



# "The Breakdown"



"Serving all sides of the Marque" 1983-2009

Volume 26, Issue 5

On the web @ [www.buffalomg.com](http://www.buffalomg.com)

September/October 2009

## Upcoming dates to Remember

- October 11th: Fall Foliage Tour and Steak Roast
- October 12th, BOA regular meeting at Otto's
- November 9th BOA regular meeting at Otto's
- December 12th, BOA Christmas Party at Payne's Restaurant



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## 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

## Message from Car Show Chairman

By Chuck Privitera

As anyone that was there knows, this years Autumn Sports Classic was a big success. The weather was in full cooperation and we had 95 beautiful cars on the field. I want to thank everyone that pitched in and helped make this one of our most successful and profitable shows. Our MC, Jim Pelleterie kept thing moving along at a nice pace. The Chinese auction was a huge success. Jerry Urban noted that corporate contributions were down considerably. However, the membership stepped up and we had 62 outstanding baskets available for the auction. As of the September meeting Monday night Treasurer Lisa Bradt had roughed out the financials showing a profit of approximately \$1700.00.

It's time for credit were credit is due. The show was once again staffed by the usual cast of characters.

Pre-registration - Larry Vito  
 Day of show registration - Larry Vito and Karl Weber  
 Balloting - John Lieble and Larry Vito  
 Field Setup - Joe Puma and T.J. Bradt  
 Park cars - Paul Bogdan and T.J. Bradt  
 Master of Ceremonies - Jim Pelleterie  
 Advertising - Linda Peet and Jerry Urban  
 Chinese auction - Lynn and Jerry Urban  
 Food - Brian and Jean Aldous  
 Cooks - Brian Aldous, Bill Hain, George Barbari and Jim Black  
 In the Kitchen - Sue Magro, Debbie Lieble, Marian Buckley, Pat Bogdan, Ginny Surre and Pat Hain

DJ - Linda Peet  
 Trophies and T-shirt Artwork - Jerry Urban  
 Day of Show Regalia sales - Lisa Bradt  
 Split club - Herb Forbach  
 Flyers - Bill Hain  
 Pinocar Derby - Myron Sielski  
 Helping out everywhere - Jack Cudmore, Milt Surre, George Barbari, Don Bogdan and Paul Bogdan

I wish to extend my most heart felt thanks to each and everyone of you for all of your efforts and hard work. You are the reason this show was a success. My sincerest apologizes if I have left anyone out, I tried to take note of all that were involved.

To all, Thank you again.  
 Chuck Privitera

## President's Message

By Joe Puma

In my last president's message, I mentioned how much it had rained this summer. It seems that ever since then it's barely rained a drop! Al-

though the Lockport cruise night was washed out, it's been really nice since, and I hope you were able to get out and take advantage of the

extraordinary string of sunny summer days in your MG.

The weather was perfect

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## President's Message continued

for this years Autumn Sports Classic car show. Turnout was a little light at 94 cars, but as always it was a fantastic show and everyone went home happy. The food was great, there were lots of very nice Chinese auction baskets, tons of giveaways and some extraordinary cars. Thanks to everyone who helped out, and of course, everyone who attended!

The annual pilgrimage to Watkins Glen for the Grand Prix Festival and SVRA vintage races took place the following weekend with the usual cast of characters attending. Although it did rain a bit there on Friday night, all had a great time, the racing and cars were fantastic

and as is the tradition, we ate like kings - thank you Lisa, Lynn & TJ (the grill-master).

Next up on the calendar is the steak roast and tour, so mark the date (October 11<sup>th</sup>) and get the car ready for a fun drive in the country (with some questions to answer along the way) followed by great charcoal broiled steaks in a beautiful location. This is the last official driving event of the year, so get that car out one more time before it goes into hibernation for the winter.

For those of you interested in the trials and tribulations of my effort to build a vintage racing Midget, at this point I seem to have solved the ignition problems, but the oil burn-

ing has gotten worse, and I still need to figure out how to keep the gas cool in the carbs. It's one step forward and two steps back, but I'm told that this is not at all unusual for a race car and I can say that I'm about 95% there and hope to actually get it on the track next year. The red Midget, on the other hand, seems to be happy at the moment and ran fantastically on the trip to and from the Glen.

