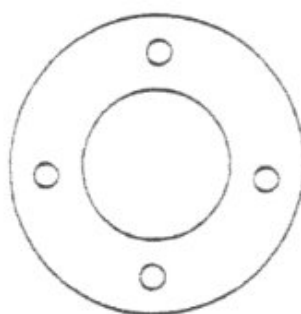


Another modification was to make a fuel filler neck to suit the Lomax petrol tank. I understand the Lomax filler neck is not attached to the body work and that the breather vents to the atmosphere. This doesn't seem right to me. I went to the scrapyard and cut the filler neck from an older Vauxhall Cavalier (2 inch diameter to match the Lomax tank) which has a breather pipe of about half an inch diameter. I cut a circular steel plate which fits over the neck above the breather pipe. The local blacksmith welded this on for me. By drilling four holes in the steel plate, it now bolts firmly to the bodywork. Connecting both the big filler pipe and smaller breather pipe is a piece of cake. Again, a diagram to suit.



Side View



Top View

I won't give a measurement for how far down the neck the plate should be welded, because it all depends on the thickness of the body tub. The final job was to buy a locking fuel cap. A chrome one would be perfect but was unobtainable. The funny thing is that a Cavalier cap was the wrong size, but a cap for any Mazda (or other Japanese car) fits quite nicely. No, it is not as pretty as some of the items available in polished alloy, but this one suits my pocket.

The next job is to modify the Lomax stainless exhaust, which is far too noisy. I have something in mind, but will test my theory first.

Again, my apologies to anyone who rushed out and bought some Fiesta seats and now wonders how they can ever fit into the car.

Bye for now,

Shaun Farrelly (Member No. 813)