Traction Owners Club Ltd

Monthly Newsletter **Issue 7 April 2009**

This issue is a trial of a different format which has to be delivered via the TOC website. If your feed-back is positive it should be possible to deliver it directly to your email accounts in future months so please let me know whether you prefer this type of layout or the one used previously.

TOC News

e-FP logo

A big 'thank you' to Dan Fletcher (77 Design, Oats Royd Barn, Halifax), a Traction enthusiast and a member of 2CVGB, who designed the e-FP logo for this newsletter for us.

Emergency Assistance Network/Directory of parts & service suppliers

A year has passed since the first glovebox edition of the Emergency Assistance Network brochure was produced and it is now time to update and re-issue it.

If you would like your name including in the list of those Members willing to offer assistance to fellow TOC members in the event of a problem whilst they are driving a Traction please let me know by email at editor@traction-owners.co.uk. Also if you would like to nominate a Traction parts supplier or Traction specialist for inclusion in the directory please let me know as soon as possible.

TOC Club Shop

Within hours of the first appeal for a TOC member to take over the Club Shop appearing in e-FP a volunteer stepped forward. Having waited until after the next edition of *Floating Power* was issued to give non-email equipped members the opportunity to volunteer the committee is delighted to welcome Barry Curtis as the new manager of the Club Shop. Barry's details will be printed in the next edition of *Floating Power*. However another success for e-FP.

TOC Parts list

An updated parts price list is now available on the TOC website. A hardcopy version is now being prepared and is expected to be issued with the next copy of *Floating Power*.

Brittany Tour 2009

The Club des Tractions Avant de Bretagne (CTAB) have announced their "Annual Rally" for 2009 will be held

in Upper Normandy in the Pays de Caux region. This is an area approx between Etretat and Dieppe on the coast, down to somewhere north of Rouen.

The rally will start on Friday 10th July and finish on Monday 14th July. There will be a one day tour to Arras included. So just right for those of you who wanted to do both tours!!

No other details at present, but anyone interested in participating can contact Martin Nicholson at vicmarnic@wanadoo.fr or Terence McAuley or Walter Callens via the addresses in Floating Power.

75 for 75 - Arras

Saturday 11th July

Walter Callens advises that the Saturday "75 hours gala-dinner" is now fully booked. He is therefore suggesting that TOC members who cannot attend the gala-diner, but would like to dine together on Saturday evening, might like to meet up in the centre of Arras in a typical regional restaurant where a 3 course, traditional, menu is likely to be in the region of 25 euro per person.

Would TOC members interested in meeting up for dinner on Saturday evening at 7.30pm please contact Walter or Noëlla Callens as soon as possible (stating the number of people in your party). They will then make a reservation on your behalf and send you a confirmation.

Sunday 12th July

Gathering at the Place des Héros, in front of the city hall, for a photo shoot of all members of the Rest of the World-section and another one of ALL TOC-members & their cars. Further information from Walter or Noëlla.

Cricket

A team of 11 players from the TOC is being sought to play a game of cricket against a combined team of the Belgian and French Tractionistes at the 75 for 75 celebrations at Arras in July. Many of you may know that a recent discovery revealed that cricket was already being played in 1150 by shepherds in the border region of northern France and Flemish Belgium.

Apparently they hit the ball with their curved crooks, and the game was called "met de krik ketsen" (an old Flemish phrase which means to chase with a curved stick).

Many Flemish weavers came to England in the 14th century and in their spare time the rich weavers played the Flemish national game of cricket. In a poem written in 1533 by John Skelton (who did not like the weavers) there are references to "wickettes" and "kings of crekettes".

In 1589 John Derick (or Hendrik) played at "crekett" at the Royal Grammar School in Guildford. And in 1743 we have a picture of a cricket match at the Artillery Ground in London which shows clearly the Flemish weavers and their curved sticks.

If you are interested in being a member of the team please contact Walter Callens or Bernie Shaw. [The start of the Belgian cricket season is the first of April - Ed].

TOC meeting point

Some TOC members have suggested that a 'TOC rendezvous' point in Arras should be arranged - Café LEFFE (Place des Héros 72) - has therefore been nominated as an ideal place to meet other TOC-members so if you are going to Arras in July make a note of this address!

TOCTech CD

In the near future it is planned that an updated Technical Library CD will be produced (probably containing all of the TOCTech contents from Volumes 1 to 32 - November 2008). It is also planned that this information will be made available in a 'members only' area on the TOC website.

Members who purchased earlier versions of the CD will know that the Technical Library CD contains scanned images of past copies of the TOCTech pages of Floating Power with a searchable contents index that allows articles to be found based upon a keyword (eg clutch, waterpump, 6v to 12v conversion etc).

