





EVENTS DIARY

SECTION VENUE

NORTHERN (N)

New Inn, South View Road, East Bierley, near Bradford
Contact Jim or Liz Rogers. Tel. 0274 545 600

CENTRAL SOUTH (CS)

The White Hart Hotel, Whitchurch, Hants.
Contact Mike Wheals

EASTERN (E)

The Lamb, Lamb Corner, Dedham (off A12)
Contact John Starke. Tel. 0206 231 241

WEST MIDLANDS (WM)

Four Alls Inn, Welford-on-Avon, Stratford
Contact Simon Saint. Tel. 0905 54961

LONDON (L)

Rose of York, Petersham Road, Richmond, Surrey
Contact Alec Bilney. Tel. 081 546 7071

PEAK (P)

Bull 1st Th^{orn}, A515 South of Buxton towards Ashbourne
Contact Bev & John Oates. Tel. 0298 78473

IRISH (I)

19 Main Street, Limavady, Co. Londonderry, N. Ireland BT49 0EP. Contact J. N. Moore.

NB: Central South and Peak are lunchtime meetings (12 noon), all others are evening meetings

AUGUST

Section Meetings: 2nd-CS & P, 6th-N, 12th-WM, 25th-L
21st/23rd – 9th ICCCR, Hernig, Denmark
28th/31st – Tour of Northumbria (TOC)

SEPTEMBER

Section Meetings: 3rd-N, 6th-CS, 9th-WM, 29th-L
6th London Thames side meeting.
6th – Birmingham to Weston-Super-Mare Classic Car Run. Details from Keith McGee on 0935 74630
11th/13th CCC Autumn Rally, Stratford on Avon
27th – Grand London Autojumble and Classic Car Show, Kempton Park Racecourse

OCTOBER

Section Meetings: 1st-N, 4th-CS & P, 14th-WM, 27th-L
9th/11th – Traction Weekend in Shropshire (see letter from Mick Boulton on the Correspondence page)
18th – AGM National Motorcycle Museum, Solihull

NOVEMBER

Section Meetings: 1st-CS, 5th-N, 11th-WM, 24th-L
14th/15th Classic Motor Show, NEC, Birmingham

DECEMBER

Central Southern Area Christmas Lunch

TOUR OF NORTHUMBRIA

28th-31st August, 1992

Book now for this Rally, details were enclosed with the last magazine, or write to Tony Stokoe, Pinewood, Farley Hill, Reading, RG7 1TS. Cheques should be made payable to the 'Traction Owners Club'. This might be your last chance to have an enjoyable break from that discipline of working before the long slog to Christmas. You may even be able to find some unique Christmas presents in this beautiful part of the country.

Chairman
Roger Dyer,
Hill Top, Tuckey Grove,
Send Marsh,
Woking, Surrey GU23 6JG.

Treasurer
Peter White,
Byeways Cottage,
Chalton Musgrove,
Nr. Wincanton,
Somerset BA9 8HN.

Social Secretary
Stan Barker,
Barcus Mead,
North Ripley,
Christchurch,
Dorset BH23 8EP.

General Secretary
Steve Reed,
1 Terwick Cottage,
Rogate, Near Petersfield,
Hampshire GU31 5EG.

Membership Secretary
Peter Riggs,
2 Appleby Gardens,
Dunstable, Beds. LU6 3DB.

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"Woodholme", Frithwood,
Brownshill,
Stroud, Glous. GL6 8AD.

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Middlesex TW2 7QZ.

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Stan Barker,
John Gillard,
Colin Gosling,
Tony Hodgekiss,
Martin Nicholson,
Steve Reed,
David Shepherd,
Nigel Webb.

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West Midlands WS5 3LN

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West Midlands Area Contact
Simon Saint,
Snigs End, Danes Green,
Clains, Worcester.

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Church Street,
Whitchurch, Hampshire.

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Floating Power

Volume 17, Number 3

July, Nineteen Hundred and Ninety-Two

THE timing of the last magazine was very ironic considering one of the letters in the correspondence section of this issue. I am of course referring to the fact that the directions for the Annual Rally were only available after the event, a complaint lodged about the magazine in previous years. Trying not to get too deeply involved with the correspondence perhaps I have missed the point as to what is the function of a Club magazine; is it to look pretty, to be an ego trip for the Editor, to win prizes or is it meant to appear on a regular basis and provide information for the membership. Rightly or wrongly assumed it was the latter, perhaps I have not even achieved that!

Still, moving onto better things, I thought that the Annual Rally was most enjoyable. Unfortunately I was unable to stop for the Sunday, but the Friday evening tour of the Nethergate Brewery and the Saturday tour of Constable Country were excellent. The turn out of cars on the Saturday was very good, especially from abroad, I can only assume that it increased on Sunday.

The events list looks as though it is getting a bit thinner, but there are still some good events to come, the ICCCR, the rally in Northumbria, the CCC Midland rally at Stratford on Avon (always a good gathering), plus of course the AGM.

The Club is slowly getting bigger and with increasing membership come increasing responsibilities, therefore to look after the reputation of the Club and the interests of the committee a number of disclaimers have been added to various parts of the magazine. This does not mean that the committee are trying to opt out of anything. It is unfortunate that these items are necessary but we live in an age when some people expect professional acumen and experience from "press ganged" volunteers. Obviously we all do our best, but some deem this 'best' not to be good enough so please read the disclaimers and inwardly digest.

DAVID GARDNER

Statements made or opinions expressed in 'Floating Power' do not necessarily reflect the views of the Standing Committee or the Traction Owners Club or of its officers, and neither the Traction Owners Club or its officers accept any liability for statements made.

Whilst every effort is made to ensure the accuracy of the information and advice given in the technical articles in this magazine and in the replies to readers enquiries, neither the Traction Owners Club nor the officers and members thereof nor the authors accept any liability whatsoever for such information and advice.

BIG 6 REBUILD

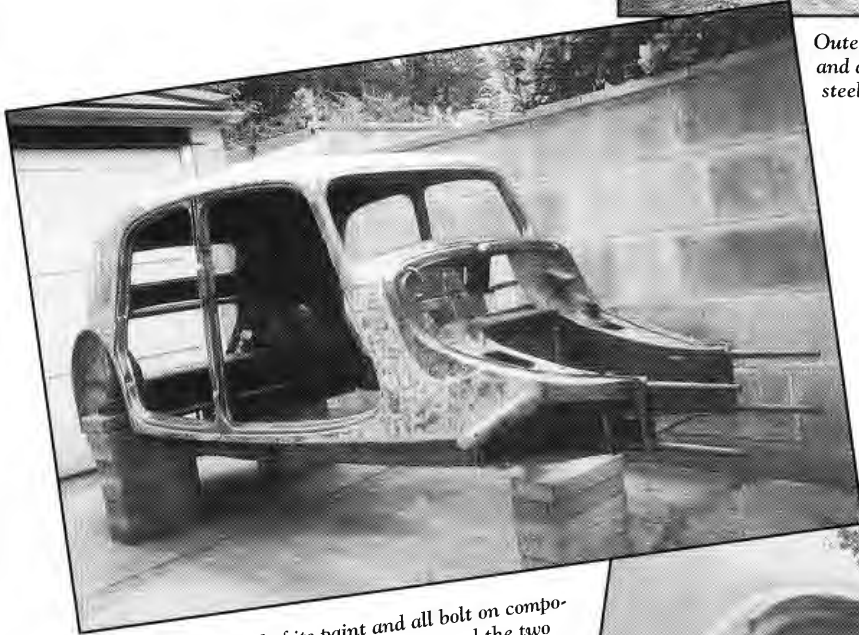
Part 2

By Derek Fisher

This is a pictorial account to continue from where I left off in my first article, I have started the bodywork.



