

DYNAMO



MG Car Club of England, Rocky Mountain Centre | Summer, 2018

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**Summertime, and the
Living is... *Busy*.**
(Summer Adventures begin on Page 5).



September 15-16, 2018
thecoloradoconclave.com
See Page 31.





President's Corner

Let me add my thanks to the 50+ volunteers who made this year's Rallye Glenwood Springs a phenomenal success. I am always so impressed with the professionalism and dedication the team shows during the crunch time leading up to the event and during the somewhat controlled chaos that takes place as we move 100 or so antique British cars hundreds of miles to Glenwood and back. An appreciation party is in the works for the volunteers; details of which will be sent out soon. Planning for Glenwood 2019 is already in the works, so if you wish to be a part of longest, continuously held rallye in the United States, you are cordially invited to do so. Just let me know. In the meantime, there are plenty of sunny days and fun events left before the snow flies, so get out and enjoy your cars and the perfect Colorado weather.

Safety Fast,
Keith



Ach! It's been a heck of a Ride!

I get it now. My wife Irene and I moved to Colorado in December of 2016. Thanks for letting us in! We've learned that when Summer comes, everything goes into fast-forward. There are too many places to be at once! I'm barely able to keep up with coverage of all the great events happening in these months. Thanks to all of you who contributed photos and written material to this issue.

Inside this issue, you'll see coverage of the events that members attended this summer. If you are not included in the writeup, sorry we missed you. Please remember to email me photos (or a link to the photos) and a few words on the events you attend to mgrmcnews@gmail.com Also, MotorMart is especially busy this issue. Ads start on page 35. Hold on to your checkbooks!

-Editor





Al and Patty at breakfast in Dayton, shortly before their flight home.

Al Wulf Recovering Nicely

Al Wulf suffered a heart attack while attending the British V-8 Meet in Dayton. He underwent two procedures in which four stents were inserted in his coronary arteries. Al is recovering well. His biggest challenge was having to lie perfectly flat for a while immediately after the procedure as part of the recovery process. Can't keep a good man down! Our heartfelt thanks go to Terry and Carole Looft of the Dayton chapter of the MG Car club, who provided continuous support during Al's ordeal, as well as to John Fraioli, who flew to Dayton to drive Al's truck and trailer home. Al and Patty are safely back home, though Patty has to work hard to keep Al from overdoing it.



MG People: Terry and Carole Looft





Headed to GoF West?

A Fellow MGer Would Like to Meet Up Near Denver

Hello, My wife Beverly and I are planning to attend this year's GOFWEST at Lake Tahoe and will be driving our 52TD from North Carolina. We have several friends and a few relatives living within a 100 mile radius of Denver, so we plan to spend two or maybe three days in that area before heading to Tahoe.

We drive our car to all events, so it is a driver that we have driven almost daily for 44 of the 54 years that we have owned it. Over the years driving our MG to GOF events in the past has taken us to all points East/West/North and South

Since July 2013 we have driven over 30K miles. We drove to Carefree, AZ for GOFWEST2013 and then caravanned with four T's on to Orange, CA. That was fun to tour with other T cars.

We are interested in meeting club members and their friends planning to attend GOFWEST 2018. We could Caravan to the show. The route that we anticipate taking would be I-70 West to Salina, Utah where we would take Route 50 to Tahoe, NV. We are open to any other route that someone would suggest given that the TD likes secondary roads better than Interstates. Naturally, more travel time has to be allowed.

The most direct route mentioned above we expect to take two days. Any other would add one or two more days.

We usually do not try to pin down ETA's. We have been lucky all of these years to not have road trouble that requires more than a few minutes to correct. Having the same car all of these years helps one to seek out trouble spot quickly. As you know, these are rather delicate machines that do not tolerate much abuse, but have proven reliable when treated right.

We enjoyed reading the 2014 Sacred Octagon article by William Weiskopf about his "bucket list" and his cover Photo. That Mt. Evens side trip looks good to us.

Hope to hear from you soon.

Derwood Schrotberger
Chapel Hill, NC

derschrot@aol.com





2018 Rallye Glenwood Springs

Perfect weather, perfect weekend. The 66th Annual Rallye Glenwood Springs was another big success, with more than 90 entrants registered for multiple events over three days, including the Tour, Rallye, Gear Shift Social, Funkhana, and Sunday morning car show. The tour started in Littleton, and ran through Conifer, Fairplay and up through Breckenridge. Written by Diesel Kerr, the tour had a distinctive canine slant, much to the delight of participants. Math related questions (Diesel holds honorary degrees in mathematics) were challenging (despite their 9th grade level) and served as tie breakers where needed. Overall, it was a great time, with surprisingly light traffic on most legs.

Saturday morning offered up an interesting rallye, with creatively sited checkpoint locations adding to the fun. A fifth checkpoint was deleted after it was determined that the additional legs associated with the checkpoint greatly added to travel time and would cause many participants to arrive back at the Marriott very late in the afternoon. There was only one trap in the rallye this year, when directions called for a six minute jag off on a side road outside of Minturn at an average 13 mph. Those who missed that instruction arrived at checkpoint four six minutes early.

The sun-drenched (french fried?) rallyists met Saturday night at the Gear Shift Social, held at the newly refurbished Marriott hotel. We were very well treated again this year by the friendly and helpful staff. Thanks to Neil White for putting together yet another fun and entertaining video presentation of the day's adventures.



What's with the Parrott? Talking GPS?



Sunday saw the car show, featuring 27 medals awarded across 15 classes. Kids judging was hosted by Hagerty again this year. Owners of select classics gave rides to both the junior judges and members of Daisy (Girl Scout) Troop 10674, who provided the concessions at Two Rivers Park this year.