Best wishes to all for a fantastic fall season!

Joe

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to be registered with NAMGAR!

Membership is \$30 per year. The application form is available on-line at [www.namgar.com](http://www.namgar.com) or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861.



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## Tech Talk

By Jim Pelletterie

Bodywork and paint seem to be the talk of the day. Body shop materials have taken a huge leap in price and we haven't mentioned labor charges. I'm sure you have seen the car programs on TV where they restore someone's car and give it back to them within a week looking like a show car. Have you ever wondered what the cost would be if you were paying for it! Thirty body men working around the clock at a top-notch facility is enough to empty most bank accounts.

A new engine from a famous engine builder along with a new transmission and all the shiny goodies would be around fifteen grand. Another ten grand for the suspension and custom exhaust work. We never did figure the body and paint cost. This makes my head hurt! I will guesstimate around 75 to 100 grand for the finished car. I wish Chip would take my car and do er up!

All kidding aside, the body of your MG is the most expensive components to repair. Engines are easy as they can be replaced in a few hours. The interior can be replaced with all new pieces in a weekend but the body is by far the most time consuming part.

A few years ago the British Heritage group offered a new replacement body for your car. It was treated like a regular replacement part. You called the part supplier and it was delivered by truck to your door. All you needed to do it prep and paint it and assemble using your original car for all the other parts. It seemed easy enough until it was realized that you just couldn't take those grungy parts off your car and bolt them on that shiny new body.

Of course the cost of replacing the body became staggering as all the other components had to be overhauled. After a few years

the new body became your new-old car and the bank loan became an issue.

The hard truth is to restore your average MGB body will set you back five to ten grand if done correctly. I have seen resprays that cost much less but anyone with a keen eye can immediately see an inferior job. And then you need to ask yourself if it's really worth it. Buy the time the restoration is finished you will spend twenty grand or more depending if you can do some things yourself.

Always buy the best car you can whether it's a MG or any other collector car. Your bank will thank you.



# Bury Me in an Old MOWOG Parts Box September 2009

By Jay Lockrow

Part of the fun in owning these old cars is maintaining them and keeping them running with as much of the original equipment as possible. There seems however, to be a certain element that wants to "bring our cars up to date." This is all fine and good in the realm of safety devices such as seatbelts, LED lighting and that sort of thing but where does it end? For example there is now a five speed gearbox conversion offered for each the MG TC, TD and TF. If this is the way you want to go all I can say is that it is your car and you can do what you want but again part of the fun is learning how to drive the old gearbox in the TC. I learned how to drive on a TC going up and down the driveway so I never really had any problem when I went out on the highway. When my dad had the big S type Mercedes Benz I had the opportunity to drive that a few times over the years and I can tell you if you could drive that big beast with any kind of smoothness you could drive most anything. It had what is called a crash box with straight cut gears and you really had to sort of "feel" the gears into place. There was no super slippery synchromesh system to make sure you made the shift. It took a little practice but once you mastered the technique all was well. If you should happen to miss a gear you might have to come to a stop and start over to the consternation of fellow motorists that were behind you. Believe me when I tell you it took a strong leg to push the clutch in on that car as there were no hydraulics or vacuum assist in those days. It also had the gas pedal between the brake and clutch to assist in heeling and toeing but I was never able to master this. It was enough to remember to make your leg go to the right to stop instead the natural reaction to go left but it did help make things more

exciting. I have often seen pictures of women in one of these S Mercedes and I have often wondered if they really drove them for that very reason as well as the heavy clutch. In a semi panic situation you would automatically come down hard on the gas pedal. I did this once and almost took out the garage door.

Now wouldn't it be a shame to ruin a car like this with a modern conversion? Sure it might be easier to drive but it would not be anywhere near original and consequently the value of the piece would be greatly reduced. However original parts for such a car are almost unobtainable so something has to be adapted in order to make it work. I know that the starter motor had some sort of strange switch and it went bad and we were able to fix it by having two starter buttons. A little strange yes but also a pretty good anti theft device as it took a checklist to start the car. Starting that car was almost like going down the checklist of an airplane before taking off.