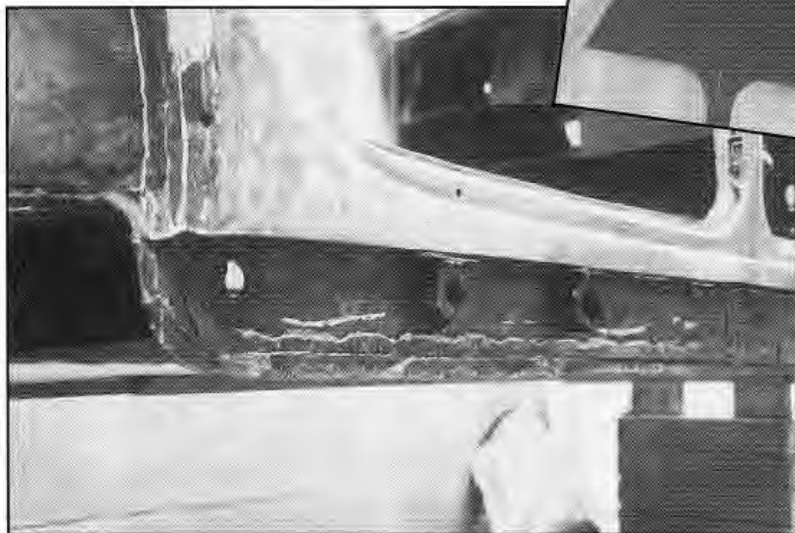
Outer sill and strengthening steel removed, exposing severe rust and damage to inner sill caused by the fitting of the strengthening steel, which must have been removed from a lorry chassis.



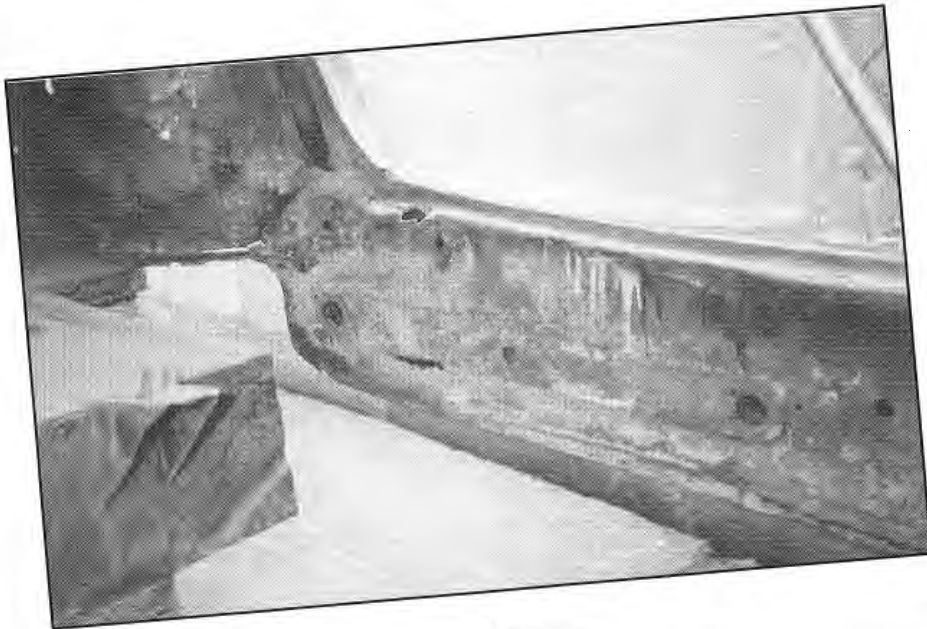
A bare shell stripped of its paint and all bolt on components, the floor, door gutter, battery box and the two outer skins on the front horns have also been cut out to assess rust, the shell was made in France as there are plates welded over a selection of holes on the left bulkhead.



New door gutters fitted, time spent carefully dressing the gutters from the centre door pillar with a rubber mallet and using self tapping screws every other hole drilled at one inch intervals, after the gutters were shaped the inner edge was trimmed to make a uniform gap to the roof, a mig welder was used to plug weld the gutters on, welds then being ground off flush.

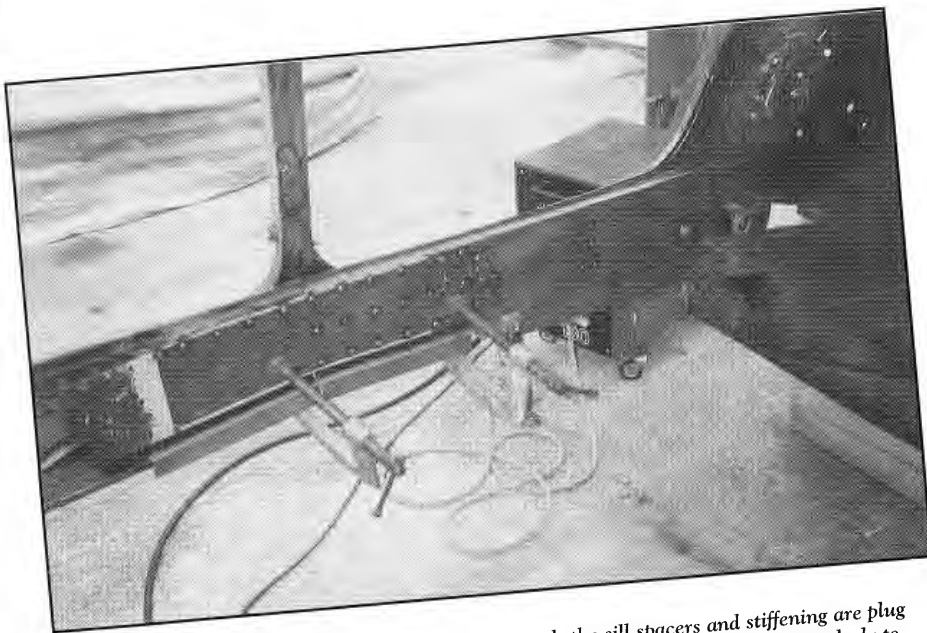
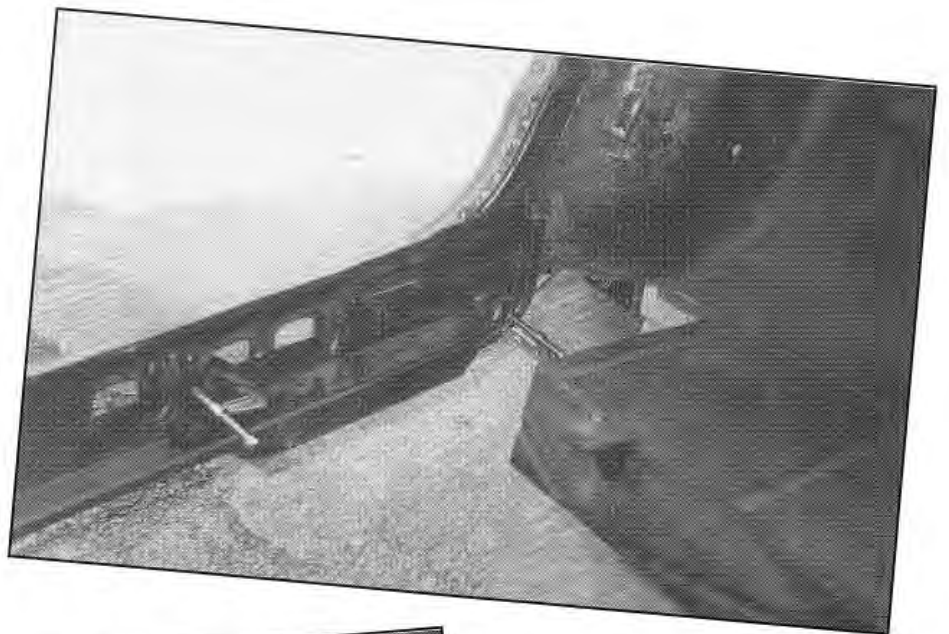


Before removing the centre sill, detailed measurements of the fixings for the rear were taken, the rear suspension spacers between inner and outer sill are badly rusted, the rear spacer has completely rusted away. The new floor was fitted and held in place with self tapping screws to keep the sills in place, while the centre sills were fitted and welded in place to both sides of the car.



