

TEST OF NEW COIL FOR IGNITION FLYERS

by Bob Angel

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I bought and tested one of Larry Davidson's new smaller, lighter, less expensive spark coils. A bench test setup with an adjustable spark gap, a transistorized switch, and an electronic point simulator were used. Relative spark jump was compared to that of one new and two used Modelectric coils plus a Gettig coil. I'll not quote inches of spark jump because this varies slightly, even while testing. Also, when you open the gap to the point where the spark quits jumping you're breaking down the coil internally, so it's probably not good to do this too much.

As you'd expect of a smaller coil, the spark jump distance was reduced a little from that of the bigger Modelectric. But it was similar to the Gettig, both of which seem to do an adequate job. I'd not hesitate to use it for weight reduction on smaller ships. But for a high compression McCoy powered C class ship where weight isn't too critical, I'll still stick to the heavier Modelectric. A spark just needs to be "adequate" and extra voltage beyond that doesn't add horsepower, but might keep plugs a little cleaner.

Larry's coils are marked for polarity. Like all coils, they'll work with polarity reversed, but there is a slight voltage advantage to using them as marked. Overall the coils are similar in size, weight and appearance to the Gettig. Larry is now advertising a new hotter transistorized switch which might add a little extra kick to the new coils.