

The English Motoring Club
4305 Woodside,
Vicksburg, MS 39180

Off-Side Undo

English Motoring Club

Volume 9407

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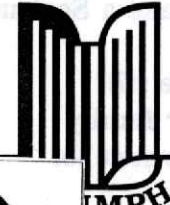
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The English Motoring Club
4305 Woodside
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SALES AND SERVICE



MORGAN MOTOR CAR COMPANY LTD



Celebrating the British Lifestyle

Special Summer, and Spring Edition

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--- NOTES ON THE MARCH BUSINESS MEETING ---
 The more or less annual business meeting that took place following the Tops Down Ceremony, resulted in everything remaining pretty much the same. The provisional Government will remain in until ousted.

Provisional Government

John Simmers, Chief
 Alex Wade, Chancellor of the Exchequer
 Steve Collins, Tech Chairperson
 Keith Anderson, Membership Chairperson
 Harvey and Joan Lane Social Chairpersons

MEMBERSHIP

Again The English Motoring Club invites you to enjoy all the rights and priviledges of organized British motoring at a price that would make a Scotsman smile

Dues are still
 \$15.00 per family
 and may be sent to:

ALEX WADE
 63 WILLOWBROOK LANE
 BRANDON MS 39042-2149

Written contributions are always welcome and may be mailed to the Off Side Undo address Submissions on a 3.5 in floppy in WP or ASCI Text are helpful

NEWS

CAR SHOWS

- New Orleans: There was a creditable turnout of EMC members for a great show at LaFranier Park. All EMC members bringing cars took home trophies.
- Pensacola: Your Chief attended this nice show at Pensacola Beach. This club is working hard to establish a good show.
- North American MGB Register, Washington DC: Your Chief attended along with our friends, the Masons, from Fairhope. The NAMGBR show was followed by the British Car Day at Bowie, MD. This was a super collection of all kinds of British cars tastefully arranged in wooded lanes surrounding a lake.
- The EMC will again provide personnel and expertise to conduct the Funkhana on Friday afternoon of the Memphis Show. Providing facilities are available.

BUGEYES INVADE VICKSBURG
 As Kent and Becky Turner's Sprite nears completion, Ray Zagorski has acquired one and has another on the way.

NEW AND POTENTIALLY NEW MEMBERS
 Since the Tops Down Party we have some new and potentially new members that you may have not met. John and Leigh Curtis (MGB), Jeff Burnett (MGB), Ray Zagorski (Sprites and TR6), Richard Price (MGB) and Kent and Becky Turner (Sprite) Barry Cooper and Jones Reeves. If anyone was left out the Editor apologises.

MEMBERSHIP AND DUES

- We are still in need of additional members.

HIGHLAND GAMES AND BRITISH CAR DAY

- We have spent very little money this year in order to catch up from the dreadful costs of last year. Trophy cost will be much lower this year, so we can afford to stock the Hospitality Suite better and perhaps even afford to pay for it this time. Again we will need everyone to participate if the show is to be successful.

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From The Editor

The Waterways Experiment Station Information Bulletin has been printing a column from the Royal Engineers liaison officer to the WES. This appeared in the issue of 16 March 94 (hence the references to "cold") and may be of general interest.

From the Brit . . .

It's been a bit cold lately, got me a bit misty-eyed for the old country. Reminds me of that old Navy saying, "Cold enough to freeze the balls . . ." But before I go any further, you must realize that I would not write anything lewd or lascivious for this Bulletin - trust me!

In the days of wooden ships when Britannia really did rule the waves and admirals (not skaters) were national heroes, the cannon balls were piled up next to the cannons on brass rings called "monkeys." This stopped them from rolling around the decks and ruining our toenails. When it was really cold, the brass monkeys contracted more than the iron cannon balls, and hence, the balls could fall off. Hence the expression, "Cold enough to freeze the balls off a brass monkey."

--- Maj MacKenzie

PA

Pentagon Is Said to Propose Barring Lucas Industries From Future Contracts

By ANDY PASZTOR

Staff Reporter of THE WALL STREET JOURNAL

The Pentagon has proposed barring Lucas Industries PLC from future contracts, citing investigators' claims that substandard aircraft parts from the British company pose serious safety hazards for military pilots, industry and federal officials said.

The expanding criminal investigation focuses on suspected false testing and chronic quality-control problems afflicting Lucas's aerospace operations in the U.S.

The Navy, which stopped accepting certain Lucas parts for its jets last summer and issued fleetwide notices highlighting potential safety problems, has told criminal investigators that 167 emergency landings of F/A-18 jets in the past year and a half are attributable to Lucas-supplied equipment.

A federal grand jury in Los Angeles is expected to begin hearing testimony about the matter shortly. While the existence of the investigation had been reported previously, the scope and details weren't disclosed before.

'Factors in Loss of Aircraft'

The failures "have caused engine fires, aborted missions and were factors in the loss of aircraft," according to a confidential report sent last month by the Pentagon inspector general's office to each of the armed services.

In addition, Justice Department and Pentagon investigators were concerned enough to alert the Federal Aviation Administration about suspected falsified test data, alleged unauthorized repairs, and other problems they discovered in three searches since last summer at Lucas plants in California and Utah. The referral letter to the FAA's Western regional office in Los Angeles, according to one person familiar with it, noted the widespread nature of the alleged improprieties and pointed to the use of suspected defective parts in gearboxes built for a number of military and commercial engines.

