

# DYNAMO



MG Car Club of England, Rocky Mountain Centre | May, 2017

## The MGC is Glenwood's Featured Car

This year's featured car is the MGC, 50 years young. The six cylinder version of the MGB was initially panned by motoring journalists due to front-heavy handling, but has since found a loyal following of enthusiasts. See what life is like with one of these great machines, beginning on page 3.

## Rallye vs. Rally - More than just a Name

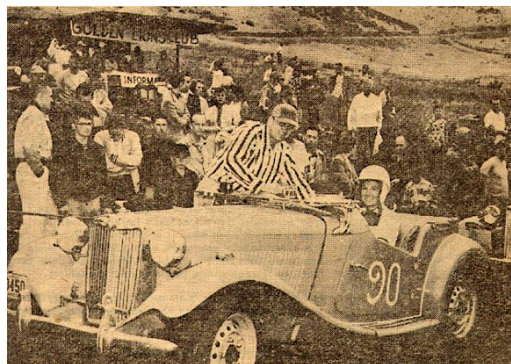
It's easy to think of "Rallye" as just another Anglicization of a perfectly good American term. Not so. Page 2 .

## Know your Rallymaster, er, Rallyemaster

Rallyists: Your fate is in his hands. Spend a few minutes getting to know 2017 GSR Rallymaster Doug Eulberg, Page 4 .

## It's (Nearly) Alive!

Root for Bill Panos as he comes down to the wire with his MGC. Page 11.



## OMG! 65 Years!

It's been 65 years since Dr. Robert Livingston and Hazel Hopkins Marble first came up with the idea of the Rallye Glenwood Springs. Eager to run their LBCs after a long winter, the two set out to create a Time-Speed-Distance (TSD) Rally from Denver to Glenwood Springs. Since Hazel was club president, the MGCC-RMC adopted the rally. The starting line alternates every other year, but the beautiful mountain town has been the focus of the Rallye for 65 years running, making the RGS the oldest continually run rally in the United States.

This year, all the traditional offerings are on tap: The Rallye, Tour, Social, Funkhana, and Car Show. Don't forget to register early. Hotel reservations tend to fill up quickly.

Rallye Glenwood Springs - June 9-11, 2017.

For More info: <https://mgcc.org/rallye-glenwood-springs/registration/>.





## President's Corner

Looking out of the window, rain in the air and snow in the forecast. It must be getting close to the Rallye Glenwood Springs. This year will be the 65<sup>th</sup> anniversary. I'm sure that we're all telling our friends that it's the place to be in June. Registration is in full swing and hotels are ready to book. The committee always do a great job, and look forward to seeing everyone that attends.

Remember to check out the calendar for the event at Georgetown the week after Glenwood. Time for another drive and show.

Also, our yearly MOAB trip is back in September. It will be centered at Manitou Springs, and will incorporate days out for those who can't make or take the time off.

There's always space for more events, tech sessions and trips out. So, if you can think of any, please get in touch with either Keith Kerr or myself.

I hope to see Little British Cars on the road throughout the year. They were built especially for our roads!!!

Safety Fast!

Neil

## What's In a Name?

### *Rallye Vs. Rally? - Blame the French*

After exhaustive Internet Research (20 minutes or so), the best I can determine is that the term "Rallye" was first used by the French during the early years of rallying. The first rallies were held in France, the earliest being the 1894 Paris-Rouen Horseless Carriage Competition, in which the judges disqualified first place finisher Comte de Dion for "technical ineligibility" reasons. These were of the hell-for-leather, special stage type, where competitors drove at speed from checkpoint to checkpoint.

Typical French rally terms include: "voiture de rallye auto" - rally car, "conducteur de rallye" - rally driver, "rallye" - rally driving, etc.

"Rally" was first notably used by the organizers of the Monte Carlo Rally in 1911. Which is a bit confusing, since the official language of Monaco is French. And the organizing body was (and is) the the Automobile Club de Monaco (Sport Automobile Velocipedique Monegasque). Sounds like French to me.

The term "Rallye" is still used by the MGCC- RMC as well as several other notable rallies on the other side of the pond, including the Rallye Deutschland, Rallye Catalunya (which dropped the "e" in 2005, presumably for budgetary reasons), and the Rallye de Portugal. The Rallye Mont Blanc and the Rallye Côte d'Ivoire remain French favorites, the latter held on Africa's Ivory Coast. These are all special stage, vs. TSD rallies.

