it now runs on a mid-30s Willy's power unit.

What is clear is that on an out-of-town run, it not only keeps up but often makes the pace.

Hope you enjoy the pictures after all this time. If you want a higher definition version of any of them let me know.

If anyone passes through Madrid and would like to meet him I will be happy to arrange it.

Thanks

John Kiddell

Dear Mr Popka

Providing there's a good periodic magazine - which the TOC indeed enjoys - I don't normally bother with club websites, I'm afraid.

May I respectfully suggest that, if you want to encourage more members to use the TOC website, you print the address prominently in the magazine.

My eyesight may fail me, but I can't see it shown anywhere in the latest edition of "FP".

Now that I've found it on "Google" I've put it in my "Favourites" - but you could do more yourself to help old buffers like me.

Yours sincerely

D A De Saxe
member no 1499

[Our favourite webmonkey responded with the following little missive to me - Ed]

Dear Mr Editor,

So now we know why some members cannot access the web.

So for future copies of FP that'll be in 48 Point Arial please Mr Editor.....

www.traction-owners.co.uk

and for those with a small keyboard:

<http://tinyurl.com/TOC-UK>

Regards

Mr Web.Monkey

[I stand suitably chastised. You will find that the website address now appears - in large letters - on page 2 of this edition and will continue to appear here in future editions. Ed]

Hi John

I recently sold my Traction, and it is now resident in Riga, Latvia!

The story.....

Having reluctantly decided to sell my 1951 Normale (USU 305) after 19 years of ownership, I thought I'd try my luck on eBay (with a realistic reserve price, of course!).

During the 10 day duration of the auction, my listing was 'visited' by 3638 people and, by the end, there were 236 people 'watching' the listing - which demonstrates what a large shop window eBay can be.

Imagine my surprise when the highest bidder turned out to be a certain Dmitry from Riga, Latvia! He knew very little English (but more than I know Latvian!), but had a Latvian friend who lives in Burton upon Trent who initially acted as an intermediary.

Anyway, the transaction went very smoothly and the money from the sale of the car appeared in my bank account only 2 days later.

Dmitry, meanwhile, booked himself a plane ticket to England and arrived to collect the car on Thursday 3rd July. His intention was to drive from my house in Shipley, West Yorkshire, to Hull for the overnight ferry to Rotterdam, and then drive up through Holland and Germany to connect with a second ferry to take him to Latvia.

I was pleased to receive the following from Dmitry a few days later by email: '*We were back on Monday, everything went accordingly to our plan. Thank you very much for the car - it is really good, we came without any problems! The car is already placed in Riga Motormuseum and I'll participate in retro car event on July 19th with this car.*'

I attach a photo of the car in its new home in the Riga Motor Museum, which was opened in April 1989, and apparently has over 200 vehicles on display. The museum has a website www.motormuseum.lv

Funnily, my first Traction, a Slough-built Big 15, also ended up being exported, but that time to the USA to be put into the buyer's private collection - his brief to his UK agent who looked out for cars on his behalf was to find 'a post-war European saloon with doors which opened the wrong way!'

Regards

Andy Cartwright



Dear John,

Further to my email to you explaining the sale of USU 305 to Dmitry in Latvia, I received the following email from him today,

together with a photo of the car (in racing livery!).

The email text follows.....

Hello, Andy!

I want to share success story of your car. Few days ago Retro Car event took place in Riga. There was also the race of retro cars in different classes during the event. I'm proud to tell you that I took the first place in class with this car and was 5th among all classes (66 retro cars participated)!

Thank you again for the car that is really in good condition! The car is displayed in Riga Motormuseum and has the best possible conditions of storage.

p.s. Next year August 15th there will be a big international Retro car event (also race), dedicated to 20th anniversary of Riga's Motormuseum. I would be glad to see you in Riga, so I invite you.

Hope to see you in Riga!
Best regards,
Dmitry

Nice to see the car getting some use again!

Regards,

Andy Cartwright

Hey John

I hope that you and your family are in good shape.. I enjoy the *Floating Power* every months with you as an editor - a lot of good information on Tractions from GB.

I have not forgot my promise about photos and a history from our workshop in Christiania and will try to get it done this summer.

In the meantime I wonder if you could help me with some information about a former Danish roadster - a 11B Normale # 147.926 that has recently got a new owner in England.

I saw the car on the site www.3cs.com in a story from his summer - tour Dordogne. And the story was that the car came from Sweden and now is in GB..

That is not quite correct - it came from Norway from Hans Lampe in Oslo. He bought the car in Denmark in 1975 and has used the time until 2005 to restore it...with a rather good result - although it is not quite original.

The British number plate is - 413 XUL. Do you have any information about it and who owns it now?

We (my wife Dorthe and I) will come to ICCCR in Rome in August in our roadster along with 4 other Danish roadsters....You will be there as well I read in FP so I hope to meet you there.

Best regards

Peter Juul Jeppesen

[Having checked with our resident Traction database guru - Robin Dyke, who has no record of the present owner of 413 XUL, I have to ask the rest of the Membership if they can help Peter with the answer to his question. Incidentally I did meet up with Peter and Dorthe in Rome and received from him a copy of each of the last five editions of the really quite splendid magazine of the Citroën Car Clubs of Denmark, for which Peter is co-editor of the Traction section. Ed]

HOTEL KEY CARDS

Ever wondered what is on your magnetic key card? Answer :

- a. Customer's name
- b. Customer's partial home address
- c. Hotel room number
- d. Check-in date and out dates
- e. Customer's credit card number and expiry date!

When you turn them in to the front desk at the end of your stay your personal information is there for any employee to access by simply scanning the card in the hotel scanner.

An employee can also take a handful of cards home and, using a scanning device, copy the information onto a lap top computer and go shopping at your expense.

Simply put, hotels do not erase the information on these cards until an employee re-issues the card to the next hotel guest. At that time the new guest's information is electronically 'overwritten' on the card and the previous guest's information is erased in the overwriting process.

But until the card is rewritten for the next hotel guest, it is usually kept in a drawer at the front desk with YOUR INFORMATION ON IT!

The solution is : Keep the cards, take them home with you, or destroy them. NEVER leave them behind in your room or room wastebasket, and never turn them into the front desk when you check out of a room.

They will not charge you for the card, (it's illegal) and you'll be sure you are not leaving a lot of valuable personal information on it that could be easily lifted off with any simple scanning device card reader.

Alternately, if you have a small magnet pass it across the magnetic strip several times then try it in the door. It will not now work because the magnet erases everything on the card.

For the same reason, if you arrive at the airport and you discover you still have the card in your pocket, do not throw it in an airport trash basket, take it home and destroy it by cutting it up, especially through the electronic information strip!

Information courtesy of : Police CID

David Boyd

Hi John,

Here are the birthdays for September and October. This completes the birthday list for all the Slough and Paris-built cars owned by Members for which I have records.

Regards,

Robin Dyke

Registration No	Model	Probable Build Date
MFF 699	Légère	Saturday 02 Sep 1939
MSV 396	Légère	Friday 02 Sep 1955
USK 461	Normale	Friday 04 Sep 1953
ESK 682	Légère	Saturday 05 Sep 1953
GFO 968	Légère	Tuesday 07 Sep 1948
MAS 924	Légère	Monday 10 Sep 1956
YSL 723	Normale	Monday 10 Sep 1956
GBF-447	7B Berline	Thursday 13 Sep 1934
MFO 101	Normale	Tuesday 13 Sep 1955
PAS 262	Commerciale	Wednesday 14 Sep 1938
618 UXK	Normale	Wednesday 14 Sep 1949
MFF 361	Légère	Monday 14 Sep 1953
967 LGU	Familiale	Wednesday 14 Sep 1955
551 GDA	Normale	Friday 16 Sep 1955

NNJ 295P	Légère	Saturday 19 Sep 1953
RXJ 145	Légère	Wednesday 22 Sep 1954
Z-5615	Familiale	Friday 24 Sep 1937
NSU 864	Légère	Tuesday 25 Sep 1956
VLN 99	15-Six D	Saturday 27 Sep 1952
533 XUG	Normale	Tuesday 27 Sep 1955
USU 483	Légère	Friday 29 Sep 1950
ESV 490	Normale	Wednesday 30 Sep 1953
2646 VQ 02	Normale	Friday 30 Sep 1955
NSU 760	Normale	Thursday 01 Oct 1953
TSU 982	Légère	Tuesday 03 Oct 1950
YSU 659	Normale	Saturday 07 Oct 1950
82-DA-47	Normale	Thursday 12 Oct 1939
CSK 472	Normale	Friday 12 Oct 1951
TSU 881	Normale	Thursday 13 Oct 1955
GUL 717C	Normale	Thursday 14 Oct 1948
GSK 982	Légère	Monday 15 Oct 1951
IIL 2673	Légère	Monday 15 Oct 1951
BPF 900 B	Normale	Friday 15 Oct 1954
XSV 405	Normale	Saturday 16 Oct 1954
WSU 636	Normale	Saturday 20 Oct 1951
4881 RC 86	Normale	Wednesday 20 Oct 1954
1458 RR 42	Normale	Tuesday 21 Oct 1952
FSK 951	Normale	Thursday 21 Oct 1954
J 71938	Légère	Monday 23 Oct 1939
RSU 116	Légère	Wednesday 24 Oct 1956
FSK 978	Légère	Wednesday 27 Oct 1948
SG CV 299	Normale	Thursday 28 Oct 1954
DSK 298	Normale	Wednesday 29 Oct 1952
DSK 144	Légère	Monday 30 Oct 1939
JVS 346	Normale	Saturday 30 Oct 1954

No other details I'm afraid, but someone might recognize the car.

I think it shows, again, how stylish our cars are compared to contemporary vehicles. (Nothing against Morris cars you understand!)

Regards

Tom Evans



John

Can you advise if I can get back issues of *Floating Power* from September 2003 to July 2005

Regards

Barry Curtis

[Unfortunately Barry the TOC itself has no back issues of *Floating Power* as for some time it has been the practice to use back issues as handouts at the Classic Motor Show at the NEC.

Do any Members have copies of the *Floating Power* issues that Barry is looking for that they would be prepared to let him have? Ed]

John,

The following, which I thought might be of interest to readers of *Floating Power* who don't have internet access, was recently posted on the TA-L Yahoo group.

Mick Popka

Jon Palmer wrote:

I have been thinking of fitting LED's to the indicators, rear side and rear tail lamps of my Traction or modifying the rear lamps to take a stop/tail LED type bulb.

The cost, here in UK, of LED bulbs is through the roof compared with ebay, USA and China prices. However even here there seems to be some difficulty in finding 6 volt bulbs to do the job.

Can I ask for ideas from anyone who has carried out this 'small' modification? Or should I abandon the idea as 'silly'?

The following response was posted by Ian Stokes from the USA who has a 1936 Traction 7C and 1948 Douglas MkIII:

I've adapted the Labinal (c. 1950s aftermarket) 'rabbit ear' indicators on my Traction to LED - I got red LEDs from www.superbrightleds.com in the USA.

