

# DYNAMO



MG Car Club of England, Rocky Mountain Centre | January, 2019

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## President's Corner

*Welcome to the first Dynamo of 2019. Thanks to Keith Kerr for guiding us through the last year. Even though it's mid-winter, I'm sure you're diligently working to have your cars ready for the year ahead.*

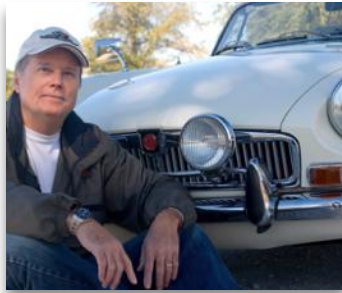
*Planning for The Rallye Glenwood Springs is going well. Who would have thought a Murder Mystery for the tour? Details will be on our website shortly.*

*The club is always looking for new events or the chance of tech sessions. Please let us know of any ideas, so we can help organize and get them on the calendar.*

*Looking forward to seeing you on the road.*

*Safety Fast!*

*-Neil*



Hard to believe that planning for the 2019 Rallye Glenwood Springs is nearly complete! This year's rallye events are going to be very special, but it's a bit too early to provide details at this point. In this issue, we are able to share the Featured Car for 2019, as well as reveal the artwork for this year's rallye. Without being too much of a spoiler, let's just say that you will definitely want to get your hands on a 2019 Rallye Glenwood Springs poster. Details, page 8.

*-Editor*



# Christmas Party Update



The 2018 club Christmas party was a festive gathering. The food was good and the company great as always. Judy and the Scots (not the name of a rock band) also made an appearance. Great looking knees, folks! Restaurant management stuck to their guns and limited attendance to 50. The staff did a great job and provided excellent service. That said, there was serious talk about finding an alternate venue for next year that would allow for a larger group in 2019.

To that end, Neil White and Rich Weiskopf have negotiated with Maggianos in the Denver Tech Center to be the 2019 venue for the club's Christmas party. "We were really disappointed that we couldn't accommodate everyone for the 2018 party, so we decided to look for an alternate venue," Neil told *Dynamo*. "Maggianos ticks all the boxes, so we are going to try them for 2019. As with everything else for 2019, costs will be a bit higher, with per person prices dependent upon on the club's support of the event." The dinner is scheduled for December 8, 2019, so save the date now; time TBD.

**Here's how you can help:** email [mgrmcnews@gmail.com](mailto:mgrmcnews@gmail.com) with the number of people in your group for the 2019 Christmas party at Maggianos. This is not an advance commitment, but an effort to determine how many people the club needs to accommodate this year.



## 2018 Hazel Marble Award Winner



It was John's year for awards. John Fraioli received the Hazel Marble Award this year for his efforts in safely returning Al Wulf's car, truck and trailer from Ohio this summer. The Hazel Marble Award is given to the club member who best embodies the MG Spirit. Congratulations, John!

# 2019: The 90th Anniversary of the MG Sports Car

The MGCC and Triple-M Register have designated 2019 as the 90th anniversary of the MG sports car. The first M-type models went into production in 1929, with the 8/33 Midget Mk.1. Featuring a 20bhp overhead cam engine first developed by Wolsley, the Midget was brought forward to compete with the Austin Seven, and was designed to fit in the average tool shed. The Brooklands Double Twelve racer featured a modified camshaft developed by H.N. Charles, which found its way into later production models. The final 8/33 M-Type Midget was produced in 1932, but the Midget designation continued through the 1970s.



**The MGCC Triple-M Register**  
 Yesterday at 4:05 AM · 🌐

In a few days time, we'll be celebrating 90 years of Triple-M M.G.s with a tiny bit of an emphasis on the M-types, the very first of them all! Actually having been introduced at the 1928 Olympia Motor Show, one could argue we should have been celebrating this year, but the Register has chosen the year in which the car went into production.