Could it be that Glenwood is the only TSD *Rallye* currently being held? Anoraks? Anyone?

Feel free to weigh in at: [mgrmcnews@gmail.com](mailto:mgrmcnews@gmail.com).

Our friends in Great Britain, by the way, generally use "Rally."

*-editor*



# Life with the MGC

The venerable MGC. In 1967, BMC decided that a six cylinder variant of the MGB was feasible after all. From the scuttle back, the cars appeared to be virtually identical to the MGB Mark II. The telltale bonnet bulge, 15 inch road wheels and MGC badging were the only visual clues that this was a special car.

The 2912 cc straight six engine was not borrowed directly from the Austin Healey 3000, but instead appeared as a seven bearing, 145 bhp version, 2 inches shorter and 44 pounds lighter than the Big Healey's. Despite its 120 mph rated top speed, only 9002 MGCs were ever built. Several reasons are often mentioned, including: a more complicated (and therefore more costly) front end structure and suspension, soul-sapping US exhaust emission requirements, and the infamous mediocre reviews by the motoring press at launch time. And don't forget corporate politics. The MGC was released just prior to the British Leyland reorganization. Eager to make their mark, new BL accountant types are said to have killed the model before it had time to hit its stride. *Dynamo* caught up with club members regarding their ownership experience. (See below and Page eight.)

## She's Got Legs...

**Kermit and Maggie Witherbee love their MGC for its long-legged Highway capabilities.**

For a time we were living in West Virginia, while I was working in Northern Virginia. It was lots of fun driving out that way. There's hardly a straight road. My long-time home town buddies all had Austin Healeys. I desired an MG with six cylinders. I love the added horsepower. True, it's not as agile as an MGB, but as they say, it has legs for cruising at highway speeds.

From what I have read, the test car was not properly set up for the road tests. I inflate the front tires + 4 psi to compensate for the additional front weight, and that seems to address the understeer. While I have not driven a "C" roadster, I think that the added weight and structural strength of the GT model helps.



# A few Minutes with the Rallymaster

*Doug Eulberg is this year's Rallymaster. DYNAMO spoke with him at a recent Glenwood planning meeting.*

**DYNAMO:** Tell us about Doug.

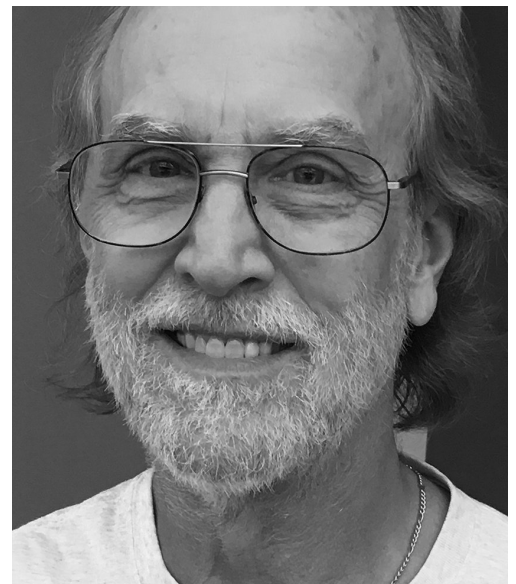
**DOUG:** I spent my career in what we used to call Data Processing. I was a Programmer, Systems Analyst and later went into Quality Assurance. Almost entirely in the travel industry.

In 1977, I married Melanie Blinn. We have a son, Jeremy (1980), and a daughter, Tyera (1983). We currently live in Lakewood. The whole family has been interested in rallying over the years.

I bought my original 1971 MGB from Weaver Beatty on West Colfax in Lakewood. It was a Bedouin colored demo model with overdrive and mag wheels. My father was a salesman and he went in with my older brother and me and did the negotiations on TWO MGB's. My brother got a red MGB, and I got the tan one. I used the Bedouin MGB as my daily driver until 1993.

From 1971 to 1977, however, my MGB was parked outside. By 1993, it was having problems with rust, mechanical issues, water leaking in and fluids leaking out, and it got parked. Sadly, it is still parked and the rust is worse.

