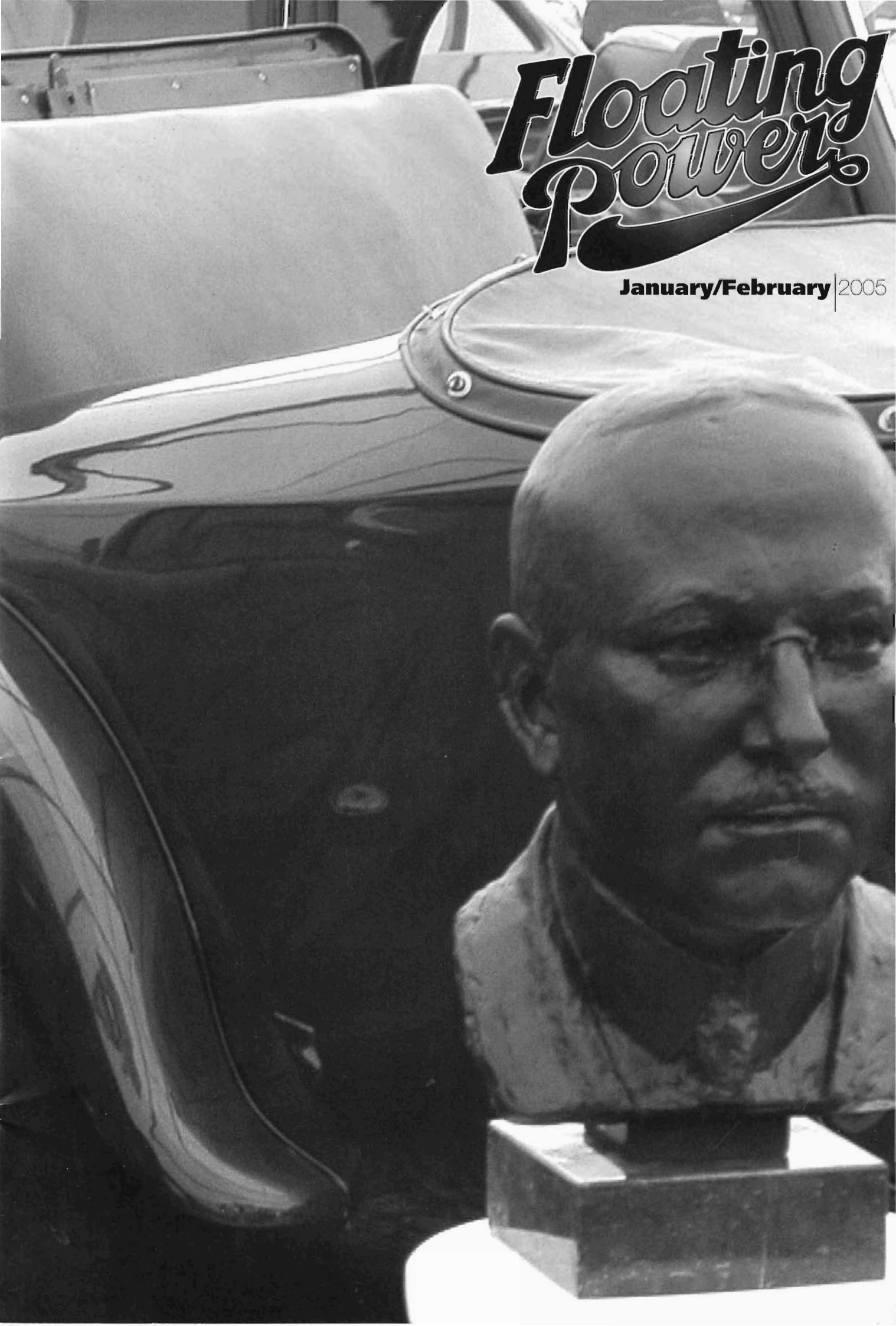


# *Floating Power*

January/February | 2005



# toccontact



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As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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## welsh borders

New Area Representative required.  
To volunteer please call  
John Ogborne



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New Area Representative  
required. To volunteer  
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Club Tools are available in these areas



Approximate position

For details of area meetings, please  
contact your local organiser

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## Editorial

Welcome to the first edition of Floating Power for 2005.

I hope you enjoyed my first edition as editor. I've had some very encouraging feedback for which I thank those who took the time to write – your words are greatly appreciated.

The magazine is now back to its 'normal' size, but I hope you still enjoy this edition. I thoroughly enjoyed reading John Fell's 'a blast from the past' starting on page 16 – such lovely memories.

We were in South Africa for three weeks in January. We visited Steve and Joyce Le Roux and whilst we bathed in the beautiful sunshine, Paul and Steve were busy rummaging through vast quantities of Traction spares. We were also entertained by Johan and Elizabeth Venter, who are members of the South African club, from the George area which is on the Garden Route. They made us so welcome and picked us up from the airport in their beautiful Light 15. We've certainly made some wonderful friends since Paul acquired his first Traction some 11 years ago.

I attended my first committee meeting as editor a couple of Sunday's ago with our new chairman, John Ogorne, at the helm. Many members have asked to see pictures of the committee and we have all booked a session with a top photographer to show us at our best! Well, actually, someone mentioned a couple of snaps with a digital camera.... As for me, I'm digging out a picture taken at least 30 years ago as I don't want to be frightening anyone!! I really enjoyed the meeting and would just like to say how committed everyone is, always looking for ways to improve the club and its services. I'm really proud to be a part of it.

Well, I do hope you enjoy this edition of Floating Power. I must say it was hard to settle down to work after three glorious weeks in the African sunshine, but its now February and South Africa is fast becoming a distant memory.

This edition is slightly late due to a family bereavement.

Pat

Copy date for next issue 14th March 2005  
Copy date for next issue 14th May 2005

## Front Cover



Interlaken ICCCR 2004

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## Chairman's Message

Welcome to the first edition of Floating Power in 2005. Congratulations to Pat De Felice, our new editor, who has got off to an excellent start with the November/December issue - a 30 page edition including seven pages of technical articles.

2005 promises to be another busy year with overseas events in Belgium, Norway, the Auvergne as well as the annual Brittany Tour. The TOC Annual Rally will be held in the Black Country. Being in the Midlands, this year's Annual Rally will be more convenient for members living in the north of the UK with good access via the motorway network. Steve Southgate has put together an attractive programme of

events and activities with something to appeal to everyone. If you've never been to an Annual Rally, why not give it a try this year? It's a unique opportunity to meet other Traction owners and their families, to discuss technical topics, to see the Traction in its many and varied forms and to spend a few days enjoying a different part of the country.

Returning to more immediate issues, many thanks to those who have already returned their survey forms. So far we have received about 80 but I would like to think that we could top 100 or so to ensure a statistically significant response. There will be a full analysis of the results in the next issue, by which time everyone

should have had an opportunity to respond. The answers have so far been overwhelmingly positive. This is very encouraging but - and perhaps I am chancing my arm here! - it would be useful to hear from those who are a little more critical of the Club. One thing is very clear from the survey - you all look forward to Floating Power. Enjoy this issue and keep those letters, articles, classified advertisements and survey forms coming in.

All the best for 2005 to and your families.

John Ogborne

## tocagm

### The Annual General Meeting of the Traction Owners Club

**Steventon Village Hall, Sunday  
21st November 2004**

#### Apologies

Apologies were received from Richard Heskell, Richard Hooley and Barrie Longden.

#### Minutes of 2003 AGM

There were no amendments to be made to the minutes of the AGM on 2nd November 2003. Steve Reed proposed that the minutes be accepted as a true record of the meeting. The motion was seconded by Peter Marley and carried by a unanimous show of hands.

#### Chairman's Report

The Chairman thanked everyone for coming and said that the members' commitment to the Club was clear and appreciated. During 2004 the Committee had met 5 times and the magazine had been published four times instead of six. Club spares had continued to serve the Club well with the purchases from South Africa and Fred Annells.

The Chairman asked the meeting if the Club should continue to

pay the existing auditors to independently audit the TOC accounts, even though it was not a mandatory requirement. Alec Bilney proposed that the practice should continue, this was seconded by Peter Simper and the motion was carried by a unanimous show of hands.

The Chairman explained that the Club is required to have at least three and not more than seven Directors and that, as required by our Articles of Association, Alec Bilney and Steve Reed were both standing down but offering themselves for re-election. There being no other nominations the two were reinstated automatically, bringing the number of Directors to five.

The Chairman noted that it was to be Fred Annells' 80th birthday in January 2005 and a card would be circulated for all present to sign.

Paul said that parts of his four years as Chairman he had enjoyed immensely. He was now standing down and the Committee had voted John Ogborne to take his place.

#### Treasurer's and Secretary's Reports.

Tony Malyon presented the accounts for the financial year to 31 March 2004. The Club was well in profit although membership had fallen slightly. Bernie Shaw proposed that the accounts be accepted; this was seconded by Alec Bilney and carried by a unanimous show of hands.

Tony advised that he would be resigning the post of Secretary at the end of 2005. Paul thanked him for stepping in and taking on the two roles and doing a tremendous job.

#### Social Secretary's Report

Tony Latchford reported a busy social year from the Irish tour in May, through Dunkirk in June, Brittany in July, ICCCR in Interlaken in August to the Annual Rally in the New Forest in September. Pam and Richard Hutton were thanked for their excellent organisation of the latter.

