

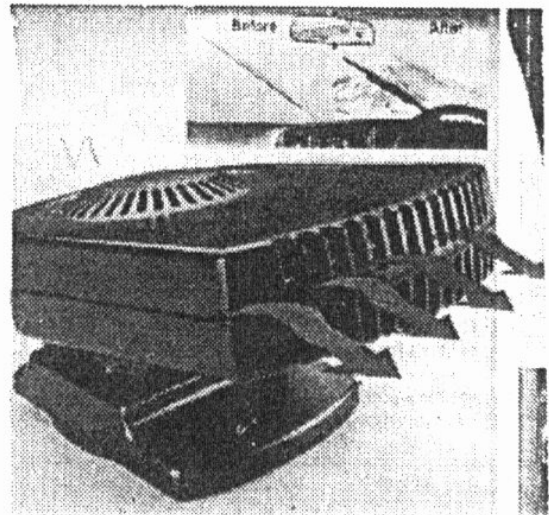
From Eric Bostock:

H.2

An Electric Heater For Your Special

I am sure that a lot of Lomax owners are looking for something like the electric heater that I have discovered. It is small and comes in a box that measures approximately 6" x 4" x 3". It costs £19.99 + £2.99 postage and packing. It is intended as an auxiliary car/car windscreen heater and plugs into a standard cigar lighter socket. It can be ordered under Ref: 82K 736 B99 Auto Car Heater from TV Times Special Selection, Admail 41, LEEDS, LS1 1EJ. Tel. : 0274-571611. The same catalogue also features a tie-on heated car seat cover Ref: 55C 788 B99 for the same price.

(Editor's Note : I have contacted the company and they confirm that the heater draws 10 Amps / 120 Watts. This should be well within the capabilities of the standard 2CV charging system. As long as you don't drive with the headlights on, you could probably run two heaters - one for the driver and one for the passenger.)



From Tom Lucas:

Repair for Heater Duct Flaps on Standard 2CV Heater

This is a seasonal tip for all those lucky people who drive a special that retains the standard Citroën heater. By the time your donor becomes old enough to be a donor, the foam rubber that Citroën stick to the heater duct flaps during manufacture will have perished. The result is that the flaps rattle, making a most annoying noise, and cease to seal properly, ensuring that you can never turn the heater off completely. To fix this problem, the heater flaps need to be removed from the heat exchangers. The flaps are each fixed in place by two aluminium rivets that pass through the hinge. Remove the rivets by drilling, or filing the heads off instead. With the rivets out of the way, the flaps can be withdrawn from the heat exchangers quite easily, remembering to unclip them from the heater control cables. Use a wire brush to remove the disintegrating foam rubber from the flap faces and clean them thoroughly. Obtain some offcuts of heavy upholstery vinyl, place the flaps onto the material, mark round, and cut out some new flap face sections. These must now be stuck to the flaps WITH THE FABRIC BACKING FACING OUTWARDS. By far the best adhesive is Silicone RTV bath sealant, which, although it doesn't say so on the tube, will easily withstand +200° C. Re-fit the heater flaps to the heat exchangers, using small nuts and screws to replace the rivets. Use self-locking nuts or lock washers to prevent them vibrating loose. Adjust the heater cables and there you are - silent, well-sealing heater flaps ! All credit must go to John Cattle for giving me this excellent idea !