



DYNAMO

Peace.



December, 2020



President's Corner



DYNAMO

The Official Newsletter of

The MG Car Club of England, Rocky Mountain Centre

December, 2020

Firstly, thanks to Tyler and the committee for their work, and congratulations to Jeanne, Keith and Diesel winning the Hazel Marble award.

Well, here we are again. It has not been the best year, at all. Events that we look forward to...Glenwood, Conclave and MOAB, pared down or postponed. At least Augie planned a mini MOAB, and we had Nigel's Conclave drive.

On to 2021. Maybe we could plan a few events/drives to make up for 2020. Planning for Glenwood is at an advanced stage and information should be on the website shortly.

Political correctness is not one of my finer traits, and on that note, I hope you all have a Merry Christmas and a Happy New Year. Please stay safe, as I look forward to seeing you soon as possible.

Safety Fast,
Neil

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We had a fantastic response to our request for a Holiday cover photo. I was spoiled for choice. Thank You. They were all so good, I decided to include them all in this issue.

Also, a great Road Trip story by Janine Willey begins on Page 10. Happy Holidays, -Editor



Alan Saltzman



Alan Saltzman continues to struggle in his fight against Covid-19, though doctors remain hopeful. Please keep Alan, Lita, Justine and Ethan in your thoughts and prayers this holiday season. Our fervent hope is that he's home before the end of the year. Your positive energy helps tremendously.

Kerr Family Awarded the Hazel Marble Award



Keith, Jeanne and Diesel Kerr were awarded the 2020 Hazel Marble Award for their efforts managing the last several Rallye Glenwood Springs events.

The Hazel Marble Award is given to the club member(s) who best embodies the MG Spirit.

Congratulations you two and thank you for your energy, enthusiasm, and talent.



Diesel Kerr

The award is named after Hazel Hopkins Marble, charter member of the Denver Sports Car Club and the MG Car Club, Rocky Mountain Centre. Hazel owned a 1951 Clipper Blue MG TD which she campaigned in local and national Sports Car Club of America events. She was a lifelong sports car enthusiast who shared her passion for and love of MG, the Marque of Friendship. Presented since 1994, the Hazel Marble Award is given each year to the person, couple, or family (dogs included) who best exemplifies the spirit and enthusiasm of MG.



Hazel Hopkins Marble



Meet Our New Treasurer

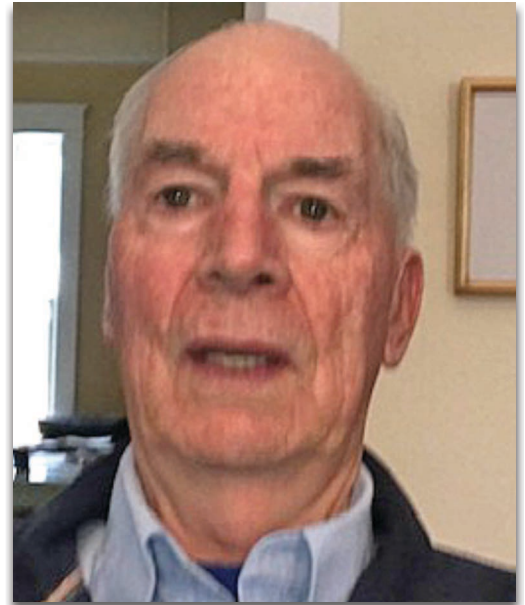
John Layman has stepped up to serve as club Treasurer for 2021. John has been a club member for several years and recently retired. "I have more time now for club activities," he told the club during December's virtual meeting. Thanks John! We appreciate your help and expertise.

I'm 72. I grew up in Illinois but my wife Linsey and I moved to Colorado in 1975. I have two children and four grandchildren. I'm a Retired trusts and estates attorney. I'm still working part time as a CFP.

My hobbies other than old British cars include ham radio, N scale model trains, hiking and cycling.

I've always had an interest in cars but my father, who I would have normally learned from, was uninterested. But I always thought the MGB was a very cool car. So when I got some money together I found a car locally back in 1988 - a 1969 roadster, Pale Primrose with chrome wire wheels. I still have the car and it is little changed - just maintained. It still runs well and I still get a lot of enjoyment out of driving it. I love the suspension feel, the sounds and the old car smell.

I've been Treasurer of the Colorado Mountain Club Foundation and of the Boulder History Museum. - *John Layman*



John Layman

'Tis the Season...

