

SIX VOLT ELECTRICS MORRIS 8 CARS 1934 to 1938

I am one of those who continues to use the car without changing the electrical system. Whether or not this would work for you depends largely on the condition of the system and the use that the car gets.

Assuming that the electrical system is operating correctly (see my previous epistle 2004) you can get away with it as follows. But I recommend a decent battery of 60 a/h minimum. I use a 404 77 a/h battery.

- a) Use 30w(max) dipped headlamp bulbs
- b) Use 3w front side and 5w rear tail lamp bulbs (5w front would be better)
- c) This set up adds up to 76w, so lets assume 80w inc panel lamp and ignition circuit

The third brush on my dynamo has been set to give a current of 15 amps at about 1800 rpm engine speed (approx). This is a bit higher than it should be. By my reckoning the dynamo at this setting is producing enough power for 90w of equipment.

Therefore the battery does not drain under the normal limited night time use that I give it, most of my journeys being in the light, and night time driving usually no more than three hours duration about twice a year

But of course, continuous use of the windscreen wiper causes a further drain, as do the stoplamps.

Therefore in my experience continuous night driving in the dry will be sustainable, but stop/start city motoring at night in the wet probably will result in a somewhat flattened battery.

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