



“The Breakdown”



“Serving all sides of the Marque” 1983-2009

Volume 26, Issue 6

November/December 2009

Upcoming dates to Remember

- December 12th, BOA Christmas Party at Paynes Restaurant.
- January 11th, 2010 Regular meeting at Otto's Restaurant
- February 8th, 2010 Regular meeting at Otto's Restaurant



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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

By Joe Puma

Greetings to all, and I hope this edition of The Breakdown finds you well and in good spirits for the upcoming holiday season. By this time, the cars are away for the winter, and if you're like me your thoughts turn to organizing your projects and work areas and planning for next year's repairs and upgrades to whatever project is currently occupying your garage. In my case, I already have a list made up for some minor upgrades and "tweaks" to the race car and a couple of relatively major repairs to the red Midget. As always, my plans are to get much of it done over the winter, but reality usually sets in the first time I attempt to go out to the garage and lay on a concrete floor under a car

when it's 20 degrees outside. Even with a couple of propane heaters going, it never seems to get warm enough down there. But, this year I'm going to try. Really.

By the time you read this, you should have received an invitation to the annual B.O.A. Holiday Party, this year being held at Pane's Restaurant in North Tonawanda. If for some reason you didn't get one in the mail, it's available for download at our web site, www.buffalomg.com, and elsewhere in this newsletter. As a special thank you for everyone's help in making this year another very successful year for the B.O.A, the club will

be picking up a bit more of the tab for the party and as a result the dinner prices are very reasonable. Please join us on December 12th at 6:00 for what promises to be another truly festive event, and if you are so inclined, bring a wrapped gift (value up to \$20) for the gift exchange, which doubles as the entertainment for the evening (those of you who have been there in the past know what I'm talking about). Please remember to RSVP with your dinner selection and number of attendees by November 27th so we can get an accurate number to the restaurant.

Continued on Page 2

Grandad back in Abingdon after driving round the world in his MG Midget. Submitted by Kathy Gioffre

A GRANDFATHER from Chinnor survived floods, earthquakes and Taliban attacks to drive a 1977 MG Midget around the world to prove a point to his neighbour.

Roy Locock, 62, arrived back at Abingdon's MG

Car Club last Thursday 16 months, 27 countries, and 39,000 miles after setting off.

His car, Bridget the Midget, which needed major work during the trip, will be retired from the road. But Mr Locock

is already planning his next big adventure.

The retired radio engineer decided to attempt the challenge when his neighbour, Alan Lines,

Continued on Page 4

November Meeting Minutes;

Meeting called to order at 7:35 pm. President Puma asked for secretary to read last months minutes.

Celeste reported that Debbie Lieble took the minutes and dropped them off at Kray's house, Celeste did such a great cleaning job one day – she cannot locate them, therefore there were no minutes from the October meeting. Lisa read current balance and expenses for club. Donation list was talked about last month and was for discussion and vote for this month. Lisa does have the joker game for meeting. Motion to accept treasurer report made by Celeste seconded by Myron. Vice-President for activities TJ stated that the Christmas Party will be on December 12th. Membership John Leible – we have new member tonight Joe McConnelly – purchased Jeff Jordan's 1976 MGB. Regalia – Chuck reported no regalia news, announced that the first of the year he will be resigning – he's moving to Florida.

Old Business: Xmas party – Everyone should have received the flyer and Lynn would like everyone who is planning on attending to let her know by November 27th so she can let restaurant know count. Charities: President said that we should decide which two charities part of our proceeds from the Autumn Sports Classic should go to tonight. Charities mentioned were Kidney Foundatin, Hospice, Salvation Army, Mercy Flight are a few we have donated to in the past. What percentage of the car show proceeds should we donate \$250 per charity? Motion was made to donate \$250 to two charities was made by Brian Aldous, seconded by Herb Forbach, membership voted upon and agreed \$250 to two charities. Motion was made to donate \$250 each to Hospice and Mercy Flight, by Bill Hain, seconded by Herb Forbach, membership voted upon and agreed.

New Business: Jerry Urban said that he would like to get the November 2009 newsletter out the last

week of November/first week in December. Just a reminded that the 2010 MG Show will be in Ontario from June 23rd-27th, reservations should have been made if you were interested in attending, hotels are at a premium. Myron will be working on a route for us to take to the convention. Just a reminder that we will need passport or enhanced license to get back into US. Motion was made to adjourn meeting made by Jerry Urban, seconded by Dave Kray. Meeting adjourned at 7:54 pm.