I found my current 1971 MGB on eBay and bought it in September, 2008. It's the same color as the original: Bedouin. It arrived from Minneapolis by FedEx. I call it a "Pretty Boy." The people who restored it did mostly trucks and muscle cars. They did a wonderful job with the bodywork and paint. The mechanical and electrical work was, (and to some extent still is) very dodgy. The speedometer and odometer were reversed, the head light switch was upside down, the dim/bright lights were reversed. The wiper switch operated backwards. Engine bolts were missing. The radiator fan was on backwards. The radio and speakers that were 'jammed' up under the dashboard didn't work. There was no power to the cigarette lighter for charging a cell phone. One tire was mounted with the pretty side 'in.' An aftermarket air horn didn't work, and the headlights were wired partially with some lamp cord.





The first time I drove it to an MGCC meeting, the headlights wouldn't work, because, as Al Wulf and I found later, the exposed wire end that was just jammed into the bullet connector had stopped making contact. Lucky for me, Jack and Cathy Knopinski saw my dilemma and agreed to 'lead' me home with their Mini headlights to show the way. And we didn't meet a single police car. How I never won the *Shaft* Award is still a mystery.

**DYNAMO: How did you get interested in Rallying?**

**DOUG:** IN 1971, I was looking for something fun to do with my new sports car. The Weaver Beatty salesman told me about the MGCC and gave me a contact, Ernie Brown. So I joined the MGCC in 1971.

My first MGCC event was probably the yearly Charlie Everett Kite Fly that next March. Very soon after that was the 1972 Glenwood. Ernie Brown's first wife, Ginger, was the Registrar. I went to their house to register and pay. When she found out I was a first timer, she said, "OK, I'll assign you the car number after Bill, one of the top rallyists. "A lot of people would kill for that position", she said, "so they could 'spot' off of him." I had no idea what that meant!

Back then, there were about 15 or more rallies per year. The rallies were put on by all of the many sports car clubs (including Porsche, Jaguar, Triumph, Denver Sports Car Club, Boulder Sports Car Enthusiasts, Sports Car Club of America and the two Mustang clubs (I'm sure I have forgotten some, BMW? Datsun? Mercedes?).

Melanie and I rallied a lot between 1973 and 1980. We liked it, but it was a sometimes a bit stressful when we came to an intersection and didn't agree on which way to go. The local Rally Council kept track of rallyists finish positions in all the rallies, and one year Melanie and I won an award for one of the lower top positions. I can't remember what it was. It might have been something like 128th.

They used to have team awards in the rallies. We always teamed up with Keith and Doris Meakins, and our third car would be someone else from the MGCC that was competing that day. We ended up winning several team awards.

One time, the four of us decided to trade partners. I drove my car, with Keith as my navigator, and Doris drove their MGBGT with Melanie navigating. After the rally was over (and the ladies were very late arriving to the finish) we found that the guys did much better than the ladies. Well, that was the end of the "partner swapping." And, it was a very quiet drive home with our spouses from the rally's end point in Colorado Springs.

We still rallied a little between 1980 and 1983. With two growing kids, there was next to no rallying between 1983 and 1999, however.

**DYNAMO: How many times have you been Rallymaster?**

**DOUG:** I have been rallymaster four times. The first time was in 1973, when I was still a baby rallyist. I thought I was being really tricky. The winner of the rallye was off by 12 seconds (the same guy I didn't know how to 'spot' off of the year before). He had his wife and two small children in their pre-SUV Wagoneer and I was told he read the instructions, and had his Curta calculator between his knees while his wife sat in the back seat and tended to the little kiddos.

When we had our kids, I still maintained my membership in the club, but I was rarely if ever seen. When my daughter Tyera was 15, she was my navigator in a rally, and she liked it a lot. She was good in math and loved the pencil and paper time calculations. In 2007, I turned up at the MGCC meeting and volunteered Tyera and me as co-Rally Masters. Tyera and I agreed to be Rally Masters every fifth year (2007, 2012 and now 2017).

**DYNAMO: As Rallymaster, you actually write the Rally, correct?**

**DOUG:** Yes, you write the instructions, measure the route, and make sure the wording is just right, along with the quotation marks, capitalization on landmarks and for heaven sake, make sure you use the Main Road Rule correctly!

**DYNAMO: What goes into writing a Rally?**

**DOUG:** You choose a route and research roads, signs and small off roads with slower speeds for checkpoints. Unfortunately, there are only a limited number of routes between Denver and Glenwood Springs. But it was always a Denver to Glenwood rallye, until we went to a three day event, in 2002, I think it was. Now with alternating Friday and Saturday starts for the Rallye and tour, the rallye starts and ends in Glenwood every other year.

