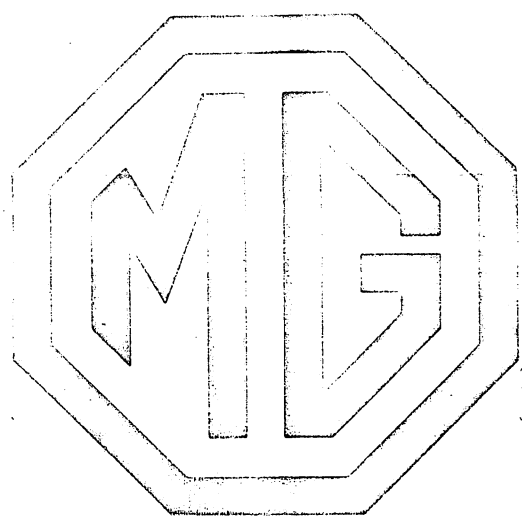


M A V E R I C K

THE

G A Z E T T E



LYNNDALIE FARLS

EDITORIAL

The purpose of the Maverick Gazette is to inform the members of the Vintage MG Car Club of the activities of the club and other sports car news around the world. Every club needs a medium of communication for the purpose of informing all members of activities and gossip. A simple record of the minutes, while necessary, is not sufficient to give details of meetings, events and outside information. Therefore, we have decided to try a newsletter to attempt this feat. The publisher will make no attempt to record all the news, but will attempt to publish news of interest to the reader. To do this, the publisher invites the readers to write to the editor and criticize (constructively, of course) the articles, editorials, and features of the paper.

At present, there are no plans to publish this paper regularly, although it is hoped that it will be published once a month. The reason for this is that this paper is only a two man operation and the editor and publisher may not always have the time to get the paper out on time.

Anyone wishing to write an article may submit it for publication with or without his signature. Publication will depend upon the publisher, but if an article is published, it will be published as a whole and not edited except for possible spelling errors (of which there may be some in this issue - this writer is not an A student in English). Any letters to the editors will be published on the same basis if space permits. Please submit all articles to: The Maverick Gazette, Post Office Box 303, Western Springs, Illinois.

DEPARTMENT:                      Highlights of the July 27th meeting:

After the meeting was called to order, Ed Hoff announced that the Board of Directors had elected a new interim president - Ed Hoff; a new interim vice-president - Bill Ferbrache, and a new interim secretary - Carole Scholla. This was all due to Paul Stith's resignation because he felt that the members were not contributing enough towards events, etc. Corrine resigned because of a new job.

Herb Nichols introduced an amendment whereby owners of pre-1956 MGs could join the club at half the membership fee providing that they live more than 30 miles outside the city limits of Chicago. These members, called Correspondent members, would have all the privileges of a regular member except that of voting. Voting of this amendment will take place at the next meeting, **AUG 10 1966**.

The president and vice-president announced the committee chairmen for our three committees as follows:

Technical - George Brown

Social - Pat Jones

Events - Paul Stith, although Ed Tillotson will head the committee until Paul takes over or does not accept.

The possibility of exchanging the detergent oil erroneously delivered, for nondetergent oil was discussed. Further action will take place at the next meeting. Those of you not contacted about this, please contact Ed Hoff.

Two movies were shown at the end of the meeting; "British Racing Green" and "Antique Car Race".

### COVER STORY - Lynndale Farms

The Lynndale Farms course, located at Pewaukee, Wisconsin, just west of Milwaukee, is a 2½ mile paved asphalt course with excellent facilities. See our layout of the course on page 4. It is laid out on a slightly sloping hill of about ten degrees from the start - finish side down to the back straight. There are a few small hills to contend with on the track, which makes it interesting.

Many races are held there each year by clubs all over the Midwest. This year, coming up, is the annual Salt Creek Sports Car Club - Chicago MG Car Club invitational race at Lynndale. It is scheduled for the 28th of August. Practice will start around 7:00 a.m. and the race will begin about 1:00 p.m.

This year the race is called the Bob Lester Memorial Race. Bob Lester, of the Foreign Car Clinic on the south side of Chicago, died last month of a heart attack. Several of our club members may remember him and his small, out of the way clinic. Although his occupation was with a BMC dealership, he helped small clubs with races of any type cars in the Chicagoland area. This race should be a fine salute to a fine man.

