



# DYNAMO

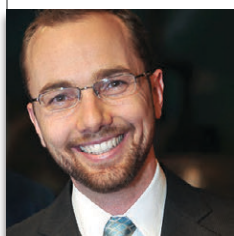
April-May 2020



**RESCHEDULED**

**Oct 2-4, 2020**





## President's Corner

I hope this edition of the Dynamo finds you and your families well.

As you are all very aware, we are in the midst of an unprecedented pandemic. Unfortunately, the nature of this situation has required us to postpone or cancel some of the events we were looking forward to this year. Please know that the executive and committee members are making these decisions with the health and safety of everyone foremost in mind. It is disappointing, but we are hopeful that we will be able to proceed with many of the events we had planned this year.

In the meantime, I hope that you, like me, can find at least a little bit of solace in going out to the garage and checking a small MG project off your list. Sometimes even a little distraction can help.

Keep an eye on the website for further updates. Our May meeting will again be virtual, so please join us, making sure to bring your best shaft and phinque stories. And finally, a big thank you to everyone who virtually attended the April meeting.

Health and Safety Fast,

*Tyler G. Hicks-Wright*



## DYNAMO

The Official Newsletter of

**The MG Car Club of England, Rocky Mountain Centre**

April-May, 2020

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In This Issue, We focus on the 2020 Rallye Glenwood Springs, now scheduled for October 2-4, 2020. In the meantime, Stay safe and well.

*-Editor*





### **"May you live in interesting times..."**

In a 1966 speech in Cape Town, Robert F. Kennedy said: "There is a Chinese curse which says 'May he live in interesting times.' Like it or not, we live in interesting times. They are times of danger and uncertainty; but they are also more open to the creative energy of men than any other time in history."



**There's** no shortage of creativity and optimism among our club members and MG enthusiasts in general. As of this writing, MG2020 is still scheduled, and the Glenwood Committee has successfully moved the Rallye Glenwood Springs to October 2-4, 2020.

The Glenwood Committee concluded that the Rallye must somehow continue this year, in order to uphold the tradition. When looking to postpone this year's Rallye, the committee had to weigh several considerations, including hotel availability (other groups were attempting to postpone events as well), the prospect of wintery weather as Fall approaches, and the avoidance of a possible conflict with the Colorado English Motoring Conclave. The choice became clear: October 2-4 was the only weekend our host hotels could accommodate existing and potentially, additional reservations. The circumstances would allow the club to transfer its existing contract with minimal issues while avoiding any scheduling conflict with the Conclave.

However, there was one important event that the new October dates conflicted with. The BMCNC (British Motoring Club of Northern Colorado) had previously scheduled its annual Oil Spot Rally for that weekend. BMCNC members have been stalwart supporters of the Glenwood Rallye for many years, sponsoring checkpoints and participating in the weekend's events. Several MGCC club members are also members of the BMCNC. After an internal meeting, Keith Kerr reached out to BMCNC president, Scott Griffin, offering the club co-sponsorship of this year's Rallye. The BMCNC has subsequently elected to change the date of the Oil Spot Rally, for simplicity's sake. Thanks for your understanding, guys. MGCC members are asked to support the BMCNC rally on its new date, when announced.



NAMGAR and NAMGBR leadership have been faced with a different set of issues. Their hotel contracts did not allow for outright cancellation of their respective events without a major financial penalty. The "Force Majeure" cancellation clause in these contracts allows for earthquakes, fires and floods, among other Acts of God, but pandemics aren't included.

On April 15, after a series of ongoing discussions between NAMGAR and the Marriott hotel in Colorado Springs, hotel management elected to cancel the contract, sending out room cancellation notices to GT-45 attendees. Their timing was a bit premature, and the NAMGAR board was forced to subsequently send an official notice of cancellation to attendees by email, a website posting, and on social media. If you registered for GT-45 and booked rooms at the Marriott, you should have seen a notice of your room cancellation from the Marriott, as well as an official notice from NAMGAR. The GT-45 steering committee is busy processing refunds and preparing to ship regalia, which should be sent out by mid-May, latest.

Both NAMGAR and the GT-45 Committee expressed excitement about the possibility of returning to Calgary for a future GT. Details to follow.

As of this writing, the MG 2020 event in Calgary is still on. The NAMGBR board continues to monitor the efforts of both the US and Canadian governments to loosen social distancing restrictions and enable the event to take place as scheduled.