We used to research routes with detailed maps. Now with Google Maps the rallye can be written in the Winter, with the ground view even providing signs and speeds to use. Wow, I now wish I would have done that 3-4 months ago. Oh well, too late now!

**DYNAMO: What goes into Rallymaster-ing?**

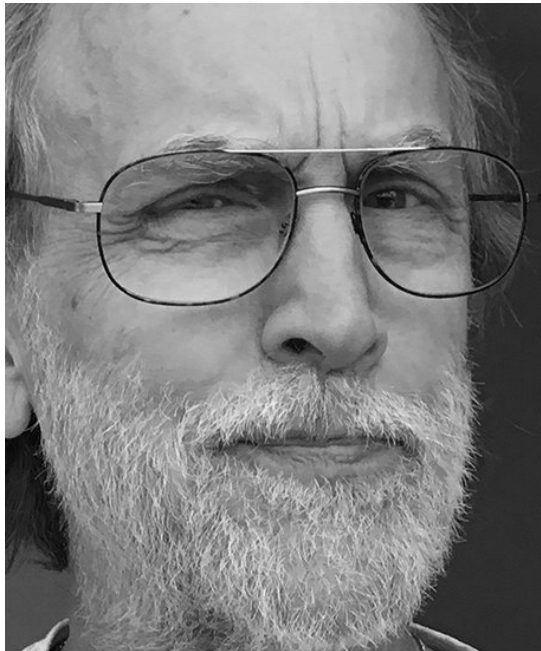
**DOUG:** You want the rallyists to be challenged, but you don't want them to get a bad taste for rallying. You want them to come back next year. It is a difficult job for the rally masters to make it challenging and interesting for the Experienced and Computer Class, while not making it too complex and frustrating for the Novice and Intermediate Class.

**DYNAMO: What do you like most about being Rallymaster?**

**DOUG:** Looking for places where rallyists can get tricked. The rallyists need to understand the Main Road Rule. That is 80% of the key to their success. The best thing for a rally master to do is to trick the rallyists in such a way that they get lost, lose time or gain time, then get back on-course *without knowing that they were off-course*.

We try to get them to arrive early or late to a checkpoint because of a bad decision they made. It is fun to picture them reading the critique at the next checkpoint and slapping their hand on their head and saying, "Oh darn, they tricked us."

But some of the very best tricks you don't even design, you find out about them after the rally. You might find out that 10-15 rallyists all got themselves off course at the same place by misinterpreting the Main Road Rules.



### DYNAMO: What do you like Least? / What is the Hardest Thing about Rallymastering?

**DOUG:** It is a horrible feeling IF, at the end of the Rallye, you find out there was a mistake. Things like Instruction numbers were wrong, an instruction was left out, there is an instruction out of place, you applied the Main Road rule wrong, or something else happened to cause the rallyists to get lost. That is so sad when it happens and you feel about two inches tall.

Also I have to confess, I dislike the drive home. We might start off at 7am to design, check-run or measure the rally route. We spend the day; exploring roads, considering places for a break, lunch or a checkpoint, reading the Generals, writing instructions and jotting down mileages. Then about 5 or 6pm we are at the end of the rally route, physically and mentally tired out, and it is time to drive back to Denver. UGH!

## BOOK NOW!



**MGCC RMC**  
**annual RALLYE**  
**GLENWOOD SPRINGS**

**65th**



2017  
June 9-11

**CONTACT**  
Pam Frakes  
Registrar at 303-748-9773  
or [glenwoodrallye2017@gmail.com](mailto:glenwoodrallye2017@gmail.com)  
Derek Prechtl  
Event Chairperson at 231-642-1898  
or [dprechtl@hagerty.com](mailto:dprechtl@hagerty.com)  
**REGISTER AT [WWW.MGCC.ORG](http://WWW.MGCC.ORG)**

**SAVE THE DATE!**  
**JUNE 9-11, 2017**

Get ready for the  
**65th Annual Rallye!**

*All classic cars  
welcome for the event!*

Join the MG Car Club Rocky Mtn  
Centre for our annual event that  
includes a TSD Rallye, Tour, Car  
Show and more! Three days of  
great car fun in the Rocky Mountains!