Their web page gives full specifications of their LEDs - which,

Hello John,

Thanks very much for including my request for a chassis plate in test emails for *e-Floating Power*.

I have received an offer of an original plate, which I am sure I can refurbish with my car's number.

Sorry about the delay in responding - we have just returned from three weeks in France ourselves!

Regards,

Ken Austin

[Thanks for the note Ken. Hopefully by now you have been able to satisfy your MOT examiner and your is Traction back on the road.

The above email illustrates perfectly the need for a communication such as *e-Floating Power* ! On 1st July, whilst still in Canada, I received a desperate email from Ken saying that local garages were refusing to MOT his Traction because there was no chassis plate on the car. He asked for an advert to be placed in the next edition of *Floating Power* (which would have been towards the end of September).

As I was at the time thinking of sending the first trial *e-Floating Power* to about 100 Club Members I included his 'wanted' advert in the email that went to Members on 8th July at 08.13.

At 10.16 on the same day I received confirmation from another Member that he had the required plate and I was able to forward his details to Ken for the transaction to be completed. Ed]

Hi John

My partner found this nice picture in the newspaper archives.

" Vintage line-up at Aylsham (Norfolk) during a visit by Morris Eight owners from Denmark, July 1993"

together with Ohm's law, lets you design the series resistors easily.

It was however a tight fit to get everything in.

I' also bought 6V quartz lamps from Paul Goff www.norbsa02.freeuk.com in the UK. He has many 6V LED bulb replacements too.

I recommend both norbsa and superbrightleds as I've had a good experience with both.

[Having just returned from a 3,900 mile trip in my Traction - during which it became crystal clear to me that the lights on the back of my Traction are just not bright enough - I have determined that fitting LEDs to the rear lights will be one of my next jobs.

This email was therefore of real interest to me and, having checked out the prices at superbrightlights and being a previous customer of Norsba, this job is now definitely on my Winter to-do list.

Incidentally, during the trip I met a Swiss Tractionist, complete with his Traction, in the car park at the top of the Gotthard Pass and I was very interested to discover that he has fitted a 6V alternator to his car.

Needless to say he now has absolutely no problems with the lighting on his car. Ed]

Dear Editor,

Attached are some photographs of my 1956 11B Normale which were taken on a recent holiday in Brittany. We covered 2000k without a hint of trouble. The pictures were taken on the Golf du Morbihan, south of Vannes. I hope that you are able to use at least one of them. Keep up the good work.

Incidentally, whilst in France we met a classic car restorer who was bemoaning the lack of spares over there for Tractions, they obviously need a TOC or particularly a Chris Treagust!

Nic Shaw (1858).



[Having seen all of the photographs Nic attached I decided to enter two of them, on Nic's behalf, into the 2009 TOC calendar competition rather than print them here in the TOCletters section. Ed]

John,

I expect you have already been told that it is not my car on the front of the last issue of *Floating Power*, so I must own up and admit it, even though I would like readers to think so!

The car actually belongs to Andy Rolph and he took the picture of me outside the pump where I help out occasionally and where I gave the tour to the TOC local group.

I sent all the pictures to you, not anticipating that you might use them in such a prestigious position and therefore require more facts!

At least I was wearing my TOC sweater and not my Coultershaw one!!!

Sorry about that. Also sorry to report that I still do not have a completed new spares list to send you.

Much as I know it needs doing, I have not been able to find enough time to complete the update, but hopefullynext *Floating Power*.

Tony Hodgekiss

[I was clearly having a bad time when I put the last edition together!!! Please accept my apologies Andy. We'll look forward to seeing an updated spares list in the near future then Tony! Ed]

Dear Sir

Please find the attached photograph which I took in 1989.

I thought it might be useful for the magazine.

It was taken on an old fashioned film at the Shlumpf Museum in Alsace.

Can I please have it back in any case—please find enclosed a SAE for your usage.

Many Thanks

Alastair Carter



[Thanks Alastair. Having visited the Cité de l'Automobile (The French National Automobile Museum) at Mulhouse in Alsace (which is the home of the Shlumpf collection) on our way down to the ICCCR in Rome I can confirm that Citroën is well represented amongst the more than 400 cars on display.

If any Members are planning a visit in the near future my advice would be to buy the ticket that also lets you visit the fantastic Cité du Train (The French National Railway Museum) about 1 mile away. Beware though you'll need a full day just to get round them both. Ed]

TOCtech forum

John Ogborne

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

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.

Please use the "toctech" e-mail address for all technical e-mails and attachments.

As usually happens at this time of year, technical contributions are rather thin on the ground. I suppose I should see this as good news as you are all out using your cars rather than spending time getting covered in grease underneath them. However this leaves me with the problem of finding suitable material for TOCTech so, once again, these are items written by yours truly in response to enquiries from other members which I hope you won't find too heavy going - you might even find them useful. So please, if you have anything of technical interest, I will be delighted to receive it - by post, e-mail, by hand or carrier pigeon, by phone - any medium will be acceptable. Perhaps some of you will take issue with what follows - we could do with a good technical controversy!

Light Bulbs

I had always assumed that our illustrious president Bernie Shaw was infallible in all things to do with Traction. However, on examining his rear lights he wondered why one was much dimmer than the other and discovered a fundamental discrepancy. The story starts with Bernie's initial e-mail.....

"After a lot of faffing I finally found that one of my rear lights was dim simply because it had a 12V 5W bulb in it!!!!!! When I went to fit my spare that was 12V too, and even the local VW Beetle man had no 6V festoons. That led me to think about various options and I did some simple sums based on basic school physics ($V = IR$ and $W = IV$). The outcome was that I reckon a 12V 21W bulb in a 6V circuit will have an output of 5.2 W and draw less than .05 of an amp more than a 6V 5W in the same situation. I attach a spreadsheet of my calculations (see below). The **bold** figures are known, so therefore fixed, and the other figures are calculated from the known ones. As far as I remember, resistance is a physical property of the materials and does not change so I calculated it for the 12V situation then used the same value in the 6V calculations.

Calculation of current and resistance of 12V 21W bulb in 12V system:

V	I	W	R
12	1.75	21	6.857143
	(W/V)		(V/I)

Calculation of current and wattage of 12V 21W bulb in 6V system:

V	I	W	R
6	0.875	5.25	6.857143
	(W/V)	(V ² /R)	(from above)

Calculation of current and resistance of 6V 5W bulb in 6V system:

V	I	W	R
6	0.833	5	7.2
	(V/R)		(V/I)

Based on the calculations I bought a 12V 21W bulb off the shelf to try - and it certainly seems OK. It also seems to me that the bulb life is likely to be extended as it is not working to full capacity."

Bernie then asked if his calculations and assumptions were correct. The calculations are indeed correct but the assumption that the filament resistance remains constant is not.

The cold resistance (i.e. switched off) is typically one tenth of the value when hot (i.e. switched on). So I did some calculations (summarised in the box for those who are interested) and came to the conclusion that a 12V, 21W bulb run from 6V actually ends up as a 12.6W bulb.

This is considerably greater than the value of 5.25W (i.e. a quarter of 21) had the resistance stayed constant at all powers.

Assuming a 12V; 21W bulb, let:

W = watts when supplied with 6V

R = filament resistance when supplied with 6V

T = filament temperature in degC when supplied with 6V

- ◆ Temperature coefficient of resistance of Tungsten = 0.5%/°C = 0.005%/°C.
- ◆ Assume filament temperature when run from 12V = 2,000°C and that temperature is directly proportional to the power in the filament.

$$W = V^2/R = 6^2/R = 36/R \text{ [Equation 1]}$$

Resistance at 12V = 6.9Ω (see Bernie's calculation)

Therefore:

$$T = 2000 \times (W/21) \text{ °C. (21 is the rated wattage at 12V)}$$

$$R = 6.9 - 0.005 \times (2000 - 2000W/21) \text{ [Equation2]}$$

Solving the two simultaneous equations which is bit tedious to write out and ends up with a quadratic gives:

$$W = 12.6 \text{ watts.}$$

However, Bernie came back to say that he reckoned that the light output from the 12V bulb didn't look like more than twice that of the 6V, 5W bulb, so I concluded that my assumptions about filament physics were also too simple. It was time for some practical work; here's the final e-mail to Bernie.

"I have carried out some experiments today and come up with some interesting (?) results. The current drawn by a nominal 21W bulb from a 12V Battery was 1.85A. The actual voltage across the bulb was 12.57V, so the actual power delivered to the bulb was 23.6W. This gives a resistance of 6.79Ω. (Using that value of resistance and 12V actually yields 21.2W - hence the nominal 21W)

The same bulb drew 1.28A from a 6V battery. The actual voltage across the bulb was 6.29V, giving an actual power of 8.06W and a



resistance of 4.91Ω.

I have tried to correlate this with the theoretical calculations and, whilst there is a general agreement, there are some discrepancies.

If you take the ratio of the two resistances and look at the thermal coefficient of resistance of tungsten (from a table of values I found on the web) it suggests quite low filament temperatures which I don't really believe (1300 and 1700°C respectively).

I also measured the room temperature resistance (difficult to get an accurate value because it is so low) and got a value of about 0.5 Ω, which indicates much higher temperatures of 1500 and 2300°C (more believable but rather on the high side).

This is all academic and neither here nor there but as a sad old anorak I found it interesting. I think the answer is probably that the filament alloy is more sophisticated and does not behave like pure tungsten.

I actually found a very erudite paper on the web that included a computer model of a 12V, 60W bulb and that confirmed my suspicions that bulb design is not as simple as it seems!

Anyway, the bottom line is that your bulb is probably giving out something around 7 to 8W (depending on how many volts actually make it to the bulb). If as a result of wiring resistance you end up with say 6V across the bulb, you will get 7.3W. This would make it brighter but not too much brighter than the 5W one."

The good news from all this is that the 21W bulb will do the job with little or no risk of overloading the wiring and with the added advantage of longer bulb life.

One general point to note is that when you switch on a bulb, the initial current ("inrush current") is anything up to ten times the steady state current. That is why bulbs nearly always fail when you switch them on.

Brake Fluid

Jon Palmer recently e-mailed asking about brake fluid. This is a subject that I have tried to raise on a number of occasions but answers from members have not been forthcoming. The basic question is "what brake fluid should we be using in our cars to avoid the possibility of incompatibility with the rubber seals", although Jon raises a couple of other significant points. Here is his e-mail.

"It is my want to 'upgrade' the type of brake fluid that I currently use on my 1953 11B to the newer grade. I believe that it is silicon based as opposed to mineral based and much kinder on the paintwork. My questions are:

1. I intend to replace the wheel cylinder rubbers and the master cylinder rubbers besides 'blowing through' the brake pipes and draining the fluid reservoir. Is there anything else that I should do?
2. Do you advocate the use of grease when re-assembling the cylinders or just use some of the new type of fluid?
3. Or would you stick with the fluid that I use at present, although I foresee it becoming difficult to source in the future."

