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Vacancy - Any Volunteers	



My Crosley FarmOrod never left our road this year because of all the cancelations, rather than leave it set I put on the dual wheels and have been using it around the property. I temporarily mounted an eight gallon spray tank on the back to spray weeds along the drive and around the property a few times. Also got used to tote stuff around including myself. Since I had it out I found a little color to take a fall foliage photo.

Next Meeting: Canceled

We will be canceling our evening meetings till meeting restrictions have been lifted

Davy Crockett Region 2021????

Time to start thinking about 2021 and the region or if we will have a region next year. We have 16 paying member families in 2020. I checked with National and we only need 5 member families to continue a region so we are good there. We also need a President, Ed volunteered for 2020 when no one stepped forward to be president. Who will act as president in 2021. The job can be as much or as little as you want it to be. We need someone to be the official president, to be listed with AACA Nationals. The pandemic will limit our activities for at least part of 2021 but we do need a president if we want to continue and try to rebuild the club going forward. **Please let Ed know if you're interested. 423-444-9826**
[<ebloganbuick@msn.com>](mailto:ebloganbuick@msn.com)

Birthday & Anniversary

Happy Birthday To:

November 2 Pat Bollman
 18 Ken Foster

Happy Anniversary To:

November 17 Don & Charlene Wood
 26 Frank & Billie Coakley
 27 Jim & Pat Bollman



Editor's Comments

Thanks to Don for Auto Trivia and Rally story.

Still a few cruises going on.

**This is your newsletter,
contribute**

Jim Bollman <Jim@Bollman.com> - 315-589-8815
 217 Chinquapin Ln, Jonesborough, TN 37659



Cars & Coffee - Canceled

We are cancelling Cars & Coffee till restaurants get back to normal.



The Big Rally

Don Anderson

Notice this is not called the big valley. It's about a rally. Actually not just a car rally. But a sports car rally. And not any old sports car, it's about MG sports cars. Only MG sports cars. And they do it every year up in Michigan. This is about the first year running it, around 1996-97. At least I think they still run it.

It all started at one of the annual MG picnics held in Grand Rapids Michigan by a well known MG repair garage where hundreds of MGs gathered to sit in the sun and let their owners brag about them. At least that's what I think MG owners do when they all get together. And drink beer. They hold a car show and it is broken into classes of body styles and years and which ones are racing cars. They eat until they get thirsty and drink until it's time to go home. They've done this thing for years so somebody thought of the idea for a rally. Not just a normal one either, a rally around Lake Michigan. So not a little afternoon rally, a big rally, and I got invited to participate.



Reinout Vogt & his MG-C along with co-driver Don

Between you and me, I may not have been the first choice but I was honored to co-drive a friend's car and he was really all set to become victorious. So here's a few facts. The owner of this MGC was from Holland, yes the Netherlands. He has only been in this country a few years and we've become good friends. His name is Reinout Vogt. My own MG was not really setup for the distance, my MG was a sprinter. His MG was an MGC while mine was a mere MGB. My MGB had only four cylinders while his MGC had six. An engine they also used in the Austin Healey. My MGB had two carburetors but his MGC had three. And they were bigger. My MGB had

fourteen inch wheels while his MGC had 15 inch. My MGB had normal headlights while he installed additional quartz iodine road lamps that you could light up a runway at an airport. Oh did I mention that his MGC had the steering wheel on



This was a year a two later but a sample of the kind of cars that participated in the first Rally

the right? Yeh, it was right hand drive, takes a little to get used to. Driving it on the right side of the road and also being on the right side of the car makes you feel like you are driving in the gutter. And you really are. I assume when someone who isn't used to that, it gets pretty scary. Even more scary for the passenger, the defenseless person facing the oncoming traffic.

