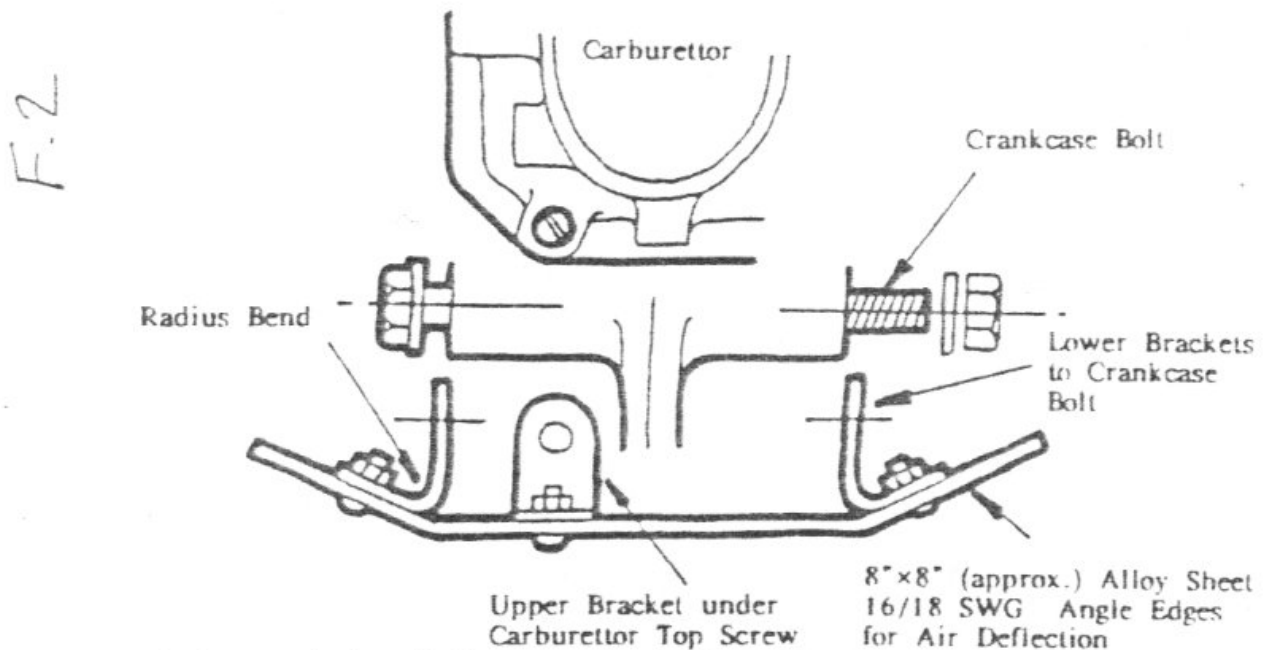


Cures For Carburettor Icing

From Ron Cutlan:

In reply to the article on Carburettor Icing in our magazine by Lloyd Edwards, I have fitted my Lomax 223 with an 8" x 8" sheet aluminium heat shield. This is held in front of the carburettor by three 'L'-shaped brackets, and keeps the flow of cold air completely away from the carb itself.



It has worked well for me. On Sunday 17th Oct. last, we set off on the North Devon Run, organised by Dave Moor. The temperature was -4°, and I had no trouble whatsoever. P. S. - I have no hot-spot tubes.

From John Fowler

Carburettor Icing

Having got my 223 on the road after only 8 years building time, over recent months I have read the extended correspondence regarding carburettor icing with increasing wonderment. I can only conclude that this unwanted side-effect is the natural consequence of so many of our members having removed the manifold balance pipes which "Le Patron" so thoughtfully provided so many years ago. To avoid this problem and the flat-spots it so often brings, I would strongly recommend that such individuals replace their balance pipes forthwith. An unmodified manifold may be obtained for this purpose. But many will then ask "Where do I place the alternator?" The answer is to get rid of the infamous Lomax mounting bracket and to mount the alternator back-to-front on the lower-right of the engine mounting. This can be driven by a drive-belt from a motor mower. The simple bracket required for this purpose will certainly be more secure than the previous arrangement and contrary to my initial misgivings, the alternator runs perfectly well running backwards! As a further bonus, the oil cooler can then be replaced to much better effect in its original position right in the full blast of the air stream.