My reply was as follows but I would be pleased if others could add to this rather unsatisfactory answer as I am somewhat puzzled too.

"I use "DOT 4" Synthetic on the basis that it is the commonly

available type. I have been using it for 10 years or so and have experienced no problems. The cylinders are the standard traction type with rubbers having been replaced a few years ago.

The problem I did suffer with was seizing of the slave cylinders despite the car being used regularly. The last time I overhauled the brakes I did use a little grease (and included a generous amount under the rubber caps) and I have not suffered the problem since.

The only other thing I can think of to check is the condition of the brake pipes and that all the mechanical aspects of the braking system (including the handbrake cables and mechanisms) are in good order. There have been several fairly recent articles suggesting home made tools for setting up the shoes."

I have done some web searches and come up with a few answers that shed some light on the subject and I have included an extract below, but there is no substitute for members' practical experience.

This is from www.h-e-l.co.uk.

There are basically two types of fluid: glycol-based and silicone-based. You can use one or the other but NEVER mix the two fluids. If you want to use a different fluid than the one in your system (glycol to silicone / silicone to glycol) then you will need to flush the system before changing.

Brake fluid is available in different specifications to meet American Department of Transport (DOT) requirements. These DOT regulations are occasionally updated but basically the higher the DOT rating the higher quality, higher boiling point and more expensive the fluid.

DOT3 is the basic brake fluid. DOT 4 is a higher standard and both of these fluids absorb water - they are hygroscopic but DOT4 fluid contains additives which prevent water affecting the fluids performance to the same degree.

DOT 5 was originally formulated for silicone based brake fluid although there is now a new DOT5.1 standard for glycol based fluid which has some of the desirable properties of silicone fluids.

Both types - glycol based and silicone have different pros and cons though.

DOT 3 and DOT 4 are hygroscopic - they allow water to be absorbed into the fluid. This means that when heated up a fluid with water in it will boil more quickly (water boils at a lower temperature than brake fluid) which will lead to cavitation.

DOT 5 does not absorb water and will not strip paint work but as the water is not absorbed it simply sinks to the bottom of the system which is usually the calliper where operating temperatures are very high.

Water in the calliper is bad as it can cause corrosion within the calliper although silicone fluids contain corrosion inhibitors and, as water has a lower boiling point than fluid (100 Degrees C), there is more chance of boiling under relatively light braking.

Glycol based fluids can strip paintwork whereas silicone based do not. Silicone fluids also have a very long life which is why it is used in military vehicles which may be stored for years without use but be expected to be ready for action at a moment's notice.

Tony Hodgekiss has already made the following comments:

1. "I wonder/doubt if brake fluid would boil on a Traction due to the gentle brakes and the mass of steel there to disperse heat? It might just get a bit warm.

2. Yes, I was told that silicon fluid can cause corrosion in the bottom of brake cylinders because water (condensation?) is not absorbed within the non-hygroscopic fluid and it just sits in the bottom of cylinder. But that was only one person's view.
3. I assume Jon means that special brake grease (purple stuff?), not just any old grease on brakes?"

Distributors and their Mysterious Properties

Nigel Webb has been having problems with his Light 15 resulting in uneven running and starting difficulties. As is usually the case, it turned out to be an ignition problem and was finally solved by fitting a new distributor. In the process, a number of facts about distributors were encountered that we thought might provide useful background to others struggling with ignition problems.

The distributor function is about as straightforward as it gets. Driven from the camshaft, it switches the coil current on and off and delivers HT current to the appropriate spark plug at the appropriate time. The principal components are:

- ◆ Central rotor shaft with 4-lobe cam (for 4 cylinder engines) to open and close the contact breaker (points).
- ◆ Condenser (capacitor) to enhance the spark and to minimise contact breaker wear.
- ◆ Rotor arm to transfer the HT current from the central contact to each of the plug contacts in the distributor cap.
- ◆ Bob-weights to provide automatic ignition advance and retard.
- ◆ Vacuum advance and retard unit.

Firstly, a bit of electrical theory. The coil has two windings – low tension (LT) and high tension (HT); when the current in the LT winding is cut by opening the contact breaker, a high voltage - sufficient to bridge the spark plug gap - is produced in the HT winding. The condenser aids this process and also reduces arcing at the contact breaker points, thereby minimising erosion of the contact surfaces.

Between sparks (two sparks per engine revolution for 4 cylinders) the coil and condenser have to recover before the next spark can be produced; this period is known as the "dwell angle". It is expressed as an angle because it is the angle swept by the rotor during the period when the contact breaker is closed – i.e. between the end of one cam lobe and the start of the next.

The "dwell time" varies with engine speed so it is not very useful as a distributor characteristic; dwell angle is a fixed quantity for a given distributor.

Now for some thermodynamics! The spark only initiates the combustion process, which then takes a little time to establish itself and, for this reason, the spark is timed before the piston reaches top dead centre (TDC).

The "flame front" progresses across the cylinder head from the spark plug and peak pressure is generated at 10 to 20 degrees after TDC. Combustion is complete at 20 to 25 degrees after TDC.

The optimisation of all this entails various combinations of fuel mixture, head design, piston design, compression ratio etc. and is certainly a complex subject. What is clear though is that, as the engine speed changes, the timing of the spark must also change if the optimum performance is to be maintained - hence the need for automatic advance and retard mechanisms.

Getting the advance/retard curve wrong can often result in pre-ignition ("pinking" or "detonation") when the spark occurs too soon

and the piston is still coming up as the flame front is established.

The faster the engine runs the more the ignition must be advanced to produce a spark at the optimum time. This is achieved by the bob weights contained within the distributor under the contact breaker base plate.

The contact breaker cam is driven via the weights such that, as engine speed increases and centrifugal force causes the weights to move outwards, the contact breaker cam position is advanced.

The faster the engine speed the greater the advance. The amount of advance is determined by the strength of the springs constraining the weights, the mass of the weights, and the overall geometry of the set-up.

A second factor that requires adjustment to timing is the load on the engine; this is achieved by the vacuum unit. The unit comprises a diaphragm operated by a tube from the inlet manifold and a link arm that adjusts the timing in proportion to the diaphragm position.

Returning to the thermodynamics, the combustion characteristics change with the fuel/air mixture – a lean mixture requires longer to establish combustion than a rich one.

- ◆ When the engine is operating at low or medium loads (e.g. tick-over or level cruising at moderate speeds) the mixture is relatively weak and induction vacuum is high because the throttle is closed or partially closed. The pull on the diaphragm therefore advances the ignition to initiate combustion earlier.
- ◆ When operating at high loads (e.g. high speeds or accelerating) the mixture is richer and induction vacuum is low because the throttle is wide open. There is little or no pull on the diaphragm and the timing is returned to the position determined only by the bob weights and the static adjustment.

So, whilst the weights are a simple function of engine speed, the vacuum unit is a quicker-acting, load-sensitive timing control. A quick test of correct operation of the vacuum unit is to find a level stretch of road and cruise gently in top gear at about 35 to 40 mph then push your foot to the floor and see how the car reacts.

You have instantly reduced the induction vacuum and injected a rich mixture as a result of which the vacuum unit should instantly retard the ignition timing. If the car pinks or even gulps and almost stalls, the vacuum unit is either faulty, badly adjusted or the vacuum pipe disconnected or in poor condition.

And so to the Traction. In Nigel's case, we examined three distributors – a Ducellier and two different Lucas models – and we found significant differences.

The Ducellier had a dwell angle of 53°, the Lucas originally fitted to the car was 57° and the Lucas replacement from a local dealer 66°. The implication is that the Lucas replacement was intended for a higher revving car than the Traction (not difficult!), as one needs to maximise the time for the coil to recover as the revs increase. In 6, 8 or 12 cylinder cars this is more of a problem and two distributors or double cam distributors (plus two coils) are often fitted. Electronic ignition eliminates the problem altogether.

Figure 1 (overleaf) shows the "see-through" view from the top of the distributor showing the position of the cap contacts, the slot in the rotor shaft that orientates the rotor arm, and the off-set drive to the camshaft.

The other significant difference was that the rotor arm orientation on the Lucas replacement was 90° out of phase with the other two in relation to the coupling to the cam shaft, causing a good deal of

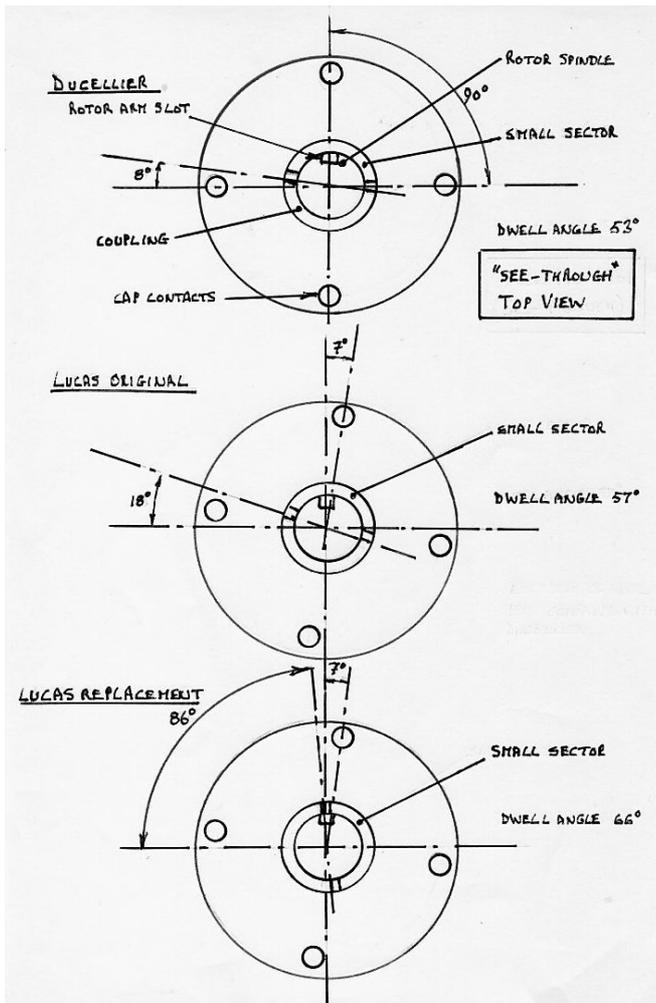


Figure 1

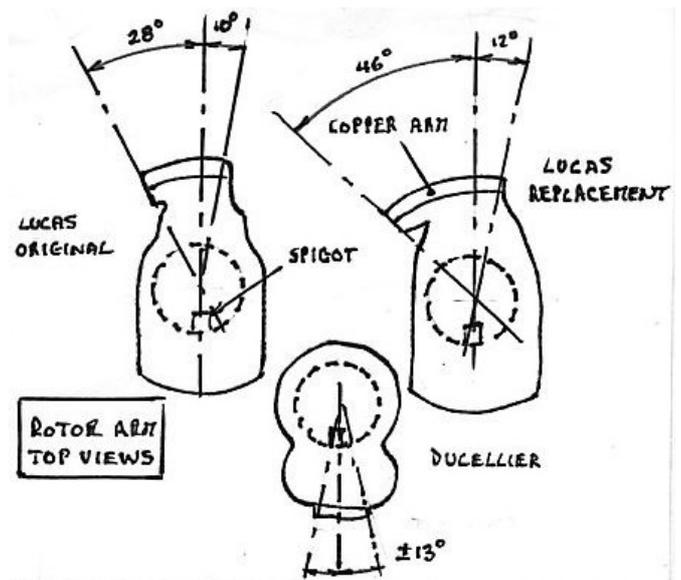


Figure 2

smoothly.

