THE C'AN-AM CONNECTION

vol. 12 no. 3 Newsletter of the Windsor-Detroit MG Club May 1992

BSCC Spring Rallye May 17; We Need Your Help!

The British Sports Car Council Spring Rally will be held Sunday, May 17 at 12 noon. The WDMGC is sponsoring the event, which will start out at Twelve Oaks Mall in Novi and end at "a restaurant" somewhere.

Tom Greiner is responsible for the rally route and has been working hard on finalizing all the particulars.

We are still looking for volunteers. You can help out and still run the rally. We need people to help get the rally started, total scores, and various other jobs. If you can help, call Guy St. John.

The entry fee is $5 before May 12 and $8 at the event. You will receive a dash plaque just for participating. Hope to see you there!

Rule Changes for Carnival of Cars; Scheduled for June 14

This year's Carnival of Cars is slated for Sunday, June 14 at the GM Tech Center in Warren, the same site as last year. However, there is an important rule change.

There will be a single class sytem of judging. This means that previous winners will be able to compete within the club, enabling each club more trophies, which are based on the total entries from that club for judging. There are more details in the brochure which is enclosed in this newsletter.

Entry is only $8 before May 29, and includes a flea market / swap meet that must be seen to be believed.

Bowling Outing a Real Ball!

The bowling outing held March 14 was a great success! Over 25 members showed up at the Rose Bowl Lanes in Windsor, despite the misleading map in the newsletter *(Editor's note: Look, I'm a writer, not a cartographer!)*.

The highlight of the meeting beforehand was a glimpse of our new club regalia, brought by Jay Kollin. A sneak preview of our MG logo Christmas ornaments was greeted by enthusiasm and a few orders. These look to be hot sellers, so you should order yours today before they're all gone!

The bowling itself was a mixture of various styles and abilities (much like our cars) with everybody participating enjoying themselves regardless of how well they did. In other words, everybody won! High score honors went to your humble newsletter editor with a score of 614 for three games. Nobody else wanted to tell me their scores, so I cannot report them.

Thanks go out to Roli and Betty Sylvestre, who coordinated this event and will arrange for an evening of miniature golf in June.

Inside:

- **Ed Fleming visits A-C-D Museum (part 2)**
- **More news on the new MG!**
- **and more!**

Rover Revs Up MG Revival For This Fall

by Vaughan Freeman
from *The Automotive News*

LONDON -- Britain's Rover Group has confirmed it will revive the historic MG marque with an all-new model this fall, and company executives say privately that Rover is working on plans for a new Midget and a luxury roadster aimed at Jaguar.

MG died as a marque in 1980 when rover's predecessor company, British Leyland, Ltd., ended production of the MGB. The MGB itself has survived as a "replicar" based on body shells produced by Rover subsidiary British Motor Heritage Ltd. *(Editor's note: Since the bodyshells themselves were available as a British Leyland replacement part, the term "replicar" as used in this article is inappropriate.)*

Rover announced earlier this month it will begin production of the new V-8 powered MGR (for Retro) in September at an initial rate of 15 per week.

Based on a heavily reworked version of BMH's MGB shell, the retro model will be powered by Range Rover's 3.9-liter V-8 that turns out 185 horsepower at 3,000 rpm.

To handle the powerful V-8 in a body built for a 2.0-liter inline four, the MGR's suspension, braking and steering will be all-new and upgraded. Fenders will be more bulbous and muscular than the original MGB to accommodate bigger tires, and the cockpit will feature leather seats and wheel, sports-car gauges and plenty of wood.

Rover executives say the MGR will be priced at the equivalent of about $42,500 and aimed at "older affluent males" who may recall the joys of driving an MG in their youth.

For now, the company stressed, it

(continued on page 5)

Behind the Wheel

by Guy St.John, President

As you read this, hopefully spring will have finally sprung. It sure seemed to take its time this year, with April delivering less than the calendar always seems to promise.

Our first general meeting was held April 8 at the La Trattoria was a real treat. the large quiet room, good Italian food, and ample parking met with everyone's approval. This location will make an excellent home base for the U.S. side meetings. Thanks go out to Otto Pope for finding this site.

