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Floating Power

January/February 2009



citroën van Traction Avant Nederland





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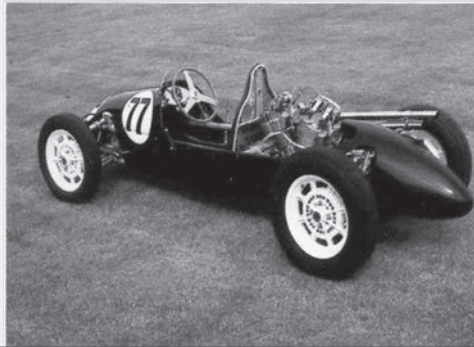


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so as volunteers. None of them are paid for the work they do and all work from home in their spare time, most around the demands you make on their time. They are happy to help you but may not always be able to do so immediately

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welcome

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permission of the editor.

Welcome to the following new Members who joined the TOC in November/December 2008

2052 Mr Ian Rowbotham, Hampshire
2053 Mr Robert McDaid, Co Derry
2054 Mr Duncan MacPherson, Clackmananshire
2055 Mr Ernest Higgins, Wolverhampton
2056 Mr Orville Platelle, SOUTH AFRICA
2057 Mr Nick Beech, Radnorshire
2058 Mr John Reynolds, Leicestershire

A very happy, healthy and prosperous New Year to you all. Barb and I hope that you had a very enjoyable holiday season and that you were able to do all of the things that you wanted to.

Well 2009 is here so gird your loins for all the 75th anniversary celebrations that are planned. Right at the very last moment prior to this edition of Floating Power going to press Mick Popka emailed me to see if there was space to canvas interest amongst members for a TOC/FFI 'raid' on the Wartime Weekend that will take place in Pickering, Yorkshire from 15th - 17th October 2009. I'll print details in the next edition of FP but meanwhile if you like the sound of 'raiding' the wartime weekend (FFI markings on your car and 1940s dress will be compulsory) let Mick know. If there is sufficient interest he will plan a weekend to remember.

So to this edition of *Floating Power*. Courtesy of 2CVGB, who have provided me with (much) more sophisticated software than I have been using to produce the magazine up till now, the layout of this edition is quite different. Some of you may like it, some of you will undoubtedly not like it. However if you have any constructive comments or suggestions for improvements I shall be very pleased to receive them from you.

For those of you who look to *Floating Power* for a good read you are certainly in for a treat as this edition is packed full of varied and, I think, interesting articles. So thank you very much to all the contributors - without whom, as always, there would be no magazine.

In this edition we also have the first edition of TOCTech from its new editor - Jonathan Howard. Welcome Jonathan and good luck with the column in the months ahead.

I'm sure that every one of you will join me in saying a very big Thank You to John Ogborne who, unbelievably, has been editing TOCTech since December 2001.

Finally, before the New Year gets any older, I hope that you will all make a 2009 resolution to write (and send to me) at least one item for inclusion in *Floating Power* and at least one photograph for the 2010 Calendar competition.

John Barnes

COVER IMAGE: SEASONS GREETINGS from Walter & Noëlla Callens

Chairman's Chat



I would like to begin by thanking Steve Southgate for all his hard work over the last year and for his organising of the November Dinner Dance. What great entertainment which I am sure everyone enjoyed.

I am very grateful that John Ogborne is staying as club secretary and Tony Malyon as club treasurer for this year. Thank you both. Thank you also to the rest of the Committee who have all been re-elected and a welcome to Moira Holmes who is joining us.

2008 was a busy year for many members of the club with the Annual Rally organised by Richard and Carol Carlin, the Brittany Tour, ICCCR in Rome, 70th Anniversary at Fort Seclin and, in November, the Classic Motor Show at the NEC.

The Classic Motor Show was exceptionally well organised, as always, by Mick and Moira Holmes - ably supported by Peter and Sheila Marley who I would like to thank once again for their hospitality.

We have a full program for this coming year starting with the Retromobile in Paris during February and Drive It day on the 26th April and then all the 75th anniversary celebrations in July. So I should just like to finish by wishing everyone a happy and prosperous new year and to say how much I'm looking forward to meeting friends old and new at the meetings and rallies through the year.

Tony Latchford

Achilles' Heel

Being a keen Formula One follower the very mention of the name "Cooper" brings back wonderful memories of British stars such as Stirling Moss, Mike Hawthorn, Peter Collins, Jack Brabham, Bruce McLaren, Graham Hill, John Surtees and Jackie Stewart.

Imagine then my surprise when I answered a telephone call last summer from a racing car restorer who was looking for a Light 15 gearbox casing to fit an early Cooper? He gave me a brief background, we exchanged some contact names and I have followed up with my own research since.

My first call was to Sid Hoole (see www.hooleracing.co.uk). Sid gave me lots more information in a fascinating conversation, including mention of the ERSA gearbox company in Paris.

After a Google or two on ERSA I found Ollie Crosthwaite and the C&G website (see www.crosthwaiteandgardiner.com). Do please have a look at the ERSA Gearbox section of their catalogue. See anything familiar? Amazing stuff but don't get too carried away, a new Cooper gearbox will set you back about £10k...

I asked Ollie for more about the Citroën Light 15 connection and he kindly referred me to a book on Cooper Cars by Doug Nye (ISBN 0760317097), available online for about £17.00, which gives a very full account. I just could not put it down and can thoroughly recommend it for your collection.

The Coopers' Achilles' heel - just like the Light 15 - was the gearbox. In the book you can read how a very pragmatic Jack Brabham, on a visit to ERSA in Paris, struggled to explain his need for stronger casings and so stuck extra Plasticine webs on their patterns to demonstrate!

Also you can read about how John Cooper rushed to ERSA, on a day trip, to collect three new casings - only to be stopped by HM

Customs at Heathrow on his return, and how he had to spend most of the night clearing them through proper channels.

Within a few hours a gearbox was hastily built up - just in time to be flown to Argentina for the GP in January 1958 where Stirling Moss completed the 80-lap race, without stopping, to win the Argentine Grand Prix (beating Ferrari and Fangio into the bargain).

Ollie also recommended Harry Martens in Holland for Light 15 gearbox repairs (see www.ds-vitesse.com). Harry can supply a fully reconditioned box, with new bearings and synchro', for 2000 euros (net). He can also fit a 10:31 CWP if required and will do other work on request, eg repairing bushings and providing new seals for the output shafts.

He can also supply an ID19 box, again fully reconditioned, for the same price - but cannot supply the components to convert one for a Light 15.

To read more about Cooper Racing Cars, with their Citroën gearboxes, turn to page 28.

Happy New Year,

Frank Grant

November/December Riddle

The answer to the Riddle from Dennis Hewitt that appeared in the Nov/Dec 2008 edition of *Floating Power* is:

The question to ask of either of the guards is:

"If I asked the other guard which container holds the coupe which one would he say it is in?"

Whatever answer he gives the Coupe will be in the other container!



The President Ponders

Happy New Year. 2009 – 80 years since the launch of Citroën's first Citroën car and 75 years since the launch of his BEST model. (Don't write – that is my own personal opinion!).

Thanks to the efforts of our

outgoing Chairman, Steve Southgate, the AGM was an enjoyable social event as well as fulfilling the legal obligations of the TOC. There is a full report in this issue but, in a nutshell, Tony Latchford will be taking up the Chairman's gavel - congratulations and good luck, Tony. There will be some other changes in responsibility this year and, in particular Jonathan Howard will take over the Technical Editorship allowing John Ogborne to devote more time to his Secretarial duties. I am also very pleased to be able to confirm that, despite earlier thoughts, John Barnes has kindly agreed to continue for at least one more year as Editor – a decision I believe all will welcome warmly. I have just picked out a couple of names here but I should like to reiterate my thanks to all (many of whom are unsung heroes beavering away in the backroom) who have contributed to another successful year for the TOC and/or will be working to achieve our future successes.

It is now just over 6 months to our celebration of the Traction's 75 years but, before that, we have our Annual Rally in the West Country to look forward to. It will be a long (if not very long) drive for the majority of participants - but how better can you get to know a little more about the further flung reaches of this Island than in the company of a crowd of like-minded people guided by friends with local experience? Those who were able to attend the AGM will know a full and interesting program is planned, details of which can be found in this edition of FP.

Every year without fail, as the rally date approaches, we hear from the organisers that registrations are low and "The Annual" looks like being a wash-out. Then, at the last minute, dozens of entries flood in and we have a super, successful event - but this puts a lot of (unnecessary) strain on the organising team. The more information they have (and the earlier they receive it) the less difficult their task becomes. Early confirmation of numbers allows venue bookings to be finalised and can also offer opportunities to tailor and/or augment the programme. I therefore urge everyone to confirm their intention to attend as soon as possible.

And so, back to Arras I am happy to report that arrangements continue to progress well, with the committee growing (of necessity) as additional "volunteers" are co-opted to handle specific aspects of the weekend. When we met at the end of November we had received 150 fully paid up registrations. 20 of these are from the TOC and include the 10 applications I was given at the AGM, plus some others which came to me by post. Many of the 150 have also paid for some of the optional extras and approximately half of the Gala Dinner places are already taken.

I do have one heartfelt plea regarding the registration form – "Please write carefully and legibly". We acknowledge that the document is cramped because it is in three languages but I have been compelled to refer to the TOC membership lists to decipher a surprisingly high proportion of members' details – especially postal and/or e-mail addresses. If you think there could be any doubt please enclose a separate sheet with this information.

On a general note I have been asked various questions about accommodation and parking. There is a wide choice of hotels in and around Arras and hotel and B&B information is available from the Tourist Office. Hotels closer to the centre tend to be more expensive while the cheaper, "budget", chains are traditionally located further out. I plan to stay in a two star hotel near the station (about five minutes walk from the two main squares and 15 minutes from the Artois Expo hall) where I currently pay €72 for a twin room and two breakfasts. (Prices for 2009 are not yet published). At the moment there are still plenty of rooms available throughout the town but, if booking is left to the last minute, the choice (price and location) will certainly be restricted.

The organisers are fully aware that camping is the only option for some participants but we must admit the arrangements are proving to be more complicated than we were first led to expect. There are still several options but we ideally need to know what capacity is required and the registration document does not pose the question. I therefore ask anybody considering camping (whether or not you have already submitted a registration form) to advise me of your requirements (number of people, tent or caravan etc) as soon as possible.

Parking is obviously a major consideration – especially as we shall not be allowed to use the squares overnight Friday and Saturday morning (market day). However there will be free parking for well over 600 cars at the Artois Expo exhibition centre at all times and there are literally hundreds of other on-street parking spaces (many of which are free) within minutes of the squares. There are also good (large capacity and wide access) underground car parks at the Grande Place and the Station. As well as hourly rates they offer special long-term tariffs for 24 hours or longer periods. Long term tickets are cheaper and allow unlimited entry/exit throughout the pre-paid period. This might be a good solution if you wish to use your car at some time over the weekend but would like to know you will have somewhere convenient to park when you return. If you simply want to park up and leave the car for the duration, one of the on-street places will probably be a better solution.

Finally, it is little more than 3 years to the ICCCR, which we shall be co-hosting with the CCC and 2CVGB, in Yorkshire. On behalf of the organising team, Mick Popka would like to hear from anybody who can offer assistance in any capacity. I urge those of you who can to visit the website and to sign up for the newsletter. If you would like to help but do not have Internet access please write to me in the first instance and I shall see that Mick receives your message.

As ever, I look forward to seeing one and all somewhere before the year is out.

Bernie Shaw

toc news

TOC Chairman

As you will have just read in Bernie's ponderings Tony Latchford was elected by the committee to be the TOC chairman during 2009. Our thanks to Tony for volunteering to take on the job and also to Steve Southgate for another year of service to the TOC - this time as chairman - during a period of time that proved to be extremely difficult for him on a personal level.

TOCTech

As you will also have read in Bernie's ponderings we now have a new editor for TOCTech - Jonathan Howard.

Jonathan has now picked up the reins and future input should be directed to him at : 21 Market Place, Chipping Norton, Oxfordshire, OX7 5NA. Jonathan's telephone number is 01608 643065 and his email address is : toctech@traction-owners.co.uk .

Our thanks go to John Ogborne who has done a magnificent job of compiling TOCTech for the past 7 years.

TOC 2010 Calendar

Yes I know its only January - but the 2010 calendar competition is now open - and I've already received the first entry to the competition!!

The chances are that, assuming that the finances allow it, some of the photographs in the 2010 calendar will be in colour

So please keep your camera at the ready on your travels throughout this coming year and please send me any pictures you feel merit inclusion in the Club calendar.

TOC Helpline

For those members who do not suffer from insomnia and who therefore do not need to read the small print on page 2 in order to get to sleep at night may we draw your attention to the fact that there are now UK telephone numbers for the TOC helpline.

So if you need to call the Helpline to enquire upon any aspect of the TOC or with an enquiry about Tractions in general you can get through to Mick and Moira on any of the following numbers:

0115 911 8218
0870 012 2002
0044 115 911 0960

or you can email on : helpline@traction-owners.co.uk

e-FP

The third edition of *e-FP* was issued on 1st December. Circulation has now risen to 401 members of which only 9 were rejected because of invalid email addresses.

Feedback continues to be very positive and a number of members have even asked for more frequent newsletters. If you haven't yet received a copy and would like to read one please send your email address to me at editor@traction-owners.co.uk.

As you will read later in this section (in the AGM report) there has been one complaint to the TOC chairman regarding *e-FP* from one of the section co-ordinators who feels he has become a second-class citizen because he doesn't have email.

The matter was considered by the TOC committee at it's meeting on 23rd November and was put to the members present at the AGM later the same day.

Overwhelmingly the feeling at both meetings was that the concept of *e-FP* was always as an on-line newsletter and therefore the TOC would not be printing copies of *e-FP* and posting them to email-less members.

One of the steps that the committee has taken to try to widen access is to post copies of *e-FP* on the Club's website so that any members without personal email access who wish to read the newsletter can go to an Internet cafe or their local library to access them via the Internet connections available there.

What do you think?

Since its inception all the editions of *Floating Power* (and for that matter the 2008 and 2009 TOC Calendars) have been printed in black and white.

A question was raised at the AGM by Richard Carlin about why future editions of *Floating Power* could not be printed in colour.

The TOC committee has always taken the view that the black and white only format of *Floating Power* reflects the era of the Traction itself and is an essential part of the style and brand of the TOC.

The committee considers that colour - even just for the cover for instance - would detract from that image.

