



“The Breakdown” BOA

“Serving all sides of the Marque” 1983-2010

Volume 27, Issue 2

March/April 2010

Upcoming dates to Remember

- April 12th, BOA meeting at Otto's. Cecil Kimber's Birthday Party.
- April 18th, Ancaster British Car Flea Market & Car Show
- May 10th, , BOA meeting at Otto's
- May 21st, Carlisle Import Nationals
- June 6th, Rochester Vintage Auto Festival. (Victor Show)

Buffalo Octagon Association Officers

Joe Puma- President	876-6382
T.J. Bradt-Vice President	677-0102
Lisa Bradt-Treasurer	677-0102
Celeste Kray-Secretary	633-4586
John Leible-Membership	625-9201
Jerry Urban-Newsletter	937-6182
Chuck Privitera-Regalia	873-5339

President's Message April 2010

By Joe Puma

Welcome to April – I hope spring finds you well and ready for another great LBC driving season. It's time to get the car out of mothballs and go for a spin – it really helps shake off the winter blahs and clear out the semi-frozen cobwebs. Although I'm eagerly anticipating the onset of nicer weather, I'm a bit troubled by the fact that no one has stepped up to chair the Autumn Sports Classic car show this year, or plan the next installment of the spring garage tour event that we started last year. In fact, the only 2010 events chaired to date are the ice cream run and Christmas party. I could just remind everyone that this is your club, and there's no point in having a club if no one steps up to run the events, and leave it at that. But, I think there's more to it. I've been a member of the B.O.A. for 26 years, and for the majority of those years the same dozen or so people have pretty much done everything – you know who you are – thank you. Although intentions are good and efforts sin-

cere, when the same people do the same things year after year and few new concepts or ideas are introduced, stagnation results – events get boring to run and participate in, attendance dwindles, people find other things to do - and that's where I think we are today. We need fresh ideas and new ways of doing things. We need some of the dozens of newer members to step up and add their ideas and perspectives. We need to start new traditions and add interesting new twists to the old favorites. And as a club, we need to be open to change – innovation starts by willingness to see change as opportunity. Openness to change will nurture new ideas, new perspectives, new participants and new activities - and this all adds up to FUN!

Going into this season, I'd like to challenge you to throw your hat into the ring – come up with a new idea, event, , chair an existing event and take it in a new direction, start a new tradition –

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Just Ramblin'

By Jim Pelletterie

It was a dark and stormy night. I always wanted to start this way. Finally the sun is shining a bit longer and we will be getting the little cars out of their winter hiding places. Last year at this time I had nary a MG to work on but this year is different. I actually have a waiting list to get in

in the shop. By the time you read this Mr. Leggett should be driving his car and Dan Schuder should be closer to reassembling his newly re-bodied and painted roadster.

I have been doing extensive body modifications on my V8 project. Yea, I know, I'm nuts. The car was completely painted and ready to become whole again but a sudden bolt of stupidity came over me and I decided to change this and then that and before I could say "more money" I am

repainting the entire car, again. Yea, I know, I'm nuts.

The British car class at Burgard high school has been busy getting the cars prepped and rebuilt for the upcoming driving season. We have done some engine work along with the usual fare of brakes, tires and regular maintenance. As we get closer to spring the LBC's will engulf the shop then it becomes fun.

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President's Message continued;

don't be afraid to be bold. You'll have all the support you need, and the club will be better for your efforts. Remember, these don't have to be just driving events – any ideas are welcome. It's time to rediscover why being a member of a car club can be so much fun.

OK, I'm off my soapbox now. Don't forget we'll be celebrating MG foun-

der Cecil Kimber's birthday at the April 12th meeting, complete with pizza & wings and cake for dessert. On the calendar, the Ancaster Ontario British swap meet is April 18th, followed by the Carlisle PA Import and Kit Car swap meet May 21 – 23. One last note – unfortunately, I won't be able to attend the MG2010 convention in Belleville, Ontario this June and I have a res-

ervation at the host hotel – The Ramada Inn on the Bay. This hotel has been sold out for quite a while, so please contact me if you are interested in taking over the reservation.

As always, be well and drive that MG!