#### Present:

(\*indicates

Committee Member)

Paul De Felice\*  
Mark Cooper  
Mick Holmes\*  
Steve Southgate\*  
Pat De Felice  
Peter Simper  
Tony Hodgekiss\*  
John Ogborne\*  
Sue Dyke  
Tom Scott  
Terence McAuley  
Lynda Ogborne  
Robin Dyke  
Jackie Hackett  
David Gardener  
Bernie Shaw\*  
Colin Gosling\*  
Dave Hackett  
John Oates\*  
Sheila Marley  
Tim Walker\*  
Jan Reece  
Bev Oates\*  
Peter Marley  
Steve Reed\*  
Allan Reece  
Carol Bilney  
Steve  
Shinebroom\*  
Peter Riggs\*  
Moira Holmes  
Alec Bilney  
Hazel Shinebroom  
Tony Malyon\*  
James Yeats\*

Tony reported that the ICCR would be in Rome in 2008 and gave the following outline timetable for 2005:

**11-20 February**, Paris Retromobile

**27-29 May**, Chocolate and Old Tractions Tour in Belgium at £85/head

**24-26 June**, Annual rally around Walsall to be organised by Steve Southgate and Peter Marley

**14-17 July**, Auvergne 5 hour endurance race

**14-17 July**, Brittany Tour

**26-28 August**, Norway tour

Steve Southgate outlined imaginative plans for the annual rally.

## Membership Report

Peter Riggs reported 546 current members. Since last year 54 have lapsed and 5 have cancelled. Membership is falling slightly. Between November 02 and 03 there were 49 new members and between November 03 and 04 only 36. A new supply of parts lists was requested to send to new members.

## Editor's Report

Richard Hooley was not present but advised that pressure of work had meant that only 4 issues of Floating Power had been published instead of the usual six issues during 2004. Richard had since stood down from the post and Pat De Felice had been voted in as Editor by the Committee. Pat reported that a bumper issue of the next magazine with 30 pages would be in the post during December 04. The Chairman thanked Richard for his excellent work as Editor in the past.

## Spares report

Chris Treagust reported a successful year and invited members to sell any spares in their garages to the Club. He hopes to extend the shelving and improve storage in the Spring. Body panels may be stored in future. E-mail has proved useful for ordering. Chris provides the service in his spare time and does not answer the spares' phone on Wednesdays and Sundays.

Paul reported having seen more containers of parts in South Africa and has asked for them to be catalogued before the Club decides if we want to ship them over.

## Club Shop report

Keith Feazey has handed responsibility for the shop to Steve and Hazel Shinebroom. They are seeking a new supplier for sweatshirts, polo shirts, body warmers and baseball caps. Keith was warmly thanked for his hard work with the shop over the past years.

## TOC Helpline

Mick Holmes reported a good volume of enquiries that he had re-directed as necessary. Some teething problems with e-mail had been experienced.

## Technical Editor

Thanks to this post the technical input to the TOC Magazine has been increased. John Ogborne appealed for more contributions from members - anything from a few lines to full articles - particularly on engine and/or gearbox rebuilds. Handwritten notes and photographs would be acceptable, as would correspondence on the published articles. John reported that 65 Technical CDs covering technical articles in Floating Power up to 2002 had so far been sold all over the world.

Alec Bilney requested that the post of Technical Editor be recognised and maintained as an additional post within the TOC.

## Election of President, Secretary and Treasurer

There were no nominations for the post of President so for the time being it was left vacant.

Tony Malyon reluctantly agreed to stand again as Secretary and Treasurer but advised that he would definitely stand down as Secretary at the end of 2005. By a unanimous show of hands Tony was re-elected as Secretary and as Treasurer supported by Terence McAuley.

## Election of the Committee

Tony Latchford, Keith Feazey and Robin Dyke were standing down from the Committee. Tony was offering himself for re-election. Tim Walker, James Yeats and John Ogborne were also standing for election to the Committee. Bernie Shaw proposed that Tim, James and John be elected and Tony re-elected, Carole Bilney seconded and the proposal was carried by a unanimous show of hands.

## Any Other Business

Tony Latchford gave a vote of thanks to Robin and Sue Dyke for their invaluable help and support with the Social calendar over the past year.

David Butcher has stood down as 'Web master' and Steve Shinebroom is now in charge. The website is now up-to-date and will include the new parts lists when it is published shortly. Members were asked to advise Steve if they find any glitches when using the site.

Carol Bilney asked to minute our thanks to Pat De Felice for taking over the Editorship of the magazine and to offer the Committee's support.

## Closing notes

Paul handed the ceremonial TOC gavel to John Ogborne, the incoming Chairman.

John welcomed the two new members to the Committee, thanked the out-going officers for their contributions, thanked the remaining officers for their on-going commitment and paid a special warm tribute to Paul as retiring Chairman.

John explained that he was taking the post of Chairman for a set period of 12 months with a theme of 'Involvement' - getting more members involved and giving them what they want. He said it was a brilliant Club both technically and socially and thanked the Committee for their confidence in allowing him to be Chairman for a year.

The meeting closed at 4.00pm.

## New Members

*A warm welcome is extended to all new members of the club:*

**1876** T Phillips, North Yorks

**1877** B Bowitz, Oslo, Norway

**1878** C J Carroll, Reading, Berkshire

**1879** R J Kiff, South Wirral, Cheshire

**1880** M Lefley, Basingstoke, Berkshire

**1881** P Fullam, Dunlaoghaire, Co Dublin

**1882** M A Ford, Alicante, Spain

*...And a welcome back to those rejoining:*


**1561** M Waller, Norwich, Norfolk

**563** C Ryle, Chipping Norton, Oxfordshire

**1122** P Vogel, Illinois, USA

**1883** H Mann, Worcester

## Anniversaries

 80 years ago...

Fred Annells. Life Member of the TOC (membership number 1), born 6th January 1925 (Epiphany).

*Monday 7th March* is the start of Spam Appreciation Week!



# tocservices

## USEFUL SERVICES CORNER

Listed below are services that a TOC member has used and would like to recommend.

COMPANY DETAILS	SERVICE DESCRIPTION
<b>Armourtex Powder Coating</b> 14-16 Rowe Lane Urswick Road Hackney London E8 Tel: 0208 986 2028	Powder coating for wheels etc.
<b>Bainbridge Engineering</b> Unit 3A Spencer House Brettenham Road Edmonton London N18 2EU Tel: 0208 807 7453	General welding repairs to bodywork
<b>Keith Ardley</b> Reflector Re-Silvering Service Bedford House 14 Bridge Road Mepal Ely Cambs CB6 2AR Tel: 01353 778493	Re-silvering of headlamp reflectors

If you are pleased with a specialist service you have used let us know so that TOC members can benefit. If you use any services in this section tell them you are a TOC member.

## REPAIRS & RESTORATION QUICK REFERENCE GUIDE

### TOC SPARES

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Email: chris.treagust@tesco.net

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### TOC CLUB SHOP

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Tel: 0208 532 0813

Email:  
steveshine@btinternet.com

### SALES & MAINTENANCE

Imperial Cars, Steve  
Southgate  
Oxford Street, Bilston  
WV14 8AA  
Tel 01902 495758

### SALES, MAINTENANCE AND RESTORATION

Classic Restorations,  
John Gillard  
First Floor,  
636 Old Kent Road,  
London SE15 1JE  
Tel/Fax 0207 358 9969

Traction Renaissance Services,  
Dennis Ryland  
Woodholme, Frithwood,  
Brownshill,  
Stroud GL6 8AD  
Tel 01452 771011

### STAINLESS STEEL BUMPERS

Jonathan Howard  
Tel: 01608 643065  
Fax: 01608 642973

### INTERIORS

South Bound Motor Trimmers  
Little Dean Yard,  
London Road, Stockbridge,  
Hampshire SO20 6EL  
Tel: 01264 810080

### TRANSMISSION

Roger Williams  
35/37 Wood Lane, Beverley,  
North Humberside HU17 8BS  
Tel: 01482 863344  
Fax: 01482 888619  
Email: rdrw@steam-car-  
dev.karoo.co.uk

### RUBBER COMPONENTS

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Gloucestershire GL17 0DL

### INSURANCE

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Tel: 0121 246 6060

### WWW

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# tocspares hotline

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# DBC 120

## A blast from the past

I learned to drive on a Light Fifteen in 1952. The car belonged to my father and was only two years old, though even then it suffered from the faults that seem to dog all traction owners – juddering front brakes, leaky water pump and noisy accessory drive. The car, ORA 418, began my love affair with tractions that has lasted all my life. I've owned many, including CAN 391, initially my daily transport and ultimately a much-loved second car that served me for 23 years, and an incredible 1934 familiare with three rows of forward-facing seats and sumptuous leather upholstery. The picture below of CAN 391 was taken at a TOC rally in Beverley.

One car, though, I loved above all. This is the one surviving picture I have of it (opposite), and this is its story. I am 70 now, and the story takes place a very long time ago, when I was 23 and the world was at my feet. 1958 was very different from today's world. MoT's had not been invented, the opening of the M1, Britain's first motorway, was still a year away and nobody had even heard of Lord Beeching. Consequently, we had a reliable, cheap and punctual rail network linking all parts of the country.

DBC 120 was advertised in Exchange and Mart: 1937 Citroen coupe £50. Could it, I wondered, be a roadster? I lived in Worthing; the vendor was a London solicitor. I thought it was worth a look,

and Southern Railway trains ran to Victoria every few minutes... and yes, a roadster it was.

DBC 120 was garaged and in remarkably good condition, even considering that it was only 21 years old in 1958. It was also entirely original; cream with the red Pilote wheels that were much sought after at that time. The only thing missing was the upholstery from the dicky seat – but the structure was intact. The doors were unblemished; the only rust evident was right at the bottom of the outer sills. The hood was clearly quite new. And it was shod with four good Michelin X steel-braced radials. I paid the asking price.

I stopped on the A24 hogsback to put the hood down. After that, and for nearly three years, it only ever went up again when it rained. What is it with open cars? Sunshine roofs are no substitute at all. As the hood only covered the front seats, the cockpit was small – cozy rather than claustrophobic – and communion with the world was restricted to the road ahead and directly behind. With the hood down, everything changed. I became, not a voyeur, but part of the bright spring day all round me. The engine noise fell away to occupy only a small part of my senses. To reinforce the feeling of one-ness with nature, I wound both windows right down into the doors. That journey, and indeed every journey I ever made in DBC 120 had

a bonus of excitement that, really, no car since has ever given me. The car was quiet, comfortable, had exceptional road manners and seemed very fast. The clutch juddered a bit, but I knew what to do about that. A slight knock from the front end when cornering I put down to a worn drive shaft – no problem in the days before MoT's and not dangerous on a traction anyway.