The extent of the rust and damage to the inner sills caused by the strengthening steel plates, meant it had to be replaced completely to the seam in the door aperture. Before removing the inner sill, detailed measurements of the rear suspension fixings and stiffening plates were taken.

Inner sill removed, rear suspension spacers being fitted, using stiffening plate as a template to assist with location. Base of the rear door frame had to be replaced on both sides because of damage caused when fitting strengthening steel.



New inner sill fitted, centre stiffening plates being fitted, the sill spacers and stiffening are plug welded and then ground smooth. The rear suspension beam should be put in place regularly to check that it fits, as welding can cause the sills to pull in. I would leave it in place whenever possible.

That's as far as I have got with the body, I am starting the boot area next (*some further photographs will appear in the next magazine - Ed.*).

Mechanically I have had the cylinder head fitted with valve seats, new guides and valves so I can run the car on lead-free petrol. The new driveshafts have also been made.

To get parts made, I generally have more than I need, so I have parts for sale - if I can help, please inquire.

I have at present time for sale:

Inlet and exhaust valves in stainless steel with chrome stems;

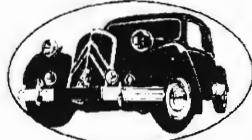
Valve guides as original;

New driveshafts to fit the Bibax joint - these have a CV outer joint with new inner cardan.

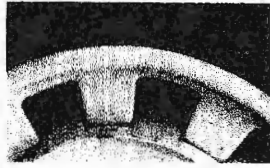
(For phone number see classified ads.)

KENTWELL

'92



TRACTION
OWNERS
CLUB



Circoen



Suffolk
england

Long Melford

annual rally
5/6/7 June 1992



Toni Weber's Normale.

Once upon a time on a rally site far, far away . . .

Following the weekend of 5/6/7 June, I completed a very commendable impersonation of Rip van Winkle by sleeping uninterrupted for a whole fortnight, only awakening to do my duty by putting pen to paper and compiling a few lines on the culmination of the last six months of my life.

I do sincerely hope everyone who managed to attend the rally thoroughly enjoyed themselves, and that over the weekend old friendships were renewed and new ones made.

I have several enduring memories of the whole saga, not least of all having to appear at Sudbury Magistrate's Court following Nethergate's application for a drinks licence, when the Bench wanted an explanation of

exactly what all these boozed-up traction engine drivers were going to do in peaceful Long Melford!

The excellent overall attendance was above our expectations, especially taking into account the weather, which although dry wasn't exactly awe-inspiring either, and the M25 which, we understand, did its level best to prevent those using it from reaching their destination.

It was especially pleasing to get such a large contingent (or was it an invasion?) of enthusiasts from the Continent, particularly Belgium, and to Monsieur Gauguier for bringing his Rosengart, which I understand heralded the first appearance of a Supertraction on English soil.

Pray silence for a few brief words of thanks.

To my wife Susie, whose continued diplomacy and tolerance of me and my dilemmas were (and are) quite beyond normal human endurance. Marcus and Debra Lasance for much help before, during and after the event.

Chris at Woodlands Restorations and Linda at the Marlborough Head, Dedham, for calmly coping with the sudden influx of 80-odd tractionistes. Alec Bilney, the driving test referee (and Raffle Supremo), liberally showing offenders his yellow card.

Peter Simper and Bernie Shaw for the unenviable task of competition judging. Never in the field of Traction conflict have so many been scrutineered so closely by so few.

The very generous proprietor of the local brewery, Nethergate's of Clare, Dr. Ian Hornsey, whose self-confessed tee-totalism was about as believable as my last telephone bill.

The Belchamp Morris Dancers who, together with the aforementioned Dr. Hornsey and his fine ales, provided us all with lunchtime entertainment (and some fancy footwork, of which the England football team might like to take note!).

David and Malcolm Boyd for providing the burgers with the most relish. John Shirley's strobe lighting effects, for which his Volvo was reluctantly allowed on the rally site.

Last, but by possibly no stretch of the imagination, least, my most grateful thanks to the 'Brick' himself - Mr. Barry Longden whose 'Camion Chanteuse' was, in my opinion, the star of the show.

(A final word of thanks must go to our postal service for ensuring that I didn't receive the concours competition entry forms posted by Alec Bilney the weekend before the rally.)

I do sincerely hope someone else is given the opportunity to make next year's annual rally even better!

John Starke

PS. Don't forget that Steve Southgate has a few commemorative Kentwell '92 tee-shirts left, so if you missed the chance to own the 'tee-shirt of the year' at the rally, phone Steve to reserve yours now.



Some of the cars in the Royal Square, Dedham.

KENTWELL '92 REPORT

Vehicles attending:

French Cars:

7	1
11 BL	16
11B	13
Commerciale	2
15/6 (including 1 Hydraulic)	6
Rosengart	1

Slough Cars:

Lt 12 (Ranelagh)	1
Lt 15	12
Lt 15 Roadster	1
Big 15	2
Six H	1

Total Traction 56.

U23 (plus organ!)	1
C6 Berkeley	1
H Vans	3

DS	3
SM	3
Other Citroens	13

Total Citroens 80.

(Plus one Morris Minor whose owner wishes to remain anonymous, but who apparently runs a certain business near to Waterloo Station!)

Competition Results:

Driving Test:	
Winner	Hans-Toni Weber
2nd	John Shirley
3rd	Dave Hackett

The People's Choice (on the day vote):

Winner	David Boyd-
	Slough Roadster
Runner-up	Henri Gauquie-Rosengart

Traction with the least attraction:	
Winner	Dennis Rosser-11BL
Best First-time Entry:	
Winner	Ian Peddie-Lt 15
Runner-up	Olaf Silins-11B

Best Pre-War Car:

Winner	Henri Gauquie-Rosengart
Runner-up	Dave Stockwell-11BL

Best Post-War Car:

Winner	Hans-Toni Weber-11B
Runner-up	Malcolm Bobbit-Lt 15

Best Car in Show:

Winner	Steve Southgate-Slough Six H
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Master Class:

Winner	David Boyd-Slough Roadster
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As mentioned in the Editorial I only managed the Friday evening and Saturday of the Annual Rally, but nevertheless it was most enjoyable.

The Friday evening tour of the Nethergate Brewery was for me more of a standstill than a tour. The party was divided into two, some going for food and then following on for the second tour. I was in the very first tour, I thought I would eat later. The brewery is quite small, but its products are wonderful. The two gentlemen in partnership running the business were exceptionally hospitable and imparted a lot of interesting information about the brewing process. There was another gentleman, whose name escapes me, who was the brewery's bank manager freely dispensing quantities of ale, I never realised bank managers were that human. It appeared to be a very relaxed working atmosphere with others joining in for a drink and a chat. The second half of the party didn't turn up, so I thought that I had better stop on to make up the numbers. After imbibing what seemed like most of the profits we adjourned to a local hostelry for

further samples. Fortunately my accommodation was in the same village as the brewery so I could abandon my car and walk back. The subject of my accommodation caused much mirth and astonishment amongst all connected with the brewery and also in the local hostelry, what did they know that I didn't? There were even offers of alternative accommodation to save me from the experience of my proposed sojourn. Nevertheless I continued as planned but unfortunately, or perhaps fortunately, was unable to sample the breakfast, an item which I had been specifically warned against.

