



2nd Quarter 2024 Volume 41, Issue 2

The Breakdown

Serving all sides of the marque since 1983

Greetings to all from your BOA President

Welcome to the “*will it or won’t it*” time of year. Right about now, most BOA members will be waking their MG’s up from the long winter’s slumber and asking themselves, “Will it or won’t it” start?

I’ve asked myself that same question dozens of times over the years. Being limited as I am with garage space, my MGB GT winters outdoors occasionally blanketed in few inches of snow. I’ll make no attempt to start it all winter, because who wants to troubleshoot a non-starting issue when it’s freezing out? I prefer to take that challenge all at once in the spring!

Owning seasonally-operated, MG automobiles can be challenging. I’ve learned to keep a trickle charge on my MGs, so at least their batteries wouldn’t be any issue!

On occasion when placing the MG into hibernation, I’ve knowingly deferred some maintenance issues and elected to put those out of my mind until the spring. This year was no exception. After I started the GT recently without much drama, I remembered the carburetor had a flat spot at higher rpm and a rubber fuel hose was still weeping a little fuel. I was able to dispatch those problems quickly on a mild, dry evening as it was getting dark and now I’m ready to face another season of “carefree” driving after I check the oil and other fluids.

I was also fortunate that nothing “wore out” while the GT was sitting. Perfectly functioning parts that fail during winter hibernation is another curiosity of MG ownership, as you are all aware!

Historical Note...

For the first time in BOA history, the April meeting was delayed one week due to potential travel issues as a result of the *total eclipse* coming to town! Plus many members were entertaining out-of-town guests which would have resulted in low meeting attendance anyway. I hope everyone enjoyed the spectacle and the company of family and friends.

Looking Forward...

This spring and summer promises to be a good one for BOA members yearning for all those fun, social driving activities. Watch your email for news of special gatherings, driving fun, cruises and shows as the BOA year of activities gathers speed.

Safety Fast and good health with humor to all,
Peter Calabrese (MGcarnut@aol.com)

To Join The BOA:
buffalomg.com/join

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Editor's Note – Jim Borkman

You may notice that this months Newsletter is a little late and looks a little different. The previous publisher program developed a bug and I was not able to use it. Thanks to my son Steven he directed me to a new free publisher program which is fairly user friendly. Some of the features have changed and there is a bit to learn but that will come with time. So please bear with us as we come up the learning curve.

I also wanted to mention the value of our being affiliated with NAMGBR, the North American MGB Register.

Thanks to NAMGBR we are able to secure free insurance for our events, this includes the Road Rally and our Autumn Sports Classic. In order to qualify for the insurance our club has to have eight members who have joined NAMGBR. If you are not currently a member, please consider joining. Here is a link to their Web site: [NAMGBR Website](#)

Highlights of membership include:

- The MG Driver magazine – 64 pages of full color published every other month
- The Mutual Aid Directory (MAD). A listing by state of all members willing to offer support if you have an issue
- A discount from Hagerty insurance of 5% to all members (excludes Canada and certain US states)



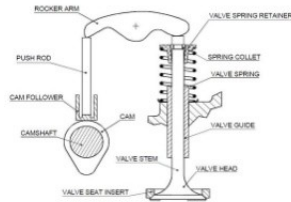
Preliminary Event Schedule - 2024

Date	Day	Event	Location
4/15/24	Mon	Monthly Meeting	Tavern at Windsor Park, Williamsville, NY
5/13/24	Mon	Monthly Meeting	Tavern at Windsor Park, Williamsville, NY
6/10/24	Mon	June Picnic & Meeting	Como Park, Lancaster, NY
June	TBD	Niawanda Park - Blessing of the Boats	Niawanda Park, Tonawanda, NY
7/8/24	Mon	Monthly Meeting & Mini Car Show	Steve's Steak & Ox Roast 941 Ridge Road, Lackawanna, NY
7/13/24	Sat	British Car - Fun Road Rally	Holy Mother of the Rosary - Start 6298 Broadway, Lancaster, NY
7/15/24	Mon	Wurlitzer British Night	Wurlitzer Park, Tonawanda, NY
7/21/24		Rochester Car Show	Location TBD
7/29/24	Mon	British Car Night	Ida Fritz Park, Lockport, NY
8/12/24	Mon	Ice Cream Social & Meeting	TBD
8/23 - 8/25	Fri - Sun	MG 101 Fest	Belleville, Canada
9/1/24	Sun	40th Annual Autumn Sports Super Cruise	Como Park, Lancaster, NY
9/6 - 9/8	Fri - Sun	Watkins Glen Grand Prix Festival	Watkins Glen, NY
10/14/24	Mon	Steak Roast	TBD
11/11/24	Mon	Monthly Meeting	TBD
TBD		Christmas Party	TBD

