



"The Breakdown"

President's Message.

As I look out of my window at the remains of a 12 inch snow storm, it gives me great pleasure to remember the wonderful summer that we enjoyed at events organized by our members in the BOA.

Our MGs are so much more enjoyable in the sun, and we picked the right days ! Those of you that attended the Picnic at Como Park, BBQ & Wine Tour in Canada, Ice Cream Run, the Evening at the Ball Park, our own Autumn Sports Classic and the Steak Roast know exactly what I am talking about. Our collective thanks go to all those who organized, arranged and made them possible, THANK YOU ALL.

We enjoyed them and look forward to doing them again.

Some events are not so dependent on the weather such as the GO-Kart evening, Pinewood Derby and we enjoyed them also thanks to the members who attended and organized the evening.

I believe we made one major step forward by moving back to MacGruder's as our Meeting Place. The size is right, I believe they want us there, now that they know who we are!

I believe the Christmas Party was a great success. Again the location was very comfortable, the food was good and the attendance was average. I personally think the evening was too long, my legs go 'solid' if I stay in one position that long. I would ask

that we review and if we agree change the rules of the gift exchange to shorten the final selection. My special thanks to Lyn and Jerry Urban for the table decorations and keeping everybody honest at the gift exchange. Also to Bill Hain for balancing the money. Congratulations to Jim Pelletterie for receiving the Herb Bradt Award, a well deserved acknowledgment for his years of service to the Club especially at the Car Show and Christmas Party as Compeer. It was nice to have Marcia and Ester present for the award. Well we made the first year, and I would close by thanking ALL my Officers, especially Lisa for her support as Vice President and for supplying the Regalia; Bill Hain as Treasurer and Joker/ Split Club organizer; Debbie for her efforts to keep Minutes and I personally know how difficult that can be; Joe Puma for keeping a tag on our Membership and Dues; Lynne Puma for what I think is a "sad" job and strangely named Sunshine and finally to Celeste Kray for getting this and more important info to you through the Breakdown.

I hope you have an enjoyable Holiday and look forward to seeing you in 2008 on January 9th.

Brian.

OFFICERS

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<i>Secretary</i>	<i>Debbie Leible</i>	625-9201
<i>Treasurer</i>	<i>Bill Hain</i>	633-5926
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BOA Minutes – November 14, 2007 Meeting

There were 24 members present. Meeting began at 8:15 with President Aldous welcoming everyone to Magruders. Secretary report given and accepted. Treasury report for September and October was given by Mr. Hain. We received a thank you letter from McDonald House for our \$500 donation. Discussion regarding finances incurred during the year for club. The chairman of events should go by previous years events for guidelines for bills incurred by the event. Dave Kray motioned acceptance of treasurer report, moved and accepted. Regalia was available for purchase. No new members for the month. December

14th will be Christmas part at Magruders flyers went out. Thanks to Kathy and Joe Gioffre.

Reminder that Multi Club Picnic in Queenston Heights Park, Ontario is set for June 14, 2008 – this is with the Rochester, Toronto, Cleveland, and Buffalo groups – mark your calendars.

New Business – Last year donations were \$250 to Hospice, and \$250 to Mercy Flight. Lisa asked to consider the Kidney foundation. TJ mad a motion to add the Kidney Foundation for \$250.00. Motion was voted upon and passed.

E-mail vote – 96% in favor to change Christmas party date - communication worked well. Everything on website is backed up with membership mailing cost of web hosting going down to \$55 per year for next year.

Closing motion made by Jerry seconded by Lisa.

