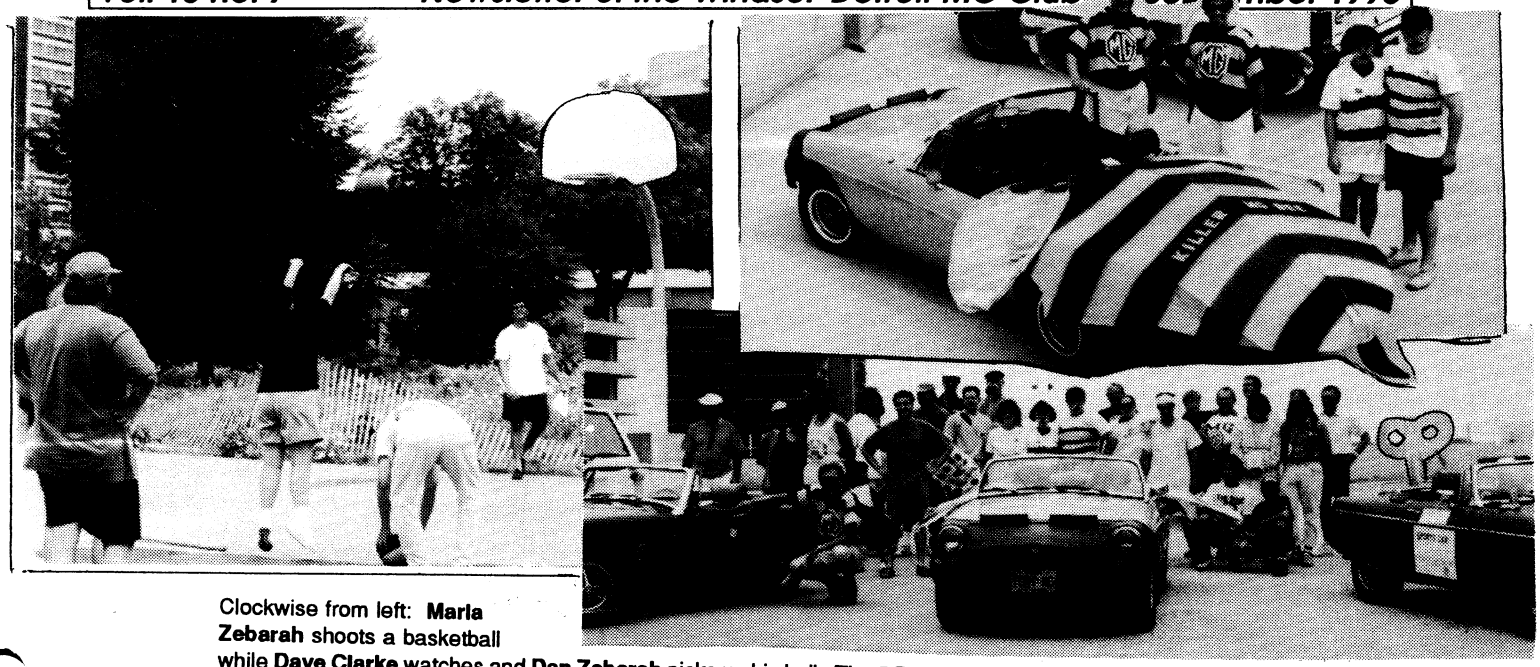
THE CAN-AM CONNECTION

vol. 13 no. 7 Newsletter of the Windsor-Detroit MG Club September 1993



Clockwise from left: **Marla Zebarah** shoots a basketball while **Dave Clarke** watches and **Dan Zebarah** picks up his ball. The 5 B's, **Ed & Edna Fleming, Rosa Marin-Rojano & Pete Tortola** with Pete's Killer Bee B. Two rag dolls, an accident victim, a pirate, 5 Bees and various other characters on the first rooftop.

Up On The Roof, Down On The Alley, On The Diamond, In The Rough, On The Court. Just Another Tortola Rally

Starting a rally on the roof of a parking structure is unique enough, but **Lou Tortola** tossed us a few unusual tasks in this year's Rooftop-Costume Rally.

Eight Canadian, eight U.S. and two future members rendezvoused on the top floor of the Pitt Street Parking Garage for hot dogs, pop and chips. Lou probably figured he had to get us "carbed' up for the rigors of the rally.

The judging of the costumes took place here also. Lou conducted a vote for best costume and best decorated car. Only three cars were in costume (see photo) with **Pete Tortola's** yellow '79 B winning first prize dressed as a "Killer Bee." Pete wants me to mention that he had help from two friends, **Frank Puccio and Vito Mariano** in transforming his car. Second went to **Marla and Dan Zebarah** and their "toy '78 MGB" complete with wind up key and warning labels and UPC sticker. (Dan & Marla were dressed as Raggedy Ann and Andy). Third place was my '73 Black Tulip Midget as a Black Tulip Garden. Edna and I went as MG Bees. I was hoping to cross pollinate it with a V8 (some of us live in a fantasy world more than others- Ed's wife).

In the costume contest we had a tie. Lou solved that by asking a disinterested couple to cast the deciding vote. They had decided to park their Ford Escort on the top floor and wondered what all these strange cars and people were doing. **Raggedy Ann and Andy Zebarah** took first. **Ross DiLorenzo** (dressed as an accident victim, complete with open back hospital gown, depends diaper and black eye) was second. **Edna and I** as MG Bees were third. Obviously, some of us took this costume thing more seriously than others. Now on to the Ralleye.

It started normally enough (look for a man-hole cover here, find a number there) when we were told to enter and drive to the top of yet another parking garage where several clues could be seen (including counting American flags visible on the Detroit side of the river!).

Then the "sports" segment began. Edna said Lou should have called this the "Pentathlon" rally since we had to be proficient in 5 sports to do well. We stopped along the Detroit River to hit golf balls past a target, then drove to a basketball court where we embarrassed ourselves proving that British car owners can't jump.

Next we followed clues to a bowling alley where (you guessed it) driver and navigator threw one ball each to collect points (12 for a strike, 11 for a spare, & one point for each pin otherwise).

Then it was off to a baseball diamond, the highlight of which was **Gayle Clarke's** inside the park home run, despite the fact that she lost her shoes rounding first base on the gravel diamond. The rest of us were content to settle for singles.

Unlike a lot of ralleyes, where the only people you see or talk to are your driver or navigator, we got to socialize with the other rallyists. We all arrived on the second rooftop at about the same time, so there was much discussion about this or that clue and much time was spent pretending not to notice other clues so as not to help your competitors. At the sporting events we were able to cheer on or distract these same people.

It looks like Lou pulled out those creative juices again to give us another "unique" ralleye. Now if we only knew what Lou has planned for next year.

Results on page 4.

Safety Fast!

Ed Fleming, Editor

The Legend (or is that Myth) of Lucas Electronics

My first encounter with Joseph Lucas's products was shortly after I bought my first car, a '59 Austin Mini 850. The year was 1963, making the Mini only 4 years old. Still, one day when I went out to start it the battery was dead. No problem, I probably left the lights on. I charged the battery and the car ran normally for about a week when the battery turned up dead again. Probably the Lucas voltage regulator, my dad said. I installed a new one and the car ran fine for a week or two then died again. Maybe it's the Lucas generator! So I put a new Lucas generator on, and again the Mini ran great for a couple of weeks before the battery died again. A new battery, (non Lucas), new Lucas starter, Lucas starter switch, ground strap, and several other Lucas electrical items that I've since forgotten, all with the same results. I was not developing a great deal of confidence in Lucas products.

Then one night, my father was helping me track down the dead battery problem for the umpteenth time and we found the culprit. The battery on the Mini sits in the floor of the trunk. The trunk lid is hinged at the bottom and opens like a pick-up truck tailgate and is held open by two chains. Since it was getting dark, my dad suggested that we stop for the night and continue the next day. As he closed the trunk lid he saw a spark and on further investigation we discovered that the trunk chains would **sometimes** come in contact with the battery terminals. The result was instant dead battery.

Of course this happened in a completely random fashion and always waited a week or so after I had replaced a major Lucas component. This delay always lulled me into thinking that **this time** I had finally solved the problem. Then, in the middle of nowhere or should I say out of the clear dark...a dead battery! Luckily, the Mini only weighted about 1200 pounds so I could push start it myself by running along side the car, jumping in, and popping the clutch, almost faster than using the starter button.