Here are the other Seasonal Photos submitted by club members.



Front Cover: John and Janene Willey's 1952 MG TD. Photo by Janene Willey.
Above, Kingsley Meldrum's 1967 MGB-GT Special.

Kingsley Meldrum



Above: George Smith's 1961 MGA 1600. The Buttermilk Ski Area is in the background. Circa Late 60's, early 70's.

George Smith



Above: Craig Gander's 1951 MG TD and a cast of thousands, Kerr Gulch, 2020

Craig Gander



Merry Christmas & Happy New Year to All

Above: John Fraioli's 1972 MGB-GT gets a rise out of the Air Force at the Wings Over the Rockies Air and Space Museum. John's photo was submitted as part of the Moss Motoring Challenge.

John Fraioli

Back Cover: Craig Gander's 1951 TD serves as Santa's sleigh in the Lowry HOA Santa Parade. Photo by Fran Gander.



On the Road

In October, John and Janene Willey took their newly refreshed TD on a road trip back East.

"Hey, let's drive it to Delaware!"

John asked me to write about driving the 52 MGTD to Delaware.

First, some history of the car. My first husband, Larry and I purchased the TD in the SF Bay Area in 1968. We were owners of a new 67 MGB-GT and needed a second car. If you think that is fuzzy thinking, you are not a car person.



Anyway, there were 13 MG T types in the paper that weekend and we chose "Gramps". He had a few dents in the front fenders and was TWA blue/grey with some bare spots from sandstorms in Arizona. At least that was the story. He had a black top (which he still uses), a red interior, and was the strongest feeling of all the cars we were able to drive. Paying the huge sum of \$550, we took him home.



We drove him for several years, then we had kids. You know that story. Larry sanded down all the panels and painted the car while we were quarantined with our second boy. He painted the car with rattle can paint, black fenders and army green body, the paint available at World of Tile. The MGTD club in the Bay Area was called, Sorry Safari, and their motto - "I told you we were lost." Gramps was called the telephone company car because of the paint job.

Moving to Nebraska in 1976, the BGT in a rental truck with Gramps in tow, with me following in the VW bus pulling the camping trailer, in January, was his first half country crossing. Nebraska didn't have a British car club so, as I drove around Lincoln, I would look in open garages and watch for cars under covers. I was able to find enough British cars to form Her Majesty's Royal Nebraska Patrol and it still is functioning today. We registered the car as an antique with a lifetime plate.



At one point we were almost transferred back to San Francisco. Jarl DeBoer, our friend from California who used our house as a cross country stop on his vintage racing/gathering trips, offered to drive the car to California. He did, with 12 cockatiels as companions and no windshield wiper motor. The car made a second half country crossing, but under its own power this time. Six months later, Jarl towed it (and the cockatiels) back to Nebraska when we ended up not moving.

In Nebraska we had the fender dents removed. I used airplane stripper to remove the paint, primer and bondo (the leveling in the doors was all I found) and had the car painted. Jarl DeBoer's son John painted the car in our garage. Out it rolled! Clipper Blue (or '76 Cadillac Blue if you are a stickler for details).



Because of Larry's health, we moved to Colorado Springs in 2001 and joined the Rocky Mountain T Club. Larry passed in 2003. I gave Gramps to my younger son and had the car shipped to his home in Delaware. My older son will get the BGT someday.

I met John Willey as I attempted to find homes for Larry's collection of 5,000 diecast cars. We met at a Rocky Mountain T Club brunch in October and, in April, 2004, I moved to Windsor.

The TD became a point of contention in Delaware during my son's divorce. It was in my name still, so I had it shipped to Windsor. This Fall, with the COVID restrictions and not wanting to fly, we decided to drive to Delaware. About a week before leaving I asked Jeremy if he would like us to bring him the car. "YES! Please Mom! I would love to have it."



John priced trailers to buy or rent, car carriers, and rental trucks. At the Conclave drive I talked to a couple driving a TD. Then I said to John, "Let's drive it!" He said, "Why not? That would work. If it breaks, we'll rent a trailer for the rest of the trip." During the rest of the Conclave Drive we discussed what the car might need and started planning to check it out for the trip.