Respectfully submitted,

Celeste Kray

50/50 - George Barbari, \$19.00,
Dave Kray won 5lb bag of Sahlen
Hot Dogs and rolls

Joker Game – Celeste turned over
an Ace, \$10.00

MG MIDGET PARTS FOR SALE

used parts from '66, '67, '70, & '73 Midgets
drivetrain, electrical, interior, body, wheels, etc.
Call Joe at (716) 876-6382 or jcpuma@verizon.net

MGB Parts Wanted

used parts from '1966, & 1967 MGB
drivetrain, electrical, interior, body, wheels, etc.
Call Jerry at (716) 868-4694 or jerry.urban@gmail.com

President's Message continued;

As we learned at the October meeting, Chuck Privitera has decided to make the move south in the spring to join the rest of his family in sunny Florida, and I can't say enough about all that Chuck has done for the club over the years. From chairing the car show (numerous times) to helping at just about every event, he has been a driving force in the B.O.A. for over a

decade and he will be missed. On a personal note, he is a great friend and I'm sure we will stay in touch – as they say, you can take a man out of Buffalo, but you can't take Buffalo out of a man. He is planning to drive his soon-to-be 5-speed MGB up for the car show and Watkins Glen Vintage Races next fall, and I think we should hold him to it. In his absence, we will be in need of a

new regalia chairperson, so please let me know if you are interested in helping out.

All the best for a happy and healthy holiday season!

Best wishes,

Joe

BUFFALO OCTAGON ASSOCIATION
ANNUAL HOLIDAY PARTY

Come join us for good food, good friends and a good time.

WHEN: SATURDAY, DECEMBER 12, 2009

WHERE: PANE'S RESTAURANT
984 PAYNE AVENUE
NORTH TONAWANDA, NY

TIME: 6:00-7:00PM CASH BAR and HORS D'OEUVRES
7:00 DINNER

Dinner includes soup, salad, potato, vegetable, bread, dessert, coffee and tea.

Dinner Selections

NY Strip Steak	\$20
Italian Stuffed Chicken	\$11
Broiled Haddock w/lemon & butter	\$11

Once again, we will be having our gift exchange. If you would like to participate, please bring a WRAPPED \$20 gift. Couples are welcome to bring one gift per person (instead of one per couple) if they wish.

Please return the bottom portion of this invitation with payment and your dinner selection to:

Lynne Puma
139 Somerton Avenue
Kenmore, NY 14217

Make checks payable to the Buffalo Octagon Association

NAME _____

Dinner Selection

NY Strip Steak	\$20	_____
Italian Stuffed Chicken	\$11	_____
Broiled Haddock	\$11	_____

PLEASE R.S.V.P. BY FRIDAY, NOVEMBER 27, 2009

Around the World, continued.

said the feat was impossible. Within 12 weeks of the debate, Mr Locock set off in June 2008 to prove his friend wrong.

He said: "It has been an absolutely amazing experience. I had two sports bags in the passenger seat with all my clothes in, and that was it. The boot was filled with spare parts.

"One of the first things I have to do is see my two grandchildren. The youngest one, Matilda, doesn't really know me. She was only six months old when I left. I just love travelling, and I will miss that, but it's good to be back to see friends and family."

He carried on despite an earthquake in Panama and Taliban attacks in Quetta, Pakistan.

He said: "I woke up one morning

and the hotel was shaking. There was mortar fire outside, followed by small arms fire. The Taliban were firing on the army garrison next door. But the only time I was really concerned for safety was in the Northern Territories in Australia, when the area suffered the worst floods in 30 years. Over here, really bad floods are six feet deep, but over there, they are 66 feet. The extremes of weather are incredible. I was held up in Queensland for four weeks as a result."

He added: "Bridget was absolutely amazing." He wants to publish a book about the adventure before planning a new trip to drive the length of

Africa.

Mr Lines, who was at the MG Car Club to greet him, said: "It's a fantastic achievement, and I'm delighted to be proved wrong.

"To be honest, I thought he'd get halfway round the world and give up."



MOWOG November 2009

By Jay Lockrow

When I first obtained my MG TC I drove it for the first summer and then spent most of the winter doing cosmetics on the car. This was in the mid 1960s and when spring came I decided I needed to go around to a few auto shows and see what it was all about. I had been to shows for many years but had never really entered a car by myself and when I did I had a rather rude awakening. Back in the mid 1960 when you went to an auto show with an import you were frowned upon. I can remember being looked down on and even though they would accept your entry fee they would put you into a miscellaneous class and stick you in a corner somewhere. I remember one show I went to where it was a nice grassy baseball field but the imports were around second base

where all the dust was. I got the message that time and did not frequent those types of shows again. With the exception of the Rolls Royce the import was frowned upon by clubs like AACA and the various Hot Rod clubs. At one point I even tried a couple of "Cruise Nights" and this was an even bigger mistake. Some of these guys are really something else and if it isn't a GM, Ford or Mopar you 'aint' really welcome. I found this out fairly quickly and resorted to just enjoying my car.