**View registration and event info, plus regalia items  
at [www.mgcc.org](http://www.mgcc.org).**

Visit the official MG Car Club Rocky Mtn Centre website at  
[www.mgcc.org](http://www.mgcc.org) for detailed event information, regalia items, and  
registration forms available in downloadable, PDF formats  
for your convenience to print and mail to our registrar. For those  
who do not have internet or printing capabilities, our registrar  
will mail event information and forms to you.

# Q&A RE: MGC

With Chuck Hassler



**DYNAMO:** How many MGCs have you owned- is this your first?

**CHUCK:** I've owned two MGCs. The first was bought in 1970 in Fort Walton Beach, FL. This late production number 1969 tartan red MGC four-speed with overdrive roadster was less than a year from new with very low miles. The asking price was \$2,200, a low price for such a young and perfectly maintained vehicle. I asked the salesman why the price was so low and he said, "because MGCs are junk". Little did he know that the MGC would draw a faithful following. Oddly, there was a MG/Triumph dealership located just two blocks from the used car lot where I bought the car. This

dealership had maintained my Triumph Spitfire, Austin Healey 100-6, and the MGC, but I never thought to ask why they hadn't bought the C for resale. The car was painted gunmetal gray in 1974 and, I sold it in October 1981 for \$2,200, with 122,000 miles on the odometer. A military move prompted me to sell the car. Bad decision. Another MGC would not grace my garage for 23 years.

My second, and currently owned, MGC was bought in 2004 from a gentleman in Nashville, TN. He and his father bought the car in 1980 as a father/son project, but his father passed away the same year. The son kept the car as bought. He kept it mechanically maintained, and very badly wanted to complete the restoration. But, a growing family convinced him to reluctantly sell the C. When I responded to his for-sale listing, he interviewed me by phone for two hours until he was convinced that my wife and I could complete the restoration. The sale price was \$5,000. This 1968 MGC roadster, with a Borg Warner T-35 three speed automatic transmission, was mechanically sound but cosmetically "rough". As bought, this factory painted Snowberry White MGC was now white, primer gray, primer red, and Tennessee Volunteer orange. My wife and I did necessary mechanical repairs and completed the cosmetic restoration in 2006. Our MGC is now painted Riviera Silver Blue Metallic, one of two metallic MGC colors for 1968 only. The interior is Dove Gray with Navy Blue piping and Navy Blue carpet.

**DYNAMO:** What interested you in an MGC?

**CHUCK:** There were 17 MGC's produced in 1967 but none for export to North America. However, North American MG dealerships in 1967 had pre-sale advertising that provided a good bit of information about the "new" MGC. The advertising got me hooked. When the MGC did arrive in North America, the price for a MGC roadster was \$3,995. In comparison, a Triumph TR6 roadster cost \$3,275, and a Chevrolet Corvette cost \$4,438. These new car prices were out of a young airman's budget. I decided to wait until I could afford to purchase a used MGC. Great decision.



**DYNAMO: What's life like with one?**

**CHUCK:** Owning an MGC is "almost" all positive. The C is a unique ride; it's a sports car that drives like a long range, very comfortable tourer. It's not as nimble as its brother, the MGB four speed tourer, but the MGC and MGB are, for sure, different cars. We also have a 1980 MGB and love the C and the B for their different characteristics. The MGC does draw a crowd. It's fun to introduce the MGC to those who have never seen, or sometimes never heard of, this model MG. On the "almost positive" side, parts acquisition can be a challenge. Some parts are unique to the MGC, and some of these parts are referred to in the MGC world as "The Unobtainables".

**DYNAMO: How is it different from an MGB?**

**CHUCK:** Oh, there are so many differences. Driving is different in a few ways. The larger seven main six-cylinder engine is stronger and smoother than the MGB four cylinder. The MGC loafs along with ease. The MGC ride with the torsion bar suspension is a delight, and the taller and wider 15" wheels also makes for a more pleasant driving experience. I drove my 1969 MGC cross country many times from 1970 to 1981, and the comfort level and performance were comparable to most modern cars of the era. From Miami, FL to Portland, OR, side trip to Utah, and Yellowstone, and back to Miami...what a hoot! I like our MGB best for running through the twisting Colorado mountain roads, but the MGC wins hands down for long haul trips.

