

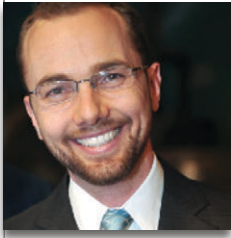


DYNAMO



Well... TOUR On. Page 3.

August-September, 2020



President's Corner

Dear MGCC Members,

Our strange year continues on. We were hopeful that we would be able to hold more in-person events this fall, and to an extent that's true. Rallye Glenwood Springs will happen, albeit in a different format, and while the Conclave car show isn't happening, we are still doing the tour.

It's been good seeing many of you at the remote membership meetings, I hope to continue seeing you all virtually until we can meet in person again.

*Safety Fast,
Tyler G. Hicks-Wright*



DYNAMO

The Official Newsletter of

The MG Car Club of England, Rocky Mountain Centre

August-September, 2020

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In this issue: The Rallye Glenwood Springs is on, more Garage Tales, the Morgan in the basement is finally finished, more electric MG conversions and MG vintage racers are back on track *-Editor*



We're Good to GO Saturday, October 3!

The Glenwood Committee has decided upon a unique event this year, given the “virus that won’t go away” pandemic. While events of all stripes have been canceled across the state, the committee has worked hard to preserve the heritage and unbroken track record of the Rallye Glenwood Springs, while working within a unique set of constraints.

That’s putting it mildly. It’s certain that there will be fewer participants this year. Many people are understandably reluctant to eat in restaurants and to stay overnight in hotels. Given that Glenwood is a four- to six-hour drive from Denver, depending upon the route and number of checkpoints, a single day, out-and-back trip all the way to Glenwood is not desirable for most. On the other hand, fewer participants means a smaller operating budget for the rallye.

A significant portion of the budget is set aside each year for event insurance. COVID-19 aside, some major event insurers have decided that any car event in which timing or speed is involved, TSD rallies included, can no longer be covered, narrowing the field to those few insurers who understand what a TSD rallye actually *is*. And those guys aren’t cheap. In a *normal* year, with a normal budget, Rallye organizers could weather this storm. Not this year.

**REGISTER FOR THE TOUR AT
MGCC.org**



Given the circumstances, the committee has made the following changes for this year's Rallye Glenwood Springs:

- **THERE WILL BE A ONE DAY, OUT-AND-BACK TOUR LEAVING FROM AND RETURNING TO THE WESTERN EDGE OF METRO DENVER, FOR A TOTAL OF FOUR TO SIX HOURS ROUNDTrip.**
- **THERE IS NO TIMING OR SPEED COMPONENT TO THE TOUR.**
- **THE TOUR WILL BE CALLED THE "RALLYE GLENWOOD SPRINGS TOUR," IN ORDER TO MAINTAIN TRADITION.**
- **WE WILL NOT BE TRAVELING TO GLENWOOD SPRINGS AS A CLUB.**
- **THERE WILL BE NO CLUB SANCTIONED SOCIAL OR OTHER EVENTS ASSOCIATED WITH THE RALLYE THIS YEAR. THAT MEANS NO GEARSHIFT SOCIAL, FUNKHANA, OR CAR SHOW.**
- **FIRST 100 PARTICIPANTS REGISTERED FOR THE RGS TOUR WILL RECEIVE A SPECIAL COMMEMORATIVE DASH PLAQUE (BELOW, RIGHT).**
- **THERE WILL BE NO ENTRY FEE FOR THE TOUR, BUT YOU MUST REGISTER IN ADVANCE. THE CLUB WILL BE REFUNDING ANY REGISTRATION FEES ALREADY PAID BY ENTRANTS, LESS ANY THIRD PARTY PROCESSING FEES.**

Organizers are hoping for a good turnout and hope that the changes to this year's events are received positively by club members and other participants. "We're making the best of the situation," said committee chair Keith Kerr. "The alternative is to cancel and wait until next year. That's not how we want to do things. We're pressing on, but with some commonsense changes that will help keep us all safe."

**DON'T FORGET TO CANCEL
YOUR HOTEL!**

Courtyard Marriott Glenwood
Springs:
(970) 947-1300

Marriott Residence Inn
Glenwood Springs: (970)
928-0900



It's Not Too Late to Sign Up!



**Sunday, September 20th
9:00AM**

The organizers have elected to cancel the car show portion of the 2020 Colorado English Motoring Conclave scheduled to be held on September 20th in Arvada. The Ride the Rockies Tour will go ahead as planned, but with a special name: the 2020 Conclave COVID Drive. Entry fees will be waived for this year. No "day of" registrations will be possible this year, so be sure to register online at www.thecoloradoconclave.com and follow the directions for registering by email. Support the Conclave by doing the 2020 Conclave COVID Drive!

Dick and Judy Fritz Win the Oil Spot Rallye ... then Break Down



Dick and Judy Fritz entered their 1955 Aston Martin DB2/4 Drophead Coupe in the 2020 Oil Spot Rallye, held on Saturday, August 29th this year. As expected, attendance was a bit lighter than normal this year, with 37 people and 21 cars participating, a little more than half of 2019's turnout.

The Rallye consisted of four legs, each with its own distinctive style. Leg One was a classic trap rallye with all but three competitors falling for the trap, which essentially enticed participants to violate the Main Road Rule. Leg Two was a T - - D style rallye (without the "S") which ended up at the famous Bruce's Bar in Severance. (To my knowledge, no one ordered the signature menu item, Rocky Mountain Oysters.) Leg Three, the Gimmick Rallye, was essentially a transit stage featuring a number of British terms that required translation into 'Murrican.' The final leg, a hare and hound rallye, took place in a residential area near downtown Fort Collins.

I had the pleasure of running behind the Fritzes in their Aston. The car really moved along well, the engine seeming to be on song for most of the day. It hit a sour note during the Hare n' Hound, when it suffered from fuel deprivation. It ultimately had to be flat bedded to the Fritz's home in Longmont. Nonetheless, the Fritzes managed to take first place in the Unlimited Category. Well done, you two! Somehow, my wife Irene and I, managed to take third in the Seat of the Pants Class. Not sure how that happened.