Saturday dawned, once I had found the car I proceeded to Kentwell Manor for the tour of Constable Country. Two things I have omitted so far, my Traction was 'off the road,' having no MoT and during Friday evening I had renewed my acquaintance with Bev and John Oates whom I had first met on the tour of Belgium last year. They very kindly allowed me to accompany them in their Traction for the Saturday tour. I had the easy task of navigating, there were so many cars on the tour that if 'follow the car in front' failed I could always revert to 'which way is the car behind going'. It was a very relaxed tour, stop for coffee in

the morning, ample time at midday for a pleasant meal and refreshment and ice creams in the afternoon.

The evening tour of the manor was not quite what I had expected. We were allowed in once it had started to rain, certainly the host had obviously spent a great deal of time and money on restoration and putting his own flair into the place but he was a little authoritarian. The Tudor Feast was perhaps a little on the reserved side especially when you consider how portly some Tudors are portrayed. Barrie Longden did his best to improve things by attempting to get more bread. He resorted to pointing out his design of gallows to the waiters and waitresses, it had its effect and eventually more bread arrived, a pity it was still frozen in the middle.

I have gone on longer than anticipated and will now have to rearrange the magazine to get it all in, on reading the above I also note that there is not a mention about all the cars at the rally, what an omission.

All I can say is well done John, I enjoyed it even though it may have been for the wrong reasons.

DAVID GARDNER

Bringing a little French chic to Suffolk

Cult car enthusiasts enjoy a different kind of Traction rally

GLEAMING classic car nostalgia brought a touch of the continental to local roads this weekend as around 100 Citroen Traction Avants - the car made famous by Georges Simenon's famous fictional pipe-smoking detective Maigret - converged on Long Melford.

Even Maigret himself was reported to have been spotted at Melford's historic Elizabethan manor Kentwell Hall, which proudly flew the French Tricolour to mark the Traction Owners' Club's first national rally visit to the region.

Attracting visitors from all over Europe - including an 11-car Avant contingent of 21 Belgian enthusiasts - the event was organised by North Essex Avant owners John Starke and Marcus Lassance.

"Most people who own an Avant have two things in common - a love of France and a delight in owning a vehicle with a style and elegance that's uniquely French," explained John, an Avant owner of six-years' standing.

Formed in 1976, the Traction Owners' Club dedicates itself to promoting interest in pre-1957 Citroen cars and has a worldwide membership of some 700-800 enthusiasts.

John explained that the Avant

First local meet for 'Maigret' car club

was the first production car to combine feature that all motorists today take for granted.

"In 1924 there was nothing actually new about using front-wheel drive, monocoque construction, hydraulic brakes and independent suspension as individual features.

"But it was their innovative combined use, coupled with the car's stylish appearance, that influenced car designers the world over making the Avant one of the most important cars ever produced."

Immaculately restored Avants like the much sought after Roadster can fetch as much as £25,000, but between £6,000 - £10,000 is more commonly paid for an average condition MOT'd vehicle.

"Naturally the car is worshipped in France and there's nothing like driving it through the French countryside," said the French country-side, "said the French who is always on the lookout for an undiscovered Avant lurking in a barn or farmyard."

"You'll find most Avant owners won't just restore their cars and lock them away as museum

pieces. They were meant to be driven and the joy is in seeing the car on the road in all its glory," he added.

Highlights of the weekend rally included the spectacle of a grand procession of Avants leaving Kentwell Hall to embark on a tour of Constable Country, taking in Sudbury, Bures, Stoke-by-Nayland, Dedham, Hadleigh and Lavenham.

And, of course, no rally would be complete without Chief Inspector Maigret himself, with pipe-smoking enthusiasts forming a Maigret 'identity parade' in a contest to see who could most closely impersonate the character immortalised by the late Rupert Davies in the classic BBC TV series.

"The opportunity to use the unique setting of Kentwell as the rally venue was one that really could not be missed and it's proved a highly successful and memorable weekend," said John.

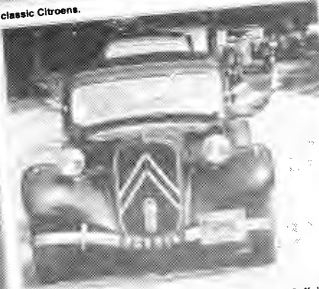
As for Maigret, the French detective is reported to have cracked his case in deepest Suffolk and is now no doubt heading back across the water...



Lavenham Market Place takes on a continental air with the arrival of a whole fleet of classic Citroens.



Harry Howard with his gleaming 1953 model 11B.



Keep left... the convoy sets off for the leafy lanes of Suffolk.

Story by Nick Crown Pictures by Nick Butcher





Classic Citroens leave Kentwell Hall to tour Constable country at the weekend. Picture by KEITH MINDHAM

Maigret motor models invasion

A HINT of France was in the air among East Anglian traffic at the weekend when models of the car made famous by pipe-smoking detective Inspector Maigret took over local roads.

More than 50 Citroën Traction Avants toured the Stour Valley on Saturday, and the number was doubled yesterday when owners from several European countries completed their weekend with a rally at Long Melford.

For good measure, the afternoon's events at Kentwell Hall also included a Maigret "identity parade", as pipe-holding enthusiasts competed in a contest to see who most closely resembled the

character made famous by the late Rupert Davies. The weekend marked the first occasion the Great Britain Traction Owner's Club had held its national rally in the region, with the event organised by Ardleigh-based members John Starke and Marcus Lasance.

Mr Lasance, who moved to north Essex from Holland nine years ago, brought two Avants into the country and soon persuaded his neighbour to buy a similar model and join the owner's club.

Some 759,111 Traction Avants were made between 1934-57, including 35,000 assembled in Slough for the British and Commonwealth

market, explained Mr Lasance.

He said the innovative, combined use in the early models of front-wheel drive, monocoque construction, hydraulic brakes and independent suspension, and the car's stylish appearance, had influenced car builders the world over.

Visitors to the weekend rally included a New Zealand owner who was involved in a business function in Paris and decided to fly to London in order to attend. European visitors included 21 Belgians, who travelled over in 11 Avants, three cars from Holland, two from Germany and one from France.



Master Gillard.



'On the Tour'.

TUNING FOR FUEL ECONOMY

WITH the current high cost of fuel, many drivers are now concerned with cutting back on fuel usage, but without necessarily reducing the yearly mileage that they cover. As the carburetter is the component which carries out the mixing of fuel before it enters the engine, many owners therefore look straight to the carburetter or to carburetter modifications as a means of gaining extra fuel economy.

Of course many factors other than carburation will affect economy, so that we suggest that the following sequence of checks be carried out, with a view to seeing if any extra economy can be gained, before resorting to carburetter alterations.

Air Resistance

A vehicle in motion must displace a large volume of air and the resistance set up by the displaced air increases with vehicle speed. Obviously there is little that can be done to improve the aerodynamic shape of a car, but one should not worsen the aerodynamic shape by the unnecessary use of roof racks, laden or unladen, signboards (as in the case of light commercial vehicles), or external sunvisors protruding above the windscreen.

