



**New  
Member  
Issue!**

# DYNAMO

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

**President's Corner, P.2**

**Murder Mystery Tour, P. 3**

**Brian Woodhams, P. 4**

**New Member Profiles, P.5**

与此同时, 在中国..... **P.14**

**Dynamo Remembers the  
MG Factory Closing P.13**

**Introducing the MGD, P.15**

**Magic Midget Racing  
Video, P. 16**

**Upcoming Events, P. 20**

**Parting Shot, P. 23**



## It's **MURDER!**

**Details, Page 3.**





## President's Corner

*They say it's already Spring. Cars are being made ready to cruise the wonderful roads of Colorado. But with the wintry weather we've having lately...I'm thinking, Fake News!!*

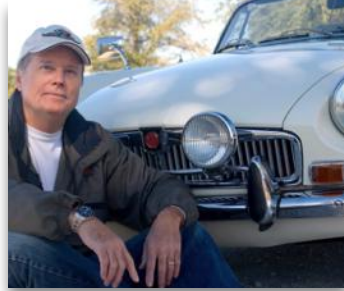
*But the Real News is that booking is open for the Rallye Glenwood Springs, both mail in and on-line. The Committee have done their job with their usual panache. I'm especially looking forward to the tour based on a Murder Mystery... Unless, of course, I done it!*

*Also, Welcome New Members! We're excited that you've decided to join our merry band of adventurers. We're always looking at ideas for the club, be they day-trips, tech sessions and events. Please let us know of anything we may have missed.*

*As always, I look forward to seeing you on the road.*

*Safety Fast!*

*-Neil*



The New Member issue of the *Dynamo* is one of my favorites. It's great to meet new people and to learn a bit about them. What interesting backgrounds our new members have! And don't forget to notice the influx of new families this time around. Thanks, guys, you're helping ensure that we have a vibrant club in 2030 and beyond.

*-Editor*



<https://mgcc.org/rallye-glenwood-springs/>





**Someone you know is about to be murdered.** Someone you know is the killer. What more could you ask for? If you're a fan of Agatha Christie's Poirot, Sherlock Holmes, Sam Spade, Inspector Morse (he drives a Jag!) or any of the more current detectives, we're pleased to announce....

**M** is for Murder! **G** is for Ghastly!

Imagine, if you will, a slightly different reality. It's 1929 (more or less), and we've been transported to Abingdon to celebrate the debut of a brand new MG model. The excitement is palpable. Anticipation turns into terror as a club member is found dead. Foul play is *obvious*. Oh, the horror!! Who is the killer? What possible motive could there be?



Help untangle the mystery by participating in this year's tour. Clues will be provided throughout the tour. Every mile brings you closer to an answer. Deduce away, you armchair detectives! You're in the thick of it now! Take care, and Remember: NO ONE is BEYOND SUSPICION!

This year's tour was written with the assistance of our technical advisor, Inspector Diesel Kerr of Old Scotland Yard. We'll have an exclusive interview with him next issue.



## Good News from Brian Woodhams

Hi All,

After the PET scan on Monday 11th, I got the results this morning and am now in remission. They could see nothing wrong on the scan and the C..... has gone. Now I have to get stronger and put the weight and muscle back on. A celebration is called for and maybe a relaxing holiday. I feel good in myself but still get tired. The consultant said I was "remarkable".

WAheyyyy!!!!

-Brian



Brian, MGCC Overseas Manager for North America and Africa, celebrates some excellent news

You can wish Brian well by emailing him at: [brian.woodhams1@btinternet.com](mailto:brian.woodhams1@btinternet.com)



## Nathan & Heather Bennett

Nathan was born in Erie, Pa. He made his journey home from the hospital in a 1974 MGB-GT and has been hooked ever since. His father has a 1979 MGB that he has owned from new. He used it year round for many years as his daily driver, braving those infamous Great Lakes winters.

Hi All,

My wife Heather and I, along with our daughter Piper, have been Colorado residents for a little more than two years now. We currently live in Parker. Piper, who is five and a half, can already differentiate between the various British marques (she's currently a Healey fan).



We currently own a 1967 Austin Healey Sprite (named YFAH) and a 1972 MGB-GT (named Pascal) (this is Sprite #3 and MGB-GT #2 for Nathan).