Dick & Judy's
1955 Aston Martin DB24

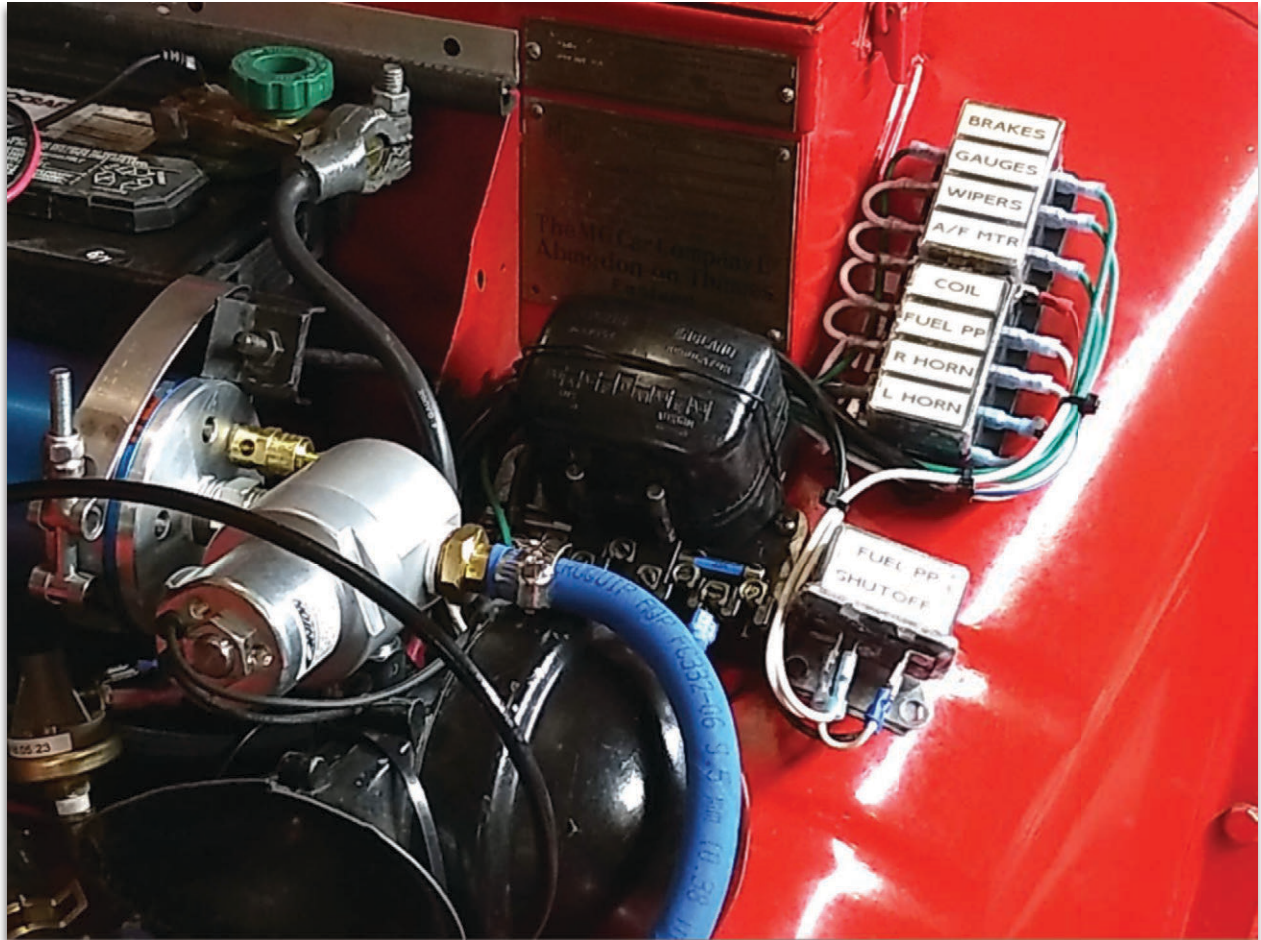
Velecia Manning, Photographer



Garage Tales

There's been a whole lot of things going on behind those roll up doors....

Craig Gander has been using modern components to upgrade the electrical system on his TD:

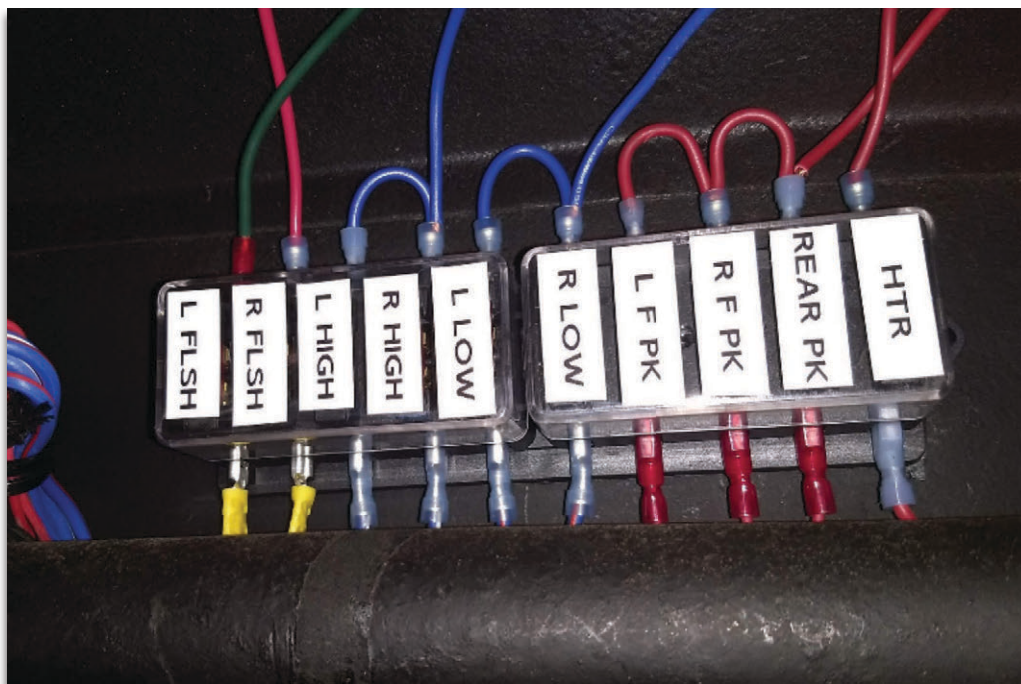


Under-bonnet fuses, fuel pump shutoff, engine pre-oiling system.





Discrete under dash controls and displays, including heater controls, temperature gauge, fuel gauge, hazard lights switch and trip odometer reset. Below: a full array of under dash fuses.



Fabricating a Trailer Hitch for a Rubber Bumper MGB

By John Fraioli

So, I decided I wanted to haul a little trailer behind my 1977 MGB. This way I could bring camping equipment as I cruise around the country during my long distance out of state road trips. First thing was to look for some plans. I searched on the MG Experience web site and found a link that took me to the British Motoring Club of New Orleans. There, I found [instructions and pictures](#) for a trailer hitch for a rubber bumper MGB.