Thanks so much to the Kerrs, the committee chairs, checkpoint workers and club volunteers for another great weekend.



How to transport a 72 year old car to Glenwood? Drive it over Independence Pass!





"I see
Nothing!
N-O-T-H-I-N-G!"



What does Curt have behind
his back?



Bit like Polo, Eh, Chaps?





Special Awards - 2018 Rallye Glenwood Springs

The 2018

Bill Barker Award

The Bill Barker award is presented to the team with the highest placed finishes in three RGS events.

This year's Barker Award goes to - you guessed it - Mr. Dolan and Ms. Zelinko, piloting their 1994 Mazda Miata. It's becoming a tradition!



The 2018 Kumpf Award

The Kumpf Award was first presented in 1966 originally for the best score by a rallye team driving an MG. Now it is for the "outstanding" MG in the car show. Club officers make the selection each year.

This year's Kumpf Award goes to TC6649, under the stewardship of R.B. "Dick" and Judy Fritz. The car has been in Dick's family since 1952. It has been repainted once, but never restored.



Thank You to our 2018 RGS Checkpoint Workers and Rallye Support Teams

Christina & Meg	Akin
Stace & Joanne	Arnston
Charlie & Linda	Bartish
Randy & Joyce	Biallis
Doug	Eulberg
John & Ritsuko	Fraioli
Judy & Dick	Fritz
Bob	Gloyd
Jim	Goodwin
Ben	Green
Joe & Cathy	Gunderson
Bob & Dixie	Janke
Jack & Cathy	Knopinski
Alan & Laura	Magnuson
Bill	Otto
Pete	Perea
Dee Dee	Reilley
Alan & Ethan	Saltzman
Chris	Schutte
Scott & Nancy	Story
Lora	Swenson
Marty	Van Scoyk
Al & Patty	Wulf
Mark	Wyche





2018 Rallye Glenwood Springs Official Results

car#	class	driver	navigator	CP #1	CP #2	CP #3	CP #4	total	Award	In Class	Over-all
4	Computer	Dolan	Andrea	45	79	192	159	475	1st	1	2
37	Computer	Akin	Akin	153	25	267	47	492	2nd	2	4
16	Computer	Gull	Dinsmoor	10	10	300	176	496	3rd	3	5
45	Computer	Gust	Shoemaker	7	47	297	162	513		4	8
2	Computer	Hicks-Wright	Keacher	39	38	241	241	559		5	13
41	Computer	Robinson	Robinson	141	27	300	152	620		6	21t
70	Computer	Golay	Riley	103	41	300	253	697		7	24
car#	class	driver	navigator	CP #1	CP #2	CP #3	CP #4	total	Award	In Class	Over-all
13	Experienced	White	Stone	26	125	300	133	584	1st	1	14
7	Experienced	Thompson	Thompson	168	13	260	158	599	2nd	2	16
31	Experienced	Fulgham	Barelen	124	65	300	116	605	3rd	3	18
55	Experienced	Fry	Lawrence	2	10	300	300	612		4	19
30	Experienced	Anuta	Farhar	21	300	181	118	620		5	21t
car#	class	driver	navigator	CP #1	CP #2	CP #3	CP #4	total	Award	In class	Over-all
46	Intermediate	Ralston	Ralston	194	36	225	75	530	1st	1	10
8	Intermediate	Allin	Allin	27	93	285	151	556	2nd	2	12
39	Intermediate	Shoemaker	Shoemaker	92	23	300	174	589	3rd	3	15
6	Intermediate	McCarthy	Lape	29	11	277	300	617	4th	4	20
38	Intermediate	Shapiro	Watson	28	40	300	300	668		5	23
3	Intermediate	Palmer	Palmer	300	103	300	71	774		6	29
11	Intermediate	Layman	Fogle	172	9	300	300	781		7	30
22	Intermediate	Woodland	Woodland	142	84	300	300	826		8	37t
12	Intermediate	Loe	Loe	104	142	299	300	845		9	40
10	Intermediate	Messner	Lemmon	96	156	300	300	852		10	41
29	Intermediate	Vucasovich	Vucasovich	13	244	300	300	857		11	42



49	Intermediate	Ross	Thrush	300	236	300	298	1134		12	49
car#	class	driver	navigator	CP #1	CP #2	CP #3	CP #4	total	Award	In class	Over-all
18	Vintage	Magargal	Magargal	26	32	173	257	488	1st	1	3
17	Vintage	Blaney	Blaney	27	22	271	184	504	2nd	2	6
28	Vintage	Allen	Allen	48	87	205	167	507	3rd	3	7
57	Vintage	Downey	Downey	14	26	224	258	522		4	9
58	Vintage	Hall	Hall	117	124	300	61	602		5	17
34	Vintage	Earley	Tostanoski	81	247	300	82	710		6	25
63	Vintage	Duncan	Duncan	43	76	300	300	719		7	26
44	Vintage	Bates	George	225	195	84	300	804		8	32
59	Vintage	Malone	Malone	300	16	300	205	821		9	35
66	Vintage	MacKenzie	Morrison	103	300	300	208	911		10	43
65	Vintage	Ax	Ax	300	300	300	300	1200		11	51t
car#	class	driver	navigator	CP #1	CP #2	CP #3	CP #4	total	Award	In class	Over-all
24	Novice	Stoker	Bagnall	12	31	300	8	351	1st	1	1
25	Novice	Tessier	Tessier	46	66	298	139	549	2nd	2	11
14	Novice	Borsi	Irwin	6	210	158	300	724	3rd	3	27
20	Novice	Wikholm	Wikholm	66	79	300	300	745	4th	4	28
72	Novice	Jaouen	Jaouen	270	115	300	113	798		5	31
51	Novice	McCaffery	Porter	86	119	300	300	805		6	33
23	Novice	VanCleve	VanCleve	114	100	300	300	814		7	34
50	Novice	Bennett	Rolls	42	182	300	300	824		8	36
78	Novice	Brown	Camden	152	178	300	210	840		9	39
47	Novice	Appley	Appley	145	210	300	300	955		10	44



