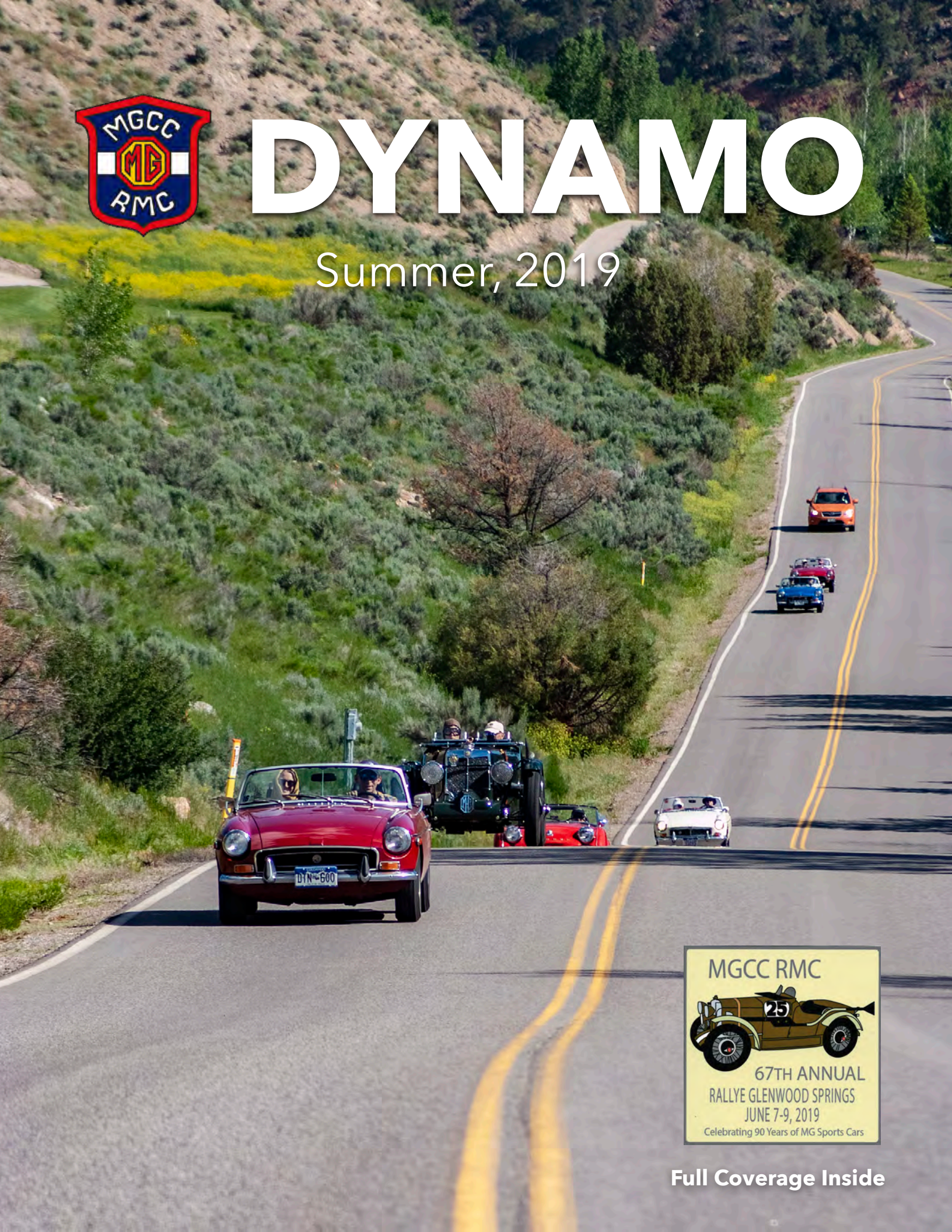




DYNAMO

Summer, 2019



Full Coverage Inside



President's Corner

We're already in the 8th month of the year...Time flies when you're cleaning MGs! I hope you're enjoying Summer, apart from the hail, that is. One of the wonders of living in Colorado.

The club had a great Rallye Glenwood Springs in June, a testing Rally and a fun Murder Mystery for the tour. At the wrap-up meeting, we looked forward to setting up next year. We have both a Rally and Tour Meister signed up. Detailed plans to follow, of course, because anything could happen.

Next month M.O.A.B takes place, closely followed by Conclave. Even if you've not signed up for M.O.A.B, we won't be too far away. Please come up and see us for the day.

Looking forward to seeing you on the road.

Safety Fast!

-Neil



DYNAMO

The Official Newsletter of

The MG Car Club of England, Rocky Mountain Centre

Summer, 2019

Inside....

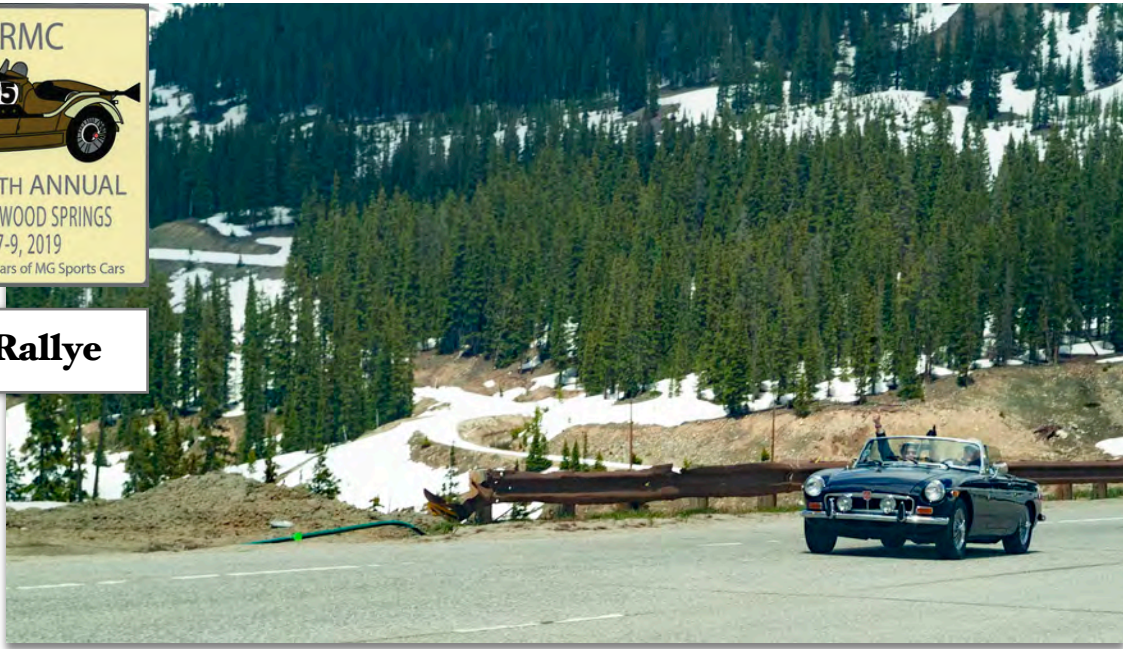
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In This Issue: Jonathan collects some silverware, Rebecca blows an engine, Jim Goodwin seeks enlightenment from a guru, Jack K faces extradition and John Fraioli avoids a hernia. It's big news, folks! - *Editor*