I liked the plans but decided to modify them somewhat so I would not need to do any welding, which I never learned to be proficient at. The plans had a list of materials that I would need. When I was talking to Ted Ax about my plan to build the trailer hitch, he recommended I check out the steel / iron supply company [Den-Col](#) at the Washington St. off ramp of I-70

The two items I needed from Den-Col were a couple of short pieces of angle iron and a length of square tube. The man behind the counter, upon looking at the material list, said they had inch and a quarter square tube but not the gauge the plan was calling for. He told me they had that gauge in a 2" square tube. So, I opted to go with the larger two inch tube. They cut the two angle irons and the square tube to the lengths I needed.

The next step was to remove the two tie down hooks that are located underneath and towards the ends of the rear rubber bumper. My tie down hooks had already been removed by a previous owner. Many rubber bumper owners may find this is the case with their car as well. So following the plans, I drilled the proper size holes at the indicated locations on the angle irons and made sure they would fit properly when bolted up to the underside of the bumper. Good so far. Next was to drill two holes at the ends of the square tube so it could be bolted onto the angle iron brackets. See photos 1 and 2 of tube and angle brackets bolted up under the bumper.





Photo 1

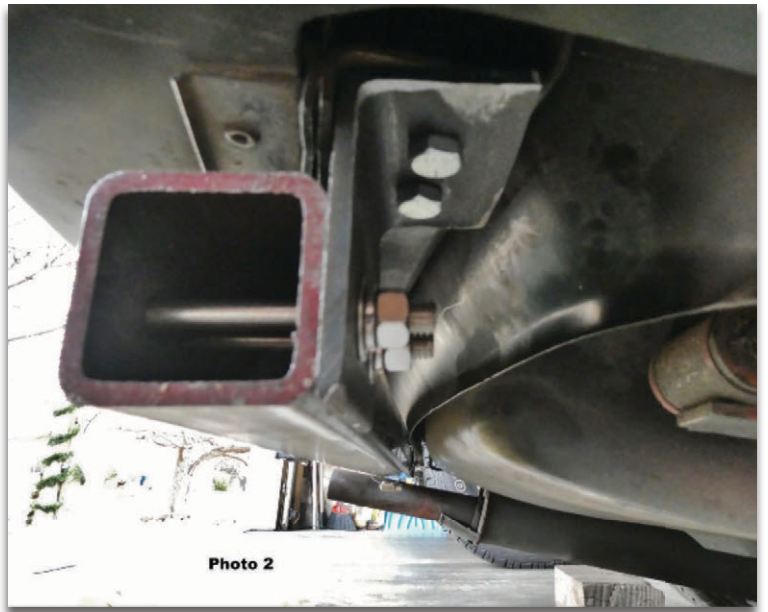


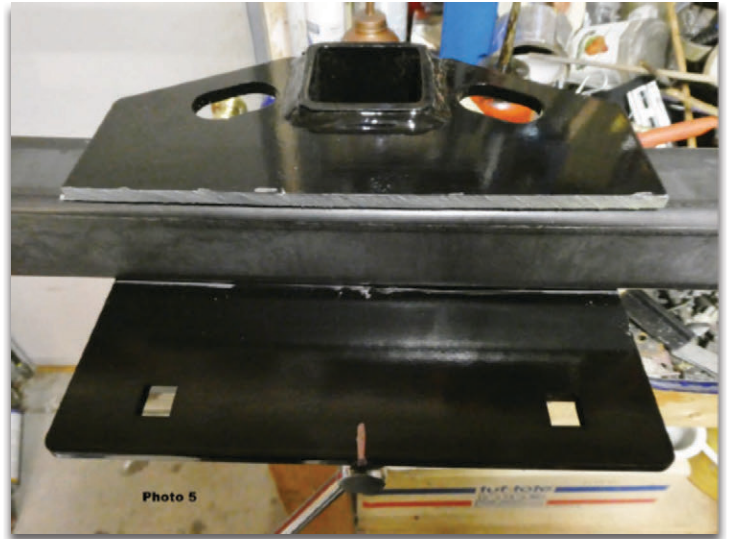
Photo 2

Once I was sure this all fitted properly the next step was to remove it so I could work on the receiver portion. This is where I made my major variation from the plan design. I went to the etrailer web site and found a receiver that was designed to bolt onto a 2" X 4" RV bumper. Part number C19101 <https://www.etrailer.com/RV-and-Camper-Hitch/Curt/C19101.html> See photo 3.



Photo 3

Since I only needed the receiver to fit over a 2" square tube I knew I would have to take my Sawzall and cut 2 inches off each of the 4" sides. See Photos 4 , 5 & 6



Above: Photos 4 and 5



After cutting off the extra portions it was just a matter of drilling through both the receiver part and the square tube and bolting them together. See photo 7.



Now all that was needed was to prime and paint the steel tube and angle brackets and then bolt everything up to the underside of the bumper. See photos 8 & 9.





Ready for the next extended road trip. No word on the trailer's capacity, but I suspect it will accommodate at least four cases of beer. Jim Goodwin has volunteered to conduct an experiment. - *Editor*