Car#	Class	Driver	Navigator	CP 1	CP 2	CP 3	CP 4	Total	Award	In Class	Over -All
35	Novice	Skillicorn	Skillicorn	300	62	300	300	962		11	45
15	Novice	Henry	Balice	300	151	300	300	1051		12	46
33	Novice	Miller	Sabo	300	288	300	183	1071		13	47
67	Novice	Locas	Damian	250	300	300	257	1107		14	48
43	Novice	Wilson	Wilson	294	243	300	300	1187		15	50
61	Novice	Smith	David	300	300	300	300	1200		16	51t



Tour Results

Class		Driver/Co-Driver	Tour	Crossword	Total	Tie-Breakers
MG	1st	Magnuson/Magnuson	58	39	97	5
MG	2nd	Magragal/Magragal	56	38	94	2
MG	3rd	Shoemaker/Shoemaker	56	33	89	3
Modern	1st	Blaney/Blaney	59	39	98	4
Modern	2nd	Gull/Dinsmoor	50	40	90	8
Modern	3rd	Tamm/Tamm	52	38	90	5
Vintage	1st	Hulting/Hulting	54	40	94	7
Vintage	2nd	Bennett/Rolls	53	41	94	3
Vintage	3rd	Morrison/MacKenzie	50	37	87	





Car Show Results

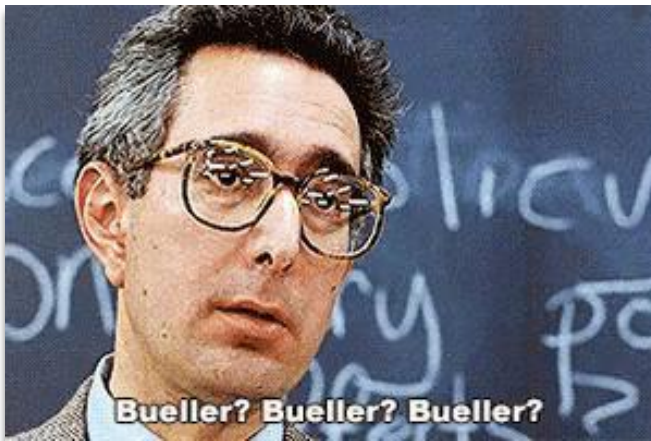
CLASS	Place	Owner(s)	Car
Premier	1st	Curtiss Allen	1967 MGB
MG T-Series	1st	LaVerne Downey	1954 MG TF
MG T-Series	2nd	Bill Rosenberry	1952 MG TD
MG T-Series	3rd	Allen Skillcorn	1952 MG TD
MGA	1st	Bill Messner	1958 MGA
MGA	2nd	Brian Phillips	1960 MGA
MGA	3rd	Stacey Arnston	1960 MGA
MGB/C/GT Chrome Bumper	1st	LAURA Magnuson	1973 MGB
MGB/C/GT Chrome Bumper	2nd	Ted Ax	1965 MGB
MGB/C/GT Chrome Bumper	3rd	Matt Stonesmith	1964 MGB
MGB/GT Rubber Bumper	1st	Michael Akin	1978 MGB V8
MGB/GT Rubber Bumper	2nd	John Vucasovich	1979 MGB
MGB/GT Rubber Bumper	3rd	John Fraioli	1977 MGB
Sprites/Midgets	1st	Pat Malone	1960 AH Sprite
Sprites/Midgets	2nd	Randy Biallis	1961 AH Sprite
Triumph TR6	1st	Chip Snyder	1976 TR6
Triumph TR6	2nd	Bob Gloyd	1976 TR6
All Other Triumphs	1st	Bob Jahnke	1959 TR3
Austin Healey	1st	Russell Hall	1959 AH
Other British Marques	1st	Henry Morrison	1954 Jaguar XK-120
Other European Marques	1st	Paul Estock	1955 Porsche 356 Replica
Other European Marques	2nd	James Elbe	1984 Alfa Romeo
Mazda Miata	1st	C. Dolan	1994 Miata
Mazda Miata	2nd	Jessie Shapiro	2013 MX-5



Class	Place	Owner(s)	Car
Other Asian Marqueses	1st	Mark Frakes	1979 Honda Civic
American Marqueses	1st	Entered by Derek Precht	1963 Corvette
Diamond in the Rough	1st	Russell Hall	1959 Austin Healey



Funkhana Results



If you medaled in the Funkhana this year, please let me know at mgrmcnews@gmail.com. There's no escaping the glory!

-Editor





MG 2018

Several club members made the trek to Gettysburg for MG2018, including John Fraioli, Alan and Laura Magnuson, Bob Gloyd, and Joe and Cathy Gunderson. Bob drove his Corvette and extended his trip south to Virginia for a "roots tour."

Laura Magnuson took a first in the MGB 73-74 Class at the car show for her black tulip roadster, and also snagged second in the MG craft competition for her BlackTulip MG slippers. (Where does she find the time?) Joe and Cathy took second in the MGT & Pre-War class in the car show for their 1936 MG PB, as well as third in the valve cover races. John Fraioli took second in the Photography competition for a photo of his MGB-GT . See Parting Shot,

page 34. For a complete listing of all event winners, see

<https://namgbr.org/2018/06/24/mg-2018->



The PB in PA.