I had a Lucas which was bad and gave very uneven running when not actually 'pulling', so I did a 'trial repair' on the weights by winding PTFE thread tape round the pivot posts to take up the slack and it certainly made a difference until the tape wore off again. I then put on one of those unbranded copy distributors.

The pivots are fiddly little things with a wearing steel bush let into the lead weight and tiny posts on the base plate, with no access for oil.

It would be ideal to recon them with a plastic bush pushed in the weight and a little hole in the top of the weight through which you can drop oil, a proper Williams-type job!"

confusion in connecting the plug leads and the orientation of the distributor in the car. The locating spigots on both Lucas rotor arms were 180° out of phase with the Ducellier – more plug lead confusion! See Figure 2 (right):

As can be seen from Figure 2, the rotor arms themselves were also very different. The Ducellier contact arm covered a very small angle of 26°, the Lucas original was 38°, and the Lucas replacement 58°.

The need for the rotor arm contact to be other than a simple point contact is to allow for the advance/retard mechanism to operate and to still ensure that part of the contact is still opposite the appropriate contact on the cap.

The large angle on the Lucas replacement reinforces the theory that it is intended for a higher performance engine than the Traction (yes, that is possible!) with a wide advance/retard range.

The Lucas original was in very poor shape and causing all sorts of problems and the replacement is a huge improvement - however, the bob-weight springs may need to be changed and the vacuum device adjusted to optimise the performance which is still very "lumpy".

Thoughts from others will be very welcome.

Tony Hodgkiss commented: "I think worn pivots on the distributor bob weights can give rough running as they rattle around on their little pivots, rather than pulling the base plate



Some members may remember that Alan Reece suffered an engine problem on the Scheldeland Tour. Well I guess if you are going to break it you might as well do the job properly! [Ed]



La Vie en Bleu - 24th , 25th May 2008

My *Vie en Bleu* weekend started on the Friday afternoon when I packed up my long serving 2CV with the TOC marquee and set off for the Prescott.

As this was to be a joint stand with the CCC and 2CVGB the plan was to meet Brian Drummond and Vic and Dot Moran to set up the stand.

Brian had arranged for a Citroen UK hospitality unit to be made available for our use and this was to be delivered early on Saturday morning.

Bearing in mind the limited space available to us, it was decided not to erect the marquee and it was never even taken out of the car. Having been involved in erecting it at last year's *Vie en Bleu* I can't say I was sorry.

Living only 25 miles from Prescott I decided not to camp and so returned to Snigs End and unloaded the marquee into my garage, where it awaits the next club event.

Saturday dawned dry, if not exactly blazing, and when I arrived in my Light 15 - after an uneventful trip down the M5 - I was greeted at the entrance by Mike Tebbett's Légère and a 'Gendarmerie'-liveried H van standing guard.

Mike was one of the principal organisers of the *Vie en Bleu* weekend and must have been a very busy man for quite some time beforehand - the results certainly showed and all the work I greatly appreciated. .

The plan had been for each club to have 6 cars on the stand and this limit did not seem to cause any problems as, in fact, we did manage to squeeze on more than 18 cars.

We had 5 Tractions on the stand, these were Eric Pennington and Ian Harvey's Légères, Ray Goodyear's Normale, Terence and Jane McAuley's Commerciale and my Light 15.

There was also Jonathan Howard's Rosalie and a 5CV (owner/driver unknown, sorry!) and I also saw Alan Smith's Light 15 during the afternoon.

The weather on Sunday was, well, just plain wet all day, a bit like last year only not quite as bad and a little calmer. The journey down was nearly as uneventful except for the taxi driver who got too close for comfort before overtaking me on the motorway.

Although the spray wasn't too bad, and I thought the visibility quite reasonable, I decided after that incident to switch on my rear fog light. Anyway the car and I arrived in one piece and were joined during the day by one other Traction, a Normale, but I am afraid that I did not get to speak to the driver so I don't know who you were, sorry!

Nevertheless the stand was full and the hospitality unit was very well used, so much so that it seemed as if some people didn't move out of it all day which, if true, would have been a shame because there was plenty to see and enjoy - even in the rain.

Despite the Sunday weather the whole event was most enjoyable and for me it was enhanced by the presence of both CCC and 2CVGB - but then I would say that wouldn't I as I'm a member of all three clubs.

I look forward to next year, provided of course that the hospitality unit is there to greet me.

Simon Saint



Images from La Vie en Bleu - 2008. The two 'gendarmes' were in fact professional actors who had a great time asking visitors for their papers etc..

The Citroen Conservatoire - 25th April

Having checked the Légère over and packed plenty of oil, spare bulbs and an adjustable spanner we set off southbound from Leeds at 4.30am.

Feeling very smug about the quiet southbound carriageway - compared to the northbound carriageway - my son and I whizzed southwards passing the time with idle chitchat.

Paddy mentioned what a fuss passports were in the so-called Common Market and I said 'very strange that the northbound should be so busy' as we crawled back towards Leeds.

Having collected my passport Paddy commented about how busy the southbound carriageway was - now! But I'm too old and wise to rise to such bait.

The Légère cruises at a steady 60 - 65mph, which means that we can just overtake lorries and, more importantly, avoid them overtaking us. Just before the M11 we inched up to 70mph, the Roger Williams' higher ratio final drive gearbox and driveshafts making the car a real pleasure to drive in modern traffic.

Despite the statutory traffic jam on the motorway we arrived in time for the ferry, only to be sent to the customs inspection garage (because we were two men in a car?) before finally being allowed to board the ferry and settle to a welcome cup of coffee (for Paddy) and a pint (for me as I wasn't going to do any of the driving in France).

As the ferry approached port dark clouds hung heavily over the coast and two hours later we were nervously travelling through torrential rain. Battling on through the rain, standing water becoming a real hazard, Paddy (coming of course from the world of low profile tyres which aquaplane at the slightest excuse) was increasingly surprised at how sure-footed the old girl was in the appalling conditions.

Eventually the rain abated, Paris loomed and the Sat-Nav delivered us safely to the Campanile Hotel - and a welcome beer. As ours was the only Traction in the car park we assumed we were the first to arrive. This proved to be the case but we were both surprised and saddened to find that ours remained the only Traction in the car park.

Next morning, after a good breakfast, Paddy announced we were going to see the sights of Paris - before the Conservatoire visit. A few Members cautioned against it on the basis that it was a too risky and that we would be back too late but Paddy was determined - so off we went with the Sat-Nav clutched in one of my hands and the adjustable spanner in the other.

Past the Moulin Rouge, Champs Élysées, Arc de Triomphe and Eiffel Tower we glided before stopping to soak up the atmosphere. Immediately we were surrounded by a small crowd of French persons who seemed to be saying that modern cars were not a patch on the 'Belle Citroën'. When one man kicked the wing of an innocent looking VW as if to prove the point, and the rest of the group started to laugh, we decided it was time to go - unsure to this day exactly what it was that we had just witnessed.

On to Notre Dame - where, when I jumped out to take some photos, Paddy was moved on by the local constabulary (gendarmérie).

Seconds later Paddy was out of the car, in the road, talking excitedly to a fine example of 'homme fourgonette blanc' who had somehow managed to inflict a metre long gash in the side of his van whilst trying to get around the Citroën. The damage to the Citroen? - a little white paint on the end of the rear bumper.

With handshakes all round we went our different ways, the van driver grateful for the fact that we were not really upset because

he didn't have to wait around for a gendarme to record the accident for insurance purposes.

So back to the hotel where, after a coffee for Paddy and a beer for me, we were ready for the afternoon's trip to the Conservatoire.

After a short run into a huge car park we found ourselves at the Conservatoire Citroën - where there were examples of Citroëns of all types from vintage carriages to prototype cars to rally cars and even a helicopter that Citroën had been developing.

Every known Citroen? Who knows - but there were an awful lot and the visit was fascinating.

After a long time walking around all the exhibits it was time to return to the entrance lobby where we watched a film about Citroën from its very earliest days to the present day.

Citroëns, it seems, have been through jungles, across deserts, over water and quite probably to the moon but nowhere in the Conservatoire was there a bar and after all this time we were thirsty!!!

So, picking up a few leaflets about new Citroens we headed back to the hotel for a wash and brush up before settling down with two large beers before an excellent meal with charming company and excellent conversation.

The next morning, after a good breakfast we paid our bill (did we really drink all that) before saying goodbye to the rest of the TOC contingent and heading to the Belgian border to buy our duty free.

Once off the ferry at Dover we filled up with petrol, checked the oil for the umpteenth time and set off for Leeds, arriving home just four and a quarter hours later.

Our total mileage was approximately 1300 over which we averaged 28 mpg and used about 4 litres of oil - but not the adjustable spanner!!!

We had a great trip which we thoroughly enjoyed and would like to pass on our thanks to Mick and Moira Holmes for organising the visit.

Patrick & Paddy Rowley

TAN Tour de Bourgeois

The Dutch club, Traction Avant Nederland, usually organises a rally at Ascensiontide when they benefit from two public holidays. This year they continued last year's trip to Laon in northern France by venturing further into the Champagne region.

Nearly 80 tractions attended and we stayed in two hotels in Châlons-en-Champagne and a nearby campsite.



All the cars performed well, with hardly any breakdowns - these being quickly dealt with by the bright yellow ANWB "servicewagen" that accompanied us.

Somehow we creaked home in a Heavy 15 clinking with bottles of champagne.

Robin & Sue Dyke

The route was thoroughly pre-planned in great secrecy by the team of five "ritmeesters", and, as per tradition, we didn't get the "routeboek" until just before the rally started. The 69 page route book was entirely in Dutch but, luckily for us, everybody spoke English - at least to us.

Pertrac Roses Rally 4 -14th June

The Perigord in France is the base of 'Pertrac Decouvertes' a non-profit organisation founded by TOC members Ronald and Helene Knoth. They promote Traction rallies to explore other countries while raising funds for worthy charities.

Pertrac Tulipe toured the Netherlands in 2004 and Pertrac Palmier toured Morocco in 2006. This year Southern England was chosen for Pertrac Roses.

Wednesday 4th June

Six Tractions and teams from regions of France and Switzerland arrived in Calais for an overnight stop and rally briefing.