Respectfully submitted,
Debbie Seible

Members Motors

After seeing another club member's car in a national car magazine I started thinking I enjoy reading stories like this. So instead of waiting months or even years for this to happen again, why don't I start writing an article in the "Breakdown" to tell a little bit about our club members cars and the story behind the paint . In the January 2008 issue of Hemmings Sports & Exotic Car magazine on page 16, Julian Leggett's 1976 MGB is featured. The article describes, and shows in color pictures, how Julian transforms his "B" from "stock" to "Sunday car show". His car is a recent purchase and has 64k miles and original paint. With Flamingo red paint, black interior and factory Rostyle wheels Julian's car looks like it could have been a model for the sales brochure back in 76. When car show time rolls around the "B" steps into the proverbial phone booth and transforms into a weekend racer look. Big circle car numbers adorn the bonnet and doors and our BOA large badge logo's go on the front wings, all held on by sheet magnets. The factory steel wheels and tires are removed and replaced with another set of Rostyles painted red to match the car. Now the finishing touch, Julian built a factory look roll bar from home store materials for \$22 to complete the "racer" appearance. The transformation is really quite dramatic. This secret identity just gave me a crazy idea. You know those times when you really want to be, let's say, a little more spirited with your driving, but you need to look reserved and cautious because your neighborhood might not like your Sterling Moss impersonation at the wheel. What if you look to Julian's idea and gave your car a second identity, then if the neighbors came knocking at the door, you could say "Yeah, I seen that guy zooming around too. His car is like mine but with different wheels and those Buffalo Octagon Association
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racing stripes, or numbers, or something...yeah, I'll let you know if I find out who that guy is". Just a thought?!? Julian's car is running 195/60/14 Kumho tires in "race" mode and reports terrific handling and zero noise, and the best part is he can return the car to stock in 30 minutes. Last September Julian drove home with 3rd place in the rubber bumper division at the BOA Autumn Sports classic, so maybe you remember seeing the red racer at the show. Nice job! I hope you have enjoyed this quick introduction to a new addition to the Breakdown. Each month I'll cover a different member's car, so if you get a letter in the post or ring on the telly from me asking if I can feature your car in Members Motors don't be shy. Every car has a unique story, so let's all hear and enjoy the uniqueness that comes with British car ownership. Oh, one last thing, I'll be finding out how to include a picture with this article so that will save me a least one thousand words, plus in time we will see that all our cars are painted the same color (grayish black). Thanks for reading.

Garrett Hoehn

JUST RAMBLING

The bruise on my jaw is just about healed from the expression on my face when my jaw hit the table. The annual Christmas, slash holiday party was full of surprises. I was really caught off guard when club president Brian Aldous named me as this year's recipient of the Herb Bradt memorial award as the enthusiast of the year. Brian had phoned me earlier in the week to ask if I would officiate the annual gift exchange but never mentioned anything about the award. Needless to say I was extremely surprised. I would like to thank everyone for this honor. As I have said before, the Buffalo Octagon Association is my baby and I could not be any happier with the strength of the organization and the members who make it that way.

Herb Bradt was a friend of mine and although he was a quiet guy he was always there to lend a hand or just get it done. In the early years of the clubs formation it was Herb and Marcia that were the brains behind the ideas that Paul Garland or I had. To receive an award attached to Herb is a great gift to me.

It has been a little rough trying to keep up with club business while trying to keep the MG's on the road. The Wednesday night class interferes with club meetings but I figure I am doing my part to keep the cars in great condition so they can be driven to club events.

I am looking forward to another great year of club events. Although I am unable to attend all of them, more on that later, I try to attend as many as possible. The Autumn Sports Classic is about to

celebrate a special anniversary this year. I can't believe I have been to every one we have held. I have talked to people who mention the car show not realizing that I'm the guy under the tent. There is a very positive feedback about the car show and the fun associated with it. Of course it takes on many able bodies to pull it off but when you hear great comments it makes all the work worth the effort.

Thought I would give you a little update in the MG world. My pal Ken Smith is about to publish another great book about our favorite cars. Ken has done immense research on the MGB limited Edition and has compiled enough information to put it book form. I have seen pre publication chapters and it's going to be a great addition to the MG enthusiasts must read list.

