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Tom Evans

Floating Power

Volume Six Number Six

January Nineteen Hundred and Eighty-Two

This issue of *Floating Power* completes my first year as Editor. I certainly did not realise the difficulties that can confront the editor of a club magazine, but thanks to a fairly small but keen number of members who contribute articles, the task seems worthwhile, even rewarding. It is especially gratifying to record that *Floating Power* won the Thoroughbred and Classic Cars award for the best Club magazine with less than one thousand members. Credit must go to Graham Brice, Allan Sibley, Tristram Woolston, as well as the present team. Despite this accolade, I would not like to become complacent about the magazine and its contents, so if you have any constructive comments, please write in — it's your Club. Perhaps no news is good news, but I am somewhat surprised that I have received no letters of complaint or approval in the last year.

Recently, I had to spend three weeks in Leicester. Apart from the opportunities this afforded for driving a Traction in arctic conditions, I was able to make some fascinating visits. I saw no less than four roadsters in that time: firstly I visited John Dryhurst who owns some superb Tractions, and has the ex-Joe Judd roadster. He is selling a very tempting 15-6 . . . (see ad.) My second visit was to Steve Kemp at his interesting rust-proofing centre in Leicester, complete with a Light Fifteen about to be stripped out. As a devotee of Waxoyl already I feel that his Waxoyl process is very worthwhile. Lastly, I visited Mick Peacock near Loughborough, who has almost completed an amazingly thorough body rebuild on Steve Kemp's roadster, including a complete new floor, exactly matching all the mouldings and pressings of the original. It was easy to examine as the body alone is quite light enough for two or three people to turn on its side. Mick has started the same treatment on Bryn Hughes's roadster. And the fourth roadster I saw? — Mick's own, 'ripe for restoration'. Mick has a superb workshop specialising in restoring vintage and interesting cars, but he is particularly keen on Tractions, of which he has several. We hope to have a Club meeting at his workshop this Spring, but do get in touch with him if you're interested in restoration work — address and 'phone nos. at back of magazine.

It's probably rather too late to give tips on using a Traction in winter now. However, I find that the handling is excellent in slippery conditions (I remember this from '78/79 also). However, when really cold, defrosting seems impossible. Driving back from Leicester, I could only keep a small patch of windscreen clear — the sidewindows were hopeless. A passenger with a hot-water bottle to press on the windows can be useful. The most important tip I can think of is to blank off some of the radiator, otherwise, as there is no thermostat, the engine will not warm up properly, giving less power, more wear, sludge in the oil etc. The Dutch Club sell a top hose thermostat conversion — I wish I had bought one at Breda. It *should* be possible to fit an ordinary modern thermostat in the top hose, clamping the flange with a jubilee clip, but you would need to rig up a bypass as well — has anyone carried out this modification?

The AGM will take place on Friday 29th January at the Rutland pub, West Smithfield. Please come along if you possibly can — feedback from the membership is vital in keeping the TOC going as successfully as it has in the past. If you feel you could help with running the Club by standing for the Committee, please contact the Secretary now, or at the AGM.

Hoping you all enjoyed a wonderful Christmas and wishing you a Happy and Prosperous New Year —

N.H.



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TOC Annual General Meeting
29th January 1981 'The Rutland'
West Smithfield, London EC1,
7 for 7.30 p.m.

TO WIN YET NOT TO WIN

Sorry to have missed the previous magazine, but I thought it best to do one report for the end of the season and including the final results.

Mallory Park on the 16th August was brilliant. Although I didn't do that well in the race, with the new clutch and a Zenith 32 (on loan from JG) I managed to beat Greg's previous lap time there. The acceleration was much better with this carb. So I was all prepared to beat Greg at Thruxton on August Bank Holiday (and hopefully the lady Jag as well). Unfortunately Greg ran a bearing in practice and then blew his engine up completely on the way home. I had a very exciting race, dicing with the Jag on the first couple of laps, she being much faster on the straights but slower on the corners, until I finally got past at the chicane and never saw her again.

Next followed The Trip to Holland where I acquired some adjustable shock-absorbers and twin Solex 34s. The next week at Oulton Park for a modified race I tried them out. I was still a way off the pace in practice, but they were definitely an improvement. As we lined up for the race, it poured with rain. So I managed to keep up with everyone and even beat a Morris Minor that kept spinning off.

The next day at Donington was unbelievable. I was up at six to check my steering, which had acquired a bit of a wobble under braking. I also lost a vital screw from the carburettor linkage, which is difficult to replace in a paddock of Minis and Austin 7s. So I did very badly in practice as I was not prepared. I did a lot of work on the car before the race, for which I had been given a very good handicap. The car went like a rocket — and I won! Only to be told that I was disqualified as I had increased my lap time in the race by more than 5% over practice. But I still got my winner's chat to the commentator.