Thursday 5th June

Leaving early via Eurotunnel the group arrived in Folkestone to meet our lone Traction from Northamptonshire ("Rose of the Shires") en route to Dover and the Langdon Cliffs. Here we hoped to view Calais and the French coast as Churchill would have done from the bunkers in WW2. Unfortunately there was too much haze.

Capel le Ferre was the next stop for coffee and a visit to the "Battle of Britain" memorial. Rodney and Barbara Cremia from Cheriton joined us in their immaculate Slough Lt15 - which created a great deal of interest and admiration. They then led our convoy along the coastal route to Old Romney; where we had been invited to visit Marsh Garage (a long established Citroën repairer) for a picnic lunch.

Paula and Dave, the proprietors, provided a magnificent buffet lunch for us and their regular customers who had attended to view the cars and meet the teams. An unexpected bonus was the donation of over a hundred pounds for Sophie's Place, which they had raised by collections. What a fantastic effort.

On then to Rye, and the River Haven Hotel, arriving in time to explore the old town before enjoying an excellent evening meal.

Friday 6th June

From Rye we drove to Peasmarsh, where there was a brief stop for picnic supplies, and then, in convoy, we headed north to Biddenden and the vineyards.

A tasting had been arranged but soon after we arrived we were overwhelmed by two coach loads of German Tourists. Most of us settled for coffee, but those who did get to try the wine found it very ordinary and expensive.

As the weather was good we were able to have a pleasant picnic in the grounds before leaving to visit Sissinghurst Castle and Gardens.

There we were allowed to park in front of the Castle and show the cars. It was very busy with foreign tourists, including a number from France, so we soon attracted a crowd of admirers.

As the rally was named after our national flower it was pleasing to see a beautiful display of "Roses" in the gardens.

After a couple of hours we left for a scenic drive through the Kent and Sussex Weald to the Halland Forge Hotel, near Uckfield, where we were to stay for the next three nights.



With such a large number of Tractions it is preferable to tackle the route in small groups rather than huge convoys. We pottered along, stopping for coffee or to take photos and waving to the others as they passed, then being waved to as we passed them.



In the evenings we wandered into the centre of Châlons and found most restaurants and bars packed with Tractionistes.

All very civilised and enjoyable and we cannot congratulate the "ritmeesters" enough.

Saturday 7th June

A leisurely mid-morning start on this rather special day, Olivier de Serres was to join us for the weekend; we met up with him on our way to Cooksbridge and the Rainbow Inn for a Pub lunch.

It was good to welcome Pearl and Bernie Shaw, Sue and Robin Dyke and Pauline and Marcel Fontaine who had travelled in their Tractions from Northamptonshire, Oxfordshire and Surrey just to meet everyone.



After lunch a short drive took us to the Bluebell Railway where, after some gentle persuasion, we managed to park right in front of the Station.

Following a steam train ride to the end of the line "and back" there was some free time before driving back to the Hotel for a relaxing evening.

Sunday 8th June

An early start to drive over Ashdown Forest, the North Downs and Biggin Hill to visit John Gillard at his Traction 'emporium' on the Old Kent Road.



John, Graham, Alec and friends gave the group a grand welcome. We were able to view his workshops and cars as well

as the fifteen or so Tractions driven in by their owners especially for the occasion.

The buffet lunch was much appreciated - as were the many donations to Sophie's Place.

A drive over Tower Bridge past the Tower, St Pauls, Trafalgar Square, Piccadilly, Buckingham Palace and Westminster was hampered by heavy traffic and inevitably the group became separated.

Olivier was left near St Pancras for his Eurostar connection and by late evening everyone had arrived safely back in Sussex at the Hotel.

Monday 9th June

After our last breakfast at Halland we drove to Lewes where we took time to explore part of the town and visit an antique market.

Then on to Twineham and a visit to the Bookham Cheese factory. Sadly they had recently ceased production however the Manager did provide a selection of cheeses for our picnic.

A scenic drive in the afternoon took us to Froxfield, Hampshire for a night at the Trooper Inn. Steve Reed lives nearby and he called in during the evening to meet everyone and help out with an electrical problem "Thanks Steve".

Tuesday 10th June

An important day, a leisurely start and a short drive to Winchester where we drove through the town centre to the Royal Hospital and Sophie's Place.

Mike and Sue Barringer (Sophie's parents) and the Hospital President welcomed the group and gave a tour of the facilities. Lunch was provided in the Hospital Restaurant during the visit.

Meridian television recorded an interview with Ronald and the presentation of the cheque for £1,000 which was broadcast on Regional News later in the day.



In the afternoon we left to visit Stonehenge then drove on to the edge of the New Forest for a two night stay at the Woodfalls Inn.

Wednesday 11th June

After breakfast we drove through some of the older parts of the forest near Bolderwood. The absence of road signs at minor junctions caused a few navigational problems but we reached Beaulieu by lunchtime for a visit to the Motor Museum.

Permission was given for the cars to be parked in front of the Main Building - perhaps as an extra 'attraction' for the visitors.

With lunch and lots to see the afternoon soon passed, and then we followed a different route back to Woodfalls for dinner and a relaxing evening.

Thursday 12th June

We set off for East Sussex, stopping for a picnic midway before following the coast road through Hove and Brighton - where we stopped for a break. We then drove along the Cliff tops to Newhaven, Seaford and the Avondale Hotel - for the last night in England.

Jane and Martin, our hosts, had worked very hard to give us a really special welcome, there were red, white and blue bunting, flags and balloons across the front of the Hotel and a Civic Reception had been arranged with the Deputy Mayoress and guests.

The local press interviewed Ronald and Helene and photographed the presentation of Delft Blue commemorative plates to the Mayoress, and Jane and Martin.

A collection then raised even more donations for Sophie's Place before the gala dinner in the restaurant which was followed by drinks in the lounge and time to relax.

Friday 13th June

After breakfast we walked in the sunshine to the seafront, Jenny from the Avondale had arranged an exclusive visit to a Martello Tower which had been built originally to defend England against Napoleon.

Volunteers, including one who spoke good French, met us to guide us through the Tower and a 'bygones and local history' museum, it was all very interesting.

Then we went back for the cars and drove to the Seven Sisters to view the cliffs and Beachy Head. As there was a cold wind we went inland and found a sheltered spot at East Dean for our picnic.

In the afternoon we stopped for a traditional Cream Tea and to see the chalk carved Long Man of Wilmington, before driving to Newhaven for the ferry to Dieppe.

A farewell wave from the quayside then a lonely Traction set off for Northamptonshire while the rest of the group settled down for a meal on board and the end of rally de-brief. From Dieppe there was just a short drive to a Hotel for the night.

Saturday 14th June

Breakfast and then the long journey home. Pertrac Roses had been a very successful rally, no major problems with the cars, and good weather, food and accommodation.

Wherever we travelled we received a courteous, friendly and enthusiastic welcome. The generosity of all those making donations to Sophie's Place was overwhelming, the final figure of over £1,300 was almost three times the original target.

Finally a sincere thank you from all participants to:

- ◆ Olivier de Serres, for taking time out to be with us.
- ◆ Paula and Dave at Marsh Grange for the buffet and fund raising.
- ◆ John Gillard, Graham Pitcher and everyone; (too many to name) who gave up a Sunday to welcome us in London. Thanks also for the buffet and kind donations.
- ◆ Pete Simper for rescuing part of the convoy to tour the City.
- ◆ Jane, Martin and Jenny at the Avondale for their kind hospitality.
- ◆ Ronald and Helene for their time and effort organising the rally
- ◆ Everyone who contributed to the collections for Sophie's Place.

Peter Riggs

TOC 2008 Annual Rally - 27th to 29th June

This being our first TOC event I was surprised and delighted to be asked to write this report. I had only recently purchased 32 BYK and, thinking that we wouldn't get it ready in time for the event I had borrowed my friend James' car, a 1955 Normale.

After several very frustrating hours attempting to get the Normale started we turned our attentions to the old grey thing that had been locked up for 24 years and, within 45 minutes, got it going. So that was it - back to plan 1.

So with not much to do (!), 3 days, 2 men, Chris Treagust and 1 MOT later we made it.

Diane and I arrived at Ashbourne on Friday evening not knowing anyone. We spent a quiet evening having a few drinks and chatting to the few people we met and enjoyed our evening.



At breakfast Saturday morning we were looking forward to the rally events that would begin at 9.30 but, having driven so few miles in the car, I checked again to make sure I had remembered to bring the AA card with me.

We were amazed when we went to the car park to find so many people looking at our scruffy old légère, especially when so many of the other cars were in such clean and beautiful condition that they had obviously been subjected to many hours work to ready them for the perambulations that lay ahead.

Anyway because of the interest in the car we were introduced to lots of people and them to us - which was nice - and at 9.30 we set off in convoy with lots of other Tractions. What a sight.

'Over hill and dale' took on a new meaning as the beautiful sights and views of the Peak District unfolded before us on our way to Hartington, our first stop.



At Hartington, where the whole village was taken over by the rally cars, there was enormous interest from passers-by - both walkers and drivers.

Diane found the toilets, the shops and coffee - then it was time

to be on our way to Bakewell.

The views up in the peaks are at times breathtaking and for us the natural beauty was complemented by the many pretty little villages we passed through, many of them displaying well dressings done by local children.



On our arrival at Bakewell we found that a parking area had been arranged for us at the rear of the market. The cars were parked in a long line, which not only looked impressive but created quite some interest.

Bakewell is a busy little town with all sorts of things to do and see. Diane and I went to the motorcycle museum, which although small, is really superb. Being a collector of motorcycles I enjoyed being able to go to see the collection, which is privately owned and donates its proceeds to charity.

32 BYK had got warm on the way to Bakewell so we purchased a large bottle of cooling liquid from the local supermarket before returning to the car, where we readied ourselves for the short run to Chatsworth by eating some of the famous Bakewell tart and topping up the radiator.

Bakewell to Chatsworth took about 15 minutes and again I was surprised to find that we had our own parking area (it makes you feel very privileged doesn't it?). Again, being a new member, I was amazed at the interest shown in the Citroëns by everyone we met - just unreal. Is it always like this?

Chatsworth is a magnificent estate with beautiful gardens by Capability Brown, fountains, and a cascade that is unique. The house and its contents are just wonderful and well worth a visit if you have not already been.



After the visit it was back to the car with fingers crossed that it would start without any problems. No worries. So off we went back to Ashbourne following the excellent route sheet we had been issued as part of our rally pack.

By now we were beginning to feel confident of the car, despite the very limited amount of time that my son Simon and I had been able to spend on it. What a testament to André all those years ago.

We arrived back at Ashbourne without incident and, reflecting back on a super day packed full of so many new sights and sounds, we felt extremely grateful to the people who had obviously spent an enormous amount of time and effort in to organising it all.

Diane and I shared a table at dinner with Wendy and Graham Handley whose car had misbehaved so badly that they couldn't use it on Saturday. However, in true TOC spirit, Peter Simper had spent an hour under the bonnet before dinner adjusting the gear selection mechanism and all was well again for Sunday.