I solved the dreaded Lucas problem by enclosing the trunk chains in bicycle inner tubes. End of the dead battery electrical problems. Next was the Lucas distributor.

Whenever it rained (or threatened to it seems) the engine would stop. Seems the non-waterproof Lucas distributor sat right behind the grill, angled to take on maximum quantities of water when it rained. Once again a tire inner-tube came to my rescue. By wrapping the entire ignition system in the inner-tube I was able to minimize my rain problems.

As you can see, my Lucas electrical problems were not exactly Lucas's fault. I've found that most of my electrical problems are of the loose connection variety rather than the bad component kind. The English like to make mountains out of mole hills and vice versa. Dunkirk was a minor naval exercise to the British. So I think the legend of Lucas is just the normal 1950's and 60's minor electrical problems, (common to almost all cars of that vintage) magnified a thousand times in that typical British tradition.

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Guy St. John (313) 349-3649

VICE PRESIDENT
Frank Lucente (519) 966-9146

REGALIA - CANADA
Roli Sylvestre (519) 969-2739

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NEWSLETTER EDITOR
Ed Fleming (313) 349-3799

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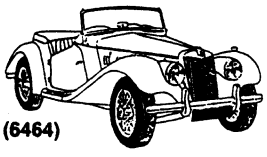

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Behind The Wheel

By Guy St John, President

As I struggle with yet another column deadline, I'm a hard time finding the words to describe the magnitude of August MG events for me.

The first day of August found Ann and me in our '68 roadster, half way through our two week camping vacation, going south on the Blue Ridge Parkway to the Great Smokey Mountain National Park. Then back north through the Cumberland Mountains and then home. 2400 miles later all I can say is "wow". The only way to see the mountains is with the top down. More on our trip at another time. after I've worked up a good list of superlatives.

We were really sorry to have missed English Day on the Green and the Rooftop Costume Rally but all reports indicate great successes with good attendance by club members. Speaking of attendance, the monthly meeting at La Trattoria set a record that may go unbroken for awhile. At least 75 members and guests packed our meeting room to hear Ron Gammons, Chairman MG Car Club England, bring us up to date on home club doings, and show some videos of his Historic Rallying successes. The club is very greatfull to Phil Wiltshire for his efforts in arranging to get Ron and his charming wife Valarie as our guests.

What can you say about the University Motors Summer Party, just like WDMGC, it just keeps getting bigger and better every year. Our club members turned out in record numbers and as usual took home a large number of awards. It was really great to see a lot of new members and their cars as well as some long awaited restorations (nice work Roli, Mike and Dave).

Sunday's caravan to breakfast at Gratton Raceway and parade lap with 250 plus MGs is an added bonus to Saturday's awesome display of over 575 cars.

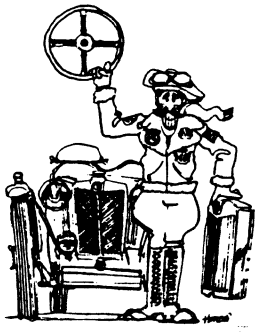
Ed Fleming and I got in some fast laps during the noontime touring (?) session. He in wife Edna's new Miata and I in the trusty (tricky?) '72 GT. I understand Frank Lucente got some good videos of our exploits on the track. I will look forward to seeing those videos and all of you on the 8th at the monthly meeting in Windsor.

If you haven't had your fill of car shows yet, don't forget Battle of the Brits on the 12th in Sterling Heights. Grab you roll of Electrical Tape and trusty flash light and join us for the annual Lucas Night Rally on the 18th and finally on Sept 26th the British Sports Car Council invites you out to Waterford Hill Race Track for a day of racing and a few parade laps at English Day at the Races.

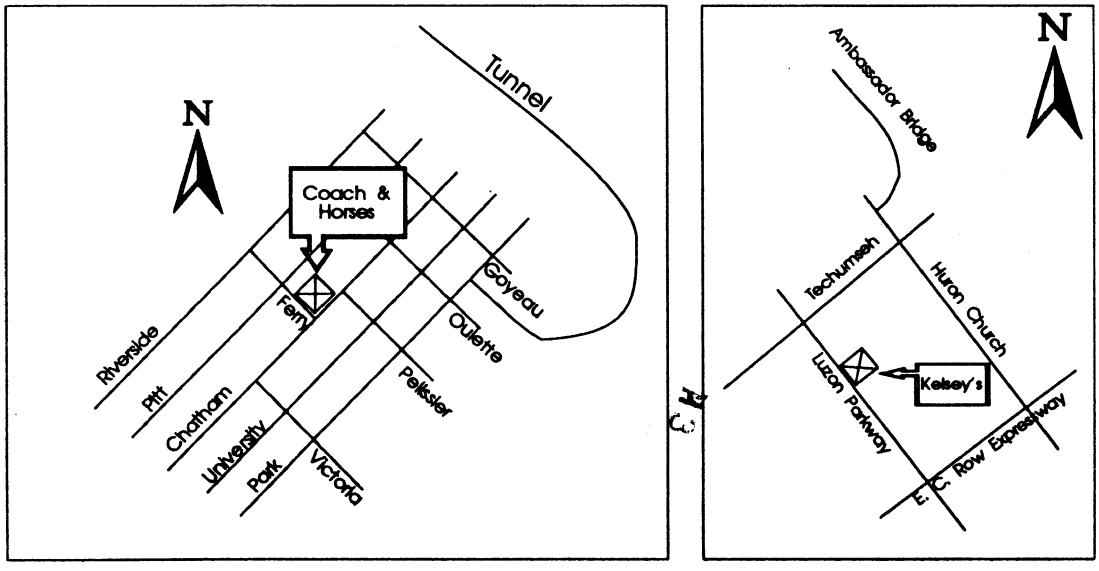
Please keep October 10th free as we will be hosting the annual B.S.C.C. colour tour and combining that with our usual October apple picking and cider mill excursion. More details next newsletter

See you on the road!

Safety Fast - Guy



The Windsor-Detroit MG Club meets the second Wednesday of each month at 7 p.m.: Even months at the La Trattoria Restaurant, 13736 Michigan Avenue in Dearborn, West 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.



Newbies, Neways, Newseas, Midgets & Members

by Maria Zebarah

We would like to welcome the following new members to our club:

Tom and Ann Berger live in Plymouth with their children **Alexandra and Timothy**. They own a 1980 White MGB. Tom is the Treasurer for Henry Ford Museum and Greenfield Village. They got our name from **Brett Altman**.

Jim Farrington & Pat Clancy live in Oak Park. They own a 1972 Blue MGB. Jim is a Production Manager. They found out about us at English Day from **Tom Shipley.**

Arnold and Carol Fether live in Allen Park. Arnold is retired. They own a 1979 Black MGB. They also found out about us from **Tom Shipley**.

Matt Houser and Ines Nagy live in Ypsilanti. They own a 1958 Oriental Red MGA, a 1969 BRG MGB and a 1974 Glacier White MGB-GT. Matt is in Airport Operations. **Ed Fleming** told them about our club.

Herb and Tina Jensen live in Wayne with their daughter, **Jennifer**. They own a 1966 Maroon MGB. Herb is a Fleet Service Clerk. They found us at **English Day on the Green**.

Bruce and Heather Kosbab live in Clarkston with their three sons **Kevin, Ben and Alex**. They own a 1973 Red Midget. Bruce is a Director of Engineering. **Ed Fleming** told them about our club.

Dan Kosuth and Colleen Cavanagh live in Royal Oak with their son **Charles**. They own a 1969 Carmine MGC and a 1969 Dark Blue Triumph GT6. Dan is a contractor. They found us at **English Day on the Green**.

Russell Ledford and Julie Jurrjens live in Berkley. They own a 1969 Dark Blue MGB. Russell is the owner of a record store. **Dan Zebarah** gave them an application at English Day on the Green.

Bruce and Danna Lustig live in Flat Rock with their children, **Bill and Michelle**. They own a 1975 Yellow Midget. Bruce is a Para Legal. They got our name from **S & G Auto Parts**.

Ken Massicotte lives in Westland. he is a Journeyman Roofer. Ken owns a 1976 Maroon MGB. He found out about us at **Michigan Imported Cars.**

Scott and Melanie Verbrugge live in St. Clair Shores. They own a 1979 Black MGB LE. They found out about us from **John Twist**. (Funny story - John gave them my name and address, but didn't know what city I live in. Scott and Melanie found me, though - at English Day.)

