



# REGISTERS

## V8

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### Fitting an Electric Water Pump (EWP)

Long term member Mike Howlett has recently been looking into the possibility of fitting a Davies, Craig electric water pump (EWP) to his V8 conversion, which runs a 3.9 Range Rover engine. Mike's engine runs extremely hot when standing idling, which has been known to send the temperature needle into the oil pressure zone on the dual gauge in the past!



Mike's 3.9 litre V8 conversion

Fellow member, Chris Armitage concurred with the overheating problem on his factory rubber bumper V8, which has now also been enlarged to 3.9 litres. (Chris has owned his V8 for 39

years and says the cooling has been 'marginal' during his ownership.) Interestingly, Mike's car is a chrome bumper conversion and Chris's is a factory rubber bumper car, both suffering with similar problems.



Chris's 3.9 litre factory V8

Much has previously been written on this topic and perceived wisdom frequently states that if all parts of the cooling system are in good condition, there should be no problems. However, perennial cooling problems reoccur frequently, indicating that some engines are more prone to cooling issues than others. Both owners have conducted considerable research into how and where an EWP can be fitted to an MGBGT V8, using cardboard templates and careful measurements.

Peter Varley entered the conversation, offering his experiences of fitting an EWP and digital controller on a

Sunbeam Alpine, with a lot of useful information, pointing out that the interesting thing about the EWP set-up is that unlike most systems, the slower you go, the cooler it gets, as you are not using horsepower to drive a mechanical fan or water pump. If any of our readers have experience of fitting an EWP, (they're popular with racers apparently) please get in touch with Mike and Chris via the V8BB.

### The ultimate number plate

# V 8

The registration plate "V 8" has now become available through Regtransfers who say "it was issued by Lanark County Council in 1904. It is increasingly rare for registrations of this age to have survived. Many have been lost, as old vehicles were written off or scrapped. This scarcity gives such an old registration a special appeal, similar to that of an antique." For an owner of a V8 powered car there could hardly be a more appropriate mark but the likely price will be eye-watering. A search on the Regtransfers website indicates a price of £450,000! Further information is available on the 'More' webpage at [www.v8register.net/more.htm](http://www.v8register.net/more.htm)