## **HOTEL ROOM CANCELLATION DEADLINES**

### **Calgary 2020: Deerfoot Inn and Casino: 24 Hour Cancellation**

Please check your hotel reservation paperwork for these and any in-transit reservations you may hold for Calgary 2020, in order to confirm applicable cancellation policies. Print and keep your reservation paperwork in case cancellation policies somehow change between now and your actual cancellation date.



### If You Can't Make it in October:

If you wish to participate in Rallye Glenwood Springs event in October, no action is required on your part other than to confirm that your *hotel* reservations have been moved. We'll get your 2020 Rallye Glenwood Springs *event registration* moved for you.

If you can't make it in October, registration fees for the event will be refunded, if requested, less any credit card/Paypal service charges or regalia shipping charges. Regalia may be picked up at the June club meeting or it will be mailed to you upon request. Please contact the 2020 Rallye Glenwood Springs Chairman at [keith.kerr@kerrtransformations.com](mailto:keith.kerr@kerrtransformations.com) with requests.

-Keith Kerr, Chairman, 2020 Rally Glenwood Springs Committee

**Rallye Glenwood Springs Hotel Reservations:** Your hotel room reservations should have been moved to October 2-4 by the Marriott. You should have received an email notification directly from the hotel. Please compare your reservation ID number on the change notification with your original June Reservation. The ID number should match. If you have not received an update, please contact Marriott to confirm the change or to cancel your reservation: Courtyard Marriott Glenwood Springs: (970) 947-1300; Marriott Residence Inn Glenwood Springs: (970) 928-0900.





# Those Mighty Magnettes

By Alan Magnuson

The MG Z Series "Magnette" is the featured car of the 68th Annual Rallye Glenwood Springs.

**October 2-4, 2020**

The **MG Magnette** was MG's version of the modern sports sedan. It pre-dated similar offerings by BMW by nearly ten years. Total production ran from 1953 to 1968, with more than 36,000 ZA and ZB variants manufactured from 1953 to 1958, and nearly 30,000 Mark III and Mark IV models from 1959 to 1968. The Mark III and IV models were styled by Pinin Farina and were commonly known as "Farinas."

The Magnette ZA debuted at the 1953 [London Motor Show](#) as the first unibody car to bear the MG badge. It was the first appearance of the new four cylinder 1,489 cc [B-Series I4](#) engine with dual SU side draft carburetors, delivering a heady 60 bhp. Coupled to the new engine was a new four speed manual gearbox with synchromesh on the top three ratios. This new powertrain allowed for a top speed of 79.7 mph.



1955 MG Magnette ZA

Suspension was independent at the front, using coil springs, and had a live axle with half elliptic leaf springs at the rear. Rack and pinion steering gave the sedans that MG sports car feel. Hydraulically operated Lockheed 10 inch drum brakes were fitted to the front and rear wheels. When leaving the factory, the Magnette ZA had Dunlop bias-ply tires as standard, but could be optioned with newly developed radial tires from Pirelli.

The ZA was nicely equipped for a car of its day, with leather trimmed individual front seats, a rear bench seat, and child-proof door latches. The wooden dashboard and door caps were made of polished mahogany and walnut. Although a heater was standard, the radio was still an optional extra. Standard body colors were black, maroon, green, and grey.





1957 ZB Varitone

When launched, in October, 1956, the Magnette ZB was the fastest 1.5-litre saloon car on the market. Power had been increased to 64 bhp by fitting larger bore carburetors, increasing the compression ratio from 7.5 to 8.3, and the use of an improved intake manifold. The extra power pushed the car's top speed to 86 mph and reduced its 0-60 mph time to 18.5 seconds.

A "Varitone" model featured a larger rear window and optional two tone paintwork, using a standard steel body shell provided by the Pressed Steel Company. Its rear window opening was enlarged at the Morris Motors body shop in Cowley. Some, 18,524 ZBs were built.

In 1957, MG briefly sold versions of the Magnette equipped with a semi-automatic transmission. Marketed as *Manumatics*, they were fitted as an option to 496 Magnettes.

Today, some Magnettes have been retrofitted with 1622cc or 1798cc engines, the latter taken from the popular MGB roadster. Disc brakes are also a popular upgrade.

## Predecessors to the Magnette Z Series

MG had a long history of producing sporting "saloon" cars (sedans), starting with a range of two-door, four door and open touring pre-WWII models featuring the Magnette name. These included the "K" and "N" series cars, including the six cylinder [K-type](#) (1932-34) and [N-type](#) models (1934-36). The K type replaced the previous Magna series of MG automobiles, but was equipped with a smaller engine, and hence was given the name "Magnette."



