meantime, I hope to finalize some major mechanical components during the summer, so hopefully I can write up the installation of those in the next issue!

Ed. note: To be continued. For our readers that want to see more pictures, you can view the restoration thread on the Lancia Motor Club forum under:

https://www.lancia.myzen.co.uk/forum/index.php?topic=11368.0

The search for Thermostats

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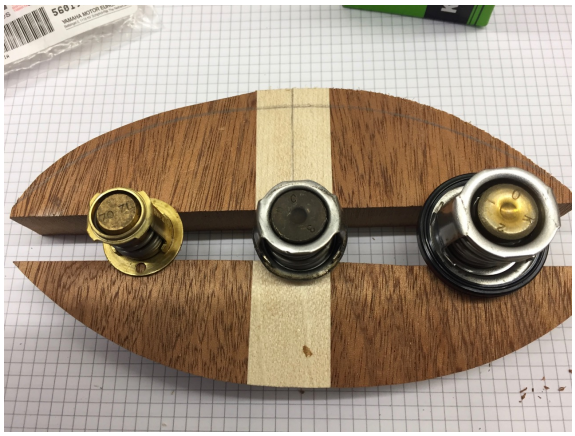
Although my Lambda engine has kept me busy for the last 5 years – 2 full rebuilds, but this is another long story – water temperature has never been a problem. However, John Shellard's article about thermostats (see LWR Newsletter 2/2020) made me pursue once more the subject, and especially the source for those fitted many years ago to my Lambda.

My Lambda, as many of you know, was John Vessey's "Bombay" Lambda, GE 1930, which he restored in the nineties, and was fitted by him with a manually activated electrical fan instead of the classical belt driven one, and two thermostats which looked a bit homemade around the collar, but fitted well into the rubber pipes going up from the engine to the radiator. I will call them the "JV" thermostats from now on.

A few years ago, I thought it prudent to have some spares so I ordered the thermostats from the Lambda Consortium, but was surprised by their small size – they will be referred to as the "Malagutti" thermostats, that name being of an Italian scooter, and also inscribed on the side.

On last year's visit to Australia, John Shellard showed me his workshop, and the "Kawasaki" thermostat he uses, with the appropriate housing.

On the way back home, I decided to pursue the search for John Vessey's thermostat source. This proved very difficult, as big thermostat producers such as Behr, Gates, Motorad just give you a search possibility by brand, car model and year, and seemingly do not produce for smaller vehicles such as motorcycles, or scooters. Only one brand, Australian Tridon has an online catalogue with dimensions and thermostat temperatures – however here also, only thermostats for cars, and of course in a bigger size than the "Kawasaki". Then you can search online on eBay or Alibaba, but there you are overwhelmed by Chinese offerings, with no dimensions or temperatures quoted. Somewhere I was told a thermostat for a Yamaha scooter might be the solution: I ordered one at the local Yamaha scooter dealer, and was quite surprised, a few days later to receive – in a nice Yamaha branded bag – a "Malagutti"-thermostat with another reference, and no brand marking. For those wishing to purchase one, try Yamaha 5BR-E2410-10.



"Malagutti", "JV", and "Kawasaki"

I was at a dead end, when John suggested to look for a reference in John Vessey's papers, two big files, that came with the car, and chronicled all the work he had done since restoration of the "Bombay" Lambda. And there, on a check list, in his neat handwriting, I found it: ***Thermostats - SYM 19300-H01-000***.

And SYM is a Taiwanese company, producing among others the Kymco scooters:

> *SYM is the brand developed by Sanyang Motor, a Taipei based motorcycles company, established in 1954 in Hsinchu (Taiwan). SYM is the largest Taiwanese company to manufacture moped, scooter, motorcycles and ATVs. Moreover, it produces small light commercial vehicles and small cars, under Hyundai name in East Asia*

I quickly ordered two thermostats with that reference from a Dutch parts import company, and received them 2 weeks later, at around the time John Shellard's article was published. I should have tried my local Kymco scooter dealer, they might have had them in stock. Of course, they were exactly the same as the "JV" ones, apart from the slightly larger collar and the additional sealing rubber ring.

"JV" used, and "SYM" new

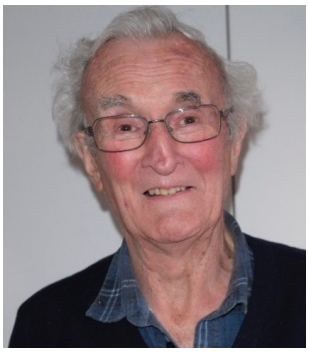
Then, having started to think about operating temperature, I decided to compare "Malagutti", "JV", and "Kawasaki". It is easy to put your thermostats in hot water, on the kitchen hot plates, but how do you measure opening temperature? I remembered that my garage Multimeter had some strange probe in its box – of course it was a temperature probe, and my Multimeter was also a thermometer!

The "cooking" test

On test, thermostats "Malagutti" and "JV" started opening at 70°C, being fully open at 75°C, while "Kawasaki opened at 80°C, as confirmed also by John.

My curiosity satisfied, and with now two spare SYM thermostats, I have mounted the "JV" ones in the Lambda again – why you may ask, after all the comments that were made regarding the sense of having thermostats in a Lambda? Because I am convinced that our Lambda engines will live longer if they are running at almost constant temperature, around 70°C. And as I use my car under many different conditions, in the city sometime, on the motorway to go around cities, and also in the mountains – you can see the temperature go up when climbing, but also drop under 40°C when going down a mountain pass, for maybe 30 kilometers – I think that modern thermostats are a good invention – that Vincenzo would have fitted had they been available!

Our readers write us:



David Couper dacpmm@bigpond.net.au

I have a comment or two regarding the four bladed fan for the Lambda: see the article in LWR Newsletter 2/2020 – Lambda Oddities – by Bill Jamieson.

My 6th series car (N° 15453) has had many owners over its life of some 93 years. However, it arrived at my shed in a very shabby condition requiring a total restoration over nearly two years and a heap of dollars (Australian). Sure there were teething troubles to sort out, not the