The meeting was attended by about 25 members, with 5 MGs socalizing in the parking lot. Jay Kollin's extensive line of MG and club regalia was viewed and purchased by many. Marla Zebarah gave the Treasury (we're solvent) and Membership (85 and growing) reports. Also discussed were upcoming club and BSCC events.

May's general meeting returns us to the club's historic birthplace, the Coach and Horses Pub, located beneath the Old Fish Market restaurant in Windsor at 7 p.m. I will always try to start the business portion of the meeting at 8:00 sharp, leaving the first hour (not to mention the time after the meeting) for eating and socializing. The English refer to this as a "Natter and Noggin".

Our calendar of events is rapidly filling up. May's highlight will be the BSCC Spring Rally on May 17, which we are hosting. I will need some volunteers and will be asking every club member I see. Please lend a hand! The rally is being organized by Tom Greiner, who promises a interesting and challenging route through western Oakland County.

June will have two, possibly three club events, starting with some miniature golf with Roli and Betty Sylvestre on Saturday, June 6. Sunday, June 21 a challenge goes out to all you boy and girl racers to a "Beat the Clock" autocross at Novi High School. Joining us in the excitement will be the Lansing Area MG Association.

Lou Tortola has promised to work on a rally-type event on the Canadian side for the last weekend in June.

We are trying to schedule events so that every member will be able to find something that fits their style or time schedule. I hope to see each member at some event this year.

Safety Fast!

Guy.

The Litter Bag

by Dan Zebarah, Editor

I'm depressed. It's May. I should have my car on the road. The weather should be nice and sunny. But is it? **NOOOOOOOOOOOOOOO!** The furnace is still coming on in the daytime, I still have plastic on the windows, I'm afraid to put the snow shovel away, AND IT'S STILL TOO BLOODY COLD TO WORK ON MY CAR!!!!!!

The weather report still looks rather bleak. Nothing but rain and cold for the rest of the week. Bowling season's over. If something doesn't happen soon, I'm going to go crazy! *(Editor's wife's note: Don't look now, but you're already there!)*

Of course, I have a last resort. Every married man has one. It's . . . it's . . . it's . . . THE (dreaded) "JOB JAR"!

For the uninitiated, it sure looks innocent enough. A large jar filled to overflowing with little slips of paper with various tasks on them. You just reach in and grab one and do as it says. Easy enough, right? Hold it right there!

We veterans know that hidden among those innocuous little jobs like "oil the bathroom door" and "level the washing machine", are large scale operations which require actual physical labor, deep thought, and large amounts of money. To make matters worse, these are written so simply that the actual scope of the job is not known until it is: a) too late to turn back, or, b) clarified by your wife to the point where you just pay even larger amounts of money to have someone else do it, which is what she intended when she put the job in the jar in the first place.

The best example of this is "work

(continued on page 4)

The Can-Am Connection is published nine times a year by the Windsor-Detroit MG Club. Deadlines are the 15th of the month. Contributions are welcome in either written or typed form, or on computer disk using an IBM compatable word processor.

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In the Headlights

by Marla Zebarah, Treasurer and Gossip Columnist

We want to wish a big Happy Birthday to the following people:

Dan Sokolowski	May 1
Rick Green	May 2
Reggie DiRezze	May 4
Brad Heath	May 4
Jeremey VanConant	May 6
Brenda Mann	May 7
Wade Smith	May 8
Elizabeth Larwa	May 11
Katie Lendt	May 11
Judy Gamble	May 12
Chris Pope	May 13
Amy Larwa	May 14
Carolyn Werner	May 14
Laura Plevek	May 17
Jason Lucente	May 20
Christopher Hornby	May 21
Jeffrey Osowski	May 21
Dominick Principe	May 22
Ray Lewis	May 23
Bill Riegel	May 23
Pat Luckino	May 26
Mark Deacon	May 27
Karry Oles	May 28
Tom Mitchell	May 30
Rebecca Larwa	May 31

Apologies to **Norm Werner**! Norm's 1978 MGB took second place in its class at Battle of the Brits last year, but it was never reported! Belated Congratulations, Norm!

