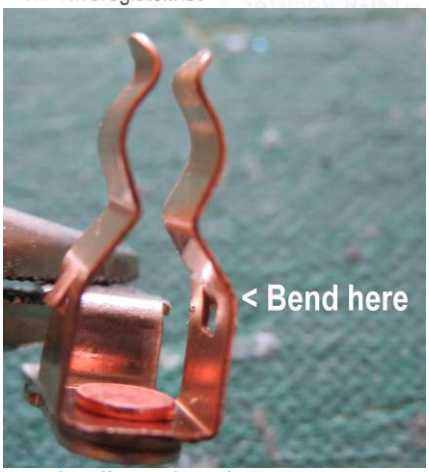
V8

Victor Smith 0208 392 9434
victorsmith@v8registe..net
www.v8register.net



Overhauling a fuse box

Jim Livingstone found the reliability of the fuse box remained an issue and it increasingly looked like the fuse box had exceeded its serviceable life. Anxious to retain some originality in the engine compartment, a replacement claiming to be a genuine Lucas part was purchased. On receipt the critical fuse to holder contact was checked in each position. This proved to be very inconsistent varying from satisfactory to downright loose. It is difficult to confirm the fit in individual holders and he decided to disassemble the box and check them more thoroughly.

Using long nose pliers Jim was able to bend each holder blade until the opening gap is approximately 1.5 mm. See a detailed step by step article via a link on our “More” page.

E10 fuel and water

With the extended lay-up of many classic cars because of the lock down, concerns over moisture getting into fuel in tanks may arise. Tony Lake notes E10 fuel is very mildly hygroscopic but not enough to worry about. Pure ethanol is hygroscopic and will absorb moisture from the air. Water is miscible with the ethanol in E10 fuel, it will dissolve readily in it, but E10 is poor at plucking moisture out of the air. It is commonly reported that E10 will absorb moisture vapour from humid air in a fuel tank with vague nasty consequences. That cannot happen quickly enough to generate a damaging quantity of water. BP say that the ethanol they use is not hygroscopic but is miscible with water, more of which can be harmlessly dissolved by E10 than E5, in this state there is no risk of corrosion.

During a long term lay-up with a full fuel tank, the only source of water is a very small amount from the steel walls of the tank caused by condensation of moisture from any air trapped in the tank at the last fill. That happened with E0 too. E10 has the same corrosion inhibitors found in E0. It’s good to know if a V8 is stored in a lay-up for a time.

Absorption of moisture from the air by E10 or E5 is a myth. If the ethanol in E10 is ever saturated with water and the temperature drops low enough the water/ethanol solution will drop out and collect in the bottom of the tank. The remaining fuel is then low on oxygenate and therefore low in octane number. Most unlikely unless water is poured into the fuel tank deliberately.

Read “Fuel for Thought”, first published in the Spring 2013 issue of Motoring Classics by BMH Ltd (Witney) (thanks for permission from Gordon Bruce Associates) and copies of the reports on E10 from EPA (the US Environmental Protection Agency) and Mercury Marine available via links on our “More” page at www.v8register.net/more.htm