Rolling Resistance

Any fault which increases the rolling resistance of the vehicle will hamper economy. Check therefore that the tyres are not under-inflated and that the wheels are tracking accurately and not causing tyre scrub. Concerning tyres, radial tyres do of course offer, by virtue of their design, less rolling resistance than crossply tyres. Do not over-inflate tyres to cut down resistance, as this can adversely affect vehicle handling.

Running Gear Inefficiency

Any number of engine and transmission faults can give poor economy. The classic cause of poor fuel economy would be clutch slip, where the engine power is partially wasted. Severe clutch slip is self evident but in less obvious cases the usual test is to hold the vehicle on the brakes and then gradually release the clutch, with the engine running under power. Throttle opening should be increased as the clutch begins to bite. With the clutch in good order, the engine should stall as the clutch is fully released. If it continues to run then the clutch is faulty.

Automatic gearboxes cannot be so easily checked, but if the box seems unwilling to change into a higher gear at a reasonable speed, or if the engine speed varies noticeably without any change in road speed, then this should be checked out by a competent mechanic or vehicle agent. In the engine itself, general wear can reduce the power

output and while the car may still perform quite smoothly and satisfactorily, its economy may suffer.

Bore wear, for instance, will cut down on power as a proportion of the combustion gas escapes past the cylinders into the crankcase. If a compression test shows all compression consistently below the manufacturer's stated levels therefore, then boring or re-ringing should be considered.

One poor compression among otherwise good compressions would indicate piston damage or burned or badly seating valves, and once again this should be attended to. On an engine which is not badly worn, all the manufacturer's settings such as tappet or cam clearances should be checked, together with plug and point gaps and ignition timing. Ensure that the plugs are not fouled or badly worn, and that they are of the correct grade.

It is often advantageous to take the car for an oscilloscope tune on electronic equipment at a specialist garage. This type of test equipment can uncover electrical faults such as partially faulty plugs and ignition leads, high and low tension and distributor faults, which cannot be diagnosed in any other way apart from random replacement of components. One final point which should not be overlooked is that exhaust leaks will reduce power and the closer to the engine the leak occurs, the more severe will be its influence.

Running Temperature

An engine which is running cool will always return less economy than an engine which is running at a normal operating temperature. This is not caused solely by the fact that choke enrichment is normally used on a cold engine but also because the motor, even with the choke fully returned, is less efficient when running below its ideal temperature.

Therefore it is often advantageous to check the following points.

Ensure that the engine thermostat is operating correctly and that it has not jammed in the fully open position, or indeed that it has not been discarded altogether by a previous owner.

If the thermostat is found to be open on dismantling the housing when the motor is cold, then it is faulty. Otherwise the usual test is to heat it in water, where it should begin to open as boiling point is reached. No movement from the thermostat by the time the water boiled would once again indicate that it was faulty. In either case a new component of the correct type should be installed.

To assist in reaching operating temperature as quickly as possible it is sometimes useful to blank off a section of the radiator, shielding it

from the draught passing through the radiator grille. A careful watch should, of course, be kept to ensure that this does not cause the motor to overheat under load or in traffic. If this occurs, then the area of the shield should be reduced accordingly.

Adjustable radiator blinds are still available for certain makes of cars where the degree of obstruction can be automatically altered from the seat.

It has been suggested that the engine cooling fan has little effect under any other condition than low speed and traffic driving.

In certain climates, therefore, it may be possible to discard the fan or, in cases where the fan is composed of two sets of blades used together to form a four-bladed device, two of the blades could be removed.

Obviously fan removal is not a wise modification to make if the car is used predominantly for town use, but if your driving is carried out largely on unobstructed roads, and if your car is equipped with a water temperature gauge, then this method could be experimented with.

Do not try to cut down the blade angle of a standard fan as this may cause imbalance which will harm the water pump bearings.

Another drawback of the engine cooling fan is the power which it consumes. If you cannot run without a fan, then you may consider replacing it with an electrically-driven type which operates via a thermostat whenever engine temperature rises above a certain level. In this way, ideal operating temperatures can be maintained, and all power loss can be saved. If the cost of an electric fan seems unwarranted in view of the minor saving it may give, then as a compromise it may be possible to install a fan which "feathers" into a position giving less angle of blade attack as engine speed rises.

The Carburetter

With all the above-mentioned points passed as O.K., attention can be turned to the carburetter. Firstly one should ensure that the carburetter is in good order by referring to the setting and service information provided in this book, with particular reference to the section covering *Rich Running* included in the *Fault Finding* information. From this stage two courses of action are open, either to trim the carburetter to provide the weakest mixture on which the engine will run satisfactorily or to de-tune the complete setting to reduce the maximum speed of the motor, bearing in mind that this can be done only on certain types of carburetters.

Jet Changes

It is not generally possible to deviate very far from the manufacturer's recommended jet settings for your make of car.

This combination will have been arrived at after lengthy tests to ensure that it gave the best possible balance between power and economy.

However, it is permissible to make minor changes in the standard jet setting in order to gain a little extra economy, possibly at the expense of engine power and flexibility. From all the jets used in the carburetter, the main jet, air correction jet, and pump jet are those which can be changed with a potential of improved economy. No advantage can be gained by changing such items as the starter petrol jet and economy jet. Pilot jet changes can sometimes be beneficial under special circumstances, as will be explained.

The main jet is drilled in stages of 5 and 2.5. Therefore, taking the example of a main jet size 120, the effect could be tried of reducing this to 115. If weakness was then evident, with such symptoms as misfiring, hesitation or backfiring through the carburetter, then this would obviously be too great a reduction, whereupon a jet of size 117.5 could be installed to see if the engine would accept this lesser reduction.

Modifications to the air correction jet are carried out in a slightly different manner. Here the effect of a jet change is less sensitive than an alteration to the main jet so that changes should be made in steps of 10. To provide a weaker mixture, the size of the air correction jet should be increased, so that with a standard size say 180, the first change should be to 190. Once again if adverse symptoms result, a half-size alteration should be tried instead, which would mean the use of a jet size 185. If no problems were experienced, then a further increase could be made, bearing in mind that it is not advisable to increase the size more than 20 above the standard. When testing changes in air correction jet size, remember that such changes will have an effect on the mixture supplied at medium to high speeds, while main jet alterations will be effective over the entire engine speed range other than tickover.

Experimentation with the pump jet once again involves size reduction in stages of 5 and 2.5. Testing this would be carried out by trying gentle and harsh acceleration at various speeds to see if the jet reduction happened to give rise to a flat spot. Extra care should be taken here due to the obvious dangers of driving a car which does not always respond to accelerator movement.

In this respect it should be stated that the accelerator pump should never be completely disconnected as a means to improved economy.

While the pilot jet is considered to control only the tickover mixture of the engine, it does, by virtue of its supply to the by-pass drillings, also discharge fuel when the engine is running under light load with a slightly open throttle. If, as an aid to economy, you modify your driving habits to use moderate throttle and low speed, then a fair amount of running may be done on the slow running circuits. Therefore, the effect could be tried of installing a pilot jet, one size or one half size smaller than standard. The idle mixture can then be re-set to the ideal level by adjustment of the volume screw, while the mixture

dispensed by the by-pass outlets will be a little weaker. As a safeguard, check that this does not give rise to a slight flat spot.

Before finally deciding on the jet reductions which your car will accept, it is advisable to try driving the vehicle away from a cold start, as a setting which may be acceptable on a fully warm motor can give severe driveability problems on a cold engine. Experiment here with slightly increased use of the choke until the engine is warm, but if the performance of the motor from cold is intolerable, some changes may have to be made, putting the jets nearer to the standard setting.

One last point is that vehicles regularly used for prolonged high speed driving are best left alone in the respect of reduced jet settings.