Christopher Hornby, son of founding members Dave and Lynne Horby, was chosen as the 1992 Easter Seals Poster Child for Windsor and Essex County. Congratulations, Christopher!

Greg Newton won a Telly Award for 9 one-minute pieces of computer animation he did for Buddy's Pizza. The pieces were shown at Lion's games this past season. Congratulations, Greg!

WDMGC T-Shirts and Sweatshirts are now in stock! Contact your friendly regalia chairperson for full details.

Calendar of Events—1992

Note: Events in **boldface** type are WDMGC events!
Events, dates and times subject to change without notice!

	MAY
3 (Sun)	**BSCC Tech Session at British Motor Cars, Pontiac.**
10 (Sun)	Mother's Day. Wouldn't she look good in a WDMGC T-shirt?
13 (Wed)	**General Meeting, Coach & Horses, Windsor**
17 (Sun)	**BSCC Spring Rallye, Sponsored by the WDMGC! Meet at Twelve Oaks Mall between Lord & Taylor and Mc Donalds, 12 Noon.**
15-17 (Fri-Sun)	Octagasm '92, Sponsored by the Emerald Necklace MG Register, Ohio.
30 (Sat)	**Quarterly meeting of the North American MGB Register, hosted by the WDMGC. La Trattoria Restaurant, Dearborn. All NAMGBR members are welcome!**
31 (Sun)	University Motors Pre-Summer Picnic, Grand Rapids.
	JUNE
6 (Sat)	**Miniature golf in Windsor, for details contact Roli Sylvestre, (517) 969-2739.**
10 (Wed)	**General Meeting, La Trattoria, Dearborn**
14 (Sun)	Carnival of Cars, GM Tech Center, Warren.
21 (Sun)	**Autocross at Novi High School, for details contact Guy St. John, (313) 349-3649.**
21 (Sun)	Father's Day. Let him work on his car, alright?
	JULY
? (???)	**WDMGC 4th annual Homecoming Picnic, Canadian Side, Details TBA.**
8 (Wed)	**General Meeting, Coach & Horses, Windsor**
8-12 (Wed-Sun)	MG Canada '92, Peterborough, Ontario. Hosted by the MG Car Club of Toronto and the North American MGB Register.
	AUGUST
7-9 (Fri-Sun)	Roadster Factory Summer Party, Armaugh, PA
12 (Wed)	**General Meeting, La Trattoria, Dearborn**
16 (Sun)	**English Day on the Green, Domino's Farms.**
21-23(Fri-Sun)	University Motors 16th annual Summer Party, Grand Rapids. The featured car is the MG-TF.
	SEPTEMBER
?? (Sun)	**Battle of the Brits, TBA**

MG News Flash!

by Ed Fleming

The latest news from the land of right-hand drive is that Honda will increase its stake in Rover Cars. Currently, Honda owns 20% of Rover and will increase that amount, possibly buying Rover outright from British Aerospace, the current owner.

Right now, Honda's Legend is the basis for the Rover 200 (Sterling) and Rover builds the Concerto for Honda in England. The next generation rover Metro will be based on the Honda City leaving only the Mini, Land Rover and future MG models as the only pure Rover cars.

The new MGB-V8 **will** debut at next fall's Birmingham Auto Show.

The MGD is progressing slowly. It has been given a code name (PR3), but has not received the final go-ahead yet. Test mules of the MGD have been photographed in England, their underpinnings hidden inside a Metro bodyshell.

If we are lucky, maybe in a few years, we will be able to drive over to the local Rover (or Honda) dealer and buy a brand-new MG.