There is also of course the question of cost - printing the magazine in full colour would virtually double it's cost.

There are no real technical constraints that would stop the magazine being printed in colour - in fact I already produce it in full colour and turn it into black and white as part of the process of producing the press-ready PDFs that go to the printer.

As hinted at above, one of the ideas discussed at the AGM was the possibility of printing some or all of the 2010 calendar photographs in colour - with the August 2008 photograph of Mike Tebbett's car in a field of sunflowers being cited as an example of a photograph that absolutely cried out for colour.

So what do you think? Should the 2010 calendar be fully or partially printed in colour, should *Floating Power* be fully or partially printed in colour or should we remain traditional in our approach and stay with black and white?

Let me know what you think - also, please let me know what you think about the changes to the style and layout of this edition of *Floating Power*?

New in the Club Shop

Tony Piper has restocked the Club Shop with new 75th anniversary regalia, as reported in the last edition of *Floating Power*.

Stocks are fast running out so if you want to be sporting the latest in TOC fashion you should give Tony a ring asap on 0208 532 1468.

Also just arrived in the Club Shop are copies of John Reynold's biography of Andre Citroën..

Before you dismiss this - these are brand new copies of the second edition of John's excellent hardback book published about three years ago by Haynes and on sale from Haynes at £30 a copy.

This second edition is a much improved and enlarged rewrite of the original book and contains a whole section on the Traction Avant as well as fascinating insights provided by the Citroën family into the real circumstances surrounding the 'bankruptcy' and their experiences during the second world war as a result of their religion.

Compared to the original the second edition contains about 25% more text and 30% more photographs and is an absolute bargain at just £20 plus £2.50 postage and package (UK) from the Club Shop.

Stocks of the book at this price are strictly limited so it must be first come first served.

New TA Forum

Nicholas Greene, a recent and welcome new addition to the ranks of the TOC, has started a new TA forum which you can find at <http://tractionavant.forumcircle.com/portal.php>.

Nicholas lives in France and from time to time produces articles for the Citroënian about living and driving there. Hopefully in the future we can look forward to his writing similar articles for *Floating Power*.

Meanwhile why not get your fingers whizzing across the keyboard to see what is being said about the TA on this new forum?

New DVD of Discovery Channel's hit series Wreck Rescue

Now on general release is a 2-disc DVD set of Mark Evans' Discovery Channel hit TV series 'Wreck Rescue'.

Obtainable only from www.markevans.co.uk the DVDs contain four and a half hours of restoration mayhem including over 40 minutes of previously unscreened footage.

The vehicles covered during this series of restoration projects are : Frog Eye Sprite, Ford Capri, Elva 100, AEC Matador and Toyota Land Cruiser.

The DVDs, which are in PAL 16:9 widescreen format and region code 0 (playable in all regions), cost £19.57 (but this is possibly the pre-VAT reduction price).

Committee Meeting - 23rd November 2008

Chairman Steve Southgate said that he had enjoyed his year in the chair and thanked the committee for their support, with particular thanks to Mick and Moira Holmes for organising the NEC show for the last 10 years.

John Ogborne is to hand over TOCTech to Jonathan Howard and, as a result of the decreased workload was happy to continue as secretary for another year.

Tony Malyon reported on the current financial situation, which is very healthy, and summarised the accounts to be presented at the AGM; Tony is happy to continue as treasurer.

John Oates reported that membership is 572 with 7 joiners and 6 re-joiners since the previous meeting.

Tony Piper has now got the new 75th anniversary in stock at the club shop.

The committee welcomed the news that a member has volunteered to set up a new section in the north-west of Wales.

Mick Holmes said that the NEC show was again successful but that this will be the last one that he and Moira will be organising; a volunteer for next year is required.

Editor John Barnes has distributed the 2009 calendar and reported that he is hoping to make further savings next year on magazine and calendar production by using an alternative printer. He is also adopting new software to improve the overall style and, in particular, the quality of photographs.

Terence McAuley gave a summary of planned 2009 social events, with Walford Bruen giving a report on the good progress being made with the 2009 Cornwall rally. Bookings for the Paris-Moscow-Paris event are picking up as are those for the Arras 75/75 meeting.

Mick Popka updated the committee on plans for the 2012 ICCCR to be held in Pickering, Yorkshire jointly with the CCC and 2CVGB. Mick also reported that the web site has had more than 80k visits and circa 1M page views up to the end of October. Plans are in hand for "members-only" area on the web site.

New rules for borrowing club tools to ensure that they were returned in good condition and on time were discussed.

There has been a £24k turnover in club spares since April but there is some concern over the effect of the £/€ exchange rate. Chris Treagust will be going into hospital in the new year, but the committee will ensure that as good a service as possible in the circumstances will be maintained.

The only club officer that needs to be changed this year is that of chairman and the committee was pleased to accept Tony Latchford's offer to take over from Steve Southgate.

The next committee meeting will be on Sunday 18th January at Newport Pagnell.

Minutes of the Annual General Meeting of the Traction Owners Club, held at The Quality Hotel, Walsall at 11.30 on 23rd November 2008

Attendance

Terence McCauley, Noëlla Van Schil, John Barnes, Steve Reed, Bernt Christian Bowitz, Simon Saint, Barbara Barnes, Hazel Shinebroom, Elisabeth Aronsen, Maria Hodgekiss, Sheila Marley, Steve Shinebroom, Mick Popka, Bill Smout, Tony Piper, Mick Holmes, Colin Gosling, Walter Callens, Moira Holmes, Richard Carlin, Jonathan Howard, Jackie Hackett, John Oates, Peter Marley, Bev Oates, Dave Hackett, Barrie Joyce, Tony Latchford, Martin Baker, Fred Annells, Tony Malyon, Janet Latchford, Phillippe Allison, Barry Annells, Peter Riggs, David Gardner, John Kyle, Julie Reed, Steve Southgate, Allan Reece, Bernie Shaw, Peter Simper, Sue Simper, John Ogborne, Robin Dyke, Andrew York, Jan Reece, Walford Bruen, Frank Morpurgo.

Apologies for Absence

Barrie Longden, Mark Harding, Alec Bilney, Chris Treagust, Richard Hutton, Nils Christian Skarland, Graham Handley

AGM of the Traction Owners Club Limited

The chairman, Steve Southgate, opened the meeting by welcoming everyone, particularly those who had travelled from Belgium, Norway and France.

He explained that the first part of the AGM is the formal business of the TOC Ltd. The second part is the AGM of the members where officers' reports are given, the directors and committee are elected, and where there is an open forum for discussion.

Treasurer's Report

Tony Malyon distributed copies of the audited accounts for the year ending 31st March 2008 which had also been published in *Floating Power* earlier in the year.

There was a surplus of income over expenditure indicating that the club continues to be financially sound with increases in spares and membership income due to increased advertising revenue (magazine and web) and savings in magazine production and distribution.

The £4 shop profit is low due to the correction of an error in the previous accounts and is actually £164 within the 07-08 year. Turnover increased by £2,110; and gross profit increased by £898.

Income is from the spares (£12,199) and shop (£4), plus subscriptions (£18,897), spares levy (£1,395), and miscellaneous items (£1,858). The net surplus for the year was £13,425.

Although the accounts have not been formally audited they have been checked by Terence McAuley ACA and found to be a true record of the club's financial activities.

Andrew York proposed and Tony Latchford seconded that the accounts be accepted and all present voted in favour.

Appointment of Auditors and Fixing of Audit Fees

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

Consideration for Nominations for Directors

The TOC must have between 3 and 7 directors; we currently have 5 of which a third must step down, being Alec Bilney and Colin Gosling.

There were no other nominations and, as Alec and Colin had offered themselves for re-election, the meeting re-elected them unopposed.

Any Other Business

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

AGM of the Traction Owners Club Members

Acceptance of the Minutes of the 2007 AGM

There were no matters arising from the minutes of the 2007 AGM which had been published in the January/February edition of *Floating Power*. It was proposed by Peter Simper and seconded by Colin Gosling that the minutes be accepted as a true record of the 2007 AGM. All present were in favour of acceptance.

Item for Consideration under "Any Other Business"

There were no items raised from the floor for AOB.

Chairman's Report

Chairman Steve Southgate opened his report by thanking all who had attended. He noted that the AGM had grown from a simple pub lunch for the committee to a full-blown dinner-dance followed by a meeting attendance of 50 plus members from the UK and abroad.

He had particularly enjoyed the annual rally in the Peak District with the opportunity of meeting many new people and, as an owner of a "6", the Seclin meeting was a great pleasure. Sadly, Steve had lost his father but he and many club members will have very happy memories of him at various Traction meetings over the years.

Steve concluded his report with thanks to the committee, with a special mention of John Barnes for his outstanding work with *Floating Power*.

General Secretary's Report

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

Social Secretary

Terence McAuley said that when he took on the job of Social Secretary he was not sure what it entailed, experience has shown that it is about keeping people informed of the multitude of club events - mostly involving dancing, drinking and dressing up.

He listed some of the 2007-8 events including the Retromobile, Drive-It Day, Conservatoire visit, Belgian Rally, Vie en Bleu, Pertrac Roses, Annual Rally, Danish and Swedish Rallies, the Brittany Rally, Rome ICCCR, Norwegian Rally, the Seclin "6" Rally, plus all the usual area meetings.

Next year sees a similar range of activities, in particular, Retromobile (6-15th Feb), the Ireland Tour (2-4th May), Cornwall Rally (19-21st Jun), Arras 75/75 (10-13 Jul) and Paris-Moscow-Paris (18th Jul - 28th Aug).

Walford Bruen asked all present, particularly area representatives, to take Cornish tourist information available at the back of the room for as wide a distribution as possible.

Bernie Shaw explained that Arras, for which there are already 100 plus bookings, will include a barbecue, gala dinner, a Sunday party, a raffle for a C1 (LHD), tours and museum visits, with the aim of 1,000 cars; hotels are now accepting bookings. There will also be a 75 hour drive with drivers and co-drivers changing every hour.

Bernie said that he is willing to take the registration form and fee in euros to the committee to save on foreign transaction fees. TOC will be responsible for "Baptême en Traction", being the opportunity of a ride in a Traction for those who have never experienced it; the small fee will go to charity.

Richard Carlin asked why there was a restriction on numbers at the gala dinner and when volunteers for the "Baptême" would be needed; Bernie said that it would not be possible to cater for up to 2,000 people and that he will know about the "Baptême" in the near future.

Mick Popka reported that the CCC, 2CVGB and TOC have won the bid for the 2012 ICCCR and that it will be in Pickering, Yorkshire (16-19 Aug 2012). The three clubs are shareholders of "ICCCR 2012 Ltd" to ensure that there is no direct liability to the clubs themselves.

Citroën will be supporting the event but are unlikely to quantify their commitment until early 2012. There is a web site set up and "e newsletters" will soon be available. He asked those present to consider volunteering to assist with organising and running the event

Walter Callens explained that he and Noëlla had taken over from Robin Dyke as representatives for the "Rest of the World". Walter said that they will do their best to find out about international events and keep the membership informed. Robin was thanked for the work he had done in this role in the past.

Terence concluded the report by mentioning the Paris-Moscow-Paris run immediately following Arras and Robin Dyke's tour to St Valéry-sur-Somme in June 2010.

Membership

John Oates reported that there were currently 562 paid up members compared with 567 last year. Membership, although slightly down on last year, is therefore holding up well. Two new members joined at the NEC. Membership has been fairly stable with numbers lying between 550 and 600 since 2002.

Spares

Tony Hodgekiss explained that Chris Treagust was unable to be present but that Chris had sent a report. The spares operation is running well with turnover from April 2008 to date approximately £24,000; Chris hopes that he is providing the service that members need but welcomes any comments.

The weak pound is adding about 25% to purchasing costs. The spares list will be issued soon but is already on the web site; Mick Popka volunteered to highlight the new items.

There is a continuing need for parts for refurbishment such as brake shoes and clutch plates, so members are urged to let Chris know if they have any.

Chris will be going into hospital for his second hip operation but Vanessa, who helps with the spares service will, in conjunction with Steve Reed and Tony Hodgekiss, continue to keep things moving.

Andrew York asked whether improvements in the exchange rate will result in lower prices and John Barnes asked whether the price on the list is fixed. Steve Reed said that the price list is only an indication (and there is a note to that effect printed on it) and that it is best to check the price before purchase. The actual price will reflect the cost of purchase at whatever the exchange rate was at the time.

Editor

John Barnes reported that there had been six editions of *Floating Power* during the year and they had been distributed on time at the beginning of the period to which they applied, with the exception of the Sep/Oct issue where he had given warning that it would be late.

The glove box directory had also been distributed and a new handout for the NEC printed. There were more than 100 photographs submitted for the calendar and, in addition to the calendars distributed with *Floating Power*, 100 more were printed for sale, 25 of which had already been sold; 90 were sold last year. There have been 2 star prizes awarded at £25 each.

The reduction in 2008 magazine production costs would have been greater but for the increase in postage. John has found a cheaper printer whose work is of the same quality as the current printer and this will give further savings for 2009 whilst aiming to maintain a size of 40 pages.

Editing the magazine from Canada proved to be straightforward and (courtesy of 2CVGB) new software has been obtained that will give better presentation, with a marked improvement in the quality of photographs for 2009.

Three of the four trade advertisers have already renewed their order for 2009 and it is anticipated that the fourth will also do

so; other income is from the classified section.

Richard Carlin asked if the magazine could be in colour and a discussion followed. The committee's decision in the past had been that black and white was appropriate for the era of the car although Peter Riggs felt that things had moved on and, given that many Traction were produced in colours other than black, some colour would be desirable.

Barry Annells suggested that a colour cover as with the Citroënian would be one approach and it was also suggested that the calendar would benefit greatly from colour; the committee agreed to consider these ideas.

John Barnes said that there is no problem in principle with colour production and he will investigate the practicalities and cost implications.

Jonathan Howard asked if John would be staying as editor and John confirmed that he would be, for 2009 at least, but if another member has a burning ambition to take over as editor he would hand over the responsibility.

Andrew York thanked John for his continued work and for the cost savings that he had made.

Club Shop

Tony Piper was modelling the new TOC 7th anniversary sweat shirt and said that the full range of stock was on display and for sale at the AGM. He said that the shop activities continued to run smoothly.

Helpline

Mick Holmes reported that he receives a mixture of technical and general queries from all over the world and that help is offered to members and non-members. If he cannot answer the question directly, he redirects it for an appropriate member to deal with. In future editions of *Floating Power* there will be two contact numbers shown – one for the UK and one for overseas.