Elizabeth Celtic Festival



Casey's 1932 MG J2.



Pete Perea in appropriate garb.



Great turnout from club members this year (July 21-22), including John and Ristsuko Fraioli, Gus Gresh, Elizabeth Thompson, Casey Duncan, Pete and Randy Perea, Alan Magnuson and of course, hosts Neil White and Dorothy Stone. Pete showed up in traditional dress, while Casey's J2 made a special appearance. The traditional post car show barbecue at Whitestone cottage went off without a hitch this year.

Rocky Mountain Air & Ground Festival



Scottish Festival



Above: Recognize the Austin Taxi? Right - Ken McCorkell and his 1965 Sunbeam Imp, which won the Chieftain's Choice Award. The rear-engined Imp was made by the Rootes Group/ Chrysler in their Linwood, Scotland factory.



Above: Low altitude aerial stunts and high flying Jets. 17,000 Attendees. 400 Cars on display, including Bob Gloyd's, TR6, Curtiss Allen's MGB and Dick Frtiz's Aston-Martin.





On the Way Back from MG 2018, John Fraioli Relies on the Kindness of Strangers.

Almost Stranded in Central Kansas - with only a Quart of Gas left in the Tank.

It was the third day of driving on my return trip from MG 2018 in Gettysburg, PA.

I spent the previous night in Lawrence KS. and was to be home in Aurora, Colorado by dinner time. Upon leaving the motel, I noticed I had about three quarters of a tank of gas in the Xterra, which I was using to pull a trailer with my MGB on board. My odometer stated that I had 161 miles DTE (distance till empty). I noticed a highway sign that stated "Salina 129" So I figured I would fill up in Salina with about 32 miles of travel distance to spare.

As it turns out, the city of Salina is not centered right on I-70. I was so used to seeing the cities right along the highway. Anyway, I passed right by the exit I needed. It was about another ten miles before I realized what I had done. I figured there would still maybe be a gas station before long as there had been many stations along the route most of the time. After not seeing any gas signs pop up after another five miles, I decided to check my GPS for "Nearby Gas." There were several about 20 some odd miles back from where I already traveled (most likely they were the ones in Salina). My DTE now indicated I had about 15 miles that I could travel before empty.

However, there was one Sinclair station noted in a town called Tescott that was about 9.5 miles to the north. I figured that was probably my better option. I would have to get off I-70 and head back to the last exit I had passed and take a road north to Tescott. By the way, this was Sunday morning about 9 am. I figure I will make it to the town and still have about five miles left in the tank to spare.

My GPS directs me to the town and I make it to my destination, a rundown filling station with two 35 year old pumps that looked like they had seen better days. One of them did not even have a hose attached to the nozzle. The other pump had a lock on its nozzle. I went up to the door of the service station, but it was closed, no one there. A passing pickup truck saw me and yelled from the widow that they are closed on Sundays. Seeing as how this was the only filling station in this isolated town, I asked the fellow if he knew of any other options. At this point, I've only got a quart of fuel left in the tank. He said "I have some gas in a can at my home. Wait here. I'll get it and come back." I watched as he drove a block and a half up the street to his house. He got the gas can out of his garage. The can only had about three quarts of gas in it. I asked him if I could pay him for the gas and he declined. I started my Xterra and noticed that the DTE indicator still showed that I could only travel about five miles till empty.



He told me the closest filling station would be in the town of Lincoln, KS. which was 16 miles away. So, I would still be stranded if I tried to get to it (I was only getting 14 miles to the gallon pulling the trailer). He said his cousin probably had a can of gas, and that he would go over there and bring back some more.

He got back in his pickup and I watched as he drove down the road. He stopped alongside an approaching pickup and began to talk to the driver. The other pickup then pulls up to where I am and says he has some gas at his home, to follow him. So, I followed him to his home about a quarter mile down the road. He pulls into his driveway and then tells me to park along the road in front of his place.

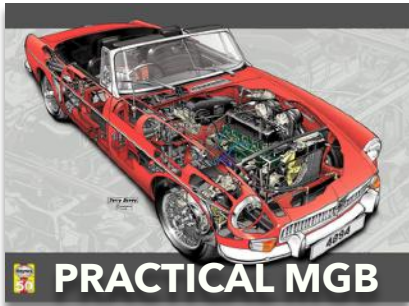
There are free range chickens milling around in his front yard. He fetches a five gallon can of gas from his shed and tells me to take as much as I need. We talk while I am pouring the gas in. Turns out he is a retired Tescott school teacher. I ask him what is the population of the town. He says it is about 300. He notices my MG on the trailer and says he used to own an MG, actually an MGB-GT. I tell him I have a GT also. I stop pouring after I have put in about 2 gallons. That should get me to Lincoln KS. He tells me which road to take. I ask him "Can I pay you for the gas?", he declines. I said, "Well, can I have your name and address? I would like to send you a Christmas card."

Meanwhile his wife had come out to see what was going on. She writes their name and address down for me. They are Martin & Marilyn Helmer. I ask her to take a photo of him and I shaking hands. After filling up in Lincoln, I think maybe instead of a Christmas card he and his wife might enjoy a copy of the photo of my B-GT with Mt. Evans and the Sunset. I think I will mail him a 12 X 18 copy when I get back home.



MG People: John with Martin Helmer at his home near Tescott, KS





SHINKED!