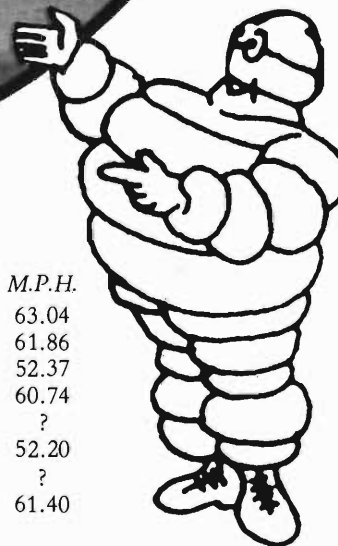
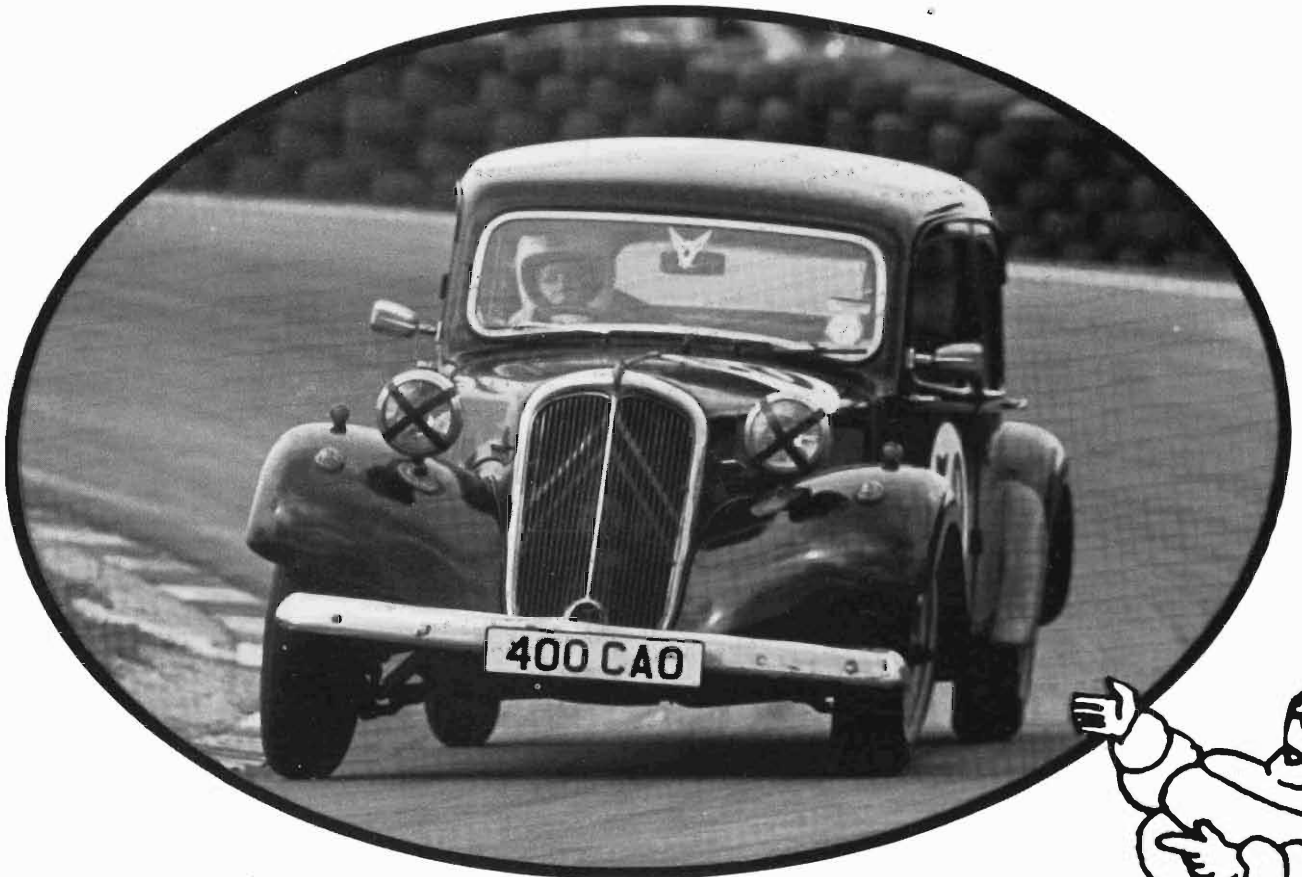
The next week I was at Snetterton for the roadgoing series. With the original carb, the car went slower, but I still got a cup for being 3rd in class. We had a nasty accident in our practice but luckily no one was seriously hurt.

On the 27th I was invited to race a Sunbeam Ti in a celebrity(!) race at Brands. A little different to a Traction, I had great difficulty in using 4th gear and every time I braked the wheels locked up — everything needed much less effort. It was very exciting — especially when I crashed on my fourth lap. That's the last time they invite me.

At Lydden I won my class which gave me lots of points for the Challenge Championship. The following week I was at Silverstone, where I did dreadfully. On my second lap there was an almighty bang, but the car seemed to carry on with no adverse effect. Then there was a terrible smell of petrol. I still finished the race, but discovered afterwards that 1) the dynamo pulley had broken in half, and 2) a jet had fallen off the carb and petrol was pouring out over the manifold! Things always seem to fall off my car at Silverstone.

My last race of the season was at Snetterton on the 25th October where I had to be scrutineered at seven o'clock due to the clocks changing. The race was good fun and I earned some useful points towards the Women's championship.

That's the end of Traction racing for me at the moment as I'm hoping to race something else next year (my car is for sale if you are interested). But it has been a really exciting summer and the Traction have always gathered a crowd of admirers (marshalls, spectators and other drivers) at every circuit we have visited.



FINAL RESULTS

Pre '57 Roadgoing Classic Saloons

Antonia Loysen 4th in Class C
9th overall

Modified Classic Saloons

Antonia Loysen 2nd in Class C
6th overall

RACE RESULTS

				<i>Position</i>	<i>F.L. T.</i>	<i>M.P.H.</i>
Mallory	16 August	AL	17/20	1	17.1	63.04
Thruxton	31 August	AL	13/16	2	17.1	61.86
Oulton	12 September	AL	11/12	1	53.7	52.37
Donington	13 September	AL		1	56.0	60.74
Snetterton	20 September	AL	10/10	?	?	?
Lydden	4 October	AL	8/8	1	07.3	52.20
Silverstone	10 October	AL	?	?	?	?
Snetterton	25 October	AL	15/19	1	52.4	61.40

It's the real thing in miniature!

THE HELLER 15/6

PART TWO

- a) Follow instructions for rear suspension and petrol tank.
- b) Seats — these should "click" together, but Evo-Stick is vital. These must be glued to floor carefully to allow them to move to and fro. First seat fits easily, the second is more difficult! Back seat squab and arm rests are no problem, but back seat is a tight fit and needs easing in very gently to avoid snagging the roof lining.
- c) The instrument panel requires care and patience and fits nicely into place, when completed, onto the scuttle; before glueing, install the two interior body panels that fit in front of the doors. Gear lever should be angled slightly away from the driver with the knob pointing down.
- d) It may be better to omit the gear at the bottom of the steering column so the steering rod can be moved by hand.
- e) The brackets that should hold the handbrake under the instrument panel are not long enough, and it may be better to leave them off altogether.
- f) Follow the instructions for the wiring to the engine compartment. Care and patience is required to manoeuvre the engine round the wiring to avoid snagging. It should be wiggled gently into position on its mountings. Follow the instruction booklet carefully, and route the wires neatly to avoid "spaghetti".
- g) Paint the two halves of the wheels in Humbrol 41, with one coat of white undercoat.
- h) The drive shafts, wheels and radiator assembly should be constructed as instructed in the instruction booklet.
- i) Extra care should be taken when positioning the radiator and its supports so that it is set at the precise *vertical* when viewed from the front. Fit the two halves of the fan shroud together and let them set thoroughly before glueing to the rear of the radiator.
- j) Paint the air cleaner semi-gloss black.
- k) The hoses and heater pipe halves can be glued with cyano-acrylate and the joints cleaned up with a sharp knife.
- l) Spray the entire area with Humbrol HR45 'Dirty Black'. Paint the various rubber hoses matt black and 'jubilee' clips silver.
- m) Assemble exhaust pipes and silencer and

leave to set. Whilst they are setting, glue the rear wheels in place.

n) Underfloor and rear wiring can be seen to. The handbrake cables are too short and need careful stretching. Glue on short pieces of left-over pipes to lengthen the pipes to the rear wheels.

c) Paint the exhaust pipe 'burnt metal' and fix as instructed, except it may be better to attach the bracket to the inner wheel arch rather than the petrol tank as instructed.

p) Read the instructions for the front end very carefully with regard to the different body options for different years.

q) Glue the bonnet centre hinge in place between the radiator and the scuttle and then glue each side panel to it.

r) Headlamp fixings are very weak and may be reinforced with short lengths of 1/16" dia. brass rod. The bulbs should be painted yellow.