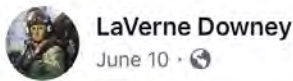




The Rallye



Who would have guessed that this year's rallye would look more like the *Coup Des Alpes* than the good ol' Rallye Glenwood Springs? Snow covered peaks left over from massive snowfalls this winter provided a beautiful Alpine setting for the Rallye, which saw mostly fine weather and cooler than average temperatures. LaVerne Downey shares his driver's log below:



LaVerne Downey

June 10 • 🌐

The (start line) location was Gunther Toody's in Littleton, Colorado. The parking lot is full of British cars and many people. Pick up your packets if you have pre registered, or sign in, pay etc. if you haven't. The cars are assigned their departing time and number based on the order they were registered for the event. Since we generally register late as we have again this year our number is 45. Cars depart beginning at 8:01 (car number 1) and every minute thereafter. There are 58 cars registered for the TSD portion of the Rallye. The initial leg will take you to the true starting point and is used to do a speedometer and odometer check. You may leave early to the actual starting point and we did so in order to try and prepare for the intense portion to come. We were there early enough to watch all 44 of our predecessors depart. No pictures from the diner as we try and focus on the upcoming task at hand. Unfortunately we made a driving error on the first leg (actually three of them) and by the time we were back on course we knew we had blown that leg and the mission was just to get on course to the first check point. This allowed a few photos on the drive which took us to the base of Mount Evans road. The maximum penalty is three minutes per checkpoint of which we were well beyond that but we continued on. We caught a couple of trick instructions such as one "turn right onto 7th street in Idaho Springs."



While a number of the streets were signed as streets...7th was actually 7th Ave, so no turn there. There were also a couple of others. On that leg we also requested a time allowance of around 10 minutes as we were stopped for road construction.

We had a "freetransit zone between Georgetown and Silverplume to traverse 1-70 as the original planned route was not passable because of the unusually heavy snows this winter and spring. Even hauling butt on 70 we didn't have much to spare as traffic was stopped near the tunnel for a spell...have no idea why but I suspect a breakdown occurred in the tunnel. Once back on course it took us through Keystone and eventually into Frisco for our lunch break. Even at lunch you are working trying to get a handle on the upcoming task. After lunch, the next starting point was at a parking lot near Copper Mountain.

The route would take us over Fremont Pass and down Tennessee Pass without actually entering Leadville. Once through Minturn, we again encountered road construction. No fun here and we would request well over a 30 minute time adjustment. There were a total of 7 checkpoints and the Rallye master seemed a little surprised that we had made all of them. Apparently quite a few had not. We were well under one minute on each of the remaining legs and finished a respectable 4th despite our first leg disaster. It was a long day driving over 200 miles and arriving at the hotel around 6PM.





The *Magical* Murder Mystery Tour



Clues and Views:

Info packets were given out at tour checkpoints by all sorts of characters. *(People in character - Ed.)* Other clues were hidden in roadside historical narratives. The snow pack and wildflowers added to the Spring-like feel of the area. Not to mention the cooler temperatures that prevailed all weekend.





Period costumes added to the fun at the Mystery Reveal Saturday Night. Left: Reprints of period newspaper articles provided the back story, and some important clues.



Clockwise: John Fraioli and Shawn Bowman in their period finest. Jessi Follett and Chip Bollendonk took first place in the tour. Bottom: Included this well-dressed group are Keith Kerr, who played Cecil Kimber, DCI Jeanne Kerr, and Denver entrepreneur Jack Kahler, who turned out to be the murderer. And you think you know a person...



Ripped from the Headlines!

Oh, the trouble that lurks beneath the surface of people's everyday lives. Desperation. Double-dealing. Illegal activity, and ultimately, murder. In the alternate reality created for the murder mystery tour, it turns out that Mr. Kimber was under water at the MG works. The company was struggling. Kimber owed money, and in his desperation, made a deal with certain criminal elements. These were not ordinary people.

These were extraordinary people in extraordinary circumstances.

Unfortunately, it ended badly for CK. He ended up dead on the office floor.

Such was the basis for the Murder Mystery tour featured this year at the 2019 Rallye Glenwood Springs. Tour participants received packets of information as they made their way along the route. The packets contained vital clues as to the identity and motive of the murderer.

Would-be detectives on the tour were spoiled for choice, as there were a number of potential suspects: a disgruntled supplier owed a large amount of money, a patent holder who felt cheated out of royalties, an MG car club officer caught with his hand in the till, and an overseas distributor who bet the farm on the success of the fledgling car company.

Dramas like these are the product of their times. The tour was set in the early 1930s, when Prohibition was going strong in the U.S. The UK had no such issues. It turns out that Mr. Kimber arranged to smuggle halfway decent Scotch Whiskey in vehicles shipped to the U.S. There was big money to be made. Enough, Kimber thought, to keep the MG Car Company afloat.

Things get complicated when you do business on multiple levels. On the legitimate side of things, Kimber was under pressure to increase prices to his largest U.S. distributor, "MG Jack" Kahler of Denver. Meanwhile, cash passed between the two men underneath the table for liquor shipments delivered to Jack's associate, John "Fuhgetaboutit" Fraioli, who distributed the hooch to well-heeled customers in the West. Apparently Kimber and Kahler could not come to terms in the end.

There were plenty of red herrings: Kimber's best friend, Denver socialite Joe Gunderson, was furious for being pranked during the new car's unveiling in Abingdon. Al Wulf portrayed the supplier who risked it all by extending credit to the fledgling car company, and Alan Magnuson was the frustrated inventor who was (allegedly) cheated out of his patent royalties for his supercharger designs.



Tour participants eagerly reviewed their packets, answered tour questions and submitted their Declarations of Guilt forms at the end of the day, identifying each team's choice of murderer, and why. The killer was revealed during the club social Saturday night, after each suspect had the opportunity to stand up and defended themselves. Many of the suspects had the Means, Motive and Opportunity. But only one had doubled down on his fragile business relationship with Kimber: "Black" Jack Kahler.

It turns out that Kimber wanted more money both over and under the table. Jack had enough and did CK in using a handy marble trophy (*So much for the "candlestick in the library" theory – Editor*).

Word has it that Jack escaped to Colorado, where he is fighting extradition.

It's a good thing this all took place in an alternate reality, a product of the fertile imagination of Ms. Jeanne Kerr. Otherwise, with Jack at the end of a rope, we'd have no one to make next year's medals!

Incidentally, RGS chair Keith Kerr played the role of Cecil Kimber. The rest of us played some version of ourselves. Great fun was had by all. No one was actually murdered, though both Dorothy and Neil did seem capable at one point in the evening.

This year's tour package and rallye instructions are available for download from the club website:

<https://mgcc.org/rallye-glenwood-springs/2019-rallye-glenwood-springs/>





Some Balloons, Lots of Cone Damage and Plenty of High Speed Reversing

Funkhana



While the car show was going on, the Funkhana was going on in the parking lot. There are two classes: one for pre-1980 cars, and one for post-'80. The mission is to drive the course in the fastest time, and, at the final point, the navigator would blow up a balloon with a hand pump until it popped, stopping the clock. That aspect went away when the hand pump broke, so an additional parking stop was added with no actions by the navigator required. Hitting a cone added a five second penalty to your time. Many cones were injured during this event. -LaVerne Downey





Car Show





The Bill Barker Traveling Trophy was presented to Alan and Laura Magnuson for the best score obtained by combining three car events. Well done, Guys!