Can you be eligible for the Shaft and Fink Awards at the same time? Sure, you just have to work at it a bit. After installing my new Stebel horn (last issue), it suddenly stopped working on the way to Glenwood. Hornless, we suffered two near misses, both caused by sudden turns made from adjacent lanes by inattentive SUV drivers. My co-driver and I both survived, but we were a bit rattled. (Ever light up all four tires on an MGB

at the same time? Not recommended.) As it happens, I have a Tourist Trophy wood rimmed steering wheel, similar to a Moto-Lita. Both models come with a cheesy center horn press, complete with the adhesive-backed center logo of your choice. During the removal process, the existing horn press "exploded" in my face. Its plastic housing comes in two parts, with tabs on the horn face fitting into slots on the housing body. They under tension from a large internal spring, which drives an inverted domed piece of pot metal down onto a center contact when you press on the horn. The tabs in the horn face had worn, resulting in a jack-in-the box moment. I wasn't laughing.

Only the British would intentionally engineer three potential points of failure into a single ground circuit. On the '71 B, the horns are constantly energized. If you recall, there's a bracket assembly connected to the steering column has an extended tab with a copper nub, which makes contact with a metal ring on the back of the steering boss. The nub had worn, resulting in intermittent contact. The combination of the horn press (pushed in) and steering boss (nub) contact completes the ground circuit, and the horn sounds.



I ordered a new nub bracket thing (P/N 141-804) and a new horn press assembly from Moss and replaced the offending items. There is a male terminal on the back of the horn press assembly that receives the existing ground wire in the steering wheel hub. I made the connection and buttoned everything up. I turned the battery kill switch back

on and was greeted by the sound of a continuously blaring horn. The terminal was making contact with the steering wheel nut. Unintended consequences.

I carefully levered out the new assembly and slipped two sizes of shrink tubing over the rear terminal to insulate it from the nut. I broke out the heat gun and subsequently melted one of the slots in the new horn press body. Instant Jack-in-the box effect. Again. After repairing the damage (yes, it was a bodge job, the details of which I won't share), everything is in place and working properly. Let's hope the horn keeps honking and Jack stays the hell in his box.

So, why SHINK? The Fink part is obvious, but I really think there should be a label on the back of the new horn presses: "WARNING - made of cheap plastic. Do not use a heat gun near this product without adult supervision." Or something similar.



ELOPED!



Dynamo: Why did you guys choose to elope?

Ms. Buesser: Why Not?





In the News

Several club members were interviewed for the local Colorado Springs Paper.



Colorado Springs car club has the pedal to the British metal

By Jennifer Mulson, *The Gazette*

Photos by Dougal Brownlie

Reprinted by Permission.

When born and bred Londoner Bernie Osborne pulled up to Colorado Springs a decade ago via Alabama, he hoped to find his clan members: people who shared a passion for English cars. He was in luck.

After placing an ad in *The Gazette* looking for auto lovers, he hooked up with Pikes Peak Little British Car Group, a cohort of men who adored their genre of vehicles: Morris Garages (MGs for short), Triumph, Lotus, Healey, Mini, Jaguar, Jensen and Sunbeam.

“They’re fun to drive,” said Osborne, owner of a 1980 MG. “Smaller, zippy.”

It’s an overcast, humid morning in late July. The parking lot of Patty Jewett Golf Course is bursting with nearly 20 little British cars, lined up one next to the other in their bubblegum shades of reds, greens, yellows and blues, with more sedate grays, whites and creams in the mix.

A peek inside the predominantly open-air cars reveals a few steering wheels that might perplex American drivers. (They’re on the right-hand side.) An olive-green MG bears a small, wooden airplane propeller on its hood, and a James Bond windshield cover decorates a chic, silver Aston Martin. Later, after breakfast, the Aston’s owner will motor off, leaving behind the sounds of James Bond movie music wafting through the muggy air.

Members of the group mill around, comparing notes and admiring the shiny, well-maintained autos before they drift inside the clubhouse. The PPLBCG meets every other Friday at the golf course for a 9 a.m. breakfast. Husbands head to the inner banquet room, a much larger and darker space that better accommodates the dozens of gear heads, while a much smaller number of female partners alight at two square tables pushed together in the dining room. Plates of waffles, eggs and breakfast sandwiches appear like manna from heaven, and coffee cups are endlessly refilled.



“We tell a lot of lies, kick tires, look under hoods,” said Jim Goodwin, who helped found the group.

Goodwin, who has eight MGs, fell in love with the cars in typical teenage boy fashion.

“It always starts with a woman,” he joked. “I was 13 years old, and my dad was a builder in the country. Somebody visited with a green MG and their 13-year-old daughter. I was smitten with her. They gave me the keys and told me to drive it. She and I and the MG raced around. I don’t remember her name. It’s too bad, she was cute.”

Shortly after his version of Mr. Toad’s Wild Ride, he built an MG from the parts of three others, all before he could legally drive. He owned three MGs in high school and two in college.

“They’re great cars,” said Goodwin, a building contractor, who typically drives a truck all day. “They’re fun to drive. There’s a huge after-market for parts, and there are active clubs.”

Getting the group together was a slow process. After participating in a few St. Patrick’s Day parades, some of the founders, including Goodwin, Bud Silvers, Derek Cass and Mike Holm, decided to form a local extension of the Denver chapter of the MG Car Club-Rocky Mountain Centre, a club that a few of the men frequented.

About a half-dozen people showed up to the meetings every other week at Denny’s beginning in 2008. After Osborne placed his ad and found the group, the numbers increased exponentially, and the following year they moved the festivities to Patty Jewett.

Be wary of referring to the group as a club. It’s not.

“There’s no president, no treasurer, no dues,” said Silvers. “It’s simpler that way.”