YFAH was 'built' as a rally car by the previous owner. None other than Geoffrey Healey himself tuned the carbs on this car (by hand and ear) at an International Healey event in Breckinridge. Pascal is a recent addition to the stable and is currently going through the 'sorting-out' stage.

Much of my life has been spent pining over the Austin Healey and MG marques (Triumphs, not so much). The beauty and simplicity of these vehicles (not to mention the driving experience) is what keeps us engaged.

Other pursuits include spend quality time with my family, skiing, and fly-fishing.

We joined the club for the technical knowledge (and assistance when needed) as well as the driving events. We're currently looking forward to our 2<sup>nd</sup> Glenwood Springs Rallye in June.



## Richard and Ruth Cardall

My wife Ruth and I have lived in Highlands Ranch since 1996. I was transferred from Utah by Nordstrom to open the Park Meadows store as the Regional Men's Shoe Buyer. I retired from Nordstrom in 2003, and Ruth and I became Independent Manufacturers Sales Representatives for footwear brands out of Austria and Spain. We have one son, 2 cats and, until recently, a dog.



As a kid I always liked cars, especially hot rods ( I grew up in the 60's) and could tell you almost every make and model of all the cars back then. When I was in high school, I bought a 1969 Triumph Spitfire Mk3 and have been hooked on "sports cars" ever since.

In 1991 I bought a 1964 MGB from our 80-year-old neighbor in Salt Lake City. He had the car in the back of his garage along with a Packard, a rare big fin 1959 Cadillac Eldorado Biarritz, and a AMC Matador. "Little Red," our MG, had just under 80k on it and was in decent enough shape that I really haven't done much except put on a new soft top and keep it turned.

We travel a lot and like to spend time exploring the cities that we are in. We garden, and enjoy visiting antique (junk) shops. I like to golf, although I haven't gotten out much in the last year or so.

We joined the MG Car Club because we wanted to meet people with a similar interest in MGs and possibly attend some of the events throughout the year.



## Lisa Farley

Greetings!

My name is Lisa Farley and my 1968 MG midget, Peggy and I are delighted to be a part of the club. When I'm not tinkering in the garage, I teach French at Eaglecrest High School, and do my best to be a good mom for my four children. My husband, Steve has been a gear head far longer than I. He teaches middle school science and finds it very therapeutic to bang on large metal objects after work. His collection includes a 1917

Ford Model T, a '53 Plymouth Cranbrook, a 1957 Dodge Coronet Lancer, a 1963 Ford Ranchero (his first car), a 1993 Corvette LT1, and a couple of others we use for everyday as well as a baker's dozen of motorcycles, some of which have made the trek to Bonneville in search of a Land Speed Record.

I've always loved little British cars and have a soft spot for midgets, since I am a bit of one myself. However, between work, family and the knowledge that I would need a lot more free time and spare money as well as Steve's expertise to add a LBC to the family, I wasn't sure I'd ever actually own one. You may have noticed that his collection has a rather American bent. So I was floored when a bit over a year ago Steve mentioned that he'd seen a pretty little convertible on Craig's List and asked if I'd like to go see it. After confirming that what he really meant was that he was willing to work on a British car and even patiently teach me how to battle Lucas, the Prince of Darkness, we headed up to Boulder. She was a beautiful 50 footer, OK, maybe 60 footer. A few mishaps, a thrilling test drive and \$1800 later she was mine!

Her drive to her new home was 94 degree stop and go traffic on the eternally under construction Boulder turnpike. No signals, the smell of burning mouse chewed electrical wire and overheated cars littering the break down lanes made the drive interesting, but Peggy proved to be a trooper. On the home stretch I almost lost her title. I had carefully put it in a ziplock that I set on the transmission tunnel. The heat made the bag expand like a balloon and it almost blew out the car. Fortunately, I was able to grab it at the last second.

We knew she'd need a new gearbox and clutch soon, but I did get to drive her a fair bit before she headed to the shop. It is a testimony to Steve's love for me that we are still happily married. Another time I can share the story of the double clutchectomy and show the Moss catalogue that I am using as a coloring book of replaced parts.