In reference to the TC, TD, and TF the gearbox offered is from, I believe a Ford or possibly a Nissan. From what I have read it is a bolt in job but by gosh it just is not the same. More than once I have been first at the light when it turns red and had to try to get the TC into gear while some impatient clown is blowing his horn telling me to go. There are secrets to doing this but sometimes the gearbox is just plain stubborn and will not slip in easily. This is when I get perturbed with Miss Impatient behind me and give them a dirty look or take even longer getting away. Someday I'm going to get a dozen eggs to carry in the car and just toss one over my shoulder at one of these impatient blurbs in their econo box or SUV with automagic gearbox, air condi-

tioning, stereo, gps, electric windows, electric seats, heated seats, heated windows and a dozen other useless accessories.

Electronic ignition is another recent add on and this is well hidden inside the distributor so it is unnoticeable. However I have had the old point and condenser system in my car for all the years I have had it and it has never failed. I carry an extra set of points, plugs, rotor, condenser, distributor cap and have never used them. I find it perfectly reliable and quickly changeable if I need to do so. Why then go for an expensive device that does the same thing.

Now if you are rebuilding an engine and you can replace an old seal with a new type then I say go for it. Most T series for example are the cause of no dusty roads in England because they leak oil and keep the dust down. This is an area where modern technology can happily take over. Today's seals and gasket materials are so much better than those of fifty or sixty years ago and gaskets last so much longer. I usually make my own out of sheet material and with some of the new sealants you can pretty much stop all leaks.

Some take old cars and turn them into hot rods but this is a totally different type of automobile. In a case like this anything goes and that's fine as long as they don't ruin some fine old classic. Try to find a 1932 Ford coupe or roadster to restore. They are ALL GONE and have been made into hot rods so much in fact that you can now purchase a brand new 1932 Ford coupe or roadster body in metal. An original 32 Ford coupe or roadster should be worth a fortune if you could find one.

## August Meeting Minutes

Meeting called to order at 7:36 pm by President Puma. There were 18 member in attendance including Marty Messinger. Thanks to John Leible for making phone calls because of the cancellation of the British Car Day in Lockport. Thanks to TJ and Jerry for getting a place to conduct our meeting in such short notice. The cruise was cancelled because of lightning and thunder. Thanks also to Bill Leacock who called early enough so that we could still hold our meeting. John said that they would still have everyone over their house after the meeting. Reminder Autumn Sports Classic is in three weeks. Call Chuck Privitera if you need anything or would like to help. Jeanne and Brian will coordinate the food. Jim Pelletterie is still in need of getting an alternate location for the club property

in his garage. Jim will need help loading and unloading the sound system equipment, please let Jim know if you could help the day of the show. Joe Puma announced that there is a place that the club can store its equipment at. Lynn asked that members please put baskets together the corporate donations are scarce. Question was asked what do we need to do to upgrade our sound system to run through I-tunes, computer? Have a computer and laptop w/CD's for backup. There will be a Pinewood derby car race at Autumn Sports Classic, Myron Sielski will run it. Everyone asked Jim if he needed help loading sound system and supplies for Autumn Sports Classic. Jim graciously declined, will need more help taking it apart at end of show. The September 14th meeting

will be at Otto's. There will be a meeting regarding people wishing to go to Watkin's Glen after the car show – Morgan will be the feature car.

Lynn Puma announced that the Christmas Party will be December 12<sup>th</sup> @ Payne's Restaurant in North Tonawanda at 6:00 pm.

WNY Miata Club invited us to meet at Pautler's Ice Cream with their club on Wednesday, August 12, at which time we can let them know of the upcoming ASC.

Meeting adjourned 8:15 pm.

Respectfully submitted,

*Celeste Kray*

## Just Ramblin'

By Jim Pelletterie

It seems to me that the annual **Autumn Sports Classic** is just around the corner from the last. Yea, I know there are a bunch of months in between. This show has become one of the premier events for cars in WNY. I'd like to take some credit for this but I cannot. If not for everyone who does their job year after year this grand event would surely be a disaster.

