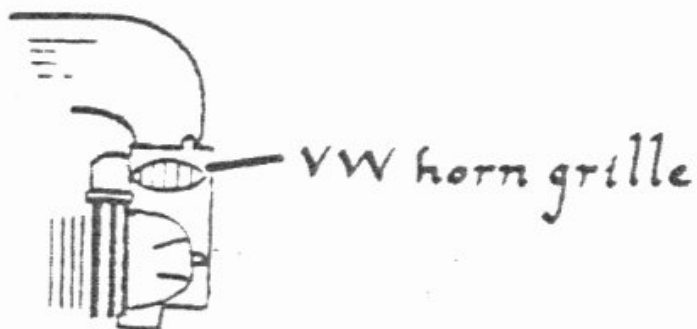
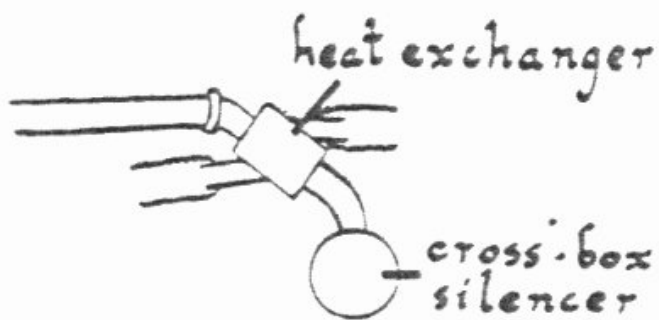
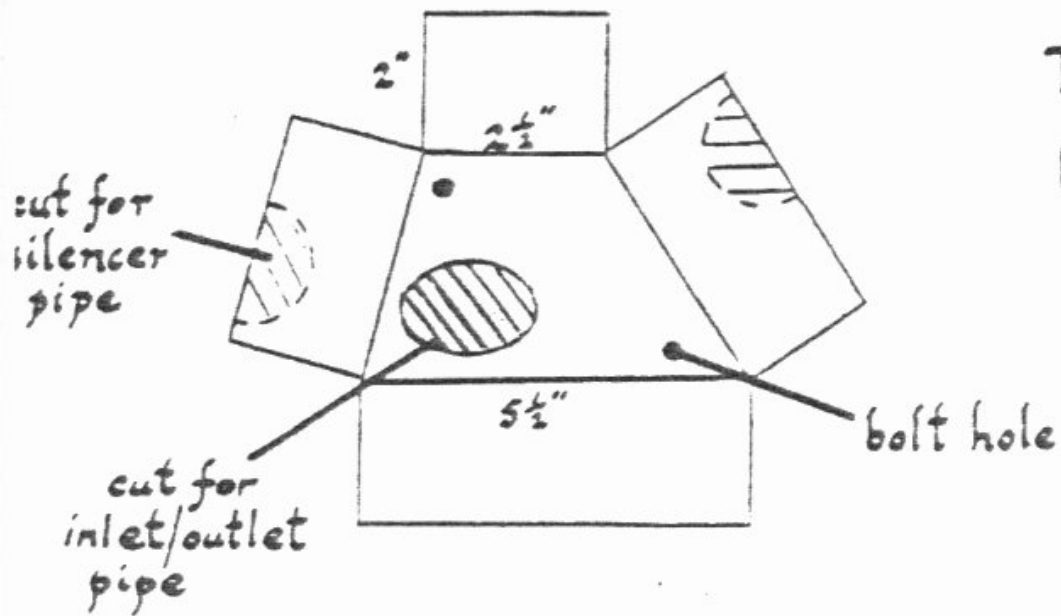


Flat out No 40

ROM PETER T. CLARKE: Heater for Lomax 223



My 223 has the sports bonnet and therefore the heat exchange units had to be removed. An inexpensive new pair were built and re-sited around the front cross-box silencer pipes just below the clamps.

Parts required:-

- | | | |
|---|---|-------|
| 1 | Sheet wire mesh for hole repair (Halfords) | £0.99 |
| 2 | VW horn grills | £3.50 |
| 2 | 1 metre lengths VW heater pipes available from VW agents. The black convoluted pipes are standard length with a 2" diameter | £4.00 |
| 2 | Mini eyeball vents. These were obtained from a scrapyard (I did not expect to pay this much !)
They have a cowling surround (keep) which is removed by unscrewing the outer ring to reveal the eyeball. The eyeball is a bayonet fit and is removed with its curved pipe of about 3" length | £8.00 |

The heat exchanger boxes were made from sheet steel cut and bent so that one half was held against the exhaust pipe to ascertain the position of the end holes. Appropriate diameter off-cuts of exhaust piping were acquired to make inlet and outlet pipes for the boxes. These were cut to about 3" in length with one end angled as required (mine also needed slots cutting to taper the ends for fitment of the air pipes). After cutting holes in the boxes and brazing on the pipes using two nuts and bolts through each half.

The position of the VW horn grill was marked against the front edge of the engine bay valance. It will just fit alongside the inlet manifold and below the top edge. Use a hole cutter to make a 2" diameter hole and then enlarge just enough for the air pipe to be a neat fit. Cut an oval of mesh to fit behind the grill and fit both to the valance by cutting appropriate slots for the lugs to be pushed through and bent back. A length of air pipe can now be cut to fit between the grill and heater box. Use sealant to help hold in place in the valance.

Cut a 2" hole in the engine bulkhead, one in each corner just below the bonnet line. Decide on a suitable location for the eyeball vents. On my car I fitted the passenger one behind the dash facing down toward the passengers knees and the drivers to the right of the steering column on the scuttle-bar plate. Two bolts through each cowling will hold them in place. The air pipe is a smaller diameter than the eyeball pipe, wrap a length of chassis or draught excluder foam around it. The pipe should now be a push fit into the vent.

A 2" diameter pipe is not going to allow much airflow, and with no roof on the car, the effect will probably just about keep hypothermia at bay. The rate of airflow is dependent on the speed of the car, so there are just two tips for efficient heating - drive fast, and don't get caught in traffic jams on a cold day !