Mick reported that this year's NEC show had been a success with the usual interest in the stand, the theme of which had been "Chateau TOC". He said that he and Moira had been organising the stand for the last 10 years but now felt it was time to hand over to someone else; he thanked all those who had helped both in manning the stand, setting up, and providing display cars. He appealed to members for a volunteer for the job.

Web Site

Mick Popka reported that there had been 80k visits to the web site and in excess of 1M pages accessed during the year. Advertising links help to defray costs to the tune of approximately £1,000 so members are asked to click on the sponsored links from time to time to encourage advertisers to remain with us.

The site now contains a wealth of technical information and a "Members Only" area is being created to restrict access to this valuable resource.

Initially, a single user name and password for all members will be issued with the membership confirmation notice, but it is

planned to introduce individual user names and passwords in the future.

Steve Southgate thanked Mick for his hard work in keeping the web site so vibrant.

Election of President, General Secretary and Treasurer

John Ogborne was the only nomination for secretary and Tony Malyon was the only nomination for treasurer; they were unanimously accepted with no abstentions.

The committee must have between 8 and 18 members and it currently stands at 17. One third of the committee must stand down and, being the longest serving members, they were John Barnes, Mick Holmes, Tony Latchford, Beverley Oates, John Oates, Mick Popka.

All agreed to stand again and, there being no other nominations, they were unanimously re-elected en bloc with no abstentions.

Any Other Business

Richard Carlin suggested that members should submit pictures of their cars to the web site to encourage new members; it was agreed that number plates should be obscured or possibly changed to "TOC 1".

Simon Saint asked what warranty is given on spares supplied by the club. Tony Hodgekiss said that they are supplied according to UK law; the supplier will generally give a warranty of 12 months but that will apply from the date of supply, not from the date of sale. It was agreed that the committee would consider the matter further.

Steve Southgate had received a letter from Stan Platts concerning the quality of the club tools and the recent "e-newsletter". Steve said that the tool matter is already being addressed by the committee. Stan feels that the e-newsletter is creating a two-tier system and that he would like to receive a copy by post.

John Barnes explained that the purpose of the newsletter is to bridge the gap between the bi-monthly issues of *Floating Power* and that it contains time-sensitive information that is not appropriate for the magazine. It also contains useful hyperlinks that would be of much less value in a printed copy.

There were various suggestions from the floor including use of the local library or internet café and asking a TOC friend who is on-line for a copy. It is important to note that only "wanted" items are included so that no member is disadvantaged by receiving only *Floating Power*.

The unanimous feeling of the meeting was that postal copies would not be appropriate. John Barnes said that it costs \$15/month to send out regardless of the number of issues, so it could be issued more frequently if required.

Mick Popka said it would be possible for potential members to be sent e-newsletters for a trial period if they provided their e-mail address; the current newsletter is currently available on the web site but will soon be moved to the "members-only" area.

Martin Baker asked why he had only received a replica trophy at the Annual Rally. Steve Reed explained that this is now TOC policy to ensure that the real trophy is available at the Rally and to prevent trophies from going missing.

In direct response to the chairman's appeal for new committee members, Moira Holmes volunteered from the floor and her offer was gratefully accepted. The committee will formally co-opt Moira at the next committee meeting.

The chairman closed the meeting with thanks to those present and to those who attended and helped with the dinner dance the previous evening.

He hoped that the tradition would continue but recognised that the committee may consider alternative arrangements in future years.

Steve then introduced Tony Latchford as the new chairman appointed by the committee; Tony introduced himself to the meeting and said that he is looking forward to driving the club forward during the coming year.

Bernie Shaw said that, although personally he had a rough start to the year, his role as President was mainly a social one with his "fingers in many pies". His main task had been representing the TOC on the Arras committee and with the ACI in general.

John Ogborne thanked the outgoing chairman Steve Southgate for his efforts during 2008 in ensuring another successful year.

The meeting closed at 13.00.

Castrol Classic Oil with ZDDP anti-wear additive

Established in 1899, originally as C.C. Wakefield, Castrol launched their first lubricant for cars in 1906 and have been at the leading edge of lubrication technology ever since.

With the introduction of low viscosity engine oils and changes to anti-wear additives in modern oils in recent years, owners of veteran, vintage and classics are asking whether modern oils are suitable for their cars.

Choosing the correct lubricant for your veteran, vintage or classic vehicle is essential to ensure peak running and maximum wear protection.

The technology of older vehicle engines is very different from today's modern cars, so to assist owners, Castrol reintroduced their older brands with their 'Classic Range' in the early 1990s.

These Classic oils are produced to original viscosities and importantly have retained the necessary levels of additives including anti-wear additive ZDDP (zinc dialkyl dithiophosphate) appropriate for the technology of the engines they are designed for and to provide overall protection.

The ZDDP levels are appropriate for engines that are in use or running-in, including those fitted with new or reconditioned components, where care should always be taken to follow the manufacturers' recommendations when breaking in new components such as camshafts.

ZDDP additive provides a high level of antiwear protection, but its phosphorus content is harmful to catalytic converters and other emission equipment fitted to many modern vehicles.

It has therefore been reduced in the latest specification oils, designed for engines using the latest surface hardening technology and meeting the latest emission requirements for modern vehicles.

These requirements also necessitate the use of other new emission equipment friendly additives not designed for use in veteran, vintage and classic car engines.

Oil formulations required for today's modern vehicles are very different from formulations needed for older vehicles, having thinner viscosity and alternative additive technology as stated earlier, making them generally unsuitable for use in older engines. This has been done in conjunction with new vehicle manufacturers who have increased the surface hardening of engine components to receive maximum protection from the new additives.

Oils for modern engines comply with the latest API ratings and are designed for modern engine technology with tight tolerances and compatibility with catalytic converters.

A car engine of old design has very different characteristics, with cork, graphite or rope seals, low pressure cog driven oil pumps, wider oil-ways with greater dependence on 'splash' and 'cling' lubrication, lower revving with lesser machine tolerances.

Such widely different specifications demand totally different lubricants of thicker viscosity with appropriate additives specially included for the work they have to do.

Oils even of the same viscosity, supplied by different oil companies can have radically different formulations and thus have significantly different performance characteristics.

Oil classifications are designated 'S' (for spark ignition petrol engines) and 'C' (for compression ignition diesel engines). Oil classifications for older petrol vehicles range from SA for vehicles from the turn of the last century to SH, to the late 1980s and early '90s.

- Inadequate anti-wear additive (ZDDP) and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and damage to reground or new engine components particularly on run-in.
- Inadequate detergent will result in gum and lacquer clinging to the hotter engine components.
- Too much detergent can cause a build-up of metallic ash in the combustion chambers of older engines. In older engines with traditionally high oil consumption, this will cause detonation and pinking. In older engines where the carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will 'wash' traces of carbon from seals and gaskets, revealing oil leaks.
- Inadequate anti-oxidant and the oil will permanently thicken during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings.
- Inadequate corrosion inhibitors and engine internals become pitted with corrosion and rust from acids and water formed during combustion.

- Inadequate dispersing results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge that will block filters and oil ways.
- Inadequate pour point depressant and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system.

For older vehicles; veteran, vintage and classic, use an oil of the correct viscosity as recommended by the vehicle manufacturer and shown in your vehicle's handbook. Where your vehicle requires a specific viscosity such as 30, 40, 50 and 20w-50, avoid using inappropriate low viscosity engine lubricants designed for modern vehicles such as 0w, 5w, 10w, 15w.

Castrol's vehicle lubrication records date back beyond the turn of the last century, detailing lubricant specifications for engine oils, gear oils and greases right through to today's classics, so to find out which Castrol grade is right for a vehicle, owners can simply refer to their vehicle handbook and select that grade from Castrol's Classic range.

Castrol's Classic engine oils XL30, XXL40, GP50 and XL20w-50 are formulated to the original viscosities and contain the necessary levels of ZDDP anti-wear additive to provide appropriate protection for veteran, vintage and classic engines.

The range is available throughout the UK via leading car specialists.

For further information either telephone the Castrol Classic helpdesk on 01954 231668 or visit www.castrol.com/uk/classics

Drive It Day

Remember - next year's Drive It Day will be on Sunday, 26 April.

The aim is simply to be seen so that the public is reminded that historic vehicles exist and that there are lots of people preserving them for posterity. So people don't need to do anything special if they don't want to - all they need do is just use an old vehicle instead of a modern one for whatever it is they do that day.

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

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

Incentives to scrap old cars

The FBHVC is strongly committed to preserving the right to continue to use our classic vehicles on the road as freely as modern vehicles may be.

We deliberately do not get involved with any matters concerning more recent vehicles, because this would tend to dilute our efforts and our influence.

We are able to negotiate concessions from various requirements, particularly nowadays environmental requirements, on the basis that there are limited numbers of classic vehicles, and they cover only a low mileage.

Similarly, the international body Fédération Internationale des Véhicules Anciens (FIVA) have been told by the EU that at the present level of historic vehicle numbers they are prepared to continue to grant concessions, but would be concerned if the numbers rose significantly.

Partly for that reason, FIVA have raised the age in their definition of historic vehicle to 30 years.

In the normal course of events the vast majority of mass market cars are scrapped, perhaps to be re-cycled, when their economic life as everyday vehicles is ended, with only a limited number being kept by enthusiasts to become classic cars, preserved examples of our motoring heritage. Specialist cars, produced in small number, are always much more likely to survive.

A House of Commons select committee, the Environmental Audit Committee, in its report on VED as an environmental tax, has proposed a cash incentive for scrapping old cars on environmental grounds.

This has been supported in a paper prepared for the RAC Foundation suggesting an incentive to scrap cars that are 17/18 years old, the last tranche not fitted with catalytic converters. Effectively this is intended to speed up slightly what is anyway the normal cycle of use and disposal.

FBHVC does not object to this in principle, but would be concerned to examine the precise details of the proposal if it should be adopted by the government.

We do wish to see a reasonable number of cars surviving to become the classics of the future, and we would be very strongly opposed to any element of compulsion, if that were ever to be suggested. (The RAC Foundation paper was misreported to have proposed compulsory scrapping, but thankfully that is not the case)

We should also of course object to any more widespread incentive that would apply to older vehicles which we would already consider to be historic, or nearly so, which might encourage the scrapping of what would be potential restoration projects or source of spares.

FIVA agree on 'Historic' vehicle definition

At the annual FIVA General Assembly held in Brussels in October, part of the agenda was dedicated to finalising a definition of a 'historic' vehicle, a hot topic for a number of years. The wording agreed is:

FIVA defines a historic vehicle as a mechanically propelled road vehicle:

- which is at least 30 years old;
- which is preserved and maintained in a historically correct condition;
- which is not used as a means of daily transport;
- and which is therefore a part of our technical and cultural heritage.

This definition is important for a number of reasons, but mostly for political lobbying purposes. For example, the EU Commission have given indications that while they are happy to consider legislative exemptions for a reasonably small number of vehicles they would become concerned if the number of vehicles or the mileage they covered grew too large. It is hoped that by lifting the defined age to 30 and excluding vehicles used for daily transport, this will be avoided.

The new definition will be officially effective for FIVA in 2010, but it will start to be used for some purposes immediately.

Its adoption by FIVA does not mean that individual countries will use it for all purposes, and members may be assured that FBHVC will not cease to represent the interests of vehicles it currently covers.

DVLA – New powers for wheel clamping unlicensed vehicles

The DVLA has issued a press release re-confirming what FBHVC reported in our August 2008 newsletter concerning unlicensed vehicles.

The press release reminds us that it remains an offence to keep an unlicensed vehicle on a public road and enforcement action can now be taken off road subject to the following exceptions: vehicles parked on land associated with a house or block of flats, private driveways, garages and parking bays; vehicles kept by a motor trader – these are all unaffected.

Regarding VED exempt vehicles, or those under SORN the following also applies:

- clamping teams are under an obligation to check the status of vehicles with DVLA before clamping;
- 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.

It should be noted that SORN only prevents the vehicle from being wheel clamped or impounded on condition that the SORN has not been breached and the vehicle has not been used or kept on the public road.

Northants may drop mobile speed cameras

Northamptonshire County Council is considering axing mobile speed cameras.

Councillors will vote imminently on whether to remain in the safety camera partnership, after it was suggested that cameras were more of a hazard than a help.

Council leader Jim Harker said: 'There are benefits, but there is evidence that people tend to react quickly to cameras and slow down sharply, creating hazards and possibly accidents.'

The council is voting on whether to stop using mobile speed cameras, not static cameras, which would remain in place.

The funds saved by not having the cameras would be spent on safety alternatives, such as sleeping policemen and increased

road lighting

UK and Ireland agree driving ban deal

Proposals by the UK and Irish governments could lead to disqualified drivers being banned from driving in the United Kingdom and Ireland.

The measures are the result of a pioneering deal between British, Irish and Northern Irish Ministers in Belfast. It is the first time that such a deal has been agreed between different European countries.

Road Safety Minister Jim Fitzpatrick said: 'These measures will keep dangerous drivers off our roads by ensuring that disqualified drivers are not able to escape their punishment.'

The agreement was the first to be drawn up under the terms of the 1998 European Convention on driving disqualifications.

The regulation is expected to be in place by next spring.

73,000 disqualified drivers on UK roads?

As many as 73,000 disqualified novice drivers could have returned to the road illegally over the past decade, according to Government figures.

Around 160,000 have been banned under the New Drivers Act since its introduction in June 1997.

The law automatically revokes the licences of drivers who amass six penalty points in their first two years as a fully qualified motorist, meaning that they have to retake their driving test.

However, official records have revealed that since the law came into force, only about half of those banned have subsequently retaken and passed their retest.

Many of those who have not done so are now suspected of driving illegally without a valid licence.

Ogling causes 900,000 accidents

Drivers ogling attractive men or women cause up to 900,000 road accidents a year, according to new research.

In a survey by insurer Direct Line, 37% of respondents admitted to being distracted by attractive pedestrians, while 21% said billboards showing pictures of attractive men or women are also a distraction.

However, independent research has also revealed that the number of people distracted by ogling could be even higher.

An observational study carried out by the Transport Research Laboratory, suggests the number of motorists distracted by attractive pedestrians was 70%.

Men are more likely to be distracted: 60% admitted to ogling pedestrians, while 17% claimed they 'could not help but look'.

In contrast, only 12% of women said that a good-looking pedestrian had caused them to divert their attention away from driving.