I have an envious job of being the front man. This means I'm the first to hear the comments of our guests. Believe me as I tell you, the folks who join us on show Sunday are very happy to be there. Comments like, *great music, I love these questions, this is really a nice show* are only a few comments of great feedback. As a member of the host club you should be proud of

the effort that your fellow members put in.

Like any organization, the only way it runs smooth is with the dedication of people. We are burning up people like a drop of fuel in a hemi. Point is, we need more people to step up and lend a hand. Contrary to popular belief, its actually fun to work along with others to put on a great event. We seem to have the job description down to a science. We could use you to lend a hand and learn a position.

I have been a part of the ASC from the beginning but I do not know every job. I have been the show chairman many times and know what needs to be done but still don't know every job. You wouldn't want me to take care of

the food for example. So step up and learn a position, your club could use your help.

MG business has been slow this year. I suspect it's the economy or all the cars are running so great, or everyone works on their own car or...

Within the last month my phone has been busy with MG owners wanting work done on their baby. Now I have a waiting list. Go figure.

Bad new for all MG enthusiasts everywhere, John Twist has decided to close University motors. John sites the poor economy and the state of Michigan for all the ridiculous business rules for his

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# Bury Me in an Old MOWOG Parts Box October 2009

By Jay Lockrow

A few weeks ago during one of his addresses our illustrious government leader said in so many words that now that they control the automotive industry they (the government) can start building the type of cars that people really want! I hate to differ with the "gummint" but do you want an electric car? How about a hybrid? Or would you be happy with something like a "Smart Car" especially if you wanted to go motor racing. Can't you see it now... "Smart Car wins formula 1 championship" or "Electric race car wins Indianapolis 500 after mandatory two hour pit stop for recharging the batteries. Sure would be exciting wouldn't it?"

Now there are people in the world that would be perfectly happy with this sort of scenario as they have no interest in automobiles and view them as appliances to take them to and from working, shopping and so forth. As long as it runs and moves they are happy. However you and I as automotive enthusiasts would just as soon commit hara-kiri as to put up with this sort of automobile.

For example the trip from where I live to Boston Mass. is about an eight hour drive with a normal car. With one of the exciting examples listed above that could be stretched to nine or ten hours or even more. If it was an electric car you might not even make it. This is no time to be forcing people to drive cars they do not want. In fact, typical of government, they refuse to accept the fact that there are people out there that have a deep affection for automobiles. Many bureaucrats have no idea that there are such things as sports car clubs, antique car clubs, hot rod clubs, drag racing, oval track racing, rallying and numerous other automotive events. The "gummint" feels they can legislate against this sort of thing but I feel

they would have a pretty tough time. People out there are not going to give up their freedoms to please some bureaucrats. Or worse yet, give over to total "gummint" control of the automotive world or for that matter the entire country.

This scenario brings back a little episode that happened at work one time. I was discussing something with the automotive advertising sales person when one of the secretaries walked over and asked about a car that she had seen and liked it. What she wanted to know was what the car was that she saw because she wanted to purchase a new car. The sales rep and I got out the clip art for that particular car, which if I recall correctly was a Chevrolet, and we went through all the new models. She said it was not one of them but the car she saw was a Chevrolet because it said Chevrolet on it and it was shiny new. At the time I never gave it a thought but what she probably saw was a restored Chevrolet like a eight or ten year old Camaro, Impala SS or something of the sort. She did not have the knowledge to recognize an eight or ten year old car when it was in front of her. She was more than likely totally fooled by a better than new restoration and she thought it was a new car which would be easy to do if you were not tuned in to what the new cars really look like.

I'm sure the day will come when we will have an alternative energy automobile but it is not there yet. To believe that the public will purchase these sorts of automobiles in the next few years is pure hogwash. I do believe if you are interested in old cars, sports cars and that sort of vehicle we lavish so much time on, that you keep what you have until they rule it off the road.

Unfortunately that prospect is also a possibility. We are automotive enthusiasts and we like the unusual, old or whatever. I do not want the "gummint" building a car for me that I have no interest in. In fact the idea of the "gummint" being involved in the manufacture of automobiles is totally wrong. I said back in the mid sixties when the "gummint" became involved in pollution control was a mistake by the motoring companies. They should have said keep your hands off but they did not and look at what we have now. We have cars so complicated that even the technicians have trouble diagnosing problems. Give me my TC, a couple of wrenches a couple pairs of pliers and screwdrivers and I'll keep it going for many more years.