Hope you enjoy being a part of our club!

Rooftop Rallye Results:
(Place, Competitors)
1st. **Dave & Gayle Clarke**
2nd. **Pete Tortola & Rosa Marin-Rojano**
3rd. **Ross & Lauria Di Lorenzo**
4th. **Joe & Julie**
5th. **Bill Rudberg & Josie DiLorenzo**
6th. **Dan & Maria Zebarah**
7th. **Rich Wagner & Larry**
8th. **Ed & Edna Fleming**
9th. **Otto Pope & Tony**

We want to wish a **HAPPY BIRTHDAY** to the following people:

Ken Massicotte	Sep 16
Mark Osowski	Sep 16
Bob Lendt	Sep 17
Brian Mitchell	Sep 17
Scott Sylvestre	Sep 17
Jennifer Jensen	Sep 19
Lynn Kainz	Sep 19
Tom Shipley	Sep 19
Tiffany Tortola	Sep 21
Ron Harmon	Sep 25
Chris Howe	Sep 25
Mary Kish	Sep 25
Stephen Battersby	Sep 26
Michael Kainz	Sep 30
Jennifer Trofin	Oct 1
Emily Hunt	Oct 4
Sandie Newton	Oct 4
Amy Sill	Oct 4
Bill Swetland	Oct 4
Philip Wiltshire	Oct 4
Stephen Dudek	Oct 5
JoAnn Mitchell	Oct 5
Matthew McDonald	Oct 7
Patrick McDonald	Oct 7
Tommy Shipley	Oct 7
Timothy Sokolowski	Oct 7
Eric Sand	Oct 8
Colleen Cavanagh	Oct 9
Bruno Kaija	Oct 9
Dave Hornby	Oct 10
Kevin Kosbab	Oct 10
Judy Pope	Oct 11
Carol Hacker	Oct 12
Jennifer Larwa	Oct 13
Helen Fischer	Oct 14

I also want to wish Happy Belated Birthday and apologies to the following people. Don't know how, but I missed their birthdays.
Gladys Weiss-Abell, Feb 4; Norm Abell, Aug 13; Marcy Kollin, Aug 13; and Mary Wiley, Aug 27. Hope they were happy!

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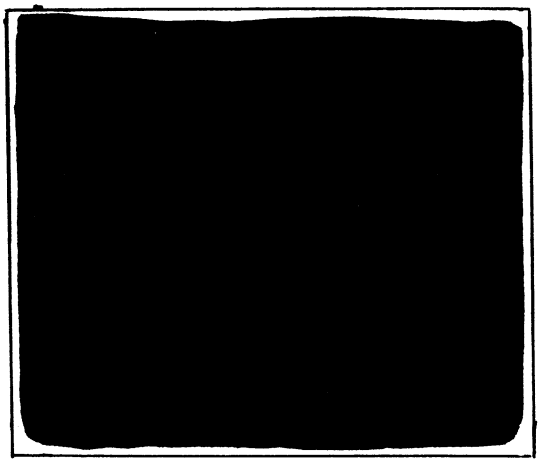
The Prince of Darkness

This article was appropriated
from an article by Dave Stovall
in the Emerald Necklace MG Register's
newsletter "The Chatter"



J. Lucas. Photo was taken using a Lucas "King of the Picture" Flashbulb.

All of our British sports cars are fitted with Lucas electrical equipment; indeed it was William Richard Morris, later Lord Nuffield, who gave Joseph Lucas Ltd their first really large orders for motorcar electrical equipments in the early twenties. But just who was Joseph Lucas, the man who founded what is now an international multi-million pound corporation?

Joseph was born on April 1st. (does it surprise you?) 1834, in Birmingham, England, the city with which he and his products were always to remain associated. His formative years were influenced by the teaching and ministry of George Dawson, who was to have such a profound effect on the development of Birmingham, that an American observer thought it "the best managed city in the world." Dawson ran the Church of the Savior, and its associated school, where on Sundays, young Lucas received his above average education.

At 14, Joseph was apprenticed to H&GR Elkington Silversmiths, who had pioneered the process of electroplating, but on completing his apprenticeship, instead of staying with Elkington, he choose to start his own business selling buckets, shovels, and the newly discovered paraffin (kerosene). The city of Birmingham had a long tradition of small metalworking businesses. In the atmosphere of an expanding industrial revolution, it was easy for him to start up his own business.

At age 20 Joseph married his wife Emily and moved into a house on Carver Street. However it had been poorly built and soon turned to slums. Like many in their day Joseph and Emily sought solace in drink until one day the realization that he had 3 children to support dawned on him and he joined the local Temperance Society, a movement he supported the rest of his life.

The discovery of petroleum and paraffin in 1859 had given an enormous boost to the lamp manufacturing trade, and it wasn't long before Lucas came upon a product he could sell; the Tom Bowling Ship's Lamp. Sale of the lamps soon turned to a desire to manufacture them and he took on 5 men and set up his first small factory. In 1875 that factory became known as the Tom Bowling Lamp Works, and all Lucas' products began to be stamped with the initials "T.B.L.W."

The next major development which ensured rapid growth of the Lucas business was the invention of the bicycle. In 1879, Lawson's Bicyclette had incorporated the novel features of 2 wheels of the some diameter and a chain drive. This safety principal was perfected in 1885 in the Rover bicycle and 3 years later John Dunlop's pneumatic tire at last made cycling a popular pastime.

In 1878, Joseph's first cycle lamp, the famous "King of the Road" appeared. Joseph and his son Harry always stressed the use of quality materials and manufacturing processes in their products. Much of the next 20 years was often taken up with legal action against rival manufactures in defense of Lucas patents.

In September 1882, in recognition of the expanding and significant part son Harry was playing in it, the partnership of Joseph Lucas & Son was formed. At this time the beginnings of an export business began with the Pope Company in the U.S. stating they could sell Lucas as cheaply as they could make lamps themselves.

The partnership of Joseph Lucas & Son had proven so successful that in 1897 a new company, Joseph Lucas Ltd. was formed, Acetylene was just becoming accepted for use in lamps and Lucas soon began manufacturing acetylene lamps also. Lucas visited the U. S. several times during his life, and after severe customs duties were introduced in the U.S. in 1896, he arranged for the New Departure Bell Company of Connecticut to manufacture Lucas bicycle bells under license.

In 1900 Joseph's wife died and the following year he married Mary Owen. At the company's annual meeting he looked forward to the coming of the motor car boom and the forecast that Lucas' success in supplying bicycle accessories would be repeated with motorcars.

Immediately after the meeting he left with his new wife for a combined vacation and business trip to the Mediterranean. After visiting Egypt they landed in Naples just before Christmas 1902, but sadly by December 27th Joseph, the old "King of the Road" himself had died of typhoid fever contracted when, refusing all local wines in accordance with his temperance principles, he had imbibed the local water instead. The legend goes that the Lucases, never ones to waste money, had Joseph's body brought back to the U. K. in a Joseph Lucas Ltd. packing crate which contained business samples of "King of the Road" and "Silver King" lamps for the trip! At his funeral service on January 14th 1903 among the hymns sung were "Lead Kindly Light" and "No Shadows Beyond".

