

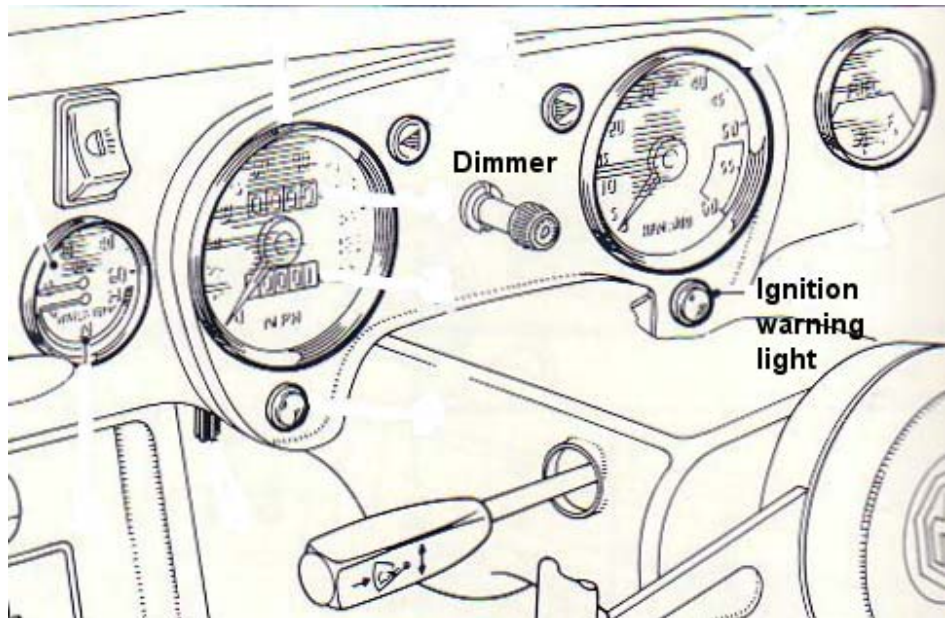
Brighter instruments at night

With developments in instrumentation and lighting with modern cars, the illumination of the gauges and instruments on a V8 dashboard can look unbelievably weak when driving at night. How this can be improved was the subject of a recent thread on the V8BB.

Godfrey Barnes launched the thread with "does anyone know how I can get a better illumination to my dash board instruments? At the moment I think I could get a better light out of a couple of glowworms I have fiddled with the resistor but that does not make much difference except switching off altogether. All the lamps are working". **Chris Hunt Cooke** listed the previous suggestions he had seen on this topic: you can replace the bulbs which blacken on the inside over the years, or take out the variable resistor and clean the contacts with aerosol electrical contact cleaner, or simply short out the variable resistor with a short piece of wire as even at their best the panel lights are unlikely to be too bright for you. Replacing the variable resistor is quite expensive.

Graham Cornford suggested you should not be too hasty in ripping out electrical parts. The bulbs are available and are really effective but you can also replace the instrument lights, the side lights and the stop and tail lights with halogen direct fit replacements. They are expensive, but he believes well worth while if you want to see and be seen. Check out the Australian website at www.classicandvintagebulbs.com where you will see they have an agent in the UK - Andrew Brock Classic Bulb Supplies, 31A Shawbury Road, Dulwich, London, SE2 2DH Tel 0208 299 0299. Graham got his halogen bulbs from Andrew Brock and found one bulb failed within about a month. Graham him and without question he sent a replacement. Apart from that Graham was totally satisfied and highly recommends both the bulbs and his service.

Nigel Melbert added he agreed with Graham having done the same with his car and he feels it beats fiddling about with cleaning bulbs and resistors and they do not stress the wiring. He has used halogen instrument bulbs for a number of years without any problems and the rheostat works perfectly. He added



that it is also worth considering the halogen side and stop and tail bulbs which greatly increase the visibility of the car, especially in rain and foggy conditions.

David Rees concluded the thread with a report of an alternative supplier saying he had just taken delivery of ten mes LED bulbs for total cost of £9. They were ordered on Wednesday evening and received on Friday. The supplier can be contacted by email at paul.lansdell@btopenworld.com.

Heads up with overdrive at night

With many chrome bumper V8s with overdrive on third gear, it is useful to have a reminder as to whether overdrive is on or not – particularly when driving at night. In another thread on the V8BB Victor Smith noted a useful modification.

I quite like driving the V8 on quiet roads at night when you can hear the wheezing of the carburettors and the gentle burble of the exhaust. The V8 engine likes cool, slightly denser air and of course it is generally cooler at night. One useful feature on my car is a small light on the righthand side of the radio console which the late Geoff Allen wired into the overdrive circuit so it illuminates when overdrive is engaged. The light fitting is exactly the same pattern as the heated rear window warning lamp on the lefthand side but has a green filter inside so the light is green when on.

One very useful feature of this arrangement is at night when the green light reflects very slightly in the windscreen, nearly in your line of sight when looking ahead. So in effect I have a "head up display" which I have to say

is very helpful. Some on reading this may feel the green light might be distracting if it were too bright. Well yes but the reflection is very slight so it does not distract or annoy but it is visible in the windscreen as a useful reminder when overdrive is engaged.