

Traction Owners Club Ltd

Traction Owners Club Limited
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Monthly Newsletter

Issue 17 February 2010

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TOC News

Editorial

Since I announced, a couple of months ago, that I had resigned from the committee of the TOC and from editing the Club magazine and this newsletter my postbox and email in-boxes have mysteriously stopped receiving all TOC-related items.

I said that I would produce at least two further editions of the magazine - whilst the committee makes alternative arrangements - and that I would not let the Club or its members down by just stopping doing the work if another volunteer wasn't found BUT I need input from you to be able to do this.

Work will start later this week on the March/April edition of *Floating Power* so if you have any input that you think will interest other Members please send it to me asap by email please (snail mail is unlikely to reach us in time here in the Canaries - where those of you who are suffering in the cold may be pleased to know it has actually been raining today).

Lucas Electrical Correspondence Courses

All 10 sections of the Correspondence Course originally produced by Joseph Lucas Ltd for Overseas Mechanics in order for them to understand not only how to service Lucas electrical equipment but also the theoretical aspects of electrical components from Batteries to Electrical Overdrives have been donated to the TOC and have now been loaded onto the Club website.

TOC members can find a copy of the 10 sections of the full course at : http://www.traction-owners.co.uk/tech.htm#Lucas_Courses

'Wartime Weekend' - Pickering, October 2009

If you weren't able to make it to the 'Wartime Weekend' staged by the North Yorkshire Moors Rail-

way in Pickering last October you might like to look at the following film clip to see some of what you missed: <http://www.youtube.com/watch?v=nkPGfQSKaq0>

If you like the look of this event don't forget that Mick Popka will be organising another TOC-raid on the next Wartime Weekend in Pickering in October 2010.

Contact Mick at : webmaster@traction-owners.co.uk for more details.

ACI 'Event of the Year 2010' - 24 - 25th April 2010

"CITROËN STORY"

The ACI "Event of the Year" 2010 - The Citroën Story - is being held at the Zolder Formula 1 Race circuit in Belgium in April.

More information will appear in the next edition of ***Floating Power*** but if you want to find out more in the meantime visit : <http://www.citroenstory.org/index.htm> or contact Walter Callens at walternoella.callens@hotmail.com

If you do decide to go don't forget that SEAFRANCE offers a discount to TOC Members. Visit : <http://www.traction-owners.co.uk/Promotions/SEAFRANCE.htm> to see full details of the available discounts.

The organisers of the event have kindly offered a free stand at the show to the TOC and volunteers to "man" the stand are required by Mick Popka to assist him. Mick can be contacted at : webmaster@traction-owners.co.uk

Visit to the Citroën Conservatoire - May 3rd 2010

The visit to the Citroën Conservatoire in Paris has now been confirmed for May 3rd 2010 from 10.00 to 12.00. There are still places available for the visit so TOC Members interested in attending should contact David Conway at cv2@uktoy.com asap.

'Tour de Sauvage' - 12 to 16th May 2010

This annual event, which is organised by TAN (the Traction Owners Club of the Netherlands) for TAN members and guests from sister Traction clubs, will take place somewhere on the North Coast of France between the 12th and 16th May.

As always the exact destinations and the base for this 5-day-tour are a closely guarded secret and will only be divulged at the time. The costs for the tour are 385 euro per car for driver and one passenger based on B&B accommodation or 195 euro per car with driver and one passenger if camping.

Up to 80 vehicles are allowed to participate in the event but 70 Tractions are already registered so you will need to register your interest asap if you want to take part. The LAST DATE for entry is 15th February.

For more details contact Walter Callens asap at: walternoella.callens@hotmail.com or contact TAN direct on : wilnic@worldoline.nl

CitroTour 'Contrasts in Pas-de-Calais' - 26th to 27th June 2010

Following the hugely successful '75 hours for 75 years' event held in Arras last year many people who had never really previously 'visited' the Pas-de-Calais area of France were surprised by the beauty and treasures that abound there.