Silvers has his own story about his green 1946 MGTC. After he bought it about 2009, he received an email from somebody who bought the MG paperwork for his car. Through him, Silvers found the Ebay seller, who turned out to be the son-in-law of the woman who bought the car in 1952 and drove it around Scotland on her honeymoon.



“I contacted her and got pictures of the car at crossroads in the Scottish Highlands in the 1950s,” Silvers said.

His second MG was a “complete basket case,” which forced a restoration “from the ground up.”

“I just always liked the cars,” he said. “The car I almost bought for my first car was an MGCT, but my family convinced me out of it. So it was like a dream come true.”

Osborne, the group’s contact person, now can claim an email list of 139, though naturally not everybody shows up for the Friday gatherings. Usually about three dozen people make it, along with about 20 cars. Throughout the year, members also take their cars on day and week-long trips around the state and nearby states, including the Colorado English

Motoring Conclave, an annual celebration of more than 500 English vehicles held in Arvada in the fall.

“It’s fun. I like going for rides in the cars, and you meet a lot of interesting people and see a lot of places on car tours you’d never see,” said Judy Dunham, whose husband owns about 70 cars and motorcycles, including her favorite, what she described as “the red one, it’s a red T.” “If a car is pretty, that’s good,” she said. “Once they open the hood, we go off and talk.”



Left: Bud Silvers drives his 1946 MG after a July breakfast in the Patty Jewett Clubhouse in Colorado Springs. His group brings their British vehicles every other Friday.

Right: Owners of assorted vintage British cars mingle after breakfast July 27, 2018 at the Patty Jewett clubhouse in Colorado Springs. They bring their autos for a meeting every other Friday.





T Register Report

By Skip Christensen

Jack Kahler's August Tour

A big Thank You to Jack Kahler for setting up a great weekend of fun touring a beautiful part of Colorado. Started at The Fort Friday morning, passing through Fairplay to Buena Vista, and lunch in Salida. Chris Leydon, who lives in town, joined us for lunch. He drove his 1933



KN/K 3, an absolutely wonderful car. And the exhaust note sounds so neat coming from its fishtail exhaust pipe. Then it was over Monarch Pass into Gunnison where we spent the night, leaving the next morning at 9:00.

Saturday morning we were off to the Black Canyon of the Gunnison, Colorado's own Grand Canyon. It's 48 miles long and, at its deepest, 2722 feet down. A heck of a view. You can take a boat ride up and down the river as two of our group did. They said it was beautiful and absolutely worth it. Some of LaVerne's British car friends from Grand Junction joined us at this point and added four more cars to the caravan as we drove to Crawford for Lunch. The restaurant in Crawford was a last minute schedule change and there

was only one lady waiting tables so a couple of our ladies became impromptu wait-staff. Much fun but I don't think they made any tips.. After a brief stop in Redstone it was on to Carbondale for the night.

Sunday morning found some of the group heading out on their own and the rest of us driving through Aspen and up Independence Pass where we were able to stop and take a group photo. Be sure to look at the neat pictures LaVerne posted. Then it was on to Buena Vista for lunch and good-byes as everybody made their own way home.

Of course a trip such as this wouldn't be complete without a problem or two. We started with two MGBs. One, however, decided to give up its coolant. This, after running just fine earlier when driving to The Fort to meet everyone... A tow home and a car switch got them caught up to the group later in the day. Also, one TF broke some spokes for no obvious reason but a spare tire change took care of that problem.

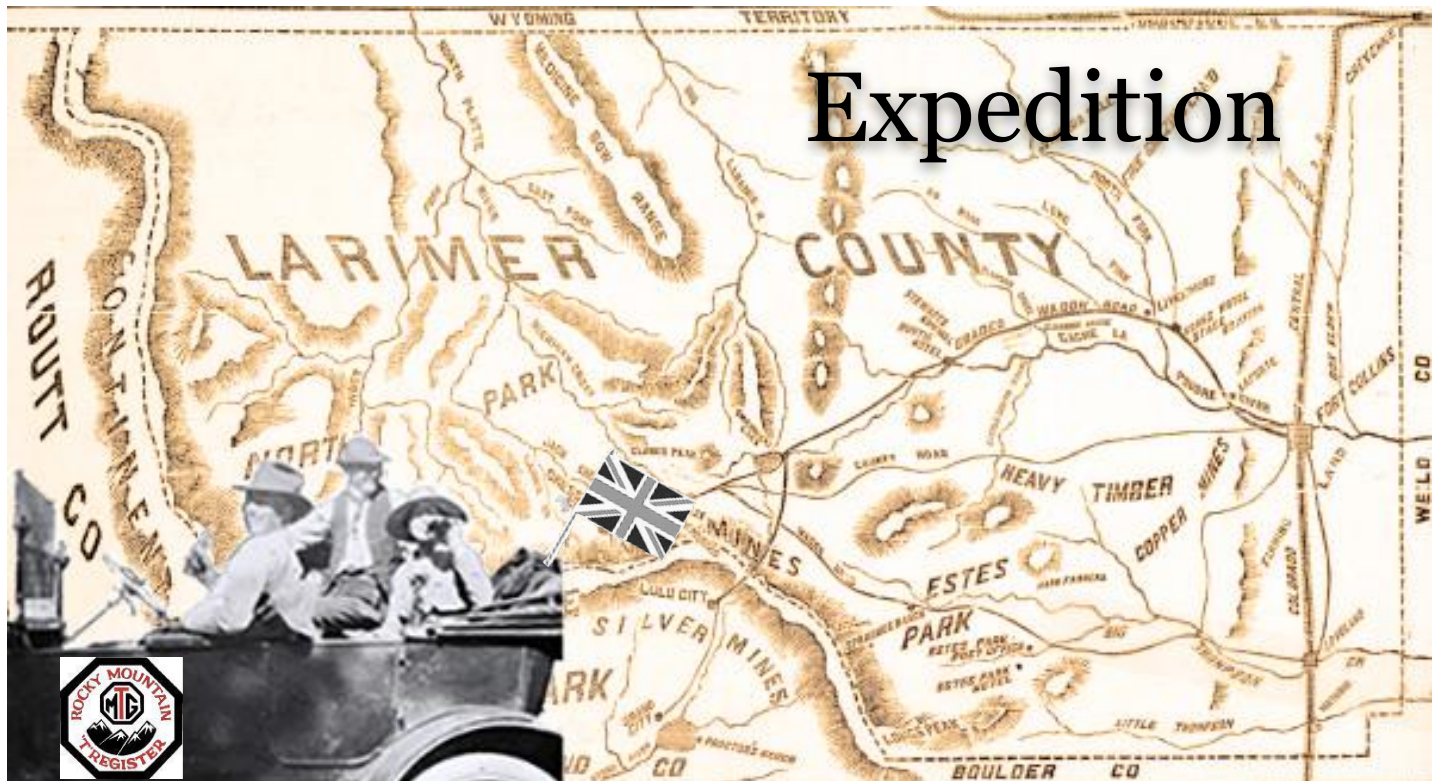
We did run into some brief showers but no serious rain. However, the lack of winter runoff and spring rain really showed in that part of the state. Blue Mesa Reservoir and the one at Crawford State Park are seriously low. Seeing them really brought home the problem.