Enthusiasts happy to pay thousands of pounds for a pile of rusting sheet steel, and to spend thousands more restoring the pile to a semblance of originality might feel envious at the idea of picking up the finished job for fifty quid. In fact, at £50, DBC 120 was not particularly cheap. Prosperity had returned to a war-weary Britain, hire purchase was readily available, and people wanted to put the past behind them in favour of new-look cars such as Ford Anglias and Prefects, Hillman Minxes and Huskies, and the dreadful spongy Vauxhall Wyverns and Veloxes of the time. Trendy youngsters queued up to buy Morris's new front-wheel drive Mini which, including car tax, cost just under £500. Cars such as the Citroen were not regarded as historic; simply old. A gentleman in Storrington, near my digs in Worthing, always had a line of mouth-watering pre-war cars for sale. He once offered me a beautiful 1935 Daimler 15 – 'A tenner to you, or £12 if I fit a new front



## DBC 120 A blast from the past...

tyre'. I could have bought his entire stock for £100. If I had, and kept them, I'd be a millionaire today.

In any case, £50 needs to be scaled against the £10 10s I earned each week as an electronics systems engineer in Shoreham. These were the days when, with good draught beer at one and six a pint (7.5p) I could have a really good evening out, a fish supper and still have change from a ten bob note (50p). To spend nearly five weeks' wages on a car would not have been possible had I not had a second job; moonlighting for the Brighton motor trade. To these fine gentlemen, a goer could be worth £50 and a non-goer a fiver, and the problem was very often electrical – my area of speciality. I could write a book about those days, although I fear it would be dismissed as a work of impossible fiction. Nobody would believe the truth about the Brighton motor trade of the fifties. DBC 120 was therefore effectively bought and paid for by these shadowy figures who had their businesses around Brunswick Street West in Hove.

I sold my previous car (a rather smart 1938 12.8 traction saloon) to one of my bosses, and DBC 120 became my sole means of transport, with the charge of carrying me to work in all weathers as well as acting as my social chariot. It had to be kept serviceable, and in maintaining my car, I lost some of its originality. I make no apology for this. DBC 120 still exists. Had I, like most owners of pre-war cars, simply scrapped it when it went wrong, then it would not. Back in 1958, Slough tractions had only been out of production for three years, so most parts were over the counter at Worthing Motors, my local agents. Pre-war parts were available but had to be ordered from Slough. And if I was a bit hard up, there were always those gold mines: the Worthing car, the Bolney car and the Portslade car...

These three echoed the spirit of the times, when so many cars we now cherish were lost forever. They were perfectly good Light Fifteens that had simply stopped running, and had been abandoned by their owners on waste ground for the likes of Barry and I to cannibalise. Barry was a dear friend who drove a post-war Light Fifteen painted matt black and worked at the new airport at Gatwick.

Today, originality is prized beyond rubies. Back in 1958, I believed that any differences between pre- and post-war tractions represented modifications that were probably design improvements and therefore worth having. Later in this story, I think you'll agree that I may have been right. Anyway, one of the first things I did was swap steering wheels with the Worthing car. I preferred the two-spoke wheel with its clear view of the



instruments and those seductive finger-grips on the spokes to the three-spoke pre-war version. I always fancied myself at a bit of tin-bashing and had access to a lovely workshop where I made a little drip tray to fit under the water pump. It was held in place by the set-screw that locks the gland packing nut and had a copper pipe to lead any drips well away from the clutch. It worked and the clutch judder disappeared. Another worthwhile little modification was to fit a starter solenoid between the twin Lucas Windtones to act as a relay. They take a heck of a current, those horns, and soon damage the contacts in the horn button. I did notice that the drive shafts seemed to be in very good condition, with no observable shake. Perhaps, I hoped, they just needed a bit of grease to cure the knocking.

So began DBC 120's career as a commuter car, making the daily four-mile trip between my digs with the Worthing greengrocer and my work in Shoreham. But her destiny was not to be solely as a short-haul vehicle. She brought me luck, and I was promoted, with a nice pay rise, to a job that required me to travel occasionally to the huge Air Force bases in Norfolk to work on site for a day or two at a time. I loved Norfolk, flying along the straight roads in the total blackness of night through tunnels made by the trees, a changing picture sharply etched in my memory by my headlights. The little villages I drove through seemed totally dead, with not a chink of light to be seen anywhere. But they weren't. I stopped in one, which sprang suddenly to light and life as the pub door opened. So that's where they were all hiding.

One trip to Norfolk ended in minor disaster, when DBC 120 came to a noisy and obviously terminal halt with quite a few teeth missing from the crown wheel. This was something I could not fix so I reluctantly left the car in the charge of an unknown garage near Marham and went home by train. I picked the car up a fortnight later and paid a bill for £23, of which more than half was accounted for

by a brand new crown wheel and pinion. The garage didn't even charge me for recovery, saying that was OK as they'd done the repair work. They did a magnificent job. The transmission was completely silent and gave no more trouble for the many thousands of miles DBC 120 was destined to travel with me.

I can't remember going away on holiday that year (when you live only 12 miles from Brighton, every weekend is a holiday!) but I did pay quite a few visits to my parents' home in Derby, nearly 200 miles from Worthing. On one of these trips, I found out just how good the car's brakes were when, flying down a hill just outside Ashby-de-la-Zouch, I found myself face-to-face with a flock of sheep. I could only hit the brake pedal, close my eyes and pray. When I opened them, I found I had stopped a foot away from the leading ram. He had stopped as well.

The M1 opened south of Birmingham that year, and became a popular outing for weekend motorists in search of a new experience rather than a major trunk road. I used it once as it was going in roughly the right direction for Worthing but got in a silly race with, of all things, a Triumph Mayflower. The new road was too straight to enable my superior handling to be exploited and I found it all rather dull. What could be really exciting in those days were the three-lane single-carriageway trunk roads, with the centre lane reserved for overtaking in either direction. Misjudge a manoeuvre on one of those and you were in line for a head-on collision at a closing speed of around 120 mph.

The following year (1959) I began courting and, of course, DBC 120 was the ideal courting car. Early in the summer, I took my girl friend to Devon on holiday, to meet my parents. My father had retired and they were spending the whole of the summer in their holiday cottage in Bideford bay. Though they liked the girl, the trip was a disaster from the start. My father took a dislike to my car on sight, and the car reacted very badly to his displeasure. For the first and only time in its life, it



refused to start on our first morning. When we did get it going, I took the only picture I have of the car before we set off to have a look at Hartland Point. But we didn't go far. DBC 120 climbed the 1 in 7 hill out of the village but came to rest on three wheels on the A39. The process was very gentle, and, though we had no brakes, the car remained in control and stopped in a dead straight line, the nearside front settling down on the track rod end. After we had stopped, the wheel, complete with brake drum, came trundling past and settled neatly to rest just in front of the car. The broken piece of stub axle was still in the brake drum. We had discovered the cause of the knocking noise on full lock, and we had discovered it the hard way.

I explained to the Bideford garage that recovered the car that I wanted it repaired, and that I would need a new brake drum as well as a stub axle as the taper in the drum was clearly destroyed. We had no car that holiday but were able to use my father's sometimes. The car was ready in time for the end of my holiday, which sadly did not mark the end of my problems. My parents persuaded my young lady to stay with them another week, and I was detailed to return to Devon after work on the Friday to pick her up and have another short break in the cottage.

On the way back to Devon the following Friday, the knocking returned. I took the car to the Bideford garage on the Saturday morning (they clearly thought they'd never see me again) and – yes, you've guessed it. They'd fitted the old drum on the new stub axle, which was badly damaged. I did not dare drive all the way back to Worthing with a passenger on board in that condition. We went back by train the same day, and I started to look for a good second-hand drum. I found a pair but one was sleeved and the other had a rather poor taper. I cleaned it up as best I could and took it with me to Bideford by train. We stoned the worst of the damage off the new stub axle and I set off for home rather nervously, and with my confidence in the human race somewhat shaken. There were several reasons for this, one being that my father, in a spirit of helpfulness no doubt, had apparently agreed to sell my car to a mechanic at the garage without actually consulting me, and was most put out with me when I reversed the deal! I had only covered 150 out of the 200 miles between Worthing and North Devon when I burst a front Michelin X through the tread. I was nearly home (Storrington) when I ran out of petrol. The car was using much more fuel than it should. A friend and I rescued the car first thing the following morning, before work, and that evening I checked the tracking. It

was an inch and a half out, and the steering arm on the near side was badly bent where the track rod end had contacted the road. Not at all the finest hour for the Bideford motor trade. While I was at it, I also removed the off-side drum to have a look at the taper, and found that slack and damaged as well.

So DBC 120 had destroyed both front hub tapers. I had never met with this trouble on a post-war car with 12-inch drums, but my 1934 12.8 had had the same trouble at some time in its life. It occurred to me that, whereas the 10-inch drums of pre-war cars had continuous tapers, the taper in post-war drums was relieved for a good half of its length. Clearly, Citroen had introduced an extra machining operation to overcome a problem, and the problem was most likely to be torsional resonance. At some speed, the stub axle was 'ringing' and breaking the taper. I didn't fancy playing around with the machined taper, and in any case I had a bent steering arm to replace. So one of the post-war goldmines (Bolney, I think) yielded up its drive shafts, hubs and 12-inch drums which gave complete peace of mind. The front end (and indeed the whole car) gave no more trouble while it was mine. Curiously, the brakes were neither improved nor made worse by the modification – they were exactly the same as before.

I did the work in the autumn of 1959, in a rather magnificent motor house I had had built for DBC 120 in the garden of a bungalow I had bought near Worthing. It was a fine two-bedroom semi-detached bungalow with a fair-sized garden and, brand new, had cost me £1,445 with a 100% mortgage. This was on the south coast near Worthing, and you could certainly stick a couple of noughts on that price today. I bought the bungalow because I was to be married the following January. I didn't know it at the time, of course, but DBC 120's days were now numbered.

