

DYNAMO



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

President's Corner, P.2

2019's Featured Cars, P.3

A Few Minutes with the Rallyemaster, P.4

Rallye Spotlight: The Tour P.6

Genesis of the Denver Sports Car Scene, P.8

All About Collector Plates, P.11

Dynamo Remembers, P. 13

In the News, P. 14

T Register Report, P.15

Practical MGB, P.16

Upcoming Events, P.19

Parting Shot, P.23



Celebrating 90 Years of the MG Sports Car



President's Corner

It's that time of year when the dust covers are removed, fingers are crossed, and the key turned. Barring any minor issues, little British cars will be roaming the highways and by-ways of the country.

I thought Winter had finished, and this is Spring?? The clouds appear to have sprung a leak...But with every cloud there's a silver lining: The 67th Rallye Glenwood Springs is almost upon us. The planning committee have done their usual marvelous job preparing this year's event. If you've not signed up already, please go to our website and check for details on how to do so. I am intrigued how the Murder Mystery Tour will play out...

Looking forward to seeing you on the roads.

Safety Fast!

-Neil



We're in countdown mode again!

In this edition of *Dynamo*:

We provide some helpful inside information about the tour and rallye; we look back at the formation of the Denver car club scene in the early 50's; Dick Fritz demystifies Colorado Collector Plates, and I have a flat tire. What more could you possibly want from a club newsletter?





Featured Cars, 2019

To celebrate the 90th Anniversary of the MG Sports Car, The Glenwood Committee has assembled four tasty motors of the period. These include:



Courtesy: The Sacred Octagon



Clockwise, top left: Bill Bollendonk's 1935 MG KN Magnette, Joe and Cathy's 1936 MG PB, Casey Duncan's 1932 MG J2, and Jack Kahler's Double 12 Brooklands Racer.



2019 Rallye Preview

It's always a challenge to write a rally that begins and ends in the same places year after year. This year it's up to our club's vice president, Tyler Hicks-Wright. He's promised to spice things up a bit.

Dynamo: So congratulations on being Rallyemaster for the 2019 Rallye Glenwood Springs. What's on tap for this year?

Tyler: I'm looking to put together a rallye that will help people get better at rallying. Some of that will be going back to rallying basics, and some of that will be extending the rallye a bit, so we can fit more checkpoints in, so this year's rallye will be longer than the past several years.

Dynamo: Why more checkpoints?

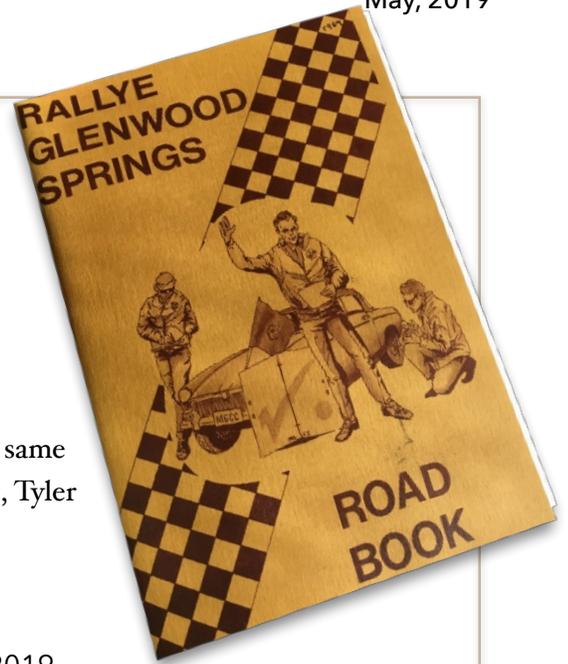
Tyler: Well, I think that, being the only rallye in the area, more checkpoints gives people more opportunity to learn rallying. If you only have a few checkpoints, then you can't apply the lessons from the critiques at the end of each rallye until next year. This year, I'm hoping that, by having more checkpoints, people will have the chance to apply what they've learned, during the rallye.

Dynamo: What sorts of things might they learn?

Tyler: The main thing will be the main road rule, since it's the foundation of the entire rallye. The other big thing will be rallye math. I'm planning to include and allow rallye charts for all participants, my hope being that it helps to ground the time, speed, and distance aspects of the rallye into one cohesive concept.

Dynamo: Have rallye charts not been allowed in the past?