The Kumpf Award was went to Bill Bollendonk for his 1935 MG KN/K3, voted "Most Outstanding MG" by club officers. Congratulations Bill, it's a magnificent machine!





2019 Event Winners

Rallye Class	First Place	Second Place	Third Place
Vintage	#48, David Magargal, 1967 MGB, 235 Points	#40, Michael and Lisa Blaney, 1957 Triumph TR3, 295 Points	#28, Doug and Tyera Eulberg, 1971 MGB, 384 Points
Novice	#6, Megan Smith and Barbara Fox, 1992 Mazda Miata, 457 Points	#16, Chip Bollendonk and Jessi Follett, 1972 MGB, 458 Points	#18, Darren Haines and Hillary Freeman, 1966 Volkswagen Vanagon, 664 Points
Intermediate	#5, Sean McCarthy and Andrew Lappe, 2005 Honda S2000, 227 Points	#26, Jesse Shapiro and Rick Watson, 2013 Mazda MX-5, 307 Points	#36, Cheryl and Madison Shoemaker, 1979 MGB, 590 Points
Experienced	#9, Alan and Laura Magnuson, The Black Tulip, 269 Points	#30, Kipper and Karen Fulgham, 2010 Mazda 6, 599 Points	#13, Neil White/Dorothy Stone, 1974 MGB, 623 Points
Computer	#57, Frederick Robinson, 605 Points	#21, Evan Gull and Bill Dinsmoor, 1973, Triumph TR 6, 729 Points	#3, C. Dolan, 1994 Mazda Miata, 880 Points
Overall	#5, Sean McCarthy and David Lappe, 227 Points	#48, David Magargal, 235 Points	#9, Alan and Laura Magnuson, 269 Points



2019 Rallye Full Results

Car #	Class	Leg 1 - 83:47 Points	Leg 2 - 70:04 Points	Leg 3 - 5:00 Points	Leg 4 - 73:23 Points	Leg 5 - 116:50 Points	Leg 6 - 30:40 Points	Leg 7 - 40:31 Points	Total
48	Vintage	53	65	0	16	2	38	61	235
40	Vintage	25	47	8	5	88	60	62	295
28	Vintage	63	79	0	116	8	16	102	384
47	Vintage	300	36	55	300	30	38	36	795
12	Vintage	179	45	300	300	70	0	300	1194
14	Vintage	300	171	0	300	300	270	300	1641
6	Novice	47	147	60	1	85	73	44	457
16	Novice	300	82	15	17	20	19	5	458
18	Novice	68	107	0	140	170	162	17	664
29	Novice	66	156	0	9	300	191	131	853
2	Novice	124	52	84	300	57	2	300	919
55	Novice	50	280	0	300	300	199	300	1429
51	Novice	300	300	47	300	300	70	133	1450
53	Novice	300	225	0	300	300	65	300	1490
15	Novice	300	45	120	300	300	300	300	1665
32	Novice	300	8	180	300	300	300	300	1688
39	Novice	300	174	90	300	300	300	300	1764
22	Novice	300	300	300	300	10	300	300	1810
20	Novice	300	255	195	300	300	300	300	1950
17	Novice	287	300	300	300	300	300	287	2074
24	Novice	300	300	300	300	300	300	300	2100
5	Intermediate	56	2	7	12	92	44	14	227
26	Intermediate	177	11	0	108	5	0	6	307
36	Intermediate	134	248	10	3	100	39	56	590
45	Intermediate	300	15	50	55	80	41	80	621
43	Intermediate	121	262	60	56	50	87	97	733
11	Intermediate	300	300	60	300	300	13	173	1446
49	Intermediate	300	300	110	300	300	300	159	1769
37	Intermediate	300	298	60	300	300	227	300	1785
9	Experienced	167	14	30	13	8	9	28	269

Car #	Class	Leg 1 - 83:47 Points	Leg 2 - 70:04 Points	Leg 3 - 5:00 Points	Leg 4 - 73:23 Points	Leg 5 - 116:50 Points	Leg 6 - 30:40 Points	Leg 7 - 40:31 Points	Total
30	Experienced	27	26	10	300	66	20	150	599
13	Experienced	106	22	60	61	275	49	50	623
34	Experienced	300	112	19	107	75	34	35	682
35	Experienced	300	126	78	300	105	41	57	1007
54	Experienced	300	68	0	300	30	176	154	1028
7	Experienced	300	201	60	300	300	213	300	1674
57	Computer	152	113	60	137	10	35	98	605
21	Computer	169	119	60	300	46	25	10	729
3	Computer	182	277	13	209	80	7	112	880
33	Computer	300	150	60	252	17	281	300	1360
50	Computer	300	300	300	300	224	172	193	1789



2019 Rallye Glenwood Springs Tour Results

Last Name	First Name	Last Name2	First Name3	Class	Tour Pts	DOG Pts	Sub Total	Tie Breakers	Grand Total	Place
Bollendonk	Chip	Jessi	Follett	MG	19	31	50		50	1
Magnuson	Alan	Laura	Magnuson	MG	20	27	47		47	2
Shoemaker	Cheryl			MG	20	26	46	6	52	3
Arnston	Stacey			MG	16	8	24		24	
Bennett				MG	20	6	26		26	
Cambell	Jim			MG	9	21	30		30	
Downey	Laverne			MG	18	28	46	4	50	
Estock	Paul			MG	19	25	44		44	
Fraioli	John			MG	15	1	16		16	
George	David			MG	18	9	27		27	
Magargal	David			MG	19	26	45		45	
Perry	Craig			MG	19	24	43		43	
Perea	Pete			MG	18	0	18		18	
Stone	Dorothy			MG	18	28	46	5	51	
Thompson-Buchanan	Diana			MG	19	26	45		45	
Phillips	Brian			MG	16	16	32		32	

Last Name	First Name	Last Name2	First Name3	Class	Tour Pts	DOG Pts	Sub Total	Tie Breakers	Grand Total	Place
Hulting	Russ			Vintage	18	28	46		46	1
Blaney	Mike			Vintage	18	26	44		44	2
Weiskopf	Ben			Vintage	14	24	38		38	3
Bowman	Shawn			Vintage	14	9	23		23	
Weiskopf	Rich			Vintage	18	10	28		28	
Willey	John			Vintage	18	8	26		26	