**DYNAMO: Were the critics wrong in 1967? Why/Why Not?**

**CHUCK:** Not so much, although it's commonly thought that the motoring press was biased going into the test drives; maybe because the MGC was intended to replace the beloved Austin Healey 3000, the "Big Healey" whose production ended with the 1967 model year. British Motor Corporation (BMC) management also failed to effectively "sell" the MGC to the motoring press.



Chuck and Becky Hassler in their MGC

Also, it was discovered that, during the 1967 press test drives, the tires on the test vehicles were inflated to 22 psi, well below the BMC recommended 26 psi, and the tire manufacturer's recommended 28/30 psi. The MGC weight distribution is 53% front and 47% rear which causes understeer, and the lower psi increased the understeer. The press blasted the MGC's handling characteristics. Some of the same testers drove the MGC 1969 model and reported that handling was quite satisfactory. The bottom line is that BMC failed to effectively present the MGC to the motoring press and the public.

AT A GLANCE. New derivative of MGB with six cylinder engine. Lack of low speed torque and engine reluctant to rev. Very noisy fan. New all synchromesh gearbox works well, but has odd choice of ratios with overdrive. Heavy fuel consumption. Light brakes, with some fade. Good ride; strong understeer; steering low geared. Lots of leg room. Heater extra. Good Finish. Base Price £895. - *AUTOCAR*, 16 November 1967.

**DYNAMO: What modifications have you made to improve drivability / enjoyment?**

**CHUCK:** Our 1968 MGC is as it came from the factory mechanically with a few exceptions. The oil filter can with felt filter was replaced with a spin on oil filter adapter to use modern NAPA Gold filters. The electronic C-N-H temperature gauge and electronic oil pressure gauge were replaced with an early MGB dual mechanical temperature/oil pressure gauge, the same gauge used on all Home Market MGCs. The 16 ACR alternator was replaced with an 18 ACR alternator to increase available amps. All emissions equipment is in place and functional.

Cosmetically, the interior was replaced with Navy Blue carpet instead of black rubber matting; the panel kit and leather seats are Dove Gray with Navy Blue piping instead of original black leather; and the 1968 non-reclining, non-headrest seats were replaced with 1969 reclining seats with headrests for comfort and safety. Both sets of seats received the leather Dove Gray seat covers.

AMCO options include a period correct luggage rack and a center console with radio speaker. A 15" wooden Moto Lita steering wheel is installed in place of the 16.5" factory supplied leather wrapped spoke wheel. The spoke wheel is hanging safely in the garage. An AMCO chrome bumper bar/badge bar is installed over the front bumper. AMCO was a BMC factory approved aftermarket accessory company for British cars and other marques. And last, the original dealer installed AM/FM radio is in place and working.



## It's (Nearly) Alive!

The much anticipated return of my MGC  
by Bill Panos

While I have been a fan of MGs for years, I'm embarrassed to say that in all those years I've only had a road-worthy MG for a handful of those years. My story goes something like this:

I bought my first MG, a 1969 MGB roadster, in the spring of 1988 after graduating from CU Boulder. I drove it to work as a stock-boy all that summer, and eventually landed a job with an engineering company here in Colorado Springs. That winter the alternator gave out, and I bought more reliable transportation, a Mazda 323, to get me to work. Not that the MGB was unreliable, it never left me stranded, but it had horrible rust, the engine knocked horribly due to a bad rod bearing, and the brakes were marginal. I took the MGB off the road in hopes of addressing some of the issues, but ultimately concluded that the body was just too far gone.

I bought a second 1969 MGB roadster body, which was in good condition, with the intent of transferring the drive train from my original MGB to it, but eventually obtained the original drivetrain for the second MGB. That project wound up in storage while I raised a family and got into my engineering career.

Fast forward many years. I tinkered with the MGB off and on, doing bodywork and buying parts for the restoration. Eventually the MG bug was too much to bear, and I bought a running 1969 MGC-GT in mid-2007. I figured it would satisfy my MG cravings until I had time to do a proper restoration of the MGB roadster.



Bill Panos with his MGC in 2008

The purchase of the MGC was something of a lark. I knew very little about MGCs at the time. A roommate in college loved MGs, and I remember him talking about this "rare" model of MG called the MG C, and how it had a 3 liter, 6-cylinder, engine. When one came up for sale on eBay, within my modest budget, I bought it sight-unseen. I drove to Indianapolis, where it was located, trailered it back to Colorado Springs, did a little work on it to get it road worthy and pretty reliable, and then drove it almost daily for 1 1/2 years.