1950 MG YA

After WWII, MG produced the venerable Y-Type sedan (1947 to 1953). The Y-Type filled the need for a sporty family car in the rapidly expanding post WWII car market. It was offered in four-door saloon ([the YA and YB variants](#)), and a limited number of four seat open tourer ([YT](#)) versions. MG sports saloons were practical, affordable and capably delivered the brand's signature performance and handling demanded by enthusiasts.



1968 MG 1100 Courtesy: Jalopnik

## Successors to the Magnette

**MG 1100s** - Badge engineering began to firmly take hold at the British Motor Corporation (BMC) in the 1960s, with variants of the core "ADO 16" badged as Austin and Morris models (the Austin 1100 and Morris 1100) as well as MG badged versions. This design turned out to be Britain's best-selling car from 1963 to 1966 and from 1968.

**The MG 6 "Magnette"** - On June 20, 2011 [MG Motor](#) (a division of SAIC in China) confirmed that the saloon version of the [MG 6](#) would carry the Magnette name for the UK and European markets. At the media launch held at the historic Goodwood Circuit, MG Motor displayed the 2011 MG 6 Magnette alongside examples of the earlier ZA and ZB Magnettes in order to reinforce continuity of the brand.



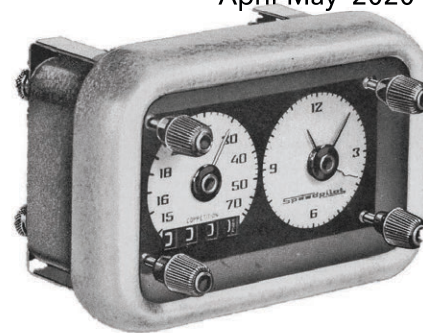
2012 MG6 Magnette





## A Word from the Rallyemasters....

**October 2-4, 2020**



Time to Upgrade? There's an App for That...

The 68<sup>th</sup> Annual Glenwood TSD (Time-Speed-Distance) Rallye will be run on Saturday, October 3, 2020 and will (most likely) start at the event headquarters at the Marriott Courtyard in Glenwood Springs.

The rallye will cover about 150 miles mostly on secondary rural paved roads. These have lower speed limits and light traffic to allow you to enjoy the expansive vistas and are suitable for the many top-down vintage vehicles. There will be several rest stops as well as a lunch stop.

In keeping with tradition, there will be a variety of "traps" designed to challenge both the novice and experienced rallyists. Please familiarize yourself with the Rallye Primer and Rallye Generals available on the website [www.mgcc.org](http://www.mgcc.org). A Rallye Supplement will be handed out with your instructions at the start.

This year's rallye is designed to get you to the checkpoints on time! There will be course-following traps supplemented with instructions to help you avoid getting too far off course. As appropriate for a TSD rallye, the emphasis will be on timing, and there will be timing traps for your entertainment.

For those who like to mix old cars and new technology, there is an iPhone App, "GPS Rally Computer", that might interest you. It is specifically designed for TSD Rallyes and uses GPS to calculate distance and perform odometer correction. Hint: If you try this, test it before the rallye, don't use it for the very first time during the event. Disclaimer: I have no association with the creator of this App but have provided some feedback to him. I used the App in last year's Rallye Glenwood Springs and it provided accurate results - except where my navigator and I created our own problems staying on course.

There will be both manned and unmanned do-it-yourself (DIY) controls along the route.

Instructions will be available in the lobby of the hotel beginning at 7:00 AM. Preregistration for the rallye is required.

Cars depart the start line at 8:00 AM, at one minute intervals according to their car number.

We hope to see you in Glenwood Springs for this event!

*-Evan Gull and Bill Dinsmoor, Rallyemasters*





**October 2-4, 2020**



**THE GREAT BRITISH  
BAKING SHOW**

Yes, that's actually a cake.

## The 2020 RGS Tour

In years past, we have had a theme for the Rallye Glenwood Springs tour, and the 2020 tour is no exception. As British car enthusiasts, we've chosen to base this year's tour on some classic British television shows. The 2020 tour will take you to the crossroads of "Top Gear" and "The Great British Baking Show". Sound a little odd?? We hope you find it entertaining! The tour begins Friday morning at Gunther Toody's on Wadsworth in Littleton, CO and ends at the Marriott Courtyard Inn in Glenwood Springs. The details are available on our website. The route will take you through fabulous Colorado scenery and past some of our most famous ski and outdoor adventure locations. For our electric car friends, we can assure you that there are charging stations in several locations along the route, and they will be clearly identified in the tour instructions. The tour ends when you arrive at the hotel. But wait, there's more!!!! After taking some time for a quick shower and a nap, we will host the tie breaker session in the lobby of the hotel.