As a result TU Nord (Traction Universale Nord) has decided to organise a tour of the Pas-de-Calais area for Citroëns more than 30 years old which is designed to show the diversity of the region, including the agriculture, rivers, hills, mining and second world war battlefield areas.

The tour will take place over the weekend of 26th/27th June 2010 and the registration fee will cover lodging at a hotel or at a camp-site, food and entry-tickets. A copy of the registration form can be found at: <http://www.traction-owners.co.uk/sections/world/Grafik/2010-citrotour-inscr.pdf>. To take part in the event please print off the registration form, complete it and post to the address provided.

TOC 2010 Annual Rally - 30th July to 1st August 2010

Latest news from Graham & Wendy Handley is that since details of the event were published in the Jan/Feb edition of **Floating Power** they have learned that a refurbishment will take place at Ridley Hall at or about the time of our visit. They have therefore changed the base for the Rally to Riverdale Hall Hotel, which is about 10 miles north of Hexham at Bellingham (pronounced Bellingjum). Details of the hotel can be found at www.riverdalehallhotel.co.uk.

Riverdale Hall Hotel is a country house hotel with plenty of parking and all rooms are ensuite. Both the Friday and Saturday evenings entertainment will now be at this hotel. In addition the hotel is offering a special tariff if you wish to stay the Sunday night for B&B and evening meal before setting off on Monday morning.

Full details will be included in the next edition of **Floating Power** but to find out more now email Graham Handley at grahamhandleyhandley@btinternet.com.

Royal Deeside Gathering 7th to 13th August 2010

It has now been confirmed that this event is definitely doing ahead and full details of the extravaganza that has been organised by our colleagues north of the border will appear in the next edition of **Floating Power**.

By way of a taster the week will start off with a glass of wine and nibbles whilst you meet up with fellow entrants and receive your goody bag, rally plaque and road books on Friday 6th August. Saturday 7th is the Arboyne Highland Games, Sunday 8th is a Classic Car show which starts off the week long Ballater Victoria Week celebrations. Monday, Tuesday or Wednesday you can take part in scenic runs which include a visit to a Whisky distillery, Shortbread factory and various other places of interest and Thursday is the Ballater Highland Games Day.

Evening entertainment, according to demand will be available in various local halls and will culminate with the 'Touch of Tartan' gala dinner and dance on Friday evening.

To find out more about the Royal Deeside Gathering email Ian Smith at smithy_stonewood@btinternet.com

‘PERTRAC DATTIER’ tour - October 2010

TOC Member Ronald Knoth, a Dutch member who lives in France, regularly organises long-distance Traction Rallies to raise money for charity. In 2006 he organised the “Pertrac Palmier” rally to Morocco (see Floating Power March/April 2007); in 2008 he organised the “Pertrac Roses” Rally to England and in 2009 he participated in the Paris-Moscow-Paris Rally

At the moment he is planning a second rally to Morocco, the “Pertrac Dattier” rally, which will run from early October 2010 (exact dates to be confirmed).

There is one (or possibly two absolute maximum) place still available on the rally for a very positive and motivated Traction team which must meet the following conditions:

- must be able to meet and be responsible for all personal costs
- must be prepared and willing to play an active role during the Rally
- must have a good/acceptable capability in French
- must be able to perform all the mechanical work likely to be necessary on his/her Traction during the rally

The rally itself will be of about 3 weeks duration and will start at Sète (southern part of France) for the ferry to Tangier (36 hours, 2 nights, cabin for two) and will include about 2 weeks in Morocco, staying in small hotels (where accommodation will be in double rooms with private facilities, with breakfast and dinner).

The cost of the car ferry to Tangier (return) will be approximately 220 euros (max) per team, including a Traction and a two-person crew sharing a two berth cabin with WC. Other costs to be confirmed.

The maximum number of teams that will be allowed to participate is 6 so if you are interested, and meet the above requirements, please email Ronald directly on: r.a.knoth@zonnet.nl

Other News

Is the recession really over?