John checked the tires, now 38 years old, then ordered new tires and we had them installed. John started to drive home, but the car shimmied and vibrated. John took it back. They had neglected to tell us one wheel was damaged. With it on as a front tire, the car was not drivable. Now we needed a round wheel— with 4 days left before departure. Luckily, we have two other cars with the same wheels so we robbed the other TD of its spare, then one of its on-the-ground tires. My son ordered new wheels to be delivered to Delaware.

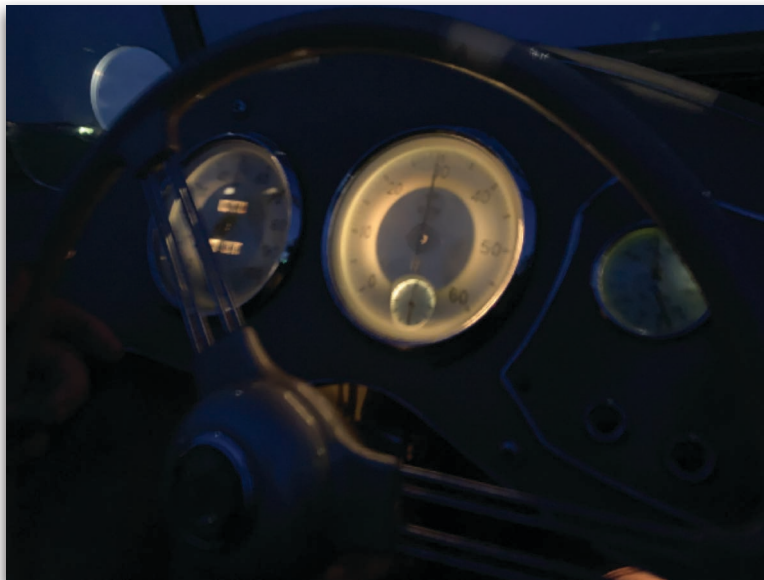
John started through the engine. He hadn't worked much on the car and was surprised at how little maintenance had been done in the last 20 years. My late husband was a cosmetic guy, new upholstery, paint, dashboard, etc. but not really a mechanic. So, John went through the list: clutch, shocks, brakes, a lube job, taillights and engine. He had to go to our now well used procedure of "get it off of Dave," our green TD. That included the wiper motor eventually. We did find a wiper motor, but it was Dave's old one. We also found a starter; it has to be the old one, too. The spare tire off of "Dave the car" was out of round, "Dave the person" was my late husband's best friend, so I knew why both spares were out of round. Anyway, it was a week of late nights and runs to Greeley for parts.



During the BMCNC Fall Color Drive we stopped at Kevin Spooners for LED lights for the car. We bought the lights and then Kevin mentioned that the car was positive ground, and the LED lights were negative ground, so we went with the old original lights and will put the LEDs somewhere else. (Kevin told us how to change the car to negative ground, but we didn't want to attempt that before a long drive.)



We were getting close. Every night we took it for a drive just to be sure the work was okay. John spent a lot of time under the dash working to get lights in the instruments. He put manual turn signals on the back, just lights and turn signals with a toggle switch on the dash. Under the dash it looks like a rat's nest of old wire, little lights and zip ties.

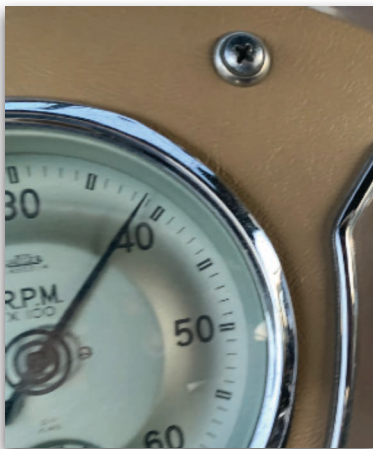
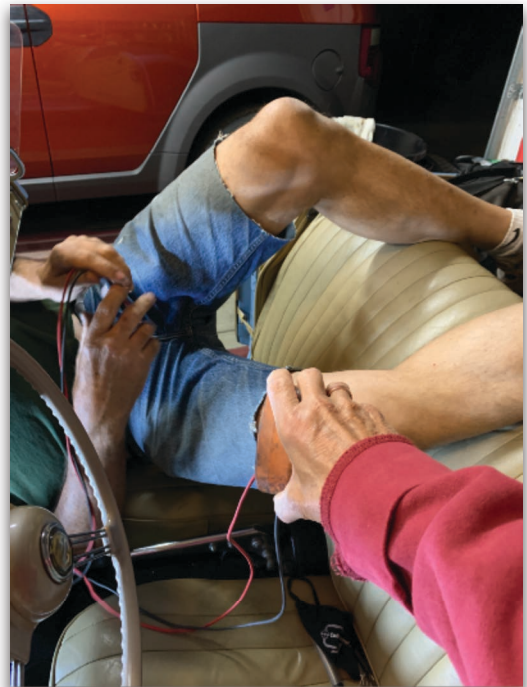


