

Spokes

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Bill & Linda's Bugeye

The Marquee of Friendship

MG CAR CLUB WESTERN NEW YORK CENTRE

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The SPOKES is published and distributed monthly by the MG Car Club Western New York Centre, as a benefit to its members. Please see the inside of the back cover for a membership form. Current and past issues of SPOKES are also available in Adobe PDF format on the web site.

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DEADLINE: One week after a general meeting. Contact the editor for additional information. Send all correspondence and material via e-mail to Spokes@mgcarclub.com. Alternatively, mail to Allen Hess, 17 Sandpiper Lane, Pittsford, NY 14534 or deliver by hand at a meeting.

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MEETINGS

Meetings are held the third Thursday of each month, except December, at the Burgundy Basin Inn, 1361 Marsh Road, Pittsford, NY 14534. Board meetings are held the first Thursday of every odd numbered month and are open to members. Contact the chairman for the location of the next board meeting and to request your item on the agenda.

ADVERTISING RATES as of January 1, 2009

Copy ready business advertising:

Size		Single Issue	One Year
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Quarter Page	3.6 x 4.8	\$16.00	\$65.00
Eighth Page	3.6 x 2.3	\$11.00	\$44.00

Contents

Cover: Bill and Linda Bethune in their 1959 Austin Healey Sprite, Fall Tour 2008

—photo by Elaine Hess

Chairman's Corner	4
The Herald.	4
Vintage Weekend Rooms	4
Activities.	5
Apple Blossom Tour and Rallye.	5
Minutes of the Meeting	6
Attendance	7
Tune Up Clinic	8
Carlisle Import Show.	8
Basket Auction	9
MG Miles (No Smiles) But A Few Tears	10
Swing Into Spring.	13
Sports Cars Are Magnetic	14
Multi-Club Picnic.	16
Rebirth of a Morgan Part 2	17
Road Trip! Northeast Classic Car Museum	19
Classifieds	23
Bury Me in an Old MOWOG Parts Box	25
Sunshine Page.	26
Regalia and Membership Form	27
Calendar of Events	Back cover

BRUDNO AWARD LIFE MEMBERS

Desi Benet ~ George Haynes ~ Alex Kopen* ~ Joe Tierno ~ George & Nancy Herschell
Gil & Betty Langswager ~ Richard & Bethel Powers ~ Dave & Barb Wild ~ Steve Fitch* ~ Jim Priestley
Wendy Dakin ~ Dave Chase ~ Wally Roworth ~ Doug & Laurie Scribner

*Members Emeritus



Add Your Name to the MGCC Endowed Scholarship Plaque

An engraved nameplate is added to the plaque in recognition of donations of \$30.00 or more (engraving fee \$5.00). This plaque, created by Paul Heaney, is installed in the Monroe Community College Automotive Technology Department. Nameplates can be purchased in the name of the donor, for a friend, or as a memorial. There is no requirement that donors of those honored through donations be members of the MG Car Club. If you wish to purchase a nameplate, send a check payable to MG Car Club to:

Susan Kath
1039 Mosley Road
Fairport, NY 14450

Please indicate exactly how the name should appear on the plaque.

Chairman's Corner

Dan Suter

VERY LITTLE NEWS TO REPORT THIS MONTH. My MGA has not yet joined the crew of little British cars on the road as I have had a leak develop in my 2008 rebuilt brake master cylinder over the winter (despite pushing pedals once per month), so I am in the process of sending it out for resleeving and rebuild. On a more positive note, the TD happily fired up from its winter storage spot and now has perhaps 100 miles on it to start the 2009 season.

I am sure there are ample reminders elsewhere in Spokes, but I would like to say what a great Rallye Dave Asmuth, Mike and Sue Harrison, and Bob Barker have prepared for May 17. It makes for a great drive ending for an enjoyable lunch at Connelly's Cove in the Sodus area.

George Heissenberger reports a number of new volunteers to help with the Sports Car and Vintage Auto Festival. If you are not already planning on helping this effort, please do so.

As we are approaching mid-2009, it is definitely time to start considering roles and jobs for 2010. If you would like to join the board or take on a new role, please feel free to contact any current board member and let them know! This club has a wonderful tradition of members supporting members as the baton is passed.

Have a great month!

—Dan



June 2nd, the Tuesday before the car show, the Victor Lions club is holding their annual "Chicken Sacrifice" dinner 7PM at Mickey Finns Victor, (downstairs). We usually try to get a good turnout from our club for this event to support the Lions. (and the sacrifice helps to ward off evil weather) If club members are interested to attend please let me know so I can give the Lions a head count.

—George Heissenberger

The Herald

Allen Hess

I really enjoyed Bill Bethune's story about his Bugeye Sprite—I had no idea about the history of the car. It's one which I think many of us share, at parts of it. He and Linda bought it when they were young and loved it. "Life intervenes" and the car needs TLC, but he has hope and drags it around from one home to the next. The cover makes obvious that hope and perseverance is rewarded. Below are two photos that I couldn't squeeze into the article.