Fuel Height

The standard height of the fuel in the floatchamber is decided by the relationship of the float and float arm to the needle valve and by the thickness of the washer which is fitted between the needle valve and the floatchamber cover. Various thickness of needle valve washers are available such as 1mm, 1.5mm, 2mm and 2.5mm. The lower that the fuel level is held within the floatchamber, the weaker will be the mixture supplied by the carburetter. Therefore, it is in order to try the effect of fitting thicker than standard needle valve washers to pack down the needle valve and thus reduce the standing fuel level. Once again, each reduction should be followed by a test of vehicle performance to determine when the maximum acceptable reduction is reached. A washer total thickness of 2.5mm should be regarded as the upper limit.

Complete Economy Setting

All the above-mentioned modifications involve the weakening of the main running mixture by reducing the fuel supply without cutting down on the air supply to the engine. An alternative modification which can be carried out on certain carburetters is the reduction also of the choke tube, thereby cutting down on the maximum air-flow which can pass through the carburetter.

Assuming that the choke tube was reduced, without any accompanying jet changes, this would actually make the mixture richer by increasing the vacuum acting on the jets.

If proportional jet reductions are also made, however, this can give an effect whereby the mixture remains at the same ratio, while the overall volume of fuel and air mixture which the engine can draw in is reduced, thus governing the maximum speed of the motor. This is the only form of economy tuning which Solex have officially sanctioned and at one time a large number of Economy Kits were marketed for a wide range of vehicles. Very few of these kits can now be supplied unfortunately, but the makers may be able to tell you the recommended economy setting for your car and possibly can supply the smaller choke tube which forms the major part of the setting. The only complete economy kit stocked by Solex at the time of writing is to suit the Ford 100E side-valve motor, fitted with the Solex 26 ZIC.2 carburetter. This is stocked simply as a Ford Economy Kit. With this type of modification, it is necessary to drive in a moderate manner and not to use the maximum engine speed in the gears or to race the engine at its top limit. This would nullify the advantage of the reduced setting, while gentle driving on part throttle will help the modification to produce the best results.

An extract from a book sent in by David Boyd.



"TOC CLUB HELPLINE"
0425 74476 (Answerphone)

When phoning give:

- 1. Full name.**
- 2. Phone number.**
- 3. Brief description of subject matter on which information is required.**

PEAK SECTION MEETING

We had our first Peak Section meeting at the Bull I'Th'Thorn pub near Buxton on 3rd May.

I was really pleased to find that on the morning the sun was shining – no snow in sight (just for a change in Buxton!).

I originally sent out 19 letters and received replies from 15 members of which 14 said they would like a local group. Some members preferred a weekday night but certainly the majority agreed to Sundays near Buxton.

On the 3rd of May, 13 members arrived – 2 of whom I had not contacted.

In all there were 24 adults, 5 children and a baby.

It was great to see 7 Tractions all lined up in the sunshine.

Only one mishap marred our first meeting – Mike Holmes was hit by a Volvo trying to do a U-Turn on the A515!!!

We are aiming to meet the first Sunday of every even month in the same pub – dates are listed in the Events Diary.

I was certainly delighted with the number of people who turned up for our first meeting and hope this will continue.

Anyone who wants to join us is welcome. Feel free to contact me for more details:

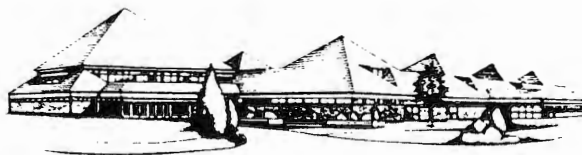
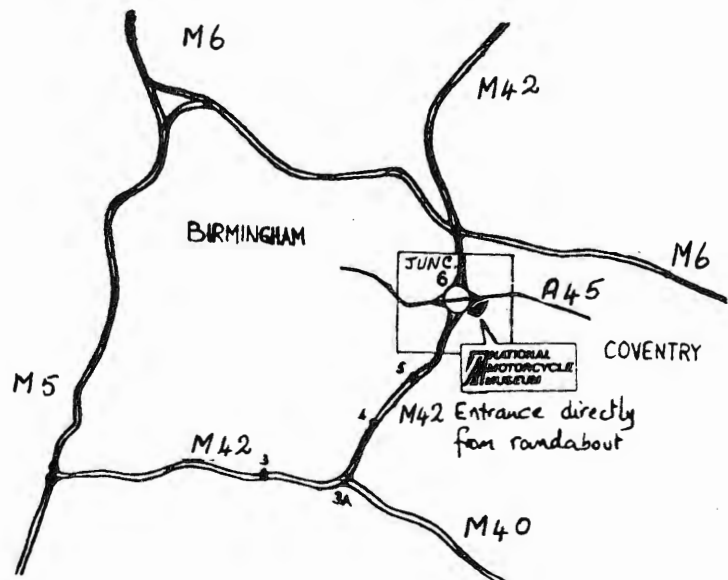
Bev Oates 0298 78473.



TRACTION OWNERS CLUB ANNUAL GENERAL MEETING on SUNDAY, 18th October, 1992, Commencing at 2 p.m.

National Motorcycle Museum The Crow's Nest Suite

This is an opportunity for all members to meet the committee and express their opinions. The venue has been chosen with great care and is suitable for everyone being central within the country and the motorway network. The central venue is to encourage a respectable turnout of Tractionists from North of the Watford Gap. We hope all members will make the effort, get 4 people to a car and make an outing of it, it also saves money. This the last weekend before the clocks go back and winter sets in again. See you there.



NATIONAL MOTORCYCLE MUSEUM

BOGAY HALL, HENWOOD LANE, CATHERINE-DE-BARNES, SOLIHULL, WEST MIDLANDS B91 2TH.
TELEPHONE: 021-704 2784 & 021-704 4844

CORRESPONDENCE

Dear Dave,

You may not have missed me over the last 12 months but some of you might have wondered what has happened to the Lavender Commerciale from Shropshire, so I am writing to explain my absence from the 1992 Rally scene, and invite you back to Shropshire.

About the time of the 1991 Shropshire Rally I was negotiating to buy a Youth Hostel from the Y.H.A. The transaction was duly completed on 1st August, 1991, since which time I have spent over £20,000, and many hours, on improvements to the Bridges Youth Hostel and outdoor centre. So if any of you would like to give your Traction an outing before winter I am inviting you up for a get together on the weekend of 9th-11th October, at the Bridges Youth Hostel in the Longmynd Hills. Overnight beds £5.50 for adults, with plenty of camping space for £2.75 each. Breakfast £2.30. Evening Meal £3.50 each.

Please book if you want to come.

Pony Trekking and Mountain Biking and Canoeing can also be arranged.

Ring Mick Boulton on 093928 254.

Dear David,

With reference to the article in the May issue of *Floating Power*: 'Fitting an Alternator' by Eric Knowles.

Eric has omitted from his article, what I would consider an important cautionary note; that is, the general condition of the original wiring loom.

It has to be appreciated, that if the original wiring is still intact, it is at least 35 years old and could be in very poor condition. Further remembering that the French built car was never fitted as standard, with any type of fusing whatsoever; a resultant short-circuit in the wiring could have dire consequences.

It cannot be argued that, if the wiring is alright on 6 volt it must be alright on 12 volt; the argument is not concerning the current carrying capacity of the cable, but the quality of the insulation surrounding it; it may be sufficient to contain a 6 volt system, but break down when 12 volts is applied to it.

My own advice to anyone with a French built Traction who wants to convert to 12 volts is to preferably rewire and include a fusebox or if nothing else, put some form of fusing to protect the car and yourself.