I am fortunate that early on in the adventure, I had the good fortune to meet Paul from Sports Car Craftsmen and I look forward to meeting other MG mechanics and enthusiasts so that Peggy and I can limit our time in the shop, and maximize our adventures on the road.







## Randy Hildreth and family

My wife, Catherine and I live with our son, Jack (6) and daughter, Hunter (3) in the Willow Springs area of Morrison. Owning a 1972 MGB, we joined the club in order to meet others who enjoy driving and maintaining classic British sports cars and participate in as many events as time allows.

I have owned my teal blue MGB for three years, but the car has been a part of my family for as long as I can remember. My father bought the car when I was three years old to serve as his daily driver to replace a long-suffering Triumph Spitfire. Growing up in Virginia Beach, VA, our family had a lot of fun using the car for beach outings and cruising the many historical and beautiful roads through Civil War battlefields and colonial sites in the surrounding areas.

Fast forward a few years and my father was visiting a farm in rural VA where he was interested in adopting a dog, but happened across a beautiful 1956 MGA, a car he had always dreamed of owning. Long story short, this gave me the opportunity to acquire the car I grew up with, and keep it in the family. After having it shipped to CO, adjusted for altitude and fixing a few other hiccups along the way, the car has been running great and we enjoy getting it out every chance we get.

Since then, my father has also purchased a 1962 Triumph TR3 and my brother started work on a full restoration on a 1975 Triumph TR6. We keep a running pie chart of the percentage of British cars in the family that are currently running.



After working in various positions focused on legislative affairs and public policy over the last decade, I recently started my own company where I write and create web content, manage web sites and social media accounts, provide research and policy advice to trade organizations and local governments. My wife Catherine is a Partner at the law firm of Brownstein Hyatt Farber Schreck where she focuses on commercial real estate development and complex land use issues.

I am excited to contribute what I can to the club and am looking forward to my first trip to the Glenwood Springs Rallye this year.





## Pete Johnson

I am married and we have two grown children. Both live in North Carolina where our daughter is a tax account for Martin Marietta Materials and our son manages and operates our produce farm. My wife and I are originally from Upstate New York. I was born in Buffalo, NY and due to my father's job, we moved around the state ending up in the Syracuse, NY area where I met my wife, Karen. After we were married, we started our extensive travels that continue to today. We fell in love with the West and in 1978 we moved to Denver and have been here ever since. My professional career took many turns and twists. I began as an apprentice mechanical engineer designing piping systems for buildings. With this experience and education, I became a lead engineer and eventually a project manager. The next turn led me into the facilities management field for large companies including Storage Technology and McDATA Corporation. The next twist sent me into managing my company's real estate portfolio and facilities group. When McDATA was acquired by their competition, I went to work with Level 3 Communications where I managed their real estate portfolio in Europe and the western USA. I spent a lot of time in Europe which was great. In 2013, the next career turn for me was retirement.

We have a travel trailer which we use to travel North America and love it. We have been to all 50 states (we did not take it to Hawaii) and all but three provinces in Canada. Our RV travels have taken us North to Alaska and above the Arctic Circle, East to Newfoundland in Canada, West to California and south to the tip of Florida and everywhere in between.

We currently live in the southwestern suburbs of Denver near C-470 and W. Belleview and a short ten minute drive to Morrison, which we love.

I own a 1976 MGB which I bought new. I have rebuilt everything except the interior and exterior. We love the car and especially like driving it in the mountains with the top down on a beautiful summer or fall day. My biggest desire is to complete the restoration of the car. The interior is probably the next step and would love any input or suggestions. Then would come the exterior where there is some rust that needs to be attended to and a paint job, although the original paint is in pretty good condition.

I joined the club because it is something that I had wanted to do for years but until I retired, there just was not the time. My joining was for a few reasons. One, to get to know fellow MG owners, two, to get involved in the events and three, to get hints and ideas on the final fix ups for my car.

I am looking forward to a great experience with the club.