Fewer deaths and less congestion

Great Britain's roads are safer and less congested, according to statistics released by the Department for Transport.

The DfT says that the number of fatalities in road accidents was down 13% for the 12 month period ending in June 2008, compared with the same period ending in June 2007. Total casualties for the period fell by 7%.

As well as being safer, Britain's roads are also becoming clearer. DfT statistics show a decrease of 2.2% in overall traffic levels between the third quarters of 2007 and 2008.

Other findings are as follows:

- Car traffic decreased by 2%
- Light van traffic was unchanged
- Heavy goods vehicle traffic decreased by 4%
- Traffic on motorways was decreased by 2%
- Traffic on rural 'A' roads decreased by 3%
- Traffic on urban 'A' roads decreased by 2%
- Traffic on rural minor roads and urban minor roads decreased by 2%

Judge calls for retests for over-70s

A judge has called for elderly motorists to undergo driving checks after an 86-year-old man drove into three people on a pavement after mistaking the accelerator for the brake.

Driver Allan Skoyles mounted the pavement in Great Yarmouth last February, seriously injuring a young woman and an elderly couple.

The woman had part of a leg amputated as a result of the crash, the man died shortly afterwards and his wife remains in hospital.

Sentencing Skoyles at Norwich Crown Court, Judge Peter Jacobs said: 'No one says this was deliberate or malicious, but you should not have been in that car.'

Calling for road safety checks on all motorists aged 75 and over, Jacobs added: 'People out there are not going to say they are no longer fit to drive. People regard cars as essential.'

When motorists reach 70 they are legally required to complete a form declaring medical conditions every three years, but there is no compulsory retest.

The Driving Standards Agency is currently consulting on ways to improve the safety of elderly drivers who, when aged 70 and over, are three times more likely to be killed or seriously injured on the road than those aged 40 to 65.

Skoyles was given an eight-month suspended jail sentence for dangerous driving, fined £2000 and banned from driving for three years.

National flags on number plates illegal

Thousands of motorists are unwittingly breaking the law by displaying flags on their vehicle number plates.

Transport Minister Jim Fitzpatrick has confirmed that displaying

any flag other than the European Union symbol of 12 yellow stars on a blue background is illegal.

The Union flag, the Cross of St George, the Scottish Saltire, and the Welsh Dragon are all included in the ban.

Drivers who flout this rule face a £60 fine and they could also fail an MoT test due to their illegal number plate.

Regulations concerning the display of flags came into force seven years ago, according to Mr Fitzpatrick, who was responding to a Parliamentary question.

Swindon scraps speed cameras

Swindon Council has withdrawn funding for fixed speed cameras.

The council said the decision was a result of new measures being required to cut road deaths and injuries as figures had started to rise. However, the local police force claims that the cameras had helped to cut accidents.

Revenue generated by speed cameras goes to the Government, but the Conservative-led borough council pays £320,000 a year to maintain them.

Following an independent review, councillors decided the money would be better spent on other safety measures, such as warning signs and street lighting.

'The Department for Transport's annual results show that, nationally, only 6% of accidents are caused by people breaking speed limits, and yet almost 100% of the Government's road safety money is being invested in speed cameras,' said Peter Greenhalgh, the councillor who proposed the changes.

Wiltshire Police, however, said that there has been a 70% drop in serious accidents in areas where fixed speed cameras had been installed. A spokesman said that the force may increase the use of hand-held speed cameras to enforce the law instead.

Digital average speed cameras coming

New speed cameras that can measure average speeds over vast areas will be used for the first time next summer, following successful trials in London.

The new cameras use digital technology, so they will never run out of film, and do not need to be connected by cables.

As many as 50 cameras can communicate from up to 15 miles apart, automatically reading number plates and transmitting information on speeding motorists direct to a processing centre.

Current average speed cameras only work in pairs and need to be connected by cable. As a result, they are costly to install and drivers can evade detection by turning off between the cameras.

Road Safety Minister Jim Fitzpatrick said the new cameras would bring significant safety benefits as well as reduce congestion by making traffic flow more smoothly.

your letters

Please send your letters and emails to:

TOC Editor, The Byre, Brockhurst Lane, Monks Kirby, Rugby
Warwickshire CV23 0RA email: editor@traction-owners.co.uk

Re : E-FP October 2008

Hello

I thought I had better reply, as this is a very good medium for keeping members up to date, though you can't take it to the loo to ponder as you can the magazine!

I wonder if there are any happenings on this side of the Irish Sea? There appears to be no input to the magazine and no word of any gatherings here at all! I thought that as you are planning a big trip over next year that this would re-invigorate the members here!!

My car is currently stripped and ready for painting, so I would hope it would be back together again by May.

Here in Northern Ireland we have had photographic driving licences for several hundred years, and so the new-ish European style that we all have now is just an advancement on this.

However one drawback with the 2-part licence is that the paper folding part gets very tatty in ones wallet, but you HAVE to carry it with you when travelling as hire car companies want to see your records. I travelled once without it and had to wait until the car hire company phoned the DVLA in Belfast to verify my driving record before renting me a car! Most annoying!

Dan Uprichard

Dear John

Musing through Robin's "birthday" list in "FP" Sept/Oct it occurred to me that of the 45 Tractions listed, only one (RXJ 145 - a Manchester index mark) appears to bear its a original registration number.

That said, the Netherlands registration 82-DA-47 on the Normale might be original, though I doubt it (perhaps her owner can put me right), and so could the Familiale Z-5615, whose origin defeats me.

Regards

David De Saxe
MKM 366 (Maidstone - original)

Dear sir/madam

I have just joined the TOC but thought I would contact you as I have just been fortunate enough to have purchased a load of Citroën tools.



John

Another photo from my globe-trotting friend (the one who sent the last lot taken near Grenoble) who spotted this car in a back street in Damascus apparently it reminded him of the white one in the film 'Diva'.

John Ogborne

Today I had a good clean up and sort out of the tools and have listed below the code numbers of those I have.

CFJ, CRA, RAB, RIB, CIL X 2, CIF, COT, CAG, COR, CUV, COL, CIK, COF, CAL, COP, CIR, CIS, COF, CUN, CIG, CUV, CLA, CRE, CGL, CAP, CUF, COP, COQ, CER, CEU, CYU, CYX, CVF, CFJ, CFZI.

There are quite a few without names on but here are some with different codes

2314T, 1921T, 1920T, TIB1030 X3, TAM2588 X2, 3554T, 2185VA

There are also a few more with different numbers I have yet to identify

If any TOC member is in need of any of the above tools I will be pleased to lend it to them if they would like to contact me here in France.

Kind regards

Nicholas Greene
nicholas3.greene@wanadoo.fr



Hello John,

Just a picture to show you our Traction in the Bordeaux vineyards yesterday morning. Despite the early sunshine it was pretty cold !

Best regards,

Ronald Knoth



This may or may not be of any interest but I thought I would share it with you in case someone else is in the same position as I was in.

I have towed a 1959 Sterling 10 caravan with my Paris built SIX for about 15 years and the 6volt flashers have always been a worry. I have tried various methods to get around the problem without much success and was on the verge of getting the car converted to 12volt when someone suggested LED's.

Eventually I used a firm called Simtek and they made me a light board with 6volt LED bulbs which I have been using this year to great effect.

They will supply just the bulbs but the light board served my purposes best as I sometimes tow the caravan with a modern car.

I expect I should say I have no connection with this firm but I did find them very helpful and if anyone has a similar problem I am sure they would be worth a look.

Frank Button

<http://www.simtekuk.co.uk/> tel 01706 854857

Dear John

Just a brief message to congratulate you on your Verdun article in the latest 'Floating Power'.

I found it very interesting. I had not seen these statistics before and they made me think.

I think that including non-Traction articles in Floating Power is a good idea and broadens the appeal of the magazine.

Thanks again.

Maurice Millar
TOC member 1166

This email recently arrived via the TOC website

Hello

I used to be in the TOC many years back – when I had a car which I restored with help of John at Classic Restorations. As I was out of the country, John finally sold it for me back in 1996.

It was a 1953 Slough Big 15 – Blue with Red Wheels – dressed up to look French with French grille, curly handles etc, registration FSV 267



The above is a picture from about 1986 – Does anyone know where it is now and if it survived?

Laurence Turnbull

Our in-house Traction database guru, Robin Dyke, responded as follows:

Hi Laurence,

I found a note that you were in the TOC circa 1985, and that you once owned FSV 267 - which (previously I think) Tony Hodgekiss of Chichester also once owned - also that John Gillard worked on the car (but I thought 1981-83).

Unfortunately I don't know where it is now, but I will ask my friend Graham Pitcher to ask John Gillard who might know more.

My notes on the car confirm it ought to be a right-hand drive Slough Big 15, but with French wheels, door-handles, painted grille and late straight French bumpers. The headlights I think I was told were from a Slough 15-Six with solenoid dipping.

Of interest to me is the driver's door mirror. There has been some discussion recently on various ways to fit door mirrors, and a good idea seems to be to have a bracket under the valence of the door handle. Do you perhaps recall this on FSV 267?

If John Gillard remembers anything, and if we can unearth anything else we will be in touch meanwhile we will publish your letter in our magazine *Floating Power*.

Kind regards,

Robin Dyke

[If anyone knows of the current whereabouts of FSV 267 could they please let me know. Thanks Ed]

John and Bev,

Is it possible to obtain a supplemental membership for a pensioner friend of mine in South Africa? For many years, he was a Citroën dealer (from the early 50's), he ran his own Traction in SA Rallies and also (as I did some 20 years later) took his new wife on honeymoon in his Traction.

He has recently managed to swop a C5 for another old Traction ... and has done some superb work on my old car in SA for me.

I would like to gift him membership (partly so he can keep up with *Floating Power*, to my mind, a very fine magazine) ... please let me know the best way to do that. Renewals would also be for my expense and should be directed to me.

Regards,

James Simkins
Member # 1887

[What a superb gift - do any other members have special friends that they would like to offer the same gift to? If so John & bev Oates will be delighted to hear from you. Ed]

Hello John,

I thought you might like this photo, not so much because it would be a timely reminder to all TOC members of the need for underbody protection, but rather because it records the existence of a rare animal - a man who ENJOYS Waxoyling.

For this reason, I am keeping his identity secret until he has done my two other cars!

Absolutely delighted to see you will be the next 2CVGB mag editor. *Floating Power* is so good now.

Best wishes

Charles G Vacy-Ash

Dear John,

Thank you for December copy of eFP - enjoyed it thoroughly. While B & W is reminiscent of the epoch of the Traction I think colour photographs in FP and the calendar are worth considering vis-a-vis:

Colour shows a more real world and can more readily convey the feeling of actually being there. It can also create a mood. - for example, looking at this months photo in the calendar by Steve Reed, as it is taken in France (from the wild grasses in the foreground) I can imagine how vivid the scene was in reality and the pleasant smell of the grasses and flora on a balmy sunny afternoon. A colour picture would better project this richness.

Some photos are best in black and white of course eg., a Traction skulking around the back streets of Paris in a scene reminiscent of a WWII espionage novel by Alan Furst - who by the way mentions such in at least one of his stories.

My suggestions: - a) photographs at the editors discretion could be a mixture of B & W and Colour, b) run FP for a period of time with colour, say 3- 4 issues and take a vote from readers as to their preference.

Traction owners strike me as being a contemplative lot - an ideal characteristic I would have thought for photography so why not have a competition for the best photo of the year.

The prize need not be a kings ransom - eg a years free sub to FP for first prize, a few bottles of wine for second etc. But I think it would help to recognise and promote the effort. And who knows, the calendar might become a latter day work of art reaching the heights of the Pirelli calendar and promote the cause of Traction which as we know is a design icon and a work of art in itself!

David Murphy
Member # 1935



TOCtech - issue 44

TOCtech forum

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

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A few words from the new TOCTech editor

First off I would like to thank John Ogborne for the 7 years of excellent work he did in editing and writing for the TOCTech section of *Floating Power*. My gratitude is mixed with some apprehension as John will be a hard act to follow.

Second off - a little bit about me.

I bought my first Traction, a 1946 light 15, in 1970 and, apart from a three-year break in the mid-seventies, I have been driving a Traction (three light 15s, one Légère, one 15/6, one normale, and two commerciales) as everyday cars ever since.

The youngest car I own is a 1955 commerciale, consequently I have an amount of experience as to how Tractions work, why sometimes they don't, and what to do about it when this happens.

But I do not know it all, and this is where you, the TOC members come in. Notes, queries, points, plugs, leads, feedback, advice, and corrections will be most welcome. This is after all, your section.

Finally, as I am currently barely computer literate, this TOCTech is text only - but I hope to do better next time.

Product news

Newly available is a 6-12 volt converter about the size of a matchbox which can handle up to 10w (and can therefore power a sat nav). The information I received about this was in Dutch so I hope it is accurate. Further details can be found on the manufacturer's website at www.ae-components.com or www.ae-components.nl

Jon Palmer asks is there a supplier/manufacturer of the word Citroën in either stainless steel or chrome that can be used as a badge on his car? Well John - I actually manufacture these and they are available from the Club Spares (email spares@traction-owners.co.uk for pricing information).

Distributor Problems

Further to John Ogborne's information about distributors and timing in the last two editions of TOCTech: some pattern points can close up quite quickly because of wear of the heel as it runs on the central cam.

This has the following effects:

- retarding the ignition, (leading to loss of power and overheating),
- exaggerating the imperfections and wear of the distributor cam (misfiring, uneven running, difficult starting),
- coil overheating due to the points being closed longer than necessary (rough running difficult starting when hot due to weak spark).

The correct point gap should be 12 – 15 thou.

Concerning the distinction between Lucas and Ducellier distributors. The Ducellier was specifically intended for the Traction motor whereas The Lucas was a more approximate match which was actually intended for a higher revving engine.

I have heard of problems relating to current manufacture "Lucas" type distributors caused by the high carbon content (to make them blacker) of the cap and rotor arm. This high carbon content can cause "tracking" of the high tension electricity and also, because the rivet attaching the brass contact to the rotor arm is longer than in the original, it is sometimes possible for the high tension electricity to track between the rotor arm and the centre spindle.

Seat Belts

I have had a note from Martin Nicholson concerning seat belts in which he goes into some detail about the French legislation regarding the requirements for their fitment. Concerning the Traction, he summarises the legal position as "it don't need 'em".