Eventually along came a few shows that were slated for just imports and the more interesting import saloons. The first one of these that I attended was probably a New England MG T Register event and shortly thereafter the first event by

the Rochester based MG Car Club of Western New York took place at a private home in Fairport N.Y. called Wagon Jack Farm. This was a great event, very informal and lots of fun. They had it for several years and then it morphed the following year into what is now the Sports Car and Vintage Auto Festival. It was first held at the Victor Central School and for some reason that name has stuck but it is now held in the town of Farmington at the town park.

With the coming of this sort of show a good number of us now had a venue for our cars and a place to go and enjoy them together. It took a while but it was a relief not to be looked down upon.

Continued on Page 5

MOWOG December 2009

By Jay Lockrow

Upon completion of this December 2009 column I will have written Bury Me in an Old MOWOG Parts Box for a full 20 years. Twelve columns a year for twenty years comes to 240 columns. You know that is a hell of a lot of columns!

This all came about at the MG Car Club Christmas party in 1988 when George Haynes asked me if I would consider doing a monthly column for *Spokes*. I finally gave in when someone beat me over the head with an old connecting rod. Over the years we, or should I say MOWOG, has become syndicated. It originally appeared just in *Spokes* the official newsletter of the Western New York Chapter of the MG Car Club and later in the *Oil Spot* the newsletter of the British Car Club of Western New York, *The Breakdown* of the Buffalo Octagon Association, and *The Oily Rag* of the British Saloon Car Club of Canada. It has also appeared once in *Bugantics* of the American Bugatti Club and once in a Mercedes Benz newsletter I believe in Ohio, and a few times in *Safety Fast* of the MG

Car Club of England.

Some of my columns have produced fan mail and phone calls from Australia, England, and Germany and all over the US. (How it got to some of these places I'll never know.) In particular people asking me about a vehicle I wrote about and who owned it before and so forth. It is rather shocking to answer a phone and have someone say this is Hans Stuck from Germany or Charles from England.

MOWOG has covered MGs in particular but also new cars, used cars, old cars, race cars, vintage cars, dirty cars, sports cars, antique cars, stolen cars, pretty cars, ugly cars and even a few offshoots on automobile licence fees, laws and that sort of thing as well as some racing, shows and other events.

A few times I have even tried to entertain with a little fiction (remember *Girling Bloodstone*? That was yours truly!) Hoping someone would come out of the Lucas electric system and short circuit my writings. In other words I

tried to smoke out someone else to write something. These fictional writings were above and beyond the monthly column as were the president's letter when I held the president's office for three years in the British Car Club. This was to no avail and even the tech articles that I admit were very few and far between never seemed to stir anyone else from hibernation. I have said before I'm not an expert on anything but writing a monthly column for a publication is sometimes very difficult when you are trying to come up with an idea and a deadline is staring you in the face.

Now unless I hear screams and howls of protest, death threats and demonstrations on my front lawn and obtain a doubling of my salary (two times nothing is still nuttin!) I believe it is time to at least open the lid of the Old MOWOG parts box. (Would you believe that after 20 years there are some people that still ask what MOWOG is or means?)

Continued on Page 6

November MOWOG continued.

Even now some forty years later (yes I have owned my TC for 44 years) I will occasionally be talked into going to one of the local events but I frequently still get the looks and what is even worse people who think they know automobiles ask some of the dumbest questions I have ever fielded. I believe I have already mentioned the character that told me very seriously that my steering wheel was on the wrong side as if I really didn't know this fact. Or better yet the "knowledgeable" fellow that comes up to you and asks, "What year Morgan is that?" Then informs you that

MG stands for Morgan Garages!

I have had the TC called a "Volkswagen" a "Kit Car," "Some kinda Roadster" even a Bugatti. That last one didn't really bother me except when someone asks you a question about your car you would think they would at least know what they are looking at, not a guess in the night. It has amazed me for years that a good number of people that call themselves automobile buffs or motor heads really have little knowledge of the history of the automobile and many of the various makes that have come and gone

over the years. I certainly don't consider myself an expert on anything but I do have a fairly good knowledge of some of the automotive history that is out there and I still enjoy reading about it and finding out more. For example in ten years ask a sixteen year old what an Oldsmobile or a Plymouth was and who made it and unless he is well read, and most are not, you will get one of those classic dumb looks. However we will soldier on and those of us from the dark ages will keep the MGs Triumphs and, who knows what else, running and continue to enjoy them.

MG TF Production Halted!

Reprinted from the AMGBA December 2009 Octagon

MG Motor is to halt production of the Longbridge-built TF sports car for six months until March next year.

Sales of the TF, the only vehicle now built at the once-massive Longbridge factory in Birmingham, have been modest with only 265 sold during the first nine months of this year, although September has been the best month yet for the revived marquee with 65 cars sold.