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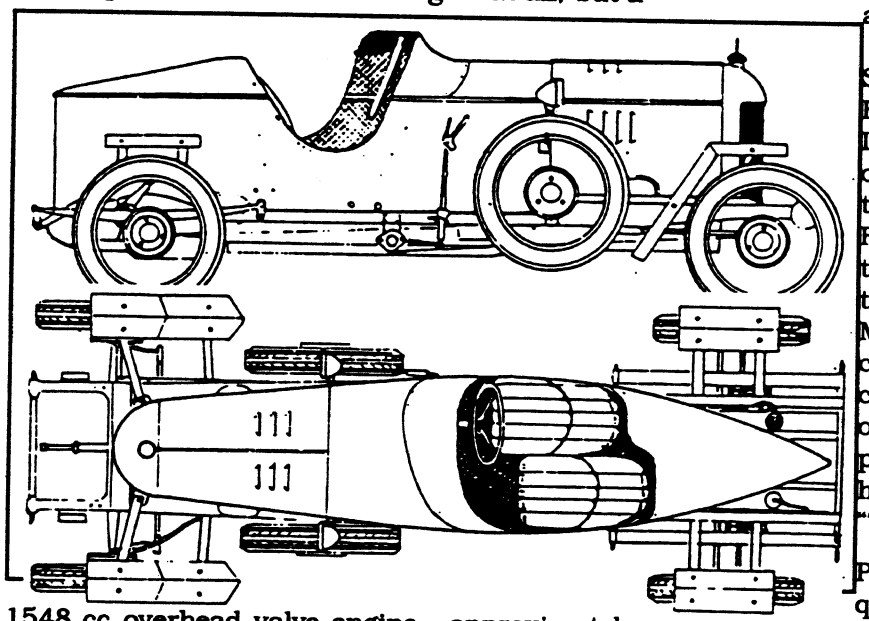
OLD NUMBER ONE

By Russ Parker

In the spring of 1924, work began on a Morris Cowley Chassis frame. Modifications were made according to Cecil Kimber's specifications. The work was performed at Morris Garages in Longwall Street, even though the Morris MG's were being produced in the shop in Alfred Lane since February 1923. The rear half of the Cowley Frame was cut off and replaced by a hand forged frame that went over the rear axle and had semi-elliptic springs, both front and rear. The front section was unchanged.

The engine was not a Morris engine at all, but a



1548 cc overhead valve engine, approximately twenty of which had been produced in the last 3 or 4 years. The particular engine was cast February 2, 1921 and was tuned to produce about 55 bhp.

Work on the chassis was sporadic because it ended up with Morris Oxford Brakes which first appeared in September 1924. The front brakes had two shoes per drum and were operated normally by the foot pedal. The rear brakes had four shoes per drum and were operated by an outside lever close to the drivers right hand.

The body for this special one DFF car was produced by Carbodies of Conventry and construction of it began March 13, 1925. It was a coach built body, that is steel formed over an ash frame. The design featured a faired scuttle in front of the passengers and two staggered seats, the passenger being almost a foot behind the driver. The boat tailed rear end completed the design that is so familiar to MG enthusiasts everywhere.

The new car was registered FC 7900 March 27, 1925. It had been painted a dark shop grey that was used on prototypes and experimental models. During tests the frame broke and had to be repaired quickly, for it was Kimber's plan to enter the London-Lands End Trial that started April 10, 1925, a mere 14 days after the car was completed. That is very little time indeed to test and sort out a new design and new car.

FC 7900 performed very well in all of the tests of the Lands End Trial and Kimber and his passenger Wilf Mathews were awarded gold medals for an error free performance.

Surprisingly enough, Kimber sold FC 7900 shortly after to a friend in Lancashire. In 1932, it was rescued from a scrap yard! and returned to the factory and restored. From this time on, it was referred to as "Old Number One", even though there were many other MG's made before these previous cars were modified Morris'. This car was the first purpose built car of Kimber's own design, and many people, including Cecil Kimber himself believed it to be the first "True MG".

Post Script. The following is a quote from a speech by Cecil Kimber entitled "Sports Cars - Past and Future".

"I am thinking of a friend of mine. He owns a very large Buick with a very large engine, and also a 10 hp TB Midget. The Buick is slightly faster and has better acceleration, but neither my friend nor any sane person, would call the Buick a sports car, but no one could deny the term to the MG. A sports car, to be worthy of the name, must be intensely road worthy, giving that sense of security and controllability at high speeds, around curves and corners, that is not possessed by the ordinary motor car. Speed and acceleration are a necessary corollary but it is a combination of road worthiness and liveliness, with the accent on the former, that my opinion determines what is a sports car. Above all they should be responsive and a pleasure to drive...."

News Briefs

Southfield Expressway near Joy Road (probably one of the worst places in Detroit to be stranded). While parked on the side of the road with the bonnet up and flashers on, they saw the four MGs drive by without stopping.

Luckily the three Triumph owners (**Mark Uhlig, Dean Evans and Ken Guerrin**) did stop. Mark took Holly to a phone where she called AAA. Dean and Ken stayed with John and the MG until the tow truck arrived, despite various illegal happenings going on around them.

Shame on the drivers who didn't stop and **Thank You** to **Mark, Dean** and **Ken** for coming to the aid of a fellow British car in trouble.

The lesson for the day is be a good Samaritan. Next time it could be you on the side of the road.

English Day on the Green a Big Success

With only a few weeks to go it looked like this year's English Day on the Green wouldn't have enough cars to fill a golf green. But a second and third effort by the Triumph Club resulted in over 200 cars on display in a very lovely setting amongst the trees and grass behind the old houses of Greenfield Village. Twenty seven club members entered cars, including (are you sitting down?) **Roli Sylvestre.** However, a problem with the brakes prevented Roli from bringing his car to the show.

About a quarter of those entered won trophies. First place trophies went to **Ray Lewis** and his '74 B-GT, **Tom Shipley** and his '74 B, **Otto Pope** and his '80 LE, **Dan Kosuth** and his MG C, (Dan joined the club at English Day), **Jim Hine** and his '60 A, and **Dick Bremer** and his '46 TC.

Dave Fraidenburg received a Second Place with his '77 B.

And Now: Our Scripture Reading, from St. Lucas, Chapter 10, verses 30 to 37.

30 A certain couple went down from Dearborn to St. Clair Shores and fell among oil thieves, which stripped them of their oil pressure and wounded their brakes and departed leaving them with a half dead engine.

31 And by chance there came down a certain MGA that way: and when he saw them he passed by in the left lane.

32 And likewise a two MGBs and a TC, when they were at the place, came and looked at them and passed by in the fast lane.

33 But certain Triumph owners as they journeyed, came where they were and when they saw them they had compassion on them.

34 And went to them and brought them to a telephone and bound up their oil lines and set them upon a flat bed and stayed with them until they could get to their inn.

35 And they didn't depart until the travelers were safely on their way.

36 Which now of these drivers, thinkest thou, was neighbour unto them that fell among the oil thieves?

37 And he said, He that shewed mercy on him. Then said Jesus unto him, Go and do thou likewise.

On the way back from English day on the Green, **John Peralta and Holly Orlowski** had an oil line burst on the

In Memorial: (It Seems the News Briefs Are Very Parochial This Month).

Born Fall, 1973; Died July 7, 1993. A White, nee Aconite, 1974 MGB-GT. Originally diagnosed by Tom and Greg Newton as suffering from terminal rust. The final cutting up and laying to rest done by Garey Knop and Dan Zebarah.

Thanks to the **Windsor-Detroit MG Club Organ Donation Program**, new or improved life was brought to the following cars: Sandie Newton's 1974 MGB-GT, Trevor Sine's MGB, Mark Stratton's 1974 MGB-GT, Marla Zebarah's 1974 1/2 MGB-GT, Guy St. John's 1972 MGB-GT, Frank Lucente's 1972 MGB, Greg Newton's MGB and MGB-GT, and finally, a nameless MGB in Florida (donation arranged via Prodigy Bulletin Board service).

For more information about the Windsor-Detroit organ donation program, please contact Otto Pope or come to a meeting.

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Out of the Darkness, Lucas Working to Insure a Bright Future

By J. P. Vettraino, MGB DRIVER

A long time ago in a foggy mystical place there ran lots of little roadsters called MGs, roadsters that the cognoscenti loved and hated. Loved because there was no purer driving pleasure to be found. Hated because if the fog grew too thick, or the rain puddles too numerous, these little cars might stall, or not start at all. Also if the wipers worked the lights might not.

Rover is trying to recapture the pleasant part of that memory with the MG revival in the form of the RV8. But what about the proverbial "Prince of Darkness"? Lucas, the British supplier whose name is inextricably linked with some of the worst horror stories associated with British sports cars. While Rover is trying to move forward by drawing on the past, Lucas Industries is aimed squarely at the future. The company has trimmed here, invested there and undertaken a major re-tooling for the 21st century. **It's not the same Lucas anymore!**

In the last 20 years Lucas has quietly expanded its manufacturing base to more than 19 countries and its parts are built under license in 23 more. It makes flight control systems for airliners, and more brake parts than anyone else in the world. Nearly a third of the cars assembled today come with Lucas parts! As a supplier it has grown larger than most car builders in Britain's struggling auto industry, and it's done so by looking ahead.