## Bill Messner

My name is Bill Messner and I am a recent new member of the club. I am not new necessarily, as I have been participating in the Glenwood Rallye for the last 4 or 5 years and before that back 30 or so years. But I am not a joiner. You guys finally made me feel guilty enough to join last year. Some of the area enthusiasts know me but most don't, so here is some background:

Born in 1953, I came of age in the 60's and was car crazy. No money and inadequate age tethered me to building slot cars including fabricating competitive chassis, motors, and the like. When finally old enough to drive, I wrecked my first car the night I got my driver's license. I don't think it was lack of skill, but more to do with the 2 young ladies I had with me. So no more driving for a while. I then tried to convince my dad to let me buy a GT6 and he forbade it eventually relenting and allowing me to purchase a 1971 VW super beetle convertible because it wouldn't need the mechanical attention that the GT6 would require.

I quickly found out I knew nothing about doing a tune up, let alone fixing a car. Well I provided my future brother-in-law a case of beer to teach me how to tune up that VW. Did I mention he was a pit crew mechanic for Bob Sharp Racing? Learned a lot and eventually rebuilt the motor of that car and repainted it a lovely maroon.

In my junior year in college, (Syracuse), I decided that I wasn't busy enough getting my architectural degree and bought a basket case 1964 Alfa Romeo Spider for \$350 from a guy who won it in a card game. Took 3 years, but by graduation in 1976, I showed my father my freshly restored Alfa. He had no idea what I had been up to and was flabbergasted. I still have that car although it is now on a rotisserie in my garage being re-restored. Yes, it has been seen participating in the Glenwood Rallye sometime around 1990.

I raced with various vintage organizations through the 1990's in a 67 Alfa Duetto Spider that is still in the stable and pushing a dynode 196hp from its 1750 cc engine. I added a 67 Alfa GTV about 10 years ago which is unrestored but beautiful and original. Many of you have seen that little red beauty as if has participated in several of the Glenwood events and been blessed with some trophies. At some point, I convinced myself that an LBC might offer a different challenge being on a frame, not monocoque, and with far better part availability and cost. What to do? Well, buy an 1958 MGA of course. A nice one too. Take it to Glenwood and see how shabby it looked next to all the others cause it was the MGA 50<sup>th</sup> anniversary event. OH dear, that engine compartment isn't the right color and the engine won't rev over 4500 rpm and the inner fenders aren't matching the body color, and..... So, tear it apart!



Questions? No problem, go on over to Paul's Sports Car Craftsmen and get the answer. Wow, he has a white MGA that has just been mated to the chassis as it is undergoing a FULL and pricey restoration. It looks so beautiful and easy, just take the body right off and get at everything. So easy.....Down the rabbit hole again. Well three years later, and the crowd at the Conclave found the little car at the very end of the row buried behind a couple other MG's that boxed it in and voted it to a second place. Thank you all!

The stable now includes The aforementioned 64 Alfa Romeo Giulia Spyder, the 1967 Alfa Romeo Duetto, the 1967 Alfa Romeo Giulia GT Veloce, a 1954 Jaguar XK120 OTS, a 1966 Jaguar E-type roadster, a 2008 Porsche Cayman S, a 1949 Ford 8N tractor with a flathead V8 with Edelbrock heads and a triple deuce Offenhauser intake with a 3 point wheelie bar setup, a 1950 MG TD I gave my father (in Vermont now, approaching 90 and my partner in the Glenwood Rallyes) till he tires of it, and a 1948 MGYA Saloon. And yes, I have fallen into the trap of too many projects ongoing at the same time! And not enough room to store them all.

I am working hard to complete a full restoration of the MGYA with hopes of presenting it at either the Glenwood or the Conclave this year. I want to thank John and Janine Wiley for being so generous with their YB so I can keep details as correct as possible. 2000 hours plus and way over budget, but so sweet.

Otherwise, I am trying to retire from my Architectural and Construction company RMA Group so I can finish some of what I have started. This requires the construction of a car barn which is currently going through zoning so we can build it on our orchard in the Hog Back Valley south of Ken Caryl. Two kids and 4 grandkids are looking forward to the barn for brewing beer, distilling applejack, roasting a pig, and serious parties. Three stories tall and going to be pretty sweet. Maybe a good place for a club meeting when it is complete.



So why do all this? I am a bit obsessive and love learning new skills. I have so much respect for

craftsmen and what individual people can develop as personal expertise. I want to learn all about how cars were built through the era of hand-built cars. So, I do my own metal work, engine builds, paint, upholstery, plumbing, electrical, suspension setup trying to build my automotive skill sets. It has been exasperating, difficult, frustrating, painful, expensive, humiliating and I love it. I suspect you all understand what I am talking about.