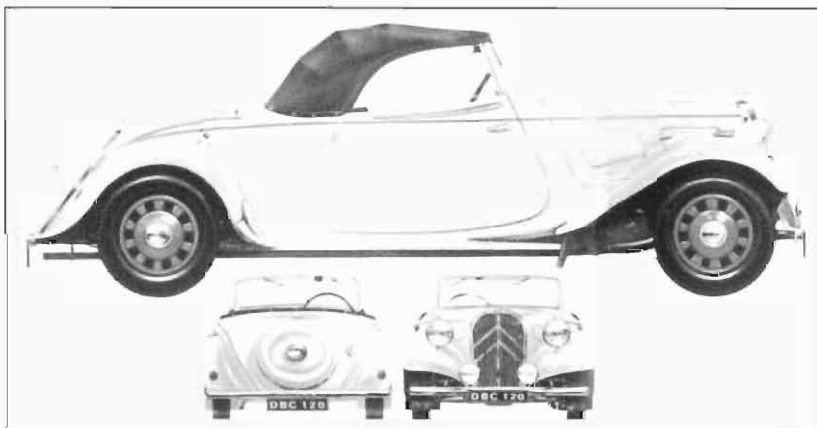
We kept the car for another year and both loved it. It was always fun, even when it

had to cut its way home through massive floods in the Adur valley, the front wings generating a magnificent bow wave. But my bride quickly became pregnant and our first baby arrived the following November. DBC 120 had one more important job to do. My wife kept slipping in and out of labour, and the midwife at Worthing Hospital advised me: 'Take her out in that sports car of yours on the by-pass – that might do the trick'. It did. I hadn't closed the dicky seat cover properly, and it flew open with an almighty bang when we topped 70. My wife was shocked into the action that produced my daughter Jane five hours later.

Jane's carry-cot fitted snugly and safely into the hood well, but that meant we could never put the hood down. In any case, it was clear our beloved car would have to go soon, as we could hardly put a toddler in the dicky seat! I couldn't bear to sell the car, so I swapped it for an immaculate Ford 10 owned by a work colleague. This was my token attempt to join the ranks of the sensible family men. It didn't work, by the way.

The colleague left his job soon after, and I thought I would never see DBC 120 again. I was wrong. Years later, one of my children gave me a second-hand edition of *The Encyclopaedia of the World's Classic Cars*, published by Salamander in 1982. And there she was. The picture below is copied from page 64 of this excellent book. My understanding is that DBC 120 is alive and well, and in a museum in Switzerland. Well, it's good to know she's still around.

What she really likes to be doing, though, is flying along a Norfolk road in the dead of a moonless night, her headlights tunnelling the nightscape I remember so well. Even with the wrong front hubs. Well, I've owned up to that now, so someone could replace them if they're that bothered and don't mind risking losing the odd wheel. Though, come to think of it, that won't happen while the old girl – a very old girl now – is in a museum.



# toc section scene

## Peak Section

April 3rd – Nothing planned yet, but you can guarantee we will be in a pub somewhere at lunchtime!!

June 5th – Annual High Peak Historic Vehicle Club Run:

This year we will set off from the Pavilion Gardens in Buxton. The route is about fifty miles, taking in Chatsworth Park, the surrounding moors and the villages of Beeley and Litton, ending up back in Buxton for a picnic lunch and a chance to 'ogle' at all the wonderful old cars. If you want to enter let us know.

August 7th – We are hoping to display our Tractions at the Cromford Steam Rally.

Our details are on inside of front cover of this Mag.

John and Bev Oates: [peak.toc@virgin.net](mailto:peak.toc@virgin.net)

## Surrey & Hampshire Borders Report

As anyone who has organised any sort of event will know, it comes as a relief and is gratifying when an event is well supported as this Christmas lunch was at the Barley Mow, West Horsley on 19 December 2004.

Forty-one enthusiasts arrived at the Barley Mow Malting House on a cold but brilliantly sunny morning for the third such event at this historic venue. It was splendid to see Traction legend Fred Annells, son Barry, and grandson Peter all the way from Bourne in Lincolnshire, as it was to see Edvard Jensen, who flew in the previous Thursday from Denmark. The 19th December became not just a seasonal celebration, but also a birthday celebration, for Edvard was enjoying his 95th birthday, and as Fred will be 80 years old in January 2005, two rousing choruses of happy birthday were sung by all, including the Barley Mow staff.

A lengthy raffle was enthusiastically called by Alec Bilney and most people must have won a prize, including Edvard, who won a bottle of champagne on number 95 (not a fix!!). Many thanks to all those people who generously donated prizes, and to everyone for attending.

January 1st saw us back at the Barley Mow for the vintage sports car club new year's day meeting, and it was good to see Steve and Frances Hedinger, Chris Rabson and family, and Marcel with Pauline Fontain in their tractions. This was the third best representation of a marque which is jolly good, bearing in mind that Citroen

understandably are not in the main stream of British old car interest.

Now we look forward to another year and please bear in mind that all section events begin at 12 noon at the Fairmile Portsmouth Road, Cobham, Surrey, on the third Sunday of every month.

Outing and information sheets will be sent to area members. *Anyone who wishes to be included please contact Helen or John on 020 8330 7216 at any time.*



## West of England Section

Our meeting on Sunday August 8th was a boat trip around the refurbished dockland area of Bristol after lunch in the dockside inn "The Corttage". There was an excellent turn-out with new members Colin Bery and Red Denner (who discovered that they lived within walking distance of each other!) coming along in their recently acquired Tractions.

Our last meeting of the year - and my last as area organiser for the West of England Section - was on Sunday 10th October at Blaise Castle on the northern outskirts of Bristol. After an excellent meal at the nearby Salutation Inn carvery our small convoy made its way to the car park at the Blaise Castle Estate. The weather was kind - dry if a little windy - and we all climbed to the top of the castle hill to enjoy the view over the combe below. At least some of the lunchtime excesses were walked off!

Jackie and Dave Hackett are kindly taking over the Section and I would like to wish them all the best in keeping the unruly bunch in line - I know they will do a great job. I have enjoyed the last six years as local representative and would like to thank all those who turn up - even if it is only once in a while - and help to make it worthwhile. Thanks also to those who kindly gave towards my "thank you" gift - it was much appreciated.

I believe our next meeting will be in January where we will almost certainly gather once again at the traditional watering hole of the Tunnel House.

John Ogborne [jogborne@onetel.net.uk](mailto:jogborne@onetel.net.uk)

## London Section

Regular meetings on the last Tuesday of each month at the following locations:

**Even months:** From 8 pm at "Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022)

**Odd months:** From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005)

*If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).*

## Scottish Section

### Annual dinner dance weekend

Once again members are invited to join CCC Scottish Section for their annual dinner dance weekend in Perth on Friday 1st and Saturday 2nd April 2005.

Venue, as usual, is Jarvis City Mills (01738 628281 ask for Karen Tinton and quote CCC Special Deal). Excellent rates are as follows:

Saturday night Dinner Dance only - £17.50 per person  
Dinner Dance Bed & Breakfast - £75 per couple  
2 night weekend including dinner dance - £115 per couple

### Lunch run

We are planning to hold a short Sunday drive followed by a lunch at a yet to be chosen venue in early May. Once details are finalised they will appear in the next issue of Floating Power.

We look forward to a large turnout.

Kenny Cocker - 01821 650436

**CITROËN**

**toc**tech



volume 1

Maintenance **21**



## **ENGINE**

- **Carburettors**
- **Premier Grade Petrols**



## **BRAKES**

- **Adjusting & Modifications**

From the archives: Looking through some of the archives, we came across a series of technical bulletins issued by the Slough factory back in the 1950's. Here's one about "Premier Grade Petrols"

## SOLEX Model 32 PBIC Bi-Starter

### DESCRIPTION

for CITROEN "Light 15" etc.

#### DUST-PROOFING.

Dust proofing is obtained by special construction of the carburettor so that the air required for ventilating the float chamber, for the slow running mixture, the emulsification of the main spraying mixture as well as the air for the starting device, is all passed through the air filter normally fitted to the carburettor.

This arrangement has a double advantage. As well as eliminating dirt, it ensures constant mixture strength, so that even if the air cleaner is neglected and allowed to clog, petrol consumption is not affected, though it must be borne in mind that the restriction imposed by a clogged air cleaner will reduce the volume of air, and consequently mixture, which the engine can inspire, and so lead to power loss. When this happens, with the consequent necessity to use intermediate gears too frequently, then, of course, miles per gallon will fall.

#### BI-STARTER.

The Solex "bi-starter" is a small auxiliary carburettor integral with the main carburettor to ensure easy and certain starting from cold, and to assist "get-away" until the engine is warm enough to function satisfactorily without its aid.

It has two adjustable units to provide a correct balance of air and petrol for the above purposes.

The air jet Ga meters the air supply. The petrol jet Gs regulates the petrol.

It is to be emphasized that the bi-starter should be operated in its two positions during the process of starting from cold and driving away, as follows:—

(a) To start the engine when cold, pull out fully the dashboard control to which the bi-starter lever is connected. In this position it gives a very rich mixture which is essential for cold starting.

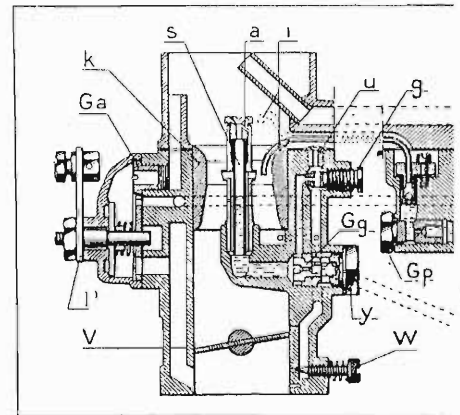
(b) Almost immediately after starting, the engine begins to warm up and the dashboard control should be pushed into the "bi-starter" position, i.e., approximately half-way, when a marked resistance will be felt indicating when the correct position is reached.