How far ahead? Recently at a Lucas Industries aerospace facility near Birmingham, England, engineers took engine controls from a Rover V8 and put them on a Rolls-Royce jet engine-the same kind that holds 747s up. Guess what? The automotive electronics worked just fine, even in a demanding aerospace environment. What started as a diverting experiment ended as a successful cost-reducing exercise. Lucas Aerospace was able to trim the price of its typical engine control system 40% and still meet the stringent fail-safe requirements of aviation applications.

The point isn't simply that automotive electronics are more sophisticated than even a lot of engineers thought. Lucas' expanding aerospace operations have helped improve its overall competitiveness and efficiency. There are increasingly common objectives in automotive and aerospace applications-a development synergy if you will. Cars and aircraft often rely on a similar schematic of control unit, sensors and some form of motivation, be it fluid, air or electric motor. The electronics, materials and actuators are more similar than dissimilar.

The Lucas experiment demonstrates what the auto industry brings to the table. While safety and reliability are important, car builders must make things cheaply and in volume. Cost is often the first priority and as the aerospace industry gets increasingly competitive, as defense budgets get smaller, cost trimming will give suppliers an edge. On the other hand, aerospace has traditionally been able to afford value-added in advanced engineering. Cost, particularly in weapons systems had taken a back seat to function, security and reliability. Advanced electronics developed for the aerospace have helped Lucas bury its poor reputation in auto electrics and come up with some new systems that will give the company a competitive edge in the future.

It's no secret that automobiles will have fewer mechanical systems in the years ahead. Electronic throttles are already in use on cars such as the BMW 850i. So is electrically boosted steering on the Acura NSX and Lucas and other suppliers are ready to make it the standard if the market warrants. Brakes have evolved from purely mechanical to hydraulic to an increasing degree of electronic/electrical implementation. Drive-by-wire or even Drive-by light (fiber optics) is no outrageous concept. Lucas is testing a light managed flight control system, and designers at the Lucas advanced engineering center say applications to car would be a fairly simple process.

The trend towards systems integration in cars is old hat in jet fighters. As technologies like smart roads and accident avoidance emerge, that will rely on microwave, infrared and visual sensors already used in weapons systems.

Lucas has developed "autonomous cruise control" that will be introduced in British luxury sedans once the marketing-types work out the details, and the philosophical ramification. Once set, the system adjusts speed to maintain a minimum distance from the vehicles ahead. Lucas is also the key supplier in Europe's Prometheus smart roads project, and 'mules' equipped with accident-avoidance systems are already being tested.

At a more basic level, automakers will rely heavily on advanced electronics just to meet environmental and safety regulations. Again, Lucas believes it is positioned as well or better than any of the world's major automotive suppliers. It recently introduced the first fully electronic diesel management system for cars and light trucks and claims that in specific emissions, diesels are now cleaner than gas engines!

As a throwback to another time, Rover's MG RV8 may be just the car to get Britain's auto industry turned around, but whatever happens with its traditional customers, Lucas has its lights on!

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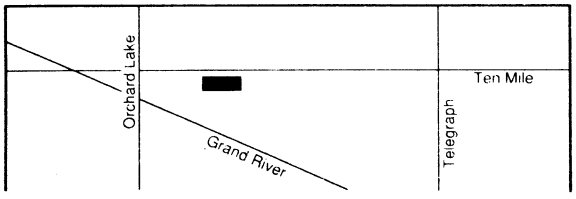
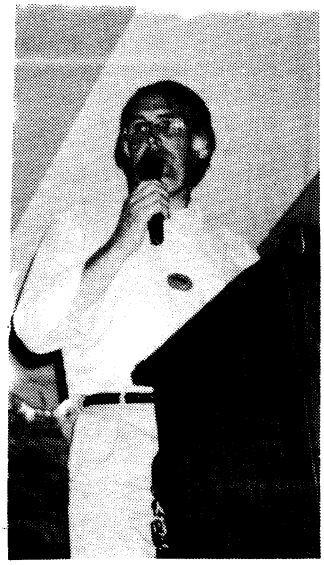


10 Mile, East of Orchard Lake Rd., Farmington Hills (313) 474-7744



Clockwise from upper right: **Otto Pope** becomes a slave to his master cylinder. Ron Gammons addresses the Awards Banquet. About **half** of the attending members try to spell club name. Free lunch at club HQ

The Party Keeps Getting Bigger and Bigger

John Twist had 575 cars at his Summer Party this year (maybe more) and the Windsor-Detroit MG Club had 95 members including 11 children, both new records.

The weather (as John Twist usually arranges), was nearly perfect, sunny with temperatures in the mid to high 70s (21-23 Canadian). We were also back at Douglas Walker Park, with its one big field and shady trees for the vendors and our club canopy.

Some of us had a more eventful weekend than others. **Marla Zebarah** developed stomach pains at the park on Saturday. An announcement over the P.A. System brought 6 doctors and 3 nurses to the Windsor-Detroit Club's canopy. Consensus was that they all voted for Dan's '78 B out of concern for Marla's health. Team X from the Old Speckled Hens had their way of getting votes for their B-GT ("ask us about our beer for a vote policy") and we had ours. **Roli Sylvestre** had an MG at a show for the first time in what? - 7 years? Feels pretty good doesn't it?

Otto Pope had the slave cylinder go on his LE. Luckily, he was able to get parts and assistance from **Tom Newton** and **Roli Sylvestre**. That wasn't all, at the Awards Banquet Saturday night, Otto chipped a tooth on the Shish-Kabob.

At the Awards Banquet our club took 22 prizes;

Dick & Dorothy Bremer took a 4th in the TC Class
Dean & Flora Wheeler took 1st in the 1500 A Class
Jim & Elizabeth Hine took 2nd in the 1600 A Class
Tom & Marcia Greiner took 6th in the Beater Class
C. J. & Edna Elfont took 1st in the Recessed Grill B Class
Mike & Kathy Derderian took 3rd in the " " " "
Dave & Lynne Hornby took 3rd in the Honeycomb Grill Class
Frank & Linda Lucente took 5th in the " " "
Chris & Brenda Mann took 1st in the Mark III B Class
Dave & Sheryl Fraidenburg took 2nd in the Mark IV B Class
Dan & Marla Zebarah took 6th in the Mark IV B Class
Otto & Judy Pope took 3rd in the LE class
Phil Whiltshire & Jan Tucker took 6th in the B-GT Class
Dayna Elfont & Gene Mally took 2nd in the MGC Class
Ed & Edna Fleming took 4th in the Chrome Midget Class
Duane & Patsy Van Conant a 3rd in Rubber Midget Class
Guy & Ann St John took 3rd in the Photo Contest
Dave & Joyce Torby took 4th in the Photo Contest
Dan Zebarah took 2nd in the Model Contest
Dave and Suzanne Snyder took 1st in the Christmas Puzzle and a 2nd in the Acrostic Puzzle Contests
Tom & Pam Shipley took a 2nd in the Cleanest Engine Contest

STOP PRESS - NEW MGB GT V8 LAUNCHED!!!!!

By Phil Whiltshire

No, this is not another MG RV8 advertisement, but one dating from 1973!! It is the 20th anniversary of the official launch of the MGB GT V8 and I thought we should share some of the excitement.....This is the press release from England dated 15th August (1973).

"British Leyland announces today a new version of the MGB GT which will be fitted with the Rover lightweight 3.5 litre V8 engine giving the Corporation's(British Leyland Motor Corporation Limited)most popular sports car almost twice the power and torque of the existing model.

The new 120 mph-plus MGB GT V8 moves further into the high performance levels of the sports car market. It offers a unique combination of timeless good looks, high geared and effortless long distance travel, superb roadholding and handling. It is a thoroughbred car for the enthusiast who demands performance without having to work for it.

Similar in many ways to the lightweight 3.5 litre unit installed in the Rover 3500S and 3500 since 1968, the V8 engine is tailored to the MGB GT installation by converting the penthouse carburetor manifold to one in which the carburetors are mounted at the rear of the engine. The other major change is to an AC Delco alternator. Free flow exhaust systems are also specified.

Light alloy for the stiff block and for the heads make the basic V8 some 40 lbs lighter than the 1.8 litre four cylinder. The short stroke, big bore engine has five crankshaft bearings and the inclined overhead valves are actuated by hydraulic lifters and rockers from the central camshaft. The compression ratio is 8.25:1, maximum bhp is 137 at 5,000 rpm. Torque is 193 lb ft at 2,900 rpm."