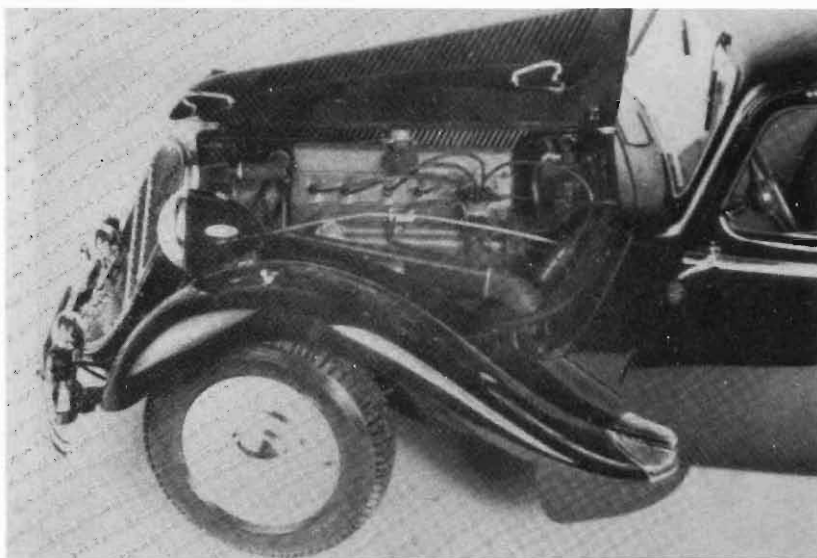
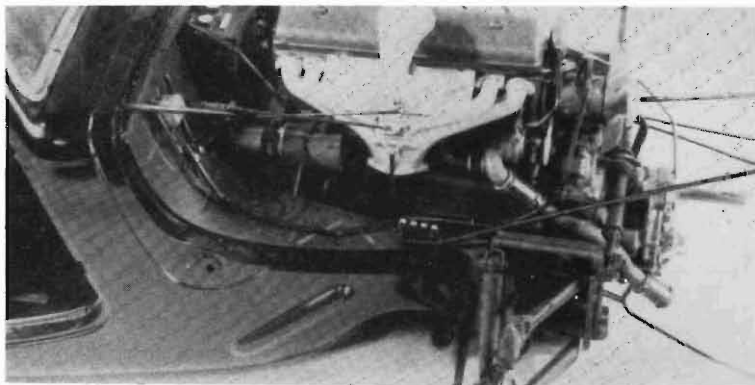
s) Be very careful to line up the hinges correctly, careful sanding and filing is required to obtain clearances for the door locks to work.

Windows may be fixed in any of three different positions and thread applied to the door panels to represent stitching lines, which differ according to the year.

t) Take some care to line up the boot hinges as with the doors. Glue the hinges to the extreme top of the lid, otherwise there is a danger of the lid not closing.

u) Rear light can be improved by painting clear lens red on the inside and the outer cover black.

v) Sprue attachment points - paint with silver paint.



COVER PICTURES:

This issue completes Volume Six of *Floating Power*. All the cover pictures for this volume are taken from photographs kindly loaned by the National Motor Museum, Beaulieu, showing Tractions competing in various sporting events. Brief details follow. Remember that separate, unfolded cover pictures can be bought as prints from the Club Shop (some of the last volume are still available) and make attractive sets to keep or pin up.

Volume Six Number One

1949 Paris 15-6. Monte Carlo Rally.

Number Two

1946 Slough Light 15. London Rally
19th September 1952.

Number Three

1950 Slough Big Six. London Rally
19th September 1952.

Number Four

1939 Slough Light 15 Roadster.
Morecambe Rally, 1953.

Number Five

1935 Slough Super Modern Twelve. Bugatti
Owners' Club Amersham Hill Climb.

Number Six

1938 Slough Big 15. Brighton Rally 1952.



AKB 321 taken 'about 1934' according to Glynn D. Parry, whose father's car it was. This is a very early Slough Super Modern Twelve, and appears as though it could be 1934/35. Thanks Glynn. Presumably long broken up?



TRACTION ARRIERE

Correspondence to
Martin Lloyd

A section devoted to rear wheel drive
Citroëns produced between 1919 and 1939

Regular readers of 'Traction Arrière' may recall the article in *F.P.* July '80 on B14's, one of which was owned by Aidan Harrison. Aidan has since seen the light and joined the Club. He has, however, been very busy and having completed his B14 has bought a Cloverleaf to restore.

Aidan described his Cloverleaf and his B14 to me in a letter as follows:-

"The Cloverleaf is a late model 1925 or '26 with rounded wings, radiator fan, and a belt and pulley-driven speedometer; it also has rear shock absorbers. I have got hold of some seasoned ash ready to change the back end back from a pick-up to a 3-seater tourer.

The most obvious faults so far are a very floppy magneto drive, and a 2-inch difference in wheelbase between right and left due to a bent front axle!

The B14 looks better in pictures than in the flesh; I didn't prepare the surface too well so bits of 'filling' can be seen in places. As you will see the tail-lights aren't the right ones, and the headlights have Lucas lenses, which can't be right. The brakes don't work, I think the servo linkages need adjusting, and the rear gearbox oil seal is shot!

I couldn't find cloth the same as the original, but this is good quality material which looks rather French and matches the chocolate/cream paint.

Some day I'll take the engine out and rectify various small leaks and paint it, but so long as it runs it can stay put for now! It is a long way from a concours restoration, but it's the best I could do allowing for a shortage of that useful virtue — patience.