—TRIUMPH



Top: Bill and Linda Bethune's "new" Bugeye, Alameda, Calif. 1965
Above: Engine re-installed, Labor Day 2008

A FEW ROOMS LEFT FOR VINTAGE WEEKEND

Space is still available at Seneca Lodge for the Vintage Grand Prix Weekend Sept. 11-13th. Two separate bedrooms are available in the Log Cabin (party house), you would share the Log Cabin with other members.

If interested call me at 585-229-2230 or e-mail: deblaere@frontiernet.net.



Activities

Mike and Sue Harrison

MANY THANKS TO THE GENEROUS MEMBERS WHO donated baskets to our Auction and to those who purchased tickets to generate \$500 for the MCC Scholarship. This is the best we have done so far and we hope this trend will continue.

About 40 members gathered at The Old Toad on April 19 for our annual Swing Into Spring event. Thanks to Dick Powers and Laurie Scribner for handling the details for this get together.

The first event for May is the Spring Tune-up Clinic at MCC on Saturday, MAY 9. This is always a great opportunity to work on your own car, help with another member's project or just come for coffee and donuts and watch.

Final date for reservations for the Asmuth Apple Blossom Rallye/Tour is MAY 10. This year you can participate in the competitive rallye on May 17 or just drive the the course. We will finish at Connelly's Cove on the

East side of Sodus Bay about 1 PM for lunch. See details elsewhere in this issue.

The first AUTOCROSS of the season is scheduled for MAY 31 at MCC.

The June calendar starts off with the Vintage Auto Festival on Sunday, the 7th and continues with the Multi-club picnic in Ontario, Canada on Saturday, the 13th. The Central NY MG Car Club is hosting Eurocar 2009 on June 20-21 and you may wish to register or attend this also. See more on each of these events in Spokes.

—MGB GT

**THE KING'S BEND LODGE IN PITTSFORD HAS BEEN
RESERVED FOR THE MGCC HALLOWEEN RALLYE.
YOUR CLUB NEEDS YOU TO ORGANIZE THIS EVENT—
YOU CAN'T LOSE.**

RALLYE!

Apple Blossom Rallye & Tour Sunday May 17, 2009

Rallye Masters: Dave Asmuth, Mike Harrison & Bob Barker

Start at 9:00 AM in the parking lot of shopping center
with FASTENAL SIGN on Route 104, just east of Slocum Road, Ontario.

Menu choices: A) Reuben Sandwich, B) French Dip (Beef), C) Chicken

Andre (Grilled chicken with ham & Swiss on toasted roll) or

D) Broiled or Fried Haddock on a Bun. Cost is \$10.00 per person

and includes your choice of coffee, tea or soft drink.

You will be responsible for any other beverage you may wish to order.

Reservations due to the Harrisons 315-483-0368 by May 10.

Drive your car in a Memorial Day Parade.

Lions Club invited MG members to participate in Victor's Memorial Day Parade from the high school to the village at 9:00 AM. Contact George Heissenberger (585) 742-1096

Bill Bethune invited MG members to participate in Scottsville's Memorial Day at 9:00 AM 585-889-4398

MGCC Minutes of the Meeting, April 16, 2009

Michael Goodwin

Chairman Dan Suter called the meeting to order at 7:41 PM.

The minutes of the last meeting were not accepted as published in *Spokes*. After correcting an error in reporting Cindy Jack's March announcement regarding the GRTTC UK Car Day at Genesee Valley Park Sunday (to be held August 23rd, not April 23rd; erroneously submitted to *Spokes* by the Secretary), the minutes were accepted. [Secretary's Note #1: Heck! August? April? Wild? Chase? You can't get 'em all write!]

New Members – Theresa Croce introduced herself and Robert Fraust as new members. They have a 1952 MGTD.

Activities – Mike and Sue Harrison gave the activities report. [Secretary's Note #2: What outlandish experiences they claim to have had! "Restore life to dead hare!" indeed! What are they putting in the water out there in Sodus?] Coming up are the Swing Into Spring at the Old Toad, the May 9th Spring Tune-Up Clinic at MCC (George Haynes invited all to sign up and attend), the May 17th Asmuth Apple Blossom Rallye or Tour (sign up by May 10th), the year's first Autocross at MCC (May 31st), and in June the Vintage Auto Festival, Multi-club picnic, and EuroCar (now a two-day event hosted by the Central NY MGCC – see p. 19 of the April *Spokes* issue).

The Harrisons noted that the club still needs an organizer for the Halloween event (Step up and volunteer! The pavilion is already booked.)

The Best Western Inn and Suites is advertising the availability of their accommodations for the September weekend of Vintage Racing at Watkins Glen.

Mike Goodwin talked a bit about the trip planned for August 1st to the Northeast Classic Car Museum in Norwich, NY. Gil Langswager mentioned the May trip to Carlisle, PA and asked interested folks to stay afterwards for a post-meeting Carlisle meeting. Bill Bethune invited those interested in driving their sports cars in Scottsville's Memorial Day Parade to be at the Scottsville Elementary School at 9 AM that day. Contact Bill for details.

For more detail on most of these upcoming events, please see the Harrisons' Activities column and ads elsewhere in *Spokes*.