Incidentally I recently had a running problem with the old bucket and it took a few days to diagnose the ailment but once I sat down and thought about it I figured it was the ignition condenser. I changed it and I was back in service.

## *For Sale*

I am selling my **1967 MG Midget**. This car has always been stored inside and is in good shape. Over the last two years I have replaced several parts on the car all hoses, Water pump, starter, Clutch, Water temp gage, all new brakes rotors and drums and flex lines. I have lost my storage place and have to sell before winter to find out more please call Mike at 716-828-6898 please leave message if no answer. **Asking \$2300/BO.**



# September Meeting Minutes

Meeting called to order at 7:36 pm by President Puma. There were 21 member in attendance. Secretary minutes were read, motion to accept minutes made by Jerry Urban, seconded by Chuck P. Treasurer report given by Lisa Bradt – Autumn Sports Classic was very profitable – spread sheet of expenses and income was available to interested members. At the time of the report the food was not included, but Jeanne Aldous had all the bills and income from food sales so that was added to the net profit. Chuck Privitera thanked everyone for helping make the car show a success. Bill Hain reported that the Casino has been reserved for the 2010 Autumn Sports Classic Show for September 5h. TJ reported that there were some members who attended the Watkins Glen race the previous weekend – Mary Dryer's TC did finish the race. October 11<sup>th</sup> will be the Steak Roast chairman Karl Weber – will leave from the Tim Horton's on Transit Road by Transit Lanes at 10:00 am. Joe Puma said that he attended the Miata Club gathering at Pautlers. Since John Lieble was not present Joe reported that four of the five new members joined at the car show. Club now has 87 families,

new members have 3-midgets, 2-B's. Chuck reported that he had some t-shirts from the car show available if anyone was interested see him after the meeting, they are \$8.00.

Old Business: Chuck P. said there would be an article in newsletter thanking everyone who helped at the show. There was a suggestion made that maybe next year we should put an advertisement regarding the car show in the Buffalo News. There were no food comments besides no bees this year which was great. Rochester Datsun Club said that this is the best show, they like the smooth flow of the event. Baskets were great this year – good quality 65 baskets. Business baskets were down this year – membership really stepped up. This year we were missing kids for games. Suggestion was made that meeting should be sooner for starting to put car show together especially since we have casino reserved early. We should talk to more of the local clubs to get more interest in show. There should be a policy made regarding cars on field that were not registered. Triumph Car Club of Rochester put on a show where you paid before parking. This should be discussed at first

meeting. Anyone interested in becoming chairperson – please call Joe Puma. After Autumn Sports Classic all club owned sound system, pine-wood derby track, canopies and other supplies were taken by Joe Puma, Jerry Urban and Chuck Privitera for storage at there places. This way Jim can bring his car to the show next year.

New Business: Steak Roast, Karl Weber passed out flyers, they will also be in the newsletter. We will end at Sprague Brook – across from Kissing Bridge it is a brand new place. The trees are turning colors already. Price will be \$12.00 for steak or chicken, salad will be included, please bring a dish to pass. Flyers will be on website and calendar. Jerry reported that there are a lot of people going to the website but not going to chat room just lookers. There were 94 cars at the show. If we could get sponsors for each class, this would cover the cost of the trophy expenses. Someone would have to head this part of the show. Jim Pellettiere let everyone know that on September 23<sup>rd</sup> the British Car Class will be starting at Burgard School. Cost is \$300.00 for 26 weeks

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## Just Ramblin' continued

decision. Sounds like New York State to me! John Twist is the official guru of everything MG and I am saddened to hear this news. I hope something good comes from this.

My V8 project is still on hold but now that I have reservations for the convention in Canada I got to get going and get it running. I'd love to bring the car to show it

off. Guess I better get going

Have you taken a look at Paul Bogdan's black MGC. The damn thing is flawless. God, I hate him. Oh, just kidding. Paul did an exceptional job on the restoration and deserves all the accolades. I still hate him.

