

PERFORMANCE PROBLEMS

CARB + FUEL RELATED

From Norman Simpson :

'Vapour Lock'

Having driven 60 miles in my 223 on the hottest day of 1993, I stopped for petrol, and on returning to my car, was unable to re-start it. A sparking plug was removed and found to be clean and in good condition (it was almost new anyway). Next, the petrol supply - on removing the feed pipe some petrol came out and I assumed there was an adequate supply - still no sign of life.

It then occurred to me that the plug was absolutely dry although I had been cranking the engine for several minutes. It was then that I realised that I recalled an old Rover 12 back in the 'sixties which used to run very hot, often boiling and throwing water over the bonnet and windscreen. It would also suddenly 'die' when pulling hard up a long hill, and I remember this happening on a nasty bend on Fish Hill near Broadway (before it was widened) and I received some insulting remarks from some idiot who thought we had stopped there for a picnic.

Vapour lock was the problem, and until I had a new radiator fitted, I used to carry a large bottle of water to pour over the petrol pump. Going back to the Lomax saga, I fetched the watering can from the garage forecourt, much to the surprise of several onlookers, gave the pump and feed pipe a good drenching, and to much more surprise and consternation from the onlookers, she fired up first touch of the button.

Does any other CSC member have this trouble and if so, have they any other ideas of solving it ? (Editor's Note: On this year's South West Paritour to the Italian Lakes, we spent quite some time driving in temperatures of 90 to 106° Fahrenheit. Tucked in slow moving traffic in Italy, two cars in our convoy cut out and would not re-start. Same thing. My car has twin carbs., and first one cylinder cut out, followed shortly by the other. All we could do was push the cars to the side of the road and let them cool off for half an hour. Blowing into the petrol tank to re-surize it hastened the recovery process. Some days later, I found that the non-return valve in my petrol pump was malfunctioning, and after fitting a replacement pump, had no further trouble. Possibly the problem was accentuated by the weak sun.)