Treasurer's Report - Susan Kath reported that the Club is solvent; accounts are in fine shape. Contact Susan for further details. At the May meeting, Chairman Dan Suter will report on the 2009 budget

Membership – Jim Priestley reported that he received four membership renewals last week, and asked that if

your address has changed recently, please let him know.

Regalia – Doug Scribner announced that at the May meeting, there will be new stuff displayed and please, "Bring all your money!" [Secretary's Note #3: Regalia display took the month off, as at this April meeting we held the annual Basket Auction.]

SPOKES – Editor *pro tem* Allen Hess thanked Gil Langswager for his recent article on the history of the Langswagers' TD. See elsewhere in this month's *Spokes* for Bill Bethune's car history article. Allen recalled an article by John Baum a year or two ago about restoration work on John's car, and suggested that it was about time for a follow-up article. [Secretary's Note #4: That Allen! He's not shy about suggesting *Spokes* content!] Allen urged us all to think about articles we might submit about our cars' histories, and reminded us that photos, articles, and ads for *Spokes* are due one week after the meeting.

Vice-Chair – Dan Goodwin had nothing new to report.

Car Show Report – George Heissenberger announced that he'd be holding a "post-meeting meeting" for the folks who will be helping direct the parking of cars on the show field. George also announced the Car Show Committee's regular meetings on the fourth Thursday of each month at the Victor Denny's' restaurant. Posters, brochures, and tickets are available following the meeting tonight. George reported that we have four sponsors for the event so far, and have already received 12 on-line registrations. He is satisfied with how things are coming together, and urged all interested to sign up to volunteer in any capacity.

England – George Herschell had nothing to report.

Librarian – Al Costich had nothing to report.

Trustee and Website Report - Leon Zak had nothing to report this month.

Old Business, Updates, Car Projects, etc. – George Haynes reported that his TR4A is "all green" again, and that he'll be bringing it home from the paint shop Saturday. Dick Powers said his Morgan is coming together, the body is primed and that it's about 100 times better than any car that ever came out of the Morgan works. He needs a working temperature gauge. Dan Suter noted that his TD is out of storage and back on the road. Mike Harrison reported that his BGT has a pulsation in the brake pedal but that he has ruled out warped rotors. Any help out there? [Secretary's Note #5: No, he doesn't think it's a dead hare coming back to life!] Bill Bethune

Meeting Attendance

April 16, 2009

Betty Langswager	Mary Murray	Georgian Abels	Bruce Austin
Gil Langswager	John Murray	Marlene Rzepkowski	Gene Dinkel
Carl Prouty	George Haynes	Ginny Fowler	Joan Heaney
Wally Roworth	Tom LeStrange	John Fowler	Paul Heaney
Susan Goodwin	Laurie Scribner	Leon Zak	Bob Welch
Cindy Jack	Doug Scribner	Chris Baum	Hollis G. Hames
Doug Jack	Don McConnell	John Baum	Scott Hill
Mike Goodwin	Dave Chase	Cheryl Baldwin	Al Fink
Barb Wild	Tim Henderson	Bill Baldwin	Dick Powers
Dave Wild	Linda Fazio	Dan Suter	Bob Tescione
Mike Harrison	Joe Fazio	Sue Keppeler	Loren DeVries
Sue Harrison	Peggi Heissenberger	Joe DeBlaere	William Brorein
Penny Schroeder	George Heissenberger	Lane Boughton	Theresa Croce
Alan Costich	Jessica Seeley	Frank Stepanik	Robert Fraust
Dan Goodwin	Sean Seeley	Allen Hess	David Engdahl
George Herschell	Carl Baxter	Elaine Hess	
Nancy Herschell	Dawn Priestley	Allyn Wagner	
David Asmuth	Jim Priestley	Arnold VanDenburgh	
Brian Fallon	Jeff Kath	Linda Bethune	
Tim Paul	Aldis Lemesis	Bill Bethune	
Sam Paul	Chuck Schaeffer	George Leopard	
Susan Kath	Becky Schaeffer	Jim Davis	
Joanna DeBlaere	Bob Abels	Ken Heusler	

mentioned that the Moss Motors website has a series of short videos on a variety of topics worth checking out.

New Business – Bob Tescione issued a plea for members to call past Car Show judges, needing several folks to each take a list of twenty or so past judges to call to see if they'll judge this year's entrants. The lists were quickly snapped up; the volunteers were applauded.

Cars and Parts For Sale – George Haynes announced that he and a friend will be marketing Collector's Choice motor oil (with all the zinc, etc. that's proper for our old cars) at better prices than Moss sells it for. He has straight 30-weight and 20W50 available.

Basket Auction – Fifteen baskets of goodies including everything from Spring gardening items to chocolates to wines to "movie night" videos (all donated by generous club members) were auctioned in this annual event. Proceeds benefit the MCC Scholarship Fund. See elsewhere in *Spokes* for photos of the winners.

Adjournment – Following a reminder from George Heissenberger about Car Show posters and tickets, the meeting was adjourned at 8:34 PM.

—MGB



Alex & Bess Kopen with their MGTD. Alex loved this car and was a faithful MGCC member. Photo taken at the 1987 Albion Strawberry Festival car show at Courthouse Square in Albion. —photo by Al Isselhard

Want to make a repair to your car, but would like some expert help close at hand?