Classified Ads

FOR SALE: Aftermarket hard top with hardware, good condition, $200 or best offer. Factory hard top, good condition, with hardware, $275. Dan Zebarah, 382-6715. (ufn)

FOR SALE: British car brochures and sales ads. Jay Kollin, (313) 464-4381, after 6. (ufn)

FOR SALE: Restored 1974 MGB Roadster. contact Tom Shipley, (313) 334-3119 (2/3)

FOR SALE: MGBs:
1977, Primrose Yellow, Rostyles
1977, Teal Blue, Rostyles
1976, Wires, new carpet
1974, Early, Teal Blue, good paint, rostyles, new bumper, new carpet.
1975, Fresh Deltron paint job, rostyles
1980, One owner, rostyles
Garey Knop, (313) 623-9039. (2/3)

FOR SALE: 1973 Midget, red, wires, new tires & top. Includes hard top. 43,000 miles, restored, $3200. John Reed, (313) 683-5642 (2/3)

FOR SALE: 1970 MGB, BRG, 30,000 original miles, nice condition, $5000. Pat Luckino, (313) 791-7182. (2/3)

FOR SALE: 1979 Midget for parts and pieces. Engine & trans gone. Let me know what you need. Dan Sokolowski, (313) 661-0017 (2/3)

FOR SALE: Carpeting set for Midget, New, still in original packaging. Autumn Leaf. $105, Ed Fleming, (313)349-3799. (2/3)

FOR SALE: 1971 Midget, looking for good home. Restoration project, rebuilt transmission, wire wheels. $200 firm. Dan Korval, (313) 548-4165. (1/3)

WANTED: Emission control components; Air pumps, Zenith carbs, Air manifolds, gulp valves, etc., Any condition, Dan Zebarah, (313) 382-6715. (ufn)

Looking for something? Selling something? Don't forget, these ads are FREE to members! Call or write the newsletter editor.

The Litter Bag

(continued from page 2)

on the yard." This could mean anything from "pull the dandelions" to "entirely re-landscape the back yard, including installing a rear deck (even though we would have to put an addition onto the house to do so)." Who decides what this means? Guess.

Nor are these jobs restricted to maintenance and repair, the traditional male bastions of the household. There are (gasp) cleaning jobs in that jar also!

I recall one job in particular. We were living at my in-laws house right after we were married. I was asked to clean the downstairs shower. Simple enough . . . NOT! I worked for three hours getting a real nice buzz from the Lime-Away fumes trying to coax all the soap residue off that shower.

Sweating, I sat down for a break. Marla came down, looked in the shower, and exclaimed, "Wow! My mom could NEVER get all that stuff off! I didn't mean you had to get it THAT clean!"

"But you didn't tell me that I didn't," I summoned up all my energy to stand up. "You tricked me!!!"

"No I didn't," she said, "I just didn't think you would do that good of a job."

"Thanks . . . I think," I replied.

Of course, since no good deed goes unpunished, my in-laws shortly afterward purchased a new shower surround.

But back to the matters at hand. I'll just reach into the jar, and . . . what's this? It says, "fix Marla's MG." It's too cold, so I'll just pull another one. It says, "fix Marla's MG." Wait a minute. I'll pull just one more. It says, "fix Marla's MG."

Why do I have the feeling that all of them say the same thing?

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Rover Revival

(from page 1)

will build the MGR with right-hand drive. It has no plans to ship the car to either the U.S. or the Continent (Europe).

But no one flatly rules out overseas sales.

"The RV8 line is quite flexible, and the's no reason in the world why we can't do left-hand drive," a Rover executive said.

Meanwhile, Rover sources say that a new MG Midget is "well under way" for launch in 1994.

The car, aimed at the Honda Beat and the Mazda Miata, will use the 1.4-liter, 16-valve K-Series Rover powerplant, in a mid-engine layout. A 1.6-liter turbo version, putting out 160 hp, also will be offered, a source said.

A full-scale running preproduction model of the Midget is slated for road trials this summer, the source said. A price target has not been set for the new Midget, but the Miata sells for the equivalent of about $25,500 in Britain.

On the drawing board for 1995 is an all-new $70,000 luxury sports car, Rover sources said. Detailed drawings and scale models of the proposed two-seater — aimed squarely at Jaguar — have been completed, and powertrains and suspension decided on, sources said.