Chairman Steve welcomed the new members and praised everyone - except the new members from Eccleshall [yes that's us] - on the presentation of their cars.

The evening passed very quickly and a good time was had by all. The food was excellent and there was a really good show put on by Paul Holmes (with his piano bar) which kept everyone entertained all night.

At breakfast on Sunday morning Mick Popka asked me if I would write this article for *Floating Power* and I said yes without hesitation (and without thinking what I had let myself in for).

After breakfast we left to visit Tissington estate, which is owned by the Fitzherberts. Tissington is a truly wonderful, pretty little village where we all parked opposite the hall and were able to take pictures of the village and the magnificent hall itself.



Even the rain didn't seem to put anyone off walking around this little gem of a place. I took a picture of a boarding house where Diane said she would like to stay - but she rapidly changed her mind when I reminded her that the village has no pub.

From Tissington it was off to Cromford Mill, which was built by Richard Arkwright. As we drove through Matlock, en-route to Cromford Mill, the Légère started to cough a little, which made me think we were running out of petrol, so I pulled over and put in the gallon I had in the boot.

When I tried to start the engine nothing happened. As I was having a little furtle under the bonnet Mick Popka arrived and offered to help. I sat in the car and Mick wound the engine up with the starting handle. Bingo, and away we went.

Cromford Mill was the world's first cotton mill powered by water. It is a most interesting piece of history and imposing by virtue of its sheer size.

After our visit to the mill we drove in convoy to Crich Tramway museum, where once again 'Traction only' parking had been arranged close to a bandstand that would prove to be a godsend later in the day.

The museum at Crich is interesting at anytime but this year the museum is celebrating its 50th anniversary so there was lots going on such as displays of cars and motorcycles and rock 'n' roll music as well as the trams themselves.

On entering the museum you are given an old penny (1d) and when you ride on a tram the conductor takes it off you and gives you a ticket - which is a bit of fun.



Mid afternoon the rain started with a vengeance, resulting in everyone diving in all directions for shelter. Thankfully for us there was 'the bandstand'.

All too soon it was time for the rally to end but we found there were still a surprise in store for us as we gathered with everyone else for the presentation of the awards, which were as follows:

Best first time entry

Winner - Dave Gardner 1951 Light 15 NYW 86
R U - Lucy and John Verity 1952 11BL DSK 267

Best pre-war car

Winner - Jonathon Hopper 1936 7C CSV 360
R U - Steve Reed 1939 11BN 401 RP

Best post-war car

Winner - Peter Marley 1954 Light 15 VPD 897
R U - Rich Carlin 1952 11BN XSU 239

Best car in show

Winner - Steve Shinebroom 1953 Big 15 654 UXB
R U - Peter Marley 1954 Light 15 VPD 897

Master Class

Winner - Steve Southgate 1954 Big 15 655 UXB

Peoples choice

Winner - Martyn Baker 1955 11BL 32 BYK

Stan Barker Award (Traction with Least Attraction)

Not awarded

Barbara Longden Memorial Award

(for services to the TOC)

Winner - Mick Popka

Driving Skills

No driving tests this year

Special Commendation (for non-Members)

None

Graham Pitcher Trophy (disaster of the year)

Winner - Allan Reece.

Best overseas visitors car

Not awarded

Furthest driven

Winner - Jonathon Hopper 1936 7C CSV 360

Congratulations to everyone who won an award .

As you can see 32 BYK was awarded the peoples choice award which totally floored both Diane and myself. To be given this award is an honour, but to be given the award for such a scruffy old car is just amazing - so thanks to everyone who voted.

As I again had to start the car with the starting handle when we left Cromford Mill I assumed that the starter had failed and continued to use the starting handle for the rest of the day.

The car continued to run roughly all the way home and finally stopped the next morning, just 50 meters from work, with a flat battery. (It transpired that the brushes in the dynamo had stuck and that the dynamo had not actually been charging the battery).

I now have the great pleasure of thanking Richard and Carol Carlin for organising what proved to be a most pleasurable and memorable event and also thanking everyone else who helped make it the success it undoubtedly was.

Well our first Annual is over; we had a great time and can't wait until the next one.

Hoping to see you all again soon.

Martyn Baker

Brittany Tour 2008 - 11th to 14th July

What could be better than taking a Paris-built Traction that had been in England since 1989 back to the land of its birth? And what better occasion to choose than the TOC Brittany Rally?

Having made contact with Martin Nicholson, who was just a name on a *Floating Power* page at that time, preparations were made, ferries booked, and with Martin's help, hotels rooms were reserved, oh, and the oil was changed and seventeen greasing points given a work out.

The Wednesday before the rally turned out to be absolutely ghastly, and the drive to Portsmouth proved an endurance test with heavy rain and spray all the way.

We lost a wiper blade at Luton, the wipers packed up completely on the M1, the indicators ceased to function round the M25 and the four lanes of traffic ground to a halt just past Heathrow.

The next morning the queue for the ferry to Caen was a classic car show in itself as half of the vehicles around us were off to the Le Mans Classic Sports Car meeting. We spotted one other Traction, driven by a cheery Steve Shinebroom who said that he'd see us there.

We arrived in Normandy in the late afternoon and drove to Collinee to meet Martin and Vicky, Bernie and Pearl, Pete and Sue, Tony and Janet, Dennis and Brenda, Bill and Letsie and Mick and Moira.

The next morning we all set off in convoy to the start of the rally in Plouguenast. Here many old friends were re-acquainted, we received our plaques and Journals de Route, and, after topping up with fuel and provisions, and seemingly much later than



indicated, we set off to the Forges des Salles de Perret.

This is a very well preserved, and much understated, village that had been a self-contained community built around an iron-works with a school, chapel, farm, workers cottages and the owner's grand mansion, and was the perfect setting for a line up of the 27 English and French Tractions on the Tour.



After this we travelled on to the l'Abbaye de Bon Repos, a magnificent ruin above a river where we settled down for a picnic lunch, interrupted briefly by a rain shower, which provided considerable amusement to Bill King, the American member of the group, who couldn't believe we all just put up our umbrellas and carried on eating in the true British tradition of simply ignoring adversity!

After lunch we were supposed to visit la Roche-Tremblante, a large granite boulder balancing on a much smaller one, but mysteriously we seemed to bypass this and ended up monopolising the car parking spaces in the centre of the town of Pleyben, where most of us visited the gothic church with its macabre calvary - a sort of stone arch with a carved stone depiction of scenes of the Passion.

Here we were joined by the Roadster of Walford Bruen but, by this time, we had lost Bill King whose jet lag was preventing him from keeping up the pace.

From here we drove to the camp site at Kerbeuz, where the majority of the group pitched their tents, but Martin, Vicky, Tony, Janet, Dennis, Brenda and ourselves had reserved hotel rooms in Chateaulin so we booked in and then later returned to Kerbeuz for the first rally dinner.

Saturday morning (early) found us back at Kerbeuz for a short run across the Isle of Crozon to the Port of Le Fret, where we boarded a boat and headed for Brest where the 5th international maritime event was taking place. As we entered the harbour we were soon surrounded by sailing ships of all shapes and sizes.



We had the rest of the day to explore and enjoy the festivities, before reassembling in the evening for the boat trip back and the drive to the campsite for dinner. All of us, that is, except Walford who managed to become marooned on a pontoon in the harbour and had to find a later boat back once he'd been rescued.

On what turned out to be a beautifully sunny Sunday we set off again from Kerbeuz to Plouguerneau to fill up with petrol and purchase food for lunch. Some of us were too eager to get going again and our intrepid motorcycle outriders were caught unawares as Tractions seemed to head off in a variety of different directions after driving round the nearby roundabout at least five times!

We opted to follow Pete Simper, but after several miles we seemed to be heading east towards St Malo, which didn't feel right, so we turned round and tried to get back to the correct route. The map provided indicated the route heading for Lillia and a large lighthouse, so we set off in this direction, but seeing no other Tractions or motorcycles at all we returned to Plouguerneau and headed directly for Ploudalmezeau, which was to be our lunch venue.

Having driven round the town we found the church behind which we were to have our picnic, but no fellow Tractionists.

Eventually we met up with Bill and Letsie, and then, gradually more and more familiar faces, and cars, materialised. Apparently the owner of the nearby water tower had arranged to buy us all a drink in the combined bar and betting office, and this supposedly simple process seemed to take hours.

Afterwards, we drove to the outskirts of the town and occupied a small grassy area for our picnic lunch, some of us playing boules, others just soaking up the sun.



After lunch we drove down to the Pointe de St Mathieu, where there was a WW2 show in progress, and we were to form part of the exhibits!

We parked up in line in a large cobbled courtyard, wandered round the ruined abbey, the adjacent lighthouse and coast guard control tower, and retired to the bar over the road for a rest and a cold drink before the two hour drive back to the campsite.

Following the last evening meal we would have together, the tables were cleared, a red windmill was unveiled and M Shaw and M Osborne, immaculately dressed as waiters, served champagne and bi-lingually introduced 'the show'.

This began with Dennis Kelland entering, stage right, with a straw boater and cane to perform his impression of Maurice Chevallier's 'Thank heaven for leetol girls'. This was followed by Tony Latchford as a customer, and the Moulin Rouge dance troupe of Pete Simper, Brenda Kelland and Terence MacCauley performing the Can-Can - complete with fishnet stockings,

suspenders and questionable drawers.

Not to be out-done, our French colleagues retaliated with the Barber of Seville, picking on Steve Shinebroom's friend Graham as the hapless victim who took the punishment in good sport. This was then followed by more obscure snippets of French opera!

When we returned to Chateaulin a spectacular Bastille Day firework display was just starting, so we drove into town, parked up and watched the show. Once it was over we found there was a massive crowd partying by the river with bands, stalls and loads of bars open – such a contrast to Friday night!

Monday morning found three Tractions and a BX waiting by the river at Chateaulin for the rest of the group to come by for the last day of the tour.

Eventually, with a chorus of klaxons, air horns and general honking, the first Traction came into view, and we were off.

After a stop for fuel and provisions we headed for the village of Faouet and then La Chappelle Sainte Barbe - an amazing Gothic chapel in the middle of nowhere which is built half way down a rocky ravine and only visible once you are close to the edge and peering over.



We then drove on to our last picnic in a clearing in the woods close to the site of an old bridge over a small river at Casse Croute. This was a very pleasant, and largely uneventful lunch break, except for Chris Hodgson who suddenly stripped off and went for a dip!

All too soon we were off again to our final destination, L'Ecomusee des Vieux Metiers near Lizio. This turned out to be an incredible collection of all sorts of things from farm implements, domestic appliances, toys, models, automobilia, and probably lots more that we missed.

Later we all assembled to say our goodbyes and on our behalf Bernie thanked the president of the Brittany club, Francois and his wife Brigitte, who had so magnificently organised the tour, and presented the magnificent motorcyclists, who had shepherded us so well for four days, with gifts.