The same Lucas plants producing gearboxes for the F/A-18, the Navy's main fighter plane, also make them for the F-16 that is the backbone of Air Force fighter arsenal, and for B-2 Stealth bombers and F-117 Stealth fighters. Lucas also recently won a contract to provide similar parts for use on McDonnell Douglas Corp.'s MD-90 jetliners.

Lucas's chairman, Sir Anthony Gill, met with top Navy legal officials yesterday to try to stave off administrative action. In Reston, Va., a Lucas spokesman con-

firmed the Navy's move to cut off all new military business, but he maintained that Lucas has "no knowledge of a link in the investigation between our products and the problems of the F-18s."

Bernard Carey, the spokesman, also said that company officials "have done their best to take remedial action to make the product right," including a "completely new management team" at one plant, stepped-up internal compliance reviews and hiring outside consultants to conduct independent quality-control audits at all U.S. facilities. "We've obviously also had to keep our civil customers informed" about the inquiry, the spokesman said.

Investigating U.S. Unit

A decision by the Navy could take months. But in the meantime, criminal investigators will dig more deeply into the operations of Lucas Western Inc., based in City of Industry, Calif.

The Lucas unit's Utah and California plants produce primarily military parts, including the gearboxes, which are used to convert engine power to run essential safety-related equipment on jet planes. On the F/A-18, for example, Lucas-built gearboxes provide power to generators, fuel pumps and parts of the hydraulic system. Lucas is the sole source of the parts for the planes, and Navy officials are concerned that a prolonged investigation or suspension of deliveries could force them to idle many planes on aircraft-carrier decks.

Australia, Canada and other countries also purchased some of the roughly 3,000 of the so-called airframe-mounted accessory drives for F/A-18s made over the years.

A Navy spokesman didn't have any immediate comment. The Los Angeles U.S. attorney's office and the Defense Criminal Investigative Service, which is participating in the investigation, also declined to comment.

The criminal inquiry comes on the heels of a \$12 million guilty plea by another Lucas unit that admitted to falsifying tests of missile launchers sold to the Air Force and radios sold to the Army. As part of that plea agreement, Lucas agreed to hire a court-mandated monitor with broad power to review past and present compliance efforts and ethical lapses.

With 17 U.S. facilities currently doing about \$200 million of business annually with the Pentagon, Lucas has relied on acquisitions to increase its defense market share in this country. All of the units implicated in irregularities were purchased in the late 1980s. World-wide, 25% of the company's \$4-billion-plus in annual sales come from aerospace operations.

Pentagon Report

According to the Pentagon investigators' report, company officials "removed rejection tags from defective components" and then "falsely marked quality-assurance logs" that the same parts were acceptable. Lucas also "may have conducted unauthorized repairs" without informing the government, the report indicates.

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Coming Events

July 30
Antique Vehicle Club of MS
Anything Goes Show at the Reservoir
Call George Tribble (601)372-1661 for information

August 3-4
Vintage Triumph Register National Convention
Ashville, NC
Call Cheri Palmer (919)639-4970 for information

October 1
British Car Day - Mobile
Battleship Park
call Ben Caddell (205)661-9388 or
Matt Barre (205)639-6016 for information

October 14-16
Memphis British Car Fest
Wilson World Hotel
Call Hiram Shepard(901)395-3631 for information
Flyers should be mailed shortly

November 4-5
British Car Day and Highland Games of Mississippi
See Flyer

December
to be announced
EMC Christmas Party
Details to follow

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Whitworth Spanner's Shadetree Garage

Today old Whitworth wants to speak to you about your splined hubs. I know that you keep them well greased because I can see the grease on your spokes, but even so, the splines in the wheel center and on the hub will wear. I am informed by reliable sources that, in general; 1) the left front and the right rear wear quickest, and 2) replacement of either wheel or hub (but not both sets of worn parts) will lead to premature wear. Therefore, as these are pricy parts, replace wheel and hub as a set and get the longest wear for your money

Whitworth Spanner will be happy to address your technical questions or locate someone who can.



For Sale or Trade

Dear Sirs:

I need to clean out my garage, so will you spread the following among your club members or place in your news letter?

1975 & 1976 TR6 parts, including engine, transmission, rear end, prop shaft, gauges, rear hubs (all 63 to 75K miles), some body parts, wheels, suspension and more. Send a list of your needs to Sam Coleman, 2319 McKinley Ave, Montgomery, AL 36107. My Prices are cheap!!!

*SUMMER (lie back, relax, and think of England)
PICNIC*

*Pat Cashman will have Coloured Photographs of his
recent trip to the Mother Country*

*SUNDAY JULY 24
at
Rocky Springs on the Natchez Trace*

*Jackson Area Members Meet at Sears Parking Lot
at the Metro Center at
1:30 to Convoy down the Trace to the Picnic*

*Vicksburg Members Meet at Battlefield Mall at 1:30
to Convoy out Fisher Ferry to the Trace and the
Picnic*

***BRING YOUR OWN PICNIC AND
DRINKS***

*Information, Questions,
Call John Simmers at 638-0968*