The rebirth of the MG springs from Rover Special Projects, an independent unit set up two years ago. It was given a budget, engineers, designers and a mandate to produce ideas for niche products.

Rover says its market research shows that MG is the name most frequently associated with British sports cars and that the marque has high market potential.

An analyst familiar with the segment agrees.

John Shute, who heads International Automotive Design in Worthing, England, said, "There could be a niche market for some 50,000 sports car a year if MG can produce a competitive car."

(Thanks to Phil Wiltshire for sending this in.)

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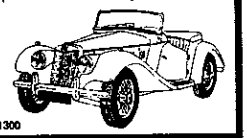

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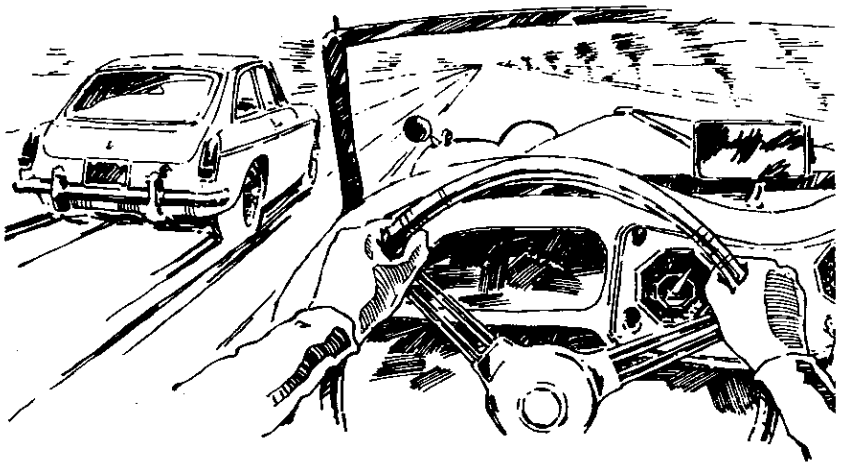

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Member Spotlight

On the Road Again

The Auburn-Cord-Dusenberg Museum (part 2)

by Ed Fleming

But first we had to visit E.L. Cord's home on the north side of town. A modest two story house with a three car garage out back. Nothing as fancy as the Detroit auto barons homes.

The house is open for tours from 10 to 3 during the show, but we arrived near six. The current residents had just arrived home themselves in the Auburn and said they were heading out to dinner, but we were free to roam around. Friendly folks, these people of Auburn. After relaxing in the shade of Mr. Cords trees for few minutes, we headed home.

I have to digress here to explain my attitude about convertibles. Most people think convertibles are great because you can put the top down when the weather is nice. I, on the other hand, think convertibles are great because you can put the top up when the weather is really bad (like snow). I bought my first MG one April and drove home with the top down in a snow shower.

So, as the sun disappeared and the temperatures dropped, the thought of putting the top up never entered my mind. Mark, on the other hand, had worn shorts and a T-shirt to Auburn and his jacket was in the boot. No problem, when we stop to check out that VW Thing up ahead, we'll get the jackets out, except we never saw the Thing. It must have been sold or moved. My jacket was also in the boot, but at least I had long pants on. Mark, in his shorts, was having thoughts of crawling out into the trunk and retrieving his coat at any cost.

Luckily, the row of tractors appeared and we pulled over to check them out, warm up and get our jackets out of the boot. About this time you might ask, "Why not turn the heater on?" and so did Mark. Unlike most rational cars that have dials or levers on the dash to turn the heat on, the Midget has a faucet in the engine bay to open up the flow of hot water to the heater.

That presents three problems. First, you have to pull over to the side of the road, open the bonnet and turn the faucet on to get heat. Then, after you've gotten back on the road, if the temperature is too hot or too cold, you have to pull over and adjust the temperature from under the bonnet again. Thirdly, I had never touched the faucet and was worried that if I turned the knob, I might end up with the knob in my hand or a leak with another 75 miles to go.