Farewells exchanged, we set off for our hotel in Ploermel, having arranged to join our new friends for a meal in Beignon later that evening.

The whole rally had been a thoroughly enjoyable experience and had clearly demonstrated what amazing cars Citroën Traction Avants are – we had all driven nearly 700km since the Friday morning without incident. Little did we realise what was in store for us on the journey home.

There is not a great deal in life that can be better than spending a summer evening in a restaurant in rural France enjoying a

divine meal with friendly, interesting and very amusing companions. Such was our Monday evening, and we drove back to Ploermel reminiscing fondly on the previous few days, whilst squinting to see the road in front of us, which was barely lit by 6v headlights, and listening to the engine misfiring.

The next day we had to be at Caen by about half past four for the evening ferry back to Portsmouth, but that morning the car refused to start!

Eventually, having renewed the connections to the distributor and flattened the battery, with the help of the Hotel owner's Jeep we finally got it started and left at 10.30.



Soon the exhaust fractured just before the silencer, and the misfire became noticeably worse. Then it started raining, or so we thought, but there was not a cloud in the sky, and no other vehicles appeared to be getting wet.

When we stopped to repair the exhaust, and rebuild the distributor, we noticed that the radiator was splitting around the top hose union and that water was leaking onto the fan and being blown through the bonnet louvres onto the screen.

It was by then obvious that we would not make it to Caen, so we arranged to leave instead from St Malo the next morning and stopped at an Intermarché on the outskirts of St Malo to buy a tube of central heating leak repair, which we liberally spread on the split radiator.

We then spent a pleasant night in the old part of the town quite close to the ferry port, with the car safely locked in the hotel's car park behind a sex shop.

The car started first time the next morning, and by 10.00am we were safely parked on the ferry, only to find that the car right behind us was none other than Bill King's Normale. We spent a lazy hour or two with Bill and Christine before having a long lunch and then a restful sleep in our reclining seats.

We arriving in Portsmouth at about 6.30pm and by 7.30pm we were heading north on the A3 with the car running fairly well at a steady 80kph. As we drove on round the M25 and up the M1 (by this time with the lights on) it gradually occurred to me that the ammeter needle had been in the 'D' sector for quite some time.

We pressed on, but when we turned off at junction 10, the misfiring returned. Turning off the headlights seemed to cure this so, pretending all was fine, we carried on until about 5 miles from home when the misfire returned.

At this point we turned the lights off completely, headed for country lanes and belted for home as quickly as possible in virtual darkness, eventually parking the car in the drive at 10.30pm with a massive sigh of relief!

Jan and Liz Hawey

Section Co-ordinators

Eastern	Steve Shinebroom	2 Fallow Fields, Loughton, Essex, 1G10 4QP	Tel: 0208 532 0813 email: steveshine@btinternet.com
Ireland	Norman Moore	69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT	Tel: 028 7776 3755
Lakes & Border	Bob Cuppage	Branthwaite House, Caldbeck, Wigton, Carlisle CA7 8HB	Tel : 01697 478301
London	Peter Simper	215 Whitton Road, Twickenham, TW2 7QZ	Tel: 020 8891 1093
Mid-shires	Peter Riggs	6 Newton Close, Rushden, Northamptonshire, NN10 0HR	Tel: 01933 419863
Northern	Stan Platts	1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH	Tel: 01274 683848
Peak	Bev & John Oates	55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP	Tel: 01629 582154 email: peak.toc@virgin.net
Scotland	Frank Grant	Dun Donnachaidh, Crathie, Ballater, Aberdeenshire, AB35 5UL	Tel: 01339 742272 email: frankgrant@btinternet.com
South Midlands	Simon Saint	Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU	Tel: 01905 454 961 email: janeandsimonsaint@hotmail.com
South West	Walford Bruen	Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD	Tel: 01395 568909 email: kembru@btinternet.com
Surrey, Hampshire & Sussex borders	Steve Reed	No 1 Terwick Cottage, Rogate, Nr Petersfield, Hampshire. GU31 5EG	Tel: 01730 821792. For details of section events and regular meetings please contact Helen or John on 020 8330 7216 (open all hours)
Welsh borders		New Area representative required. Please contact Bernie Shaw for details of what's involved.	Tel: 01933 274382 email: bernie-pearl@lineone.net
West of England	Terence & Jane McAuley	7 The Normans, Bathampton, Bath, BA2 6TD	Tel: 01225 466 939 email: mrsjane.bear@toucansurf.com
Rest of the world	Walter & Noëlla Callens	Antwerp, Belgium	Tel: 0032 50 425 836 (w/ends only) walternoella.callens@hotmail.com

Eastern Section

The Eastern Section meets every two months on the LAST WEDNESDAY of EVEN months at The Royal Forest, Rangers Road, Chingford, London E4 7HQ from 8.00pm onwards (or arrive earlier for a good pub meal).

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

In the last few months attendance at the meetings has grown and we have been pleased to welcome many old and new faces to The Royal Forest.

Our last meeting in 2008 will be WEDNESDAY 12th NOVEMBER, which is two weeks later than usual as some of the members will be on holiday.

For 2009 we will revert back to meeting on the LAST WEDNESDAY of EVERY month with the first meeting being 25th February from 8.00pm onwards.

Steve Shinebroom

London Section

The London Section meets on the last Tuesday of each month from 8pm at The Rose of York, Petersham Road, Richmond, London TW10 (020 8940 8005).

For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

Pete & Sue Simper

Peak Section

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

Our August meeting was very quiet with just Richard & Carol and John & myself enjoying a day at the Crich Steam Rally. Dave Gardner was also there but displaying his Jenson lorry rather than his Traction this year.

Our next meeting is Sunday October 5th at the Yew Tree in Cauldon, just south of Ashbourne. If you have never been, and you live near enough to join us, then it is worth it as the Yew Tree is a pub with much character, cheap snacks - the pork pie is superb - and good beer. We'll be there from midday onwards.

The December meeting is likely to be in Richard's favourite pub near Duffield - I'll email out information nearer the time, so if you want to be put on our local email list then let us know.

Bev & John Oates

South West Section

Plans for next years rally on 19--21 June are coming along nicely. Various different members of the Section are busily working on schedules/sponsors/maps/venues/caterers/bands etc. As our most recent rally planning meeting, on 7th September, was one of the few sunny days we have had recently five Traction came along. We are rather spoilt for choice when it comes to visitor attractions down in the South West so hopefully we will be able to put on an un-missable event! There is also some interest from our friends from the Brittany rally so put the date in your diary now!!

Walford Bruen

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.

20th July saw not only Tractions but two DS join a convoy to Chinnor and Princess Risborough Railway. We were lucky to have a day of good weather.



After a photo shoot at The Fairmile we all set off for Chinnor, but unfortunately, as we feared, there was a long tailback of traffic into Henley. When we eventually arrived at The Lion, Bledlow we were joined by Robin and Sue Dyke.

This public house has been seen many times on *Midsummer Murders* as many of the episodes are filmed in this area. Owing to a rather protracted lunch, during which Steve Reed proposed a toast in James Yeats' memory as this day coincided with the first anniversary of his fatal accident, we made our way to Princess Risborough albeit for a later train than planned.

As always, being good Tractionists, everyone was in good spirits although baby Oliver did not seem to be impressed with his first steam train ride.

The Railway is quaint, in as much as the fireman has to get off the train to open a gate across a road in both directions - but this does at least give you time to enjoy a cup of tea.

As the Brigadier is still being run in we returned back home the rural way without any hold ups. We learnt later however that Marcel and Pauline Fontain had a problem on the return journey and were stranded on the M4 with a flat battery..

Helen Shelley

Scotland Section



Scotland Section members at our gathering at Alford in July.

My thanks to all who attended.

Frank Grant

West of England Section

We duly gathered in Wells on the 3rd of August for a good old fashioned Sunday roast at the Britannia Inn. This was followed by a trot down to the Cathedral and a delightful tea in the grounds of the Ogborne residence.

Many thanks to Lynda & John for their hospitality. They obviously have friends in high places as it was a sunny day.

A particular welcome to Sheila and Richard Green, who arrived in a splendid P5 Rover, to augment the gathering of the usual suspects!

We were joined at the end of August by Dave and Jackie Hackett at the Seclin gathering in France for the 70th anniversary of the 15/6. A very jolly weekend based at a pre-WW1 fort (the only folk to get any real use out of it were the Germans - twice!).

Some very rare Tractions were there. If you are interested go to: <http://www.traction-avant.com/forumsn/viewtopic.php?id=3085&p=2> and scroll down to see a shedload of photos of the event. (this is an informative forum generally if your French is up to it). Also very nice to see Paul DeFelice there.

Alas, our proposed visit to the Tredegar House rally on 21st September has been foiled by the weather (apparently the field is a swamp) so before you can blink, another year has gone and it will be time to assemble at the Tunnel House on January 11th. It might even have stopped raining by then.

Pip pip

Jane & Terence

Rest of the World

Because of Robin & Sue Dyke we decided to become members of the TOC.

In 2000, while surfing the Internet, we noticed a request to share experiences re. organizing a Traction weekend. Since we had just finished planning such an event we invited the requestors to join us on our weekend, so.... Robin & Sue came to the Belgian coast.

We were invited to participate at the next TOC Annual Rally which we enjoyed so much that we decided to 'stick' with the TOC.

We realise that it will be difficult to follow in Robin & Sue's footsteps as "TOC representatives for the Rest of the World" but we will try our best to actively communicate worldwide and promote the TOC.

To all TOC-members - do not hesitate to ask questions or send us your suggestions. You can send them either by e-mail or fax but due to work obligations we can only take phone calls at the weekend.

From Belgium with love,

Walter & Noëlla Callens

October 2008

- | | | |
|----|---|--|
| 4 | 17th Swiss Classic British Car Meeting | Morges, Lake Geneva. Details from www.british-cars.ch |
| 5 | Classic Car & Bike parts Auto Jumble | Carnfield Hall, South Normanton, Derbyshire. |
| 12 | Norwich Union MSA Classic Run | For details contact Zoe Liberty 01926 776900 or www.msaclassic.co.uk |

November 2008

- | | | |
|---------|---|--|
| 2 | London to Brighton Veteran Car Run | Cars start from Hyde Park between 07.01 - 8.30 |
| 14 - 16 | Classic Motor Show | NEC, Birmingham. Details from Mick & Moira Holmes |
| 22 | TOC Christmas Ball | Quality Inn, Walsall, West Midlands. Details - Steve Southgate |
| 23 | TOC Annual General Meeting | 11am Quality Inn, Walsall, West Midlands. |

February 2009

- | | | |
|--------|--------------------|---|
| 6 - 15 | Retromobile | Paris Expo. For more information see www.retromobile.fr |
|--------|--------------------|---|

April 2009

- | | | |
|----|---------------------|---|
| 26 | Drive it Day | Contact Section co-ordinators for details of local arrangements |
|----|---------------------|---|

May 2009

- | | | |
|---------|-----------------------------|---|
| 2 - 3 | Citromobile | Weermarkthallen, Utrecht, Holland |
| 2 - 4 | TOC Ireland tour | For details please contact Terence McAuley |
| 16 - 17 | MotorMart Autojumble | Beaulieu. Details from www.beaulieu.co.uk |

June 2009

- | | | |
|---------|-------------------------|--|
| 19 - 21 | TOC Annual Rally | Pendennis Castle 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 |

November 2009

- | | | |
|----|-----------------------------------|-----------------|
| 29 | TOC Annual General Meeting | to be confirmed |
|----|-----------------------------------|-----------------|

May/June 2010

- | | | |
|-----|----------------------------|--|
| tbc | St-Valéry-sur-Somme | joint TOC/TU tour. Details from Robin Dyke |
|-----|----------------------------|--|

August 2012

- | | | |
|---------|-------------------|---|
| 16 - 19 | 15th ICCCR | Pickering, Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk |
|---------|-------------------|---|

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

TOC Christmas Ball and Annual General Meeting 2008

The final TOC Social Event in the 2008 calendar will be held at the Quality Hotel, Wolverhampton Road West, Walsall, West Midlands (Jn10 M6) on the weekend of 22nd/23rd November.

