

From Terry Pearson:

More on Overheating

I calculate that I could provide central heating and hot water for the average semi-detached house for three months by incinerating all the articles which have appeared in 'FLAT OUT' on this subject. Well, here's another. The story starts at the N.W.W.M. annual picnic run on Sunday 3rd September, attended by Ray John, Anthony and Winnie Whittingham, Peter and Della Harris, yours truly and Sue (all driving Lomax 223s) and Robert and Jo driving a tin box. Part of the route was on a single track road with a very steep hill. Halfway up this hill, Anthony's 223 stopped and refused to restart. Luckily someone had a tow rope. I was ahead of Anthony and managed to tow him to the next passing place. This was accompanied by much smoke and clutch slipping. It also caused my 223 to suffer the same fate, albeit for only five minutes or so. Robert Hodgkinson then obliged in the Cavalier by towing Anthony to the top of the hill where the section inquest took place. It was generally agreed that overheating was the problem, causing the fuel to evaporate. Various modifications were suggested, and in some cases carried out.

However, the bottom line is this. The engine was designed to run in a 2CV/Dyane with fan-assisted air cooling. As soon as we remove this assistance, expose our pots to the wind and rely on natural air flow, we create a potential for other problems caused by altering the original specification. When originally manufactured, most small Citroëns were fitted with huge steel sump guards across the chassis beneath the engine. By the time most cars are cannibalized to make a special, these plates have long since been discarded.

Anthony's car has a sump guard, and without the fan-assisted cooling, this provides a hot enclosure which contributes greatly to the problem. Anthony was convinced that the solution was removing the plate, and was intent on doing this upon returning home. Perhaps he'll let us all know of the result.

Aircraft also have Exhaust Gas Temperature gauges (EGTs), either singles, duals or a mix with Cylinder Head. Prices are in the same range, but the senders that clamp on to the exhaust pipes are £20 each. Usual running temperatures are 350°F for heads and 1225°F for exhausts. For catalogues, send to :-

Aero Engines and Airframes Ltd.,
2, Wrentree Close,
Redcar
TS10 4SB
Tel: 01642-475631/470322

Cyclone Hovercraft Ltd.,
'Burnside',
Deppers Bridge
Leamington Spa CV33 0SU
Tel: 01926-612188