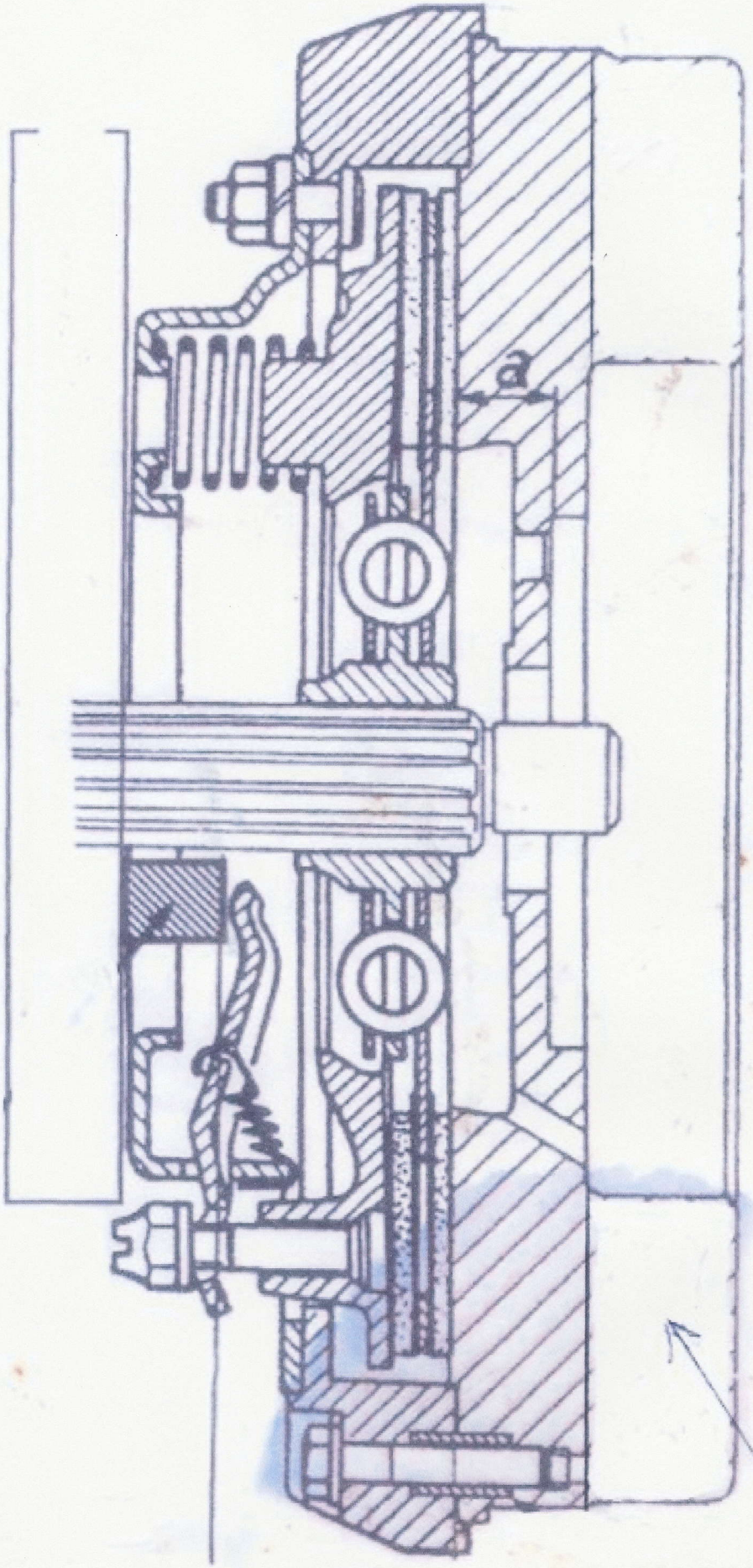
Engine performance: Engine performance can be dramatically lifted by increasing the compression ratio of the engine. The standard traction engine started life with a compression ratio of 6.5:1, it could run on power kerosene! The standard height of the cylinder head is 85mm, I reduced this to 83mm, resulting in a compression ratio of 8.5:1. I also had the camshaft ground to a Wade 793C grind, this can now be replicated by Clive Cams, phone (03)97585977 in Ferntree Gully, Victoria. Matched the ports on the manifold and most importantly had the engine balanced. The other modification was lightening the flywheel, to do this merely remove the part of the flywheel that sticks out the front, I have forgotten the weight reduction but it is considerable (a diagram of this is on the website). This resulted in a much more powerful and smoother engine with the ability to accelerate up hills, yet retain good fuel economy. A later addition has been twin S.U. carburettors giving even more power. Another point well worth considering is to fit an electronic distributor to these cars. 123 Ignition kits are obtainable from club member, Ted Cross (who is the importer), other ignition kits are available from other sources, this is not a paid advertisement but is here to let people know what is available. An electronic ignition system makes the old mechanical distributor so obsolete it is laughable. Starting, performance and reliability are all enhanced by one of these units. One problem you may encounter with a Slough built traction is that initially it was set up with a positive earth electrical system (most of these have possibly already been changed), modern electronic units will only work with negative earth systems. This can usually be remedied quite simply, you need to reverse the battery connection on the car, i.e. negative terminal to earth and positive terminal to the starter solenoid, reverse the wiring on the ammeter, otherwise you will record a discharge when the generator is charging, before starting the car, take a small jumper lead from the now positive terminal on the starter solenoid and strike an arc on the generator body to polarize the generator, you then start the car, generator should charge and the ammeter will record a positive reading. If in doubt, consult an auto electrician, the car needs to be wired negative earth before any electronic component, LED lamps or even a modern car radio can be fitted as these will not work on a positive earth circuit.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THIS IS THE BIT THAT
STICKS OUT THE FRONT