Last Name	First Name	Last Name2	First Name3	Class	Tour Pts	DOG Pts	Sub Total	Tie Breakers	Grand Total	Place
Dolan		TBD		Modern	20	27	47		47	1
Keacher	Jeff			Modern	20	26	46	5	51	2
Shoemaker	Lindsey			Modern	19	27	46	1	47	3
Barglowski	Mike			Modern	16	9	25		25	
Barglowski	Joey			Modern	18	22	40		40	
Gresh	Gus			Modern	17	2	19		19	
Gresh	John			Modern	18	22	40		40	
Griffin	Scott			Modern	17	8	25		25	
Gull	Evan			Modern	19	21	40		40	
Haines	Darren			Modern	19	17	36		36	
Jackson	Steve			Modern	20	17	37		37	
Janiesch	Andrew			Modern	19	7	26		26	
Kerr	Tim			Modern	15	23	38		38	
MacIntyre	John			Modern	15	27	42		42	
McCaffrey	Jack			Modern	12	8	20		20	
Palmer	Kina			Modern	21	8	29		29	
Pitcher	Gary			Modern	14	26	40		40	
Randall	Jason			Modern	14	6	20		20	
Saltzman	Alan			Modern	17	27	44		44	

Note: Tie breakers applied only in the event of a tie



2019 Rallye Glenwood Springs Car Show Results**Premier Class**

1st Bill Messner 1958 MGA 1500
2nd Laura Magnuson 1973 MGB

Featured Class

1st Jack Kahler 1930 Brooklands 12/12 Racer

MG T-Series / Other MG

1st Robert Kaplan 1955 MG TF
2nd Tom Cox 1950 MG TD
3rd Clark Stevens 1953 MG TD

MGA

1st Larry Frakes 1959 MGA Coupe
2nd Blake & Lynn Palmer 1961 MGA

MGB Chrome Bumper

1st Bill Day 1964 MGB
2nd LaVerne Downey 1969 MGB
3rd David Magargal 1967 MGB

MGB Rubber Bumper

1st John Fraioli 1977 MGB
2nd Charline Fresch 1977 MGB
3rd Paul Foster 1979 MGB

MGB/C GT

1st Bill Panos 1969 MGB GT
2nd Rich Weiskopf 1976 MGB GT V8
3rd Paul Estock 1972 MGB GT

Mazda Miata

1st Gary Pitcher 1990 Mazda Miata
2nd Jesse Shapiro 2013 Mazda MX5

Other British

1st John Willey Austin Cambridge
2nd Pete Perea 1966 Morris Cooper
3rd Russ Hulting 1970 Jaguar E-Type

European

1st Bill Weiskopf 1963 VW Bug
2nd John Dunham 1959 Porsche 356A

Other

1st Bob Gloyd 2009 Corvette

Diamond in the Rough

Lisa Farley 1968.5 MG Midget

2019 Rallye Glenwood Springs - Funkhana Results**PRE 1980**

1st Nathan James 1968 Midget 1:23.06

2nd Phil Mancuso 1977 MGB Roadster 1:26.56

3rd Mike and Lisa Blaney 1957 TR3 1:31.56

POST 1980

1st A. Zelinko and C. Dolan 1994 Miata 1:24.15

2nd Jessie Shapiro and Rick Watson 2013 Miata 1:28.46

3rd Meghan Smith and Barbara Fox 1992 Miata 1:39.13





MG 2019

NAMGBR held MG2019 in Traverse City, Michigan July 23-27, 2019.

Traverse City is the Cherry Capital of Michigan. Our MG enthusiasts sampled the many wonderful local restaurants, brew pubs, cider houses, distilleries, and vineyards. Peter Cook, Overseas Director of the MG Car Club of UK, attended and shared greetings from our English members.

The host hotel was the Great Wolf Lodge. MGs filled the hotel parking lots. Several Tech Sessions were held at the hotel with John Twist conducting his Rolling Tech Sessions repairing MGs outside.

The event was a throwback to early days of NAMGBR with self directed drives during the days to see the lighthouses of northern Michigan. We had an evening BBQ at an off premise event center. Glad the event was held inside as a significant amount of rain occurred. The Awards Banquet was held at the hotel. Every evening was open so enthusiasts could walk through the parking lot visiting friends and talk about cars.

The Car Show was held at Traverse City Commons, a former Michigan State hospital facility with a large grass lawn. There were over 225 MGs from a TD to MGBs. MGFs are expected beginning next year, as they will officially be old enough to import to the USA in 2020.

Attending from our club were Al and Patty Wulf, John and Ritsuko Fraioli, and Alan and Laura Magnuson. The turnout at these annual meets continue to reinforce the Register's motto: *MG is the Marque of Friendship!* - Alan Magnuson



Alan and Laura Magnuson won multiple awards at MG 2019, including first place in the car show class #05, MGB Mark II, 1973-1974, as well as a plaque for driving 1,000 miles or more. They also placed third in the photo competition. For a complete list of this year's winners, visit <https://namgbr.org/mg-2019-traverse-city-mi-winners/> - Al Wulf





NAMGAR's GT-44

July 10-13, Dubuque, IA

Dubuque is Iowa's oldest community and is on the Mississippi River at the state lines of Wisconsin and Illinois. The area has rolling hills and the fields were green with corn and soy beans. We enjoyed drives to the Potosi Brewery in Wisconsin to see their historic beer advertising collection from the 1800's. The Field of Dreams movie farm was a must see, as well as a scenic overlook viewing 30 miles across the Mississippi into Wisconsin.



We had a 130 car parade from Dubuque to Galena, Illinois for an evening in the historic town, and home of President U. S. Grant. Piers and Linda Hubbard attended from England, representing the MGCC. Piers, author of 'Call It MGA', did a photo tech session on the history of MGs from 1920 to present.

The Car Show was held along the Mississippi and featured a number of MGA race cars who were headed to Elkhart Lake's Road America for vintage racing the next week. At the Banquet, Jim Goodwin and Lora Swenson invited all present to GT-45 in Colorado Springs. A GT-45 video showcasing Colorado Springs was shown. The banquet attendees started singing America the Beautiful as scenes of Pikes Peak were shown with music playing. Thanks to Greg Peek for working his magic creating the video. Members attending were: Eileen and Stan Edwards, Jim Goodwin and Lora Swenson, Laura and Alan Magnuson.

-Alan Magnuson



Clockwise: One of Dubuque's famous murals, the golden spire of the Dubuque County Courthouse, a 1957 Devin replica featuring a fiberglass body on an MGA chassis, MGA racers, including Stan Edwards' car, third from the left, a hillside funicular.





North American MMM Register Meet

Sarah and Bill Richey provided the North American MMM Register with one of the most exciting and well planned National Meets our Register has ever experienced. The three day event was filled with good old southern Kentucky charm and hospitality. We were blessed to have 68 members in attendance. We were also most fortunate to have Mr. Peter Cook, Overseas Director of the MG Car Club UK and Mr. Adam Sloman, Managing Director of the MG Car Club UK. in attendance.

Sarah and Bill, you really did show us the best of Southern hospitality of Kentucky. It was a first class North American MMM Register National Meet.