None of this would have been possible without GM developing it for the Olds F85, Buick Special and Pontiac Tempest in 1961. The engine was abandoned after three quarters of a million units made due to the muscle era demands of more power.(cast iron became the material to use).

This engine was then re-discovered at Mercury Marine's experimental workshops in the United States by Rover's Managing Director who realized the potential of such an engine in his range of vehicles back in England. From January 1965, Rover had license to manufacture granted by GM. The aluminum casting method was very hi-tech and had a high scrap rate. Rover engineers took the design and made some major improvements that greatly reduced flaws inherent in American production.

I have enjoyed V8 driving now for six years; our car has that amazing flexibility from massive torque combined with very smooth acceleration; there is always a cylinder firing!!! It is truly a highway cruiser. Unfortunately though, the 130 mph top speed cannot be enjoyed in the States, but our car has been known to reach this (trust me).

Unclassifieds

British Car Brochures and ads. Jay Kollin, (313) 455-6949

'73 MGB-GT Wire wheels, new tires, in storage $1400 Gary Howe (313) 939-6851.

'75 Midget, orange, very good condition, $3800 or best offer. Plus miscellaneous Midget parts for sale. Vince McQueen (313) 383-4036.

'77 MGB Brooklands Green, completely restored 3 years ago. Wire wheels, 60,000 actual miles. For details & pictures call Dan Leighton H (313) 629-0303, W (313) 278-5300.

Chrome wire wheels, four 5 1/2x14 bolt on for MGB, good condition $500 OBO Rich Wroblewski. Home: (313) 669-9507, Work: (313) 948-4927.

'67 MIDGET White, VGC, new brake system, hardtop & many spares.40,000 miles $4500. Greg Pukay (519) 974-8826

Various MGA bits; Top frame, generator, starter, voltage regulator, etc. Also back issues of "MGA!" Vol 14 #2 up to Vol 18 #3. My price:Cheep Will Zehring (313) 885-4180

'77 MGB Roadster, tonneau cover, red/black 74,000 miles, runs good, s.s. exhaust $2,000 OBO. Alan Dlogoss (313) 937-4464 after 4:30

MGB Rostyle wheels (4) & paint mask, $75. MGB Tonneau & bars, $60. **MGA parts**; 4 wire wheels,$150, 1 steel wheel,$30, 1 front hub (wire wheel) $50, rebuilt rear axle $200. Mike Derderian (313) 979-4234

MGB Wire Wheels $25 each, Harry Mueller (313) 344-9949

'72-'76-'77 MGB's Tons of parts, rebuilt heads, interior & exterior parts. Must sell, too many parts, too little room, any reasonable offer. Chuck Wiley (313) 586-2500.

Automatic transmission for rear wheel drive American car or light truck, installed. Won in contest at Livonia Hot Rod and Custom Car Show, a $500 value. Best offer around $100, Dave Fraldenburg, (313) 427-5909.

WANTED

Ear Knock Offs. Frank Lucente (519) 977-5346

Back issues of Can-Am Connection to complete my collection: Jan/Feb '87, Nov '87, Dec '87, Sept '86, June '85. Issues prior to Oct '81. Roli Sylvestre (519) 969-2739

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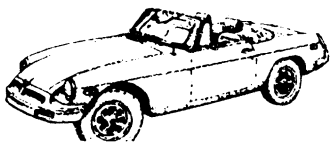
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•Insurance Work
•Rust Repairs
•Polishing & Waxing
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Thomas Shipley

The Black Art of S.U. Carburetor Maintenance

Richard Wood, (courtesy of the Moss Motors Newsletter)

It is not the aim of this article to present a technical thesis on the S.U. carburetor: for that you should buy an S.U. Manual. Rather, the attempt is to supply some basic "no frills know-how" to help you regain a speaking relationship with your MG. Let's review the more common problems.

Leaking (an S.U. fact of life). Leaks usually occur where they can drip fuel onto the hot exhaust system, making a full restoration imminent. Weekly checks should be made to see that all unions and fittings are tightened fully. It's a good idea to carry some spare fiber washers and jet seals in a small envelope in your tool box or glove compartment. If you have replaced your jet seals and installed a new jet but you still have a leak from the jet carrier area, the jet itself could be the problem (H-type carburetors only). The new jets have the yoke secured to the tube by a square headed bolt. Sometimes this s not tightened fully at the factory. Hold the tube by putting an awl or nail through the hole half-way down the jet tube and tighten the yoke with an adjustable wrench. Unscrewing it first and putting a bit of silicone sealer on the threads, then tightening it, makes sure it won't leak. When replacing the jet seals, make sure there are no old seals stuck in the bottom of the jet carrier. Soaking the new seals in oil for a few minutes helps them compress to their new shape and be fuel resistant.

Leaking is sometimes caused by fuel building up in the venturi. This can result from several things. Excessive fuel pressure (S.U.'s need 2 to 3 psi maximum); blocked overflow pipe (the fiber washer with the cutouts goes between the pipe and the cap); faulty needle and seat; sunken float; incorrect float height.

Spitting (A filthy habit, not limited to baseball players). Spitting back usually occurs when opening the throttle. The first check is to make sure the damper is filled to the correct level with 20 wt oil. This often overlooked aspect of maintenance should be done at least once a month. If the damper has adequate oil, spitting generally indicates too lean a setting. Screw the jet nuts down a few flats to richen the mixture. If this ruins your idle, it's time for....

Adjusting the beasts. First check the throttle shafts where they enter the body, if you can wiggle them sideways appreciably they must be replaced before you can hope to adjust the carbs. If they are quite firm, take your trusty Uni-syn, loosen the clamp that connects the two shafts, balance the idle speed of both carbs, then tighten the clamp. Make sure there are no leads where the carb bolts to the manifold, or between the manifold and the head. Next, check the mixture by lifting the piston (with a small screwdriver-your finger will block the airflow) about an eighth of an inch. If the mixture is correct the engine should speed up then falter. If it stalls, the mixture is too lean; if the revs go up and stay there it is too rich. Adjust by turning the jet nut up (to weaken) or down (to richen). Set both carbs to optimum position, then re-check the balance and idle speed with your Uni-syn. With the motor off, you should also check that both pistons will rise all the way without sticking. Unscrew the dampers before you check this action. If they don't, remove the dashpot and clean the insides carefully, also the perimeter of the piston. Don't use anything abrasive! Also be careful not to bend the needle. If the piston does not fall with a solid "click", your jet probably needs centering (the book covers that procedure). Remember to refill the piston with oil and tighten the damper after this exercise.

A final word of advise. The problem with your carburetors is often your Lucas distributor! In other words, before messing around with any of the foregoing adjustments, make sure your plugs and points are clean and gapped properly, your cap and rotor are in good condition, your wires are not corroded at the ends and your timing is correct. It doesn't hurt to adjust the valves either, as wrong valve clearances will never allow you to get the carbs set properly.

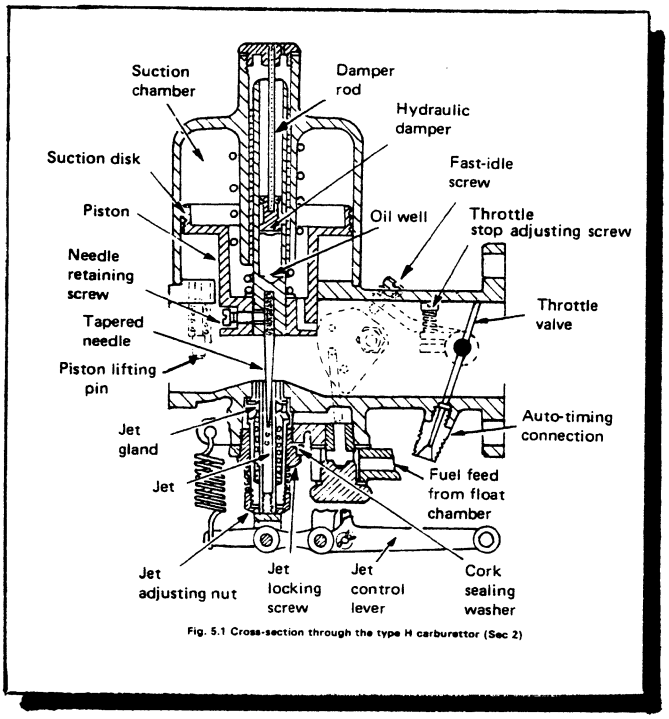
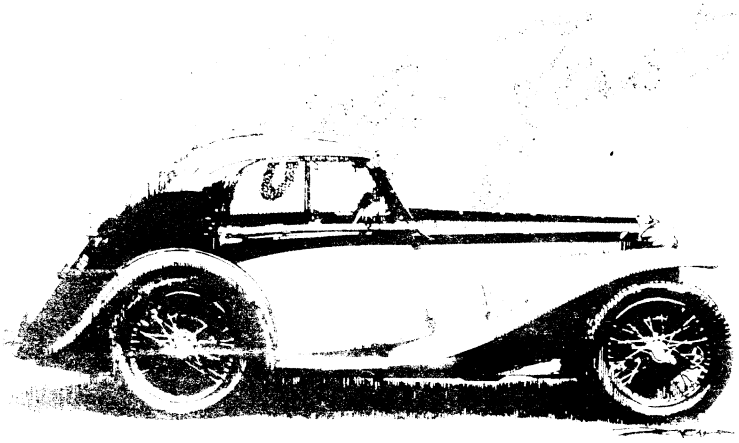