I had always thought that the Slough car was much safer; even though there are only two fuses, at least it affords you some protection: It was only recently, when rewiring a Light 15 that I realised that these two fuses protect the interior light (on its own on A2) and the wipers, trafficators, brake lights and the petrol gauge (the A4s); the remainder, including the main lighting, horns and the ignition system are all totally unprotected!! So the same advice on additional fusing for a Slough car is pertinent.

Some of the members of the club may feel I am being over cautious; the cars have been perfectly alright for the last 35 years plus, so

why should they be considered dangerous now? It is a fact that there is an ever increasing number of insurance claims on classic cars for damage due to fire and over 70% of those claims are found to be due to electrical faults!

Need I say more.

Steve Reed—Electrical Technician

Dear Mr. Riggs,

Enclosed, please find my TOC subscription for 1992/93.

I feel I must take this opportunity to say that I did have some serious doubts about renewing membership – a feeling which, I know for sure, is shared by a number of other members of my acquaintance. The reason for this unease is what is seen as the falling standards of 'Floating Power' magazine.

The most recent issue was undoubtedly the most unprofessional yet, consisting as it did of:

Five pages of reproduced typescript of the annual accounts: A bureaucratic necessity to send them to members, sure, but printing them in this way in a glossy magazine is, apart from anything else, incredibly cost-ineffective. If it had to go in the magazine pages instead of an insert, all that information could have been typeset on one page.

One-and-a-half pages of Kentwell ads – yes, it's important to keep on plugging it, but being so profligate with space will not at this stage make the attendance any higher.

A whole page each on 'Events Diary' and 'Club Shop' – one page would suffice to include both items without any loss of impact (though the mysterious crossword round 'Club Shop' would luckily have to disappear).

Result? Out of a 20 page magazine, there were seven pages of reading material, and actually only five pages devoted to feature articles, of which three pages were strictly Traction-orientated.

Furthermore, typesetting, spelling and grammatical solecisms – it is surely a shame when such long-standing members as Alec Bilney have their names misspelled.

Now, it may well be claimed that there is an insufficient supply of articles from members to ensure a full magazine every issue – this was ever a common gripe. Really, though, it is the job of the editor (whilst complaining bitterly – that is his prerogative) to harass members until they produce articles. And if they still don't then the editor has to write articles himself until the magazine is full. (There were many times when Bob Wade and myself wrote most of the magazine between us, and the same certainly applied to the era of Nick Hall and Steve Bull).

I am aware that editing and laying-out the magazine is no trivial job, entailing as it should at least 15 hours per issue – but surely we should be aiming to produce a publication that is as good as we believe the cars themselves to be, rather than succumbing to the all-too-prevalent disease of English

amateurism. And if it's one, or two, or three weeks late, then that is forgivable.

As LBJ would have said, if you can't piss, get off the pot. Or to put it in a more Carshalton Beeches kind of way, if we can't produce a glossy magazine, why waste the money – just send out a photostat news-sheet and have done with it. Then the club could spend more money producing such essential Traction accoutrements as air conditioning, ABS braking, four-wheel steering and electrically-heated seats (now there's a thought).

Yours sincerely,
Sam Wells.

Dear Sam,

Your recent letter to Peter Riggs regarding your doubts as to renewing your subscription to the Traction Owners Club was brought to the attention of committee members at the last meeting. It was felt by the committee that a reply was needed.

Your comments regarding the standard of the magazine are in many ways justified, however, it must be remembered that Dave Gardner is not a professional editor or artist, he took on the responsibility of producing a magazine regularly when those previously responsible had failed to do so.

In this he has been very successful, the magazine now arrives in the month expected, something that had not been achieved by some previous editors despite their having professional assistance. The standard of layout was beyond reproach, *Floating Power* was regarded as being one of the very best club magazines, the only problem was that it constantly appeared two, three or more months late. As an instance, some years ago the March issue giving advance information on the annual rally to be held in July came out in August. Club members were only kept aware of forthcoming events by the action of members of the committee who had to produce newsletters regularly.

Floating Power only appeared when the PROFESSIONAL considered it met with his standards REGARDLESS of publication dates. This situation was not acceptable. The main purpose of a club magazine is to inform members of club activities, spread information and act as link between members who are in many cases very far apart. If the magazine is so late or irregular so as to fail in this it is no longer fulfilling its purpose no matter how superb its presentation. In this it could be said to be very UNPROFESSIONAL.

If you are dissatisfied with the standard of the magazine, please volunteer your services to the editor. I am sure he will be only too pleased to meet accept them as long as you can undertake to help him to continue to meet the production schedule. An article on heated ABS seat belts, Wells illustrated would do for starters.

Yours sincerely,
Mike Wheals, on behalf of the committee.

(or even some magazine covers – Ed).

CLUB NEWS

LONDON SECTION MEETINGS

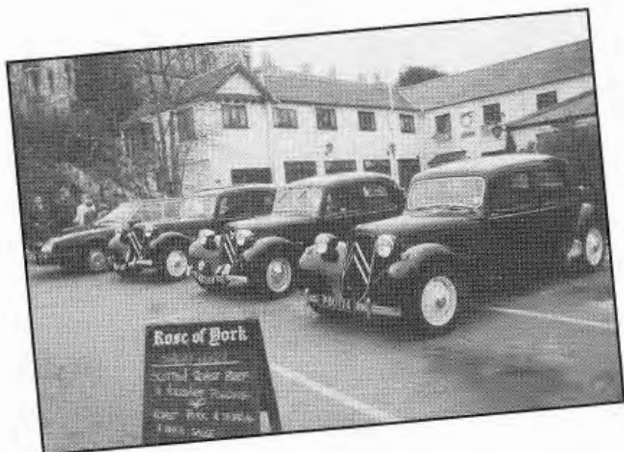
Now held at
The Rose of York,
Petersham Road, Richmond

Our first meeting at The Rose of York had the largest turnout of all. We showed videos, joined in with the quiz night competition run by the pub, with a £10 top prize – free drinks for the highest score (we didn't win).

Four new members turned up which meant there were 22 members and two wives. The turnout of cars was as good as some rallies – seven Tractions, one Bijou, two CXs, one BX and one GSA Van.

We discussed the current problems with our cars, the forthcoming rally, and suggestions. Alec and I said that we would make a list of rallies and day-out runs to be held by the London Section. I made a last minute suggestion that we made the next Sunday our first run to the White Hart pub, Whitchurch, where Mike Wheels holds a Sunday lunch meeting. A number of members said that they needed more notice, however three Tractions and a CX turned up at The Rose of York and we left at 11.30 a.m. We followed country roads and I picked Andrew York up on the way (his car is being restored by Mike at the present moment). We arrived at Whitchurch to find no other Tractions on display – what a disappointment.

Our second pub meeting didn't have such a large turnout – 14. I arranged a raffle and there was the pub quiz and we talked about events and issued a list, and of course we talked about our cars. There is also a bar billiards area; my son and I played, but



not very well. We arranged to have a convoy to the A.G.M., sharing cars to save petrol and to give a number of people without cars the opportunity to join in. Alec and Carol Bilney took Russell Falkingham in their Normale, and Colin Gosling, Malcolm Bobbitt and Andrew York went in my Familiale. The London Section was able to support the E.G.M. by thinking ahead and making the numbers of a poor turnout into something more reasonable (once again a poor turnout of Tractions). Thanks to David Gardner and David Boyd for turning up in your Tractions: it makes it all worthwhile.

At our third meeting I had purchased Club Shop items for the raffle and this went down very well; we also came close to winning the pub quiz (decided to confer with each other at the next meeting). The A.G.M. was discussed, we looked at Malcolm Bobbitt's new book and purchased a copy, and – surprise, surprise – we talked about our cars.

