

Traction Owners Club Ltd

Traction Owners Club Limited
Registered Office: 58 St Augustine Road,
Griffithstown, Pontypool, Gwent, NP4 5EZ



Monthly Newsletter

Issue 19 April 2010

The comments, views and opinions expressed in this newsletter are those of the contributors and do not necessarily reflect those of the editor, the committee or the directors of the Traction Owners Club Limited. The Traction Owners Club Limited is not responsible for the results of Members following contributors' advice, nor does it endorse the products or services of any advertiser. The editor reserves the right to sub-edit submitted material as deemed necessary. This publication may not be reproduced in any form or part without the written permission of the editor.

TOC News

Editorial

My apologies for the lateness of this edition of **e-FP**. At the beginning of the month we were busily packing for our departure to Canada and there was just not time for me to fit in producing this newsletter.

Since we arrived here in Canada a week ago there has been so much to do (de-winterising the house, getting the cars back on the road, tidying the garden, going for runs with the local car club, visiting friends etc etc) that the time has just flown by and now suddenly it's already the 20th.

I'm also late starting the May/June edition of **Floating Power** and with a major project on hand (building raised beds in the garden for Barb's vegetables) I guess the next few days will involve burning some midnight oil to try to get it started/finished before we head out to Alberta next week for four days to visit a major car show and to take in some culture at a couple of Albertan museums.

I'll therefore apologise in advance for the fact that the May/June edition of **Floating Power** is likely to be about a week late arriving with Members and for the fact that this will be a short edition of **e-FP** aimed mainly at ensuring that Members are fully aware of the Drive-IT-Day activities that have been planned for this coming Sunday.

If you can please support these events and the Classic Car movement in the UK by taking part.

Finally could I ask that Section Coordinators ensure that someone is nominated to provide a brief write up of their event and some photographs for inclusion in **Floating Power**.

Section Coordinators

April sees two changes to our Section Coordinators. After many years of devoted service Norman

Moore and Peter Riggs have decided to step down as the coordinators for the Ireland and Mid-Shires Sections (respectively). A big thank you goes from everyone in the Club to Norman and Peter for all their hard work.

Richard Sheil (Ireland) and Nick Thorne (Mid – Shires) have kindly volunteered to take over responsibility for the sections - so thank you very much Richard and Nick.

Richard can be contacted by telephone on 00 353 87 656 9928 and by email at Richardsheil@eircom.net. Nick can be contacted by telephone on 01296738833 and by email at nick.g.thorne@btinternet.com.

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

Don't forget that this coming weekend sees the ACI "Event of the Year" 2010 - The Citroën Story - at the Zolder Formula 1 Race circuit in Belgium in April.

With Race Track activities, off road driving, a spare parts market, a Citroën museum and activities and entertainment for all ages the 25 euros weekend pass for 2 people (which includes rally plate, parking and access to the race circuit on Sunday) seems extremely good value.

For the race track activities an impressive array of French and Belgian drivers have confirmed they will be present:

From France : Philippe Bugalski and Pierre Lartigue.

From Belgium : Bruno Thiry, Robert Droogmans et Marc Duez.

The member clubs of the ABCC (Amicale Belge des Clubs Citroën) will be providing approximately 45 cars, ranging from Type A 1919 to a BX, for the exhibition in the Citroën museum - including distinctive Belgian-made vehicles and The Visa 1000 Pistes of Bruno Thiry.

Every club will have its own stand and next to the museum there will also be a Seventies Motor Show, showing six cars that were for sale in Citroën showrooms at the beginning of the seventies.

There is probably still time to preregister at www.citroenstory.org if you haven't already done so (provided always of course that there is room on a ferry or on the chunnel trains - given the current travel difficulties that Europe appears to be suffering).

'DRIVE-IT-DAY' - Sunday 25th April 2010

Eastern Section

Lunchtime meeting at The Three Horseshoes, Stowes Hill (on the A1141), Cockfield, Bury St Edmunds, Suffolk IP30 0JB followed by a scenic drive. Please call the Horseshoes direct on 01284 828177 to book your Sunday lunch or bring a picnic.