Fig. 5.1 Cross-section through the type H carburettor (Sec 2)



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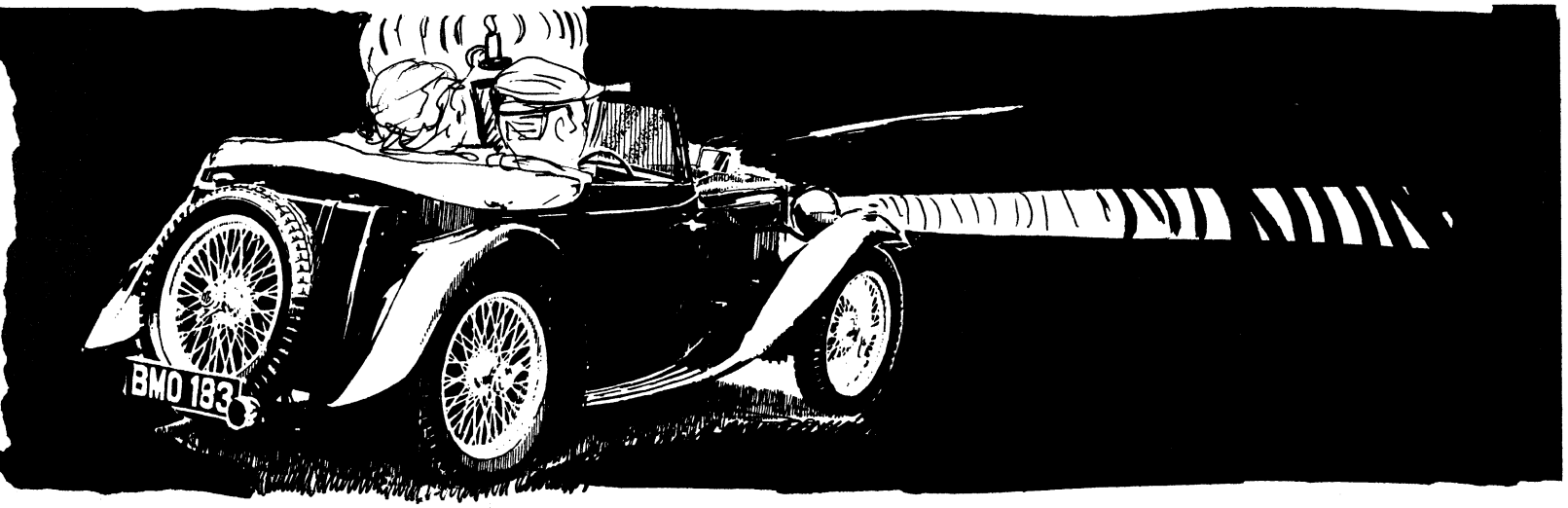
Quickly Into The Darkness- It's Time For The Lucas Night Rally



TIME: Saturday September 18th
8:30 PM

PLACE: La Trattoria Restaurant
13736 Michigan Ave, just west of Schaefer Rd.
Yes, it's the same place we have our monthly meetings.

BRING: * A working flashlight
*** Notepad or clipboard**
*** Pen or pencil**

EXPERIENCE: The pleasure of a top -down evening drive. The smell of burning electrical devices. The excitement of suddenly having no headlights at 50 MPH. The frustration of hunting for clues in the darkness. The relief when everything actually works as planned.

Two Brilliant New Ones from LUCAS
Sealed Beam Fog and Long Range Driving Lamps

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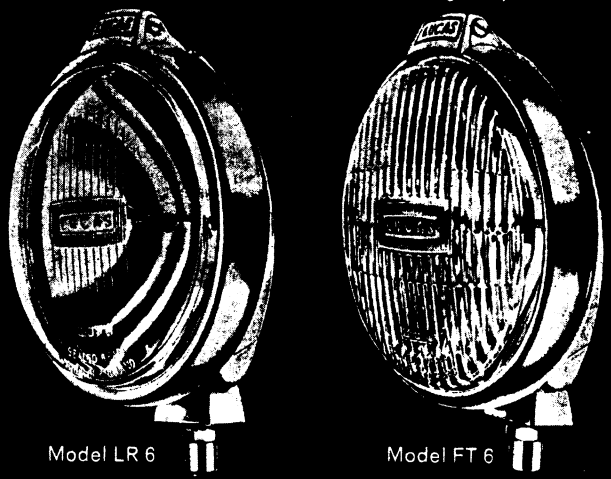

Model LR 6 Model FT 6

These two superb new accessory lamps from England are available singly or as a matched pair. The 90,000 candle power "Projector" throws a pencil beam for a tremendous distance. The block-pattern lens of the Lucas "Pathfinder" fog lamp produces a wide, flat top beam with a "hot spot" at the top edge to increase penetration under all conditions. Both are slim-styled, chrome plated and weather and vibration proof. Simple to mount either upright or pendant. 6 or 12 volt.

Send for new Lucas accessory catalog. It's free!

Note: These lamps may be considered to be too powerful for use in some states.

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LUCAS

11th Annual Battle of the Brits September 12th

Join the Detroit Triumph Sportscar Club and the Metro Triumph Riders Motorcycle Club for an all British car and bike show. View some of England's best two and four wheeled transportation at a great location- Freedom Hill Park (see map). Vendors will have food for sale on the grounds, or bring a picnic lunch. There is even a playground for the kids.

Participants can roam the swap meet or take part in the "Field Fun Games". Bike owners can vote for their favorite motorcycle in each class, while car owners can compare different year and makes of British built automobiles in a **non-competitive** type show.

Registration: 9AM-12:30PM
Open to public: 10AM-5PM
Field Fun Game: 1:30PM
Door Prize Presentation: 3:30PM

English Day at the Races September 26th

Sunday September 26th is English Day at the races at the Waterford Hills Racetrack and a caravan is planned from the Drury Inn (Hershel's Deli) to the track.

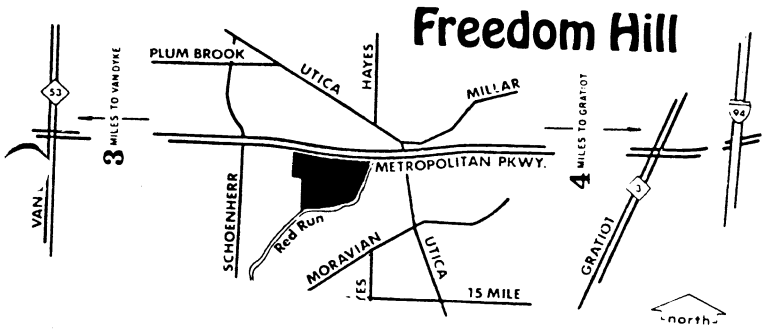
Meet in the parking lot of the Drury Inn at 10 AM. The inn is located on the Southeast corner of Big Beaver Rd and I-75.

A special dash plaque will be given to the first 50 cars that assemble in the parking lot for the caravan. There is no charge for the plaque or caravan, all you need is a British car.

The special price admission for British cars is $5.00 for car and two people. This also includes the Touring Session where you can drive around the track. Before touring the track you must sign a liability waiver and get a Touring Session sticker.

Normal track admission is $5.00 per person and another $5.00 for the touring session.

