

**Triumph Club**



**Of North Florida**

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# **TRIUMPH CLUB OF NORTH FLORIDA**

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**The year is almost half over!**

**Have you paid your membership dues?**

*All opinions expressed in the articles, columns and other material included in the newsletter are those of the author and do not necessarily reflect the position of the Triumph Club of North Florida, its officers or members. The Triumph Club of North Florida is not responsible for any technical advice which may appear in these pages.*

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<p><b>NEWSLETTER</b> Lance Brazil (904) 247-1030 email: <a href="mailto:lbrazil@bellsouth.net">lbrazil@bellsouth.net</a></p> <p>Any contributions to the news-letter are greatly appreciated. If you have articles, graphics or funny anecdotes, please call Lance Brazil at (904) 247-1030 or email to lbrazil@bellsouth.net by the 22<sup>nd</sup> of the month prior to publication.</p> <p>On the Web: <a href="http://www.tcnf.org">www.tcnf.org</a></p>	<p><b>Monthly Reminders</b></p> <p><b>Pub club meeting June 6, at King's Head Pub on US1 5 miles north of St. Augustine</b></p>

Join the Triumph Club of North Florida  
If you're interested in Triumph cars, You should be a member of TCNF. The benefits are outstanding, a monthly newsletter that is entertaining as well as informative with free ads to members, monthly events, rallies, shows, picnics, tours and camaraderie with fellow enthusiasts...

**Membership Application/ Renewal**

(Please Print) \_\_\_\_\_

New \_\_\_\_\_ Renewal \_\_\_\_\_ Car Information

Year Model Comm #

Name \_\_\_\_\_

1. \_\_\_\_\_

Spouse \_\_\_\_\_

2. \_\_\_\_\_

Address \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_

Please circle interest

in:

Work Phone ( ) \_\_\_\_\_

Tech Sessions

Autocross

Email Address \_\_\_\_\_

Social Events

Tours

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VTR Member? Yes \_\_\_\_\_ No \_\_\_\_\_

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(Continued from pages 4-5)

The speaker wire was parallel to the flexible brake line hose so it can flex without being torn apart. I also used lots of nylon ties to secure the cable parallel with the wiring from the rear of the car. The wiring goes into the engine bay and then through the firewall to the console where the speedometer was mounted. I used a dab of black RTV silicone sealer around the cable where it runs through the backing plate hole. Those steps completed the installation.

With the meter installed I followed the steps in the instruction guide to set up and calibrate the speedometer. The instructions were clear and it wasn't difficult to set up and calibrate. For calibration the tire circumference is measured. The tire should be inflated to the normal pressure before measuring. I used a narrow flat tape measure hooked on the center of the tire and rolled the tire so the tape wrapped around the center of the tire. The circumference, in inches, is converted to millimeters and the result is the calibration factor that is added to the speedometer. The speedometer should be very accurate because it's calibrated to the diameter of the tire.

See photos for the general installation steps. I have enjoyed playing with the speedometer and thought it may help on rallies, it will; however, the trip timer doesn't run when the car is stopped. I will have to determine how long the car is stopped and adjust the speed to compensate for lost time. I found my car speedometer reads about 2-3 mph fast at 60 mph.



## Twelve Bottles

I had twelve bottles of wine in my garage and was told by my wife to empty the contents of each and every one down the sink, or else... After careful consideration, I reluctantly agreed and finally proceeded with the unpleasant task.

I withdrew the cork from the first bottle and poured the contents down the sink with the exception of one little glass, which I drank. I withdrew the cork from the second bottle and did likewise with it, with the exception of one tiny glass which I drank.

I then withdrew the cork from the third bottle and poured the wine down the sink, which I drank. I pulled the cork from the fourth bottle down the sink and poured the bottle down the glass, which I drank. I pulled the bottle from the cork of the next and drank one sink out of it, and threw the rest down the glass. I pulled the sink out of the next glass and poured the cork down the bottle. Then I corked the sink with the glass, bottled the drink, and drank the pour.

When I had everything emptied, I steadied the house with one hand, counted the glasses, corks, bottles, and sinks with the other, which were twenty-four, and as the houses came by a second time, I counted them again, and finally I had all the houses in one bottle which I drank.

I'm not under the affluence of incohol as some tinkle peep I am. I'm not half as thunk as you might drink. I fool so feelish I don't know who is me, and the drunker I stand here, the longer I get.

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# CLIFTON RE-VISITED

## Installing a bicycle speedometer in your British car Reprinted from *Quadriga News* newsletter of The North Carolina MG Car Club

Most, if not all, older British cars used a mechanical speedometer and if you research road test articles in old R & T and other magazines you will find most British cars had some speedometer error when new. Most British cars in use today have been fitted with modern tires and in some cases different wheels. The new tires may add some error to the speedometer. MGB changed their transmission around 1975 to a speedometer drive that turned the cable 1000 turns per mile. Transmissions in 68 to 74 MGBs turned the speedometer 1280 turns per mile. Sometimes the parts have been mixed but not matched. The face of the speedometer usually has the turns per mile printed on the outer edge of the dial. A speedometer can be checked for accuracy on the expressway using mile markers or with a Global Positioning System (GPS). The GPS gives an accurate indication of speed and distance. Or you could install a bicycle speedometer. Read on.



The idea of installing a bicycle speedometer on a car came from David in Florida several years ago when he posted an article in the MGB Enthusiast BBS. It's a project I did about 3 months ago. The unit I used is a Sigma BC 906. The BC 906 was chosen because it can use a wide range of tire diameters. Some bicycle speedometers will only handle two bicycle tire sizes. The BC 906 can measure or indicate: Speed in km or mph up to 199.5, trip distance up to 9999.9 miles, time up to 999:59 h:m:s, average speed, fastest speed driven, total odometer indication up to 99,999 miles, and total time to 9,999 h:m. It has up and down pointer indicating if you are traveling above or below the average trip speed. It also has a clock. It's actually a trip computer and it costs around \$30.

The pickup for the speedometer can be installed near a front or rear wheel. It has to be attached to something that does not move, but it must be near a moving part of the wheel assembly. A magnet comes with the BC 906. It's small and is mounted on a bicycle spoke for bicycles but isn't very good for automotive applications. You can purchase small magnets at Radio Shack. I used a long round magnet from an old pencil type pickup magnet. The wire from the sender to the speedometer is too short for automotive use. I cut it in the middle and used speaker wire spliced between the two parts.

A decision was made to mount the pickup inside the right rear brake assembly to keep it out of the elements. I removed the wheel and the brake drum and located a place to mount the pickup on the backing plate. A small hole was drilled in the backing plate to run the pickup wire through. Mounting the magnet requires some grinding on the hub for a flat place to install the magnet. The magnet must be 5 mm or less from the pickup. When the magnet moves by the pickup the magnetic field generates a signal pulse to the speedometer module. Pulses are counted to determine speed.

The pickup and magnet were attached with Perma Poxy 4 minute multimetal epoxy. The cable wires are small and only have a few strands. It takes care to strip them for connecting to the speaker wire. I used connectors for 18-22 gauge wire and crimped them with a GB GS 88 crimping tool I found at Lowes. (Continued on Page 6)