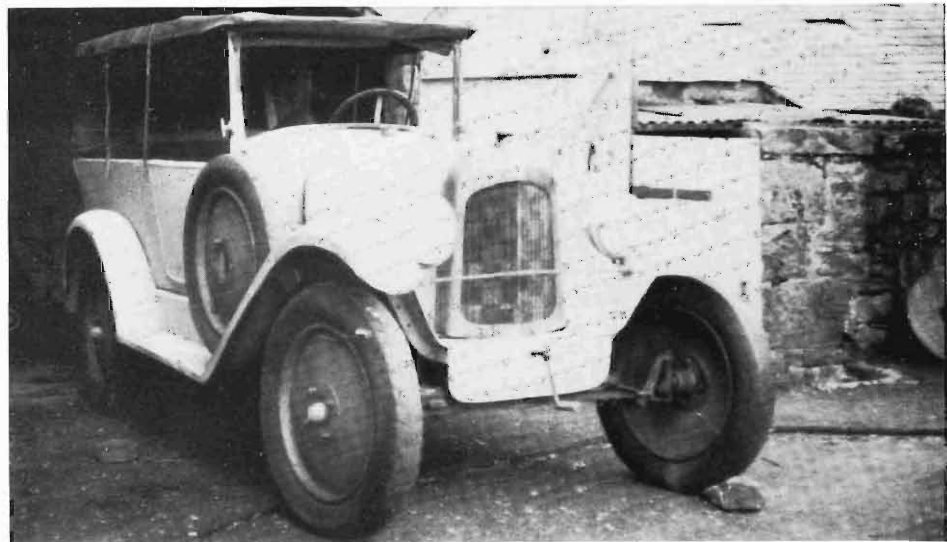
With luck I should get it M.O.T.'d soon and then allow Swansea months to find me a period registration (the Cloverleaf already has one, EL 1538, obtained somehow by the importer).

Swansea seem to have a stock of old (Bournemouth?) numbers. The B14's French registration is 4161 AN5 (Anjou, perhaps?). With luck it should be on the road next summer, and the 5CV in 1984 may be."

Thank you Aidan for your letter and the photos.

Happy tractioning — Arrière et Avant.

M.L.



Buses at BREDA



CLASSIC CAR SHOW OCTOBER 31st - NOVEMBER 1st BRIGHTON MUSEUM

Once again the TOC exhibited at the Classic Car Show, this time at its new location at Brighton. Some eighty-seven one-make car clubs were represented with approximately three hundred cars on display; also on show were transport trusts, specialist firms and autojumblers.

The show was arranged in a maze of halls on three levels; it took hours to see all the stands and vehicles. This year the standards of the club stands and exhibits were the highest I had seen.

TOC members should be proud of the efforts of everyone contributing to their Club stand. It certainly was eye-catching, and evoked the atmosphere and friendliness of the Club. Unfortunately this year we were restricted by the area allocated hence only two cars were shown, these being among the best of course: Tony Mackertich's 1954 11 Commercial and Graham Brice's 1934 Ranalagh Tourer. There was also a vast



Allan Sibley on behalf of the TOC receiving the Magazine Award from Roger Bell, Editor T&CC.
Photograph Courtesy Thoroughbred and Classic Cars



Photographs Valerie Mercer

Photograph courtesy Thoroughbred and Classic Cars

CAR SHOW NOVEMBER 1st METROPOLE

collection of photographs depicting TOC events, people, cars and restorations, also on display was Alec Bilney's completed Meller 15-Six (1/8th scale kit).

Visitors found our stand of great interest as shown by the number of people crowded around it on both days. Useful contacts were made and membership details given to enthusiasts. Some interesting snippets of information were: a 5CV which in the 1930s was converted for use as a grass-cutter retaining all its running gear and front body, which is still in use today; a 1947 Light 15 languishing in a barn; a fully restored 1930s AC4 plus various spares including a new heater muff for a B12 still in its original wrapping paper, obviously these are all being followed up.

The Citroën Car Club displayed some very interesting cars — these were Gee Fenwick's 1953 Slough Big 15, John Waghorn's 1928 Paris B14 Normandie, and Derek Cooper's 1966 DW Decapotable.

On Saturday evening representatives were invited to attend the presentation of prizes by the organisers, *Thoroughbred and Classic Car* magazine. Awards were:

Best Club Stand of the Show

- 1st: T.R. Drivers Club
- 2nd: Jaguar Drivers Club
- 3rd: Daimler and Lanchester Owners Club

Best Car of the Show

Morris Minor 1000 Convertible

Best Club Magazine (membership 1000 and over)

- 1st: Austin A30/A35 Owners Club
- Runner-up: Austin 7 Club

Best Club Magazine (Membership less than 1000)

- 1st: TRACTION OWNERS CLUB
- Runner-up: V8 Pilot Owners Club

Thanks must go to everyone who contributed to the TOC stand preparation and members who volunteered to help man it, who include John Gillard, Paul Griffiths and Alec Bilney, also thanks to Tony and Graham for the loan of their cars, and special thanks to Social Secretary Kathy Hayes for organising it.

Note: The TOC will be exhibiting at the South West Classic Car Show, April 2nd, 3rd & 4th, at the Bristol Exhibition Complex, Cannon Road, Bristol (near the Docks). Please contact Ray Newell, 43 Chatsworth Avenue, Tuffley, Gloucs. Telephone 0452-413404 if you would like to exhibit your car, or if you can give any help.

A.S.

Ready to leave the Arch with stand for Classic Car Show, John Gillard's Twelve and the Light Fifteens of Allan Sibley and Kathy Hayes.





It seems that many traction owners believe that poor petrol efficiency is normal for the traction, and accept that bad running is a function of a worn engine. Whilst this is to a limited extent true, the causes of poor m.p.g. often lie in the ignition and petrol cycles; this month I shall deal with carburation. If your m.p.g. is less than 27 or 28, this probably concerns you!

1. Jet sizes: Check your jets — previous owners may have experimented with different jets to cope with short trips, better acceleration or poor grade petrol. Data for normal traction carbs is as follows:

	1. Needle	2. Main	3. Air Correction	4. Pilot	5. Pump	6. Starter	7. Pilot Bleed
Solex 35 FAIE	1.5	125	220	50	50	125	150
Solex 32 PBIC	1.5	135	190	50	50	125	120

Jets are stamped by the manufacturer. The accompanying diagrams, reproduced from Solex's data sheets, are keyed.

2. Jet seating: This is critical since jets must correspond to passages within the carburettor. Over-thick or thin seating washers will obviously affect performance. Similarly, scoring on the carb seating face where no gasket is used, e.g. pilot jet, will impair efficiency.

3. Clean passageways: Pay particular attention to the main jet passageway — air blown through should freely escape to the float chamber and the emulsion tube well. Also remove the air correction jet to withdraw the emulsion tube for cleaning. The starter jet channel is prone to fill with an accumulation of silt; clean and flush thoroughly and check the jet itself for water corrosion. Air blown through the slow-running channel from the top of the throttle body should escape from the volume screw threads and from the outlet holes in the carb barrel. Cleaning is best with meths or petrol, then using a compressed air line.