This year, as in last, the two clubs are requesting workers to come out and help them on the corners. These workers need not be club members nor have any experience. They will not get paid, but they will see the race free and receive a dash plaque. Normal spectator fee is \$2.50 per person.

It is assumed that this year's race will be similar to last year's, which actually was made up of 5 races. The first race was open for G & H Production and Sedan Groups I & II for 12 laps. The second race was for C, E, and F Production and H modified for 12 laps. The third race was also a 12 lap event for all formula cars. The last two races were 15 laps each, number 4 for A, B, and D Production, and number 5 for C, D, E, F, & G modified.

This event is open to qualified, licensed drivers. A \$20.00 per car entry fee was paid last year in advance. Late fee was \$5.00 extra. Standard racing equipment will be required and must pass a tech inspection.

Anyone interested in attending, working, or racing is invited to contact one of the sponsoring clubs.

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For those of you who missed the May, 1966 issue of Car and Driver, here are a few results of a poll the took involving 34,560 ballots from their readers:

- Best Economy Sedan - Volkswagen 28.8%, MG1100 16.4%, Volkswagen 1600 14.5%
- Best Compact Sedan - Corvair 24.4%, Volvo 122-S 14.8%, Mercedes 200, 230 10.7%
- Best Intermediate Sedan - Jaguar 3.8 25.0%, Mercedes 250, S, SE 15.9%
- Best Full-Size Sedan - Bonneville 17.9%, Galaxie 15.1%, New Yorker 13.4%
- Best Sports Sedan - Cortina GT, Lotus 28.7%, Alfa Romeo Giulia TI Super 27.7%
- Best Intermediate Sports Sedan - GTO 28.6%, Jaguar 3.8 S 16.2%
- Best Grand Touring (under \$2500) - Spitfire 32.1%, Sprite, Midget 23.9%
- Best Grand Touring (2500-\$3000) - Sunbeam Tiger 31.1%, TR-4A 19.7%
- Best Grand Touring (3000-\$7000) - Cobra 427 29.6%, Sting Ray 20.5%
- Best Grand Touring (over \$7000) - Ferrari 275, 330, 500 55.0%, DB-6 25.5%
- Best All-Around Car - Totonado 6.8%, Porsche 911/912 5.9%, GTO 4.8%

EDITORIAL

This club has come a long way since it began several months ago in February, but it has a long way to go yet before it becomes a club of prestige and respect.

The first three meetings were full of organizational business. They were long meetings, but there was plenty of chances for the members to chat and get to know each other. The club consists of members of all ages, backgrounds, occupations, and status. And they come from all over Chicago and suburbs. As the meetings continued, our club sponsored events, one rallye followed by a gymkhana and then another rallye, and we gained more members.

The members join by submitting to three requirements:

- (a) they must own or plan to purchase a pre-1956 MG,
- (b) they must pay dues plus an initiation fee, and
- (c) they must be approved by the Board of Directors.

With these facts in mind, let us take a look at the membership. At the past several meetings, the business at hand has been hampered and sometimes diverted by rude people. These peopple, including club members, have interrupted others when speaking or have continued to talk to others while the president is trying to conduct business. We must not only be able to respect anothers' opinion, but also his right to state it. Countless times the person speaking has been interrupted by someone else in the club in order that he may challenge the speaker he interrupted.

Not all of the blame, however, is to be placed upon the person doing the interrupting. After all, if he or she can get away with this once, he is going to continue. It is the duty of the president to control the meeting and he could do this with a little parliamentary procedure. Just a little, however, because a meeting can get bogged down in too much.