Tyler: Historically, they have only been allowed in certain classes. This year, I want everyone to have access to them. I don't think this will change the "Seat of Your Pants" aspect of those classes, since you will still have to do the math on the fly with a pencil and paper, but I think it will give people a better feel for how to get a perfect score.



1960's-era Road Book

Dynamo: So, will a perfect score be possible this year?

Tyler: A perfect score is always possible! But this year there will be something special, and I think everyone can get a perfect score on at least one leg...if they're paying attention.

Dynamo: Can you tell us anything about this year's route?

Tyler: I can't say too much without giving away too much information. That said, I was able to incorporate some of my favorite MG driving roads into the route, so I'm excited to share that with people.

Dynamo: Any parting words of advice for this year's rallyists?

Tyler: First, rallying is, at its heart, a math exercise. I know not everyone loves to hear that, but it's pretty easy math, and when you get it right, it's a lot of fun. But if you lose track, just follow the CAST and you should be fine. Second, pay attention to the instructions and remember the main road rule. And third, have fun!





2019 Tour Preview

Unraveling a MURDER!

*Dynamo's Exclusive Interview with
Consulting Detective Diesel Kerr*



Diesel: You again? I thought we revoked your press pass.

Dynamo: Nice to see you, too. Do you always wear that hat?

Diesel: I assume you are talking about my Deerstalker?

Dynamo: Yes.

Diesel: My public expects it.

Dynamo: And the pipe?

Diesel: Nice touch, Don't you think?

Dynamo: (violent coughing) – Sure (cough). They let you do that inside?

Diesel: Of course not. Just on my patio. When they aren't home.

Dynamo: We Googled you. You actually *are* a policeman.

Diesel: Detective Inspector, I'll have you know.

Dynamo: I thought you were a Canadian.

Diesel: Ya, I am. I transferred from the RCMP.

Dynamo: Afraid of horses?

Diesel: I'll have you know they were afraid of *me*.

Dynamo: I see. So you've investigated a lot of suspicious deaths?

Diesel: Ya, that's right. Several. Mostly cats and a few annoying bunnies.

Dynamo: So now you've consulted on the Glenwood murder mystery tour?

Diesel: Ya.

Dynamo: Tell us about it.

Diesel: My keepers are sweet, but not very bright. I have to help them or they get nothing done. The tour is from Glenwood to Glenwood, and during the drive there are a series of information packets that the participants will receive. These packets will give you information about a gruesome murder that occurred in an alternative reality in the 1930s. Since the entire plot and story are made up, everyone will be able to spend quality time reading and surmising instead of googling. The fictitious suspects will bear a strong resemblance to the Glenwood Committee members and other members of the Car Club, but the devil will be in the details and the evidence. I have a nose for sniffing out the truth and I hope others will be able to do the same.



Dynamo: It sounds great, but tell us: If there's foul play, someone's got to die.

Diesel: Ya, that's so.

Dynamo: Who?

Diesel: Could be anybody, even you. Some loss that would be, eh?

Dynamo: (Gulp), any last thoughts for our readers?

Diesel: This is not an ordinary tour. There will be the typical tour route questions and tie breakers for a sense of tradition, but the mystery is new. *The murderer will be revealed at the dinner on Saturday night, don'tchaknow!!!* Hope everyone has a good time.



Crikey! A list of suspects as long as me arm!

Be Sure and Register for the Tour and the Social when you sign up for the Rallye. Participants are encouraged to wear period clothing on Saturday Night for the big reveal!

Where Were You in '52?

The Who, What, When, Where, and Why of Sports Car Clubs in Colorado

Have you wondered how the sports car scene began in Colorado? World War II had ended and Britain needed an inflow of cash to rebuild. The United States was a large market with available cash. MG began producing the TC in 1945 and Jaguar the XK-120 in 1948 with a focus on the U.S. market.



Denver Post

Bill Barker, KOA radio-TV personality, Denver Post columnist, and president of the Gentlemen's Amateur Speeding Society (GASS), was one of the founders of SCCA, Colorado Region and Regional Executive in 1955. He shared his memories, in an article called "How SCCA's Colorado Region was Born" in the SCCA Colorado Region's *Redline* newsletter:

"In 1950, there were possibly a dozen sports car owners in Colorado. Most of them owned MG-TCs (brand new), a couple had classics from pre-war days and there were only two Jag XK-120s hereabouts. Those drivers hung around Dab Collins' repair shed near 10th and Santa Fe, talking about the great European race and rally events, and boy, why can't we do stuff like that?