4. Air leaks: Use only new gaskets when overhauling — don't use goo! Examine mating surfaces for distortion. Examine the throttle spindle bearings for wear, which will allow petrol vapour out and air in to upset settings — rebushing is the only answer where adverse wear is detected as the wear occurs to the carb body, and replacement of the spindle itself will not cure this problem. After overhaul and running, check screw tightnesses on float chamber cover, and between carb body joints as heat shrinkage can loosen the screws.

5. Mechanical wear: Check mechanical parts for signs of wear — particularly the throttle spindle, float arm and starter face. In the latter case there should be no signs of scoring or distortion in the disc likely to cause leakage. The needle valve should be free in operation and shut off fully. The one-way valve in the base of the float chamber should be completely free and halt any reverse flow. The volume control screw should be without any ridging or distortion to the point.

6. Punctures: Check the float for fuel ingress by shaking. Check the pump diaphragm for punctures — the diaphragm should also be supple, not hard.

7. Clean filters: Often overlooked is the input gauze located before the needle valve in the float chamber top on most models. The gauze surrounding the one-way valve mentioned in 5. should also be thoroughly cleaned.

Fault-finding & diagnosis

a. Flat spots — When engine is warm check pump diaphragm for prompt injection from the injector tube. Some linkages have multiple positions and re-location of the lever to a higher position may be necessary. The injection should be a solid jet — a spray indicates partial obstruction. Check passageways to injector, seating and operation of inlet valve, and cleanliness of attendant gauze filter.

b. Flooding — Check float for fuel ingress, needle valve sticking, good shut-off and good seating, float arm for freedom of movement.

c. Syphoning — is the effect whereby fuel will overflow from the pump injector after the motor is switched off, causing fuel to collect in the throttle chamber on inlet manifold giving difficult hot starting. If the engine is not overheating, the likely cause is inefficient heat shield resulting in heat rising from the

manifolds and causing petrol in the float chamber to expand and overflow. Better hot starting can be achieved by fitting a thicker seating washer under the needle valve to achieve a lower float chamber level.

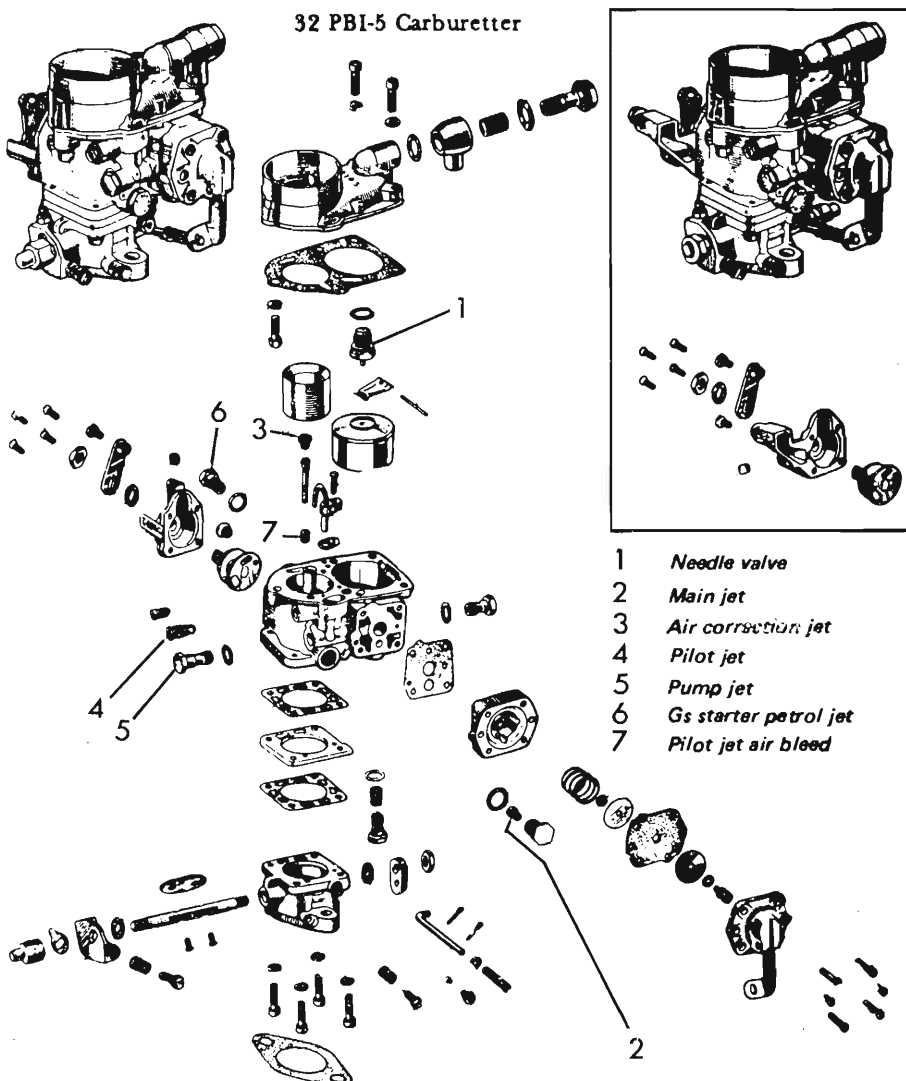
d. Misfiring, stalling, loss of power — Water or rust contamination of fuel may be cured by revving the engine and then momentarily obstructing the carb intake with the filter off. If this fails, thorough cleaning is necessary. An in-line filter is easily fitted on the fuel line where repeated contamination occurs.

e. Rich running — Check air filter element for cleanliness (in the case of oil bath type overflowing may be the cause). Check choke is shutting fully and that the starter face is not leaking due to scoring or distortion. Check needle valve and float operation. Check mixture screw for damage.

f. Poor tickover — Only if all valves and ignition components have been thoroughly checked can it be assumed that poor tickover is a fault of the carb. Then the most usual causes are wear on the throttle spindle bearings, mixture screw damage, pilot jet obstruction or bad seating, and partial obstruction of passages or pilot air bleed.

The following spares are available from the Club Shop for carburettor overhaul.

- | | |
|---------------------|--------------------------|
| gasket sets | gauze filters |
| main jets | mixture screws & springs |
| air correction jets | pump diaphragms |
| spindles | needle valves |
| floats and levers | non-return valves |
| pump jet | pilot jet |



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To All Citroën Agents.

IMPORTANT

Dear Sirs,

LUBRICATION OF DRIVE SHAFT SLIDING JOINT.

We have received a number of complaints in connection with a bumping noise in the front of our Front Wheel Drive Cars. In the large majority of cases this has been proved to be caused by the sliding joint in the drive shafts. On further and careful inspection it has been noted that in the majority of cases these drive shafts have not been lubricated properly. It should be particularly noted that the four greasing points on the drive shafts, two on each shaft, should be greased regularly, say once a week, and sufficient grease should be put in on each occasion as these points cannot be over-lubricated.