The editor has been able to obtain the original input and photographs (many coloured) used to create the last 40+ editions of TOCTech and also has access to copies of *Floating Power* back to Issue 1 and would like to hear from TOC members who would be interested in being able to purchase a TOCTech book if one were to be produced.

The idea is that instead of scanned images of past TOCTechs the original input would be used to produce a new book in which all the technical articles that have been generated by TOC members over the past 30+ years on a particular subject (eg 6v to 12v conversion, stopping clutch judder etc) would be collated into separate chapters.

The book, which would be likely to have between 400 and 600 pages of information printed on high quality, grease resistant paper with coloured photographs, would be delivered in a 4 ring binder so that individual pages could be removed and taken to the garage and new pages added as updates in the future.

The price of the book would be dependant upon the number of copies printed but is unlikely to be less than £30 per copy.

At this point the idea is being floated to judge if there might be sufficient demand to warrant doing the work - so if you would be interested in purchasing a copy of such a book (if it were to be produced) please let me know (editor@traction-owners.co.uk). Please note that this will create absolutely no commitment on your part - I just need to know whether anyone else might be interested in having such a Traction-specific technical reference book available or not.

Other News

Classic Cars Easy Target For Thieves

Classic cars don't have the advantage of today's modern standard security features, making them an easy and lucrative target for thieves warns TRACKER, the UK leader in stolen vehicle recovery.

With high demand for rare models and many classic cars worth more in parts than as a whole, owners need to take extra precautions to not only protect their vehicle from criminals but ensure speed is of the essence when recovering it. The installation of a tracking device will not impact on the look and feel of a classic car – or break the bank - and offers a vital level of protection.

TRACKER stolen vehicle recovery systems work like an electronic homing device. A covert transmitter is hidden in one of several dozen places around a vehicle. There is no visible aerial, so the thief will not even know it's there. The tracking device works even if the vehicle is hidden in a garage or taken abroad – as the system works in numerous other countries, offering car owners the ultimate in peace of mind should the worst happen.

Stuart Chapman, a former senior police officer and head of TRACKER's Police Relationship Team, says, "Door locks on cars from the 1960s will be worn and easy to tackle using different keys or tools. Owners could look at using a steering wheel/brake pedal lock and even an armoured steering column collar to make it more difficult for criminals to steal the car. Thieves are opportunists, so anything owners do to make it difficult can reduce insurance premiums and reduce the risk of theft."

Classic Car Security Tips

- Park in busy or well-lit and attended car parks near CCTV cameras
- Never leave the keys in the car
- Ensure the doors are locked, the sunroof and windows are closed
- Don't leave valuables such as phones and bags in view, leave them in the boot
- If you have a garage use it, if not park a modern car in front of the classic car on the drive, as it is harder to steal
- Invest in an immobiliser and tracking device for high performance or classic cars for added protection and to reduce insurance premiums
- A car alarm is essential as classics are easier to break into
- At home, don't keep keys in a place where they can be seen or accessed from outside

You write

Your favourite film containing Tractions

Andrew York writes "*Hi John, funny enough this subject was discussed last night at the London section meeting. I remember 3 films mentioned. Sound of Music, Benjamin Button and House of Cards*."

Jonathan Howard writes "*My offering is Jean-Pierre Melville's Bob le Flambeur. Shot in Paris, or more specifically Montmartre and Pigalle in the early 1950s it centres round Bob, a former gangster and present gambler who down on his luck decides to embark on one more job.. His friend and old adversary l'inspecteur is driven around in a 15/6. Bob's new 'associates' drive an assortment of tractions, and the street scenes of Paris provide plenty of opportunity to glimpse rarities casually parked or trundling around. Everybody seems to be constantly smoking, so that much of the film seems to be shot through a fog."*

David Rusel writes " *It was in the movie DIVA that I first noticed a TA. it probably helped that the car had a role in advancing the plot, and being white made it stand out a little more as well. In any event, some years after the movie first came out I started thinking about the car and went to the local library to go through picture books of European cars in order to figure out the name of the car that I'd liked so much.*

Then it was just a matter of waiting 10 or so years for a white TA to come up for sale within 10 miles of my home, and buying it. Mine is a legere and the one in DIVA was probably a 15/6, but those distinctions were totally lost on me at that time. The test drive was the first time I'd ever put hands on any TA and obviously the first one I was ever in. Was very happy to see the shift pattern on the dash or there would have been problems.

Colour vs Black & White

Richard Sheil says "*By the way I have now had a look at the colour pictures and mockup- surprised to see that I think it is much better in colour. Perhaps you could publish one issue in colour for true feedback?*"

David Murphy wrote "*My vote for the issue is that the calendar & e-FP should be in colour and the printed magazine in both B&W and colour at the editors discretion*".