Please confirm events by checking your e-mail or our Website @ Buffalomg.com

THE CAMSHAFT by: Jim Pelletterie

There is a lot of confusion on the subject of camshafts especially when it pertains to our beloved MG's or other classic cars. The confusion begins with technology. For years all Internal Combustion Engines (ICE) were constructed using camshafts of a flat tappet design. A flat tappet cam has an egg like shape that is flat on the wearing or tappet or lifter (same part, different surface moving a pushrod which in turn thus opening and closing a valve. If you're yourself normal. There is immense pressure on the mating surface of the cam and lifter. Motor oil from wear with the use of blended additives Dithiophosphate which we call ZDDP. The lubricating and cushioning high wear parts. All with the world was good until the EPA decided that Zinc was a hazard to catalytic converters making them useless thus banning the use of zinc in motor oils.



Typical overhead valve design

Engine manufacturers opening and closing and-true flat tappet cam norm. This new design would ride the face of the wear point. Camshaft egg lobes so that the roller benefit of this new design It was not needed there.



Roller on the left, flat tappet right

needed to develop a better design for valves in a four-stroke engine. the tried-was out, and a new roller cam became the had a lifter with a roller on the end that camshaft eliminating the high-pressure shaped profiles were redesigned with larger could ride the surface easily. The biggest was the elimination of the zinc in engine oil. because the wear points were no longer

If you have an older engine whether it be in your MGB or other classic the problem got bigger because engine oil with that ZDDP became scarce. The oil you used for years although the same name and weight was not the same and camshaft issues became evident. You can find engine oil with ZDDP today but be prepared to pay premium prices per quart. I know what you're thinking, I'll just use the oil I have used for years and buy an off the shelf additive and just add it to my oil. Well, that's good in theory but lubrication engineers carefully blend additives into their oil at different temperatures and rates so just adding a half of a container of a zinc additive is not the best option. We are lucky today as the market has recognized the need for the special oil of older classic cars.

Just like the removal of lead from gasoline, the removal of zinc from oil has played a massive role in keeping this rolling history going. Utilizing the wrong engine oil will have a catastrophic effect. It does not take long for a camshaft in older engines to wear to the point of total failure.

So, what is a new camshaft supposed to look like? The cam in the picture (Figure 1) is a new MGB cam. It measured 1.380 at each lobe. The following picture (Figure 2) is a used and damaged camshaft. both lobes measured well off the 1.380. The damage is caused by poor oil choice and metallurgy.



Figure 1: New MGB Cam



Figure 2: Used Damaged Camshaft

Engine parts from yesteryear are not nearly as durable as today's parts. To stop this from happening to you, the first step is to change your oil regularly with the proper oil. Second is to make sure the valve lash is adjusted to the proper tolerance. The next question is "What is the best oil and weight? I've talked with owners who tell me they install a 10W40 engine oil. I ask why they chose that particular oil. The most popular answer is "my other car takes it". The proper weight oil for a MG is 20W50. It might seem that's a heavy oil for a four cylinder but there are a few reasons for this. The tolerances in all MG engines are fairly loose compared to today's engines. The other thing is that MG engines started life as tractor engines. They are very heavy and retain a lot of heat that cannot be bled off from the casting.

As far as suppliers go there are plenty to choose from in the market today. I have been using Brad Penn with ZDDP but I have also used Lucas and Castrol all with added zinc.



Roller Cam with lifters

The game has changed with trying to keep classic cars on the road. The products that were once used are no longer the best and it takes a bit more effort to find what you really need. The newest improvement to older engines is the retrofit of the roller cam and lifters. Kits are available in many configurations for domestic engines but as far as I know no manufacturer has developed a retrofit kit for any MG engines. Not to say it can't be done but like always it comes down to dollars. How many kits can they sell vs. the development hours.

Engine performance is not always carburetion or ignition. Internal engine parts are overlooked because they are not easy to see. Any "tune-up" starts with a test of compression and valve adjustment. If that checks to be satisfactory then the ignition and carbs can be adjusted. There are only two ways that I know to check the cam. Dropping the oil pan and actually getting eyes on it looking for excessive wear or with the use a dial indicator measuring the travel of lift on each valve. Both methods take a lot of time and are not easy but with patience it can be done in your home garage.