At this stage the mixture strength is considerably reduced, for the volume of the air inspired by the engine increases proportionately to the rise in engine speed as it continues to warm up, whilst the petrol supply is restricted. Without any risk of overdosing, the strength of the mixture is sufficient to ensure immediate get-away without stalling as the foot pedal is depressed.

(c) As soon as the engine is warm enough (usually after driving a few hundred yards) to dispense with the aid of the bi-starter, the dashboard control must be pushed fully home, thus putting the starting device completely out of action.

#### SLOW RUNNING (Idling).

When idling the mixture strength is provided by the idling or pilot jet (g), the air bleed (u), the volume control screw (W), the last decreasing the mixture strength when turned in a clockwise direction and vice versa.



#### KEY TO DIAGRAM

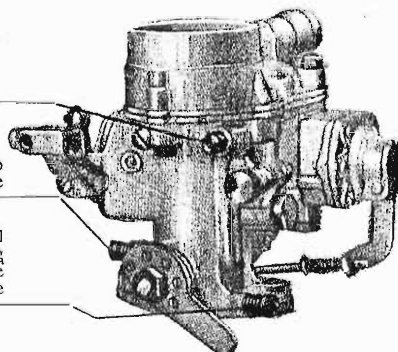
##### Main Carburettor Assembly

a	Air correction jet	Gs	Starter petrol jet
Ga	Starter air jet	g	Slow running jet
Gg	Main jet	H	Pump housing
Gp	Pump jet	i	Pump injector
l	Pump lever	K	Choke tube
l'	Bi-starter lever		
M	Pump membranes		
r	Pump lever split pin		
s	Emulsion tube		
u	Idling air bleed		
W	Volume control screw		
Y	Main jet carrier		
V	Throttle butterfly		

#### SLOW RUNNING.

Setting Items :

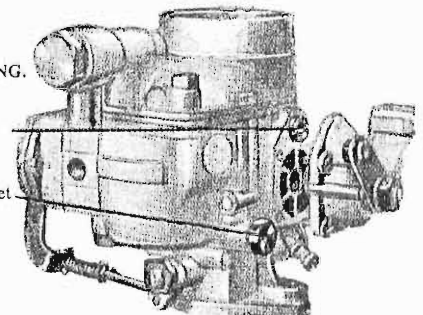
- g Pilot jet
- Z Slow running stop screw (controls the idling speed)
- W Volume control screw (by screwing in the mixture strength is made weaker)



#### COLD STARTING.

Setting Items :

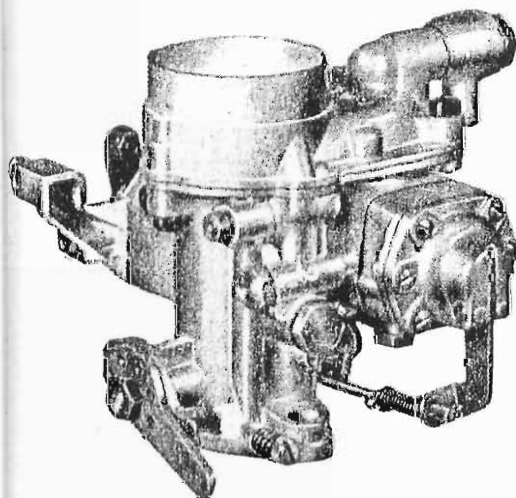
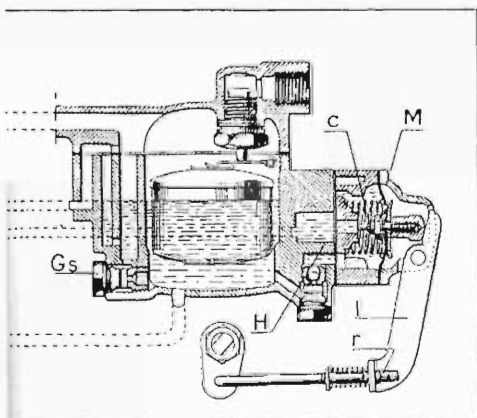
- Ga Petrol air jet
- Gs Petrol starter jet





## NORMAL RUNNING.

For normal running, driving at cruising speeds, the fuel is provided by the main jet (Gg), and the main air supply for disintegration of petrol by the choke-tube (K). The correct balance of mixture i.e., air petrol ratio, is further automatically maintained by the additional air supply in the form of a calibrated jet called the air correction jet (a).



### Adjusting the Idling.

This adjustment is of considerable importance and depends on the mechanical perfection of both engine and carburettor. Compressions must be equal, ignition in good order, and the induction system free from air leaks. The throttle "pull-off" spring must pull the throttle back to its stop, i.e., closed position, and all nuts, screws, etc., used in the assembly of the carburettor must be tight. Note particularly that the volume control screw (W) has not been broken or distorted by over-tightening. If it has, a new screw must be obtained.

Normal adjustment is carried out as follows :—

1. Wait until the engine is hot.
2. Set the throttle adjustment screw (Z) until the idling speed is on the high side.
3. Slacken the volume control screw (W) until the engine begins to hunt.
4. Screw it in gradually until the hunting disappears.
5. If the engine speed is too high, reset the screw (Z) to slow it down to idling speed of about 500 r.p.m.
6. This may cause a resumption of slight hunting. If so, turn the volume control screw (W) gently in a clockwise direction until idling is perfect.

### Detecting and remedying defects.

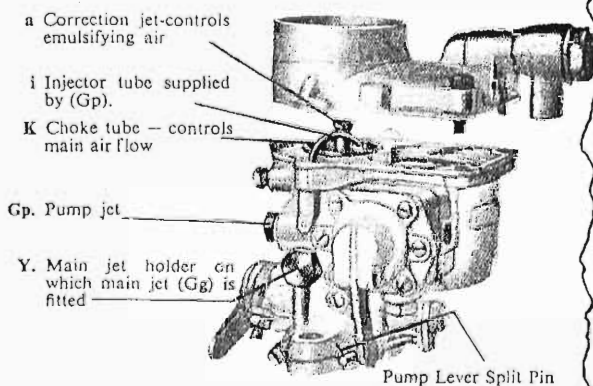
The carburettor must be kept in good condition. To clean it, remove the jets and blow through them and the carburettor channels with compressed air. Make sure that all assembly screws, etc., are tight. See that there is no side play in the throttle spindle.

If acceleration is bad, make sure that the jet (Gp) is not choked. (Such a condition, however, will usually affect the general performance). Never interfere with the membranes in the accelerating device; if they need renewal, replace the complete assembly (fixed by the four corner screws) to the carburettor.

Do not forget to check and, if necessary, adjust the ignition. Plugs and valve timing play a considerable part in the performance of an engine.

## NORMAL RUNNING.

### Setting Items :



## DISMOUNTING THE CARBURETTOR.

Should it be necessary for any specific purpose to alter the carburettor setting, it is not usually necessary to remove the carburettor.

All the jets are fitted externally and are usually easily accessible. Note that the main jet (Gg) is screwed into the submerged end of its carrier or holder (Y).

The emulsion tube (S) is held in position by the correction jet (a) and access is obtained by removal of the air cleaner.

The needle-valve and float can be removed by unscrewing the slot headed screws which secure the float chamber cover and lifting off the latter.

## ACCELERATING DEVICE.

The function of this is as follows :—

When the throttle is closed the expansion spring in the pump chamber forces the membrane (M) into a defined position allowing the chamber on the left to fill with petrol. The membrane (M) is connected to the accelerator via an adjustable linkage fixed to the throttle spindle. Thus, the instant the throttle is opened the spindle turns and the link operating with it forces the membrane to the left, ejecting the petrol in the pump chamber through the pump jet (Gp) and via the injector (i)\* projecting into the choke tube area.

\*Two types of injector may be used—a "high" injector shown by the dotted lines (as used in the case of the Citroën Light 15 for example) or a "low" injector shown by the solid lines. The choice is determined by engine requirements and once established must not be changed.

The volume of the injection is regulated by the adjustment of the linkage and the size of the jet (Gp) controls the speed of the injection.

**NOTE** that although this pump is mechanically operated, there is complete absence of friction, thus precluding all possibility of parts getting out of adjustment or jamming.

# toctech forum

## General Information on Carburettors

It seemed about time that we included something on carburettors to complement the recent items on fuel pumps. The following article last appeared in Floating Power in 1990

and originally in 1982. It was written by John Gillard as one of his series of articles entitled "Underneath the Arches".



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 tightness 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 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 cleanness 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.

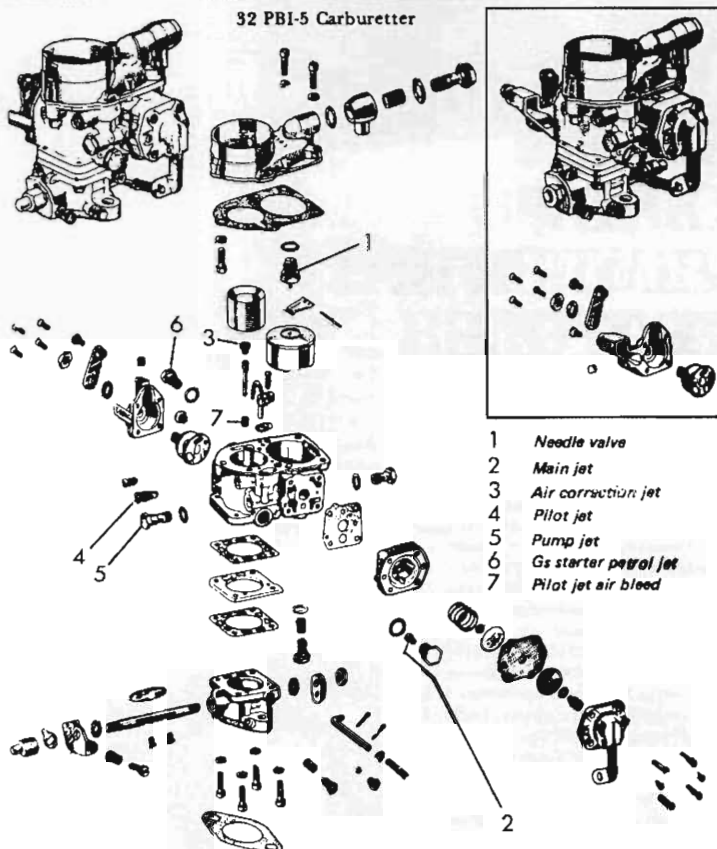
**d. Misfiring, stalling, loss of power** — Water or rust contamination of fuel may be cured by revving the engine and then momentarily obstructing the carb intake with the filter off. If this fails, thorough cleaning is necessary. An in-line filter is easily fitted on the fuel line where repeated contamination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

**e. Rich running** — Check air filter element for cleanliness (in the case of oil bath type overfilling 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.