It was Dab, I think, who first heard about the Sports Car Club of America. A handful of us joined it—and became members of Oklahoma Region. (Practically all of the West was then Oklahoma, far as Eastern-minded SCCA was concerned.)

In 1951, if memory serves, Ted Fouts, in Grand Junction pressed the national organization for a region of our own. Were we Denverites pleased? We were not. If there was to be a club, we wanted it here. So we persuaded Collins to petition SCCA for a "Denver chapter", and invited every sports car buff we knew to meet at Denver Imports on Alameda, form a group and hear what the national outfit had to say.

That's when the misunderstanding began. Dab reported that SCCA refused to authorize city chapters. Our crowd was outraged. (Back then, sports car drivers were frequently outraged by something or other—so different from nowadays, right?) 'O.K.,' they growled in unison, 'Hell with them. We'll start the Denver Sports Car Club.'

So you see, if we'd known enough to have asked for a Colorado Region, instead of a city chapter, there never would have been a Denver Sports Car Club.





So it became the second oldest club in Colorado. Ted Fouts and pals had already created the Rocky Mountain Sports Car Club, and staged the first rally.

It took us till March, 1953, to incorporate SCCA, Colorado Region. Ninety percent of the founders were in the Denver SCC. What they wanted was merely to set things up so the local club could perform in SCCA events and stage a few of its own. In short, it was not a splintering off from DSCC, but was thought of as an adjunct to the later.

The early years were memorable in many ways. The National Continental Divide Rally became the most famous in the nation—and SCCA HQ was particularly impressed because it was the only rally in the U.S. that made enough money annually to pay for our racing—which then was the unprofitable event. Also we had the highest, trickiest hill climb on the SCCA calendar, Lookout Mountain, sponsored by Golden for \$5,000, with 80-odd turns and National standing--till mean ol' Gov. Ed C. Johnson killed all public road speed events. Till then the members had raced the streets of Aspen, Steamboat Springs, Salida, and the airports at Buckley and La Junta."

Ron Shaw, Colorado Sports Car Club historian and member of the MG Car Club, has researched the early formation of Colorado Sports Car Clubs and shares the timeline below.

Road & Track magazine 1951-52 issues had a "Club Activities" section with advertisements soliciting members for the Denver Sports Car Club.

May, 1951 - Dabney Collins requests contact from persons interested in forming a club.

February, 1952 - Preston Marble, first DSCC president, requests interested people join DSCC.

April, 1952 - Preston Marble writes, "you'd better hurry - membership is limited to 100. Looks like the overflow will have to form their own club."

Without exception, all of these clubs were formed between 1951 and 1952. The first of them, the Rocky Mountain Sports Car Club, was formed in Grand Junction sometime in early or mid-1951, with the first Denver club, the Denver Sports Car Club, close behind, formed October 4, 1951. The founding of additional clubs across Colorado strengthened the position of becoming a Region of the SCCA.

Almost all of the early clubs were of the general interest variety, not restricted to a particular brand or type of car, nor restricted to a specific type of sports car activity.

1951

Early to mid - Rocky Mountain Sports Car Club, Grand Junction

October - Denver Sports Car Club



1952

Early to mid - Aspen Sports Car Club (Sponsors of 1952 Aspen race, Sept., 1952)

Pikes Peak Sports Car Club, Colorado Springs

October - MG Car Club, Denver

Dec. 6 - Sports Car Club of America, Colorado Region

The formation of the clubs followed the establishment of sports car dealerships by a couple of years. In Denver, the first such dealership was Import Motors, Ltd., established in 1949 by Arthur Rippey (and other partners). World Motors in Grand Junction was founded in 1950 by the same folks that started the Rocky Mountain Sports Car Club. Dabney Collins' Precision Auto Repair took over from Rippey's defunct effort in 1950, followed by Dab's Denver Import Motors effort (with partners Kurt Kircher and Dick White) in late 1951.

The early dealerships provided a place for enthusiasts to gather and associate, World Motors, Precision Auto Repair, and Denver Import Motors in particular filling this function. In some cases the owners of the dealerships were involved in the formation and management of the clubs. Arthur Rippey was the first Regional Executive of the Colorado SCCA, and Ted Fouts, owner of World Motors, was President of the Grand Junction club. More often the management of the clubs was left to the local enthusiasts, some of whom were employees of the dealerships.