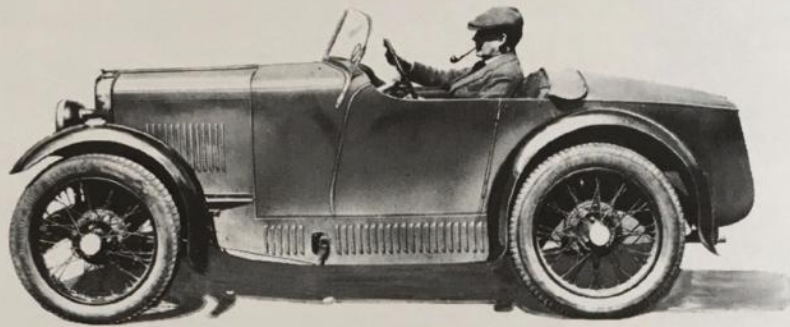
This lovely picture shows Leslie Callingham and Cecil Cousins as riding mechanic in the 1929 High Speed Trial at Brooklands, the model's competition debut. If you would like to read up on these very early Midgets, we suggest getting yourself a copy of our 2015 Yearbook, available from our library at [www.triple-mshop.org](http://www.triple-mshop.org).



*The Autocar*

Published *The Autocar*,  
28 June 1929

# "THE AUTOCAR" ROAD TESTS



No. 61.—M.G. MIDGET, TWO-SEATER  
*An Extraordinarily Fascinating Little Car: Comfort at Speed.*

NOT only has the M.G. Midget a fascinating appearance, but it goes so exceedingly well. Sixty to sixty-five miles an hour with it are not adventure but delight. It sits down on the road like a thoroughbred and at high speed feels more like a big car than a tiny one. Nor does it fuss when travelling quickly.

All cars seem to have a speed to which a sensitive driver settles down automatically. Some call it the "cruising speed," others the "kindest" speed. On the Midget this speed is 50 m.p.h. However, too much stress must not be laid upon the upper end of the performance scale, although for its size the car is decidedly fast, for there is plenty of flexibility, and on top gear it is possible to crawl along in traffic behind a slow-moving vehicle and get away quite smoothly again. In this respect the redoubtable S.U. carburetter and the battery ignition play their

**DATA FOR THE DRIVER.**

8-33 h.p., four cylinders, 57-83 mm. (847 c.c.).  
 Tax, £8.  
 Wheelbase 6ft. 6in., track 3ft. 5½in.  
 Overall length 10ft. 3in., width 4ft. 2in., height 4ft. 6in.  
 Tyres: 27 x 4in. on detachable wire wheels.

Engine—rear axle gear ratios.	Maxima (m.p.h.).	Acceleration (10-30 m.p.h.).
17	24	—
8.96	44	7 sec.
4.89	64	15 sec.

Turning circle: 34 feet.  
 Tank capacity 4½ gallons; fuel consumption 38 m.p.g.  
 6-volt lighting set. Two-rate charging.  
 Weight: 10 cwt.  
 Price, with two-seater body, £175.

24 FEET from 25 M.P.H.  
 72 FEET from 40 M.P.H.

parts. Acceleration on top gear from very low speeds is notable for its smoothness more than for its rapidity, though the latter is pretty useful.

From 25 m.p.h. onwards on top gear acceleration is very brisk, while on second gear the little car fairly leaps away, as the figures in the table show. The gear change needs knowing. Changing is not difficult to accomplish after a little practice, but at first the shortness of the gear lever and the short travel of the clutch pedal are disconcerting. The clutch takes up the drive smoothly, and at the end of an hour one is accustomed to the process.

The speeds claimed by the makers for the various gears are, on first 20, second 40, and top 60 m.p.h. The claims are modest and the car will exceed these figures quite easily, though at 25 on bottom gear and at 45 m.p.h. on second there is a period of valve bounce. Although the exhaust has



**"THE AUTOCAR" ROAD TESTS**

a fairly healthy crackle when the throttle is wide open, the car itself is not unduly noisy; there are no annoying mechanical sounds, and the indirect gears do not shout about their work.