There were 27 people on the tour and 13 cars - 3 MG TFs, 1 MGA, 1 MGB (after the other had to be switched out), a Mini, a 2 seat Mercedes-Benz, a Porsche Boxster, a Tesla and 4 other everyday drivers.



SAVE THE DATE!

The Great **POUDRE CANYON**



October 6, 2018

Join the Rocky Mountain T-Register for a driver's tour of some of the best roads in the State! Special staging area available for loading/unloading trailered vehicles. RSVP, please, to Greg Peek (mgrmcnews@gmail.com).





North American MGB Register

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

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a 68-page informative magazine.*
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North American MGB Register

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It's M.O.A.B Time!

Shawn Bowman has finalized the agenda for the 2018 M.O.A.B trip.

Enclosed is info for our upcoming "Moab" trip - we'll be leaving the weekend after Conclave and heading down to Santa Fe with lots of stops and adventures along the way. Unfortunately I won't be able to join the club beyond Santa Fe as both Ted and my family can only loose my supervision for a long weekend but Jack and Cathy have ideas for the rest of the trip and I'm sure they are up for suggestions as well: Final routes and watering holes to be announced later. I've set aside a block of 25 rooms at each of these locations, please reserve your spots as soon as possible with each hotel, if our numbers go up I'd like to make sure I'm in touch with them as soon as possible, they will all release our block two weeks prior to the trip



Sept. 21

Drive from Denver to Salida: We'll do afternoon activities and have dinner in town either on our own or as a group.

Our hotel is Monarch Mountain Lodge 20 minutes west of Salida- though it is the off season, they are going to open the bar up for us and I believe the hot tub too - our room rate includes a buffet breakfast which they are also making especially for us as the kitchen is usually closed this time of year: To make reservations: Please call or email Carolyn and let her know you are with the MG Club 719-539-2424 barbeecarolyn@gmail.com Rates are: \$81.99 for a king room, a balcony or have a pet it would be \$10 more (\$91.99); A double queen goes for \$101.99 and again, a pet or want a balcony it is \$10 more (\$111.99).

Sept. 22

Drive to Taos. So many great routes for this to consider- There is a fantastic place in Alamosa with buffet lunch which I'm looking to book if we pass through

In Taos we've got a block of rooms at the Kachina Lodge <https://www.kachinalodge.com/> They have native dancers in the courtyard and are just a few blocks from the plaza. Our booking agent bought her MG new in 1969 and is friends with the mayor, she's looking into getting us an escorted police parade around town before we head out the next morning if that sounds like fun (I think so!)

Our room rate will be \$89.99 for the evening.



It's M.O.A.B Time! (Cont.)

To make reservations call Kachina Lodge @ 575/758-2275 and **ask for Cheryl** and mention both the date of the 22nd and MG Club, you can also call her on her cell phone at 575/770-4492

Sept. 23 and 24th

Off to Santa Fe! We'll take the old highway through some of the prettiest scenery in New Mexico stopping for lunch at El Rancho de Chemayo

We've got a block of rooms in Santa Fe and free parking at Garret's Desert Inn (thanks for the suggestion Alan!) <http://garrettsdesertinn.com/> Since I wanted to make sure we'd have enough time to explore and shop, I've reserved rooms for twonights

Our rates are Queen bed \$109 and King \$119 To make a reservation call Adam at (505) 982-1851 or email fomgdi@gmail.com

On the morning of the 24th I'd love to take anyone up for it to Meow Wolf- an interactive arts experience which will soon be building a sister site in Denver, it's a bit like an Casa Bonita mixed with a Sci Fi escape room or European disco, very fun and out of the ordinary <https://meowwolf.com/>

September 25th

For anyone not wanting to go all the way home from Santa Fe on September 25, we will be making a stop overnight in Salida at the Silver Ridge Lodge. Please make your reservations at 877-268-3320. It will be \$79 plus tax for a single queen bed and \$89 plus tax for 2 queen beds. The Knopinskis will be coordinating things for the 25th.

