



Abbey Motorsport set the 309 up on their hub dyno

WHOOPS!
Last issue we got the contact details for CCW Tools wrong. It should be www.ccw-tools.com – sorry CCW!

TRICKY

Make..... Peugeot
Model..... 309
Owned since..... 1980s

Although the car was smashed to pieces in the early '90s, it's had an extensive rebuild over 2012 and everything that could be updated in the technology department has been... The first race is May Bank Holiday weekend but we need to shake out the cobwebs from our bum holes and the car before then, so watch this space...



QUICK SPEC TO DATE:

Special Thundersaloon racer from the '90s, Reyland Cossie YB-powered (est 425bhp), steel bodied, 20in wider than standard, 16x12in wide rear wheels, Cobra seats, Luke harness, K&N filter, Samco hoses, AH Fabrication cooling cores, 90mm Nissan throttle body, Primary designs exhaust manifold, Think Automotive fuel lines, Lifeline extinguisher, Tilton clutch, AP 6-pots (and lots more!)



TRICKY'S

WITH THE REYLAND ENGINE CAREFULLY INSTALLED, WE SET ABOUT FITTING 4X EGT MONITORING READY FOR ABBEY MOTORSPORT TO WORK THEIR MAGIC...

When we picked up the engine from Reyland Motorsport, Martin gave us a list of requests to adhere to during installation. Now believe me, engine installation is as important as the build itself, because if you skimp on the qualities of cooling, fuel and oil supply, electrical connections and general workmanship, you may as well not bother at all.

Martin was concerned that our combination of custom built inlet and exhaust manifold systems, may lead to irregular flow. I must admit, although I could see his concern immediately, I would never have foreseen that one myself, but that's why we went to Reyland in the first

place of course.

He then went on to explain this was an easy task to solve, by monitoring each individual exhaust gas temperature. However to do this we'd need the right kit, so I was on it like *Wallace and Grommet*. After getting nowhere with UK firms, who were baffled by the question, I found what I needed out in the States, where it's a normal thing to do.

Neil Murphy at Sensor Connection in the USA was only too pleased to help and on Friday at 7pm (UK time) sent me an email to say the kit was on its way. The box arrived on my doorstep 10am Monday morning, all the way from the States, I think UPS have got it sorted!

After carefully unwrapping it, it was soon evident we were dealing with some serious kit indeed. Four individual probes that mount into each primary exhaust header and link back to the quadruple display freshly mounted in the dash to monitor the exhaust gasses at all times. Now, if there's any fluctuation between temperatures, they can be monitored while on the engine dyno and then dealt with accordingly.

Mark at Abbey Motorsport was our next port of call. Boasting a Dynapack system usually brandishing 1000s of Skyline 4WD horsepower on a daily basis, Abbey have been mapping cars for donkeys and were more than



Sensor Connection EGT monitoring kit

FC309

happy to tackle the project's somewhat period management. Our machine man Paul (from up the Tally Ho boozier) knocked up a couple of adapters to mate the car with the rear two dyno packs, and we were soon ready to bash out some figures.

It's not until you witness both engine building and professional mapping first hand that you respect the skills and knowledge of these people. The 'what-to-do-next' aspect and sheer confidence while dealing with someone else's expensive property is second to none.

After a few settling adjustments, it wasn't long before Mark was drawing power from an engine that Martin had quite seriously designed to do just that!

We found only slight

differences between each cylinder and that extra confidence with running an old Cossie YB is a huge bonus for us.

The possibilities with this type of monitoring are vast, especially linked to a modern day management system.

We certainly won't build another car without one!



WORK THIS MONTH

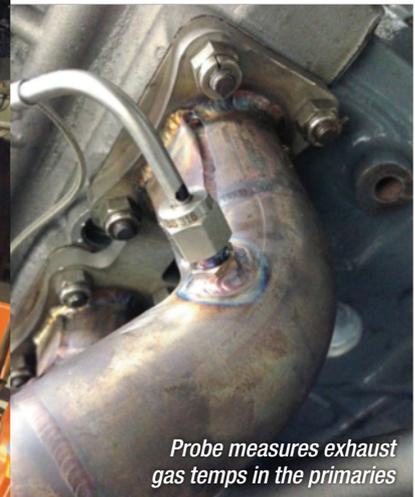
The Parts

Sensor Connection 4x EGT kit (inc. duty) ..£384
Abbey Motorsport Dyno time (6.5hrs).....£650

Total£1034

CONTACTS

The Sensor Connection
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Probe measures exhaust gas temps in the primaries

staff projects