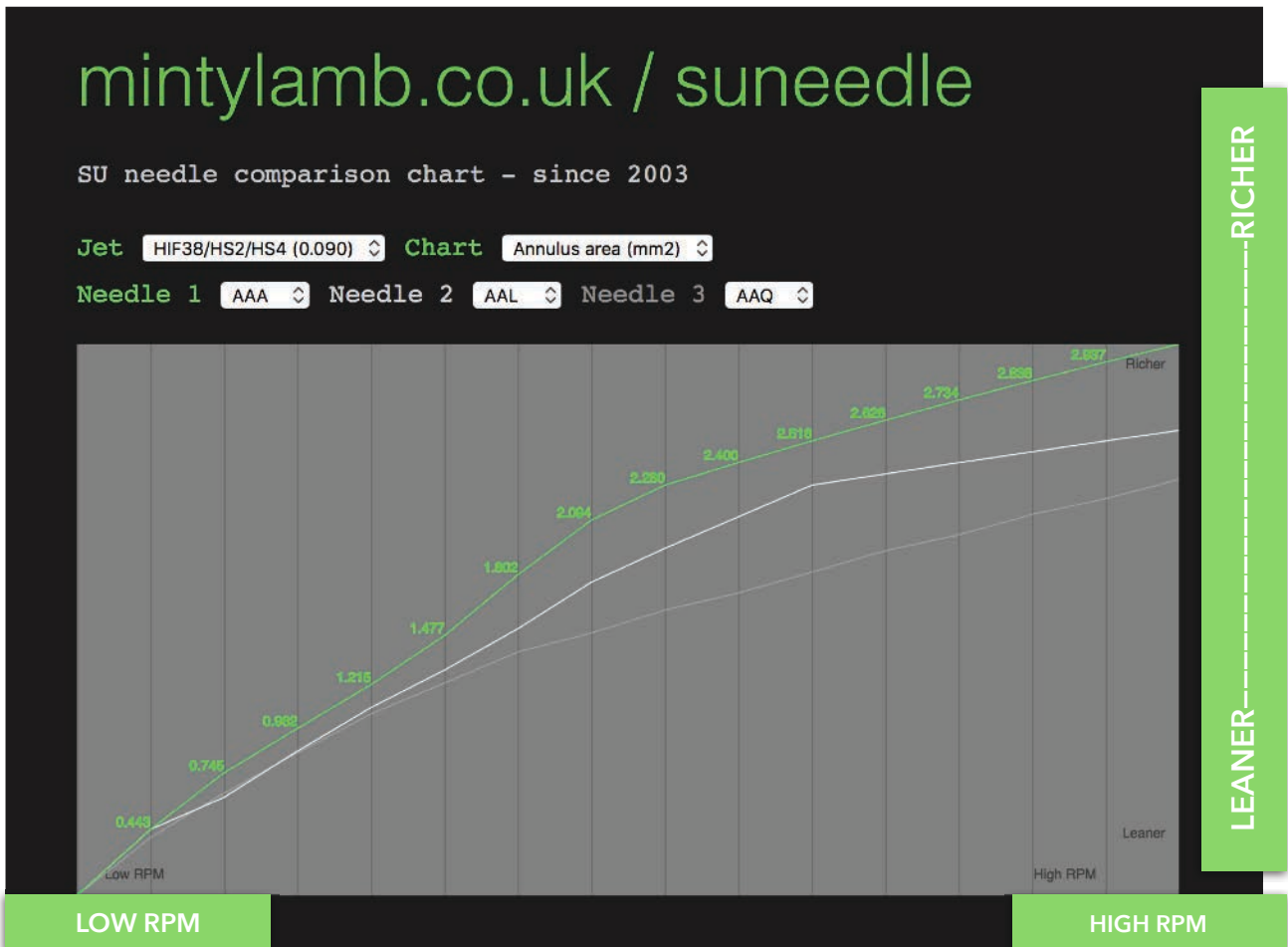
Shinquet! (Shaft + Phinque)

Something's been needling me for years. While my '71 MGB was running okay, it did not match the performance I enjoyed while running the car in Florida. I'd Colortuned the carbs and thought I had them optimized. They were properly balanced, drawing in reasonable amounts of air, but still running rich. "To be expected," I told myself, "We're at altitude."

It turns out that I had my car in the shop in Tampa for some minor work right before I moved. When he learned I was headed to altitude, owner Charlie re-needled the car with AAAs, instead of the standard AALs. It turns out that AAAs are richer, not leaner, needles.

So the poor beast has been running rich needles at altitude. No wonder performance was a bit down. Upon discovery, I reinstalled the AALs and things are very much improved. I might still treat myself and try AAQs, which are a bit leaner. See the graphic below.

The moral of the story: Read the details on the work a shop performs. I was distracted by our pending move and overlooked the specifics of the change. - GP



The Morgan in the Basement (Part II - Resurrection) By Ben Greene

This story began in Malvern, England. The Morgan left its birthplace on March 12, 1953, destined for Cavalier Motors of California. Somehow, after time in California, it found its way to a used car lot in Denver. It was purchased by Betty Moore in 1958. Reportedly, she had quite a circle of friends who had sport cars. This circle of friends enjoyed their cars and life. During this timeframe the side curtains were lost or misplaced.

Betty had the car repainted, but wasn't pleased with the outcome. Then it started to have clutch problems. It was placed in a garage in 1967. In 1979, it was relegated to the back porch and covered with a tarp.

This could have been the end of the story for the car, but Stan and Eileen Edwards had other ideas. They found the car in Betty's backyard and, after some deliberation, the rescue began. In 1992 a new chapter for the car started. It was brought to the Edwards' house in Arvada and they began the disassembly. This was the beginning of "The Morgan in the Basement."

New parts were ordered; the chassis was reinforced; a new wooden frame was ordered from Morgan and installed. After paint was stripped from the body panels, the engine work began, and it progressed very well. As with a lot of projects, life got in the way and the car became infamous as "The Morgan in the Basement."

I have been tinkering with cars for years. It all started with a 1950 Dodge pickup (which I painted with a paint roller). Next was a 1960 Porsche, then a Volkswagen van. As with most interests, my car bug had to be put in a drawer until I finished raising kids. Just before I retired, I started looking around for a project car that I could spend time with. I found a car in a barn. It was in pieces and the owner had no idea what it was. Once it was unearthed from boxes and other stuff, it turned out to be a 78 MGB. Perfect, a car in pieces and boxes. I started the rebuild and then had the opportunity to acquire a 1955 Chevy, another car in pieces and boxes. So, I finished the Chevy and then finally finished the MG.



It was time to look for another project. My wife, who referred to herself as a “car widow,” just rolled her eyes and said, “Oh My God.”

I had my eyes set on a MGTD in Dallas. Another car in pieces and boxes. I asked for pictures and, uh oh, there was a tree growing through the frame and the engine sitting next to it was full of rust. I passed on that one.

Every Wednesday morning I met with a group of MG owners and talked about cars. I told them my woes about the MGTD. They asked what car I would like to have, and I said a Morgan. I had never seen one in real life, let alone ridden in one or driven one. They just looked really cool. The next thing I knew I was being invited by Stan Edwards to view “The Morgan in the Basement.” Intrigued that someone could have a car in their basement, I took Stan up on his offer.

Wow, it really was a car in the basement! The chassis was in the middle on the floor, sheet metal body pieces hung on the walls, gauges and other pieces on the shelves, and miscellaneous parts throughout the basement. Stan was interested in selling it and I was interested in buying this project.



A new chapter for the Morgan began.

Several neighbors helped unload the car, many unmarked boxes, and sheet metal into the shop. I thought I could hear them whispering under their breath "What is he thinking?" It was now time to take inventory and sort out the parts. I had no idea what a lot of pieces and parts were, or what they were for.



I needed to find resources. Luckily, Stan gave me names of people and businesses that know Morgan. I obtained a copy of the "Notes for the Morgan Garage," and read that book from cover to cover. Some of it made sense and some, well, left me perplexed.

