

## Speedo Gears

I've just been reading John Henderson's views concerning the interchangeability of Eight and Series E speedometers.

Unfortunately, while the 'works' *appear* to be the same, it's not quite as straightforward as John suggests.

The difference is in the gearing. With the 1934-38 Eight the drive cable makes 1,000 revolutions per mile, whereas on the Series E it turns 1600 times, a significant difference. The appropriate number is printed on the face of each instrument. Obviously speed readings will be similarly affected. This is the reason why it's sometimes suggested that, when an E four-speed gearbox is fitted to an Eight, an E speedo will overcome the difficulty of significant speedometer inaccuracy,

An alternative when a four-speed gearbox is installed in an Eight is to modify the gearbox to accept the three-speed's worm and pinion, which requires a bit of machining. On no account should the pinion from the three-speed be fitted in an unmodified E gearbox, because the unmatched worm and pinion will simply chew each other to death.

Equally unappealing is the idea of simply taking the needle from the old speedo and plonking it onto the new. The only way to achieve acceptable accuracy after the needle has been removed is to take the unit to an instrument technician to be calibrated, and he will need the turns-per-mile number as above.

Regards,  
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