This is the first event organised by new TOC member Jasmin Gagen so if you can please join the dozen or so Tractions, seven DSs and the Panhard that have so far committed to attending the run to make Jasmin's first event a huge success.

To contact Jasmin for more details call 01284 827039.

Peak Section

It is understood the Peak Section 2010 Drive-It-Day event will be a scenic drive in the South of Derbyshire ending up in Repton for Lunch. Details of the start and finish points have been circulated on a 'need to know' basis so are not available to the editor. Members wishing to take part should ring John or Bev Oates on 01629 582154 for further information. Thanks go to Richard & Carol Carlin for organising this event.

South West Section

It is understood that the South West Section is also planning a Drive-It-Day event but the editor is unaware of the details. Members interested in taking part in this mystery event should contact Walford Bruen on 01395 568909 for details.

Surrey, Hampshire & Sussex Borders Section

Surrey, Hampshire & Sussex Borders Section Drive-It-Day event is based around a trip on the Bluebell Railway. The main convoy will leave Denbies Wine Yard on the A24 outside Dorking at 10.30 a.m. sharp. For Members living further South the convoy will leave The Orchard Pub on the A272 Cowfold Road at 12 noon. For further information and to confirm your intention to take part in the event please ring Helen Shelley on 0208 330 721.

West of England Section

The theme for this year's West of England Section Drive-It-Day event, which has been organised by Noel Hutchinson, is Trains, Boats and Planes.

An all day event - the route for the 2010 event will cover about 100 miles through Somerset and Dorset, visiting sites associated with the theme. As with last year's "Expedition to find the source of the River Brue" event, members of 2CVGB have been invited.

The start this coming Sunday will be at the Frome Flyer pub (Premier Inn site) Commerce Park, Jenson Avenue, Frome BA11 2LD. It's on the A361 and forms part of the Frome By-pass. Meet at 10:00 am for a 10:30 start. Coffee will be available at the pub.

All TOC Members will be very welcome but Noel would be grateful for a call beforehand (on 01749-850603 or email mail@noelhutchinson.plus.com) to help ensure that sufficient route books are printed and available on the day.

TOC Classifieds

WANTED: Manual advance/retard assembly for an 11BL for use with a SEV distributor or if anyone has one I could borrow to make a copy. Tel: Bill 01934 824475 or e-mail jeanne@rookeynook.plus.com

DISPOSABLE FUEL FILTERS. Don't come grinding to a halt with blocked carb jets, fit a modern fuel filter to "catch the crud" from the bottom of your 50+year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+. Email: Mick@popka.co.uk or Tel: 01904 701 005. Next day dispatch

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: Oliver de Serres'	http://tractionavant.forumcircle.com/portal.php
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/

Talepiece

And to end this month - two true stories.

STORY NUMBER ONE

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city into everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie.." He was Capone's lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal manoeuvring kept Big Al out of jail for a long time.

To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block.

Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars, and a good education. Nothing was withheld. Price was no object.

And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was.

Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done.

He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. But, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion and a poem clipped from a magazine.

The poem read:

"The clock of life is wound but once, and no man has the power to tell just when the hands will stop, at late or early hour. Now is the only time you own. Live, love, toil with a will. Place no faith in time. For the clock may soon be still."

STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare.

He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realised that someone had forgotten to top off his fuel tank.

He would not have enough fuel to complete his mission and get back to his ship.

His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the aircraft carrier he saw something that turned his blood cold; a squadron of Japanese aircraft was speeding its way toward the American fleet.

The American fighters were gone on a sortie, and the fleet was all but defenceless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent.

Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction.

Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier

Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft.

This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of WWII, and the first Naval Aviator to win the Congressional Medal of Honour..

A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WWII hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honour. It's located between Terminals 1 and 2.

SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was "Easy Eddie's" son.