We would suggest that in all further cases where you have a complaint of this nature, the car should be taken in, thoroughly greased at the points mentioned above, and that you should explain to the customer how it should be dealt with, when we think you would find the trouble disappear and greater satisfaction be obtained by the owner.

Yours very truly,

CITROËN CARS LIMITED.

R. Richards.

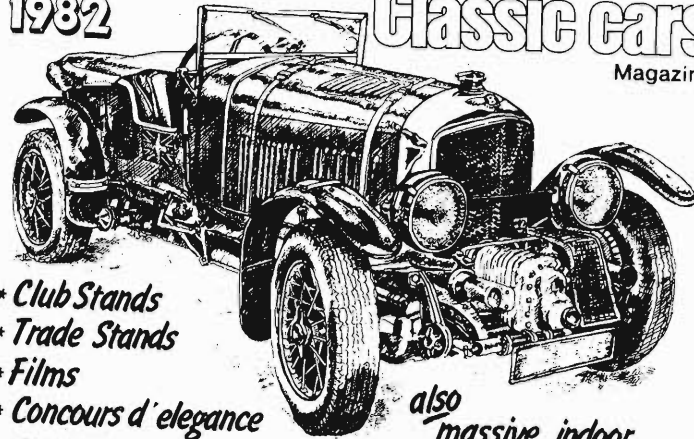
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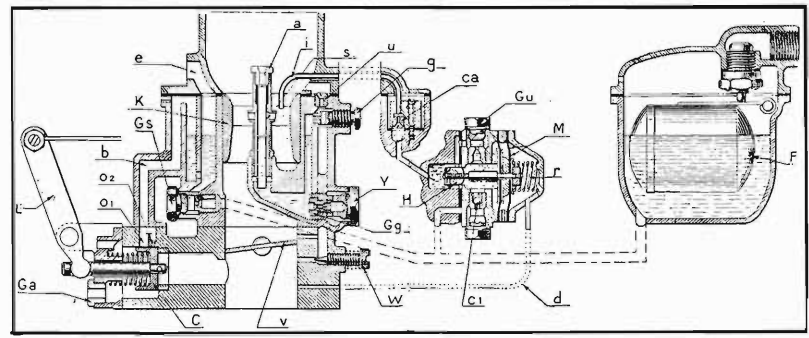
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|----------------------|----------------------|-------------------|-----------------------|--------------------------------|-----------------------|
| Ga | Air Jet. | a | Air Correction Jet. | r | Pump Spring. |
| Ga | Petrol Jet. | K | Choke Tube. | d | Depression Channel. |
| b | Starter Channel. | S | Emulsion Tube. | H | Membranes. |
| O | Starter Feed Tracts. | Gg | Main Jet. | H | Pump Valve. |
| C | Starter Piston. | Y | Main Jet Holder. | Cl | Pump Ball Valve. |
| e | Starter Air Bleed. | U | Pilot Jet Air Bleed. | CA | Injector Calibration. |
| L | Starter Lever. | g | Pilot Jet. | i | Injector Tube. |
| | | W | Volume Control Screw. | Gu | Economy Jet. |
| | | V | Throttle Butterfly. | | |
| | | F | Floater. | | |

Downdraught SOLEX Carburettor Model F.A.I.E. (Economy Device)

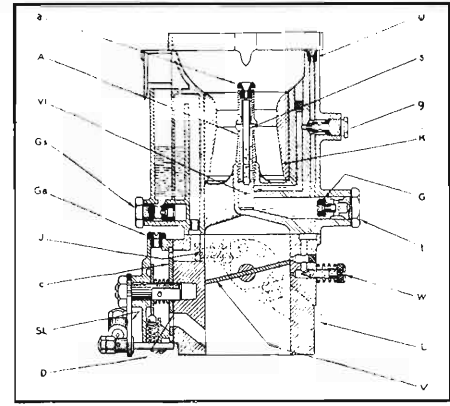


Fig. 1. BI-STARTER & MAIN CARBURETTOR

- | BI-STARTER | |
|------------------|----------------------------|
| C | Starter Valve Plate. |
| GA | Air Jet. |
| SL | Starter Lever. |
| D | Starter Mixture Exit Duct. |
| MAIN CARBURETTOR | |
| K | Choke Tube. |
| A | Spraying Well. |
| S | Emulsion Tube. |
| a | Correction Jet. |
| VI | Reserve Well. |
| G | Main Jet. |
| t | Main Jet Holder. |
| g | Pilot Jet. |
| U | Pilot Jet Air Bleed. |
| W | Volume Control Screw. |
| J | Inlet to Starter. |
| L | Throttle Lever. |
| V | Throttle Butterfly. |

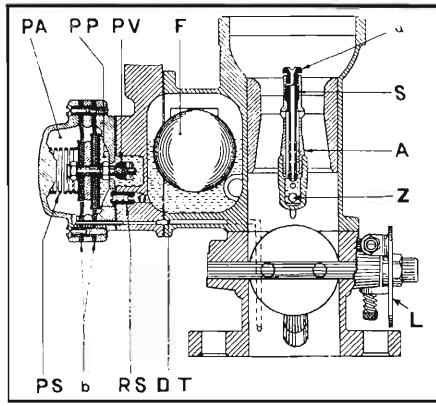


Fig. 2. ACCELERATING & ECONOMY DEVICE.

- | | | | |
|----|------------------------|---|----------------------|
| PS | Compression Spring. | F | Floater. |
| PA | Depression Chamber. | A | Spraying Well. |
| b | Membranes. | S | Emulsion Tube. |
| PV | Pump Valve. | a | Correction Jet. |
| PP | Pump Reservoir. | Z | Pump Discharge Duct. |
| DT | Depression Duct. | L | Throttle Lever. |
| RS | Non-Return Ball Valve. | | |

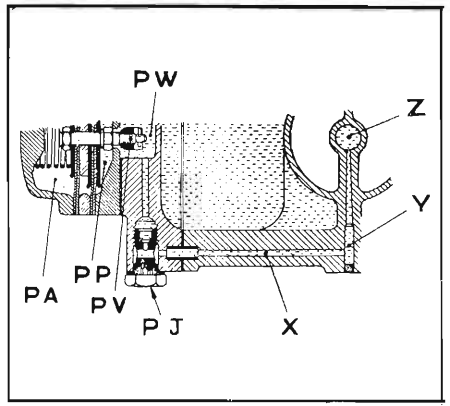


Fig. 3. PLAN SECTION, PUMP & CHANNEL.