-Jack Kahler



This Year's Award Winners:

BEST OF SHOW -	Lou Louchios (1935 PA Airline Coupe)
BEST M-Type -	Jack Kahler (1930 12/12 Brookland M-type)
Early years 4 cylinder -	1st place - Tom Metcalf (1933 J2)
	2nd place - Jack Schneider (1932 J2)
Late years 4 cylinder -	1st place - Reed Tarwater (1936 PB)
	2nd place - Randy Morgan (1934 PA)
6 cylinder -	1st place - Bill Bollendonk (1935 KN/K3)
	2nd place - Bob Granau (1935 KN Pillarless)
Other MG -	Tom Wilson (MGBGT - Modern Version)



2019 Elizabeth Celtic Festival

Dorothy Stone and Neil White hosted club members again this year. Several members participated in the car show. John Fraioli bravely participated in the Highland Games' caber toss event, performing admirably. He survived with everything intact. Congrats John! That afternoon, the group retired to Whitestone cottage for the traditional cookout, with Neil manning the grill. A good time was had by all.



Clockwise: The group relaxes in a spot of shade at the car show. (L to R: Neil, Joe G, Cathy, and Joe Haynes. Behind them, John & Kay Vucasovich chat with Jim Goodwin. John Fraioli performs admirably at the caber toss. The caber is slightly tapered, and is held by the narrow end. Once released, the closest the top of the narrow end comes to the twelve o'clock position, the more perfect the toss. Upper left: John's shirt says it all.



Colorado Scottish Festival

August 3-4, 2019



Och! 'Tis for certain true that everyone had a braw old time at this year's Scottish Festival. Twenty-five cars were on display. Club members participating in the car show received three awards and about a thousand compliments on their motors. Thanks to all who turned out.

Attending this year's car show: Bob and Carol Zamora, John Fraioli, Joe and Cathy Gunderson, Carl Stokes, Jonathan Lane and Val Shockley, Jack Kahler, Kevin Cowan, Pete Perea, Ben and Ellen Smith, Bryan Dahlberg, Laura and Alan Magnuson, Greg and Irene Peek



Awards were presented by Heather Cronkhite, St. Andrew's Society Chieftain.

Clockwise: Joe and Cathy Gunderson received the Chieftan's Choice award for their 1936 PB. The white 1967 Morris Minor 1000 also belongs to the Gundersons. Pete Perea's 1966 Morris Cooper and Kevin Cowan's '55 Healey 100M each took the British Consul's Award. Congratulations Folks!





A Summer Read... Fiction by Rebecca Macintyre

Danni Scott is a thirty two year old widow. Last winter, she slipped on some ice and fell on her butt in the parking lot of the restaurant where the MG Car Club was having its annual Holiday Party. Ashley Jenkins, 34, who helped her up, may be the most gorgeous man she's ever seen. While his job, and his passion, is stock car racing, who would have thought a good ol' boy from Virginia would love little British cars? It turns out he owns a TF and a TC. Danni may have fallen on her backside, but Ashley falls for her. After Ashley breaks an arm and dislocates a shoulder in a nasty wreck at Daytona, Danni convinces him to ride shotgun in her '59 MGA on the annual MOAB trip.

Drip. Drip. Drip. Ashley moved the waterproof blanket over his right leg. "When we get home and my left arm is not in a sling, I'm replacing the weather stripping on the windscreen. There is almost as much water coming in as staying out." Complaining made him feel better.

"I can do it myself. I just haven't worried about it. Most of the time I just leave the top down." Danni's voice was lighthearted.

She had a point. The reason the top was up was because he couldn't put on his rain gear. Supposedly he wasn't taking his sling and support off, except to shower. What Danni didn't know wouldn't kill her. He was careful, he wouldn't risk re-injuring the shoulder repair surgery.

"You could have driven the Aston Martin, then all we have to do is push a button."

"That's cheating," Danni said.

Danni's 1960 MGA ran with a growl he loved. He wished the top were down, but if it were, he'd be soaked and freezing. Not a pleasant prospect.

She'd talked him into coming on the club's MOAB trip. When he said, 'What'? She'd explained, "We used to go to Moab every year, then we diversified. Started going other places and renamed the trip Motoring Over All Backroads."

"Maybe the rain will stop after we get over Cameron Pass." He could only hope.

"Look at the bright side."

He turned to look at her. "There's a bright side?"

"It's not snowing." She smiled.

"Your eternal optimism is depressing."

"You're not fully appreciating this glorious weather because you're not racing."

That much was true. Having a broken arm and rotator cuff surgery pretty much precluded him from doing his regular job, stock car racing. He missed it. At least he'd been able to spend all the down time with Danni.

As she predicted, the deep grey clouds moved east as they drove west. They pulled over on the shoulder to put the hood back down. As he ducked his head and opened the door, several of the MG's traveling with them stopped, too.

"Anything wrong?" Dorothy called from the MGB.

"Nope," Danni answered, as she reached in and started loosening the screw on the driver's side. It was damn awkward for Ashley to reach in with his right hand to do his side of the car, but he managed. He looked back at the little line of cars, their owners and passengers watching, and laughing.

Finally finished, Jim rolled by, smiling. "That was really fun to watch."

Ashley laughed. "Glad to keep you entertained."

On the far side of the pass, they stopped for a picnic lunch. Ashley's contribution was taking the basket off the boot luggage rack. Azure blue sky, beautiful setting, great friends, lovely Danni. Perfect.

"Champagne?" Bobbi asked him.

"Sure, I'm not driving."

They reached their motel in Steamboat Springs about four-thirty. In their room, he kissed her cheek. "How you doing?" he asked.

"A little tired, a small headache, but nothing an hour in the hot tub won't cure."

The hot tub parties were famous, or infamous. A dozen or so people piled in, cups of wine or whatever else to drink, and hours of conversation. He changed into his trunks, and followed Danni outside. With the way she looked in that one piece, basically backless, black suit why would he walk anywhere else? They each carried a glass of wine. At least he could sit on the edge of the pool.

#

"You realize that this is actually a drinking club with a car problem?" Lynn laughed.

"I figured that out a while ago." He chuckled. "Brought together by a love of little British cars, a group of people who've formed lasting friendships, it's a great group."

"I think you like that everyone treats you just like they treat everyone else, Mr. Famous Race Driver," Olive observed.

"Very perceptive," Ashley agreed.

#



Danni looked at the pillow where Ashley still slept. "Wake up, sleepy." She thought about lying to him, tell him it was nine.

One green eye opened and stared at her balefully.

"We have to be on the road by eight-thirty, gassed up, lunch purchased and ready to go."

His head moved, a little.

"Look at it this way, at least there isn't a quarter inch of ice on the windscreen and it will take half an hour to warm up the car." She did her best to sound encouraging. She loved him, and knew he loved her, but he had to be the worst morning person in the world.

Without any compunction, she threw the covers back.

He half rolled, looked up at her, green eyes dark. "Please tell me I can nap in the car."

She smiled. "Go right ahead. No head rest. No side-curtains to lean on."

"There is something wrong with someone who is positively cheery at six-thirty in the morning!" Ashley complained.

#

They made it. While Ashley got himself together and packed, Danni filled up the gas tank, stopped by the grocery store then drove back to the hotel. A robin's egg blue sky, temperatures in the low sixties, a great driving day.

Ashley leaned toward her two hours into the drive. "This is fun. I wasn't sure I would enjoy it, but I am. I can't believe how beautiful it all is."

"Nothing like top down to fully appreciate what you're driving through," she yelled back.

Conversation is not easy at sixty miles an hour with no windows and no top.