After getting our jackets, we headed off again in much warmer spirits. Until Mark noticed his legs getting cold. Before the stop it seemed all we needed were the jackets. Now Mark was contemplating crawling back out on the trunk lid to get his jeans, and I was thinking that as long as he was back there he could get my gloves too.

About this time we opened up the footwell vents, hoping to get some heat and it seemed to work. The air coming in from the vents felt warmer than the air blowing around the cockpit, although it was probably all in our minds.

Sanity prevailed, and we stopped at the Big Boy in Saline to warm up. A hot cup of chocolate, a warm meal, long pants, gloves and another jacket and we were on our way home. The residual heat from Big Boys kept us warm in the cool 57° F (14° C for you Canadians) air until we arrived back in Dearborn twelve hours after we left.

All in all a great day. What more could two car junkies ask for? A smooth road with plenty of curves. Gorgeous, classic cars in pristine condition. Interesting, friendly people. The Midget's little engine humming along for hour after hour in near perfect tune (for once in its life!).

Maybe next year I'll talk more of my friends into going. Maybe two to a car. Maybe two to an MG and caravan to the show. Do we have Labor Day weekend open on the club calendar?

Tech Tip

(thanks to Gary Howe)

A very handy tool for any MG owner is a rear brake adjusting tool. This tool can be easily fabricated from parts which can be found at swap meets, flea markets or surplus tool outlets. The tool uses a 1/4-inch square drive socket placed on a right angle allen wrench. The socket needs to be the same size as the allen wrench. Actually, the 1/4-inch drive is what is used to adjust the brake adjustment screw. After the socket is placed on the Allen wrench, it may be braised for ease of use.

The brakes then may be adjusted according to the manual. It works for me!

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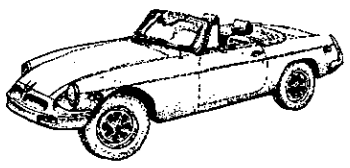
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Thomas Shipley

Feature

Lucas: From the People Who Brought You Dark . . .

by Richard A. Wright
stolen from the Detroit News

We've heard the jokes, although few have ever really had the experience with the source of them.

"The Prince of Darkness" is a phrase that is still linked to Lucas, the giant British-based maker of automotive electrical, fuel system, and brake system components, which has a sizable operation in the United States.

Lucas is the Prince of Darkness, the jokes go, because some of that supplier's electrical components were of less-than-acceptable quality back in the late 1950's and early 1960's and you might find yourself in total darkness while piloting your MG or Triumph or Austin-Healey or Jaguar or any of a myriad lesser makes from the United Kingdom.

The problem was real, but exaggerated. There were any number of reasons to hate your British car other than its electrical system. But having your starter not work or having your headlamps go out on a dark country road — where British cars were at their best — is dramatic and sticks in your memory.

Now, Lucas was aware of its problem with electrical components, and it took action to correct the problem; it sold off the offending operations that were turning out inferior components.

Is Lucas stuff high quality now? Lucas sells components to all the American automakers and to such demanding customers as the people who build the space shuttles and Patriot missiles. Lucas Industries, headquartered in Birmingham, England, is a major international aerospace, automotive and industrial systems and components manufacturer, which does business in just about every country in the world and runs up more than $2.5 billion in annual sales.

Lucas' operations in the U.S. are headquartered in Troy and sales have grown steadily since it came into this country. Its reputation for quality and innovation is excellent. But the jokes continue. The Prince won't die.

Recently in no less an august journal than the New York Times, reference was made to "the Prince of Darkness" in a story about Jaguar's quality problems. But Jaguar does not blame Lucas and, off the record, Jaguar officials admit to manufacturing glitches at their UK plant.

The ghost of the Prince was resurrected because it really was a clever phrase. And, of course, that old gag resurfaced:

Q. "Why do the British drink warm beer?"

A. "Lucas refrigerators."

A long-time observer of the auto industry who is very sincere in describing Lucas as a component maker of the highest quality standards, nonetheless takes huge delight in recounting a confrontation he had with a Jaguar more than 30 years ago.