- | | | | |
|----|----------------------|-----|--------------------------|
| PP | Pump Reservoir. | PA | Depression Chamber. |
| PV | Pump Valve. | PW | Pump Well. |
| PI | Pump Jet. | X&Y | Pump Discharge Channels. |
| PJ | Pump Jet. | | |
| Z | Pump Discharge Duct. | | |



Correspondence

Dear Friends,

The idea of holding the next TOC rally in Scotland was received with enthusiasm in Norfolk and I find, from recent telephone conversations, that interest is still running high. In consequence, I set about exploring a number of possible sites which needed to satisfy most of the following criteria:-

1. Possibility of including a visit to the 'Transport Extravaganza' at Glamis Castle.
2. Allow camping/caravans and space to do our own thing.
3. Reasonable rates.
4. Central and near the motorway exit.

I found that all the camping sites I visited were either too expensive or not suitable (July of course, is into their high season). I was finally left with three alternatives which have been whittled down to the Glamis Castle grounds which were offering free camping to all participants.

This venue is, in fact, where I would propose we hold the rally. It offers many advantages over other locations:-

1. It saves having to move camp on the Saturday or travelling *very early* on Sunday morning to visit/take part in the Glamis Show.
2. No camping fees.
3. There will be many other entrants camping there so we would be well into the atmosphere but separated since we would be allowed a reserved area for ourselves.
4. Camping is allowed from noon on Thursday until noon on the following Monday.
5. We can cash in on the Glamis organisation.

Let me now tell you a little of the Glamis event.

It is organised by the Strathmore Vintage Vehicle Club who have a large active membership and many interesting vehicles in their area. This show is always oversubscribed and applications *have* to be in early.

Next year the Club has been allowed to increase its motor car entry quota from 300 to 350. In addition, there is a very large entry of motor cycles, pedal cycles, military vehicles, stationary engines and steam vehicles, as well as a very large turn-out of stalls. This event is very highly recommended to all members of the family.

Now, getting back to our Club matters. I have discussed at length our requirements with the Strathmore Club chairman. The proposals which he feels will be acceptable to his committee are as follows:-

1. Offer of free camping in castle grounds (next to the event area) from Thursday to Monday.

2. TOC would have a reserved area where we would be able to organise our own activities.

3. A compound will be allocated to TOC cars to be on display on the Sunday.

4. Permission to erect a marquee should be granted but whether this extends to allow a band and drinks is debatable.

5. TOC cars will be asked to parade in the ring together and should qualify for Special Class prize and concours prize.

I see the TOC event thus:-

Thursday —
Arrive at campsite
Pub evening

Friday —
Run
Lunch
Possible (?) visit to Strathelan Airfield Museum
Pub evening

Saturday —
a.m. TOC Concours
p.m. Glamis Regularity Run
evening — Glamis Ceilidh

Sunday —
Take part in Glamis event.
Well, I will now leave you all with these thoughts. Hope to hear from you soon.

Kind regards,
J.P.A. Savelli,
Bogend Farm,
Falkirk,
Scotland FK2 8SH.
Tel: Airth 366

Dear Tony,

If any TOC members happen to be passing through Madrid in the next two years or so, I would be very happy if they paid me a visit.

Regards,
Alan Moore,
Apartados-308,
Calle Clara Del Rey-39.
Madrid-2,
Tel: 415-99-63.

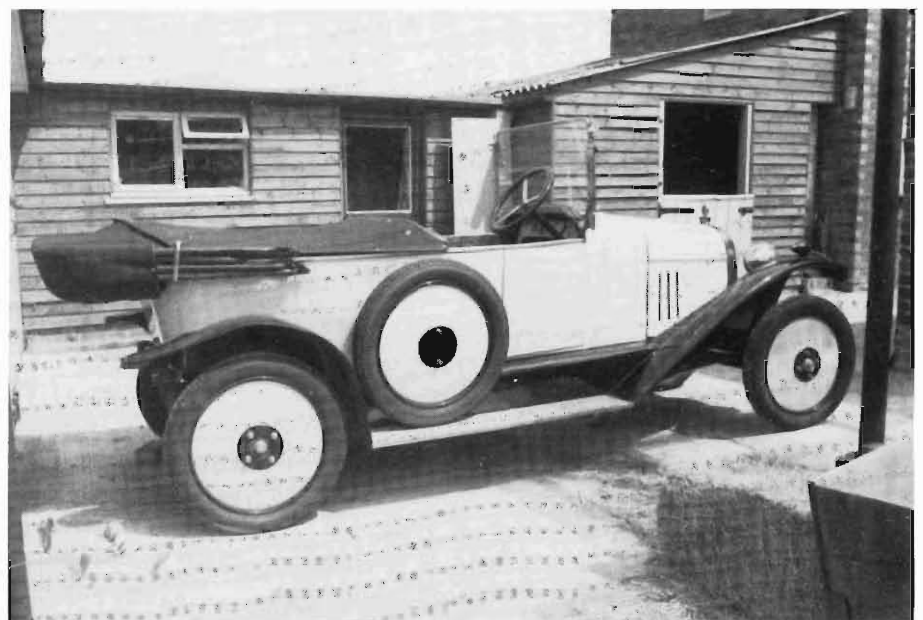
Dear Mr. Hall,

I should have become a member of the TOC some years ago but for one reason or another, mostly due to lack of time working on my Type A I didn't get round to it. Now I have taken the plunge, I feel I should write a note. My reason for writing is to support the Traction Arrière part of the Club, although I have a Light 15, little-used in the last twelve years, and regrettably now with a cracked block.

I enclose a photo of my 1920 Type A which I bought in pieces from the original owner in Sussex, who bought it new in 1921 in Scotland and took it to France. It is right-hand drive and I have found it most entertaining, having twice been on French rallies. The French just don't believe it is reasonable to drive out from England, have a holiday, race and rally the car and drive home without going on a trailer. They also don't believe the car is original since it goes so quickly, has been timed at over 60 m.p.h. but cruises at a steady 45-50 m.p.h. at 45 m.p.g. with road-holding on beaded edge tyres which shakes many a 2CV. The only things lacking are brakes!

I have much information on my car, having rebuilt it over the years from scratch and can say that most of the rubbish which has been written about this first model is not true, due to incorrect data published before the car was made in 1919!

Yours sincerely,
Clive Hamilton Gould,
Walnut House, Main Street,
Charlton, Banbury, Oxon.



Classified

For Sale: Citroën Cloverleaf, yellow and black. Completely rebuilt, new hood, good tyres, engine running, rewired. In good working order. Also new set of pistons and valves, numerous other mechanical parts. Sell complete £4,500. Dr. J.J. Hallac, telephone Wigan 831246.