I understand that there are some Traction owners/drivers who are convinced that seat belts are unnecessary owing to their advanced driving skills, and there are also some who place a higher value on the originality of their car's body and features than of their own.

Both my ex-wife and myself have been in collisions whilst driving a Traction. In both cases the collisions were caused by another driver and in both cases the Traction was written off - but in both cases we avoided injury thanks to our seat belts. So in my opinion they are very worthwhile.

LED light units

TOCtech forum continued

I have a note from Jon Palmer who has fitted LED units to replace the festoon bulbs in his stop/tail lamps. These are described as 1 watt 42 lumens and cost a total of 60 euros for 4 light units.

Unfortunately the source is only given as "a man in the Netherlands" and Jon does not say if they are 6 or 12 volt, but they seem to be a very satisfactory substitute.

David Boyd has provided a web address, www.jandlenterprise.com, for a company that makes an LED third brake light unit. Apparently it is available in either 6 or 12 volt, positive or negative earth versions and is priced at \$53.95 plus shipping.

Brakes

David also advises "leaving silicone brake fluid well alone" as using it in his Tractions caused the rubber seals in the rear brake cylinders to swell, in turn causing the brakes to bind.

As an afterthought David also mentions a firm Past Parts Ltd tel: 01284 750729 who can re-line wheel and master cylinders with stainless steel - which should avoid the problems with seizure which can occur with cars that do not get much use.

Cylinder Blocks

Dennis Hewitt has enquired about the differences between the 11 D BLOCK and the ID/DS block.

The 11 D engine was introduced in the spring of 1955. The cylinder head was re-designed but the block remained essentially the same.

The principle changes to the engine were that the con rods were made for shell bearings, in place of white metal, the pressed steel sump was replaced with a cast aluminium one and the oil baffles at the flywheel end of the crank were improved. However, the crank main journals remained at 50 mm diameter and ran in thick wall bronze white metal shells.

The various improvements increased the power of the engine from 57/59 bhp to 63/65 bhp.

Although the increased power was very welcome (a Citroën advert of the time claimed that with an 11 D engine "avec un coup de deuxième, hop, vous passez") the disadvantage was a tendency to break con rods (usually no. 3 cylinder) and for the crank shaft to break if it had been ground more than once (ie 0.5mm undersize on the journals).

In late 1955 the DS engine appeared. Although externally the dimensions and appearance of the block were the same internally it had been substantially stiffened and the location of the cylinder liners improved. Also the crankshaft main bearing journals had been increased to 54mm diameter, the con rods had been strengthened, all the crank bearings were now shells, and the oil pump delivered a higher pressure (55 psi).

All of this was done because the first DS engine produced 75 bhp (only 2 bhp less than the 15/6 engine), which was subsequently increased to 83 bhp - which the block and crank were easily able to withstand.

All this means that if you make a DS/ID block into an 11D or Perfo engine you are in effect under loading the block and crank by a significant amount - resulting in an engine which should be extremely durable.

In the next edition I will describe the possible flywheel/clutch solutions for this conversion.

Power steering for the Traction

In *La Vie de L'auto* there has recently appeared a very interesting account of how to fit power steering to a Traction.

Apparently this is achieved by fitting an electric servo motor to the steering column (and is therefore only applicable to 12v cars).

The power assistance is variable, controlled by a rheostat, and the description of it in use is glowing.

The designer of the system is Philippe Chauvet, tel: 0033164254701 email: atelier-p-chauvet@wanadoo.fr

Rust Removal that works - by Rich Carlin

This article describes a method of rust removal that, although apparently well known, I had never come across before.

I have tried it now and it works - hence I thought that maybe an article detailing the process might be of interest to other TOC members

Having recently purchased a pair of complete, original headlamps to replace my modern glass units from eBay I needed something to remove the surface rust from the shells.

Not having any faith in the "paint over the rust and it's gone for ever" type of anti-rust product I wanted to remove the rust as completely as possible.

So I duly rushed off to Halfords and spent £8.50 on a jar of Hammerite Rust Remover Gel which is marketed as "Brings back to bare metal".

The result? Absolute rubbish! - it simply doesn't work!

I followed the instructions, I ignored the instructions, I left it in place for 15-20 minutes, I left it on overnight and it still didn't work. Hopeless!

Thinking that there must be a better solution I decided to "Google it".

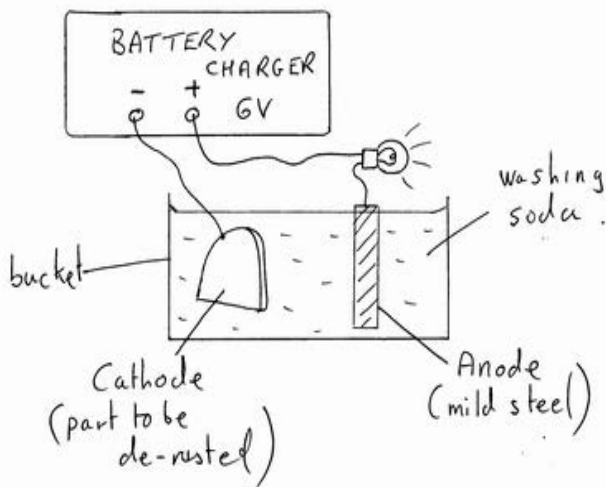
I searched for "rust removal" and was quite surprised to find a

lot of sites detailing rust removal by electrolysis.

Examination of a few of these sites suggested that;- the process worked; it is easy; it removes only the rust and not good metal; it isn't very dangerous and it is cheap to carry out.

Simply described the process requires some mild steel sheet, a large bucket, some ordinary household washing soda, some steel wool, a battery charger (preferably with a 6 volt setting) or a low voltage variable power supply (have you still got your old train set?) and a 12 volt indicator bulb. An ammeter would also be a help.

The basic set-up is as shown in the diagram below:-



The positive connection of the charger is connected to one terminal of the bulb. The second bulb terminal is connected to the mild steel sheet - which then forms an anode. The mild steel sheet is then plonked into the bucket.

The part to be de-rusted is then connected to the negative connection of the charger and is also then plonked into the bucket - which is then filled with an electrolyte made by dissolving 100g of washing soda per 1 litre of water.

You then turn on the charger and leave it overnight. As it works you will see gas bubbles in the liquid which may form a sort of foam on the top.

THIS GAS IS HYDROGEN - WHICH IS HIGHLY INFLAMMABLE - SO NO SMOKING!

Next morning, turn off the current and lift out the part from the witches brew.

It will probably look as bad as when you first immersed it but don't despair - when you rub a piece of steel wool over the part the grot on the surface should come away and reveal rust free bare metal beneath.

Don't expect it to be particularly shiny and any deeply pitted areas will probably be black in colour. This black colouring is magnetite, which is formed by the process, and is a passive surface on the metal that can be painted over.

If all of the rust has not yet been removed stick it back into the bucket and turn the current back on - otherwise wash and dry

the part thoroughly and paint it.

Now for some specifics:-

- For the best results the anode needs to be as large as possible and also needs to completely surround the part being de-rusted. This is because the current tends to travel in 'straight lines' so it will not go "behind" the part. I made mine to completely surround the inside of the bucket.
- Some method needs to be devised to hang the part in the liquid such that it cannot touch the anode.
- The purpose of the bulb is to act as a 'current flowing' indicator and also to prevent the battery charger shorting out if the part and the anode inadvertently touch one another. The bulb just needs to glow - which indicates a current of about 1 amp. (As far as I can ascertain this is not critical but this is where an ammeter would be useful for checking the current flow. If you think the current is too high connect two bulbs in series - if you have a variable power supply it's much easier).
- The electrolyte gets dirty but otherwise lasts for ever.
- If there is a problem that the part might touch the anode use lumps of ordinary foam to separate them. Squeeze the foam in the electrolyte first and the current will flow through it quite happily.
- Finally, the anode is slowly eaten away by the process - so before you turn on the current double check your connections! If you get them the wrong way round it will be your part which is eaten away. Bad result!

That's about it. It is a bit messy but no more so than other methods.

Incidentally because washing soda is used for removing grease in the kitchen I don't bother removing any grease or oil from the headlamp shells. It still seemed to work OK and the grease came off as well!

The photographs below show my fairly crude set-up together with before and after shots of a part being de-rusted.

As a final note, in a similar fashion to shot blasted metal, the finished part will very quickly begin to rust again after treatment, which means that you need to be able to paint it as soon as possible.

Rich Carlin



Chateau TOC

This year's Classic Motor Show at the NEC, Birmingham took place between the 14th and 16th of November.

Described by the newspaper *Classic Car Weekly* as "brilliant" the show broke attendance records and was "a fabulous celebration of our hobby at it's best".

Taking part in the celebration, as usual, the TOC was well represented with it's own club stand, the organization, design and layout of which yet again resulted from the efforts of Mick and Moira Holmes who, of course, have been responsible for the Club's stands at this event for the last 10 years.

This year the official show theme was;- "Celebrate the launch of your car" - an easy theme for the TOC as in 2008 we celebrated 70 years of both the *Commerciale* and *15/6* versions of the *Traction Avant*.

Accordingly, to demonstrate the versatility of the TA as both a workhorse and a luxury car, a collection of Member's cars was assembled consisting of three *Commerciales* and a *Normale* provided by Alec Bilney, Johnathan Howard, Mick Holmes and Martyn Baker together with *15/6* models from Steve Southgate and David Walker. Adding further to the luxury side was the *Light 15* of Dave Gardner and the *Normale* of John Ogborne.

The stand was designed around Johnathan Howard's *Commerciale* - which was used to re-create an original publicity photograph from Citroen showing a wine merchant loading a large barrel of wine into the rear of his own *Commerciale*.

To further enhance the theme a representation of our own club vineyard was furnished together with tables, chairs and some bottles of the rather fine 1938 vintage wine which the club is still lucky enough to possess. (Members new to the club might not be aware that the club owns it's own premier grand cru vineyard in Bordeaux;- *Chateau TOC*. All the wine produced is chateau-bottled from our own acreage and available in both red and white. Anyone wishing to purchase wine can obtain a pricelist from Mick Holmes).

To complete the illusion the club members manning the stand all dressed in the typical French peasant style of stripy shirt and beret!

The stand was a great success and, as usual, the cars created considerable interest amongst visitors to the show . The press also showed commendable interest in the stand and we were filmed and interviewed for *ITV Central News* (or at least the ladies were. - they didn't seem very interested in the men!!) and there is also a stand photograph in *Classic Car Weekly*.

Overall the weekend was a great success and was a credit to all the club members who participated.

The Classic Motor Show remains an excellent showcase for our wonderful cars and long may it remain so!

Rich Carlin





St Just 3 miles????

This is a simple story about an orange Opel and a 1939 Citroen Traction Avant competing together in the 2008 MCC Lands End Centenary Trial.

Lands End. The very name suggests adventure on the limits of the known world and so it must have seemed to those intrepid motorcyclists who accepted the challenge put down by the MCC in 1908 when the newly appointed president, Charles Jarrott, offered a trophy for the winner of a timed run from London to Lands End and back, non-stop except for a short stopover at Penzance.

History records that 21 started, 11 completed the course, and that the winner of the Jarrott Cup for the rider keeping closest to the required average speed throughout was S G Frost on a Minerva.

That the event was a success goes without saying for it was repeated the following year ... and the following ... and so on until the present day - when every Easter up to 400 MCC members make their annual odyssey to the far west in the Lands End Trial.

Until 1914, when light cars were admitted, it was bikes only - but when the Trial was resumed in 1920 after WW1 cars were there in some force and the route deleted the "and Back" part, finishing at Lands End.

The route also started to include special observed hills which had to be climbed non-stop - which was the beginning of the trial format we still use today.

As roads and machinery improved over the years these hills which have become the meat of the event - with the 400 miles (approx) of roads being only liaison sections, although these long miles through the night play their part by tiring competitors, leading to failures on hills they would normally be expected to overcome.

Many hills still used today first appeared on the Lands End route card in the 1920s (eg Beggars Roost in 1922 and Bluehills Mine in 1924), so that, by the beginning of the thirties, the trial was little different from the event we compete in today - creating the feeling that today we are driving in the wheel marks of the mighty from a former generation.

So back to 2008 and the 100th anniversary of the first Lands End Trial - the idea was to 'trial' the Citroen in an event that it might have been possible for it to enter in the year of its manufacture.

The Opel in question - which belongs to Peter Thompson - is a capable trials car of repute, my Citroen is a car which had done 40-mile wedding trips before I bought it last year.

The run to the start at Popham from our homes in Essex was very straight forward and both cars appeared to be working satisfactorily.

After the customary bacon roll and tea we set off with our

respective passengers, Peter with wife Melanie and me with friend Paul Pinkham.

It soon became clear that the lack of lock on the Citroen could be a problem - because we had to reverse on the 1st Special Test in order to be able to finish it. But we trundled off down the A30 thinking 'shame about the first section' but still full of anticipation for the journey ahead.

We arrived at Taunton an hour before our scheduled time so, after some breakfast, we settled down to about an hour of sleep before taking a walk around the car park to marvel at the huge variety of vehicles in the car park.

The serious part of the Trial started with the climb into Exmoor.

The 2nd special test was straight forward but then came the first hill climb - where the excitement really started. Ready - Marshal's flag drops - Go for it through the ford, up the bank and climb and stop with the front wheels spinning.

It was obvious that the Citroen was not in the mood for climbing steep hills from a standing start. Oh well perhaps the next section will be better!

But first we had to clear this one. The Allard Saloon, which was following behind me, volunteered to pull me up but after a few yards there was a grinding noise and his 1st gear cogs disintegrated. Many thanks for trying.

Peter, in the Opel, who was behind the Allard then hitched a tow rope to the front of the Citroen and - with a barrage of grit from his rear wheels on my new paint job and with several other competitors pushing we managed to reach the top of the hill where there was a farm where we found a tractor to recover the Allard. (The tractor towed the Allard to the main road from where it was able to limp home with 2nd and 3rd gears only.)

So off to Porlock Hill and then to Lynton and Lynmouth. The Citroen climbed Porlock with no problem and was going well on the hill from Lynton to Lynmouth until we ran out of fuel. So we had to wait half way up the hill (with a member of the public who had also ran out of fuel) for another tow up the hill to the garage at the top where we filled up with fuel.

So 1st trial lesson learned - make sure that your fuel gauge is accurate.

So on again to Barton Steep - where we had trouble even getting to the start line. Recognising that perhaps the Citroen was not the ideal Trials car we let Peter through so that he could climb the hill and then reverse down again to collect us from the point where we became stationary.