The 32nd TOC Annual General Meeting will be held at 11.00am in the Oliver Cromwell Suite, Sunday 23rd November.

To celebrate our 32nd anniversary we have arranged a weekend stay at the Quality Hotel, to include - on Saturday evening - a 3-course carvery dinner, in the private Oliver Cromwell Suite.

Hopefully entertainment of a grand scale will guarantee a full house. Last year's theme of Black and White dress code was very successful and it's a wonderful opportunity for the ladies to excel themselves.

We have full use of the Hotel's facilities during the weekend. These can be checked out at www.choicehotelseurope.com.

The Hotel offers a great location (Jn10 M6), 154 air-conditioned rooms, restaurant, bar, conference facilities, leisure centre, indoor swimming, and secure parking.

The cost of a double/twin room, breakfast on Sunday morning, Saturday night carvery meal and entertainment is £112 per couple - £56 per person, which includes a £6 contribution per person for entertainment.

For a further £10 per person Sunday lunch can be added after the AGM. Hotel fees of £50pp will be paid direct to hotel on the weekend and the entertainment fees of £6pp will be collected on the night.



Last year's event attracted 60 TOC members and 40 guests of members so as you can see this is a social event where we encourage members to invite friends and family.

To reserve a room (or rooms) contact Steve Southgate on 0121 352 1100 (eves) or 07747 633 329 or email steve@imperial-cars.co.uk.

Steve Southgate

TOC Puzzle page

Answer to the Cryptic Crossword in the July/August issue of *Floating Power*

L	O	C	K	S		F		I		C		S
	U		A		M	E	R	C	H	A	N	T
S	T	A	R	T	E	R		E		L		U
	D		T		T	R	A	C	T	I	O	N
D	O	O	R	K	E	Y		O		B		T
	O		A		R		A	L	A	R	M	
B	R	A	C	E				D	R	E	A	M
	S	T	E	A	M		G		T		L	
F		O		R		A	R	R	E	S	T	S
A	R	M	A	T	U	R	E		F		L	
R		I		H		S	E	N	A	T	O	R
C	A	S	T	I	R	O	N		C		A	
E		E		T		N		S	T	I	F	F

The Traction Riddle

There are five different Tractions, each a different colour and model. The owners of the Tractions live next door to one another and are all of a different nationality. The five owners drink a certain type of beverage and use a certain type of oil in their cars. No two owners have the same model of Traction, use the same type of oil or drink the same beverage.

Which one owns the roadster?

- ◆ The Brit owns the red car
- ◆ The Dane has a Normale
- ◆ The German drinks coffee
- ◆ The owner of the yellow car lives on the left of the owner of the blue car
- ◆ The person who owns the yellow car drinks water
- ◆ The person who owns the Commerciale uses Mobil oil
- ◆ The owner of the white car uses Duckhams oil
- ◆ The person living in the centre house drinks wine
- ◆ The Norwegian lives in the first house
- ◆ The person who uses Esso oil lives next to the one who owns the coupe
- ◆ The person who owns the roadster lives next to the person who uses Mobil oil
- ◆ The owner who uses Castrol oil drinks tea
- ◆ The Norwegian drinks water
- ◆ The French person lives next to the person who owns the green car
- ◆ The person who uses Esso oil has a neighbour who drinks beer

A £20 voucher for either the TOC Club Shop or TOCspares will be awarded to the person sending the first correct answer (complete with an explanation of their reasoning) received in the post by the Editor. (email and telephone answers will not count on this occasion)

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

CLARION
EVENTS

Amazing club exclusive ticket deals!

14 15 16 NOV



The place to share your passion for cars

Club Exclusive

Early Bird offer:

Adults just £10.00

Quote code ESCLUB

Family just £25.00

Quote code EFCLUB

Early Bird offer ends September 30th

Club Advance offer:

Adults just £12.00

Quote code SA CLUB

Family just £30.00

Quote code FS CLUB

Club Advance offer ends November 15th

**Book today-
Save £'s & beat the queues!**

OFFICIAL PARTNERS



OFFICIAL PARTNERS



IN ASSOCIATION WITH



Offers apply to Sat 15th/Sun 16th 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

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

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

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

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

WARNING

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

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

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

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

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

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

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



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



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



1952 Slough built L15: RHD; 88,000 recorded miles; Black; Big Boot model; Bodywork good and solid, one or two minor blemishes; brightwork mostly pitted / needs rechroming; interior needs work - seats and headlining require refurbishing - carpets and woodwork good; Stainless steel exhaust system; Regularly serviced; Engine has undergone partial rebuild two years (1,500 miles) ago - new timing chain - lead-free head - stainless steel head tube - new exhaust manifold - reconditioned dynamo; Recent new brake hoses; Brand new wiring loom just fitted; Some service history; new MoT 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. MOT to July 2009 £ 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



1951 Slough built Light 15 small boot. Very original car £6,750. MOT until July 2009. contact Richard on 01423 504217 or email richard.hall33@ntlworld.com

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)

1955 Slough built Lt 15 sunroof version, owned/dry stored since 1983 still needs full restoration (a club record?) red leather seats stored in house are in great condition. Additionally have 4 x South African A/B grade doors, 4 x new hub caps, 4 x unused tyres & tubes, plus other stuff such as new starter motor, carb etc. The car has full V5 document - original registration number. Get it done for the 75th, sensible offers for the lot, haggle/ discuss with Geoff on 01823 442052 or mobile 07778 389 739 or email fototek@onetel.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. Also Robri wing embellishers: Front pair 274 D and 274 G for all models before 15/1/1938, Rear pair 216 D and 216 G for all models before 15/1/1938, Rear pair 216-GS D and 216-GS G for 11 and 15cv after 15/1/1938 but prior to 1953. Also set of Legere chrome chevrons and Marchal headlamp lenses. Offers please. Dennis Hewitt email: denhewitt@f1550.fsnet.co.uk. Tel no: 0044 (0) 1934 834274

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

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: Brown steering wheel boss for 1950's Slough Car (2 spoke wheel). 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. Also 1 front pre-war bonnet flap French drivers side. Do not need springs or handle. Please call Dennis Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk

Wanted: 3 speed gearbox and bell housing for 1956 Paris built light 15. Due to failure of the gearbox housing which split on my car damaging the bell housing as well. Please contact John Cresswell, Tel 0208 560 3261, e mail : jcress23@aol.com

Wanted: For the restoration of my 1939 Slough Roadster, 3 Pilote Wheels and a Right Hand Door and anything you may have that is specific to the Roadster. Contact Phil Allison 01256 761444 or 07899 658634

Wanted: 1 curved Marchal headlamp glass and 1 bonnet vent catch - both for 1937 Traction. Also a set of pushrods for 1911cc engine. Dafydd Evans 01654 700289 or email dafyddje@waitrose.com

MISCELLANEOUS

DVD of Annual Traction Rally 2007, No music, no commentary, just the glorious sight and sound of classic Traction. List of participating cars. £4.99 each, including postage. Tel: 07867 971110 or nicholasveomans7@hotmail.com

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

Family Gite and B&B in the heart of the Loire Valley with large

private swimming pool. Sleeps 6 + cot, fully equipped including dishwasher, large fridge/ freezer, washing machine, satellite television and central heating 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)

Three wheeler Citroen 2Cv based special - total one off, box section chassis, all steel bodywork, MOT April 2009, Tax October 2008. Very attractive and built to a very high standard. Sale includes two spare engines and gearboxes. £2500 onon. Dafydd Evans 01654 700289 or email dafyddje@waitrose.com

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

NEW - 2009 75th anniversary TOC Regalia - now available to order at the Club Shop



new design TOC caps, polo shirts and sweat-shirts

available in stone, navy and black

Caps £8, polo shirts £15, sweatshirts £18



**for delivery in time for Christmas order now from:
Tony Piper, TOC Club Shop, 1 Fallow Fields, Loughton, Essex, 1G10 4QP, UK
telephone: 0044 (0) 208 532 1468**

Longstone CLASSIC TYRES
www.longstonetyres.co.uk
Tel: +44 (0) 1302 711 123



The CLASSIC CITROËN INSURANCE

- Benefits of our policy include;**
- Free club track day cover**
- Discounts on Limited Mileage**
- Agreed value on vehicles over 10 years old**
- Discounts for Collections & Club Members**
- Full UK and European Breakdown & Recovery £25**

Classic Car Specialists established 1965
Immediate cover available by telephone
www.heritage-quote.co.uk

For a quote call
0 8 4 5 8 1 1 8 1 1 8

TOC Club Shop

£6
 EACH INC
 UK £1 P&P

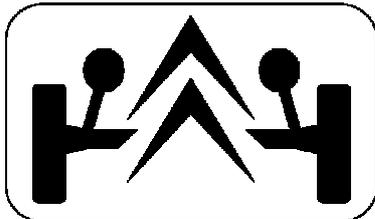


KEEP YOUR FLOATING POWER COPIES IN PERFECT CONDITION

New Floating Power binders are now available in deep blue leatherette finish with gold foil blocked spine. Each holds twelve copies, held in place by strong elasticated strings so there is no damage to the magazines. Supplied by post in sturdy corrugated card sleeves they are available now from the editor. Hurry while stocks last!

Tony Piper, TOC Club Shop,
1 Fallow Fields, Loughton, Essex, IG10 4QP
Tel: 0044 (0) 208 532 1468

www.citroenclassics.co.uk



Citroen Classics

I am a Traction owner, TOC member and also a qualified mechanic with over 20 years of Citroën experience.

^Repairs

^Servicing

^Rustproofing

^Restoration

For Traction and all other Citroen models from 1934 to 1994.

Located close to transport links, in Brentford, Middlesex.

Tel: 0777 858 2522

Email: info@citroenclassics.co.uk

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,
 W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net

