

SKINNED KNUCKLES

INDEX - VOLUME 5 - 8

In the following four-year index, covering Volumes 5 through 8 of *Skinned Knuckles*, each subject listing is followed by three numbers (for a single listing) or a series of three numbers (for multiple listings). In every case the first number is a Roman numeral, which designates volume number; the second number indicates issue number in that volume; the third is page number. Example: BRAZING, SILVER, V-4-8. The subject or topic is Silver Brazing, and information on this subject can be found in volume number 5, issue 4, on page 8. Subjects listed include major topics covered in various columns such as "Restoration Forum," "Shop Ideas," etc., in addition to feature articles. The index for Volumes 1 through 4 appeared in the July 1980 (Vol. 4 No. 12) issue.

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"FOREIGN AFFAIRS"

Continued from page 30

car in the context of their time and always remember to compare them with their contemporaries. If you do, all these comments become so much hot air. Not so fast! Show me any American car of the period that would do 120 mph off the showroom floor. There were none, and there were damned few European cars that would either. Brakes? I agree XK 120 brakes would fade when racing the cars, but they were fine on the streets. Of course, all 40's and 50's vintage cars had lousy brakes by today's standards. That's a simple fact of life. Even my wonderful '48 Buick wouldn't stop worth a damn. Steering? Don't make me laugh. XK 120s steered like a dream when compared to any Yank sled of the period, but you'd be surprised to know how many car nuts have never driven one of these. At least a few of us must be getting old. The last

criticism is a bit harder to argue with. British electricals have been catching hell as long as I can remember. After all, we all know why "Limeys" drink warm beer, don't we? Lucas refrigerators, right? It's really not all that simple though. Over the years I've owned about fifty different old cars. Roughly 25 percent were "crumpet burners." All of them had a number of electrical components made by Lucas, "The Prince of Darkness." But, believe it or not, the British cars were no more of a problem (or less for that matter) than any other old car. In other words, Lucas electricals proved themselves remarkably troublefree. Of course, when a problem did arise, it generally drove me up the wall. Electrical problems always have and probably always will. Perhaps my electrical skills need a bit of improving and updating, but that's another story. So are the other XK's, the 120 derivatives, the 140's and 150's. We'll look at them next month.