The British car class will start its seventeenth year on the

23<sup>rd</sup> of September. If interested contact me for more info or show up at Burgard high school on Wednesday



**Buffalo Octagon Association**  
Presents

**Fall Foliage Tour  
and  
Steak Roast**



Sunday October 11<sup>th</sup>  
10:00 a.m. to ???

Tour begins at Tim Horton's,  
7860 Transit Road (just north of Sheridan Drive)  
Coffee & Donuts provided

Cost: \$12 per person  
Menu includes Steak or Chicken  
Tossed Salad, Soda & Coffee  
(Please bring a dish to pass and any other beverages you may want.)

**PLEASE RSVP BY OCTOBER 5TH**



NAME \_\_\_\_\_ Number Attending \_\_\_\_\_  
 Steak \_\_\_\_\_ Chicken \_\_\_\_\_ Dish to pass \_\_\_\_\_  
 Total \$ Enclosed \_\_\_\_\_ Tour: Y or N \_\_\_\_\_



Remit To: Buffalo Octagon Association  
C/O Karl Weber  
33 Luther Lane  
Grand Island, N.Y. 14072  
Phone 716-773-2720

# 2009 Autumn Sports Classic Results

<u>CLASS</u>	<u>PLACE</u>	<u>NAME</u>	<u>CAR</u>	<u>MODEL</u>	<u>YEAR</u>
A	1st.	<i>Joe Puma</i>	MG	Midget	1967
A	2nd.	<i>John &amp; Debbie Leible</i>	MG	Midget	1979
A	3rd.	<i>Peter Calabrese</i>	MG	Midget	1974
A	HM.	<i>Bill Hain</i>	MG	Midget	1979
B	1st.	<i>Don &amp; Pat Bogdan</i>	MG	B	1974
B	2nd.	<i>Joe &amp; Kathy Gioffre</i>	MG	B	1965
B	3rd.	<i>Karl Weber</i>	MG	B	1970
C	1st.	<i>Myron Sielski</i>	MG	B	1979
C	2nd.	<i>George Barbari</i>	MG	B	1980
C	3rd.	<i>Larry Vito</i>	MG	B	1976
C	HM.	<i>William Hanna</i>	MG	B	1980
D	1st.	<i>Roger Gunther</i>	MG	A	1957
D	2nd.	<i>Jim Black</i>	MG	A	1958
E	1st.	<i>Paul Bogdan</i>	MG	C	1969
F	1st.	<i>Jack Cudmore</i>	MG	TC	1947
F	2nd.	<i>Rick Becken</i>	MG	TD	1953
F	3rd.	<i>Herb Forbach</i>	MG	TC	1949
G	1st.	<i>Pierre Noel</i>	Morgan	Plus 8	1972
G	2nd.	<i>Jim Snyder</i>	Morgan	Plus 8	1991
H	1st.	<i>Arther Lipp</i>	Triumph	TR 3A	1959
H	2nd.	<i>David Wrightman</i>	Triumph	TR 4	1962
H	3rd.	<i>Robert Rose</i>	Triumph	TR 250	1968
I	1st.	<i>David Kay</i>	Jaguar	XK 120	1954
I	2nd.	<i>Bob Sleaf</i>	Jaguar	XK CPE	1970
J	1st.	<i>Rick Magro</i>	Austin Healy	Sprite	1966
K	1st.	<i>Don DeRose</i>	Fiat	Spyder	1957
K	2nd.	<i>Keith Kresconko</i>	Fiat	Spyder	1980
K	3rd.	<i>Eugene Przybyl</i>	BMW	Z3	2001
M	1st.	<i>Russ Pearce</i>	Volkswagen	Fastback	1971
M	2nd.	<i>Mike Shofner</i>	Volkswagen	Jetta GT	1998
N	1st.	<i>Richard Utcig</i>	Chevrolet	Corvette	1979
N	2nd.	<i>Pat Artieri</i>	Chevrolet	Corvette	1994
N	3rd.	<i>Wayne Dee</i>	Chevrolet	Corvette	1990