It couldn't be that difficult to put this car together! After all, it was only 2000-piece puzzle without any instructions. I figured I would have this thing back on the road in no time.

From the previous projects, I learned to keep a journal. It helped with keeping perspective when I got frustrated with my lack of progress. Documentation for later was invaluable. I also started a spreadsheet for expenses. (That may have been a mistake.)

And the work began. I started with something easy and put in the gas tank. Mounted on wood? Really? It had rubber pieces underneath and screws to hold it in place. Gosh, I only had to try 3 times before it fit correctly. Next were the brakes. I needed new lines and time to fabricate and run the tubing. Okay, the book and articles online said to put in a new master cylinder. I found the old one in a box, and it wasn't what I considered to be rebuildable. At least I was making progress. It was slow going, but still progress.

Back to the books to read about the front end. What the heck is a sliding pillar and how does it work? Being curious, I had to take it apart to believe it. It was an interesting concept from 1910 that was still being used on this car and many cars that followed.

As work was progressing on the car, I looked at the gauges. Time and weather had not been kind to them. So, off to the internet to find out who could work on these gauges. I found that Mo-Ma in Albuquerque had a reputation for restoring these types of gauges, and sent them off for restoration.

Now came the really fun stuff. I was lucky enough to have a neighborhood full of car artisans. One just happened to be a crack mechanic who had worked on all types of foreign cars. He jumped at the chance to help finish the engine and put it back in the car.

The car came with a new wiring loom. Which wiring diagram do you use? One for a 1950 Morgan, one for a 1955 Morgan, or one from a 1960 Morgan? I decided on a 1955. Because the diagram was small, I had it blown up to 11x17 so my old eyes could follow the colored lines. Wires, wires! I have seen tangled spaghetti that was more logical. The first thing I did was to label every line from start to finish. I tested every line and connection with a meter and a 12 volt battery. The good thing about working on a new project is learning new skills. I learned how to solder new ends to the wires and figured out how to make connections. I only burned my fingers a few times, but got pretty good at using an iron and solder.

So it was now December of 2015 and here was the score: gas lines finished, brakes installed, engine installed, wiring about 50% completed. Not bad for the first year of work. I was ready to celebrate the progress and my wife said, "Oh my God is that all you have done?" As she pointed out, a lot of whining and hand wringing was done this year (Oh, and plenty of *Wining*, too.).

2016 started out *cold*. I worked very little on the car during the winter. Now I had time to reflect on what had been completed and had time to do more research. It was interesting that this car only had 2 fuses. Not much is protected by fuses. Well, that needed to be changed. I decided to change the 2 fuses to a 10 fuse bank. Everything now was protected and I hoped that Lucas, Prince of Darkness, would be held at bay. Since the car was going to be a "driver" rather than a "trailer queen," I needed it to be as dependable as possible. I made a few changes. Sorry to offend those purists, but I changed the car to a negative ground. I also changed the generator to an alternator.



July of 2016 was a big month for the car. I took it off the jack stands, started the engine, and drove it around the block. My neighbor and I sat on boxes, hanging on for dear life as we flew around the block. My wife was howling with laughter. What a thrill! I couldn't imagine what it would be like when the car was actually on the road.

My wife and I took a day off to visit the Clive Cussler car museum. The front room was full of cars from the 1950's and 1960's. What a set of boats! I wondered if these cars came with anchors. We went into the next room to see the older vintage cars. The first car we saw is a 1929 Duesenberg. What a car! What colors! My wife said, "Those are the perfect colors for the Morgan!" Holy cow, she picked "Dusty Rose" for the body and "burgundy" for the fenders. I was afraid I would be laughed out of the car club!



The real challenge was finding a painter. I left messages with numerous painters and body shops. Very few returned my calls and some that did were very honest and said they were not interested. I went back to my car contacts for help. One was recommended in Colorado Springs. I went to visit him and to evaluate his work. He had worked on British cars and especially wooden framed cars. I was very impressed with his work. We agreed on a date for starting the car. He wanted only the sheet metal to start, and then the chassis. He had his own pace. Being the pest that I am, I checked on the progress of the car on a monthly basis. Because the car is hand built, the new wooden frame required the sheet metal to be remolded to fit the car. He ran into an issue with the passenger wing. It had been damaged a long time ago. The painter had to remake the wing and in the process, he took out about 15 pounds of lead. I was lucky to find a painter and body man who was truly an artist with metal and paint.



Thirteen months later, the car was ready to return home. Moving right along, it was time to think about the interior. There was major stumbling block: no seats. The car came with only the boxes I sat on. Should I try to make the original seats, or try something else? Stan came through for me with a set of old MG seats. However, they are about 5 inches too wide to fit in the car. Not a problem! I just just cut the frames down 5 inches, re-welded them and off we went. I contacted the person who had upholstered my previous cars and gave him the challenge of doing the interior. I am sure the purist may not approve of the seating, but it was a lot more comfortable and, more importantly, gave me a little more leg room.



Finally, I had the chance to drive the car. Of course, here came the issues: the clutch was sticking, the transmission didn't have any syncros, but the brakes *kind of* worked.

On to the next chapter of the car: fixing all the things I screwed up and the things that don't work. Time to buy more parts. My wife said, "OMG, not more parts! Is there anything you haven't replaced on that car?" Well, no.

I pulled the engine and transmission, and shipped off the transmission to Quantum Mechanics for repair. While it was gone, I worked on the brakes. The front cylinder was leaking. So I replaced it with a new one.

The transmission was reinstalled. I drove the car, wow, syncros worked! What a treat!

My wife finally said "OMG" with a smile on her face!

The "final chapter" for the car was to show it off. What better place than the 2019 Conclave? It took some doing, but I took first place in the Morgan class.

Final chapter? What classic car is ever finished, especially "The Morgan in the Basement?"

**"Eileen and I would very much like to congratulate Ben and Nancy (OMG!) on the perseverance required to overcome the multitude of challenges, puzzles, mysteries, and more challenges required to bring this project to fruition. The car looks beautiful. It deserved to win first place for Morgans at the Conclave. The car reflects the level of effort that Ben invested. There is no level of ownership quite like the level of ownership that comes from creating something beautiful out of a nondescript pile of parts. Congratulations Ben."
- Stan Edwards**





OMG! What a Great Car!