Joe

Safety  *Fast*

Just Ramblin' continued;

Sad news is never welcome as the MG fraternity lost two fine people. Tom Arrigo was quite the engineer and fabricator. His MGB was fitted with a V6 that Tom expertly fitted. I know he was working on a BGT for his wife with an automatic transmission. He loved to show and talk about his cars and exploits. Caroline Robinson was John Twists wife and business partner and my friend. Although I only see her occasionally she was a joy to talk too as she was passionate about MG's. May they rest in peace, as they shall be missed.

During the cold winter nights I play around on the Internet surfing the

world for interesting stuff. One site I found very interesting is britishpa-the.com if you go to the site, type in Abingdon or BMC and you will be able to view movies about the British car industry. Some of the movies are from the thirties and some well into the later fifties. I have spent hours viewing these with delight. What amazes me the most is how the great company that was BMC was able to fall apart. If you watch the movies I think you will be convinced that these folks really knew what they were doing, apparently not.

We will be celebrating Cecil Kimbers birthday at the next meeting.

Mr Kimber is remembered for his passion for making cars faster we are actually celebrating the beginning of MG. It was Cecil Kimber who worked for William Morris and his car building empire. Cecil took a production vehicle and in today's terms hot rodded it. The body was reworked and the engine and suspension was upgraded. In actually a sporting machine was created from a humble vehicle. Mr. Morris did not want to have these cars known as Morris's so the car was named after the garage where it was created. Morris Garages became MG and the rest is history. Lets celebrate Cecil's birthday and remember what he started and enjoy to this day.

February Meeting Minutes

By Celeste Kray

Meeting started at 7:44 pm, 25 members in attendance. President Puma welcomed everyone. Celeste to asked to read minutes. Jerry Urban made a motion to accept minutes as printed in club newsletter. Motion seconded and voted upon to accept minutes as printed and published in newsletter. Lisa reported that club is in black. She has sent a \$50.00 donation to the MS society in honor of John Twists

wife who recently passed away. TJ reported that Jerry Urban has put the calendar on the website – events are posted on the website. The Rochester Z Club's events, the GOF brochure and the Toronto Auto Show was all included in newsletter. The Multi Club Picnic will be held on June 12th, 10-4 pm in Queenston Heights Park. Chuck brought regalia to meeting – still need a replacement chairperson for

regalia since Chuck is moving to Florida. Suggestion was made to have a regalia page on the website – give to Jerry so that he can update. Jerry stated that he needs articles for newsletter. Restaurant articles are accepted and reprints from other newsletters or other publications are accepted he will get permission from author to reprint in

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February Meeting Minutes continued;

our newsletter because of publication rights. John said that our new member lives in Pendleton he owns a 1964 MGB (Tom Rossi), He has sent out 90 renewals and has received 25 already. Roster was sent as an attachment to all members who receive newsletter electronically – hard copies are available to those who receive newsletter via postal service. Tom Arrigo's MG's are listed in newsletter for sale – please keep him in your prayers.

Old Business

Joe says he has copy of original by-laws and full copies of addendums to by-laws – we should form a committee to review. Joe suggested that we have at least three people on the committee to review the by-laws and make suggestions. Jim Pelletterie said that he will type the by-laws and change them when changes are made. He said that we applied for a certificate of incorporation for the club and one of the things we needed were by-laws, so that we don't have to pay NYS taxes. In January 1999 – Review of operating procedures – we are not for profit organization. Jim Pelletterie volunteered to chair the committee. Joe said that there should be three other members on the committee. One of the things that could be taken out is the Board of Trustees – since we might not have any current members. The committee will recommend changes and membership will vote on. The committee will get the updates out, membership might have some suggestions. A lot of the information in our by-laws came from the Volvo and SCCA Clubs. President Puma will receive a copy of the update and represent club when presenting to general membership. It was decided that there will be no deadline for this to be completed. Dan Schroeder volunteered to be on committee, if anyone else is interested

see Jim Pelletterie after meeting. Jerry Urban made mention that we still do not have a chairperson for the ASC – we will need to have a meeting to get the flyer printed. The meeting will be at Otto's on a Wednesday after class. Carl Weber will do the pre-show registration – Larry Vito will do Advertising. A member gave a suggestion about the show flyer – regarding a couple of coupons or discounts on who pays – who gets in for free. It was decided that this should be brought up at the kick-off meeting.