With the Citroen being assisted towards the top by the Opel, a marshal advised that the hill ahead became quite steep and that we ought to go up the main road, which we duly did.

It was becoming evident that the Citroen was happy on 'normal' roads but putting it under pressure on 'serious' hills made it unhappy. A blue print for climbing hills in the Citroen (which was to follow the Opel) was becoming evident.

The road from Perranporth to Blue Hills Mine (which is used on the main Lands End Trial) is incredibly steep in places, but, thanks to the fact that we were approaching from the opposite direction we were able to make it to Old Blue Hills.

After explaining to the Marshal that the Citroen would not start from rest on the incline where the start line was (about 18%) he said we could take a run at it from Blue Hills 1.

So away we went - a slight downhill - hairpin left onto the 18% gradient and then onto the 25% gradient of Old Blue Hills!!!! We just made it past the section end - but then stopped.

By this time the tow rope was permanently attached to the rear of the Opel, with the other end in the boot ready for us, and my passenger was used to having to lie down under the front of the car to connect the tow rope when needed.

We now just had the 'short' run to Lands End to do - only to realise that Lands End was in fact some 40 miles away. The road to St Just, with its twists and turns and ups and downs, was just like driving in the Mille Miglia and seemed to go on for ever.

But I can confirm that St Just does exist, as does Lands End, and although a long day and finishing one hour the Citroen was still running and was still game.

After spending the night at an excellent B&B in Penzance we assembled in fine weather in The Yacht car park for the start of the second day. The trip to Hustyn was straight forward with both cars (the Citroen and the Opel) still running sweetly.

We managed Hustyn without a tow (!!) and so on to Greymare Hill. Here the start was not too steep so we were able to get off the line and, despite the really rough stones in the restart box (only used for the really powerful trials cars), we managed to get to the top unaided. Another hill climbed!!

Next was Ruses Mill. Here the start was fine but on the corner we lost momentum and needed another tow!. So back down came the hill came the Opel and under the car went my passenger.

Crossing Dartmoor we encountered our first, and only, bout of serious rain. The rain was so heavy that we had to stop because the wipers could not cope. Whilst sitting there we watched another open-topped Allard going by in the torrent. I wonder if it has dried out yet?

Pepperdon - another forlorn attempt which resulted in yet another tow.

At Windout we felt, with sufficient momentum, we might make it. Off we went - the road getting narrower and steeper - through the restart - the car was still going - round the next bend it looked as if we would make it - and then the inevitable!!! With assistance from the marshals we limped a bit further then stopped on a wet, slippery patch.

Attached again to the Opel, and with smoke pouring from the clutch and one very wet passenger (from lying in the stream

running down the lane to attach the tow rope) we managed to reach the top with a huge struggle. As we were unhitching the tow rope one of the marshals said that even a 4x4 had got itself stuck trying to pull someone up the hill a little while before - but not the remarkable Opel though.

So with only a relatively short run back down the A30 to the finish at the Court Hotel the trial was over. The Citroen had done it and we were still smiling. After a pleasant club evening meal and a bit of tinkering with the car in the morning we had a good run home apart from struggling up some of the long steep hills.

The car was missing a little by the time we got back to Essex and finally stopped 3 miles from home so - for the last time - out came the trusty rope for the final tow home.

Thank you to all the marshals and competitors who helped us on our way and, of course, to Peter Thompson and the trusty Opel which, deservedly, got best Closed Car.

This was the first and probably last trial for my passenger, Paul, because he now believes that all passengers spend their time lying in front of cars on wet roads.

By the way - in case you are wondering, we ignored restarts for two reasons 1) we dare not stop and 2) we should have been in class E and not Class C.

John Rowland



The orange T-shirts are no substitute for the Opels



1939 Citroen with orange Opel at Blue Hills



Some of the entrants in the MCC Centenary Lands End Trial

28th Tour de Bretagne

2008 saw the 24th Brittany Tour - our annual fun-filled, wine-soaked get together with Le Club des Tractions Avant de Bretagne. 2008 also saw the 28th 'Tour de Bretagne' organised by L'ABVA (Association Bretonne Vehicules Anciens).

This extraordinary event has now become the biggest single annual outing for the old vehicle movement anywhere in France and in 2008 attracted 700 entries - representing everything from Solex mopeds to huge Berliot 'camions' and covering over 100 years of motoring development.

The Tour de Bretagne is one big roadshow - "Animation" is the expression the French use. Each year the Tour is based in a different part of Brittany and involves a mind-boggling cast of organisers, supporters, sponsors and officialdom local municipalities, mairies, chambers of commerce, departmental prefectures (the event straddled three departments) police, gendarmerie, private security companies - not to mention huge catering concerns and dance bands!!

I originally heard about the Tour from a motoring enthusiast friend who lives in Brittany for much of the year. He had encountered Monsieur Rene Alba, president of L'ABVA and the driving force behind the Tour, so we obtained details of how to sign up for the event, which was held from 10th to 12th May, the French Pentecost holiday weekend.

Such is the popularity of the Tour that the organisers have to operate a quota system covering age of vehicle, make and model otherwise there would be over-representation by 'les populaires' such as 2CVs, Renault 4CVs, Simca Arondes, Peugeot 203 and, it has to be said, Tractions!!!

With a Slough-built Traction, and a roadster to boot, I hoped to be one of the chosen 700 - which happily turned out to be the case.

We thus presented ourselves at a sports complex on the outskirts of Broons early on Saturday 10 May. All morning the town filled up with vehicles which came from all over France, the EU and even from Angleterre.

In the main car entries were fairly representative of the French motor industry from about 1903 onwards, with the big names forming the largest number of entries. There were nevertheless some fascinating rarities and marques not often seen on these shores - Delaunay Belleville, Unic, Zedel, Rosengart, Mathis, Chenard et Walcker, and George Irat to name but a few.

Fancy dress, appropriate to the age and type of the vehicle is 'de rigueur' - making it a hot and sticky business for owners of veteran cars [Les "teuf-teuf"] who appeared in top hats, frock coats and starched collars. Then there was at least one Pope [standing majestically in a small 2-stroke Solyto delivery van] and one manic country priest, Eric Godefoy, who blessed all and sundry by squirting "holy" water through open car windows.

VeloSolex mopeds were also out in force - all the entrants (male and female) were dressed as elderly Breton Matrons in

regional costume - black dress with lace pinafore and shawl and obligatory crash helmet cleverly concealed under grey wig and surmounted by the traditional lace coiffe.

As with some vast flock of migratory birds the message finally percolated through that we were off, and the motley collection of transport headed off on minor roads through beautiful countryside to the next town on the route, before finishing the first day at Ploermel.

For the local inhabitants along the route it is a free spectacle at least as exciting as the Tour de France, and the streets are packed deep with cheering and clapping spectators - with many more hanging from upstairs windows. In houses bordering the road BBQs are lit and entire families make an afternoon of it.

In the event of a hold up (and there are many) you are likely to be invited into front gardens for a quick glass of something refreshing. We were reflecting on how similar the reception must have been for the liberating forces in 1944 when I noticed a WW2 jeep full of 'GIs' only a few vehicles behind - plus ca change!!

At official rest stops the municipality laid on drinks and nibbles - usually local specialities such as cidre bouche, tasty cakes and patisserie.

In open country the driving is a most pleasant and leisurely affair, the rate of progress being dictated by the older and slower entries the survivors of a less frenetic age. When eventually the opportunity arises to overtake a slow moving line of vehicles the lead vehicle could be a little single cylinder de Dion Bouton pattering along at 30kph or a 1930's Renault truck with a huge portable Calvados still on the back.

By evening everyone had arrived in the main car park at Ploermel, which had been specially reserved for the event (and it was re-assuring to note the security guards grouped around their portakabin). Then it was time for aperitifs - courtesy of Ricard, one of the sponsors - and then the evening meal in a vast marquee, which covered the size of a football pitch, in which there were tressle tables and chairs with hundreds of bottles of wine opened in readiness!!!

In the midst of all this was a stage of Glastonbury proportions with sound equipment to match.

The dinner was remarkably good for mass catering but the musical entertainment was a bit over-amplified, and more suitable for current models than us vintageants.

Sunday was another glorious Spring day. Many drivers were in the car park early to carry out essential maintenance or to tweak their engines in readiness for the days run up towards Guingamp, with a lunch stop at Loudeac.

Motorcyclists always seemed particularly busy before each days expedition, British and American bikes were well represented but the majority were French makes - Motobecane, Peugeot,

Gnome et Rhone, Terrot and the wonderful-sounding Koeller-Escoffier!

Just for the record there was a total entry of 22 Traction of which 5 were cabriolets, the oldest being an immaculate 1934 7cv, and a handful of well tuned "Berlines" of 1936-37 vintage.

The most memorable Traction was a rough-looking Normale, an un-restored 'barn-find', towing a trailer with a pig in it (a realistic papier mache one) and with crates of chickens (not real) on the roof rack, and with bales of straw piled up on the back seat.

When I first went hitch hiking in France, 40 years ago, such sights were not uncommon - except the pig and the chickens were real.

The Sunday run drew even bigger crowds, due possibly to the Press and TV coverage of the first day. One or two vehicles began to fall 'en panne' as the Tour went on but anyone with mechanical problems was soon rescued by the recovery vehicles of the sponsors - Auto Demolition d'Armor, Brittany's largest car breakers.

Early casualties were the President's Alba and a smart Delage saloon, and to see such delectable machinery on the back of a truck, apparently en route to the crusher, was a little disconcerting to say the least!!

The weather got progressively warmer and refreshment stops increasingly welcome (pas d'alcool of course!). Some of the villages through which we passed put on colourful displays of Breton folk dancing or entertained us with recitals of traditional music - similar to Northumbrian pipes only worse!.

Eventually we reached Guingamp for more corporate entertainment from Societe Ricard, another good nosh and then dancing until the small hours for those with the stamina.

Monday, the last day of the Tour, was another scorcher, weather wise, but the route was to take us North to Plouezec before following the coast down as far as the rally's end at Langeux. Sea breezes notwithstanding it was still pretty warm and as the cavalcade passed close to some seaside resorts it was tempting to abandon the car and have a dip.

Probably the most rapturous welcome of all awaited the Tour when it arrived at the seaside town of Binic, where we had to drive very slowly through a sea of enthusiastic holiday makers.

Finally we arrived at Langeux - the end of the Tour, but the vehicles were left on public display for the rest of the afternoon adjacent to the railway where the local railway preservation society had, amongst other exhibits, a railcar powered by a Bugatti Royale engine.

Just two months later I was back in Brittany for our own Brittany Tour with CTAB so I should be well placed to compare the two events. I say 'should' but I wouldn't know where to start - they are both such great experiences!

Then, a couple of weeks after Le Tour, La Vie de L'Auto, in its issue covering the vent saw fit to feature a certain TOC member and his car on the front cover.



A motley assortment of ancient vehicles meanders through the Brittany countryside headed by a 'Darmont' Morgan 3-wheeler



Rene Alba with his 1913 Torpedo-bodied ALBA



Two 1939 Roadsters - one from Paris, the other from Slough



Popemobile - Solyto 2-stroke van from about 1950

Walford Bruen

Cooper Racing Cars

Built by father and son Charles and John Cooper - Cooper Racing Cars revolutionised post-war motor racing. Their concept of a small and light, rear-engined machine of simple, straightforward construction, changed the thinking in Grand Prix racing during the late 1950s and early 1960s.

The Coopers proved beyond doubt that sheer power was not the key to winning races: a light, easy-to-handle machine, powered by a simple, four-cylinder engine, could, and did, beat heavy, complicated, multi-cylinder cars from the might of Ferrari and others.

They gained two world championships to prove it and were instrumental in the rise of early post-war British stars such as Stirling Moss, Mike Hawthorn and Peter Collins. Jack Brabham and Bruce McLaren were 'brought up' in Coopers: Graham Hill's first taste of motor racing was in a Cooper, as was John Surtees'; Jackie Stewart's meteoric rise to international stardom in 1964 was by courtesy of Cooper.

After the second world war, with the launch of the new 500cc formula, John Cooper, who had long harboured the desire to take up motor racing, decided, with his father, to build a racing car together with his friend Eric Brandon. Work commenced in June 1946 and the first Cooper racing car was built in only five weeks.

Powered by a modified Speedway JAP 498cc engine, and using a Triumph Speed Twin motor-cycle gearbox, this car - once the initial problems were sorted - raced successfully throughout 1946 and, for 1947, a second, similar, car was built. Other drivers were so interested in the workman-like cars that the Coopers decided to build a batch of twelve Cooper-JAP cars for 1948, incorporating lessons learnt from the first two machine.

The price was fixed at £575 each and amongst the customers was an unknown 18-year old named Stirling Moss. Soon cars were being built to accept either JAP or Vincent engines - which gave them terrific potential in short sprint events.

Orders flowed in from Ceylon, Finland, Jersey, Belgium, Scandinavia and elsewhere. An experimental 1203cc Vauxhall Wyvern-engined car was built for 1949 (which was one of the very few front-engined Coopers ever made) but a more potent MG TD engine soon replaced the Vauxhall unit. Several other Cooper-MG cars were built alongside the 500cc Coopers until, in 1952 saw Cooper jump a rung into the 2-litre Formula Two.

The Cooper-Bristol Mk 2 was unveiled in October 1952 and put into production in 1953. Meanwhile the 500cc car continued to rule the roost in Formula Three and in 1954 a revised version, the Mk 9, appeared.

In 1955 there appeared Cooper's next really famous car, an 1100cc sports-racing car. Based on Cooper's principle of a solidly-built but simple chassis and leaf-spring suspension, it had a very attractive, aero-dynamic body and featured a central seating position and a rear-mounted engine.

The engine was the famous 1098cc Coventry Climax FWA engine (which traced its ancestry to a fire-pump unit), a light, four-cylinder design, which offered 75 bhp. Power was transmitted via a modified Citroen Traction Avant gearbox fitted with special ERSA gears.

Works driver Ivor Bueb did a giant-killing act with the 1100cc Cooper at the May Daily Express Silverstone International, but he was also placed ninth overall among cars of over three times the engine capacity, and led home all the 2-litre entries.

Orders flowed in for the little car which, priced at £1350, proved an extremely good buy for private owners. One car was fitted with a 2-litre Bristol engine and entered in the British Grand Prix for Jack Brabham to drive. Brabham, aged 29, had just arrived from Australia where he had scored innumerable successes with Cooper cars.