For Sale: 1953 Big Fifteen black French built LHD. Good tyres, new battery, reconditioned drive shafts. Viewing Northampton end of January. Included in sale — complete set of *Floating Power*, spare parts, manual etc. Sale due to move and lack of garage space. Best offer over £1,750 secures. Picture in Volume 5 No. 4 *F.P.* No. LWT 238P. Telephone Stephen Prigmore (0548) 561280.

For Sale: Pre-War Light 15 engine, seized; includes bellhousing, but no clutch. £20. All parts from Light 12 engine, but block cracked, and Light 12 (8x13) crown wheel and pinion, worn, offers. Light 15 cylinder head £10. Good 165x400 Michelin X £20, or swap XAS. Bumpers: for Light 15, straight spring steel, needs chroming, £20; pressed (1952 on) chrome fair, £20; for Big Six (Slough) pressed, needs chroming, £25 — all are front only. Various other parts, e.g. dashboards, one easi-clean wheel etc. Contact Editor.

VIDEO CASSETTES NOW AVAILABLE of the 4th TOC RALLY, Thetford, Norfolk, 1981. One hour duration, full colour with sound available, either in VHS or BETAMAX (please state which type required). Total cost £22.89 including post and packing. Cheque/Postal Order to: David Shepherd, 23 Longford Road, Bognor Regis, Sussex PO21 1AB, with your name and address. (Please allow 28 days for delivery).

For Sale: 1949 15-6 Paris built, small boot. Easy restoration. Engine very good, reconditioned gearbox (fitted ten years ago, not used since). Velvet interior worn, needs re-wiring, brakes need overhauling. Once owned by de Gaulle? — was on fleet at Elysée Palace (verified). Brought to this country (approx 1953-54) by one of his aides. Present owner purchased car two years ago out of storage. £1,500 o.n.o. Contact John Dryhurst, Hortense House, Netherwood Lane, Chadwick End, Solihull, Birmingham. Tel: Lapworth 3185.

For Sale: 1955 Slough Light 15. Engine, brakes, etc, professionally rebuilt. Body restored, resprayed in red. Spare engine, gearbox, wheels, etc. Offers around £3,000. Tel: 0473-310271 (evenings) or write - Cleave, Holton Hall, Holton St. Mary, Colchester, Essex.

For Sale: Citroënian 1955-63, some complete years. *Floating Power* Vols 1, 2 and 3, some 4. Lt.15 Workshop Manual and Spare Parts Manual (photocopy). Big 6 Repair Manual, original £15. Light 15 spares — large variety including front wings, rear doors, gearbox, crown wheel and pinion, starters, dynamos, engine, heads, cradle, clutches, carbs, gaskets and much more. New tropical radiator £75. New Michelin X's and tubes 165x400 £22. 1954 Slough Light 15, very sound £1,300. Contact Graham Carr, Tel: 0636-812245, 12 Nottingham Rd., Southwell, Notts.

For Sale: Tyres — two brand new 165x400 'X'. Phone Tom Evans, Mulbarton 78140.

Workshop Manuals Hire Service: We have a full range of Traction manuals for loan. Please send details of your car, together with a deposit cheque for £20, plus a separate postal order for postage of £1. Make cheque payable to the T.O.C. and the postal order uncrossed payable to Graham Brice, 27 Forest Hill, Tovil, Maidstone, Kent, ME15 6TH. Please enclose a SAE for the return of your deposit.

Tool & Manual Hire Service: Front end tools for hire from JG at Club Shop. Deposit and hire charges as follows:

	Deposit	Hire
Front hub & outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days, although earlier return will be appreciated. Deposits are refundable only on SAFE return; any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

Foreign Members: Please note that an International Money Order is required with overseas orders, payable in Sterling for the full amount after any bank charges have been deducted.

DEADLINES
Please send copy for the magazine by the following dates, preferably typed or neatly hand-written with good margins (for typesetting directions, not rude comments!). It may be possible to take short advertisements slightly later — try 'phoning. Photographs may also be included if they arrive soon after the copy deadline.

Deadline for magazine appearing	
31st Jan	MARCH 1982
2nd April	MAY 1982
4th June	JULY 1982
30th July	SEPT 1982
1st Oct	NOV 1982
3rd Dec	JAN 1983

RALLY PROGRAMME AND EVENTS TOC attending marked *

*28th January 1982
'From De Dion to Dragstrip', Michael Ware, Curator of the National Motor Museum, talking about the Museum. Illustrated with slides. 50p entry at the door. 7.30pm, Havant Museum, East Street, Havant. Tel: (0705) 451155.

*29th January
Annual General Meeting of the TOC. 7 for 7.30 p.m. at 'The Rutland' (known as the Bishop's Finger to some), West Smithfield, London EC1. An upstairs room has been booked for us. There is ample street parking in the area.

27th February
'Collecting History — The Coach to the Car'. An illustrated talk by John Willrich, Museum Manager of the National Motor Museum.

27th March
Another of our popular presentations of film from the National Motor Museum's extensive archives. It is hoped to include some of the most recent additions, including a promotional film made for the Hornsby Company of Grantham and first shown in the West End in 1908.

Further details of these Friends of the Motor Museum Trust evenings can be obtained from: Michael E. Ware, Curator, National Motor Museum, Beaulie, Hampshire SO4 7ZN. Tel: 0590 612345 (work) or 0590 612386 (home).

*Spring (date to be fixed)
Meeting at Mick Peacock's restoration workshop, Old Hathern Station, Normanton-on-Soar, Loughborough, Leics. Three roadsters in various stages of repair, plus other interesting cars will be on show. Mick's work no. is Loughborough 842560; home Kegworth (05097) 3454, for further details.

*8th, 9th, 10th & 11th July
TOC Annual Rally, Glamis Castle, Scotland. See letter from John Savelli. (*Further details in next magazine.*)

CALENDAR

LONDON SECTION PUB MEETINGS
Organiser: Kathy Hayes, 19 Winton Avenue, Bounds Green, London, N11. Tel: 01-888 6790.
Meetings on the last Tuesday of the month:

26th January
The Goose and Firkin, Southwark Bridge Road, SE1.

23rd February
Ye Olde Wrestlers, North Road, Highgate, N6.

30th March
The George, Borough High Street, SE1.
(*Details for the rest of the year in the next issue.*)

SPARES: New stock items	levy prices
Quarter light fittings, pair	£6.00
Grommets	0.16
Distributor drive dog	£2.25
Liner gasket, paper	0.70
Rack ball pin, rubber, pair	0.50
S/boot surround, per foot	0.38
Sealed beam adapter, each	£2.00
Handle escutcheon, French	£2.00