Ron Shaw

February, 2019

Note from Alan Magnuson: The Denver Sports Car Club stayed in existence and it appears that it became the Rocky Mountain Jaguar Club in 1967. Members with Triumphs belonged to the MG and Jaguar Clubs until the formation of the Rocky Mountain Triumph Club in 1984.



About Those Collector Plates...

Dick Fritz Gives us an update on collector plates for our treasured classics.

Special Colorado License Plates for Collector Cars

Dick Fritz, MGCC representative to the Collector Car Council



There are a number of license plates available for collector cars like our MGs, and I intend to discuss the qualifications for their use as spelled out in the Colorado Revised Statutes (CRS). The most familiar are the Collector Series plates, and perhaps more obscure are the Horseless Carriage plates and the Year of Manufacture plates.

Collector Series Plates

The original intent of the Collector Series plate was to recognize limited-use vehicles over 25 years of age and exempt them from emission test requirements in the Denver metro area. It was assumed, but not required, that these were not primary use vehicles and that the owner had at least one other vehicle with regular plates. The license is good for 5 years and costs five times the annual rate including fees. As might be expected, things changed. In response to Colorado's failure to meet air quality standards, the rolling 25-year emission exemption was discontinued and limited to vehicles built before 1976. Vehicles already having the exemption but built after 1975 were "grandfathered" in as long as registration was renewed on time. Then along came FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation in 2009, which added Road Safety and Bridge Safety surcharges to annual registrations. Fortunately, the surcharges for Collector Series cars were set at one year (not five years). Then, to complicate matters further, House Bill 13-1071 then restored the rolling-year authorization but now for vehicles at least 32 years of age. At that point there became three categories of Collector Series vehicles: (A) vehicles built in 1975 or earlier, (B) those vehicles built after 1975 and grandfathered in, and (C) vehicles at least 32 years of age. Categories (A) and (B) still were exempted from emission tests, but Category (C) vehicles had to have an initial emission test and be retested when the five-year registration was renewed. The Division of Motor Vehicles issued a memo (TR 13-19) to county clerks detailing these categories, and I can send anyone who needs it a copy of that memo.

Horseless Carriage and Year of Manufacture (YOM) Plates

The Horseless Carriage license plate was originally proposed by (what else) the Colorado Horseless Carriage Club to accommodate vehicles of the brass era - cars that now would be over 100 years of age. In fact the earliest version of this registration covered only vehicles made before 1916. Over the years, the eligibility has been advanced many times and now can be used for any vehicle over 50 years of age. and parades; (c) On occasions when the operation on the streets and highways will not constitute a traffic hazard; and (d) To, from, and during local, state, or national tours held primarily for the exhibition and enjoyment of such vehicles."



The thought of a 1959 Cadillac as a "Horseless Carriage" seems ridiculous, but that's the way CRS 42-12-301 reads. Only one plate is issued, and it is good for 5 years (but always for the five years ending in "4" or "9"), and there are strict rules for renewing registration before it expires. Originally it spelled out explicitly that a vehicle with a Horseless Carriage plate could be used only to go to or on vintage car tours. Sometime over the years this was liberalized in CRS 42-12-301 to permit use: "(a) To and from assemblies, conventions, or other meetings where such vehicles and their ownership are the primary interest; (b) On special occasions, for demonstrations.



What we have come to know as "Year-of-Manufacture" or YOM plates are called "Original Plates" in CRS 42-12-302. To be authorized to use YOM plates, one must have two embossed plates with the year agreeing with when the car was built, the plates must be legible, and form DR2818 must be submitted to the Colorado Department of Revenue (not your county clerk). The use of these plates is subject to the same limitations spelled out

for Horseless Carriage plates as given above. A problem that has turned up is that condition (c) is very vague. A member of another CCCC club was given a ticket for "having fictitious plates" by an Erie police officer while driving his car with YOM plates. The club member, armed with a copy of CRS 42-12-301&302 challenged the ticket, but the charge was dropped on a technicality. He wrote to the Erie Police department, but the Erie Deputy Chief was not convinced, claiming that all four conditions must be met, and the individual must have the regular or collector series plates on the car when on the highway, and the driver could put the YOM plates on the car only after parking at a show. CCCC may have to seek a clarification to CRS 42-12-301 by legislation next year, but in the meantime, you might want to avoid driving in Erie.