Saturday night we started out of the garage, made it about a mile and promptly ran out of gas. I went into a yard where they were mowing and asked for some of their gas. They were out but offered to drive John to our house. John came back, put the gas in the car and we took off for a filling station. Pulling into the station we rounded the corner and the hubcap went rolling across the road. Not a reassuring start but, after that, all was well. Sunday was full of little jobs, like taking off the wind visors and putting up the top. Getting the van ready for a trip, packing, taking dogs to the kennel, the cat to friends. I had food for 5 days on the road, John had campgrounds in mind and we had spare parts, oil, a gas can, and antifreeze for the drive.

Monday it was 33 degrees, we were up very early and did the final loading. John brought the van around but the TD wouldn't start. It had to be under the dash, so John started taking stuff out of the passenger seat. He went under the dash, (an earlier under the dash photo so you get the idea) while I was sitting in the driver seat. He started checking various wires and I noticed one that wasn't connected. He said that's the ignition wire. He soldered the old wire into place. I tried to start the car, it wouldn't. He kept looking. Again I noticed a loose wire. It was the other end of the one he had soldered. More solder and another try.

It started. We were on the road!

Monday morning was COLD. It was about 7:15 and I didn't have any windows, but the top was up. which helped. As we drove along I-70, I enjoyed



having a semi pass me in the left lane. They have really warm engines and the north wind blew heat into the car. The wind out of the north blew the fender mirror out of position for two days. We planned on about 500 miles each day and probably averaged 60-62 mph most of the time on freeways. My focus was keeping the tachometer around 4000 RPM. The biggest challenge was finding the state parks and campgrounds

Tuesday was cold, and one of my gloves blew out of the car somewhere in Missouri. Still appreciated heat from passing semis but it warmed up some. Lots of beautiful country and long rolling hills.

Wednesday was warmer. By afternoon I managed to take off my parka. John had a campground site ready at the end of the day and the country was beautiful.



On Thursday we hit more hilly areas in Ohio. We decided to take another day and drive the back roads through West Virginia and Maryland. The mountains in the area are low, 1,200'+ was the tallest but, in an old car, driving straight up that height gave us some qualms. But we forgot who I was driving. Gramps took the hills, the 6%-7% grades and passed semi-trucks. I shifted into third on several hills, but he did the climbs. At one point I had an engine shudder and pulled over. I turned off the car and waited for John to get back to me. When he got there, I tried starting and it turned right over. We think it was probably bad gas.

On Friday morning we were getting behind schedule, so went back to freeway travel, on I-95, *real* freeway travel. I have to say it was somewhat intimidating to be driving a little car on I-95. Think looking at 4-6 lanes of traffic, all going 75+mph is exciting?!? I couldn't stay to the right with all the merging double lane on-ramps, so I settled into a middle lane. We just plugged along. It's amazing how many people pull into any space you leave. Sort of wanted a sign that said I had old brakes to go with my old car and my old self.

Along the way, Gramps got 28 mpg and only one warning.



Remember I said the car had a lifetime plate from Nebraska from the 1980s or thereabouts? We were going through a town in Maryland and an officer pulled up behind me, then beside me to say I didn't have brake lights. I pulled in front of him and hit the brakes, went through an intersection and he turned on his lights. I pulled over in front of a gas station and he got out of his cruiser. He said there were no brake lights and asked where we were going. Then, could he see my registration, insurance and license. I told him the registration was probably at home. A very nice young man. He told me his

body camera was on and then went to his car to check out my information.

He came back and said, "Now let me get this straight, it is licensed in Nebraska, you live in Colorado and you're going to Delaware. Do you own this car?" I said, "yes, I bought it in 1968." He said, "okay, I'll need to give you a warning to document the stop and you can pull into this gas station and fix the lights."





John had me drive it up on a curb, but the problem wasn't the wiring. The bulbs had worked loose after he had cleaned them. Problem solved.

We arrived at my son's house about mid-afternoon. My granddaughter was waiting for the car (and us). Another car kid in the family!