You dream of having a lift?

You would drive across town for free coffee and donuts?

Then come to the MGCC Spring Tune-Up Clinic

Saturday, May 9th 10 AM until 4 PM

Monroe Community College Technology Center, near Friendly's on West Henrietta Road
(entrance is around behind the building)

Sign-up to work on your car or be a helper—call George Haynes at 585-872-6536

Sign up sheets at the next meeting.



Are You Looking for NOS? NLA?

Something with a little patina?

Some spare parts? Just in case . . .

Is the journey as good as getting there?



Then You Need to Go to Carlisle, Pennsylvania!

The Import and Kit Car Weekend is May 14th – 17th



As usual, several MGCC members will be operating a Flea Market space and selling our left-over British car parts (well, OK, some of them might not be British). The group will leave on Thursday, May 14th to arrive and get setup before the show begins on Friday. In addition to our own wares to sell, we encourage others to send along any parts they would like to sell, or tell us what we might bring home for you. So look around the garage or basement for something which could turn into cash. Let us know your needs.

For more information or to send parts to sell, **contact Gil Langswager (585) 385-9956 or mrgil@mgcarclub.com**

Dave Chase has a block of motel rooms reserved for the weekend, call Dave at 334-6826 by May 1st.

More information at the next MGCC meeting. ◀

MCC Endowed Scholarship Basket Auction

THANKS TO THE MEMBERS OF THE MG CAR CLUB, this year's basket auction raised \$500 for the MG Car Club Endowed Scholarship at Monroe Community College. *Special thanks to the members who donated baskets: Doug & Cindy Jack, Cheryl Baldwin, Mary Murray, Betty Langswager, Barb Wild, Carl Prouty, Allen & Elaine Hess, Gene Dinkel, Mike & Susan Goodwin, Sean & Jessica Seeley, Hollis & Doreena Hames, Dick & Marlene Rzepkowski, Tim & Sue Henderson, and Dave Chase.*



Loren DeVries



Frank Stepanik



Susan Kath



Dawn Priestley



Marlene Rzepkowski



Leon Zak



Wally Roworth



Cheryl Baldwin



Tim and Sam Paul



Dan Goodwin



Bill Baldwin



Elaine Hess



Doug Scribner



George Heissenberger

Just this past week I received word that a good friend and fellow MG enthusiast known to all of us in one way or other passed away. I was deeply saddened to hear of the passing of Jim Kreckovitch or Krek as he always signed his wonderful cartoons. Not only was he a true MG nut but one of the most creative cartoonists involving MG's that one would ever hope to meet. We've used his cartoons in Spokes under the heading of Krek's Korner. His wit was every bit as good as his ability with the pen.

Jim originally was a designer along with his wife Paula at Hallmark and did some great work with them. Somehow (but I can't imagine anyone saying no to Jim), they used one of his designs picturing he and his wife Paula in their TD for a Hallmark card.



I first met Jim in 1969 at the NE MG T Register event in Danbury Conn. He and Paula had driven their Green TD all the way from Kansas City to Connecticut (about 1100 miles) and missed out on the distance award by a few hundred miles. It was at this point I suggested to the officers of the T Register that there should be some recognition for cars traveling over 1000 miles one way to an event and the 1000 mile club was initiated. Now anyone traveling 1000 miles or more one way got a commemorative plaque stating that they were a member of the 1000 Mile Club. Jim and Paula could have collected a good number of those.

I didn't see him again until the GOF in Waterville Valley NH in 1971. He had his blue r/h drive TD freshly restored to that event and beat me getting a first in the TD class while we took a third. He also let Bob Herlin drive his TD there. Bob had brought his K-3 to the event and Krek told me as Bob was driving Krek's TD, "he's driving my car now, just wait till I ask to drive his". Great plan but sadly for Jim it didn't work out that way. That was also where we started

calling his TD the Blue Beer can and the name stuck.

However it was a beautiful restoration and one that deserved every trophy it ever won.

I didn't see him again until 1972 he we went to the event at Hudson Ohio. We had traveled about 350 miles and had a break down about a mile from the hotel. We were at the side of the road and some T series cars came by and said they would send help. The first car that arrived was Jim and we worked on our TD for some time and finally decided to tow it to the hotel. It was an ignition problem and we were not getting any spark. I finally asked Jim if he thought it could be the rotor in the distributor but he assured me that "rotors never go bad". We even tried to take his distributor cap complete with the wires and try it on my car but no luck. I found Gerry Gougen who had set up his vendors spot and bought a new distributor. Before I put it on the car I thought I'd try the new rotor to see if that could be the problem. Damned if it wasn't the rotor all along. I finally in jest made a necklace with the old rotor and told Jim he had to wear it for the weekend as he caused me to buy the most expensive rotor ever sold. That weekend by the way was where our TD won a first in the TD class. Jim was the first to come over and pour a beer in my first prize mug.

This was about the time he left Hallmark and went into the restoration business full time. He did a beautiful restoration on a TC and it was at the event at Watkins Glen in 1973. Sadly the car didn't place and Jim took it personally and stopped coming to the national meets. We still kept in touch and he did transfer his loyalty to the Florida MG T Register and attended their meets every year. We also saw him at some of the Canadian meets but never again at a T Register Meet.