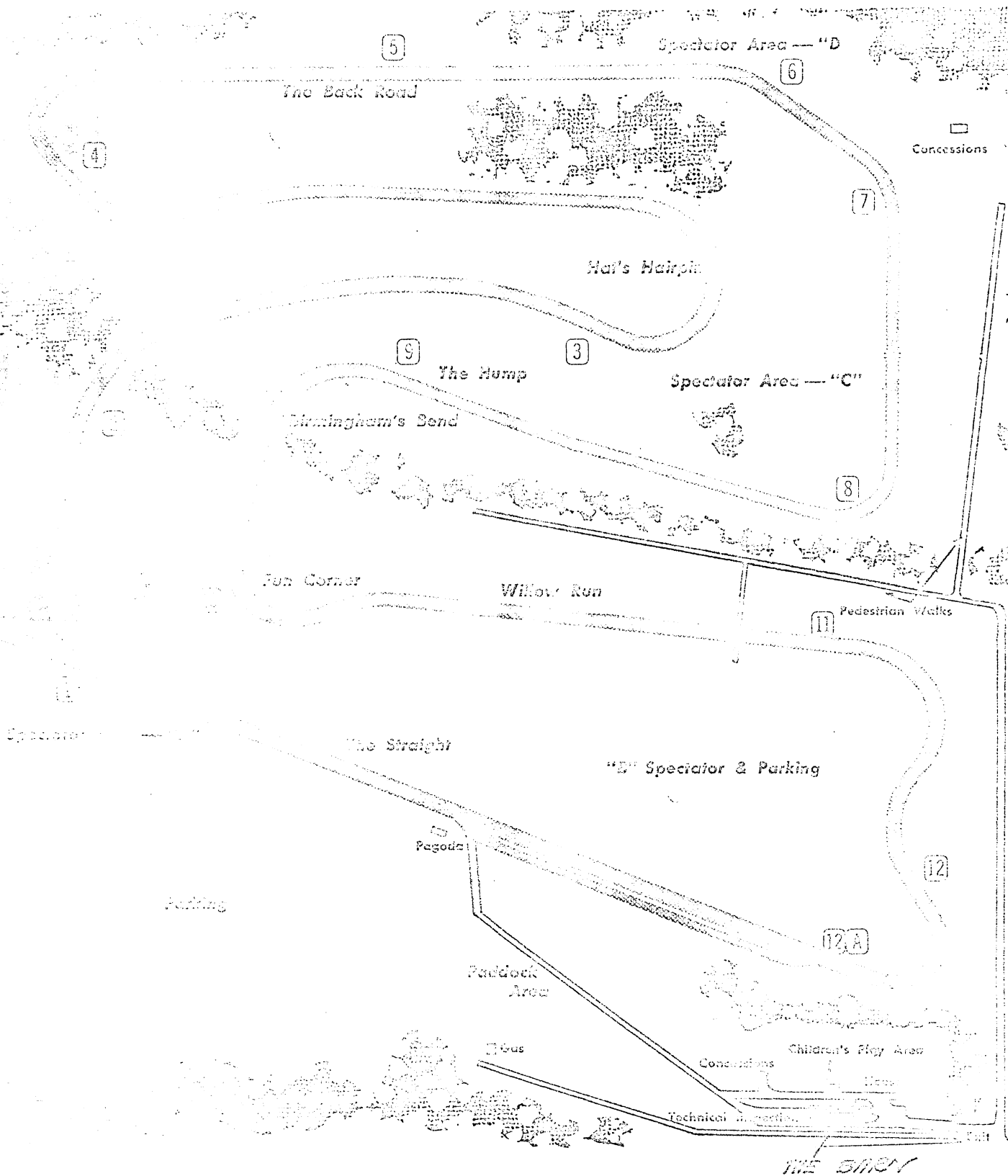
No meeting can take place with the goal of effectively conducting the business at hand without control of the floor by the president. Some of the people not attending the meetings may not do so for this very reason.

It is this writer's opinion that the following steps be taken at the next meeting:

- (a) The president maintain firmer control over the membership and allow only one person to speak at a time.
- (b) The membership itself should control themselves and allow the others to speak their piece completely.
- (c) As in all parliamentary procedure meetings, a person who wishes to speak should first get recognition from the president. Some people in the club attempt to do this, but are out-shouted by others. In turn, they resort to this type of action also.

What do you say, members? Are we going to clean up this situation?

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WILL SWAP : Classic 1941 Chevy - 4 Dr. Sedan. Faded maroon, loose connecting rods, shot transmission, and many other extras. Will trade this dandy collectors item for any common '65 or '66 convertible.  
Lucas Fribble, State Unemployment Office, Waiting Line #6, Chicago.



LYNNDALE FARMS COURSE