-RBF

Dynamo Remembers...

On May 1, 1924, "MG" was first registered as a trademark by Morris Garages.





In the News...

John Fraioli expands his online presence with simultaneous mentions on the Moss Motors and Classic MG Facebook pages. Look for the article on John's cars in the June issue of *Classic MG Magazine*.





T Register Report

By Skip Christensen

Our April event featured a visit to the Tebo car collection. What a place! Thank you, Phil Shires, for setting this up for us. We were able to spend some quality time with Stephen, and learned about his latest acquisition, a 1948 Tucker. It's a fine addition to Stephen's collection of 400 beautiful and interesting cars.



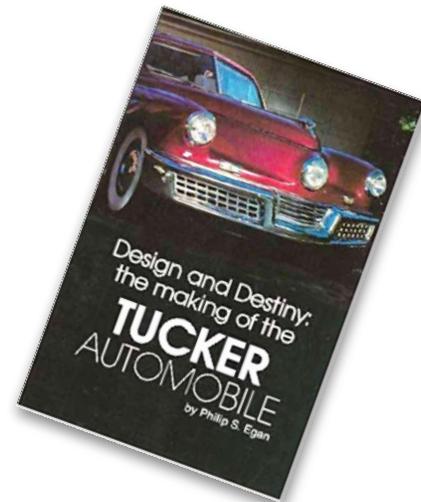
Stephen (L) regales the group with an inside story

The day started out rather cool with occasional snow, but a few brave folks still drove their LBC's. We started off with coffee and donuts at Phil's "garage" and ended with an enjoyable lunch at Oskar Blues. And the weather even warmed up a bit. It was a fun time with good people - a good way to spend the better part of a day.

Once again our little group is growing. John Limon, a TD owner, joined us on April 13. Welcome, John. Be sure to say hello next time you meet him.



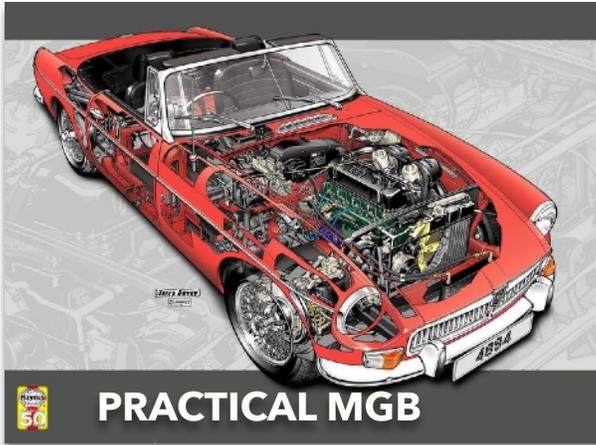
The Real Deal...



Recommended Reading -
Design and Destiny: The Making of the Tucker Automobile
by Philip S. Egan

Skip Christensen is chairman of the Rocky Mountain T Register.



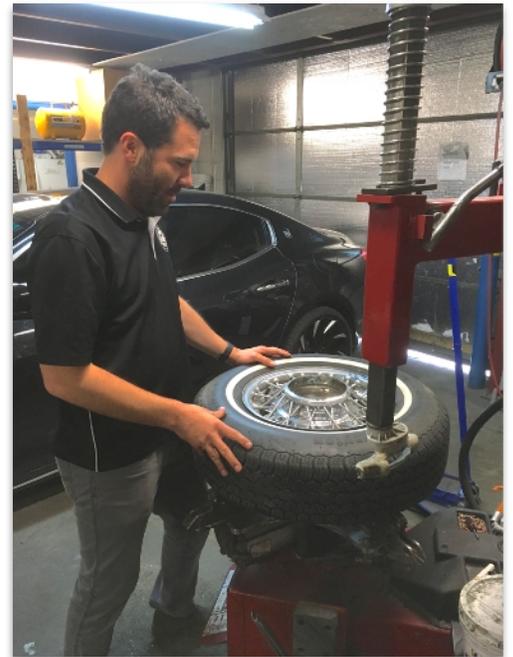


Your car really *does* talk to you.