Robert Wilson says "*I was delighted to receive the e-FP and enjoyed looking at how Floating Power would look in colour. I liked it - but I still like the way it is*"

Richard Hayden writes "*I looked at the colour pics & have to agree that they are far clearer than the black & white ones in the mag. Nevertheless it still seems to me to be an unnecessary expense but I suppose it comes down to whether or not the club can afford it !*

Nic Shaw writes "*B----------, I was sure about the B and W versus colour debate until I down loaded the colour version. Now I'm not so sure. I might agree with Walter. Sorry*"

Michael Johnson says "*I have held off commenting on the issue of colour up to now, and was in favour of keeping to black and white. However, having seen the pdf of what FP would look like in colour, I am convinced it would be better. However….could we please keep the superb and stylish black and white pictures which adorn front and back of the magazine. That, it seems to me is part of our branding, and is the only magazine I receive in this format. That, it seems to me is worth keeping"*

Anselm Aherne writes "*You can put me down as a definite colour supporter! For several years I served as editor of the Irish Veteran & Vintage Car Club Journal - plus the programme for the International Gordon Bennett Rally (our major annual event here, very well supported by pre-1930 car owners from the UK) - both of which moved from B&W towards colour during my stewardship. The move to colour was welcomed by all members - and certainly enhanced the look - and, I believe, the readability - of these publications.*

Of course I know that veteran and vintage cars tend to have flamboyant paintwork, so they come up well in colour photos anyway. Nevertheless, I reckon that black Tractions are set off perfectly by a colourful background. And then perhaps a nice contrast could be created by one or two 'atmospheric' B&W old-style images in each issue. One way or another, I would go for full colour on the front/back cover.

On a practical point: I feel that photos of parts, especially electrical components in technical articles, are much easier to interpret when reproduced in colour - a perfect example being the pics in your TOCtech forum article on the indicator lights modification, as seen in the emailed sample pages - versus the print version. Also...don't those three Tractions in the 'Bangers and Vines' article look splendid?"

Rob Kiff says "*Sample has convinced me. Colour please. Car parts much clearer. Thanks*"

Richard Heffer writes "*Well done setting up colour comparison! V interesting; I found the Techno photos clearer and better in colour, much to my surprise, but still prefer the CARS in B&W!!"*

Jim Goulding writes "*To add to the debate of B/W and colour, I said last month that FP should be in B/W, but having seen your samples on the computer I am now a convert to colour, certainly on the computer."*

Richard Gatto says "*I don't really think the cost of colour is justified. Black and white conveys the era of most of the Citroens we are interested in.*"

April Events

Eastern Section - 8.00pm on 29th April 2009 at The Royal Forest, Rangers Road, Chingford, London E4 7HQ. Please ring Steve or Hazel Shinebroom before you go to check that the meeting is going ahead.

London Section - 8pm on 28th April at The Rose of York, Petersham Road, Richmond, London TW10. Please ring Pete or Sue Simper before you go to check that the meeting is going ahead.

Mid Shires Section - Sunday 26th April "Drive-It-Day" run out. Contact Peter Riggs on 01933 419863 for details.

Peak Section - Sunday 26th April "Drive-It-Day" meet at Sheep Wash Car Park at Carsington Reservoir for coffee at 11.00 - everyone to supply their own drinks but we'll supply the goodies to go with it. Then we'll set off at around 11.30 for an hour's drive and end up at the Red Lion in Hognaston for around 13.00 for lunch. If you are planning to go please call Bev in advance to book lunch places.

Hampshire & Sussex Borders Section - Sunday 26th April "Drive It Day". Meet at Denbies vineyard nr Dorking 11am for a mystery tour. Details from Alec Bilney on 020 8546 7071

West of England Section - Drive it Day 26th April - expedition to discover the source of the River Brue. Meet at about 10:45 at the bridge at Bruton (parking should be available on the Wincanton road leading to the station, opposite the church - the main street always has many parked cars)

Would event organisers please ensure that someone is 'elected' to produce a write up and photographs for *Floating Power* and would Drive-It-Day organisers also please note that the FBHVC would like as many DID photographs as possible. If these are sent to me with your *Floating Power* articles I'll ensure they are forwarded.

TOC Classifieds

Wanted, Is there anybody out there who has a windscreen assembly for a Light 15 Roadster that I could buy or borrow to have copied. I have a contact that can cast the pillars but I need a pattern to work from, any help would be appreciated. Please contact Phil Allison 01256 761444 or 07899 658634 or philippe.allison@whitewaterfinance.co.uk