2024 Cavalcade of Cars by: Dan Grzybek

The first weekend in March was the kickoff to our car event season -- The Cavalcade of Cars in Hamburg. It never disappoints, and this year was one of the best.

The cars that the event organizers were able to put together this year were all topnotch. The main room had some over the top show cars, some real nice builds and some super nice driver level classics. A few that stuck out to me were a super clean pair of AMX's. There was an AMC Pacer that had a blown small block Chevy motor in it as well as a replica Ariel atom called 'The Proton' built by our very own Jim Pelletterie. His car showed fantastic under the show lights.

I have helped in the 'old school room' for the last few years. I DJ and do sound for all the bands. In the back room we had bands all weekend long -- Rockabilly, Western Swing and some good Jump Blues. This room is meant for traditional rides. Old gassers, drag cars and traditional open wheel hot rods. A big party with hot rod guys and pinup girls all weekend long.



Dan Grzybek's 1929 Ford Model A

This year was also the debut of my 1929 Ford Model A that I built over the last 2 years. It was nice to show my Model A. It got a lot of nice comments, and I met a ton of great people. It was a fun build. Full custom chassis, Chevy 283 motor and a chop and channel on the body. It was my first build where I did body and paint as well as a full interior. As far as driving experience in an open wheel hot rod? It's loud, obnoxious, smelly, fast and a little ridiculous. So, actually, it's a perfect hot rod!

JUST RAMBLIN'
Jim Pelletterie

Ever since I was a boy, I have been enamored with indoor car shows. I vividly remember going to the Masten Ave Armory for the "Autorama" custom car show with my dad and uncle. That old building had a charm about it and as a kid it left a big impression. It wasn't in the best part of town, but it was a building that fit the need at the time. My eyes were as big as saucers reflecting the glimmer of the chrome and custom paint jobs on car after fantastic car. It was at that time I told myself I would have a car in the big indoor show one day.

My first car that was good enough was my 1967 Ford Fairlane GT that I had painted in my dad's garage. I rebuilt the engine and detailed everything I could. The car looked good and ran even better. I had no way to get it to the Armory, so I had to drive it there where they promptly drained the gas tank and inserted dry ice down the filler neck. That was a tough weekend for the simple reason, there was no place to park around the Armory and you had to be there every day to clean the car as the old Armory was not the cleanest venue. I was fortunate to win an award for best street paint. Now the seed was firmly planted. After the show I had to drive the car home in early March but there was no gas in it. I needed to find a gas station fast before it stopped running. I had no idea where I was but again was lucky to find a station open so I could get home. I sold my Fairlane to buy a piece of property that our house sits on.

We had a brand-new house with enough work around for a lifetime so I decided to look for another car project. It's a long story but in the end, I bought a totaled MGB. I had no idea what I got myself into but that's for another story. Along with moving piles of topsoil I rebuilt the MGB and was totally disappointed. After having the Fairlane the MG was a dog, so I started changing a few things like the transmission and hopping up the engine. The once dead MGB was rebuilt with new paint and some glitz.

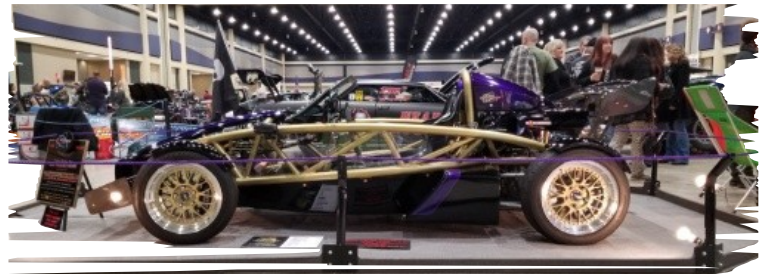


Jim Pelletterie MGB - In the Day!

The old Armory was no longer the place for the biggest custom car show, so I hauled the MGB to the Convention Center where it won best sports. The car was a big hit with some of the attendees. I was thrilled with the outcome and that seed had taken root. The car was a constant show winner wherever it went and earned a ton of trophies. I drove the car everywhere and after a while like everything the road takes a toll on the shine and glitz. I retired the car and came up with a plan to rebuild it once again. I still have my first MGB but now it has four more cylinders and more fun stuff in it. It should have been done years ago but another project got in the way.