Cheers for Now,

Shawn



Upcoming Events

September

MISH Drive, September 8, Lafayette north up to the MISH amphitheater in Poudre Canyon. Lunch at the MISH, featuring its famous burgers and onion rings. Contact Nancy Miller, nlm991@hotmail.com or call 303-300-0707.

Colorado English Motoring Conclave, September 15-16, Arvada. Ride the Rockies Tour on Saturday, September 15, followed by the Colorado Conclave Car Show, Sunday, Sept. 16. Oak Park, 64th Place and Oak Street, Arvada, Colorado

MGCC M.O.A.B. Trip - September 21-24. Join intrepid club members as they travel to Santa Fe via Salida and Taos. Hosted this year by Shawn Bowman and likely, her riding mechanic. Now, what's his name again? Details on the website: www.mgcc.com

October

Oil Spot Rallye - British Motoring Club of Northern Colorado, October 6

The Great Poudre Canyon Expedition, Sponsored by the Easy Mountain T Register. October 6. Please see ad, page 26. For more info, contact Greg Peek, mgrmcnews@gmail.com or 813-494-5096.

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, 1st Saturday of each month, 7:00-10:00 AM: 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 car show, and all types of cars and trucks are welcome to "come and go." The owners are free to "talk cars" to their hearts' content. Please remind fellow attendees to avoid engine revving, burnouts, etc., so we don't collectively wear out our welcome.



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

Linda Bartish
Shawn Bowman
Dougal Brownlie
Laverne Downey
Casey Duncan
Doug Eulberg
John Fraioli
Bob Gloyd
Jim Goodwin
Cathy Gunderson
Joe Haynes
Keith Kerr
John Limon
Alan Magnuson
Jennifer Mulson
John Vucasovich
Al Wulf



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





REPORTERS NEEDED!



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



Parting Shot



John Fraioli took second place in the photo contest at MG 2018. Congratulations!





1969 MGC (6 cyl, 4 speed/overdrive) with 55,411 original miles. Has to be one of the best. Located in Door County, WI. Asking \$25,000. Bill Hebal 920/823-2187 whebal@yahoo.com





1952 MG TD \$15,000



- Complete overhaul on installed 1500 cc XPEG engine. All bearings, pistons, rings and new Crane street grind cam installed.
- New battery, fuel pump, and emergency brake system.
- Perfect fit top, tonneau and side curtains.
- 1500 miles on new tires.
- Impressive torque in all gears. Runs away from other MG's in 3rd and 4th gears.
- Denver's top MG specialist, Sportscar Craftsman recently completed a comprehensive tuning and inspection of the car.
- Driven less than 200 miles a year during the past 10 years.
- The excellent performance of this car has been demonstrated with multiple Rocky Mountain MG T Register tours to the summit of Mount Evans, elevation 14,155 ft.
- This fine MG TD, equipped with a 1500 cc XPEG engine is a joy to drive and a credit to the MG breed.



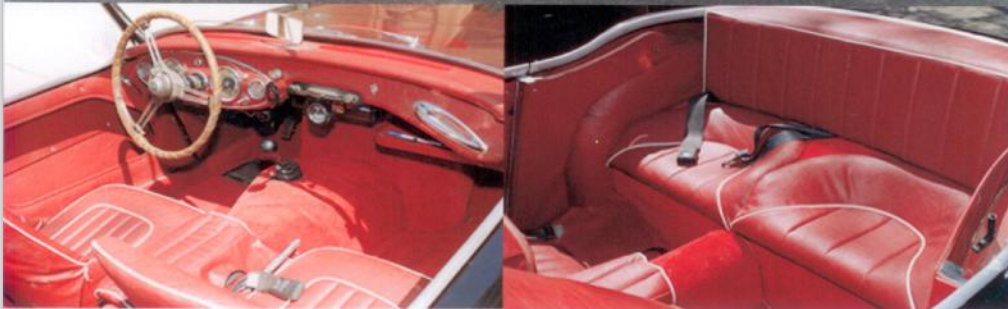
Contact Jim Gorman, Evergreen, Colorado 303-674-9816





MotorMart

1957 Austin-Healey For sale 303-356-8226



1957 Austin-Healey 100-6 BN-4 in black over Colorado red. Has a Ford 289 V8. The original engine Comes with the car. It has manual transmission, overdrive, wire wheels, side curtains, after market hardtop, and much more.

turn over







What appears to be a Speedwell Fiberglass Sprite Bonnet found languishing in an antique shop in Berthoud. Asking \$299.00. May take less. The bonnet appears to be in good condition (see pictures).

Contact Sharlene @ Mr. Thrift Antiques 970-290-2098





Jack Kahler's MGC-GT is back on the market....

FOR SALE. 1969 MGC-GT, Pale Primrose/Blk Leather Int, 4 spd w/OD. VIN #GDCD1U8794G. One of only 1,773 exported to the states in '69. 308th from "The End"! Owned 7 yrs. Driven 13,553 trouble free miles (1,936 mi/yr avg) to meets in CO, WI, IN, KY, AR on Vredestien rubber sporting 72 spoke 15" chrome wires. It's a CA car that made its way to CO and now is in MO. Always garaged & covered! This "C" is unrestored, virtually original...A SURVIVOR!!! Work performed in no particular order over time...poly bushings Fr & R suspension, OE BMC & CMC, spin-on oil filter adapter (have OE filter canister & other assorted bits that go with the car), Fr wheel bearings, OE chrome body moldings, R brakes, just to name a few. You can drive it home with no fear or hesitation for \$24k firm! Call Phil Collins in Kansas City MO at 816-853-8176

