REGISTER UPDATES

V8

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New coil fitted on the nearside radiator panel in the engine bay next to the radiator expansion tank.

Twin 12V BOSCH 4FN batteries in parallel provide improved starting performance and a near original look. (Photo: Kai Knickmann)

V8 party parked up at Newby Hall, one of the visits over the V8 Yorkshire Tour weekend. (Photo: Al Barnett)

V8 overheating - and now for something different

Bob Owen (Blaze 1625) was on holiday in Italy and discovered the cause of his overheating problem - and it was quite a surprise! Fitting a new coil solved a hot starting difficulty but what was the cause. Well the coil fitted at the Factory (and many V8s are still running on that original unit) had rivetted connections whereas later coils have a threaded connector with nuts. With Bob's old coil, when the rivets got hot and expanded they relaxed their grip on the connection tabs and the connection resistance went up, so causing the dodgy ignition. The total coil resistance is only about 1.5ohms, so those contact needs to be good. You can see a full copy of this useful V8NOTE388 on the V8 Website.

Battery conversion cures V8 hot start problem

Bob Owen has contributed another note as a sequel to his recent V8NOTE388 on how he had cured an ignition problem that had caused his engine to stop when hot, but there was a second problem - a "lazy" starter which gave inadequate cranking speed when the car was very hot, although it gave adequate cranking speed when cold. Bob's solution was a development of the modification set out by Kai Knickmann of two modern technology 12V batteries in parallel which gives a much better starting performance, higher battery capacity, lower cost and likely longer service life, all with no fundamental modifications to the car.

With the original twin 6V lead acid batteries in series and a hot engine, the solenoid would fail to switch to full power after engagement and the resulting slow crank was insufficient to start the engine. Even at lower temperatures the slow initial crank was often evident before relief at the onset of the fast crank at which the car started. With the twin 12V set up, the fast crank appeared to be immediate and the car starts with no problems at all. If after a long rest, there is the usual V8 short period of cranking as the inlet manifold fills with fuel air mixture. Not having an instant start is not a problem as this helps oil pressure to build prior to fast running. When starting the car after hot from recent running, the start is almost immediate. My existing starter/solenoid is performing just fine with the new battery set up so the need to undertake replacements is fortunately now sometime into the future.

Bob concludes his note saying "the two 12V batteries vastly outperform the original two 6V batteries arrangement showing their superior technology. What is more, they do this at a cost which is a third lower and have a longer warranty. It is a modification that most enthusiasts could undertake themselves too. No contest really . . . ". You can see a full copy of this useful V8NOTE390 on the V8 Website.

V8 Yorkshire Tour 2008

The annual V8 Register weekend tours, usually held towards the end of September, have long been popular because of their relaxed atmosphere and the friendliness. Like MG Car Club's International MG Meetings at Silverstone, they attract members from all parts of the country and are a great chance to visit an attractive part of the country and enjoy the company of old friends and fellow enthusiasts. This year the tour was based at the spa town of Ripon in Yorkshire. The weather was excellent with the sun shining from Friday through to the end of the event at lunchtime on Monday. The volunteer organisers this year were Robert and Stella Crowson assisted by their daughter Lauren. They had put together an interesting and innovative programme which was particularly interesting and enjoyable.