Special Thanks to my "Supporting Cast":

My wife Nancy: the mistress of patience

S. Edwards: supplier of the Morgan in the Basement, numerous other parts as I needed them

J. Drummond: daredevil neighbor and the person who kept me motivated

T. Arnold: master mechanic, race car driver, and the person I could go to with questions

J. Jackson: master wood worker and another person who pushed me to finish

J. Gleason: machinist who could make or fix anything metal that I broke

J. Cole: welder that I could depend on to reweld something broken or new

T. Ax: a shoulder to cry on and lots of advice when needed

L. Snelling: painter and metal worker artist

Wednesday Breakfast Group: lots of advice, right wrong or otherwise - **BG**

T Cars Wanted for Corvette Museum

By Russ Sifers

The National Corvette Museum (www.CorvetteMuseum.org) in Bowling Green, KY wants a MG TA, TB and a TC to display in its museum. The museum displays the continuing history of the Corvette (past, present and future) and it looks at the Corvette's influences, competition and significance in automotive history as America's sports car.



The MG has been called "The Sports Car America Loved First." America did not have anything like a MG in the '40s. GIs saw MGs during and after WWII in England and started bringing the little sports cars back to America. The first SCCA sanctioned race was held about noon on October 2, 1948 in Watkins Glen, NY on public roads. A local named Cameron Argetsinger, who had a new MG TC, organized it. Eight of the ten cars to finish that first race were MGs.

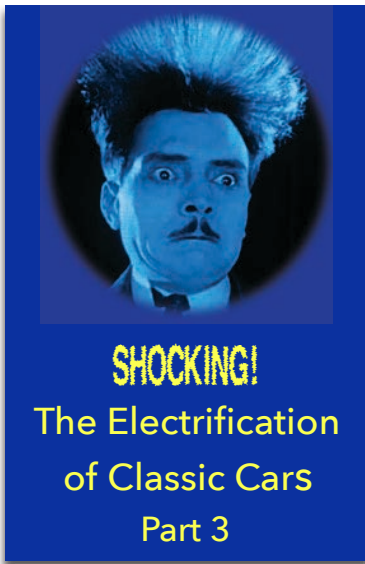
MGs were an important part of starting sports car races in America. They were quick and fun to drive during the week and race on the weekend. And, they were affordable. Sports car races started drawing crowds of many thousands to Watkins Glen, Elkhart Lake and other public road courses. Harley Earl, a vice president at GM, saw those sports car races, the crowds and MGs. He realized that GM needed a sports car, so he formed a team to secretly design and build one - the Corvette.

Because MG played an important part in sports cars in America and in the creation of the Corvette, the museum has a display with a TC on loan, but the museum wants to have a permanent MG on display. They are looking for a donation of a MG TA, TB and a TC.

What is going to happen with our beloved MG Ts when we are gone? In recent years I have sadly helped heirs fix and sell their dad's old MG because they do not want them. Is this what you want to happen to your MG? How about donating it to the National Corvette Museum which is a 501 (c) (3) organization, knowing that your MG will have a resting place in history and be looked after?

Please think about where you want your MG to go. Do you want to leave a legacy for many generations to see, admire and learn about?





In our last installment, we looked at a very expensive MGB Conversion. It turns out that there are other companies building MG “E”s. A common theme remains, however: a high conversion price. But there’s hope for Do-It-Yourselfers...

What happens when a trio of newly minted motor head engineers start an EV company? They build a proof of concept, of course. In this case an electrified MGB. What should the nomenclature be? MGE? MGB-EV? Anyway, three graduating seniors of Georgia Tech– Ben Horst, Josh Preissle, and Kenny Adcox– founded Eddy Motorworks, whose tag line is “Electrifying Any Vehicle.”

The team had their eyes on a larger prize, but used a prevailing design for electrification of the MGB. “We had to quickly get our hands dirty and offer a suitable proof of concept. I liked the MGB’s design, and thought it was kind of iconic. We sourced a good one cheaply, with a good body but worn mechanicals, and so we had a solid vehicle to work with. While the Tesla 2 wheel drive models feature a rear mounted power plant with a transaxle configuration, we wanted to preserve the balance of the car, by installing the motor up front and using the standard propshaft driven, rear drive configuration.” The typical 2WD electric drive configuration is a rear motor/transaxle arrangement, Horst says.

“We used existing EV technology for the MGB, including an HPEVS electric motor and five Tesla battery modules. You can’t buy components new from Tesla, so we did what everyone does and bought them from salvaged Tesla cars. Tesla ensures that vital components are situated well inside their cars, so Teslas often end up getting totaled without damage to the powertrain components. I guess it’s just too much power for some Tesla drivers, so there seems to be a steady supply! So we built the MGB to a pretty high standard, and it was snapped up pretty quickly by a classic car collector after it served its purpose.”



Like the MBG EV Roadster profiled last time, the Eddy MGB has similar performance characteristics to the original model with the equivalent of approximately 71 bhp (but with 120 ft-lbs. of torque), a top speed of 100 MPH, a zero to sixty time of eight seconds, and an operating range of 150 miles. “The footprint doesn’t allow for a large number of batteries, so we were limited to five: two up front above the motor, and three under the trunk where the gas tank would normally be. This affects both the available power and the range. We elected to leave the trunk space unused, as it’s a great feature to have. You could get extra range using extra batteries in the trunk, but then you’d have to worry about the balance of the car. Also, we were not able to install an on-board rapid charger, so it takes about five hours to charge on shore power.”

As built, the car handled pretty well. “We did some minimal suspension work by upgrading the springs and dampers, but the modified car was definitely heavier. It washed around a bit, and there was more roll in the corners. But it still felt like a sports car.”



Asked whether he thought a home hobbyist could electrify their own LBC, Horst replied: "Yes, for smaller vehicles like the MGB, it's doable. There is nothing you can't learn about the various disciplines involved, but the limiting factor is safely dealing with the amount of power EV systems provide. Smaller systems like the one used on our MGB generate from 100 to 130 volts. The Tesla generates around 400 volts, which can be deadly. Sophisticated control systems are required to protect the technicians working on the car. The problem is, it's all so new. (On the higher power cars) we use a network of high-current contactors, relays and sensors to ensure that high-voltage only leaves the battery pack when it is completely safe to do so. Our battery management system constantly monitors the state of health of the battery and detects ground faults, shorts or parasitic losses that could lead to failure."

"When the classic cars we convert were originally built, their electrical systems were completely analog," Horst says. "In modern vehicles, with an ever-growing number of sensors, actuators, lights and buttons, this wiring harness would quickly become enormous. We have developed a number of proprietary microcontroller modules that we install to sense buttons and switches and actuate lights, locks and windows all around the car. This greatly reduces the number of wires we have to run."