New Business

Jerry we need to update contact list for NAMGAR & NAMBERGER, members in good standing in both groups so that we get the Show insurance for free. The Christmas Party at Payne's Restaurant deposit has been paid. Member made a motion to donate \$250.00 to Haiti. Chuck seconded. Motion voted on and passed. Treasurer to suggest where funds go – Lisa said Red Cross. There are some missing items – historical archive – missing volume 1 it was called the Sacred Octagon. Jerry is still accepting any old Breakdown copies he is still two short of a complete set. Would like to get the BOA Lending Library going again has lots of MG or British Car related information – if you have anything you would like to donate to the library please give to Jerry Urban. The Pinewood Derby track which is in Joe Puma's garage – possibly donate track to a scout troop since we have not used the past two years, discussion. It was built specifically for us – future generations might need track. We might want to consider investing in a valve cover race track since most of the car show are

featuring them. Jim P. motion that we keep the pinewood derby track, motion seconded, vote was carried. Jim P. reported that there are twelve students in his class. Dan is building a car from scratch. If you have any state inspection problems for your MG, call Jim Pelletterie – he is licensed and can fix the problem at the school on Wednesday nights at Burgard H.S.. It is on the first floor of the building for easy access.

MG2010 info is up on Toronto's website. Group will be setting up a caravan to get up there – we will be using back roads and toll roads to get there and back. Motion was made to adjourn meeting, seconded, motion carried. Meeting adjourned 8:30 pm

Respectfully Submitted by

Celeste Kray

Split club won by Herb Forbach

Joker – all were losers Lisa has great big smile



The only MEMBER-RUN organization for MGB, Midget and 1100/1300 owners
ANNUAL MEMBERSHIP \$30 (\$35 overseas)

- Dash plaque • Membership card
- Window decal • Six bi-monthly issues of 64-page MGB Driver magazine
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Acceleration; By Greg Privitera

- One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500..

It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels.

- Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.
 - A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.
- With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition.
 - Cylinders run on the verge of hydraulic lock at full throttle.
- At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F.
- Nitro methane burns yellow.. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
 - Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.
- Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow.
- If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.
- In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's
 - Dragsters reach over 300 miles per hour before you have completed reading this sentence.
- Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.
 - The redline is actually quite high at 9,500 rpm.
- Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.
- The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona, CA) The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron, OH).

Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06.. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 Mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

..... And that my friends, is ACCELERATION!

Tech Talk

By Jim Pelletterie

While playing and working on MG cars after a number of years, you get a sense of what is right. Believe it or not, the engineers at the design office in Abingdon were a fairly smart bunch. They designed systems that would last the life of the car and then some. I doubt they ever thought the cars they built would have a life that was ten times longer than they envisioned.

A MG TC should have been only a memory many years ago but you can see a fine example at any foreign car show. The MGBs and Midgets that we love have passed their designed life cycle and now have enjoyed a renewed life thru the owners that have painstakingly restored them. If you think about the second or sometimes third life cycle of our cars it all still comes down to the engineers original designs that are still working to this day. Your car might have been designed in the thirties but its still running strong today. Most owners don't think twice about taking a trip

in a car that was put on paper some fifty or so years ago.

This brings me to the one thing that fuels my insanity. Why do some owners try to improve a well-designed system with something of their own design? The biggest example is the wiring harness. We all know that British cars have electrical problems. In reality, most problems can be diagnosed as a ground problem or a poor connection. I have seen cut wires and added circuits that only cause more problems. The best course of action is to learn to read a wiring schematic and then repair the problem without re-engineering the wiring harness. Although our cars are passed their designed life, the systems that make up the total package still work.

Making modifications that are designed to enhance performance or comfort are a nice addition as long as the installation is correct. Taking a peek into a parts catalog will get the heart pumping with items like superchargers and sus-

pension pieces that will make your car handle better and drive faster. All of these enhancements have been engineered to work with the vehicle as it was produced so many years ago.

The screaming continues when metric fasteners are used when they have no place on your MG or any other vintage British car. There is a big misunderstanding with some owners that believe that the cars from the Island Nation are all metric and they need to run out and buy metric tools to work on their car. Never, repeat, never use metric bolts as replacements when working on your car. Metric bolts are like poison to your car. Nothing is more frustrating than having the tools laid out to do a job and then find that one bastard bolt that has no place near your car. All later MGs are standard (sae) fine thread. I would hate to be on the side of the road with a problem and then find a non-conforming bolt that you don't have a tool for. Save the metric stuff for your Toyota.