His Christmas cards were always most welcome and they were always a cartoon many times with Santa and a sleigh or MG replacing the sleigh and Rudolph trying to pull that contraption.



We did see him at a couple of Canadian events and kept in touch via mail or phone calls. I asked him one time how his business was going and he told me that he had an 18 month backlog. When I said that was great, his reply was, "no it's not. It's not fun anymore".

I lost track of him for some time as we both were busy but did find out later that Paula had some health problems with cancer but still was a designer with Hallmark. Her work had now become so well known that her cards now carried the credit line "A Paula Krekovitch design".

I did get a call from Tony Roth in Florida, another of our good friends, some time later who told me that Paula had passed away and Jim had some serious health problems himself. I called him and we had a great talk and resurrected all the good times we had together at the T register events. In conversation I did find out that things were not going that well now so he gave up the restoration business. "I find now that it takes me two hours to do what I used to do in 15 minutes. My memory is also gone but the bright side, every day I meet new people." He did ask me how my MG Model collection was growing and reminded me that it was he who got me started in that collecting. I talked to him a few more times but then due to whatever I didn't hear from him for some time. Then just last week I heard that he has passed away. I'm just sorry that I didn't take the time to call him more. I will miss his humor and his friendship but I feel very lucky that I was one that he called his friend. He was one of a kind and with a sense of humor that was second to none.

I will miss his powder blue pork pie hat with the large MG patch sewn on the top ("For the benefit of low flying airplanes".) Also his running of a funkhanna with his headlights turned backwards (I wondered if that was for aerodynamics but he assured me it wasn't, but rather so "I can see where I've been". His eating the eighth "last hot dog" at a cook out late one evening in Canada. Ted knight kept putting them on the grill and Jim kept eating the "last one".

I will never forget one story that Jim told me in Hudson Ohio at the event there. This was supposed to be the "Gospel Truth" but with Jim one never knew.

There was a wedding going on the same weekend and one of the wedding guests (who apparently had more than enough to drink) was looking at Jims car and the conversation (according to Jim) went like this:

Guest: "Thash a nice car ya got there budddy

Jim: "Thanks"

Guest: "Where you from budddy?"

Jim: "Kansas City"

Guest: "Kansash City Missoooooouri ?"

Jim: "Yep".

Guest: "How'd you get it here budddy"?

Jim: "I drove it"

Guest: "Nnooooo you din't".

Jim: "Yes I did all the way.

At this point the guy looked the car all over again and then came back with:

Guest: "You coun't cause, it ain't got no buuugs on it"

Jim: "Yes I did".

Guest: "Where'd all the buugs go"?

Jim: "I washed them all off".

Guest: "Everrry one of em"?

Jim: "Yep"

About this time the guy walked away but some time later he came back looking for Jim.

Guest: " Hey buddy I foun a buuug.

Jim: "You did? Where"?

The guy walked around to the back of the car and pointed to theTD's rear mounted gas tank.

Guest: "I foun im right here. I think figured it out. They kill emselves trying to pash you".

As I said this is Jim's story and I will not vouch for the truthfulness of it but it does make a great tale.

I'd like to close this tribute to Jim with one of his cartoons done to honor a friend from Florida that had passed away.



"SO LONG JIM, SEE YA AT THAT BIG GOF"

JUST A FEW OF JIM'S CARTOONS

Dec. 2, 71



Hi George & Family.

TO EACH HIS OWN. (Right).

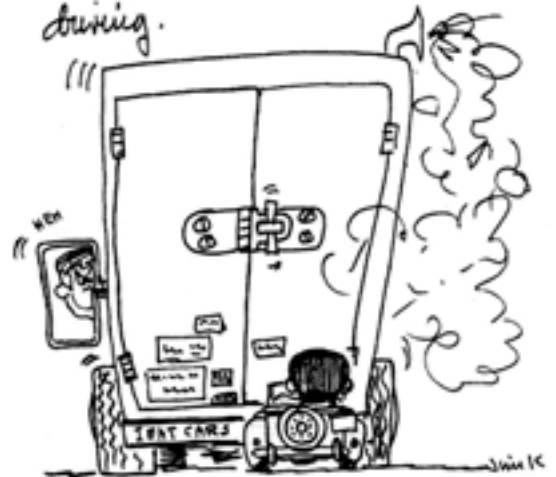


May 12-71



Hey George Baby.

Welcome to the world of Right hand driving.



You'll love it..



Break..Wind..Racing

OHIO

OHIO



This was Jim's last Hallmark card

Swing Into Spring

Richard Powers & Laurie Scribner



Sports Cars Can Be Magnetic

Bill Bethune



Bill & Linda Bethune, Easter 1967, San José, Calif.

Sports cars can be magnetic, to those of us inclined to prefer handling over horsepower. That was how I happened to convince my new wife that we needed to swap our old 1957 Chevy 210 (six cylinder Blue Flame) for a 1959 Austin Healey “Bugeye” Sprite.