They drove on to Vernal. Tomorrow they'd visit Dinosaur National Monument. Tonight, the whole group gathered outside the motel in a grassy area by the pool, talking, drinking, enjoying the others company. They broke into small groups and walked to nearby restaurants., still laughing and joking.

Late that evening, Danni and Ashley slipped over to the hot tub, enjoying some quiet.

#

"How many people do you think have pictures of your car, people that byou don't know?"

Ashley asked as they walked back to the car through the parking lot at the dinosaur dig site.

Danni laughed. "A lot. Every trip I've been on, Grand Canyon, Moab, Black Hills, Yellowstone. Some stranger is taking pictures. One time at Grand Canyon, I was sitting on a bench eating an ice cream cone, a group of people were walking around my car, one of them said, 'I wonder how it got here?' After I stopped giggling, I said, 'I drove it here.'

The sound of a motor not turning over drew their attention.

"No car left behind," Ashley said as changed course toward the struggling car. "Phil and Olive. I want to be them when I grow up."

Danni chuckled. She did, too.

There were several men gathered around the open bonnet. Ashley joined them. Danni hung back with the other women. Some gender roles just don't seem to change.

Joanne nudged her. "Got your phone?"

Danni shook her head.

Dorothy smiled. "I think this is this years Butts Under the Bonnet picture." She pulled her phone out of her back pocket.

"The question is, which butt looks the best?" Danni asked. She thought Ashley's, but she was prejudiced. After five minutes of inappropriate comments, the engine started. Vehicle fixed, they drove out of the parking lot, one car after another, drawing more photos by people they didn't know.

"I'm looking forward to Estes Park tomorrow night. Much as I love driving around top down, it's not as much fun when it's ninety degrees," Ashley said.

"You drive in temperatures a lot hotter than that."

"I have a drivers suit that circulates cool water!"

Danni shook her head, smiling. "So pampered and spoiled." That circulating system kept the temperature inside his suit at about 120 degrees on a hot summer day.

#

"Why do we call it happy hour? Isn't that too limiting? Happy time would be more accurate," Stan said.

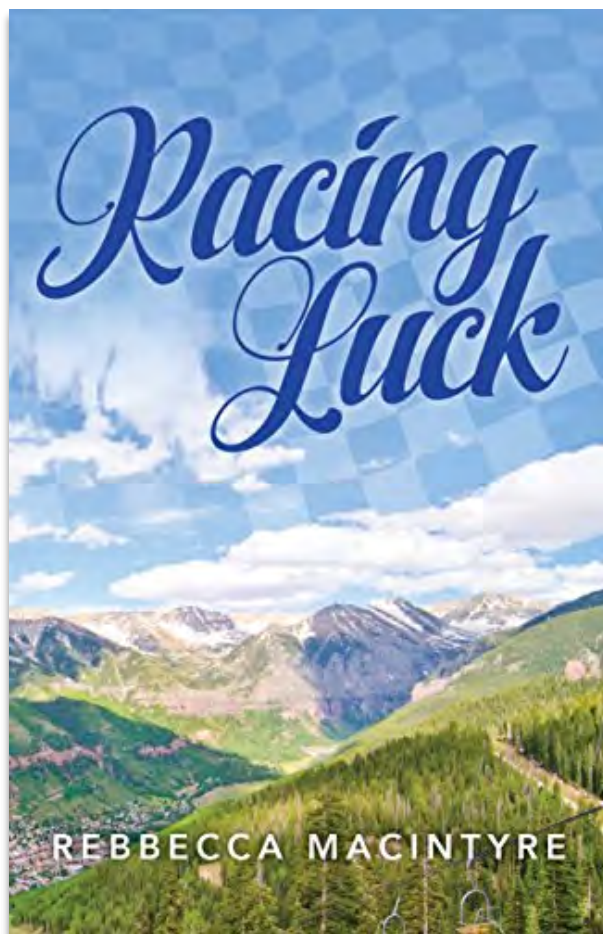
"Too true," Danni agreed after swallowing her sip of Chardonnay.

They relaxed under the trees at their hotel in Estes Park after another beautiful day driving through the majestic Colorado landscape. Ashley leaned his head back on the top of the chair and stared up at the sky. A few lavender grey clouds drifted by. He was spending a blessed twenty minutes without his sling, slowly moving his arm without stretching too far. His martini gripped in his right hand. Who knew you could pack martini makings in the boot of an MGA? Then again, Danni had packed a number of bottles of champagne, she and Dorothy had done a tasting in Vernal, some wine, two suitcases, an overnight bag, a waterproof blanket, two heavy coats, two collapsible chairs that fit into small canvas bags and a picnic basket in the boot and on the luggage rack.

The rest of the group was slowly gathering, after showering off the road dirt.

"Where do we want to go next week?" Ashley mused.

Danni chuckled. "Doesn't matter as long as we're on back roads."



Follow Danni's adventures in Rebecca's novel,
Racing Luck, available from Amazon and
Barnes&noble.com



On Track

Jonathan Lane had a spectacular day vintage racing at Road America in July. He came in third overall and First in Class (MGB). Congratulations Jonathan, for a great result and a beautifully prepared machine.



A very special moment: Jonathan received the MGVR John Targett Doff of the Cap Award, given to “the MGB racer and car that embodies the period spirit at the annual MGVR Focus Event.” Jonathan is flanked by veteran sports car racers David Hobbs (L) and Brian Redman (R).





On the Road

John and Rebbecca MacIntyre share some experiences from on the road in their new (to them) motorhome. And you think MG ownership can be aggravating....



The Adventures of Admiral Horatio

As many of you may know, on May 18 of 2018, John and I bought a beautiful '04, 30-foot Holiday Rambler Admiral. We named him Horatio (get it?). We owned it for about two weeks when the motor *seized*. No fault of the prior owner, the fault of the dealership who only put two and a half quarts of oil in when it should have been six. John looked at me and said, "They have no idea of the barracuda they just ran into."

The next morning, I had the bill of sale, the title and the work order for the oil change all in hand when I called the dealership. They said, "You don't know what caused the failure." I said, "Neither do you and no one is touching it until you send an inspector out to determine the cause of the failure." The next call from the dealership, they provided me the insurance company's name, claim number, adjusters name and phone number. Long story short, inspection was done, documents sent, and the insurance company paid for the replacement engine. While that was great, it meant we didn't have Horatio for the whole summer.

We took a trip in October 2018 and began the process of discovering what we needed, wanted, and wanted to change. The first thing on the list was to replace the old analog TV with a digital, smart, flat screen TV. A bit of shopping around and we took it to a shop near us.





Bill, John and the Edwards discuss the finer points of Motorhoming.

The shop owner, Dusty, indicated that it would be about a month before he would have it done, simply because he was busy. He inspected and said it would be an easy cabinet to cut down and mount the TV. On November 8, we took Horatio, the new antenna and the TV to the shop.

Meanwhile, we were considering what type of “dinghy” we wanted to flat tow behind Horatio. Towing a vehicle behind a motor home is a whole ‘nother ball of wax. The vehicle has to have a base plate installed, a special brake unit is needed, and the tow bar has to be compatible with the hitch on the motor home.