Early in 1955 Jack landed in Britain and bought the ex-Peter Whitehead Cooper-Alta, now sadly past its prime. It blew up on its second outing, but Jack met John Cooper at the meeting - at the now defunct Ibsley track near Ringwood in Hampshire - and there began a partnership which was to last for seven years and earn the Cooper Car Co Ltd two world championships.

Brabham wanted to buy a new Cooper, and John's suggestion was that Jack should help build the car from scratch and, at the same time, assist in the workshops. The Grand Prix debut for Jack's Bristol-engined Cooper was a disaster - not surprising, considering that the 2 litre engine offered only 140bhp - half that of the winning Mercedes Benz. However, with a more powerful 2.2 litre engine installed, the car was more competitive, winning the Australian Grand Prix late in 1955.

In 1956 Cooper anticipated the introduction of the new 1.5 litre Formula Two, due for the following year, by unveiling a new model to run in a supporting race for the British Grand Prix. In essence the car was a single-seater version of the 1100cc sports-racing car and was powered by a 1460cc version of the Coventry Climax engine, designated the FWB, which produced 100 bhp.

Roy Salvadori, Cooper's works driver (who, despite his name, was British) took it to an easy victory after a cautious start. Roy's best lap at 1m 48.4sec, at Silverstone, would have put him halfway down the grid for the Formula One Grand Prix - no small achievement!!

At the Oulton Park Gold Cup meeting, at the end of the year, in another 'pre-Formula Two' race, Salvadori won again with Tony Brooks second in a privately-entered Cooper, owned by Rob Walker. In sports-car racing however, the Cooper 1100cc was finding Lotus' new Climax-engined 11 a tough nut to crack, although in the now-dwindling 500cc category, Cooper continued to dominate.

For 1957 Cooper had a full order book for the pukka Formula Two car, a modified version of the prototype with a 2-inch longer wheelbase (to accommodate the new 142bhp, twin cam

Coventry Climax FPF engine) which sold at £2200. There was however the gloom of the Suez crisis, which could have ruined the Cooper firm had it been prolonged and racing stopped, as 40 engines at £1000 each had been ordered from Coventry Climax. Fortunately all was resolved by the time the season got under way.

In the meantime Cooper had briefly dusted down a prototype road-going 'people's' three-wheeler car powered by a British Anzani 350cc engine and started a racing drivers' school at Brands Hatch.

Cooper cars were certainly both the most numerous and the most successful in 1957, works driver Roy Salvadori and Jack Brabham plus private owners winning almost everything: the score was eight out of ten in international Formula Two races. However, Charles Cooper had a yearning to go into Formula One and John approached Coventry Climax to see if the 1.5 litre FPF could be stretched to 2 litres or more.

Wally Hassan of Coventry Climax replied in the affirmative and Rob Walker agreed to finance the project. As a result a 1960cc Cooper was entered for the Monaco Grand Prix in May for Brabham. Cooper's number one driver, Roy Salvadori, was contracted to drive a works BRM, so Jack Brabham was enlisted to pilot the machine.

Late delivery of the engine meant that the only testing prior to Monaco was a short burst up the Kingston bypass to check that the pumps, pedals, gauges and levers were all connected. After a few laps of practice Brabham crashed. The car was too badly damaged to repair so more midnight oil was burned transferring the 2 litre engine to the spare Formula Two chassis. This was completed and Brabham qualified thirteenth fastest, within the sixteen-hour limit.

In the race Brabham was a sensation. He reached fourth place in noted company. However the Formula Two chassis had a smaller tank capacity and a refuelling stop had to be made. After replenishments the starter motor failed, but the car was sent back into the race by an illegal push-start (nobody seemed to notice!). Brabham climbed back to third place but on lap 100, with a mere five laps of the 1.96 mile circuit to go, the fuel pump mounting broke and the engine stopped. Jack climbed out and pushed the car to the finish line - and sixth place - to the applause of the crowd. It was a brave effort indeed and Cooper had well and truly made its mark in Grand Prix racing.

By July 2 litre Coopers were competing in Formula One races, but their Achilles Heel was the transmission: the modified Citroen gearbox, used since the 1100cc model of 1955, was not man enough to cope with the power of the 2 litre Climax engine.

Before the season was out John Cooper and Owen Maddock had designed their own gearbox for the 1958 season. It was ready for the 1957 Boxing Day Brands Hatch meeting when Jack Brabham took Rob Walker's car to a comfortable victory in the Formule Libre race, also breaking the circuit lap record.

1958 saw Cooper win their first ever Grand Prix (Stirling Moss won the Argentinian Grand Prix on 19th January) and later their second when Frenchman Maurice Trintignant won the Monaco Grand Prix in Rob Walker's car. By now Coventry Climax had succeeded in enlarging their FPF engine to 2.2 litres so that it developed 193 bhp at 6250 rpm and in Formula Two Cooper

won ten of the twelve races they entered.

For 1959 Coventry Climax again enlarged their engine, this time to the full 2.5 litres (2495 cc) developing 240 bhp. Brabham was the revelation of the year winning the Monaco and British Grands Prix, taking second place in the Dutch Grand Prix and third in the French and Italian races to ensure himself the World Championship. With Moss winning the Portuguese and Italian Grands Prix and McLaren taking the United States Grand Prix Cooper could not help but win the constructors' cup as well.

In 1960, with sleeker and lighter cars with new five-speed gearboxes, Brabham did it again. He won the Dutch, Belgian, French, British and Portuguese Grands Prix to take the world title for the second year running with Bruce McLaren winning the Argentine Grand Prix.

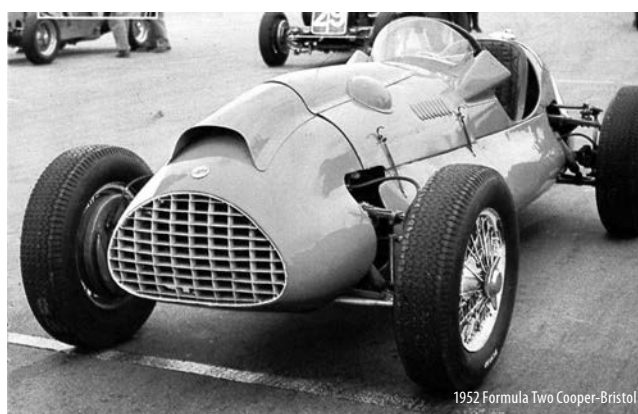
It was Cooper's best-ever year: McLaren was second to Brabham in the World Championship and Cooper again took the constructors' cup.



1955 rear-engined Cooper-JAP 1100cc



1957 rear-engined Cooper-Bristol in action at Aintree



1952 Formula Two Cooper-Bristol

Frank Grant

(with thanks to the *World of Speed* which originally published this material)

Members' Cars

My car is a (March) 1952 Paris-built 11B Normale - which makes it one of the last of the original small boot cars manufactured just before Citroën decided to *modernise* the range.

This is my first classic car. Prior to buying it, in June 2000, I had been looking to buy some sort of classic for some time. However I had no real idea of what to buy until, returning with Carol from a holiday in France, we saw a car waiting to catch the same ferry.

Immediately long-forgotten childhood memories of films involving the Gestapo and heroic French resistance fighters racing about in long, sleek black cars, with a stark and distinctive double inverted V on their bonnet fronts, were re-kindled and I knew this was the one!!!

I wanted a Light 15 (At this point I don't think I had ever heard the name Traction Avant.) so I found a book and read up about the car. I was still convinced. I wanted a Slough-built Light 15 with luxurious leather interior, wooden dashboard and all that lovely chrome.



Soon afterwards I contacted John and Bev Oates, who told me about the annual Buxton Car Club run (1st Sunday in June) to which they kindly invited me as there would be a good gathering of cars to see.

I duly arrived and found John and Bev plus about half a dozen cars! Wow! John & Bev introduced me to everyone and Mick and Moira Holmes invited me to join them on the drive in their car. Even better!

Mick sat me in the front as navigator and we had a super drive around the Peak District of Derbyshire - which many of you will know is my home county. What an introduction to a fabulous car!

During the afternoon, when we were all parked up, I went round and round looking at each car until I finally made up my mind. I now wanted a Paris built Normale with a small boot!

It is probably the frontal aspect of the car which most made me change my mind - the extra width of the larger-bodied car gives the illusion that the car is much lower, and the double inverted V in front of the black-painted radiator to my mind

To be featured on this new page please send a couple of photographs and (up to) a page of text about yourself and your car to the editor

makes the car look slightly aggressive. As for the rear - there's really no contest - it has to be the small boot with its externally-mounted spare wheel.

The next step was to find a car, and as luck would have it when I contacted John Gillard he told me that he had a 1952 small boot Normale which he had partially restored and which just needed finishing.

I whizzed off to see the car, shook hands on the deal, and a few months later drove back from London to Derby in my brand new Traction Avant. Quite a nerve-racking feat as I'd never driven one before!



Since then it's been fun to drive. It's also been a right so-and-so with silly little breakdowns. It's been on every Club annual rally since then and to France a few times. Next year it's off to Arras.

My ambition is to get it as near perfect as possible and, with this in mind, I've rebuilt the gearbox twice (the second time after a blow-up in France), I've rebuilt the engine, fitted modern drive shafts and a new carb etc etc. Currently I'm replacing the old, (non-original) interior; headliner, seat covers and door cards. I must be made of money!

We joined the TOC straight after buying the car and have since made many new friends and had some very enjoyable times. Personally I can't imagine owning a classic car without being a member of a club because to me it isn't just the car but sharing the experience with other loonies er... I mean like-minded people. I love the Traction and can't really see myself selling it but I would like a DS!

Rich Carlin

section scene

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.

The first meeting of 2009 will be 25th February from 8.00pm onwards.

Happy Tractioning in 2009

Steve Shinebroom
0208 532 0813

Mid Shires Section

I would like to organise a weekend lunch time meet early in the New Year, probably somewhere in the centre of the Region (Bernie has one suggested meeting place).so if you have a favourite watering hole within a reasonable travelling distance please let me know.

There has also been some interest expressed in us meeting monthly/bi monthly on a regular basis at either a single central location or alternating locations.

Your New Year's resolution for 2009 is therefore to make it happen - let's re-establish the Mid-Shires Section and make it as successful as the ones our friends and fellow members enjoy in other parts of the Country..

I need your support to do this - so if you live in the centre of the country please give me a call (before 9.00pm please) to sign up to the above events..

My best wishes for 2009 to everyone

Peter Riggs
01933 419863

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).

Best wishes to everyone for 2009

Pete & Sue Simper
0208 891 1093

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.

Fourteen members enjoyed roast dinners and real ale in one of Richard Carlin's favourite hostelries - The Holly Bush at Makeney - on Sunday 7th December at the group's last meeting in 2008. Although it was a beautiful Winter's day the assembled group decided that Sheila & Peter Marley had been 'brave' to journey topless to Derbyshire in Sheila's birthday present (an MGB).

For details of our February meeting please call us.

Happy Tractioning in 2009

Bev & John Oates
01629 582154

Scottish Section.

Scottish Section Spring Weekend Break & AGM - 27/28th March

For the past few years we have held our Spring get together up in Blair Atholl and have enjoyed great weekends there. However, our contact there, who made it such a bargain weekend, has moved on and so, coupled with a desire to try somewhere new/not so far North, but still giving us the quality of service and accommodation, we have been searching for an alternative.

We think we have come up with a great weekend package for 2009 based in Dunkeld - The Royal Dunkeld Hotel, Dunkeld, Perthshire, PH8 0AR (Tel: 01350 727322, email: reservations@royaldunkeld.co.uk, website: www.royaldunkeld.co.uk) where our contact is the manageress, Janet Murray.

This is a private hotel on the town's main street with 25 rooms in the main hotel, a further 10 rooms in an annexe and a private car park to the rear. All rooms are twins or doubles with en-suite facilities, colour TV and hospitality tray etc. There are 2 bars, pool and snooker tables, lounge, dining room and a cosy function room with a dance floor a small bar and ample seating and tables around for a great nights fun.

Dunkeld is just off the A9, a few miles north of Perth, and is on the main railway network. The hotel is right in the centre of the small town, with the Cathedral and many interesting small shops within walking distance.

The special rate we have negotiated is £42 per person per night for dinner, bed & breakfast for the Friday and Saturday nights - with the option to stay on Sunday night as well at the same rate.

There is a £15 supplement for single room occupancy with a limited number of rooms available in the annexe where this

charge will be waived.

Please note there are no lifts in the hotel.

The weekend is open to all members from all Sections of the TOC as well as our friends from 2CVGB/ECOSSE and their friends and families.

The usual format is to arrive on the Friday, settle in, meet up with old friends from the various sections and then, after dinner, to enjoy a dram and a natter in the very comfortable surroundings.

On Saturday there is a vast selection of things to do in the immediate vicinity, including local shopping and sight-seeing in the town itself, as well as visits to the many attractions in the surrounding area. In the evening, after dinner, we have managed to get Jimmy Lindsay, the renowned and popular master accordionist, to entertain us with a selection of Scottish dance music.

Our Section will pay for Jim's services from our kitty but we will probably hold a small raffle on the night to help defray the cost.

On Sunday, at 11.30am, we will hold our AGM in the Hotel and would urge as many members of the Section as possible to come along and help us plan the 2009 calendar of activities.

Thereafter you can either continue the holiday or head for home. It may be possible to stay on at the hotel at the same special rate for as many nights as you wish (before or after the weekend) if there are rooms available.

These are really great rates for a fine hotel with good facilities. To book ring Janet and quote @Citröen Club Deal'

See you there

Andy Burnett

South Midlands Section

In January we look forward to joining the West of England Section at The Tunnel House at Coates near Cirencester on January 11th.

In May we propose combining with the Citroën Car Club and 2CVGB again to put on a display at La Vie en Bleu at Prescott (23rd and 24th of May). More details of the arrangements including entry fees will be published in the March/April edition. In the mean time would anybody who is interested in putting their car on the display please contact me on 01905 454961 or by e-mail at janeandsimonsaint@hotmail.com. Thank you.

With best wishes to you all for 2009.

Simon Saint
01905 454961

South West Section

As you can see from the report on 35 the planning for the 2009

Annual Rally on 19--21 June is coming along nicely and the 'office' is now open and awaiting your booking forms.

Please do remember that accommodation in Cornwall is limited and that it gets booked early so please do not delay sending in your entry to the last minute.