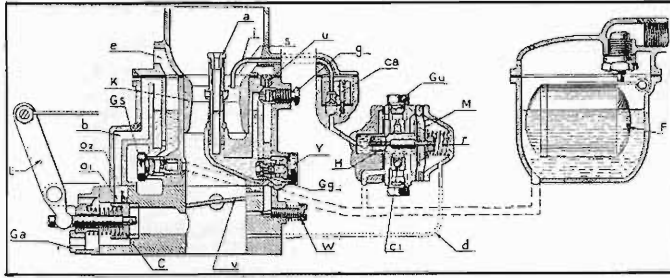
The following spares are available from the Club Shop for carburettor overhaul.

- |                     |                          |
|---------------------|--------------------------|
| 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                |



## Dual-Port Downdraught SOLEX Carburettor Model 30 AAPI

(With progressive starter and combined acceleration and economy device)



PROGRESSIVE STARTER.		MAIN CARBURETTOR.	ACCELERATING & ECONOMY DEVICE.
Ga	Air Jet.	a	Air Correction Jet.
Gb	Patrol Jet.	K	Choke Tube.
Gc	Starter Channel.	S	Emission Tube.
Gd	Starter Feed Traces.	G	Main Jet.
Go	Starter Piston.	Y	Main Jet Holder.
Gp	Starter Air Bleed.	U	Pilot Jet Air Bleed.
Gq	Starter Lever.	V	Pilot Jet.
		W	Volume Control Screw.
		V	Throttle Butterfly.
		F	Floater.
		r	Pump Spring.
		d	Depression Chamber.
		M	Membrane.
		H	Pump Valve.
		Cl	Pump Ball Valve.
		CA	Injector Calibration.
		i	Injector Tube.
		Gu	Economy Jet.

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

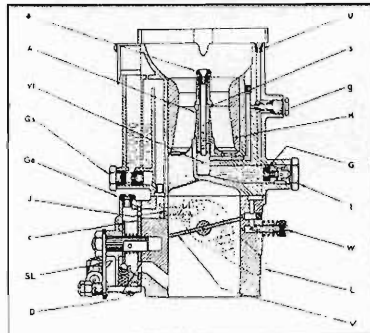


Fig. 1. BI-STARTER & MAIN CARBURETTOR

BI-STARTER		MAIN CARBURETTOR	
C	Starter Valve Plac.	vi	Correction Jet.
GA	Air Jet.	G	Main Jet.
SL	Starter Lever.	i	Main Jet Holder.
O	Starter Mixture Exit Duct.	e	Pilot Jet.
		U	Pilot Jet Air Bleed.
		W	Volume Control Screw.
X	Choke Tube.	J	Inlet to Starter.
A	Spraying Well.	L	Throttle Lever.
S	Emission Tube.	V	Throttle Butterfly.

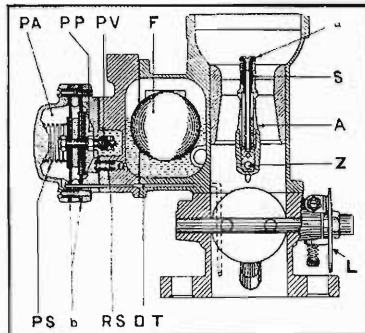


Fig. 2. ACCELERATING & ECONOMY DEVICE.

PS	Compression Spring.	F	Floater.
PA	Depression Chamber.	A	Spraying Well.
b	Membranes.	S	Emission 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.		

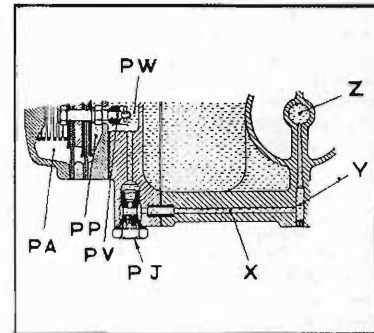


Fig. 3. PLAN SECTION, PUMP & CHANNEL.

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

## adtech forum

Why not buy a copy of the Floating Power CD - a single CD containing all the technical articles from Volume 1 (1976) to Volume 26 (2002)? If it was technical and published in Floating Power it is on the CD!

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  - Adobe Acrobat reader required to access and print documents (often supplied free with computer/software or downloadable from the Internet)
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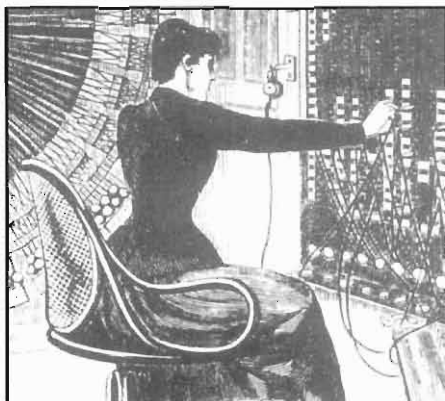
## Over to you...

For many members the technical articles are the most useful and important part of the magazine.

Are there any topics that you would like to see covered that have not appeared recently?

If so, please get in touch with John Osborne - contact details left - and we will see if something can be found or specially written.

Similarly, if you can contribute an article yourself, be it a brief note or a detailed description, it will always be welcome.



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## Brake Adjusting

**The last few issues have featured a number of articles concerning brakes. Tony Hodgekiss has come up with another alternative to the official Citroën brake adjusting tool, similar in design to the one proposed by Bernie Shaw.**

This article stems from Fred Annells' and Peter Marley's replies (Floating Power December 2003/January 2004) to my query on "half brake linings". Thanks for your responses but I am surprised at Citroën wanting to reduce the power of the brakes as Fred suggests. Maybe we should go back to full length linings again on today's roads. This is also a follow-up to Bernie Shaw's article in the same issue and Bernard Crockford's letter on brake design in the February/March 2004 issue.

As Bernie says, there is an official Citroën tool for centralising the brake shoes. In the Slough 1958 workshop manual it is shown as "Apparatus 2100T" for the front (page 61) and "2103T for the rear (page 80). Like most of these specialist tools, they are perfect for doing the job, but not really necessary for the occasional TOC user. In fact, I think they may even be discouraging to new Traction owners. I use a gadget that I made myself and it is somewhere between the technologies of the "Bernie-type bent spoke" and 2100/3T. I have used it many times and it's quick and cheap, as show in the sketch and photograph below. Like Bernie's, but unlike the Citroën tool, it does both front and back.

### Using the Tool

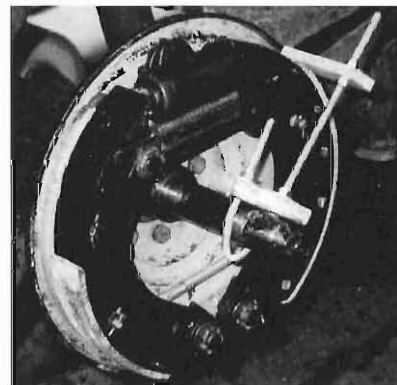
The tool is fixed onto the stub axle so that it is clamped into the "V" of the threaded rod. On the front axle, this should be tight

because the device can be rotated by turning the driveshaft. On the rear axle, it should be a little looser so that the tool slides around the fixed stub axle on the threaded rod and crossbar. (A thought from the technical editor: would it be a good idea to fit some heat-shrink sleeving or similar material over the threaded portion that bears on the stub axle to prevent scoring?)

Fit the brake shoes, springs, retaining washers, and lower cam bushes but leave the cam bush nuts off at this stage. All adjusting cams should be in by their maximum amount - i.e. both shoes at their minimum diameter. Fit the brake drum to the stub axle firmly, but not fully tightened, and check that it rotates freely. There is no need to put the hub nut on unless you find that it will only remain in place with the nut to hold it.

Adjust one of the upper cams by means of the nut behind the brake back plate until the tip of that brake shoe touches the friction surface of the drum. Rotate the drum to find the lowest spot to allow for any slight eccentricity in the drum. Remove the drum from the axle.

Fit the tool to the axle and adjust the blade by means of the lock nuts so that it just touches the surface of the brake lining at its highest point where it touched the drum. Ensure that the blade is locked at this stage. Rotate the gauge around to the lower part of the shoe and adjust the lower cam until the lining just touches the blade. I find that a pair of old snipe-nosed pliers are a good fit for the cam adjusters (or circlip pliers - Ed.). Repeat the process on the other shoe. Check all the way around, making any minor adjustments as required, because moving the



lower cam will affect the upper setting. When the blade touches the linings all the way round, the shoes are correctly aligned and the lower cam nuts and split pins should be fitted. Take care not to disturb the cam setting as the nut is tightened and ensure that the retaining washers and split pins are in place.

Slightly back off the upper cams to allow the drum to be fitted and finally adjust them when the drum is finally in place.

### Brake Tips

I always put a little bit of high temperature or copper anti-seize grease on the lower cam bushes. I know that grease and brakes are not supposed to mix, but I feel that it is important for cars that are only used intermittently and could therefore corrode at this important pivot location. Also, if you are doing a messy job with the brakes exposed and are concerned about the linings getting oily, a simple solution is to put masking tape on the linings during work and simply peel it off as the last job before the drum is replaced. (But take it off to do the adjusting as mentioned above! Ed.)