I fell in love at a show when I saw a car that was so cool I wanted it. I went home and researched an Ariel Atom but was disappointed when I found out the cost. My MGB was coming along but I decided to try to build a car I could not afford.

The MG was put on the back burner as I worked on the "tubecar" for eight years. After the work was complete, I decided to show the car downtown but Covid got in the way. It was much easier to transport the car since I have a trailer. The creation I built looked fantastic as others also thought. I won two awards first time out. The bug had bitten again so I cleaned up a few things and took it to the Hamburg Event Center for the Cavalcade of Cars. I made the weekend much easier on myself by not taking the display and being in Hamburg instead of downtown, parking was free, and I left the trailer there. Again, the car was loved by some and ignored by some. Unfortunately, the car did not win anything but there were some great cars that had the same fate. I plan on driving the "tubecar" a bit more this summer but I will sell it to start another project but before I do anything the MGB that was started so many years ago needs to be finished. I worked on it tonight before I wrote this.



I'd like to have it done for next year's indoor car show season. The seed that was planted so many years ago has germinated into a passion or a pump for my ego. See you at the show.

Buffalo Octagon Association 3rd Annual Road Rally



July 13, 2024

**Open to all cars
(Limit: 40 Vehicles)**

First Come Basis



Proceeds to Benefit the CHC Learning Center

"CHC Learning Center is committed to the belief that all children, regardless of the type or degree of disability, are valued individuals who grow, develop, and learn"



Travel Scenic WNY Roadways, Meet Like Minded Car Enthusiasts,
Show Off Your Car (Classic or Not)
Experience the Sights, Sounds and Aromas of Rural WNY

Buffet and Refreshments Included at the Final Checkpoint

Rally Times:

**8:30-9:30 am Assembly (Meet & Greet)
9:30 am - Route Instructions
10 am - First Car Off**



This is a "Rain or Shine" Event

Cost: \$40.00 per person Entry Deadline: July 1, 2024

Questions? Contact Tom Klusek, Rally Master (716) 875-6898

Make Checks Payable to: Buffalo Octagon Assoc.

Name:					
Address:		Town:		Zip:	
Phone:		email:			
Vehicle: (Year, Make, Model)					

Mail entry form to: Tom Klusek, Rally Master
151 Parkwood Avenue, Kenmore, NY 14217

Check Enclosed: YES NO
Paid by VEMNO: YES NO

40th  **ANNUAL**
BUFFALO OCTAGON ASSOCIATION

AUTUMN
SPORTS CLASSIC

SUPER CRUISE

FOR ALL MAKES & MODELS

REFRESHMENTS BY

STEVES PIG & OX ROAST

- **FUN & GAMES**
- **BASKET RAFFLE**

SUNDAY SEPTEMBER 1st 2024

10am to 3pm

COMO LAKE PARK AT THE CASINO
Lancaster, NY

A PORTION OF YOUR TEN DOLLAR DONATION
WILL BE DONATED TO THE
CENTER FOR HANDICAPPED CHILDREN

Check the custom artwork to benefit CHC

INFORMATION: Dan, 716 430-5205

Recent Events:

Welcome to Spring and thanks to those who participated in our monthly meetings this quarter. We enjoyed a few events together including Hobby Night, and Maple Syrup Weekend. Here are a few pictures from the Hobby Night, Winter Blues Luncheon and Maple Weekend.

Hobby Night – January 8th 2024



Peter Calabrese with his 1934 Stromberg Carlson model 58T radio.



Jim Borkman examining a Brookfield Insulator.



Roger Brath with his amazing Beer coaster collection.



Toby Johnson shows off his Presidential campaign button collection.



George Barbari impresses us with his fantastic assortment of slot cars.



Pat Bogdan does a great job with her pottery craft.

Winter Blues Luncheon – Glen Park Inn – February 17th 2024

A hearty group of hungry members joined us for a delicious lunch at Glen Park Tavern.



Maple Weekend – Wolf Maple Products - March 23rd, 2024

If you like camping in the snow you would have loved the outing. It was a cold day but a great turn out coupled with delicious maple covered donuts. Our experience was followed by a trip to the Medina Culvert.



PHOTO OF THE MONTH

This month's photo features our President Peter Calabrese with the Mascots at Wolf
Maple Products
Thanks Peter for keeping us on track!