The recession seemed to be a thing of the past at a sale of prestige vehicles last Thursday 21st January. In the space of just a few hours £3.6m was generated on over 300 prestige vehicles for sale at British Car Auctions’ Nottingham auction centre.

The sale featured a broad spectrum of prestige vehicles, from Aston Martins and Bentleys to Ferraris, Porsches and Maseratis as well as a number of BMWs, Range Rovers and Mercedes.

“It was a tremendously exciting sale”, confirmed Tony Gannon, Communications Director, BCA. “38 cars were each sold for in excess of £20,000 and the highest priced vehicle went for £82,500.

“Clearly the demand is there for these prestige vehicles. Over 500 buyers attended the sale either in person or online. This is an enormously encouraging start to the year for the retail sector as a whole.”

The next BCA Top Car Sale at BCA Nottingham takes place on Thursday 18th February and BCA is expecting an even wider choice of vehicles to go under the hammer.

FBHVC STOP PRESS

In the last issue of the FBHVC newsletter it was stated that Shell V-Power petrol was guaranteed not to contain ethanol. Just before the latest FBHVC newsletter went to press the FBHVC discovered that this is no longer the case. A statement just issued by Shell says: 'Shell, like many other fuel suppliers, has begun blending ethanol into some Unleaded grades, including Shell V-Power at Stanlow, to comply with the legal obligations of the RFTO'

ANTIFREEZE

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages – but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these ARE declared suitable for 'classic cars' on their company websites.

Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may NOT be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing 'bitting agents' to make it less palatable and minimise the risk of accidental poisoning. Both of the above products use inorganic additive technology (IAT).

Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting.

However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines.

For this reason the manufacturers DO NOT recommend the use of OAT antifreezes in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and ARE NOT recommended for use in historic vehicles.

The FBHVC are still researching this problem but their advice at the moment is:

- only use blue coloured IAT antifreeze in historic vehicles;
- only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer;
- never mix different types of antifreeze without thoroughly flushing out the system;
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

You write

Unfortunately as my email in box is empty there is nothing for this section this month. Its up to you folks!!!!

January Events

London Section - 23rd February at 8.00pm at Rose of York, Petersham Road, London TW10. Please ring Peter Simper on 0208 560 3267 (days) or 0208 891 1093 (eve) for further information.

Surrey, Hampshire & Sussex Borders Section - 21st February lunch time meeting at The Fairmile at Cobham. Please ring Helen Shelley on 0208 330 7216 for further information.

TOC Classifieds

Wanted. Wanted one wheel for a Light 15, Rubery-Owen Easy Clean type. Julian Taylor. 01278 691152, j1416@fordgateorchard.orangehome.co.uk

TOC Quick Links

TOC website:	www.traction-owners.co.uk
TOC spares hotline email:	spares@traction-owners.co.uk
TOC helpline email:	helpline@traction-owners.co.uk
TOCtech email:	toctech@traction-owners.co.uk
TOC membership email:	membership@traction-owners.co.uk
TOC magazine email:	editor@traction-owners.co.uk
Nicholas Greene's TA Forum:	http://tractionavant.forumcircle.com/portal.php
Oliver de Serres' videos of the Traction:	http://uk.youtube.com/watch?v=nxrl-vvDMWE http://uk.youtube.com/watch?v=sNK-nfL0skE http://uk.youtube.com/watch?v=svVchPE6Zi0
Classic French numberplates:	http://www.classic-number-plate.com/french-classic-plates.html
Cliff Sykes' video of the 2009 TOC Annual Rally :	http://www.traction-owners.co.uk/social/2009/Float-In-Power/2009AnnualRallyvideo.htm
Club Belge des Anciennes Citroën: video of RN7 with holiday traffic:	www.cbac.be http://www.ina.fr/economie-et-societe/environnement-et-urbanisme/video/AFE03006780/departs-en-vacances-sur-la-nationale-7.fr.html
Classic Motor Sales	http://www.classicmotorsales.net/

Tailpiece

And to finish, another contribution from one of my friends in Canada. This time its THE DARWIN AWARDS, the annual role of honour of the individuals deemed to have done the gene pool the biggest service during the year by killing themselves in the most extraordinarily stupid way.