The great news is that the materials cost for an MGB EV conversion is significantly less than the turnkey conversions provided by specialists. Horst estimates that starting with a well sorted donor car, you can build one for around **\$12,000** in EV powertrain component costs.



Nailed It! A mix of contemporary analog and digital gauges.



Ben Horst

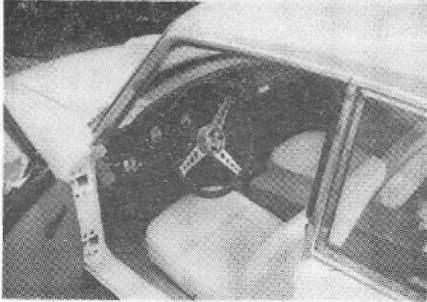
The classic car electrification business definitely has its growing pains. Despite their sophisticated approach, Eddy Motorworks has had to close its doors. As for entrepreneur Ben Horst, he has landed at Lucid Technologies. [Lucid](#) is known for its battery technology but has since turned its focus to the manufacture of electric vehicles. It is expected to reveal its first model on September 9.

NEXT: Details on the components needed to build your own electrified MGB.

This article contains content from an initial Ben Horst interview conducted and written by Tony Rehagen for *Georgia Tech Alumni Magazine*, (Vol. 94, No. 3) for the article *Electric Dreams*. Photos by Kaylinn Gilstrap. Content used by permission.

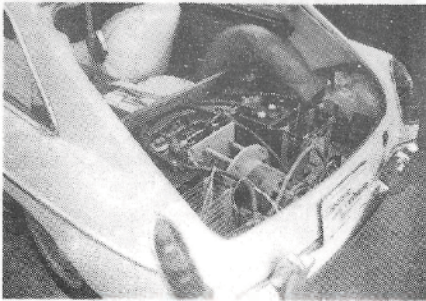


DYNAMO



MG E-TYPE

In 1967, the MG Abingdon factory built a yellow BGT that was sold to someone in Colorado. Somewhat less than 10 years later, rather the worse for wear, the GT ended up at European Auto Wrecking in Denver. It was there that George Gless discovered it and decided that it should be reincarnated as the MG E-type. Gless is a professor of electrical engineering at CU in Boulder and a staunch advocate of electric vehicles. He has had many years of experience with a couple of Renaults converted to electric power and has worked on developing hybrid vehicles which use a gasoline engine driven generator to extend the range of batteries. He had been looking for a hatchback coupe to convert to electric propulsion in order to answer the frequent question of where one can



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MG E-Type, continued...

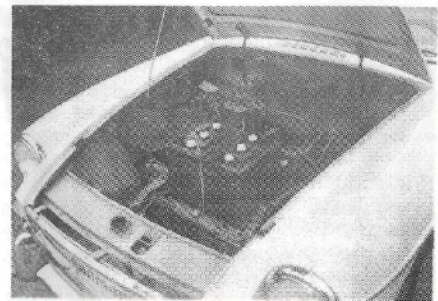
Prof. Gless and his wife, Jean, have done most of the work on the MG themselves. Their costs have been less than \$1000 but that overlooks many hours of effort. There are a lot of details to be worked out and finished up, but it is a working Electric-Converted MG with quite respectable performance (around town) and handling. Gless is the editor for the Denver Electric Vehicle Council and is always happy to hear from others interested in electric vehicles. If you're in Boulder and are passed by a yellow "MGBGT" that doesn't sound at all like an MG, now you'll know.



carry baggage in an electric vehicle, and the BGT fit the need very well.

Not surprisingly, the MG needed some body work, but the running gear could be discarded. Auxiliary frame extensions were added front and rear, and Renault front suspension, steering, and rear transaxle were adapted to it. A surplus aircraft electric motor provides the power. There are 8 six-volt batteries distributed between front, center (drive shaft tunnel area), and rear, plus an auxiliary 12-volt battery to power lights, horn, etc. I won't go into the complexities of controllers and the like, but suffice it to say that it works with the usual clutch, gear shift (Renault), and accelerator. In the dash, an ammeter and a voltmeter replace the more familiar tach, fuel, oil pressure, and temperature gauges.

Continued on page 8



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R.B.F.

Postscript: The MG E-Type

I was curious about what happened to the MG E-Type, so I managed to exchange emails with David McNeil, the current editor of the newsletter for the Denver Electric Vehicle Council. It turns out that while both George and Jean Gless have passed away, David was able to correspond with George's son, John as well as a former neighbor of George's. It turns out that, somewhere between 1995 and 2005 (that narrows it down!) George sold the car. His neighbor remembers helping George get the car out of the garage in order to prepare it for pick up. If anyone knows anything more, please drop me an email. - *Editor*



George and Jean Gless. (Courtesy photo, Marcia K. Hoebreckx)



On Track

Carl Goodwin takes on the newly reopened Nelson Ledges road course

Here's a report from the Easternmost outpost of the MG Club, for your *On Track* report. I'm Carl Goodwin of Ohio, not to be confused with my distant relative Jim Goodwin of Colorado Springs, formerly of South Dakota.

A couple of weeks ago the Nelson Ledges road course re-opened after a 7 year absence from the sound of racing engines. I took Number 94, my 1962 Sprite I had been using for the Put-in-Bay races and the Bellefontaine Hill Climb.

Moving ahead to the little blue car on the starting grid and me in my monkey suit, once we got the green flag, everyone vanished. After the races, I was starting to load the tow car and one of the drivers ran up. "Did you get your trophies?" he asked. "No, I'm not getting one, " I said. "Yes you are," he replied. "I was ahead of you and blew my head gasket. That gave you first place. You also get a second place for the Saturday race. You should get over to Registration before they close."

But the results were still not complete, so we loaded the car on the trailer and then went back. I ended up with a bottle of white wine from Pennsylvania with a blue ribbon that read "First Place," and my name on it. Unexpected things happen at the races.

The photographer was Sally Ramsey and Ed Merhar and Charlie Hazle served as pit crew. -- Carl



Jonathan Lane manages to get on track despite the Pandemic

The world of COVID has messed up all kinds of things this year. Lots of events postponed or cancelled and the racing scene has not gone unaffected. Events large and small have been cancelled including the Pebble Beach concours and the Monterey Motorsports reunion. But while the first event of the RMVR calendar was cancelled, we have managed to get a couple races in so far this year.

The second event of the year was supposed to be a race down at Pueblo Motorsports park, but since the track is city owned and wasn't going to be open, we made a last minute change to the small airport track in La Junta. It's a weird little track at a former WWII Air Force base but they're



trying to fix it up and we are starting to race there more. I originally hadn't planned to go down, but the week before the event I saw a posting on Facebook of a bunch of people racing T-Types and thought "Hell, I've got one of those!" and decided to head down with the TC.