Linda and I had been married for only a year in 1965 and I was serving with the U.S. Navy at the Naval Air Station in Alameda, California. One of the sailors in my company offered to sell me his sports car, before he shipped out for Vietnam. He had been having some trouble with the electrical system but was sure that it could be cured with some new wire. My fresh Navy training as an electrician allowed me to believe that finding and repairing this wiring problem was something that I could handle with ease.

The price was right, \$300.00, and so the car followed me home. Isn't that always the way they get into our garages? The car ran fairly well and the wiring issue was easily fixed by installing new splices in the wire to the rear of the car. However, the search for the problem caused me to wonder why there should be non-factory splices in the wiring harness, all occurring at the very same location, next to a welded flat bar re-enforcement

Well, it turns out the car had been hit in the rear end and since the Bugeye is an early uni-body, somebody cut the rear off and welded on a new body section. From the door opening back, the rear end of the car is newer than the front (who would have thought). The guy that sold me the car pleaded ignorance and said this must have been done before he bought the car – lesson learned.

Linda and I drove the car around California like we stole

it. We made every turn in the road around the Oakland reservoir seem like LeMans. One Sunday afternoon, taking a turn in third at some rpm close to red line, a tremendous banging started under the bonnet. It sounded like all 47 horses were trying to get out (a very unnerving interruption). Upon inspection, we found that the mechanical tachometer, at the back of the generator, had thrown off the cable to the dashboard gauge and it was whipping around causing the great racket.

One day with nothing better to do (I guess), I decided to check the compression and found one of the cylinders tested drastically low. As we still had the Chevy it made sense to rebuild the Bugeye engine before relying on it as our soul source of transportation. Most of that effort went according to the book (always buy the factory manual before starting a major project) except that while installing the piston in the #4 cylinder, I broke one of the rings. I asked Linda if she would go over to the BMC dealer in Oakland and see if she could get one. Now, I am told that men working at car dealerships are very kind to pregnant women who know what they are talking about, especially when it comes to car parts. Linda was actually able to talk them into selling her one 948 +.040 oil scraper ring.



San José, Calif.

As I mentioned, Linda was pregnant at this time and when we got the car back together we took a trip to San Jose to visit her sister. She had practiced getting in and out of the Sprite with a watermelon in her lap, but on this trip she declared it to be the last. She was right—the next morning our daughter, Lesley was born. A new baby brings on a lot of new problems for the owner of a Bugeye. What do you do with the baby seat?



Bill & granddaughter Ameila Ranck, autocross 2006

Shortly after the arrival of the new baby I mustered out of the Navy and we returned to Erie, Pennsylvania. A bugeye is just as much fun in Pennsylvania as it is in California, with a couple of exceptions, it does not have a very good heater and side curtains leak. We had to have a warmer car and so the Sprite was moth balled for many winters. During the summers, however, it got lots of attention, until the first motion shaft lost a tooth. It is a long and tedious job to rebuild a smooth case gearbox for the first time.

We purchased our first house in 1970 and shortly thereafter our second daughter, Heather was born. There is definitely not enough room in a bugeye for two adults and two kids, so when I racked up the front fender, in a road rally, the car was retired from active service. The last Penna. inspection sticker expired in April 1972 and the car sat in the garage.

We moved to Scottsville, NY in 1975 and towed the Sprite, so that it could sit in a different garage, still with broken, twisted bonnet. My kids spent many hours pretending to drive it. The car was a constant source of Birthday and Christmas presents for Dad, acquiring all of the parts required to replace hard brittle rubber bushings, brakes, universal joints, etc. Linda will never let me forget the cost of the new grill (more than we paid for the car).

Around 2001, I happened to driving by Dave Chase's house when he was working on his MGA in the driveway and I stopped to see it. We had a good talk and he gave me one of the MGCCWNY business cards that had his name stamped on it (great idea). This must have kick started my sports car interest, so I dug the bugeye out and began to reinstall all of the accumulated parts. Almost thirty years to the day, a new inspection sticker was affixed to the freshly gasketed wind screen. I joined the MG car club shortly thereafter and met Bill Glanville. Bill was a tremendous help in tuning the car and is greatly missed.

The banged up bonnet was always my biggest problem when thinking of restoration. The bonnet had been pushed into the left front wheel hard enough to rip the fender bead away. Accumulating the required replacement parts is far easier that actually installing them. Sometimes you have to admit that there are things that you cannot do for yourself.

Linda refused to ride in the car without the bonnet, even though my grandchildren liked it. We had a lot of fun running the MGCC autocross with just a light bar, to keep things legal.

After the 2008 car show I bit the bullet and decided to have the bonnet professionally repaired and to have the car painted. Linda suggested that If we are going to have the car painted, we might as well go all the way and remove the interior, the engine and everything that gets in the way of new paint. So, we started taking the car apart in June and had it into the paint shop by mid-July. Now, from experience I know that it is important to set a goal for having a project like this finished and to share it with others, so you can't back out..

By the end of August the body was painted and we towed it home to re-install the newly painted engine and gearbox. All new wiring was installed and six new fused circuits were added. Many, many late nights allowed bonding with my wife; she polished all of the chrome and the wheels. On September 19th, after purchasing a new battery, the engine sputtered to life and the turn signals actually worked. Bleed the brakes, bleed the clutch (absolutely the hardest job), check everything, we are now ready to go get the bonnet. We drove the car over to the paint shop on Thursday, September 25th and mounted the bonnet to the car (this is a multi-person job). The bonnet still did not have head lights, turn signals or any wiring. Friday, September 26th was a late, late night; the wiring to the firewall will bring the headlights to life – we will have to finish the upholstery later.