Questions? Call Chuck Linn at (313) 652-9099 after 6PM.



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$ 15.00 PER CAR (After September 1, 1993)

Registration includes a Commemorative Coffee Mug, Dash Plaque, and Door Prize Ticket.
Vendors are encouraged to participate and will only be charged the participants registration fee per vehicle.
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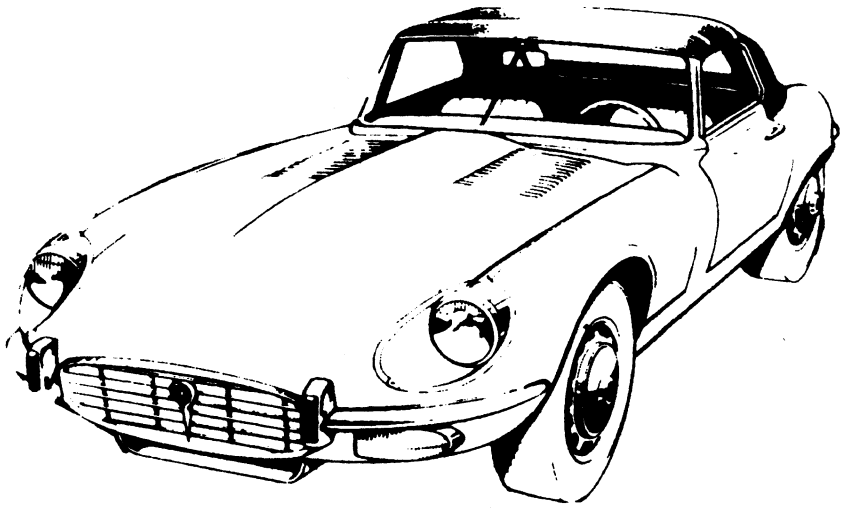


PLEASE CONTACT TOM SHIPLEY IF INTERESTED AT T & W AUTO BODY, INC. BETWEEN 8:00 TO 5:00 MONDAY TO FRIDAY

313-334-3119

Calendar of Events

Items in **Bold type** are WDMGC events. If you want to know more about any of these events call Ed Fleming at (313) 349-3799.

SEPTEMBER

Sept 4 Day Trip to Auburn Indiana
Sept 8 Monthly Meeting- Windsor
Sept 12 Battle of the Brits
Sept 18 Lucas Night Rally (Saturday Night)
Sept 26 English Day at the Races-Waterford Hills

OCTOBER

Oct 3 Auto Jumbo, International Center, Toronto
Oct 10 Club & British Council Colour Tour
Oct 13 Monthly Meeting-Dearborn

NOVEMBER

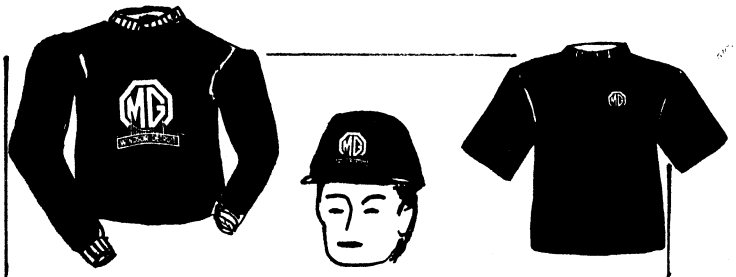
Nov 10 Monthly Meeting-Windsor
Nov 20 Hibernation Party-Canadian Side

DECEMBER

Dec 8 Monthly Meeting-Dearborn

1994

Feb ?? Club Luau at Lucente's?
June 23-26 NAMGBR Convention, Washington D.C.
July?? Club Picnic at Shipley"s?
Aug 19-21 University Motors Summer Party-Grand Rapids



Windsor-Detroit Club Regalia

Item:	U.S.	Canada
T-Shirts	$10.00	$12.00
Baseball Caps	$5.00	$6.00
Sweatshirts	$15.00	$18.00
MG Christmas Ornaments	$5.00	$6.00
Magnetic "Please Don't Touch" Signs	$9.00pr.	$11.00pr.
Hat Pins	$3.00	$3.50

Check with your Regalia Chairman for the latest goodies and prices. Canada: Roli Sylvestre (519) 969-2739 or U.S.: Jay Kollin (313) 455-6949. And watch this space for information on our new embroidered jackets and shirts.

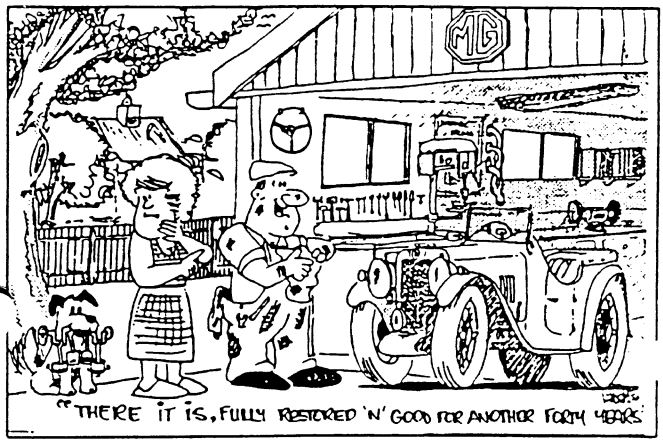
Video Library

The following videos are available to club members. You can rent these videos for **one month** for $5.00. Contact **Greg Newton** at (313) 562-2377.

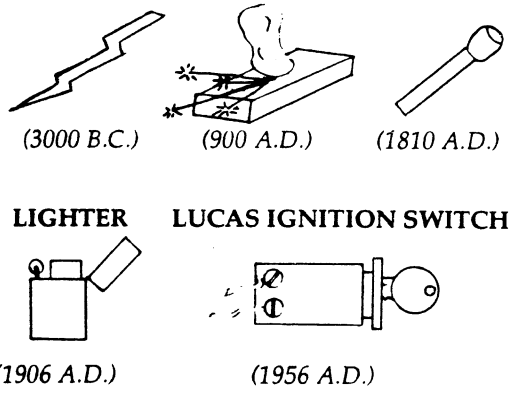
Behind the Wheel with Jackie Stewart
SU Carb Rebuild and Tune
MG Engine Rebuild
Battle of the "B"s (MGB Racing)
MGB Experience
Rendezvous (A ride though Paris at 125MPH)
Gran Turismo Jaguar with Paul Newman
Jaguars at Le Manns
Drive to Win with Mario Andretti
La Carrera Pan America with Pink Floyd
The Italian Job (Michael Caine uses Minis in bank robbery)
Mig Welding
Winning (Paul Newman drives Indy cars)
Plus more videos being added each month

Heard any good *Lucas* jokes lately?

You've probably heard this one:
* Why do the British drink warm beer? Because they have *Lucas* refrigerators!
But have you heard the rest of it?
* That's OK because they also have *Lucas* furnaces and room tempurature is only 40 degrees (4 degrees Canadian).
* The first anti-theft device was *Lucas* electronics.
* *Joseph Lucas'* last words were "Don't drive after dark!"
* The *Lucas* light switch's three positions are: Off, Dim and Flicker.
* Do you know why it took so long to discover the fire at Windsor Castle last year? The Queen bought *Lucas* smoke detectors!
* *Joseph Lucas*: inventor of the intermintent windshield wiper.



SOURCES OF FIRE THROUGH THE AGES



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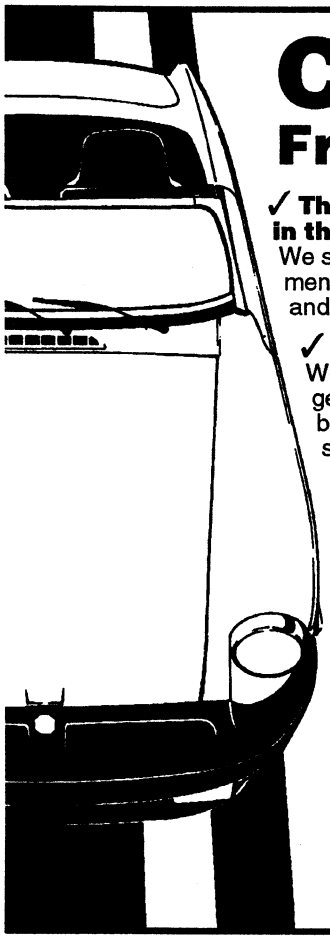

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