-Bill Messner





## James Nab

I am a native of Colorado, having lived in Brush prior to my working life. I retired in September of 2016. My career includes 20 years in the US Air Force and 30 years in the aviation industry, both of which took me all over the world advising foreign Air Forces on how to improve the performance and reliability of their aircraft fleets. My last assignment prior to retirement was acting Vice President for a company in the United Arab Emirates.

I am a widower, and currently live in Monument, Colorado. I have a son who also lives living in Monument, a son living in Surprise, Arizona and a daughter living in Denver.

I currently own a 1975 MGB anniversary edition and a 1950 MG TD which I completed the frame off restoration of in October, 2018.

I became interested in MGs when I was stationed in England with the Air Force and purchased a brand new 1969 MGB, which I brought back to the USA with me. After my family outgrew the "B," I

reluctantly sold her but was once again assigned to England, where I purchased a new 1974 MGBGT. Unfortunately my family once again outgrew this car and I was forced to sell her for a "real" family car.



When my dear wife passed away in 2016, I decided to keep myself busy and couldn't think of a better way to do that than to resurrect my passion and get back to the MG family. I intend on finding an MGA for my next project. I am also an avid classic car enthusiast and intend to obtain a couple of other cars, perhaps a late 60's early 70's Corvette to begin with. I'll just need a bigger garage!

I joined the MG Car Club, Rocky Mountain Region to be with other like minded MG lovers and to possibly participate in some of the events held by the Club. I am also a member of the MG Owners Club in the UK and the American MGB Association, as well as the Pikes Peak LBC group.





## *Dynamo Remembers....*

4—OXFORD MAIL, Thursday, March 19, 1981

# *Sadness as a way of life is sold*



**BITTERNESS** and bargain fever rubbed shoulders as the first day of the "everything must go" auction at Abingdon's famous MG sports car factory got under way.

One of the saddest visitors was 24-year-old Paul Robins, pictured surveying the assembly shop where he worked from the time he left school until he was made redundant last October.

He and the rest of the crowd who gathered in the plant's once bustling main workshop heard auctioneer Mr Duncan Vincent comment on the sadness of the occasion before hurrying on to the business of selling off the first of almost 3,800 lots.

Mr Vincent said: "It is a very sad day for the many who used to work here, but everything here must be sold by order of BL cars."

**By CLARE PARRACK**

Visitors to the auction ranged from businessmen looking for a cheap "killing" on secondhand stationery and office equipment, to former MG workers and several MG enthusiasts who came along to look for souvenirs.

Paul, from Radley, has been on the dole since he was made redundant. "I am not here to buy anything. I can't afford it as I'm out of work now," he said. "I feel very bitter seeing the place I worked hard for and loved go up for grabs like this — they are all like vultures."

Another sad visitor was veteran MG Car Club member Mr Sid Beer, from Huntingdon, whose family has a collection of more than 50 of the historic sports cars. "I feel very despondent. I've had con-

nections with MG for more than 40 years, and it really makes you realise it is the end of an era," said Mr Beer.

Also at the auction was West Hanney motor dealer Mr Bob Neville, 34, a one time MG apprentice — and in 1976, the last driver to race an MG sports car in the Silverstone world championships — who arrived in an MGB V8 he built himself. "It is certainly a very sad day to see the factory being stripped down and sold off like this," he said.

Bidding got off to a swift start, and the first lot under the hammer was ten boxes of cleaning rags, which sold for £14. The whole auction is expected to raise more than £100,000 before the cleared factory site is handed over to the new buyers, Standard Life Assurance Company, at the end of the month.

与此同时，在中国.....  
**(Meanwhile, Over in China....)**



I'm sorry to have to report that SAIC have elected to build a "people carrier" for the Thai market. I suppose we can hope it's sporty, but I shudder to think what this is going to do to what's left of the brand's image.

*-Editor*



## Clarkson Creates 'MGD'

*Grand Tour* Host Jeremy Clarkson decides to marry an MGB with a Land Rover Defender. With predictable results. *The Grand Tour* is available on Amazon Prime Video.