Having spent, I assume, most of its life in the "rust belt", my MGC was very badly rusted, even more so than my first MGB. The floors, rocker panels, sills, rear wheel arches, boot, lower firewall, and bottom of the transmission tunnel were very rotten. I took it off the road when I noticed a crack developing across the top of both A-posts! Mechanically, it was a very good car, and pretty original. When I bought it, it even had what looked like original "Lucas" spark plug wires.

Initially I was going to do a light-touch restoration: attend to the rust issues, replace the sills and rockers, floors, and boot floor, get it back on the road, and call it good.

However, as fate would have it, I managed to obtain a number of rare, MGC-specific pieces for the restoration, including a set of original torsion bar box sections for under the car, a set of original rubber floor mats, an original NOS exhaust system, and an original Britax sliding vinyl sunroof.

I was off to the races with a full, as close to factory original as possible, restoration. The body work alone took me a couple of years. I replaced all four fenders, the lower firewall and transmission tunnel, front floors, rear spring hangers, the aforementioned torsion bar box sections, boot floor, front and rear valances, and complete inner and outer sills.

In all, I performed over 200 sheet metal repairs on the body, from full fenders to 2x2 inch patches in the rear floors. Every mechanical system on the car was disassembled and restored, sans the engine, which was running well and got a cosmetic restoration. A call from Al Wulf last year put the restoration in overdrive, and I am working hard to complete it in time for the Glenwood Rallye in June.

*"In all, I performed over 200 sheet metal repairs on the body, from full fenders to 2x2 inch patches in the rear floors. If anything defines my particular car, I would say that it is the Lazarus, back from the dead aspect of its restoration. I don't know if anyone else would have put the time, effort, and money into restoring a car whose body was as far gone as my MGC's."*



I painted the body myself in the original Mineral Blue late last year, and completed the mechanical restoration over the winter, including a pair of rebuilt/original Girling brake boosters. I am currently working on the interior and exterior trim.

If anything defines my particular car, I would say that it is the Lazarus, 'back from the dead' aspect of its restoration. I don't know if anyone else would have put the time, effort, and money into restoring a car whose body was as far gone as my MGC's. It had one foot in the grave, and probably would have wound up being parted out for its drivetrain.

I plan to complete the restoration of the 1969 MGB roadster this summer, in the original British Racing Green. I think the Mineral Blue MGC-GT and BRG MGB roadster will make a striking pair. The came off the assembly line in Abingdon only a few weeks apart from one another. Ask me in a year or so to compare/contrast the two.

### MGC Parts different from the MGB

- 2912 cc seven main bearing crankshaft engine
- 1.75" SU carburetors
- Different throttle linkage
- Unique air cleaner filter box
- Front carburetor cooling fan
- Unique emissions control system
- 16.5" steering wheel with leather wrap
- Larger dash instruments
- Different pedal box and pedals
- Dual brake boosters
- Unique 5-way brake pressure failure switch
- Larger brake rotors and drums
- Large fronts brake calipers and brake pads
- Larger rear brake cylinders and brake shoes
- 15 inch clutch
- Thicker, more robust drive shaft
- Unique dual brake master
- Larger radiator with unique mounting and sealing brackets

- Unique heater control valve
- Different design thermostat
- Different/stronger transmission with unique bell housing
- Larger clutch master and slave
- Larger clutch
- Wider transmission tunnel on all 9002 cars to accommodate the BW T-35 automatic transmission
- More robust differential
- Larger U-Joints
- 15" wheels
- Tube type front shock absorbers
- Torsion bar front suspension- The floor pans were also raised to make room for the torsion bars, so the front of the seat frames are 1.75" lower than the MGB seat frame to make up for the space needed by the torsion bars.

### MGC PRODUCTION NUMBERS

Year	Roadsters	GTs
1966	9	4
1967	182	38
1968	2596	2491
1969	<u>1757</u>	<u>1925</u>
Total	4544	4458

**mgc GT**

New to the MG range this year is the MGC/GT coupé. Powered by a new 2912 cc seven-bearing crankshaft engine, this new car has tremendous performance (150 b.h.p. at 5,250 r.p.m.) and is extremely quiet and smooth running. Servo-assisted brakes match this superb performance. It has an all synchromesh four-speed gearbox with automatic transmission or overdrive as optional extras.