For 2009 (and remember that each and every one of these is a TRUE STORY) the DARWIN AWARD nominees were:

Semifinalist #1

A young Canadian man, searching for a way of getting drunk cheaply, because he had no money with which to buy alcohol, mixed gasoline with milk. Not surprisingly, this concoction made him ill, and he vomited into the fireplace in his house. The resulting explosion and fire burned his house down, killing both him and his sister.

Semifinalist #2

Three Brazilian men were flying in a light aircraft at low altitude when another plane approached. It appears that they decided to moon the occupants of the other plane, but lost control of their own aircraft and crashed. They were all found dead in the wreckage with their pants around their ankles.

Semifinalist #3

A 22-year-old Reston, VA, man was found dead after he tried to use octopus straps to bungee jump off a 70-foot rail road trestle. Fairfax County police said Eric Barcia, a fast food worker, taped a bunch of these straps together, wrapped one end around one foot, anchored the other end to the trestle at lake Accotink Park, jumped and hit the pavement. Warren Carmichael, a police spokesman, said investigators think Barcia was alone because his car was found nearby. "The length of the cord that he had assembled was greater than the distance between the trestle and the ground," Carmichael said. Police say the apparent cause of death was "Major trauma."

Semifinalist #4

A man in Alabama died from rattlesnake bites. It seems that he and a friend were playing a game of catch, using the rattlesnake as a ball. The friend - no doubt a future Darwin Awards candidate - was hospitalized.

Semifinalist #5

Employees in a medium-sized warehouse in west Texas noticed the smell of a gas leak. Sensibly, management evacuated the building extinguishing all potential sources of ignition; lights, power, etc. After the building had been evacuated, two technicians from the gas company were dispatched. Upon entering the building, they found they had difficulty navigating in the dark. To their frustration, none of the lights worked. Witnesses later described the sight of one of the technicians reaching into his pocket and retrieving an object that resembled a cigarette lighter. Upon operation of the lighter-like object, the gas in the warehouse exploded, sending pieces of it up to three miles away. Nothing was found of the technicians, but the lighter was virtually untouched by the explosion. The technician suspected of causing the blast had never been thought of as "bright" by his peers.

The Winner

The Arizona Highway Patrol came upon a pile of smoldering metal embedded in the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an aeroplane crash, but it was a car. The type of car was unidentifiable at the scene.

Police investigators finally pieced together the mystery. An amateur rocket scientist had somehow got hold of a JATO unit (Jet Assisted Take Off, actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" for taking off from short airfields.

He had driven his Chevrolet Impala out into the desert to a long, straight stretch of road where he had attached the JATO unit to the car, jumped in and got up some speed before firing off the JATO!

The facts, as best can be determined, are that the driver of the 1967 Impala hit the JATO ignition at a distance of approximately 3.0 miles from the crash site - which was established by the scorched and melted asphalt at that location.

The JATO, if operating properly, would have reached maximum thrust within 5 seconds, causing the Impala to reach speeds well in excess of 350 mph, and would then have continued at full power for a further 20-25 seconds.

The driver would have experienced G-forces usually reserved for dog-fighting F-14 pilots under full afterburners, causing him to become irrelevant for the remainder of the event.

After the JATO was fired the car continued on the straight highway for about 2.5 miles (15-20 seconds) before the driver applied and completely melted the brakes, blowing the tyres and leaving thick rubber marks on the road surface in the process. It then became airborne and flew for a further 1.4 miles before hitting the cliff face at a height of 125 feet, where it left a blackened crater in the rock 3 feet deep.

Most of the driver's remains were not recoverable. However, small fragments of bone, teeth and hair were extracted from the crater, and fingernail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel.

Epilogue:

It has been calculated that the vehicle attained a ground speed of approximately 420-mph although much of the journey wasn't actually on the ground.