When the car is bowling along at 20 or so in the streets of a town the wary policeman is more interested in the look of the car than in the noise it is making. In confined spaces the Midget is very easy to manoeuvre, for the steering is light and quick, and one can twist and turn rapidly through traffic. At high speed on the open road the car can be steered comfortably with one hand. It is very steady even over poor surfaces, really remarkably so in view of its small size.

**Where the Infant Shines.**

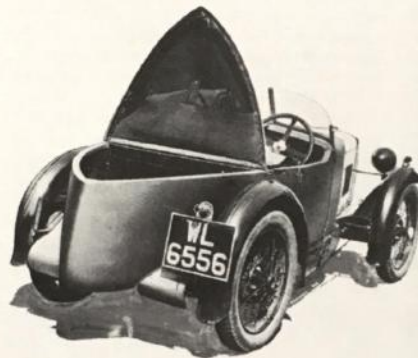
It is perhaps on hills that this infant phenomenon really excels. It will shoot up a straight 1 in 10 grade on top gear. One particular hill of this kind was approached at 52 m.p.h. and crested at 33 m.p.h. on top. Another 1 in 10 gradient, with a sharp turn at the foot which quite precludes a rush being made, was very nearly climbed on top. Steeper hills of the type which reach a maximum of 1 in 6 served to show up a surprisingly vivid second gear. They were surmounted on second at speeds varying between 32 and 38 m.p.h. This car is most excellent at hill-climbing.

Petrol consumption on a car of this nature depends very largely upon the way in which it is handled and the speed at which it is driven. The makers claim that the consumption lies between 37 and 45 m.p.g., according to circumstances. Over a run of 60 miles, including one or two hills, and driving fairly fast, the consumption worked out at 38 m.p.g., which is an economical figure in view of the liveliness of the car.

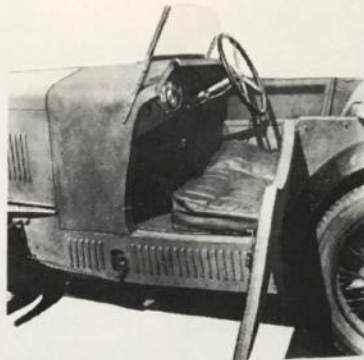
Not the least satisfactory feature is the brakes. They are effective, do not require a lot of force on the pedal, and do not show any tendency to lock an odd wheel. Also they are smooth unless applied with extreme



*Front view of the M.G. Midget.*



*Over the whole top of the tail is a hinged lid.*



*The driving compartment.*

violence. Each brake has an adjustment for its cable, and these are fairly accessible. There is also a single main adjustment for all four brakes under the floor boards, beneath the driver's feet. This adjustment is not very accessible.

As regards other matters of accessibility: the battery is below the driver's legs and is quite easy to reach. The engine oil filler and dipstick are on the off side and, with the ignition coil, the make-and-break and the distributor, as well as a drain-cock at the base of the radiator, are quite accessible. The sparking plugs, which are at a slight downward angle, can easily be tackled with a spanner, except that nearest the dashboard, this one being screened by the coil. On the near side of the engine is a detachable oil filter; on this side also lies the electric starting motor, while the cut-out and junction boxes of the electrical system are attached to the forward side of the dash.

**Smart and Up to Date.**

Outwardly the car is smart and up to date, with its striking radiator, fat filler cap, detachable dumb-iron shield, cycle type wings, and side valances. Actually the wings are carried on the car, not on the axles, and are rigidly attached. The two doors are extra wide, and it is easy enough to enter or leave the car. The screen is a fixed V type.

Pneumatic upholstery is employed and the seat is adjustable; also the back squab is movable, not only fore and aft, but can be set as to angle as well. Just behind the seat is a compartment in which the hood stays are carried when out of use. Over the whole top of the tail is a hinged lid, and in the compartment beneath is stowed the spare wheel, whilst above it is fair space for luggage.