March Meeting Minutes

By Celeste Kray

Twenty-two members were in attendance when meeting began. President Puma welcomed everyone, sad news Tom Arrigo has passed away. Debbie Leible read February minutes. Motion was made to accept February minutes, seconded and carried. Lisa read the treasurer report, a \$250.00 donation was sent to help Haiti. Motion was made to accept treasurer report, seconded and carried. Vice-President TJ reported on the road trip to Toronto car show at Union Station. There were many cool cars, there was an

original TC there, there were 40 auto manufactures represented. Ancaster will be held on April 18th, Carlisle will be May 20-22. John Leible reported that we have a new member Tom Ross with a red 1964 MG, welcome. There are still 25 members who have not paid their dues for this year. We have 13 members of NAMBERGR. There is regalia for anyone interested in making a purchase.

Old Business

We still need a chairman for the

Autumn Sports Classic we will have first meeting at Ottos on Wednesday, March 17th at 9:30 pm to put together the flyer for Ancaster Show. Jim P. has retyped old 1985 by-law wording needs to be updated and some taken out. example Board of Directors, the group will go through and make decisions of corrections and updates. Membership will vote on recommended changes. Committee will send out pre-amended by-laws so everyone will

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March Meeting Minutes continued.

understand amendments made over the years. The committee's goal is to have this completed by the end of the calendar year. Of the original 55 charter members only six are left, Jim P., Paul Garland, Linda Peet, Kathy & Joe G., John & Sue Cudmore, Donald Palma. A member is someone who has paid dues, first charter members do not pay dues. Discussion ensued about officers. Lisa & TJ have a room for

Toronto 2010 and will not be able to attend, if anyone is interested in going please see them regarding their room. NAMBERGR Convention 2010 is a major event for MB's, midgets. It is in Bellville Canada approximately four hours from here. The dates of the show are Thursday, June 23 through Sunday, June 27 – the group will be leaving Wednesday, June 22nd.

New Business

We will be celebrating Cecil Kimber, MG founder, birthday on April 12th at 6:30 pm. The club will provide pizza, wings and cake. Motion was made to end meeting, seconded, carried.

Respectfully Submitted from Deb Leible's notes,

Celeste Kray



COME OUT AND JOIN YOUR 5 LOCAL MG CLUBS ONCE AGAIN...

4th ANNUAL MULTI-CLUB PICNIC

DATE: SATURDAY, JUNE 12, 2010

LOCATION: QUEENSTON HEIGHTS PARK (QUEENSTON, ONTARIO)

TIME: 10:00am-4:00pm

COST: \$5 upon arrival at the park

A fantastic warm up to MG2010 in Belleville! Featuring lots of activities including Valve Cover Racing, Funkhana, Car Display and Picnicking. This is a great opportunity to come out and enjoy a day out with the family in the scenic Niagara Region meeting new friends from all over the Great Lakes area. The 5 clubs are looking forward to seeing you once again this year!

www.mgtoronto.com www.omgtr.ca www.buffalomg.com www.mgcleveland.com www.mgcarclub.com

www.niagaraparks.com/garden-trail/queenston-heights.html



The Ethanol Issue;

By Moss Technical Services as printed in the Winter 2010 issue of British Motoring
Submitted to the Buffalo Octagon Association by Bill Hain

Gasoline containing ethanol has become the new standard for fuel, and it presents a new set of challenges and work for classic car owners. You've got to be vigilant now to ensure a good running engine and prevent damage to your cherished car.

What's the problem, you ask? Ethanol, made from corn or grain, is added to gasoline to oxygenate it, replacing the older additive, MTBE. Names for gasoline mixed with ethanol include E10, gasohol, corn fuel, alcohol fuel, and reformulated or renewable fuel.

The key problem is that ethanol absorbs water from the atmosphere. In fact, fuel with 10 percent ethanol absorbs up to 50 times more water than standard gasoline. Older gas tanks found in many classic cars vent to the atmosphere, increasing the likelihood that moisture will be absorbed into the gas tank at a rapid pace.