We had raced each other in autocross during a few summers and we helped one another a lot. So that first rally in Michigan was very exciting. One of the rules was no speed limits, really. If you got caught and ticketed you were disqualified. They put your Drivers' License in a sealed envelope and if the envelope was opened you were eliminated. It was simple, the winner was the first car back to the starting point. Okay maybe they looked at the mileage. We figured maybe twenty to twenty four hours total time may be elapsed. There were about six or seven checkpoints, where we prove we were there by snapping a Polaroid photo of their car at the stop. To equalize performance the competing cars were lined up to start based on engine size. The first cars off were the MG Midgets with the 1098cc four bangers, then the MGA's with 1500 cc and next the ones with 1600 cc. Now MGBs had 1800 cc so they were next. There was even a sedan too. An MG Midget with an MGB motor. They left with the other MGBs and we waited. Because of our big motor, I think it was a 3 liter six, we were the last to leave the start. I think we had waited a couple of hours since the first car had started, but we did have a speed advantage and didn't fret about it. There were only about seven cars that first year, in the whole rally, that's the proof that we were nuts. The MG picnic itself had about a thousand cars and we were among the nuts to do this. The word is bonkers for British car owners. The mileage of each car was recorded at the start. Earlier that day we all went on a drive of about ten miles and found our mathematical differences or a multiplier for each cars odometer. So it was as fair as they could make it. Unless

of course your odometer quit, after all it was an MG.

Now if you know Michigan is a state next to a great lake you have an advantage. If you've ever driven around that lake you also have an advantage. But I doubt if you've driven as fast as you can, at night, with your butt a few inches from the road, and never seen



Another MG-C like Don raced around Lake Michigan

anything but headlights and your life flash by in your mind. Many times I silently asked God why he was doing this to me. The beginning leg was driven by Reinout. We left Grand Rapids in front of our Holiday Inn and proceeded on what we thought was the shortest distance out of town. It was almost dark, after most commuters in town got home for supper. We were finding a quick way out of town and heading through a little bit of Indiana and on to Chicago. The big expressway looked like the shortest and certainly the easiest for us. Down the interstate towards Illinois and up the Kennedy and then onto the famous Tri-State we went. By the way, we had maps, lots of maps. We literally blew through Indiana. We took the Dan Ryan into Chicago and onto the Kennedy and north to Wisconsin. Our first location for a photo was a sign along the highway just south of Racine and we headed for it post-haste. And let me say this now. We were bookin', layin'

'em down. On the road into Racine from the expressway we really opened the old girl. It was straight and empty and those big road lamps cleared the way ahead. As I remember it either just before or maybe just after our photo at that sign we saw one of our competitors. So we felt pretty good but a lot of miles lay ahead. Now the next stop (or photo op) was a small factory along the highway north of us near Sheboygan as I remember it. I think it was Chilton, Wisconsin. Reinout was still driving and we mapped the most direct route. By the way I may have left out the fact that we had the top down and it was too loud for conversation. I think we averaged about 90 miles per hour. Yes, averaged. We went through Green Bay in a flash, just a blur. We were now in the Upper Peninsula, top still down, no rain in sight. The next sizable town was Escanaba but it was several miles on ahead. We may have had another photo shoot in the Upper Peninsula but what I most remember was how straight and long the road was. I think we did chat or yell at one another about what if a deer crossed the road in front of us. We did see plenty of them but luckily not in the road. I think the big lights scared them enough, maybe. We passed some trucks, logging trucks, but not a lot of cars up there. Did I mention he had a radar detector? Well actually we didn't, and they were illegal up there. So we didn't know if we were caught on radar or not. Actually we were hoping to catch up to more of our competition. I think I was driving by now. And I didn't let Reinout take a nap either. Now as I recall that trip I realize how I lost some of my hearing. I will say here that the MGC, his car, had a delightful sound. It was like you were the pilot of a P-51 Mustang fighter plane. Of course I never flew in one of those, but to me that was just what it would sound like. So here we were blasting along in Michigan in the middle of the night and watching for a deer that may just be on a suicide mission. Thankfully no rain.

So as we approached the town of Escanaba we bring our speed down to reasonable and go directly through the town and across the bridges just like tourists. We were on a mission, a quest, we were going to win this one. So across the U. P. we went and a little farther we got to the bridge at Mackinac. It was almost light, the sky was getting visible. I think we passed another MG there. Now ahead of us lay a lot of forest roads, a lot of chances to get either a good advantage, or really get lost. So Reinout took to the maps and found some really "iffy" roads and we took 'em. Now here's where I got my doubts about our course but he had been on some rallies like this in Europe and he had confidence we were doing the right thing. But when the road turned to a sand road in the deepest woods I think he had some doubt. However I do not think we ever turned around and re-traced any path. And we didn't argue either. Actually we laughed and just kept on going. We knew it had to be best. Eventually the road got better and led to civilization and we got to Petoskey, a pretty little town on Lake Michigan with a nice harbor and it looked very upscale.

