



Contents

- *Welcome*
- *Yorkshire Yarns*
- *Membership Matters*
- *Reader's Rides*
- *Progress on the 411 Prototype*
- *NXT 655 - 403-1402 PART 9*
- *News from the BOHT Archives*
- *124.9 MPH*
- *Product Review -Tacho Repair Kit*
- *For Sale*
- *2.2 litre head gaskets*
- *BRDC Silverstone lunch*
- *Events*
- *Contacts*

Welcome



Editors: Richard Sanderson

January 2025



Product Review: Clocks4classics Easyfit Tacho Repair Kit

I have a 1973 Bristol 411 S3, retrofitted with Holley Sniper efi and a Pertronix Ignitor 2 solid-state ignition. Both of these have improved the car considerably but the modern electronics in the Pertronix Ignitor 2 caused some issues with the Bristol's 50-odd year-old Smiths RVI tacho. With the Ignitor connected to the coil as normal, at much above idle the tacho over-read and the needle bounced all over the place. I moved the Ignitor's positive feed from the coil to a spare switched terminal on the front fuse board, which helped a bit in that the problems then only occurred at 3000 rpm and over.

So what to do? There's a couple of companies here in the UK who sell modern electronics for old Smiths tachos. I discovered that a mate in the local area BODA group had fitted a Clocks4classics one to his car, and was pleased. So I went to Clocks4classics.com and had a dig around. All seemed ok – they're a small British company, feedback looked good and their website was a pleasantly BS free zone. I asked a question and had a quick response. So I bought their Easyfit Repair kit. It consists of a new electronic control board, a couple of push-fit connectors and a template for drilling an 8mm hole in the tacho case through which the new wires will exit.

The comprehensive instructions are in a PDF available on the website, with separate instructions for each of the 2 types of RVI tacho (early and late – mine was the late type which has 2 white wires connected to the tacho control board by bullet connectors) and additional instructions for installation in the car and trouble shooting. There's also supporting videos on YouTube which are worth a look if, like me, you think electricity is the spawn of the devil.

Installation is straightforward and the new board fits like it should. Once the new board is fitted the tacho has to be calibrated which again is easy and straightforward. It does help to have a spare 12v car battery lurking in the garage though. Then you re-assemble the tacho into the case and refit it in the car. There are 3 wires to connect – Black (earth), Red (feed from switched ignition) and white (signal from the -ve side of the coil). On my 411/3 there is a 3rd white wire, in addition to the 2 mentioned above, which ran to a spade terminal at the back of the tacho.



Product Review: Clocks4classics Easyfit Tacho Repair Kit (contd.)

After checking with Clocks4classics I discovered this was the old switched ignition feed, so I took their advice and simply connected the new red wire to that. I ran a new white wire of the same gauge from the tacho board white to the -ve side of the coil, and connected the black earth to the existing instrument earths.

After a fortifying mug of tea I crossed my fingers and fired up the old 383. And Lo! The tacho not only worked, but worked properly. The needle is stable at constant rpm and moves smoothly and quickly with changes in engine speed.

In summary the kit works as it should, solves a problem and seems fairly priced. It's straightforward to fit, support is good and my questions were answered quickly and clearly, in a friendly and helpful manner.

Based on my own experience I would recommend this product.

NB: Such a kit may not be needed if you use a Pertronix Ignitor 1, and may not work if you use the Pertronix Ignitor 3 - check with Clocks4classics.

Mark Stuart