The end result of water in the fuel is phase separation. The fuel separates into two distinct layers: a thick layer of gasoline mixed with a little ethanol on top, and a thinner layer on the bottom consisting of water mixed with most of the ethanol. And it doesn't take much water for this to happen—phase separation occurs in a gallon of 10 percent ethanol blend with just 3.8 teaspoons of water.

Fuel Phase Separation Problems

What happens to your car and its performance when water causes fuel phase separation?

Reduced fuel longevity: A gasoline/ethanol blend absorbs water until it triggers phase separation. The blend has a 90-day product life in a closed tank, but lasts just 30 to 45 days in a vented tank often found in classic cars. With 10 percent ethanol blends, owners are supposed to replace the fuel in vented tanks about once a month by driving or draining, taking into consideration the humidity

in the atmosphere and temperatures.

Lower fuel octane: The ethanol in a gasoline blend provides some of the octane rating. When phase separation occurs, the octane rating of the remaining fuel can drop by as much as three points.

Poor engine performance: The fuel pump could easily pick up a slug of the water/ethanol slurry at the bottom of the tank, interrupting the flow of gas to the engine. This will cause the engine to miss, run rough and possibly stall altogether.

Corrosion and rust: Water in the bottom of the fuel tank and inside the fuel lines will cause corrosion and rust, and the solvent properties of the ethanol will loosen that up, along with bits of sediment and deposits. The resulting debris floating in the fuel could clog fuel filters, fuel lines and carburetor float valves.

Specific Parts Affected by Ethanol

Fuel tank: Ethanol could dislodge sediment and deposits in older gas tanks and fuel lines. Loose debris in the fuel could clog the fuel filter, or cause engine flooding if the carburetor float valve sticks.

Fuel pump: Rubber diaphragms inside the fuel pump may have problems with ethanol exposure.

Carburetor float valve: Float valve needles on early cars were brass, and these were replaced with plastic needles or brass needles with Viton (a specific type of rubber) tips. Ethanol can cause the plastic needles to swell up and stick either open or shut, which causes either massive flooding or starves the carburetor for fuel. Some owners have resorted to shaving down the plastic needle to get it to ride smoothly and seat properly. Instead, you can install an all-brass needle and seat, or a Vitontipped needle if available for your car model, which are not affected by lower levels

of ethanol.

Carburetor floats: The Zenith-Stromberg floats found specifically/only in the TR4 and 4A made of foam covered with a skin may deteriorate when exposed to ethanol. Other plastic floats, like those used by SU, may also be affected.

Hoses: Ethanol could dry out or deteriorate rubber hoses.

Seals: Ethanol could shrink, swell or deteriorate seals, depending on the material.

Gaskets: Ethanol may deteriorate the rubber in rubber/cork composite gaskets. Fiber washers and gaskets are not affected.

Aluminum and aluminum alloy parts:

Aluminum and alloys fare fine with 10 percent ethanol, but are damaged by 25 percent ethanol.

Avoiding Ethanol Problems

Run your engine on fresh fuel from a major supplier in a location with lots of traffic. Add fuel stabilizers when you put gas in your car to lengthen the life span of the fuel. Buy higher-octane gasoline to be certain your engine gets the minimum octane necessary for good performance. Keep track of the dates you buy fuel, how much you bought, and how much is in the tank when left sitting for a period of time. Keep a log book for reference. If you have a closed tank, make sure it is truly closed. Listen for a hiss of air escaping when you take the gas cap off after driving. Test your gas tank periodically to see if water is accumulating or phase separation has occurred. Treat accordingly.

If you don't have a fuel filter before the carburetor (many British cars only

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*Buffalo Octagon Association
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The Ethanol Issue continued;

have a screen), consider installing one to catch loosened rust and sediments from the gas tank before it clogs engine components. Moss offers one with a glass bowl for at-a-glance inspection, yet it features a period-correct look (Fuel Pressure Regulator/ Filter #377-435). Check your fuel filter often.

Consider adding a second fuel filter between the tank and the fuel pump to protect the fuel pump from damage from loose debris from the tank (Moss part #377-310).

Keep engine parts well lubricated to counteract the solvent effect of ethanol.

Regularly inspect all fuel system components, seals and connectors from the tank to the carburetor. Ensure there are no leaks and the system is in good shape. **BM**

Join us at Otto's for the April Meeting.
We will be celebrating Cecil Kimber's Birthday.
Pizza, wings, and birthday cake for all members in
good standing with the club.