



REGISTERS

V8

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MG50-V8 Events in 2023

Don't miss a booking for the MGV8-50 events. Bookings have been flowing in strongly for a place on the MGV8 Display on Market Place in Abingdon and for the buffet lunch at the Dog House pub, west of Abingdon, both on Saturday 19th August 2023. Bookings are also strong for both the MGV8-50 event at Gaydon on Sunday 20th August 2023 and for places on the MGBGTV8 50th Anniversary parade around the circuit at Silverstone on Saturday 10th June 2023. See our 'More' page for the latest position on bookings and any remaining places. <https://www.v8register.net/more.htm>

RV8 Battery Change

Paul Keeler has been in touch this month regarding the troubles he experienced replacing his battery recently. Paul takes up the story: Changing the battery; what could be easier? Quite a lot actually! Despite being on a CTEK conditioner, the battery finally gave up. Records show

that the old AC Delco item (520 CCA) was fitted in March 2012. Not bad! Two earlier ones were fitted in March 2007 and April 2003.



So, a new Yuasa YBX5069 (650 CCA) was purchased. This battery was 3cm longer and 4.5cm taller than the old AC Delco item. Now the battery isn't particularly easy to get to. Hood down, seat forward, battery cover removed, trim loosened and eased back. The terminals were disconnected, so far, all straightforward. The battery lowermost 'edge' fits under a fixed clamp at the rear of the box; the front 'edge' fits under a bolted clamp. This bolt is totally inaccessible from above the clamp. (The left-hand edge in the picture.) I checked under the car and the bolt is accessible. Great! No... The bolt was turning but not undoing. Could I get a socket or spanner on the head, through a window within the

compartment box? No, I could not. So, next move was to jack the car up and remove the rear wheel. More timber blocks to support the car and out came the work lights. The nut was still turning and not undoing. Grrrr... Nothing left but to resort to a nut splitter. Nut duly split, bolt and clamp loosened and the old battery was finally lifted out. The new battery was carefully lowered into place. It just about fits! With Vaseline applied to the terminals and everything tightened up, I'm aware that the front clamp is not yet reinstated. Although the battery is pretty much immovable, I will have another go at this when the weather warms up. In future it's worth lubricating the clamp threads before reassembly and confirming from time to time that it's still free. I'd also source a smaller battery next time, checking the correct CCA.



Please note

The V8 Scribe has changed to Peter Berry. Please check that the details at the head of each V8 Column or V8 Newsletter of the copy you set for this issue are:

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