We are grateful for the MGCC's 50th anniversary gathering, it was the ideal goal. ☺



Bill & Linda, freshly restored Bugeye, 50th Anniversary Banquet 2008

I will organize a group to drive out together. We will be leaving from K-Mart on Ridge Rd. West And travel out Route 104. We will be leaving at 8: 00 AM. I will have a sign a signup sheet at May Meeting or e-mail me at irl16free@frontiernet.net —Sean Seeley 74 B-GT



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The Rebirth of a Morgan, Part 2

By Dave Asmuth, photos by Dick Powers

As I stated at the end of Part I of this article the main body components of the Morgan, fend scuttle, running boards, fire wall, trunk and spare tire panel, etc. were sent to C.A.R.S Plus, Inc. for sanding, priming and painting. New hood panels were being shipped in from California to be refurbished with the remaining body parts. The frame made a stop at Millers Sand Blasting and then was repainted before returning to George's shop where Gill started installing the rear end, springs, shocks and brake assemblies.

While all this was going forward the engine had been disassembled and was being re-sleeved at T&G Speed Shop. It was then returned to George's shop for reassembling (new pistons, bearings, rings, etc.). At the time of my last visit the engine transmission and drive shaft had been installed and temporary hook ups for fuel and water in place for the test firing that will soon take place.

Coming soon, Part III "Let's Test the Engine and Put This Car Back Together." ♦



Gil assembles rear axle



Frame going to Miller's Sandblasting



Body delivered to CARS Plus



Ron Lindemann, reskinned the doors in aluminum



Body in primer



Modification to left front fender



Frame & other parts after painting



Dave checks out the transmission



Bottom end of the Triumph engine



Top end of the Triumph engine

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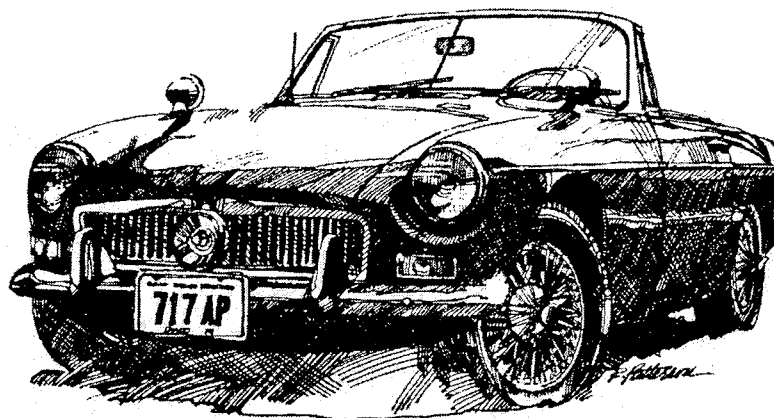


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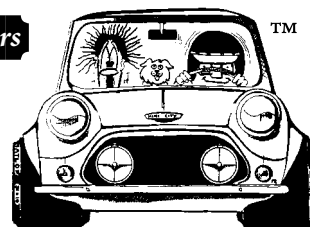
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Bury Me In An Old Mowog Parts Box

Jay Lockrow



After reading MOWOG all these years you have probably guessed by now that I'm a bit of an incurable motor head. Yes I have other interests but always in the back of my mind is the automobile and what makes it interesting. I have had people tell me that they think cars are boring and cannot for the life of them understand what I see in them. "Yes, I say" a good number of cars are boring and completely uninteresting but there are a distinct few that will always create a stir among those of us that have petrol in our veins instead of blood.

For some unknown reason I have always had a particular fascination of the brand Frazer Nash. Now most people have never even heard of this particular make less seen one. The noted author Ken Purdy once wrote a wonderful article about the Frazer Nash for Boys Life magazine and told about the fact that these cars are under a covenant, are considered national treasures and seldom let out of England. Even I, who has read as much as I could find about them, has never seen a LeMans Replica but I have seen, I believe, four examples of the pre-war TT Replica or I should clarify the chain drive model. Not all chain drive models were TT Replicas. Now before we go any farther I should clarify a few points.

The Frazer Nash was built by Captain Archie Frazer-Nash. His name has a dash between the names the car does not. This car has absolutely nothing to do with the American Kaiser Frazer or Nash automobile, these were two totally different cars built on this side of the pond. The Frazer Nash was built in England and was of very limited production. In fact at one point the company used an old laundry building for production and used much of the piping from the laundry in the production of the cars and I doubt that any two were alike.

There were several types of engines available including the Meadows, a twin cam Anzani, Blackburn and Gough. All had advantages and disadvantages.

I have never driven a Frazer Nash nor ridden in one but from what I have read the chain drive model was a real handful. The fact that the rear axle was solid and had no differential made cornering a treat. Because of this oddity the car had a natural tendency to go straight when the steering wheel is turned. The proper course of action was to induce a slide so the tail would come around which would be relatively easy on gravel but a paved street created a different scenario and a good deal more tyre wear. I have no idea how traffic is handled. The rear track of these famous sports cars was a good deal narrower than the front for this reason. One of the reasons I have always wanted to try one of these beasts.