During a run in the MGB with John Limon on a recent Saturday morning (over to the Tebo collection with the T-Register folks - thank you, Phil), John and I talked about when to replace tires, based on the latest manufacturers' advice. The Yokohamas on my B are twelve years old, so I've been thinking it's probably time. Two days later, the left front tire was flat. There was no visible damage or evidence of a puncture, but the vertical grooves in the tread had dry rotted and begun to separate. Coincidence or Conspiracy?

So the quest for new tires began. Since performance tires for 14" wheels are getting hard to find, I settled for a set of General Altimax touring tires from Tire Rack. I like Tire Rack because of the independent testing they do. A decent test score, along with positive consumer reviews goes a long way with me. The Altimax tire was best in class.

Now, about my wire wheels. I asked around and ended up at Woody's Wheel Works in Denver for mounting and balancing. Woody's has a reputation for knowing their way around wire wheels. Chris Witte was very helpful, and helped source some decent inner tubes at a good price. Since my wires are painted vs. chrome, we decided to road force balance the new boots, which typically requires weights to be placed on the front as well as the back of the wheel. Chris mounted and balanced the new tires for \$25 a wheel, including disposal of the disgraced Yokohamas. So, baby has new shoes, and I'm ready for the next adventure. Come to think of it, I wonder what shape the spare is in...



Chris at Woody's Wheel Works



North American MGB Register

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Upcoming Events

May

1st Annual Cruise Above the Gorge and 18th Annual Florence Car Show, May 18-19, Florence, CO. www.florencecoloradocarshow.com Cross the Royal Gorge in your favorite classic. Space is limited.
Drive your British Car Week, May 25-June 2. Get out and drive. Meet an LBC owner for lunch.
Trail Ridge Run, May 25. British Motoring Club of Northern Colorado. From Fort Collins through RMNP to grand lake. www.thebmcnc.com

June

Rallye Glenwood Springs, Checkpoint Worker Training, June 4. Hagerty offices, Golden.
Rallye Glenwood Springs, June 7-8-9, Glenwood Springs. Registration is still open: www.mgcc.org
Triumph Club Fathers' Day Picnic and Auto Rodeo June 15. We've been invited! rockymountaintr.org
1940's Ball, June 15, Boulder Airport. Drive a period classic and get in free. Advance arrangements required. <http://www.1940sball.org/>
MMM Register, National Meet, June 19-22, Bowling Green Kentucky nammmr.org
MG2019, June 23-26, Traverse City, Michigan www.namgbr.org
Mini East Meets West, June 24-28, Minis of the Rockies, Snowmass, CO www.eastmeetswestminimeet2019.com/
GOF Central, June 27-30, St. Louis MO gofcentral.com.

July

Evergreen Music Festival, July 4 Enter in the classic car show! evergreenmusicfestival.org
GT-44, July 10-14, NAMGAR, Dubuque, IA. www.namgar.com
MGVR Focus Event, July 18-21. Road America, Elkhart Lake. MGs on the track! www.rmvr.com
Celtic Festival, July 20. Neil and Dorothy's, Whitestone Cottage, Elizabeth. Wear a kilt and bring a side. <https://www.facebook.com/ElizabethCelticFestival/>

August

Scottish Festival, August 3-4, Citizens Park Pavilion, Edgewater. Car show, kilts, Guinness (just guessing) www.scottishgames.org
RMVR Race Against Kids' Cancer, August 10-11 High Plains Raceway. www.rmvr.com
Morgan Adams Concours d'Elegance, August 24 Centennial Airport www.morganadams.org

September

MOAB, September 4-8 Save the Date! A Shawn Bowman Production. Details soon...
Colorado English Motoring Conclave, September 14-15. Oak Park, Arvada Tour and Car Show. www.englishmotoringconclave.com



Monthly

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 North, 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.

Highlands Ranch Saturday Night Cruise The fourth Saturday of the Month, 4-9 pm, 9463 S. University Blvd., Highlands Ranch, CO <https://coloradocarshow.com/events/highlands-ranch-saturday-night-cruise/>



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

Bill Barker
John Fraioli
Dick Fritz
Tyler Hicks-Wright
The Kerr Family
Alan Magnuson
Ron Shaw
Neil White



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To contribute content, please email: mgrmcnews@gmail.com



REPORTERS NEEDED!



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

Parting Shot



MG K3 Magnette at the 1933 Mille Miglia by Bryan de Grineau.

Courtesy *Classic MG Magazine*