On Sunday, 17th May we met at The Rose of York at 11 a.m. for our first convoy run to Tony Oliver's History on Wheels Museum at Eton Wick, near Windsor. There were seven Tractions, two 2CVs, one CX and one BX. We followed country roads most of the time. On show at the museum is a large number of interesting cars of which there is a B12, two B14s, Roselie Van, Roselie Lorry and a Traction – a place worth visiting. Tel. 0753 862637. Photos of this run in the next magazine.

Please support your club and come to a meeting. More news in the next issue.

Peter Simper

'IN COMMITTEE'

"Hey! That's a good idea"; "I was really interested in your comments"; "We often wondered what went on!"

Well, these were some of the comments that I didn't receive after the last 'In Committee', so owing to a slight lack of feedback I'm not too sure whether anyone read it!

Anyway, like the Editor and Editors of the past, I'm a glutton for punishment, and funnily enough, like most Traction-oriented tasks, I quite enjoy doing it, so read on!!

This epistle covers the Committee Meetings held in May and June. The first point applies to YOU ALL!!

All members are reminded that they are not to use the Club's name, nor their position in the Club, in any personal Business Transactions.

Disclaimers will now be appearing in every edition of *Floating Power*. So watch out!

On the financial side, Peter White, our man from Wincanton, has taken over as Treasurer and his first job was to sort out the Auditors. Peter expected the '91 accounts to be ready for audit by mid-July. Another job Peter has collected was that of looking at

the possibility of introducing Direct Debits for those Annual Subscriptions.

The Editor, once again, was looking for copy (other than 'In Committee'!).

Some comments had been made about the quality of the mag (see *Letters* in this very episode), and the proof-reading or rather the inefficiency of it. In future the Editor will personally check every mag, so it may be late!

Stan Barker reported that the NEC show had been well attended and he has booked a stand for the Classic Car Show in November. The Annual Rally organised by John Starke and his team was a truly superb event and the Club's thanks were extended. John will hopefully be preparing a check-list for all future organisers, so fear not, all the worries YOU had, dear reader, as a prospective future organiser, were totally unfounded!

On the Benson & Hedges Classic Run, both Peter Simper and Alec Bilney won first prize, in separate cars!! (No doubt all will be explained in a future article!)

Forthcoming events included Normandy Beaches, ICCCR in Denmark, Tour of Northumbria, and Kempton Park, so see the inside front cover of this mag!

Peter Riggs, our Membership Secretary, reported 244 renewals this year, plus 24 new members so far.

Dennis Ryland, our Spares Man, is spending a huge amount of time on your orders, all totally voluntary, and discussions took place on how we could help him out.

Roger Williams and Derek Fisher have now taken over the Crown Wheel and Pinion saga. You may have seen them at the Annual Rally with their stall. The first of the sets should be available by the ICCCR.

We have ordered new chrome pre-war bonnet handles, and enquiries are being made about chrome on brass bonnet strips and screen surrounds.

THE A.G.M. – The National Motorcycle Museum (well, not all of it!), next to the NEC in Birmingham, is to be booked for the A.G.M., on 18th October, if available, so keep your eyes open for further announcements.

Well, that's about it for this time, so see you all next month!!

Happy Tractioning!

Martin Nicholson



Club stands at Classic & Sportscar Show, 23rd/25th May, at NEC.

Classified

Notice Concerning Advertising
Please note that neither the Traction Owners Club, the Standing Committee, the Editorial Team, nor any other Club Officers can be responsible for the truthfulness of claims made in any advertisement, or for quality of goods and/or services offered in any advertisement. Advertisers are reminded of the provisions of the Trade Descriptions Act.

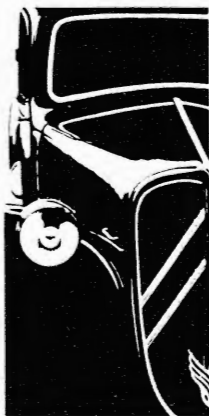
For Sale
Traction Kit, Heller 1/8th scale, complete and unstarted, £90.
John Starke 0206 231241.

For Sale
Slough Light 15, 1952, small boot, recently completely restored (interior, bodywork, mechanics, electrics, chrome etc.), with pilotes, new MoT and tax, £9,500, a very reluctant sale. Please phone for details, John Starke 0206 231 2 41

Trade Services Listing

Some of the services listed in the following advertisements are provided by companies, individuals or organisations who offer TOC members an exclusive or in some cases a discounted service. No recommendation of these services, either express or implied, should be inferred from their inclusion herein. All enquiries and decisions regarding the suitability of a product or service must be made direct to the advertiser and *not to the TOC*. The decision to include or exclude a listing from this section rests with the TOC Standing Committee only.

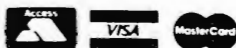
CLASSIC



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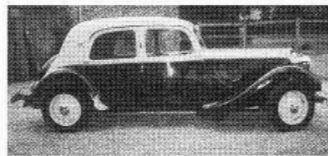
Telephone and Fax:
071-928 6613



Classified

For Sale
1953 Light 15, Slough built, grey, Reg. No. JJB 495. In very good sound condition with many new parts fitted, including clutch, liners and pistons, s/s exhaust, trim, chrome etc., £4,950. Tax and MoT. Phone Jack Atkinson 0884 820 118.

For Sale
Traction Legere (small boot), Paris built, 1952, 69,000 km. The car is complete, reliable and in full working order. I have driven it regularly and carefully for the last 3 years and never been let down. Recent MoT, custom made blue car cover with Citroen logo included. Reluctant sale due to other commitments, £6,950. Please phone Chris Ford 0263 712 160 (business) 0263 860 491 (home).



Classified

For Sale
1948 Light 15, r.h.d., Reg. No. MPO 661, unfinished project. Work done includes: new door bottoms, body tub shot blasted and in primer, offside sill (complete) to be replaced prior to sale, boot floor (complete) to be replaced prior to sale, inner arches repaired, front seat backs repaired with new leather. All 4 wings need work. Car 100% complete although partially stripped. Excellent opportunity, £2,450 ovno. Phone Mike Pitcher 0621 819 384 (Essex).

For Sale
1955 Citroen BL, MoT July '93, owned and run since 1980, new Michelin X's, stainless steel exhaust system, new floorpan and work to sills, resprayed Old English White, £4,250 ono. Tel. 0527 62974.

For Sale
H-Van, in need of TLC, would make a good project. Brakes have been overhauled, including pipes and cylinders. No tax or MoT, £600 ono. Tel. 0473 259 223.

Classified



HELPLINE

"TOC CLUB HELPLINE"
0425 74476 (Answerphone)

When phoning give:

1. Full name.
2. Phone number.
3. Brief description of subject matter on which information is required.

For Sale
New drive shafts for Traction. Revised price for Big 6 shafts, to original pattern to fit Bibax joint with outer c.v. joint and new inner carden, £975 a pair. I also have the Light and Big 15 drive shafts made by Roger Williams with standard tapered stub axle, CV outer joint and a new inner carden at £500 a pair. Drive shafts with a splined stub axle and brake drum to match at £900 a pair. Your old brake drums are required as exchange. Ring Derek Fisher, Bath 0225 429533.

SOUTHBOUND MOTOR TRIMMERS

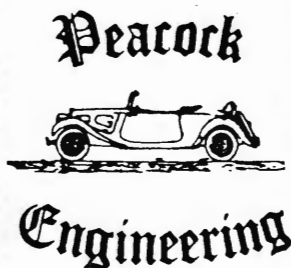
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