December 15, we go back to Dusty’s, because we have called twice and left messages, with no return phone calls. The receptionist gets all fussy and tells us they had only had it a couple of weeks. Even with Thanksgiving thrown in, they have had it a month. We asked her to please have Dusty call us with a status.

Crickets.

We buy our dinghy Jeep in mid-December, take it to another shop and get the base plate installed.

Called the car dealership toward the end of December because we hadn’t received the title. Title clerk, a genuine competent person, says “We mailed it certified mail,” almost two weeks before. Within a week, she obtained a duplicate title and had it hand delivered to us. Whew! Something going right! (Thank you, Purifoy Chevrolet!)

Now, we can’t get the hitch installed on our dinghy (we were going dingy by this time) until we know the type of hitch and hook up on the motor home. New Years Day, we make the trip over to the cabinet shop, take photos of the hitch, close ups, mind you, and sent those to the shop who’s installing the hitches etc, so they can order the parts.



The second week of January, we call the cabinet shop again. New receptionist. We ask, “Did Dusty get all the messages we’ve left in the last month?” She puts us on hold for a minute, comes back and says, “No.” Now we are, to put it mildly, aggravated. We tell her we are coming down and we want to meet with the owner. “I will let him know, and I apologize for him not getting your messages.” Gee, thanks.



It turns out the prior receptionist told Dusty we had called, but she had “taken care of it.” Somewhat explains why there was a new receptionist. Dusty also shows us the current status. The cabinet has been cut down, and they are getting ready to do the install. It is the third cabinet to be installed. He’d inspected the first two and had his employee tear them out and do it over. After the second one, he fired the technician.

We are now less than a month from leaving on a five week trip away, and we have no motor home; haven’t mated the tow hitch to the hitch on the Jeep; haven’t had the brake lights hooked up, you have to have both vehicles for that. You get the picture. Panic has not yet set in, but it’s getting close.

Two weeks before our leave date, call from the cabinet shop, Dusty says, “It’s all done.” My response, “It’s about \$%(&#@ time!”

We pick up Horatio, Dusty shows us the controls, how the antenna works, etc. Neither of us noticed the key was on in the ignition. This becomes important later.



We immediately take the dinghy and Horatio to the dealership to get everything wired and hooked up. Unfortunately, the braking unit we inherited no longer had parts available, and we needed a part. Ok, so let's just get a new braking unit for the dinghy. Have to order that. (Most braking units in a dinghy sit on the floor of the driver's side, a signal from the motor home causes an actuator to move forward and depress the brake pedal. One would think there could be an easier way.) While talking with our parts guy he recommends a new braking unit. It is wired into the vehicle and all we have to do is flip the switch mounted on the underside of the dash in the Jeep. No positioning the braking unit so the "foot" depresses the brake pedal! Great, let's do that!

We leave the Jeep to have the wiring done. Called shop the next day. The technician had a medical emergency and will be out a few days. Since they won't need it, we go pick up Horatio and take it to Berthoud, the location of the shop who replaced the motor, for a check up and oil change, keeping our warranty on the engine valid. Three days later, back to the motor home shop to finish up pairing the Jeep and Horatio.

We are leaving in less than a week.

We took Horatio home, started doing the normal things, like putting sheets on the bed, linens in the closet, clean the carpet (For the I don't know how many times. Amazing how dirty the carpet got when the shop had to pull the engine out – through passenger compartment) stock the refrigerator, freezer, pantry, clothes, passports, new DVD player, whatever else you can think of for your tiny house on wheels. Whew!

Tuesday afternoon, we hooked up the dinghy to Horatio. On the Jeep, only one brake light was working. The turn signals were not functioning! What the ---? Called the shop. "We are leaving tomorrow and the lights don't work!!!!!"

"Bring it right in."

Four hours later (believe me, I was watching every minute) the brake lights came on, as did the turn signals.



We made it. Left for Albuquerque. Had to unhook the Jeep, as the parking spot was not a “pull through.” That evening, we turned on the TV and the antennae didn’t work, because some idiot wired it to the chassis battery! If the key isn’t turned on, it doesn’t work. Excuse me? I waited more than two months for this, and it still doesn’t work right? At least the cabinet looked good.

Hooked the dinghy up the next morning. Only one brake light working, turn signals ok. Again, WTF? That turned out to be an easy fix, they hadn’t used the correct wiring kit. Amber lights on Horatio, red on the dinghy. Shouldn’t someone have noticed that in the first place?

John fixed the television issue.

After the all of the nerve-wracking preparation, the trip went very well. There was an issue with our jet pack for internet, but that’s another story. We got home five weeks to the day from when we left. Sitting at breakfast the next morning we agreed, we love Horatio.

So began our adventures in our Merry Yacht...



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MOAB Update

As of this writing, thirty-three club members have signed up for the 2019 MOAB run. The trip heads north the year, starting in Denver and heads over to Steamboat Springs, over to Dinosaur National Park and Vernal, Utah. From Vernal, the group heads south to Lake Granby, for the Patsy Cline musical and fun on the lake. If you can't join the tour, club members are invited to join in the fun on Lake Granby on Sunday, September 8.

Shawn writes, **FOR THE WHOLE CLUB:**

On Sept. 8th our MOAB group will be chartering boats on the lake in the morning and going to the Patsy Cline musical in Grand Lake at 2pm. We'd love to have other club friends join us for the day if you are able. Please send me an email if you are interested and I can forward more details.

For more details, please contact Shawn@axandallies.com





In the News



Young People Increasingly Interested in (Certain) Classic Cars, Says the Classic Car Trust

There is a belief among the senior citizens of car collecting that young people don't appreciate such vehicles and that the hobby likely is in its waning days. But does that perception reflect reality? To find out, The Classic Car Trust has conducted what it believes is the first scientifically organized survey.

In the past year, interviews were conducted with 500 people attending classic car shows in Italy, England, Germany, France and the United States. Interviewed were 250 people yet to reach their 30th birthday and another 250 ages 55 and older.

"The young are much more passionate about them (collector cars) than the old tend to think, and all of them — the aged and the youthful — are confident about the future role of collecting, and indeed are prepared to promote the preservation and appreciation of our four-wheel heritage," the survey revealed.

However, the summary adds, "They (the young) need to be involved first hand in events that tie in with their expectations and language."

Both age groups expressed strong passion for cars and optimism about the hobby, though perhaps for different reasons.

"Age is... not decisive in appraisal of the future of car collecting," the survey discovered. "All are convinced of the role of classic cars in preserving a historic heritage and the way collecting expresses a true passion for automobiles."

"Another common consideration is the fact that the more cars become self-driving, the greater the appeal of driving the 'real' cars of yesterday will be."

Regarding passion, the survey found while the 55-and-over contingent's passion is driven by memories, the pleasures of driving and the taking part in events, for the younger generation, "classic cars bear witness to a cultural heritage to discover and preserve," as well as bearing witness to the evolution of style and technology and "speaking for what are perceived as happier years."

Young people also see ownership of "non-contemporary" vehicles as a way of being different, "of getting out of the mainstream."