*Safety fast!*

MG

# Upcoming Events

## May

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10 MGCC Monthly Meeting at Mimi's Lonetree

27 War Bird Show and CCCC Swap Meet, Front Range Airport <http://www.ftg-airport.com/events.php>

30 25th Annual British Car Days: The British Motorcar Club of Southern New Mexico invites you to participate in their 25th Annual British Car Days on the historic Mesilla Plaza. This 3-day event begins Friday at 3:00 PM and ends Sunday at 5:00 PM, with the Saturday car show on the plaza from 9:00 AM to 1:00 PM. To register call registrar Mike O'Donnell at 575-680-8333 or e-mail [hdmmodonnell@gmail.com](mailto:hdmmodonnell@gmail.com).

## June

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2-4 Dirt Drags at Monte Vista, CO <http://hotroddirttrags.com>

9-11 Rallye Glenwood Springs : Our 65th Annual Rallye Glenwood Springs, the oldest continually-held time-speed-distance rallye in the United States, will be held Friday – Sunday at the Glenwood Springs Courtyard by Marriot Inn and Suites. The registration form for Rallye Glenwood Springs 2017 is up! Get your registrations in before May 19th to save on registration fees at <https://mgcc.org/rallye-glenwood-springs/registration/>.

10 CCCC Cruzin' Havana Car Show and Poker Run [www.onhavanastreet.com](http://www.onhavanastreet.com)

14 MGCC Monthly Meeting at Mimi's Golden

19-23 GT-42: Have a NAMGAR "Danish" in Solvang, CA, info: <http://gt42.namgar.com/>.

23-28 MG2017, San Diego: Calling all MGB owners! Head to sunny Southern California for MG2017. For info, go to <https://mg2017.namgbr.org/>.

Please check out the calendar on the MGCC web site: [mgcc.org](http://mgcc.org)

## July

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July 29. Race and Rally Against Kid's Cancer. Take part in a Poker Rally around Denver ending up at the High Plains Raceway in Byers, CO in time to watch more than 100 RMVR vintage racers compete. There's a trackside dinner and live music. 100% of the proceeds goes directly to the Morgan Adams Foundation for pediatric cancer research. [www.raceagainstkidscancer.org](http://www.raceagainstkidscancer.org)

## Monthly

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**Regular Second Wednesday Membership Meetings** are held every month except December. The business meeting officially starts at 7:00 pm, but members and guests are encouraged to be there at 6:00 pm, or earlier (the restaurant gets busy) to order dinner from the menu. Meetings are held at Mimi's Restaurants. We alternate locations from: 14265 W. Colfax in Golden (across from the Colorado Mills shopping mall. From Interstate 70 take Exit 263, go south on Denver West Parkway, then west on Colfax. Mimi's is on the right (north).), to 9155 Park Meadows Dr. in Lone Tree (C470 to Yosemite, then south to Park Meadows Dr. turn left (east).)

**Cars and Coffee**, 1st Saturday of each month, 7:00-10:00 AM: This event has moved to Lafayette and will be held 1st Saturday mornings at the Flatirons Church parking lot at 355 South Boulder Road. This is not a car show, and all types of cars and trucks are welcome to "come and go." The owners are free to "talk cars" to their hearts' content. Please remind fellow attendees to avoid engine revving, burnouts, etc., so we don't collectively wear out our welcome.

### **THANK YOU FOR YOUR SUPPORT, AND YOUR CONTRIBUTIONS TO THIS ISSUE:**

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**Doug Eulberg**

**Chuck Hassler**

**Keith Kerr**

**Rebecca and John Macintyre**

**Bill Panos**

**Neil White**

**Kermit and Maggie Witherbee**



# Caption Contest



The captions on these publicity photos could use a little sprucing up.  
Submit your clever caption to: [mgrmcnews@gmail.com](mailto:mgrmcnews@gmail.com).



The *DYNAMO* ("to generate interest") is the official publication of MGCC- RMC. Membership is open to anyone having interest in the MG marque. MGCC-RMC is affiliated with the North American MGA Register (NAMGAR) and the North American MGB Register (NAMGBR), as well as the Collector Car Council of Colorado.

To contribute content, please email: [mgrmcnews@gmail.com](mailto:mgrmcnews@gmail.com)

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