

# THE OFF-SIDE UNDO

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English Motoring Club of Mississippi

Vicksburg, Mississippi

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‘A gentleman does not motor about after dark.’ —Joseph Lucas

## Soule’ Live Steam Festival

By Gene Johnston

It was a dark and stormy night!!!! Well, not really, I suppose that was just left over from Halloween. On November 2, 2024, seven members in three MGs, one morgan and one Mazda left from Pearl MS for the drive over to Meridian to join local car clubs for a street show in downtown. Those that drove from the Mt Olive, Magee area did encounter a bit



of rain, and it was a bit misty around Jackson. However, we encountered no airborne moisture on our two-hour drive over to the car show site in front of Meridian City Hall. Once parked with other cars on show we wandered a few blocks and arrived at the Mississippi Industrial Heritage Museum aka. The Soule’ Steam Works factory. We joined a large crowd that enjoyed viewing the fifteen to twenty steam engines that were huffing





and puffing away showing what a working steam engine was like. There were several exhibitors that were present, showing other industries that operated in the Meridian area in the late 1800's and early 1900's.



We enjoyed our visit to the Soule' Steam Works for about two hours before walking over to Weidemann's for a great lunch. Following lunch, we set sail for home on the roads less traveled. A great drive as the EMC closes out 2024.

And there's more!



# 72 Lotus Europa TC Speedometer

By Richard Green

I have a 72Europa Twin Cam with a 4-speed transmission, aka the 336 transmissions. Throughout the Europa range in the 70's various transmissions were used.



The speedo crapped out on me quite regularly because the speedometer is mechanical with a very long drive cable (About 12 Ft. long. Adding to this is the fact that the cable has to make s-job under the dash, a 360-degree bend in the air box and a 90-degree bend at the transmission. Further complication is the speedometer gear in the transmission and the cable end housing. Even more problematic is the gear drive down in the trans. Turns out that part is virtually unobtainable, and if you DO find someone with one sitting on their bench, the price reflects its rarity...prohibitive. AND if you find one and put it in, a temp fix, as sooner or later these parts will fail anyway. Just a plastic gear extremely sensitive to constant lubrication Generally, it is a binding speedometer drive inner cable that is jerking and not spinning smoothly. When the cable binds and jerks in its housing, the speedometer needle follows the movement of the cable and

bounces accordingly. You might be able to lubricate the inner cable, but usually the best bet is to replace the cable with a new one. The cable itself consists of two parts, an outer cable and the inner drive cable. The outer cable is flat steel rolled out casing covered with a rubber outer protective casing. The inner drive cable is a 1/8" flexible wire line. The problems seem to arise when the cable unit is installed with the sharp bend. Bending causes the outer casing to flex and separate within the bends creating edges in the outer casing to rub on the inner wire. Shortly, this causes the inner wire to start to unravel and separate. Servicing the speedo cable should not be a yearly maintenance item!

I investigated GPS Speedos, there are a lot of different styles and sizes. You can even customize one to replicate the stock Smith gauge. Of course, going on this route can be quite expensive. More than I want to spend considering how little I drive the car and have been without a accurate speedometer for over 10 years now. Find one the right size, a close match, and available on E—bay for about \$70. One that looks as close to the OEM Smith gauge as possible. Finally got around to installing it, and it really looks good in the car. Nearly OEM. Purists or concours restorers will frown, but for a car that is being used and shown in informal shows, it is a great solution. Non-Lotus aficionados are unlikely to notice not OEM.



The GPS unit included a high beam indicator and left/right turn signal indicators. The Europa has a blue high beam indicator, and a green turn signal indicator separate from the speedometer. I was able to wire onto these and have them work in the GPA unit along with the original indicators.

It's accurate too. If you start the car within 4 hours of the last shut down, the GPS comes on instantly. More than four hours and it takes just under a minute to pick up the satellites. The only hint that a modern gauge is the digital readout for the odometer. But relatively unobtrusive. The odometer also toggles to doing 0 to 60 elapsed times.