Newly appointed sales and marketing director Guy Jones says that the low volume TF is 'batch built', and that the summer selling season, which runs from March to September, is now over. Despite introducing a 50-copy limited edition 85th anniversary edition, all of which have been sold, production will not restart until next spring. The small sports car market is down 30 per cent this year and 40 per cent since 2007, adds Jones, who thinks that 'up to 20' of the

100-strong vehicle assembly workforce will need to be laid off.

When production does restart it will be with a modified line-up, a series production version of the limited edition, which features a mildly revised chassis and interior, going on sale positioned above the entry level £13,511 TF 135.



Despite the shutdown Jones, who previously held the same job at the LDV van company, is optimistic about the future for MG and Longbridge. Owners Shanghai Automotive Industry Corporation, China's

biggest indigenous car manufacturer, have 'ambitious plans for the MG brand,' he says.

These are thought to include the development of a new range of sports cars to be designed, developed and built at the company's British factory. But it's not clear whether earlier plans to manufacture the MG7, a Focus class hatchback also sold as the Roewe 550 in China, will see UK manufacture. But of the 300 staff currently on site some 200 are in design and engineering.

Jones claims that more details of SAIC's plans for MG and Longbridge will be revealed 'soon', while adding that the vehicle assembly halls have recently been re-decorated. In China, the development of the

Roewe and MG marques is going well according to Jones. SAIC is expecting to sell some 50,000 Roewes and MGs in 2009 - ahead of its target.

December MOWOG continued.

Now I'm not going to climb in yet but I believe it is time for some "New Blood" as the saying goes or maybe better put a different computer operator and printing cartridge. Now, that is not to say that if the mood strikes me I might cover the London to Brighton run or the Monaco Grand Prix, just not every month. The every month thing

sometimes wears a little thin. So with this rather short column I will tender my resignation and say thank you for all the support over the last twenty years. In the meantime I will try to come up with at least one column a year so you don't forget who I am entirely. Jay

Many Thanks to Jay Locrow for your service to the hobby! Best of luck and stay in touch.

Warm regards from the B.O.A.



Things to think about for you and your MG in 2010

By Jerry Urban

Living in the Western New York area means that we have a limited driving season for our beloved LBC's. Even though we are now in December and we have no measurable snow on the ground and recent temperatures in the fifties, we have probably retired our cars for the winter season. With this in mind, here are a few items to consider for the coming year.

If you are going to do any work on your car over the winter, please consider turning this into a tech session for the club. If your workspace allows, consider inviting club members over to watch and learn how to perform the specific job you are attempting to conquer. If you are unsure on how to complete a task that you need to complete, please consider putting the word out at a meeting and we can possibly arrange the technical help for you. We have many members who have done a great deal of work on their own cars and on other cars and I am sure that most of them would be willing to share their knowledge and expertise.

Consider attending an event this coming year with your MG or your daily driver that is outside of our area. Members of the club attend car shows that are sponsored by

other clubs all the time and would enjoy sharing these experiences with new faces. Many of our members attend events such as the flea market at the Ancaster Fairgrounds, the show and swap at the Carlisle Events Center and the historic Vintage races at Watkins Glen. There are many events to choose from. If you attend an event and wonder why you don't see any other club members, maybe most of us are unaware of it. Share new events with your club and maybe they will become the next "must attend" trip we take.

This next one is a personal plea from your newsletter editor. Consider contributing an article to the newsletter. It doesn't have to be about cars. If there is a restaurant that you like, write a review for it. I for one have enjoyed the "Cruisin Cuisine" articles written by the Pawlak's. I have found a few places that are now on our list of favorite restaurants. Submit a recipe. Many of our events revolve around food and we have many wonderful cooks in the club. Submit the recipe for the dish you brought to the summer picnic or the annual steak roast. Ask a technical question. I would love to start a tech tips article in the newsletter.

Submit your question via mail, email or give it to me at a meeting or event. I will get it answered and print the response. The newsletter is a way to share information, ideas, and thoughts, consider writing an article for your newsletter today.

Find a new member. The last MG to be exported into the United State by the manufacturer was in 1980. We do not enjoy the luxury of having a "new" version of our old cars reappear to spark interest like Nissan, Mini, and others. We have to cultivate new members that may be hiding in the weeds or might not now we exist. Be proud of your car and of your club. Share your enthusiasm with others and help to sustain our membership.

Lastly, as this one will get the most groans from people reading the newsletter. Consider running for office or working on an event. Any club is always in need of fresh blood, new ideas, and a different perspective. You don't have to take it all on by yourself. Work with the people who have done these tasks before. We'll show you the ropes as it were.

Think about where you can take your club next year!



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