Altogether the M.G. Midget is an extraordinarily fascinating little car, both to look at and to handle on the road.

# 2019 Glenwood Graphics Revealed

11 x 17 Poster



8.5 x 5.5 mailer



Given that this year's theme celebrates the 90th Anniversary of the MG sportscar, the Rallye Committee approved a retro theme for the artwork.

The 2019 designs incorporate both sepia tones and Art Deco elements reminiscent of the period when MG cars were first gaining traction with sports car enthusiasts. The featured car is Jack Kahler's Brooklands Double Twelve Midget.



# A Chance Encounter of the Mini Kind

By Steve Hart

Near the end of a wonderful 50th wedding anniversary trip to Ireland, I returned our rental car (German, not British) to the Hertz-Dollar lot at the Dublin airport. Because our hotel was only a few blocks from there and the weather was nice, I decided to walk back to the hotel. As I strolled along the sidewalk, I happened to look inside the gate of a very high concrete-walled warehouse park. To my surprise, just inside the gate was an original Mini with new paint, but no windows, being buffed out. With Ireland's very humid climate, I thought older Minis would be found only in museums!

Curious, I went through the gate and saw an entire row of Minis in various conditions and states-of-repair. It turned out to be a shop called "MiniFix" that specializes in original Mini repair, restoration, and "hot rodding." Unfortunately, I had no phone or camera, so didn't take any photos. However, the MiniFix Website/Facebook page (UTL below) had photos of some of the same cars that I saw, so I have downloaded a few for this article.

MiniFix began operations in 1992 and obviously does a booming business, as can be seen from the photos. There is apparently still a considerable interest in Minis in Ireland and not just for show. The Minis that were being painted, buffed, and restored were not being rebuilt with 1275's, but with 1380 cc engines putting out 120 HP or more. Wish I could have spent more time there!



<http://www.findglocal.com/IE/Cloghran/360348957310240/Minifix>

# The First Ten Minutes

**By Greg Peek**

The first ten minutes are always the hardest: the time spent getting situated and comfortable, becoming reacquainted with the manual steering and unassisted brakes, rediscovering the point where the clutch bites.

Then there's the various sounds: squeaks, rattles, bangs, gasps and spitting sounds from air-starved SUs. For these ten minutes I'm simply driving an old car and for that matter, one that seems a bit past its prime.

Then something happens. I'm suddenly 20 years younger and 20 pounds lighter. Maybe it's the intoxicating smell of hot oil, or the unique fragrance of jute underfelt warming in the sun. Fortunately, it happens every time.

Many people liken the experience of driving an MG to flying a small plane. For me, the plane has to be something like a Sopwith Camel. It seems to me that it's only meticulous loving care and a bit of luck that keeps them in the air. True, there are usually much milder consequences when an MG lets you down. That's partly the joy of it - knowing you can get yourself out of a jam and ultimately get where you're going. That sense of adventure, no matter how small, can be rejuvenating.

Like everything else in life, there comes a time when you have to pull off the road and step out of the car. The spell is broken. Age creeps back in, your back hurts and the pounds magically reappear. I don't have any cure for this syndrome, other than to make absolutely sure that all my MG trips last longer than ten minutes.





# Tiny Cars, Tiny Coffee



Ax and Allies held a great event on January 5th called Tiny Cars, Tiny Coffee. Customers and friends brought in their favorite models and miniatures to display in the shop and out back. Prizes were awarded by popular vote. It was a great turnout. Shawn and Ted were gracious hosts, as always. It was a very enjoyable time. If you missed this event, contact Ted or Shawn at Ax and Allies - [shawn@axandallies.com](mailto:shawn@axandallies.com). Knowing these guys, there will be more fun events to come.



Additional Photos: Courtesy Shawn Bowman

# 2019 Forney Dust n' Shine Event

More than 25 club members attended the Dust n' Shine event held on January 19. The MGCC-RMC has an ongoing commitment every January to help maintain Forney exhibits. This year, the Forney's featured exhibit is Vintage Camping Trailers.