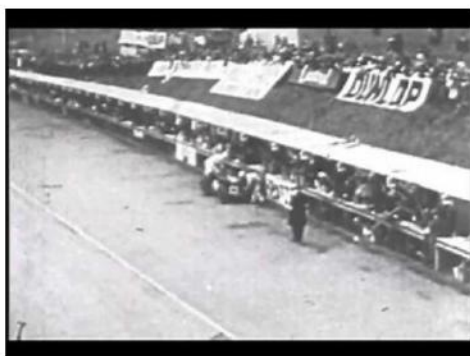


## 2019: The 90th Anniversary of the MG Sports Car

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.



<https://www.youtube.com/watch?v=U-tybhNNCDY>



### The Magic Midget - MG Racing History

MG was a British sports car manufacturer founded in the 1920s by Cecil Kimber. Best known for its two-seat open sports cars, MG also produced saloons and coupés. Like many manufacturers, MG went racing to generate publicity and to show off its

[www.youtube.com](http://www.youtube.com)





# 2019 Glenwood Graphics

11 x 17 Poster

8.5 x 5.5 mailer



Given that this year's theme celebrates the 90th Anniversary of the MG sports car, 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.





**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)



<b>MGCC-RMC</b>	<b>OFFICERS</b>	<b>2019</b>		
<b>President</b>	Neil White	Elizabeth	303-646-5717	<a href="mailto:neilwhite37@hotmail.com">neilwhite37@hotmail.com</a>
<b>Vice President</b>	Tyler Hicks-Wright	Denver	505-263-6742	<a href="mailto:ty@tghw.com">ty@tghw.com</a>
<b>Secretary</b>	Carol Zamora	Westminster	303-497-6526	<a href="mailto:carolanna@q.com">carolanna@q.com</a>
<b>Treasurer</b>	Richard Weiskopf	Denver	303-692-9624	<a href="mailto:MGBGTV8@comcast.net">MGBGTV8@comcast.net</a>
<b>Historian</b>	Alan Magnuson	Centennial	303-400-8076	<a href="mailto:alanmg1978@gmail.com">alanmg1978@gmail.com</a>
<b>Membership</b>	Al Wulf	Wheat Ridge	303-424-6830	<a href="mailto:wulfmgbv8@comcast.net">wulfmgbv8@comcast.net</a>
<b>Regalia</b>	Cathy Gunderson	Littleton	303-791-4902	<a href="mailto:j-cg@juno.com">j-cg@juno.com</a>
<b>Bylaws</b>	Stan Edwards	Arvada	303-423-8129	<a href="mailto:Edwards_Stn@msn.com">Edwards_Stn@msn.com</a>
<b>CCCCRep</b>	Dick Fritz	Longmont	303-774-9710	<a href="mailto:RBFritz@comcast.net">RBFritz@comcast.net</a>
<b>Glenwood Rallye Chair</b>	Keith Kerr	Denver	303-827-6226	<a href="mailto:keith.kerr@kerrtransformations.com">keith.kerr@kerrtransformations.com</a>
<b>Editor</b>	Greg Peek	Longmont	813-494-5096	<a href="mailto:gpeek001@icloud.com">gpeek001@icloud.com</a>
<b>Web Site</b>	Tyler Hicks-Wright	Denver	505-263-6742	<a href="mailto:ty@tghw.com">ty@tghw.com</a>
<b>NAMGAR Rep</b>	Joe Gunderson	Littleton	303-791-4902	<a href="mailto:j-cg@juno.com">j-cg@juno.com</a>
<b>NAMGBR Rep</b>	Bob Gloyd	Centennial	303-690-0990	<a href="mailto:bobsbritcars@gmail.com">bobsbritcars@gmail.com</a>



# Upcoming Events

## June

**Rallye Glenwood Springs, June 7-9, 2019.** Join fellow members, newcomers and car enthusiasts for the 67th Annual Rallye Glenwood Springs. The weekend is a marvelous opportunity for sports car enthusiasts of every marque to come together for sunny days, cool nights, and unique events. The fun begins on Friday with the Time-Speed-Distance Rallye, which will take you through some beautiful scenery on the way to Glenwood Springs. Saturday's main event is a more relaxed tour, with a fun murder-mystery twist. Registration is open: <https://mgcc.org/rallye-glenwood-springs/>

**June 15th - Day before Father's Day Celebration** The Rocky Mountain Triumph Club invites MG Car Club members to this special event. Arrive around 11, lunch at 12:00 and then it's time for the Rodeo. Last year's events were "stop on a dime", "parallel park", and "get close without dropping-the-ball". Improved versions of those are planned and a new one might be added this year. All at low speeds and it won't hurt your car; all cars are welcome. Scores will be tabulated and prizes awarded. Volunteers to help run these events are needed.