## Further thoughts on Brakes and Modifications

*Tony has also contributed a few further thoughts on brakes and a personal opinion on the sometimes controversial subject of originality. I would certainly welcome some robust correspondence on the issues that Tony has raised - let's hear from you!*

With reference to Bernard Crockford's letter in Floating Power; February/March 2004, I see that he is wondering whether to change the original layout to a "floating pivot" to improve the brakes. (See also the article in the latest issue from Roger Williams. Ed.) I hope the items above will be useful to him. My view on this and many other possible changes is that yes, they could be done, and would probably improve aspects of the car, but how far should we go in trying to "improve" them? One of the charms of owning a Traction or other old vehicle is that it is something practical and usable from the past, but which retains older features. If we want to enjoy it, then we should probably accept that some aspects of it are not up to a modern standard, but that is part of the experience and we should

accept that as part of owning it and getting to know it.

Just because it is possible to modify something does not mean that it should be done, otherwise where do you stop and what is the point of having a Traction, with its shortcomings, in the first place? I have always found the brakes on my Light 15 to be perfectly adequate if the correct type of lining is fitted, they are kept adjusted, and you drive within the limits of the car. The same goes for other parts that can be updated. If the original part is well restored then it should work perfectly well for most owners, without considering modifications. After its early problems, the Traction had a long and successful production, which probably shows that not much was wrong with it when new. Certainly the modest use most club cars get is within the capabilities of the standard car, except perhaps the final drive ratio now that we have motorways. I think we should be a little careful not to make too many changes to our cars, unless they are really for some good reason. Surely

one of the objectives of the club is to preserve the integrity of the cars in our care, so that future owners and admirers may understand the original Traction experience, not one achieved by a succession of owner-modifiers. If too many modifications are done, there comes the question of "what is an original car?" and how would you hold a concours if many were the subject of small-scale customisation?

I think members should consider this issue, with the numbers of modified cars increasing and think hard before updating items. Just because it is technically possible to achieve, is it right to do so? In the light of Fred Annells' information on pre and post-war brake differences, perhaps Bernard Crockford would consider fitting a set of full length or high friction linings on his car first and letting us know how they fare, before modifying the backplates.

I'm sure that other members would be interested to know this and I would certainly like to hear other people's views on how far "improvements" should be attempted.



# Forthcoming events

# TOC Annual Rally 2005

A Black Country Experience - 24 to 26 June 2005

## FRIDAY

### 'Village Inn', De Vere, Walsall:

**2.00pm** Early arrivals book in at De Vere Hotel Village Inn, Jn 10 M6 Walsall. Take advantage of the leisure suite and swimming facilities.

**5.00pm till 8.00pm** dine and relax in the Village Pub. The Pub menu is typical Pub prices and the drinks are not overpriced.

**6.00pm till 6.45pm** alternative dining facility the Early Diner in the Salingers Restaurant. 2 course Meal for £6.95. Must be finished by 8.00pm to qualify for discounted rate.

**8.00pm** Register for Rally in Conference Suite and Private Bar.

**9.00pm** Welcome meeting and brief discussion on Saturday's Events.

**9.30pm** Black Country Quiz.

**10.00pm** Light Entertainment.

Special reserved parking area – Oil drip mats please

Campers arrive and set up – The nearest Camp Site is Kingsbury Water Park near Colehill ,approx 10 miles from Village Inn.

There is not a planned petrol stop on Saturday so please tank up before 9.30am Saturday morning. We are covering approx 90miles Saturday and 50miles Sunday.

## SATURDAY

### 'Seven Valley Railway Tour':

[www.svr.co.uk](http://www.svr.co.uk)

**8.00 – 9.00am** Breakfast at Salingers Restaurant.

**9.45am** Assemble in car park and collect Picnic Pack.

**10.00am** Leave Hotel convoy drive to Bridgnorth via M6 and M54.

**11.00am** arrive Bridgnorth. 30mins at Station and 30mins in High Town. Join in with the festivities of the 'Seven Valley 1940's Special War Time Theme Weekend'.

**11.30am** any members wishing to join the steam train, buy single ticket to Arley Station. Drivers continue with convoy drive.

**12.00pm** Convoy to continue along Seven Valley Railway Route. Stopping at viewing

points, 1940 Special Events, Highley Station, Seven Valley Country Park, Wyre Forest.

**1.30pm** arrive Arley Station, and Picnic site 500yds along river bank for lunch. Join in with 1940's Special Theme on Arley Station. Footbridge across the river seven gives access to Arley village. Train ride optional from Arley to Bridgnorth or Bewdley return.

**4.30pm** leave Arley and head for Bewdley and onto Black Country Living Museum, Dudley

**6.00pm** arrive at Black Country Living Museum.

Members wishing to return to Village Inn Hotel for a rest and costume change must leave Arley at 3.30pm on the earlier return convoy. Maps are provided.

The Black Country Living Museum has modern reception area and good wash room facilities for members who opt to convoy direct to Museum and save 60 minutes travelling time.

The Black Country Living Museum has just won the award for the Best Midlands Tourist Attraction, second place was given to Ironbridge Museum and third place went to Warwick Castle.

**Saturday Evening' Black Country Living Museum':** [www.bclm.co.uk](http://www.bclm.co.uk)

**6.00pm** assemble in car park at BCLM.

**6.10pm** reception in the new museum area. Tea, coffee and introduction to museum and village.

**7.00pm** Trolley Bus or Tram to Village, drivers to drive Pre War!! Traction down to Village School and Fair Ground.

There is a compulsory School Lesson

The Fairground is open and free amusements. Another opportunity to test your skills on the 'coconut shy' and see the girls on the 'cakewalk'. There is a prize for the best Olivia Newton John/John Travolta 'You're the One That I Want' on the Cakewalk.

Village facilities available to TOC inc shops, church, cinema, school, pub gardens, cavern canal trip (limited numbers).

Village Pub is open selling alcoholic refreshment.

Hog Roast available in pub garden or Fish 'n Chips from 'chippy across road' all included. We are allowed to take in our picnic left overs.

**10.45pm** Village Policeman will empty the pub and escort us from the village.

**11.00pm** convoy drive back to the Village Inn Hotel.

**11.30pm** a short late night drink in the hotel bar.

The museum and village is reserved for a private function for TOC.

All amenities are open and for our use – see leaflets

Trolley Bus, fairground, school, church, cinema, shops, canal cavern trip (extra chg £4), Pub, fish 'n chip shop and more.

Period dress (pre war) preferred, pre war tractions will be allowed into village.

School lesson is compulsory and all museum staff are on duty including the village Policeman (1930's).

Total mileage for the day approx 90miles

## SUNDAY

### Iron Bridge Gorge Museum:

[www.ironbridge.org.uk](http://www.ironbridge.org.uk)

**8.00 – 9.00am** Breakfast in Salingers Restaurant

**8.00 – 9.30am** pay your hotel account, remember there are 50 of us!!

**9.30am** Assemble in the car park. Meet with Sunday TOC Visitors

**10.00am** Leave hotel for Ironbridge via M6 then M54

**11.00am** arrive Coalbrookdale Museum of Iron for 1 hour visit



# A Black Country Experience...

**12.00pm** drive through Ironbridge to Blist Hill Victorian Town

**12.15pm** display cars at Blist Hill for the rest of the day. Set up Club Shop. Visit 30 acre Victorian Town Museum, Judge Concours.

**4.00pm** Assemble near club marquee for awards

**5.00pm** End of TOC Rally.

## IDEAS FOR CONSIDERATION:

Provision of 2 Picasso's and trailer to follow convoy.

To encourage TOC members with a car off the road to join Rally.

TOC members with spare seats in car to offer a lift.

By negotiation of a good deal encourage people to stay at hotel. Camping may be distant from Hotel (approx 10miles).

## DRIVING TESTS:

This year the driving test will be an on going test throughout the rally. As of 10.00am Saturday you will be monitored by Mr S C Southgate ( S C for Simon Cowell) and Peter Marley as well as your trusted TOC comrades. Any poor examples of parking, indicating, overtaking, discourtesy to other road users, poor hand signals or gestures, even poor navigators and back seat advisors will result in points. Any TOC member can report an incident, however, you will require a witness. The points system will finish at 1.pm Sunday at the Blist Hill Museum. There may be the odd credit noted in case of a tie.

## DONATE A SEAT:

This year we hope TOC Members will donate any spare seats to members who are less fortunate. It will be on a first come first reserved basis and people will be expected to interchange and share with others. We may have the odd Picasso at the end of the convoy so no one is left out.

## SEVEN VALLEY 1940'S SPECIAL THEME DAY:

After planning the Annual Rally it has been announced that the Seven Valley Railway has organised a Special 1940's Theme Day. We have informed the organisers that 50 or 60 Classic Tractions will be passing through the Seven Valley on their Special Theme Day and they are delighted to accommodate us in a true French Resistance/ Allo Allo style. Naturally we may meet up with Colonel Mannering



and his Dad's Army who may well be searching and interrogating any visitors for German spies or Heir Flick. Who remembers the Allo Allo party, 'Escape from Cold-titz', Iden titty Papers, Café Rene Auto's. One thing the TOC can do is party, so dig out the period dress. Some of the theme events are concentrated on Highley and Arley Stations

## SATURDAY PICNIC/1940'S RATIONS:

On Saturday morning at 9.45am your Picnic rations will include fresh bagets, tomatoes, lettuce, cucumber, ham, chicken portions etc. Will you bring your own pate, butter, pickles, crisps, sweet, wine, drinks, picnic cutlery etc.

Bring a little extra to supplement your supper at the Black Country Museum.

## SUNDAY LUNCH:

There are several snack bars at Blist Hill Museum so you will be expected to eat when you are ready. Please remember we have a large breakfast included at the Village Hotel.