It was a great event. The car ran flawlessly, my friend John Bries was there with his MGA as well as Robert Bechman in another MGA. I had the wrong differential gears in the car to really get the best speed out there, but it just didn't matter. I had a great time and ran competitively toward the back of the pack. Not bad for a 70+ year old car!

We also had our annual Race Against Kids Cancer event out at High Plains Raceway. I brought the MGB out for that one and had a good group of friends including Tyler Hicks-Wright and Rich Weiskopf in their Midgets, John Bries in his MGA with Adam Ackley, Frank Albert and Bill Brillhart joining me in the MGB contingent. The best race was the Saturday Fun'd Race which got moved to Sunday because of some pretty crazy weather that swooped in. Cars were gridded initially by the amount of money they had raised for the Morgan Adams Foundation, then by the number of years you had been in the club but you could also make a donation to move yourself or anyone else up or down the grid. Somehow, Tyler and a bunch of other Midgets ended up at the front of the grid, whereas Adam and I found ourselves on the second to last row. Hmmm....

In the end it was the best thing we could have done. Adam and I had a great race through the pack with me ending up second behind a guy in a Lotus 7 and Adam right behind me in third followed by John Bries. In the end we raised over \$180,000 for the Morgan Adams Foundation to help fight pediatric cancer.

Coming up, we have the rescheduled driver's school as well as an enduro race in Pueblo and one more race out in La Junta. So, despite COVID, we are still getting out and racing our cars.

-Jonathan Lane

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Upcoming Events

As you know, many events have been canceled or postponed due to the COVID-19 outbreak. In general, please check our website for information about changes to previously scheduled events: www.mgcc.org We'll update this listing once events and dates are confirmed.

September

October

October 3 Rescheduled Rallye Glenwood Springs.

Monthly

Regular Second Wednesday Membership Meetings are held every month except December. For the time being, meetings are held via teleconference. Please dial in per the instructions found in the meeting notification sent each month by Al Wulf.

Cars and Coffee North, first Saturday of each month. Temporarily suspended due to the COVID-19 Pandemic.

Cars and Coffee Denver, at the Vehicle Vault, 18301 Lincoln Meadows Pkwy, in Parker. Temporarily suspended due to the COVID-19 Pandemic.

Highlands Ranch Saturday Night Cruise, fourth Saturday of the Month, 4-9 pm. Temporarily suspended due to the COVID-19 Pandemic.



**THANK YOU FOR YOUR SUPPORT AND YOUR
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Stan Edwards
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To contribute content, please email: mgrmcnews@gmail.com

Do You See how Much Fun We're Having? -*Editor*



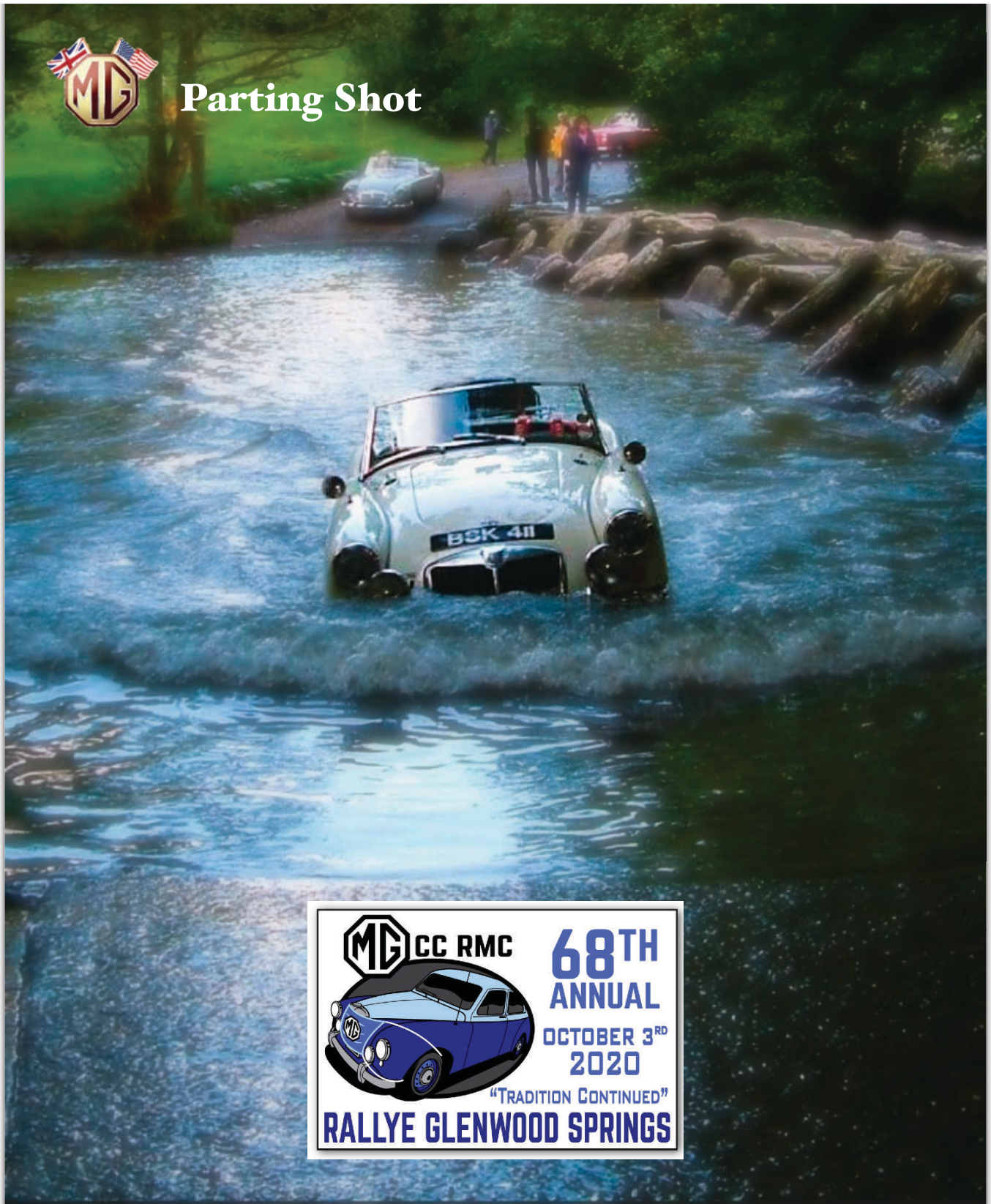
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