Those folks who know me know that I have been building a MGB V8 for the last hundred years or so. The car was lowered off the jack stands for the first time and actually sat on tires and the suspension. I pushed it over to the lift where I need to build the exhaust system and then comes the wiring and then maybe I get to hear it run, maybe.

The BOA has a brother, I have been involved in the sport of kart racing for some time now and I have started the Batavia Kart Club batavaikartclub.com. The basis of this new club is the bylaws of the BOA and the officers and meetings are run the same way. So, the BOA has a little brother I just hope it can be as great as its big brother.

We race just about every Sunday and the kids are looking forward to another season of competition. Lauren moves up to the senior class and will race James again. She can easily out drive him so this year should be interesting. Juggling kart racing and the events of the BOA are a challenge but we try our best to do it all.

TECH TALK with Jim Pelletterie

We have had a few interesting problems that I would like to share with the inner mechanic in you, both involving clutches.

The transmission in the MG TD was having a problem downshifting from fourth to third. The downshift from third to second was balky at best. Up shifts were fine.

The transmission was removed from the car and drained of all the oil. The top cover was removed so that the gears, synchronizer rings and shafts could be inspected. Upon inspection the internals did not show any extraneous wear. The gears and related parts

looked exceptional and the drained oil did not show any unusual metal particles.

It was determined to look at other components, as the transmissions visual inspection was very good. The clutch, pressure plate and clutch release bearing along with the bell housing were presented for inspection.

The clutch plate looked good but did show unusual wear at the outer most edge. The clutch release bearing was very worn and the mating surface of the pressure plate showed a very unusual wear pattern. The pattern that the release bearing made was not centered on the pressure plate.

Why was the release bearing worn so much and why was it not centered?

A visual inspection of the clutch release-bearing shaft revealed that the bushings were worn and the pivot hole on the arm was excessively elongated. With these components worn there is no way the travel of the pedal could make up the slop that was needed to make the clutch operate properly.

The clutch on your car is made up of many components that need to be in top condition. The most problem areas are the pins and clevis on all models of MG's. Check these every time the car is greased and you might make your clutch last a long time.

The MGB was towed to my shop with an inoperable clutch. Once the engine was removed small bits fell to the floor. These bits were the remains of the clutch release bearing. The bearing had a catastrophic failure. The failure was so bad that the clutch release fork was actually in contact with the pressure plate.

What caused this massive failure?

Resting the foot on the clutch pedal as the car was driven caused this failure. The clutch plate was in good condition but other components could not withstand the excessive heat. This repair cost the owner a great deal in loss of his car and money. He could have eliminated the problem by keeping his foot on the floor and off the pedal except to shift.

UPCOMING EVENTS

January

9th - BOA Meeting – MacGruders 7:30pm
15th BCC Meeting

February

13th BOA Meeting – MacGruders 7:30pm
19th BCC Meeting

March

12th BOA Meeting – MacGruders 7:30pm
18th BCC Meeting

April

9th BOA Meeting – MacGruders 7:30pm
15th BCC Meeting

May

11th Mother's Day
14th BOA Meeting – MacGruders 7:30pm
20th BCC Meeting

June

11th BOA Meeting - Picnic
14th Multi Car Club Picnic - Ontario
17th BCC Meeting

July

9th BOA Meeting – Ice Cream Run -
Debbie Leible & Celeste Kray
15th BCC Meeting

August

13th BOA Meeting – MacGruders 7:30pm
19th BCC Meeting

September

7th **AUTUMN SPORTS CLASSIC**
10th BOA Meeting – MacGruders 7:30pm
16th BCC Meeting

October

8th BOA Meeting – Nominations –
MacGruders 7:30pm
14th BCC Meeting

November

12th BOA Meeting – Voting Day
MacGruders 7:30pm
18th BCC Meeting

December

TBD – Christmas Party
16th BCC Christmas Party

Breakdown Newsletter
c/o Celeste Kray
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