From the Rally Team - a healthy and prosperous 2009

Walford Bruen

Surrey, Hampshire & Sussex Borders Section

She has done it again. Every other month Helen Shelley arranges for the Surrey Section members to enjoy driving our Traction to an interesting site. On 19th October it was Newhaven Fort, just to the right of Brighton. This was somewhat further than usual for us, and because of an earlier-than-usual "due-there" time we made individual journeys rather than having a convoy drive though the autumn sun.

We were invited to park our cars inside the Fort, which we did of course, driving across a narrow drawbridge and up a steep tunnel to the inevitable parade ground, which we enhanced with the familiar row of black tractions.

The fort itself was a well presented record of its own history, and of the significant periods in England's history during which it had been used, from the Spanish Armada in 1588 until Hitler in 1940.

One tends to think of these forts as anachronisms in today's age, but a well composed film showed that successive wars necessitated very much the same measures, albeit with increasing force. Until the 1980s the fort would have been an important civil defence centre if nuclear warfare had become a reality. It may even yet be involved in our next international match.

But for the present, the TOC found it had been interestingly converted to a museum, with all the underground chambers displaying different aspects of life in the fort during each emergency. The dozen or so Tractionists enjoyed the fresh sea breeze and the bright sunshine while inspecting the place, and having a friendly late lunch in the restaurant.

Since there would be no convoy drive home either, our departures were individual, making farewells at the entrance tunnel. The fine weather allowed a gentle and pleasant run home as the sun set behind the Sussex Downs.

Thank you, Helen, once again.

Alec Bilney

Rest of the World

We promised to keep you informed about important happenings in Europe....so here we go. In 2009 the Traction will be 75 years old, and this special occasion will be celebrated in Arras - which is no news of course.. For the latest information, take a look : http://www.75heurespour75ans.com/accueil_



gb.htm. Only 5 days later, the 5-week Paris-Moscow-Paris tour starts, following more or less the Lecot route from 1934.

However did you know that you can join the tour for just part of the journey if cost or lack of time will preclude you from undertaking the complete journey? Take a look at the details on : <http://www.caar.nl/> The participants will gather on Saturday July 18th in Paris and will journey in a convoy consisting of groups of 5-6 Tractions, who have to stay together during the whole tour, with a service team bringing up the rear.

The tour itself starts on Monday July 20th with the drive from Paris-Brussels, on the 21st : Brussels-Amsterdam, 22nd: stay in Amsterdam, 23rd : Amsterdam-Hamburg, 24th : Hamburg-Copenhagen, 25th & 26th : stay in Copenhagen, 27th leave Copenhagen

Our plan is to be at the 75th anniversary celebrations in Arras and at the end of the week join the Paris-Moscow-Paris tour for the first 1115 km from Paris to Copenhagen. We will then return by ferry from Denmark/Esbjerg - Harwich/UK... and then onward to Belgium.

Attending these 2 events in 2009 could be your "once-in-a-lifetime" TRACTION-experience!

Walter & Noëlla





A Surrey, Sussex and Hampshire Borders tradition - a quick prayer before the journey home?



his 15/6 exiting Newhaven Fort



The 2009 Annual Rally Team

events diary

February 2009

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

March 2009

7 - 8 22nd Salon Champenois de Véhicule de Collection, Reims

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
23 - 24 La Vie en Bleu Prescott, details from Simon Saint

June 2009

19 - 21 TOC Annual Rally Pendennis Castle Cornwall. Full details to follow.

July 2009

9 - 15 25th Brittany Tour Details to be confirmed but it is understood that the Brittany Tour 2009 will encompass the 75th anniversary event in Arras
10 - 13 75th anniversary event 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

August 2009

22 - 24 151st Egham Royal Show Egham, Surrey. Country Fair with normally over 100 classic cars in attendance (including Andrew York's TA). Further details to follow.

November 2009

28 TOC pre-Christmas Dinner/Dance venue to be confirmed
29 TOC Annual General Meeting venue to be confirmed

June 2010

11 - 13 St-Valéry-sur-Somme joint TOC/TU tour. Further 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

'Float in Power to Cornwall'

TOC Annual Rally 2009

19th to 21st June

Yup... it's all over for another year! Hope you got exactly the shade of socks you always dreamed of? I know I did!

And so our thoughts turn to summer, and sunshine, and the open road. You'll remember I waxed lyrical last time about "Float in Power to Cornwall".

Well, it seemed to do the trick. A number of members have already made enquiries and booked accommodation... which makes it all worth the effort! So what you all need now are the facts... Where? When? (Why?!) and How Much? Read on...

We've chosen Falmouth as the host town, for its stunning location and its huge range and availability of accommodation. It also boasts The National Maritime Museum www.nmmc.co.uk, great shopping, a huge superstore for the picnic supplies, and a lovely seaside atmosphere. If we leave you any free time at all, you could take a boat trip across to beautiful St.Mawes on the Roseland Peninsula, or all the way upriver to Truro for some shopping!

We've succeeded in keeping all the main venues within a small radius, so really ANY accommodation in Falmouth town should be within ten minutes drive of all the events. As previously mentioned, we are keen to organize further meetings in the week after the Rally weekend. You may wish to head up Padstow way on Wednesday 24th, so please bear that in mind when booking Rally accommodation. Exact details were still under discussion at the time of writing, but I can supply further information if you'd like to contact me direct.

For those of you with Internet access, I can thoroughly recommend typing in Postcodes to Google Maps. It will show you where things are as a map or a satellite photo... too clever by half! To this end, I've quoted Postcodes wherever possible. There will of course be detailed maps in our Rally Handbook, but this should help with orientation in the meantime.

Here's a list of the main venues:

Rally HQ: The Green Lawns Hotel, Western Terrace, Falmouth TR11 4QJ (Tel:01326 312734). www.greenlawnsotel.com We'll set off from here on Saturday morning for our "Tour of West Cornwall" run/ Tin Mine visit, and return later that day for the evening Dinner & Dance. There may still be limited accommodation available at the Hotel... please contact them direct.

Sunday Venue: Pendennis Castle, Falmouth, TR11 4LP. We have a large function room "in case of weather" and exclusive parking within the Castle Keep. The Castle and grounds will be open to the public, so expect a few admirers (no... for the car, stupid!).

Hotels/B&Bs: Contact Falmouth Tourist Office on 01326 312300 or go to www.acornishriver.co.uk for comprehensive listings with Postcodes.

Camping: We recommend Pennance Mill Farm, Maenporth,

Falmouth TR11 5HJ (01326 317431) www.pennancemill.co.uk This is about ten minutes drive (or Taxi) from Rally HQ and will be the venue for our Friday evening get together and BBQ. It's about a five minute walk to sandy Maenporth Beach and the Coast Path.

And as if summer/Tractions Avant/Cornwall/sea/scones/cream etc. weren't enough... there's more!

We have a number of superb raffle prizes on offer at the Dinner & Dance. How about a 1950 copy of "Votre Citroën Traction Avant" complete with its perfect fold-out "Plan de Graissage"... worth a flutter? And our Section Co-Ordinator Walford Bruen has threatened a "guess-the-traction-part" table.

Anyone familiar with Walford's acreage of Citroën filled garages/barns will realize that this competition may consume the entire restaurant and dance floor. The lucky winner will be invited to clean, label and catalogue the contents of Walford's extensive collection of parts bins. Sadly, there is no current TOC Member who is young enough to achieve this in one lifetime... which is why we have generously reduced rates for children on our Booking Form!

The lunchtime stop on our Saturday "Tour of West Cornwall" run will be a visit to Geevor Tin Mine. In a dramatic location, perched on the rugged north coast cliffs, Geevor has a fine visitor centre, museum and café, which will be open exclusively for the TOC visit! They can supply us with freshly baked Cornish Pasties, which should see most of us through till the evening Dinner back at Rally HQ! Please indicate on the Booking Form if you'd prefer a Traditional or a Vegetarian Pasty as they are being specially baked to order. There's plenty to see, and we understand a guided tour (above ground) is included in the entry fee. Please accept my apologies, for reasons beyond our control the underground tour will NOT be available as I had previously suggested it would be.

And finally... the "How Much". I said we'd try to keep costs down and we've managed to do just that. For less than £50 per adult you can enjoy the Friday BBQ, the "Tour of West Cornwall" convoy run, the Tin Mine visit and a fine 3 course meal at the Dinner & Dance on Saturday, and on Sunday you can spend your time in the splendour of Pendennis Castle.

So please grab a pen and fill out that Booking Form (copies acceptable as usual). May I appeal to you to book soon please - it really does help us to organise venues and events if we have a firm idea of numbers well in advance.

And once again, please don't hesitate to contact me with any queries you may have: Howard Speirs on 01872 862386 or mail. howard@btconnect.com

We think the 2009 "Float in Power to Cornwall" TOC Rally will be great fun, and will give you a real flavour of our beautiful region.

We very much look forward to welcoming you here 19th to 21st June.

Howard Speirs

‘Float in Power to Cornwall’ TOC Annual Rally 2009 Booking Form

Friday 19th June to Sunday 21st June 2009

N.B. Please don't forget that you must book your own accommodation!

Driver Details

Name

Address

Postcode

Telephone

Email

Car Details

Registration No. Model

Year Paris/Slough

Number of Passengers: Adult Child (under 14 yrs)

Payments

Weekend Rally: Includes Friday BBQ/ Saturday Dinner & Dance/ Sunday Pendennis Castle

..... Adults @ £43 each	Total £.....
..... Children @ £22 each	Total £.....

Geevor Tin Mine visit	..... Adults @ £6.50 each	Total £.....
	.....Children @ £3.50 each	Total £.....
	.....Family Ticket* @ £19.50	Total £.....

*Family Ticket covers Two Adults and up to Three Children

Sunday Only

Pendennis Castle	..... Adults @ £15 each	Total £.....
	..... Children @ £5 each	Total £.....

Grand Total £.....

Please enclose your cheque with this Booking Form made payable to The Traction Owners Club Ltd
or
for Credit Card payments (Mastercard or Visa), please complete the following:

Credit Card No..... Expiry Date..... 3 Digit Security Code.....

Name on card..... Signature.....

**Please send completed form and payment to:
Howard Speirs, 29 Chycoose Parc, Point, TRURO, Cornwall, TR3 6NT
To arrive no later than 31st May, 2009**

‘Geevor Tin Mine’ Cornish Pasty...please indicate number required (pay on the day, not in advance!)

Traditional (Steak) Vegetarian

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From £329.00 Adults & £119.00 Children



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- 2009 Disneyland Paris Rally Plates
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- Continental Buffet Breakfast Each Morning
- 2 Day Classic Car Show in Disney Village area
- Tickets to Disneyland Park & Walt Disney Studios
- Tickets to Buffalo Bills Wild West Dinner Show
& The Classic Car Awards Presentation



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Opening hours Monday to Friday 09h00 to 17h30 or see our website www.southquaytravel.com/rally

Classified adverts

Classified Adverts

- 1 Small ads are free for current members of the TOC and are for the disposal of vehicles and parts that are their personal (private) property.
- 2 Ads for accommodation from members are charged at £6 per insert.
- 3 Members' ads should include your membership details or payment.
- 4 Ads from non-members cost £12 per insert and must be accompanied by a cheque payable to "The Traction Owners Club Ltd."
- 5 Ads may be edited or refused, and the Editor cannot guarantee insertion into any specific issue, although every effort will be made to publish an advert in a specific month if requested.
- 6 The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes. Please write legibly, and if you email your ad please only use plain text and no colours.
- 7 Ads for VIN plates, V5 documents etc. will not be accepted.
- 8 Ads received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.
- 9 Ads are only accepted by post or email, and must be sent to the address above. If ads are sent to any other address they will be delayed or may even fail to appear at all.
- 10 Ads sent by email should be in plain, unformatted text.

Trade Display Adverts

Trade display advertisements cost £240 per full page, pro rata rates apply for panel advertisements less than one page. Other trade advertisements cost £5 per column cm.

Warning

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

In recent months advertisements on the TOC website have attracted attempted 'phishing' and 'cashback fraud' attacks on TOC members.

Members should therefore maintain the utmost vigilance when dealing with responses to their adverts.

If in any doubt check out the following websites for advice on what to look out for:

<http://www.met.police.uk/fraudalert>
<http://www.carcrimeawareness.co.uk>
<http://www.binary.co.uk/chequescam>

Please send adverts to:

TOC Adverts, The Byre, Brockhurst Lane, Monks Kirby, Rugby
Warwickshire CV23 0RA email: editor@traction-owners.co.uk

The deadline for receipt of adverts is the 10th of the month

Tractions for Sale



1953 Normale: 40,000 miles from new, full bare metal re-spray, undersealed, no welding, all door shuts in excellent condition, new jointing rubbers to all areas, re-chromed handles and trims, new chromed head lights and hubcaps. wheels shot blasted and painted incl new tyres and tubes, stainless bumpers and re-chromed overriders, new rear lights and indicators, brakes overhauled, new clutch, roof lining and rear seats complete and original, virtually no mileage since Sept 1999. MOT till Nov 08, has hairline crack on exhaust manifold, slight weep on water pump, interior needs carpets, 4 door panels and front seats need overhauling. £5,750. Martin Tucker on 07771 565439 (M) or 0115 9323116 (H) or email m.tucker55@btinternet.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

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



TRACTION WIND DEFLECTORS - Dress up your Traction for the 75th Anniversary year, with a set of New Zealand-made current production wind deflectors that are exact copies of the Slough units. Stainless steel metal components to eliminate corrosion and toughened glass to auto specifications. Prices include air-mail postage (6-12 days from receipt of funds). To U.K - GBP£74.00. To Europe - Euro€90.00. To USA - USD\$115.00.. Enquiries: Carl Rofe, Email bullshooter@xtra.co.nz Fax 0064 - 7 - 85 65 303, phone 0064 - 7 - 856 2228 (Email or fax preferred)



For Sale: 1950's Portarack expanding British metal roof rack.. Expands to width of car. Fits my Light 15 perfectly. Julian Taylor. 01278 691152 (Somerset) or email j1416@fordgateorchard.orangehome.co.uk

Parts Wanted

Wanted: Crack-free 4 cylinder block. Will be happy to buy complete bottom end, irrespective of condition, provided block is sound. Will collect. Walford Bruen 01395 568909 email kembru@btinternet.com

Miscellaneous

DVD of Annual Traction Rally 2007, No music, no commentary, just the glorious sight and sound of classic Tractions. List of participating cars. £4.99 each, including postage. Tel: 07867 971110 or nicholasyeomans7@hotmail.com



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