# 2009 Autumn Sports Classic Results

<u>CLASS</u>	<u>PLACE</u>	<u>NAME</u>	<u>CAR</u>	<u>MODEL</u>	<u>YEAR</u>
O	1st.	<i>Jeff Bahret</i>	Chevrolet	Corvaire Corsa	1965
O	2nd.	<i>Richard McClive</i>	Chevrolet	Corvaire Monza	1965
O	3rd.	<i>Gary Swiatowy</i>	Chevrolet	Corvaire Monza	1965
P	1st.	<i>Tom Gunsher</i>	Mazda	Miata	1993
P	2nd.	<i>Dick Milewski</i>	Mazda	Miata	2007
P	3rd.	<i>Russell Klass</i>	Mazda	Miata	1990
P	HM.	<i>Russ &amp; Mary Deveso</i>	Mazda	Miata MX-5	1990
P	HM.	<i>John Rae</i>	Mazda	Miata	1996
Q	1st.	<i>Ann Marie Przyzyl</i>	Mazda	RX-7	1984
R	1st.	<i>Gene Timmel</i>	Chevrolet	Sedan	1935
R	2nd.	<i>Jim Greco</i>	Ford	Mustang	1966
R	3rd.	<i>Lori Rushok</i>	Mercury	Cougar XR-7	1969
R	HM.	<i>Sal Capitano</i>	Chevrolet	Camaro Z-28	1969
R	HM.	<i>Bill Dixon</i>	Ford	Pickup	1966
R	HM.	<i>Earl Ball</i>	Lincoln	Continental	1969
S	1st.	<i>Walter Franczak</i>	Ford	Pickup	1934
S	2nd.	<i>Bill Frueh</i>	Ford	Crown Victoria	1955
S	3rd.	<i>Marty &amp; Mary Brennan</i>	Chevrolet	Master Deluxe	1939
S	HM.	<i>Tony Nicometi</i>	Chevrolet	Sedan Delivery	1957
S	HM.	<i>James Zglinicki</i>	Chevrolet	2 Door Wagon	1957
T	1st.	<i>Keith Licht</i>	Volkswagen	Tijuana Taxi	1967
U	1st.	<i>John Taddonio</i>	Datsun	240Z	1970
U	2nd.	<i>Mike Noonan</i>	Datsun	280Z	1980
U	3rd.	<i>Chuck Gould</i>	Nissan	300ZX	1988

BEST PAINT: 1954 Jaguar of David Kay

*Judged by the Z Car Club of Rochester*

BEST ENGINE: 1939 Chevy of Marty & Marie Brennan

BEST INTERIOR: 1955 Ford Crown Victoria of Bill Frueh

*Judged by the WNY Corvaire Club*

BEST OF SHOW: 1970 Datsun 240Z of John Taddonio

PEOPLE'S CHOICE: 1969 MGC of Paul Bogdan



*Buffalo Octagon Association  
P.O. Box 236  
Bowmansville, N.Y. 14026*

Fall Foliage Tour and Steak Roast; Sunday October 11th, 2009

Regular Business Meeting; Monday October 12th, 2009 at Otto's Restaurant

Don't Forget our website at [www.buffalomg.com](http://www.buffalomg.com)

Remember we have a message board which is accessed through the website

## September Meeting Minutes continued

which works out to approximately \$12.50 a week for three hours of class time. They have a new alignment machine and NYS inspection machine – car does have to pass, no exceptions will be made. When you talk to any new members we should be inviting them to join in our functions to have more active members. Joe Puma said that in years past when treasury is healthy – club would subsidize Christmas dinner for attendees with wine and favors included. We should do something

this year as a thank you to the people who helped with the car show really should be rewarded for their hard work, discussion ensued with many suggestions. Suggestion was made that possibly give everyone who works a free t-shirt. President Puma said there has always been a percentage of club show earnings donated to charity at Christmas time, maybe a larger percentage then in past year should be donated. He just wants everyone to think about it. Suggested by someone

maybe board members should make this decision, this was discussed. Member asked when newsletter articles were due, Jerry Urban said by September 21th. This way there will be time for Steak Roast flyer to go out to members who did not attend meeting. Motion was made to adjourned meeting, seconded. Meeting adjourned at 8:30.

Respectfully submitted,

*Celeste Kray*