The trip was a great way to say goodbye to the car. It has been with me longer than my kids and good all the way. The drive was worth every minute and having the time to drive through the country was a privilege. The car has now officially been coast-to-coast under its own power.

BTW - My son plans to register the car in Delaware. I think we have used up all the lives on that Nebraska plate.

-Janene Willey

P.S. I have several short videos of winding roads with trees on both sides, video of I-95 with sound and some photos. Let me know if you would like to see any.



P.S. From John -
When we first considered our trip to Delaware, we decided to drive rather than fly because of COVID. Our Sprinter gets 23-24 mpg and is self-contained for camping. Since we were planning on shipping Janene's TD to her son sometime, I worked out costs of various options. Driving it turned out to be the most efficient option cost-wise. It turned out to be a very worthwhile adventure and I'm glad we did it. I must say that watching Janene drive through the wonderful scenic areas we saw made me wish I were driving an LBC instead of the Sprinter. Maybe we will drive to MG 2021 in Atlantic City.

Club Members Team to Teach University Course on English Car History

Looking for a great holiday gift for your friend who has everything?

How about a four week Zoom class through DU highlighting British sports cars hosted by William Taylor and Shawn Bowman? We'll be taking a deep dive into the history of car development, the iconic companies, the famous drivers and engineers, race tracks and the place to see these cars in Colorado today. Following the class we'll have an all British Cars and Coffee at the Forney Museum of Transportation where students will see some of the vehicles up close, chat with the owners and meet members of the British Car Clubs currently active in Colorado.

Each week we will highlight one of the many influential British car companies, looking not only at their contribution to the development of the automotive industry in the UK, but also explore what made their vehicles so unique. Class format will include photo rich powerpoint presentations, short videos, interviews and brief garage tours and car 'Auto-biographies' from Zoom host locations.

Meet your class hosts:

Author, publisher and photographer **William Taylor** has a passion for British cars. Having worked as a commercial photographer in London for more years than he cares to remember, in 1997 he formed a publishing company to produce, in simple terms, "the best car books, ones I would like to buy myself." Nearly 25-years later, and with over 50 titles, his company continues to publish stylish, distinctive books on British cars (and some German and Italian) from his now Denver based offices. Taylor is also the founder and President of Colorado 501c3 non-profit, Auto-Archives Automotive Library and Research Center whose library (with more than 100,000 magazines and 8,000 books) is always open to share materials with each and every automotive enthusiast.

Shawn Bowman grew up trackside watching her mother and stepdad race classic Jaguars and as a teen traveling to the UK to buy car parts and visit historic race sites. Along with teaching arts enrichment and game design classes, she is a co-owner of Ax and Allies Automotive, a vintage repair shop specializing in pre- 1980s British sports cars. She drives a 1970 MGB GT (among other things), is an active member of the MG, Jaguar and Mini clubs in Denver and volunteers in the Digital Education program at the Forney Museum of Transportation.

You Can Register Here:

<https://universitycollege.du.edu/enrichment/>





The Forney Could Use a Hand

According to Dick Fritz, 2020 has not been kind to the Forney Museum of Transportation. Let's pitch in to help ensure that the Forney is not another COVID casualty.

"The Forney Museum is closed until at least December 20th. As a result, the museum is not receiving the revenue it needs to continue, since utilities and insurance still have to be paid. A permanent loss of the Forney would be very regrettable as it represents the collector cars to the general public and of course it provides a venue for Council meetings and club events. There is something all club members can do: donate. Even \$5 or \$10 would help and the Forney staff would appreciate our showing them support. "

The link for donations: <http://www.forneymuseum.org/Donate.html> Click on the Yellow "Donate" Button. Donations can also be sent by mail: Forney Museum of Transportation, 4303 Brighton Blvd., Denver CO 80216.

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North American MGB Register

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North American MGB Register

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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. We're excited about the possibility of more events scheduled next year.

December - January

The Annual Christmas party has been canceled this year. Our Forney Dust N' Shine remains a possibility in January. Details coming in an upcoming email from Al Wulf.

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

Shawn Bowman
John Fraioli
R.B. Fritz
Craig Gander
Fran Gander
John Layman
Veletia Manning
Alan Magnuson
Kingsley Meldrum
George Smith
Neil White
Janene Willey
John Willey



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

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



REPORTERS NEEDED!



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



Parting Shot