I was driving and we were going south on the main road next to the lake and the local Police stopped us. I think we were doing a smidgen over the limit but the stop was kind of comical. The officer went to Reinout on the left of the car and asked for his license. So he said he was not driving



and he deferred to me, on the right side of the car. I think that may have gotten him to decide he was going to ticket us, so he did. But we were not hassled or searched or inconvenienced at all. And fortunately we did not get any MG passers-by while it happened. It all happened so fast we got on our way and I think it was never witnessed. So on we went and stopped for gas and a little relief too. Next was a town called Charlevoix with a checkpoint to photograph also. When we got to Charlevoix and in front of a store that kinda looked right, something was changed. Signs that used to be on the roof were now set alongside of the building. Well we took our picture anyway, maybe an extra of the signs. The rest of the trip was pretty boring so all we did was go. I think we found State Route 37 pretty direct so that's what we took. It went almost straight into Grand Rapids. Long and time consuming but we were really pickin em up and layin em down. And as we approached neighborhoods we recognized as being ones we knew, we saw an old friend from our club in Chicago along the road taking pictures. This guy later told us we were the first competitor he'd seen come in. Well that gave us some hope but really with being stopped for speeding and ticketed we knew we were not the winner of this. But we didn't let on. We kept our secret. So later on that evening at the awards banquet we learned we really didn't win. We were second place to that sedan. A car we never saw on the road. So after the banquet around the back of our hotel was the winning car on its trailer. All set to go home. It looked really dirty too. Dirtier than our car. So we really didn't have to tell anyone about the ticket for speeding. When I got home I sent them a check and they sent me back my license. Oh yes I almost forgot. I then got to sleep. Maybe for a few days.

I participated in four or five of these. And they held one each year in the fall. One year we did not circle Lake Michigan but it was all in Michigan. The first two or three I rode with Reinout in his MGC. And one year after I drove in my car but with my son for my co-driver. Actually the rules changed each year. The rally my son and I drove we won on mileage completed, we didn't have to speed. Your reward is you get to write the next one. Maybe in my next story I'll tell you about that one, because we made all of the stops breweries or micro-breweries. And when we got back to Grand Rapids we had a party at a brewery restaurant there. So stay tuned and sober so I may relate that one too.

Neglected Car of the Month



1955 Ford - Great Patina

Remember When





49 Buick - Pig Farmer Henry Krajewski go NJ, was a six foot tall 240 pound candidate who ran for the office of the president in 1952, 1956 and 1960 for the Poor Man's Party. His platform included a one-year tax moratorium for every taxpayer with an annual income below \$6,000, and one free pint of milk a day in school for every child. He won 4,203 votes in 1952 and 1,829 in 1956. He raised funds for his campaign through the sale of a polka record: "Hey, Krajewski!" He favored a two-president system because "if you had a Democrat and a Republican in the White House at the same time, they'd be so busy watching each other that there would be no danger of a dictatorship."

Auto Trivia

- Q: What car was the first to have its radio antenna embedded in the windshield?
- Q: What car used the first successful series-production hydraulic valve lifters?
- Q: What type of car had the distinction of being GM's 100 millionth car built in the U.S.?
- Q: Where was the World's first three-color traffic lights installed?

Answers on last page

Remember when they built a very small car they called a Yugo? Later they decided to make a station wagon so they called it a Wego

Think about it

City Garage Car Museum

210 South Main Street
Greeneville, TN 37743

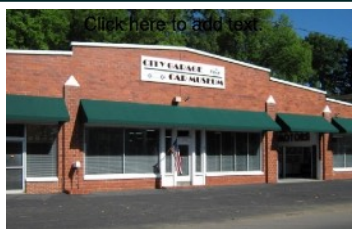
(423) 470-0841

638-6971/639-3217

info@citygaragecarmuseum.com

Open Wednesday - Saturday 10:00 am - 4:00 pm

Optional Scheduling on Request and Special Events



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Ads will appear in one issue unless the editor is
contacted to run again - jim@Bollman.com

Answers from Page 7 - Auto Trivia

A: Detroit, Michigan in 1919. Two years later they
experimented with synchronized lights.

A: Lansing, Michigan with that honor.
A: March 16, 1966 saw an Olds Tornado roll out of

A: The 1930 Cadillac 452, the first production V16

A: The 1969 Pontiac Grand Prix.

Apparently I snore so loudly that it scares
everyone in the car I'm driving.

Happy Thanksgiving