Those interviewed were asked to list their favorite collector vehicles. The Mercedes-Benz 300SL "Gullwing" topped both lists, with the Lamborghini Miura and Aston Martin DB5 among the top 4 on each group's favorites list.

Early Chevrolet Corvettes, the Jaguar E-type and "Pagoda" Mercedes also were among the favorites of those 55-and-older while the younger audience preferred the Porsche Carrera RS, Lamborghini Countach, BMW 2002 turbo, Ferrari Testarossa, early Ford Mustangs and Lancia Delta Integrale.



Among Bugattis, older interviewees preferred the pre-war T35 while the younger audience preferred the EB110 of the 1990s.

As you might expect, younger people preferred vehicles more recently produced than those favored by their older counterparts.

The interviews were conducted at Retromobile in Paris, Retro Classic in Stuttgart, The London Classic Car Show, the Los Angeles Classic Car Show and Auto e moto d'epoca in Padova, and the summary was reported in the recently published 2019 edition of The Classic Car Trust's magazine, *The Key*.

This article, written by Larry Edsall, was originally [published on ClassicCars.com](#), an editorial partner of Motor Authority.





T Register Report

By Skip Christensen



Members Say Farewell to Don Sass

T Register members were invited to Don's celebration of life held at the family home in July. Don, a long time T Register member, passed away in December, 2018. Don's children each said a few words reflecting fond memories of their father. Common themes across the various stories included Don's dedication to utmost personal integrity and his sense of tireless determination. One of Don's favorite sayings was "Press On!"

Don's professional career was one of significant accomplishment, having earned advanced degrees in both engineering and medicine. He served as officer and physician for the U.S. Navy for twenty years. During his tenure with the Navy, Don was appointed head of the biophysics division at the Naval Medical Research Institute. After a tour of research duty related to undersea medicine, he completed a fellowship in cardiac anesthesiology at Massachusetts General Hospital/Harvard University. Don was promoted to captain in and was transferred to Oakland Naval Hospital where he served as Chief of Anesthesiology until he retired from the Navy in 1984. Following his retirement from the Navy, he served as Chief of Anesthesia at Kaiser Permanente in Oakland, CA until 1997.

Bill Bollendonk served as host on behalf of the family, introducing each of the speakers after giving a brief eulogy. Eleanor, Don's wife of forty years was in attendance and spoke briefly. She was in good spirits.

Eleanor was surrounded by family and many friends. There were; tears, laughs, hugs, and stories, including his early years growing up, his time in college, and how he became a doctor while in the Navy. Of course, his love of cars came out several times. Even Mother Nature expressed her feelings via some rain (tears?). The upshot of all that was said is this: Don was a very nice guy and will be missed!

Skip Christensen is Chairman of the Rocky Mountain T Register.





Jim Goodwin gets a visit from the Roving MGA Guru

On Wednesday, May 29, Barney Gaylord, the famous MGA Guru, stopped by my house and hung out with me for five hours. He and I could have talked MGA for days. He has been traveling the country in his MGA going on five years now since he retired. He has a Blog about his travels on his site, MGAguru.com. He will be at GT44 this year and has agreed to do a tech session at GT45 next year in Colorado Springs. Check out his website, which features over 4,000 pages of technical information and advice on all things MGA.- *Jim Goodwin*



Barney Gaylord's roving rig. His blog website is part travelogue, part rolling tech session.

Barney's write-up on his visit with Jim

www.mgaguru.com

Less than a mile away, still in Colorado Springs, we stopped to visit Jim Goodwin. He runs a little business with a web site called MG Rescue. One of the listed services is Restoration Services, but not what you might think. This is not a public service shop, but he would be happy to help with emergency breakdown service if needed. We had a bit of chat time while he put a shout out to a friend to come hustle over. His primary activity is in the business name, rescue and adoption of MGs that have been stagnant or abandoned or needing to find a new home. He will commonly pick up a neglected or disassembled car, do whatever is required to get it back on the road, and then try diligently to find a new home for it. From what I could see he has far more cars in hand than he has space for, so the adoption process may be lagging behind a bit, while some of the cars have to sit outside. He has more cars in rental space sprinkled around the city, so don't be afraid to ask what he might have available for adoption.



We started with a very nice MG TC low mileage survivor car that has won a few awards including at least one Best Of Show. The MGA is an older restoration, very nicely done, with very little mileage since.



Then there is the concours quality MGB that had obscene amounts of money thrown into a perfect restoration before the owner decided to move out of state and sell the car. This one has to find a new home, because Jim is not going to drive it, and he needs the space back.



For the wonderful MG TD, I spotted two of the tiniest paint flaws you could imagine, otherwise a very good concours car. That one is also not driven much and has to go to free up the space.

By this time the friend dropped in with his precious MGA. This one has a few tricks including MGB 1800 engine with HS6 carburetors. Aside from a bit of bling, my picture is trying to hide the aluminum radiator with electric fan.



Time flies when we're having fun, and it was suddenly late enough that we were not going to get to our next shop appointment before closing time, so we blundered along a half hour to find a useful WiFi spot in Monument, CO.



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Upcoming Events

August

Cars & Coffee South Denver, August 10, 2019 7:00 am - 9:00 am Vehicle Vault, 18301 Lincoln Meadows Pkwy, Parker, CO 80134, USA

RMVR Race Against Kids' Cancer, August 10-11 High Plains Raceway. www.rmvr.com

Morgan Adams Concours d'Elegance, August 24 Centennial Airport www.morganadams.org

September

MOAB Tour, September 4-8 Sign up Now! A Shawn Bowman Production.

Colorado English Motoring Conclave, September 14-15. Oak Park, Arvada Tour and Car Show. www.englishmotoringconclave.com

Monthly

Regular Second Wednesday Membership Meetings are held every month except December. The business meeting officially starts at 7:00 pm, but members and guests are encouraged to be there at 6:00 pm, or earlier (the restaurant gets busy) to order dinner from the menu. Meetings are held at Mimi's Restaurants. We alternate locations from: 14265 W. Colfax in Golden (across from the Colorado Mills shopping mall. From Interstate 70 take Exit 263, go south on Denver West Parkway, then west on Colfax. Mimi's is on the right (north).), to 9155 Park Meadows Dr. in Lone Tree (C470 to Yosemite, then south to Park Meadows Dr. turn left (east).)

Cars and Coffee North, 1st Saturday of each month, 7:00-10:00 AM, weather permitting: This event has moved to Lafayette and will be held 1st Saturday mornings at the Flatirons Church parking lot at 355 South Boulder Road. This is not a traditional car show and all types of cars and trucks are welcome to "come and go." The owners are free to "talk cars" to their hearts' content. Please remind fellow attendees to avoid engine revving, burnouts, etc., so we don't collectively wear out our welcome.

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



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

**Shawn Bowman
Greg Bollendonk
Daniel Craig
LaVerne Downey
Larry Edsall
John Fraioli
Jim Goodwin
Jack Kanakaris
Rebecca MacIntyre
Alan and Laura Magnuson
Val Shockley
Calvin Williams
Al Wulf**



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



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



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**PLEASE SUBMIT YOUR CONTENT
(WORDS AND/OR PHOTOS) TO
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Parting Shot



THANK YOU CHECKPOINTWORKERS!