This year will include a parts/memorabilia/book area where you can display items you no longer want. Give them away or put a price on them (you have to handle any sales). Also, an area for items that will be taken to Goodwill is available.

The location is again at Gordon & Shirley Kenney's home at 16921 E Fremont Ave in Foxfield. Contact them at 303-766-7826 or [gkenney22@gmail.com](mailto:gkenney22@gmail.com) with questions or directions. RSVP's appreciated but not required. Children are welcome. Test drives in electric cars are available.

## 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 Denver**, 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.

**Cars & Coffee South Denver**, the 2nd Saturday of each month, 9:00 AM - 12:00 Noon, at the Vehicle Vault, 18301 Lincoln Meadows Pkwy, Parker, CO 80134





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

**Nathan Bennett**  
**Richard Cardall**  
**Lisa Farley**  
**Joe Haynes**  
**Randy Hildreth**  
**Pete Johnson**  
**Jack Kahler**  
**Keith and Jeanne Kerr**  
**Alan Magnuson**  
**Bill Messner**  
**James Nab**  
**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

### PART II

#### SIGNALS TO BE GIVEN BY DRIVERS AND CYCLISTS TO INDICATE THEIR OWN INTENTIONS

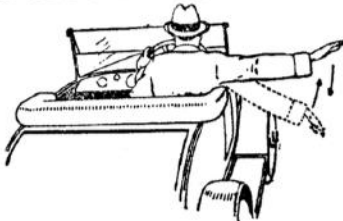
(These signals give information and not instructions to following traffic.)

Signals by drivers should be given with the arm extended from the side of the vehicle at least as far as the elbow, where mechanical indicators are not used.

##### (a) SIGNALS TO OTHER DRIVERS

#### No. 1. "I am going to SLOW DOWN, or STOP."

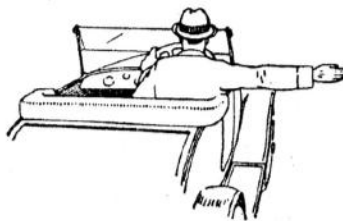
Extend the right arm with the palm of the hand turned downwards, and move the arm slowly up and down, keeping the wrist loose.



No. 1

#### No. 2. "I am going to TURN to my RIGHT."

Extend the right arm and hand, with the palm turned to the front, and hold them rigid in a horizontal position straight out from the off side of the vehicle.



No. 2

#### No. 3. "I am READY to be OVERTAKEN."

(The overtaking driver must satisfy himself that he can overtake with safety.)

Extend the right arm and hand below the level of the shoulder, and move them backwards and forwards.



No. 3

#### No. 4. "I am going to TURN to my LEFT."

Extend the right arm and rotate it from the shoulder in an anti-clockwise direction.



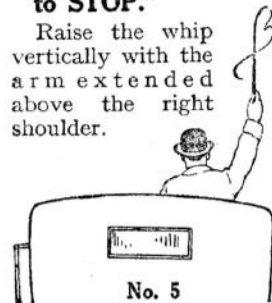
No. 4

The drivers of HORSE-DRAWN vehicles should preferably use the four foregoing signals, giving them where possible by hand alone, and in any case keeping the whip (if any) clear of other traffic.

Alternatively, the following signals may be used:—

#### No. 5. "I am going to STOP."

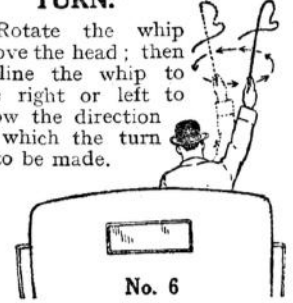
Raise the whip vertically with the arm extended above the right shoulder.



No. 5

#### No. 6. "I am going to TURN."

Rotate the whip above the head; then incline the whip to the right or left to show the direction in which the turn is to be made.



No. 6