"I had just bought a 1958 Pontiac Bonneville with Tri-power (a 370-cubic-inch V8 with three two-barrel Rochester carburetors, 10.5:1 compression and high-lift camshaft, rated at 300 horsepower) and was driving just after dusk had fallen on a country road with my wife in the front seat next to me and my two boys in the back," he recalls. "This guy in a Jaguar was charging hard, intent on going around me and I perversely punched the Pontiac a little.

"Anyway, the guy was determined to pass me and pulled out to go around me, so I decided to quit playing games and eased off the accelerator to let him by."

Then he began laughing.

"By golly, just as he pulled out to pass, his headlamps went out. He had to pull off the road."

The Prince?

"The Prince got him," he said.

The Prince and the warm beer are an image problem for Lucas, but other companies have had image problems and have overcome them.

Take the Edsel. It was the butt of jokes from the time its odd-looking grille began showing itself in dealer showrooms but nothing as memorable as the Prince of Darkness.

Ford got through the Edsel fiasco with no lasting damage. In fact, the year after it quit building Edsels, it introduced its first compact, the Ford Falcon, which was popular beyond anyone's expectations and Ford needed the plant space vacated by the Edsel to build Falcons.

Had the Edsel not failed, the Falcon would not have been able to set a record for the most cars sold by a new make.

And if you had been smart enough to hold on to your Edsel, it would by worth a lot of money now.

So would your vintage British sports car, Lucas wired or not; up to $90,000 for a Jaguar XK-120, XK-140, XK-150, or early XKE; up to $30,000 for an Austin-Healey; up to $24,000 for MG TC, TD, or TF models.

Chevrolet's compact introduced in the same year as the Ford Falcon, the rear-engined Corvair, drew Ralph Nader's attention, an he wrote a book about it and what he perceived as the auto industry's lack of regard for safety, called *Unsafe at Any Speed*.

A spate of lawsuits followed, General Motors put a gumshoe on Nader to try to get something on him, a scandal over that arose and before the messy affair was over, the president of GM was forced to apologize to Nader before the whole world at a congressional hearing and Chevrolet was forced to discontinue production of the Corvair, a car many people swore was the best ever made in America. Of course, just as many were equally vociferous that it was not.

Again those who held onto their Corvairs had the last laugh, as they are collector cars now worth more than they cost new.

Back in 1923, Chevrolet endured the embarrassing "copper-cooled engine" fiasco in which a unique air-cooled engine designed by Charles Kettering himself turned out to have a fatal flaw. The engines overheated and developed all sorts of problems. William Knudsen, then head of Chevrolet, recalled all of them and dumped many in Lake Erie.

Pierre du Pont, chairman of GM, had enthusiastically backed the copper-cooled engine venture, seeing it as the car with which to challenge Ford's Model T. He was upset, not so much that he had made an error in judgement, but because he had been too emotionally involved. He resigned and recommended that Alfred P. Sloan succeed him.

Sloan's first crisis as chairman came when the discouraged and humiliated Kettering resigned. Sloan kept the genius on board but had to give him a new GM Research Corp. to head and to pay him $20,000 more than Sloan's own salary.

These fiascoes are all but forgotten now. But for some reason, the Prince won't die.

(Thanks to Norm Lupo for sending this in.)

Two of the club's cars at 1991's Carnival of Cars. Will you be there this year?

The Windsor-Detroit MG Club meets the second Wednesday of each month: Even months at the La Trattoria Restaurant, 13736 Michigan Avenue in Dearborn, east of Schaefer, and in odd months at the Coach & Horses Pub, in the basement of The Old Fish Market Restaurant, 156 Chatham Street in Windsor just off the tunnel.

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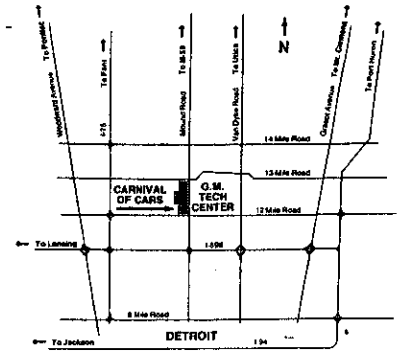

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