Joe and Shawn chat over a cuppa in her family's 40 year old camper; Al, Patty and Matt pause for a photo.



The team takes time out for a photo. A complete attendee list appears on page 15.

**Photos courtesy  
Brian Dahlberg and  
Alan Magnuson**





Upper Left: The 1961 Great Dale Housecar. Between 50 and 60 were built by a Denver company in the 1960's. Scott and Bill get after the dust accumulating on all that polished aluminum; Bill is working on a 1961 Holiday House travel trailer. That's a Studebaker Daytona Wagonaire with open top in the lower right. The sliding roof model was based on the Lark platform and was produced from 1963-1966.



Clockwise: Joe and JoLynn on sweeper duty. Steve, Larry and Stan enjoying the moment; Charlie and Ben have a go at a 1948 Chrysler convertible. A 1947 Spartan Manor Travel Trailer is behind them; Joe and Cathy enjoying a 1938 5 ton Highway Department winch truck built by the Coleman Company in Littleton. Joe is pondering how it could possibly fit in his garage.

# **FORNEY** **MUSEUM OF TRANSPORTATION**

## **2019 Dust N' Shine Participants**

Curtiss and Anne Allen	Stan Edwards
Charlie Bartish	Larry Frakes
Shawn Bowman	Dick Fritz
Jim Brothers	Steve Gardener
Brad Cook	Ben Greene
Bryan Dahlberg	Joe and Cathy Gunderson
Bill Day	Steve Hart
Casey Duncan	Joe Haynes
Alan Magnuson	Scott Story
Jack McCaffery	Ken Van Cleve
Kevin Poirer	Al and Patty Wulf
JoLynn Pryor	





## T-Register Report - January



It's official: The 2019 MGT year started with Bill Bollendonk's garage open house on Saturday. There was coffee, donuts, and lots of friendly conversation. We even had some out of state visitors, too, with representatives of the MMM Register from Minnesota in attendance. This event is always a good way to start out our year. Thanks to everyone who attended; we had a great turnout. And the weather wasn't bad, either!

In addition to all of this fun, our little group grew by two. Please join me in welcoming our two newest members from Colorado Springs, Don Strode and Bill Panos. Welcome guys. And thanks, Bud, for getting them to join us.

Once again, thanks Bill. Your garage tour is always a "look -forward-to" event.

*Safety Fast,*

Skip

**Skip Christenson is Chairman of the Rocky Mountain T Register.**







**North American MGB Register**

The only MEMBER-RUN organization  
for MGB, MGC, Midget, 1100/1300 and  
Post Abingdon Car owners.

**ANNUAL MEMBERSHIP \$30** (\$45 overseas)

- *Dash plaque • Membership card • Window decal*
- *Six bi-monthly issues of The MG Driver,  
a 68-page informative magazine.*
- *Annual national convention – a four-day MG party!*

**North American MGB Register**

**PO BOX 876 • Downers Grove, IL 60515-0876**

Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)



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# Upcoming Events

## January

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**Forney Museum Dust N’ Shine** The MGCC-RMC is signed on at the Forney for the Dust 'n Shine for Saturday, January 19, 2019. See Coverage, Page 12.

## 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, weather permitting: 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 traditional 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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**Shawn Bowman**  
**Skip Christianson**  
**Brian Dahlberg**  
**John Fraioli**  
**Disk Fritz**  
**Steve Hart**  
**Jack Kahler**  
**Alan Magnuson**  
**Neil White**



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)





## **REPORTERS NEEDED!**



**PLEASE SUBMIT YOUR CONTENT  
(WORDS AND/OR PHOTOS) TO  
[MGRMCNEWS@GMAIL.COM](mailto:MGRMCNEWS@GMAIL.COM)**





# Parting Shot



Can't Wait 'Till June...