## VILLAGE HOTEL MENU: Friday Eve

Village Pub, a sample of the all day menu,  
Main Courses:  
Chilli Con Carne £5.95

Wine	£10 - £12
Hickory Chicken	£7.45
Steak, Ale Mushroom Pie	£6.95
Aberdeen Angus Burger	£6.75

## SALINGERS RESTAURANT:

The Early Diner Menu	
Booking Advised: seated	5.00 -6.45pm
2 Course Meal for	£6.95
Choice of 4 starters / 6 Main meals	
3 Course Meal for	£9.90

**CAMPING FACILITIES:** The nearest camping facilities to the Village Hotel (Jn10 M6) is the Kingsbury Water Park, which is close to junction 4a on the M6. Travelling time from camp site to hotel is approx 20 minutes and the return journey from the Black Country Museum to Kingsbury is approx 30/35mins.

Fortunately these are easily accessed by the motorway network. The telephone number for Kingsbury Water Park is 01827 874101. There are closer alternatives but they do not provide full facilities.

For all members wishing to camp please feel free to contact Steve for further advice.

# Annual Rally 2005 - Booking Form

## 'A Black Country Experience'

29<sup>th</sup> TOC Annual Rally 24/25/26th June

Booking Form

### Village Inn De Vere Hotel

(£55 per Room per Night Inc Breakfast, there are a few family rooms)  
Please Reserve One/Two Rooms for Friday and Saturday Night  
Those wishing to stay Sunday night, request on arrival at hotel.  
Please pay your Hotel account direct on the weekend.

### Weekend Rally: Fri/Sat/Sun

- Saturday Picnic
- Bridgnorth/ Seven Valley Convoy Drive
- Black Country Living Museum
- Ironbridge Museum

£48 per person ..... persons @ £48 Total £.....  
£38 Children under 16 Children under 5 Free

### Sunday only

- Ironbridge Museum ..... persons @ £15 Total £.....  
(Join us at Village Hotel, Walsall (Jn 10, M6)9.30 am for Convoy Drive to Ironbridge, cost includes Rally plaque and entrance to 2 museums)

Cheques payable to TOC Ltd Grand Total £.....

There is an optional Cavern Canal Barge Trip (45 min) at the Black Country Living Museum.

Do you wish to reserve seats @ £4 each?

YES/NO ..... Persons (Pay boatman on night)

There are several combinations for the Seven Valley Steam Train so 'pay as you go' from Bridgnorth or Arley.

Campers or Mobile Homes contact Steve Southgate

For TOC members without a Traction there will be a limited number of spare traction seats available.

Do you wish to reserve 1 or 2 seats for the convoy drives?

YES/NO ..... seats

For more fortunate members can you donate any spare seats to other TOC Members for Saturday or Sunday Convoy Drives?

YES/NO ..... seats

### Car Details

Reg No ..... Year ..... Model .....

Send cheque (TOC Ltd) and booking form to:

Steve Southgate  
4 Kingscroft Close, Sutton Coldfield, West Midlands, B74 2HJ  
Tel 0121 352 1100 or 07 747 633329  
Email [steve@imperial-cars.co.uk](mailto:steve@imperial-cars.co.uk)

# Forthcoming events

## Belgium Tour Reminder...

27-29 May 2005

There are still some places available on the Chocolate & Old Lace tour on the Belgian coast, but the list is filling up so do book as soon as possible. Wenduine is a beautiful seaside village, and there are good hotels and camping there and in De Haan. We have arranged discounts on the ferries.



On the Friday evening we are to have a peasant farmers meal at the Drie Konningen (the Three Kings) a very old café in nearby Houtave. On Saturday we drive south and visit the Prince Karel estate just to the

south of Ostend to see the museums. In the evening there is a 4 course dinner at De Grote Schuur (the Great Barn) in De Haan. On Sunday we drive north along the coast, then inland to Bruges where we can park at 't Zand which is a few minutes from the centre. In the evening there is a reception and dinner at Fort Napoleon just to the north of Ostend.

Further details from Walter Callens, email [waltercallens@telenet.be](mailto:waltercallens@telenet.be)  
Or Robin Dyke call 01865 858555, email [robin@btinternet.com](mailto:robin@btinternet.com)

## Special Ferry Fares

The TOC is very grateful to Norfolk Line and Sea France who have both offered us concessionary prices on their ferries. These offers are only for club members.

### NorfolkLine - Dover to Dunkerque

NorfolkLine have offered TOC members a special price of £88 return for a standard car and up to 5 people. This only during the period 15 May to 30 June 2005 and must be booked and paid for before 28 Feb 2005. This is subject to availability and there are conditions such as £20 per extra metre or per extra passenger. The bookings are non-refundable and extra charges apply if you have to make amendments. The password is **Traction Owners Club**.

Tel: 0870 870 1020 Fax: 01304 218420  
Website: [www.norfolkline.com](http://www.norfolkline.com)

### SeaFrance - Dover to Calais

SeaFrance have offered TOC members a 10% reduction on most fares (Standard, Early Booking, Super Apex, 3-Day, Day Trip and 24-Hour Return), but not on Club Fares or special promotions such as newspapers. This is throughout 2004 and 2005, and provided enough of us use it we should get a similar discount in future years. Some components of the fares will not be discounted, such as extra long vehicles or trailers or amendments to bookings. The bookings must be made and paid for in advance at the UK Reservations Office quoting the password **TOC**.

Tel: 08795 711 711 Fax: 01304 828486  
Website: [www.seafrance.com](http://www.seafrance.com)

## Circuit de Charade en Auvergne 15-16-17 July 2005

Join the TOC expedition to the 2nd Tractionades at the Circuit de Charade near Clermont-Ferrand in the Auvergne on 15-16-17 July 2005.

This international event is being organised by Guide Mondiale de Tractionistes & Globe Driver.

525 'equipages' from 14 countries attended the first of these events in 2003.

The scenery in the Auvergne is spectacular, and nearby Le Puy de Dôme is well worth a visit.



All the usual Traction attractions, with this year a 5 hour endurance trial for 30 Tractions (including at least one from the TOC).

- Village gastronomique Auvergnat
- Village International des Clubs
- Plateaux d'endurance GMT
- Concours d'élégance
- Bourse d'échanges
- Exposition 15 six

The TOC contingents will progress through France on whatever route and (leisurely) pace you each prefer. Trips of about 200 miles a day with stops in say Amiens and Orleans (or near) would be a reasonable basis for planning.

Please contact Robin Dyke as soon as possible for more information and a registration form.

Tel. 01865 858555 or email: [robindyke@btinternet.com](mailto:robindyke@btinternet.com)

## Traction Norwege Annual Summer Meeting

26, 27 & 28 August 2005

TOC members Elisabeth and Bernt Christian from Oslo have invited us to join them and "Club Traction Norwege" for their summer rally.

Why not combine a trip to Norway and join them at this meeting in the midst of south of the country at Hamar in Hedmark County.

Please see the site from the Hedmark County where Hamar is situated at <http://www.hedmark.com/>

For further information contact Elisabeth and Bernt at: [elisabeth.aronsen@nhm.uio.no](mailto:elisabeth.aronsen@nhm.uio.no)

## Brittany Tour

14-17 July 2005

This year's Brittany tour will start in **Clisson**; SE of **Nantes** on 14th July. It will finish near **Angers**, NE of **Nantes** on 17th July.

The event will be based around **Coulon** which is near **Niort**.

Contact: Martin & Vicky Nicholson, email [vicmarnic@wanadoo.fr](mailto:vicmarnic@wanadoo.fr)



# toc correspondence

This is a letter I received from Fred Annells, which means so much to me as the new Editor.

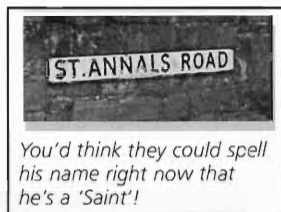
Dear Pat,

It's a new world out there with a smashing magazine to see us in to 2005. I went to see Helen and John White in Surrey: it was a great day at the Christmas party we shared – it made my day. We spoke about the beginnings of the Club and how it took its beginning.

The first picture for 1973 took me back a long way: so many memories come to light of those days. Mr Schroder's car was sold for about £180 – does he still have it today?

Best wishes to everyone.

 Fred Annells



Dear Editor,


Whilst waiting in a ferry queue with my Traction recently, I was approached (as often happens) by someone keen to share his own experiences with a Traction many years before. I always listen and show enthusiasm, but ask the person to send details such as year of build, registration number, period of ownership, and even a photograph of it if available.

Unusually, this chap has done so. I attach the traditional holiday snap of a 1954 Slough-built, rhd, light fifteen in British racing green, registered SPE 188. It had red leather upholstery. Mr Pat Routledge bought it in London in 1961 and it went with him when he moved to Wales. In 1968 he sold it, with about 160,000 miles on the odometer, to an Australian living in London who apparently ran it on a minimum maintenance schedule for several years. It was last heard of in Peckham, southeast London, in about 1970.

The details will be sent on to the TOC archives wherever such details are always recorded, of course. But, as Mr Routledge has taken the trouble to pen the letter and to search out the photograph of a car that he quite clearly remembers fondly even after 35 years, it would be nice to be able to give him any news we may hold about it. Does it still exist within the TOC or at all? Has anyone helped it to donate parts?

I will pass any responses back.

Yours sincerely,

 Alec Bilney

30 Mill Street,  
Kingston upon  
Thames, Surrey  
KT1 2RF

Call 020 8546 7071



## WILLIAM TREMAYNE

I have received this very sad news from Robin Dyke:

It is with great sadness that I have just heard of the death of William Tremayne. William was a fairly new member of the TOC and had a smart Light 15 which he took to our local meetings and to the 70th Anniversary in Dunkerque.


He lived near Thame in Oxfordshire, and had a great love of motoring and old cars.

The family attended his funeral in his Traction – William would have liked that.

## OH DEER!

This is what happens when a Traction driver hits a herd of Deer at 10.00 at night!!

Its best to avoid them if you can as its very inconvenient and pretty expensive too.

 David Boyd



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