Frazier Nash LeMans Replica

As mentioned the chain drive was a pre war car. I did read one time that one was produced post war for a customer. The post war Frazer Nash was an entirely different animal. The Aldington brothers had taken over the Falcon works at Isleworth in the mid 1920 and produced the chain drive models up to the start of the war. About this same time the brothers were more interested in importing the BMW from Germany. After the war the Frazer Nash name was introduced in a very different form. The chassis having large tubular side members leaf springs independent front suspension and normal type gearbox and the Bristol engine. The post war model had several body styles available including the famous LeMans Replica with cycle wings. These cars had a wonderful competition history with the late Ken Wharton having numerous victories. Again these cars were not made in large quantities so today these are relatively rare. Supposedly there are about ten chain drive models in the USA and a few more of the post war model. This being so I will never be able to afford either. Even so I still hope to see a LeMans replica one of these days. ◀



Frazier Nash TT replica, chain drive

The pre war Frazer Nash was of the chain drive variety. The transmission was basically a system of chains, sprockets and dogs not unlike a multi gear bicycle but on the car the chain does not swap sprockets like the bicycle but gear changes are similar. There were several different models and you could order what you wanted with various front axles available as well as bodywork and engine types.

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 (shirts, jackets, etc.) embroidered with the club logo.
 Prices shown are for members only.

50th Anniversary Sticker . . 1.50
 MGCC Mug\$5.00
 Car Badge\$25.00
 Badge Clip5.00
 Patch, embroidered2.50
 Key Fob, large leather4.00
 Pin, cloisonné.....3.00
 Dash Plaque, 40th Anniv. . . 4.00
 Sticker, front adhesive.....1.50
 Sign, magnetic (10")15.00
 Tote Bag, embroidered . . .15.00
 Bumper Sticker1.00
 Name Badges w/MG.....15.00
 Sport Cap, embroidered . . 12.00
 Vehicle Log Book.....6.00
 Fire Extinguisher15.00



*With our exclusive Left
 and Right handed mugs,
 it doesn't matter if the
 Left hand knows what the
 Right hand is doing!*

*Still Only \$5 each
 \$10 a pair.*

All items are available for purchase at our monthly
 meetings, or delivery can be arranged.
 Contact: Laurie Scribner 585-872-5133 (weekdays).

MG Car Club Western New York Centre, Inc.

Membership Application

Annual Family Membership Dues \$30.00 — All memberships expire December 31st.

Name _____ Birthday _____
 Spouse _____ Friend _____ Birthday _____
 Home Phone _____ Work Phone _____ Wedding Anniversary _____
 Address _____ City _____
 State _____ Zip+4 _____ Today's Date _____ New ☐ or Renewal ☐
 Cars owned & Year _____
 Club Interests: Racing ☐ Gymkhana ☐ Rallye ☐ Restoration ☐ Car Show ☐ Social ☐ Touring ☐ Other ☐
 Other hobbies, etc. _____
 Occupation _____ E-mail address _____
 Available for Roadside Help? No ☐ Yes ☐ Days ☐ Evenings ☐ Nights ☐ Weekends ☐

Make checks payable to MGCC of Western NY, Inc. Mail form and payment to:

Jim Priestley
 3326 County Road 40
 Bloomfield, NY 14669



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Permit #701

ADDRESS SERVICE REQUESTED



MG Car Club Western New York Centre Calendar of Events 2009

For the latest information visit our web site mgcarclub.com

January 8 Board Meeting 15 Meeting 24 Wine & Cheese, Valve Cover Races	February 15 Daytona 500 Party 19 Meeting	March 5 Board Meeting 8 Winter Steak Roast 19 Meeting	April 16 Meeting · Basket Auction 19 Swing Into Spring
May 7 Board Meeting 9 Tune-up Clinic 17 Apple Blossom Rallye 21 Meeting 31 Autocross	June 3 Stuffing Party 7 Vintage Auto Festival 13 Multi-club Picnic 18 Meeting 20–21 Eurocar, Cazenovia	July 2 Board Meeting 15 Kids Day at the Glen 16 Meeting 19 GVACS Car Show (RIT) 25 Laps & Lunch	August 1 NE Classic Car Museum 20 Meeting 23 UK Car Day, GRTTC 30 Autocross
September 3 Board Meeting 11–13 Watkins Glen 15 Meeting—Tuesday!! 18–20 Brit. Invasion, Stowe 20 British Car Day, Toronto	October 4 Autocross Fall Foliage Tour— <i>TBA</i> 15 Meeting 31 Halloween Rallye?? We Need YOU!	November 8 Yacht Club Brunch 5 Board Meeting 19 Meeting — Elections Garage Tour— <i>TBA</i>	December 12 Holiday Party No Meeting

Next Meeting
May 21st 2009 7:30 PM
Burgundy Basin Inn
1361 Marsh Road, Pittsford, New York



**I'D RATHER BE DRIVING
MY SPORTS CAR!**