This is your opportunity to shine and get those elusive extra credit points that add to your tour score! Bring your creativity and automotive knowledge for what we believe will be a fun and wildly creative event. Now, if you are wondering how the Great British Baking Show comes in to play, you will have to join us to find out!



Chef Diesel





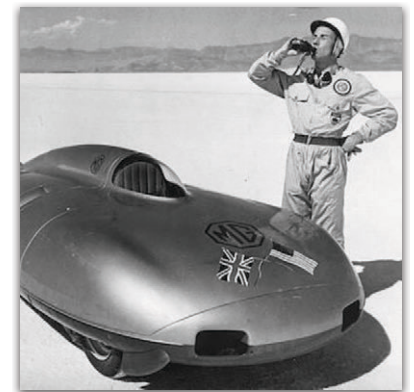
## Milestone

### Sir Stirling Moss September 1929 – April, 2020



Once described as "the greatest driver never to win the World Championship," Stirling Moss performed brilliantly in motorsport over the course of his career. He chalked up 16 wins in Formula One. He excelled on the international Rally circuit, including back to back wins in the Coupe Des Alpes in '53 and '54 and a second in the Monte Carlo Rally of 1952. In endurance races, his team won first in class in 1956 at LeMans. At the 12 hours of Sebring, he was the first Brit to win overall in 1954. With automotive journalist Dennis Jenkinson as co-driver, Moss won the grueling Mille Miglia in 1955. Moss would most certainly have been Formula One champion had it not been for his unshakable commitment to British racing cars. He chose to drive for independent teams like Vanwall, instead of the better funded factory racing teams like Ferrari. "Better to lose honourably in a British car than win in a foreign one," he was quoted as saying.

Moss had a close relationship with the MG Car Company. In August of 1957, he broke five International Class F records in the purpose-built MG EX181 at Bonneville Salt Flats. The streamlined, supercharged car's speed for the Flying Kilometer was 245.64 mph, which was the average of two runs in opposite directions. A few years later, Moss would drive a new MGB roadster as his personal car.



In April of 1962, Moss crashed his Lotus during the Glover Trophy race at Goodwood. While making a pass, Moss collided with the 8-foot banking, breaking his left arm, leg and shattering parts of his skull. It took an hour and a half to pull him from the wreckage. Moss spent 38 days in a coma and was paralyzed on one side of his body for six months. He recovered, but retired from professional racing after a private test session in a Lotus 19 the following year, where he lapped a few tenths of a second slower than before. He felt he had lost his edge. After a long stint as a motorsports broadcaster for ABC, Moss briefly returned to racing in the British Touring Car Championship in 1980-81. Moss enjoyed vintage racing in his later years, and had a preference for MGB-GTs. He was a popular figure on the speaking and personal appearance circuit before his health deteriorated. He was 90 years old.



## On the Road



## Caravan to Calgary!

**Join members of the BMCNC on a tour through Yellowstone, Glacier, Lake Louise and Banff on the way to MG2020!**

*Preliminary* Schedule below. Tour organizers are still hammering out the details. To find out who's going, become part of the email group: email Greg Peek, [gpeek001@icloud.com](mailto:gpeek001@icloud.com) or Ken Thompson, [1974mgbroadster@gmail.com](mailto:1974mgbroadster@gmail.com)

Date(s)	Activity
Sunday, June 21	Travel from Fort Collins to Dubois, WY
Monday June 22	Travel to Yellowstone, Overnight in Yellowstone
Tuesday June 23	Tour Yellowstone
Wednesday June 24	Drive to Glacier Park
Thursday, June 25	Tour Glacier Park, Going-to-the-Sun Road
Friday, June 26	Travel to Radium Hot Springs
Saturday, June 27	Visit Lake Louise and Jasper
Sunday, June 28	Travel to Calgary via Banff, Check in to MG2020 Host hotel
Monday - Wednesday, 7/1	MG2020 Events and Drives
Thursday, July 2	Travel Back through Montana
Friday, July 3	Travel Back through Wyoming
Saturday, July 4	Travel from Wyoming to Home





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North American MGB Register

The only MEMBER-RUN organization  
for MGB, MGC, Midget, 1100/1300 and  
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**North American MGB Register**

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Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)



## Upcoming Events

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

### April

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### May

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### June

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June 1-5 . NAMGAR's GT-45 in Colorado Springs, hosted by the MG Car Club, RMC. This event has been cancelled.

June 28- July 1. NAMGBR's MG2020, Calgary, Canada. Registration is now open. Care to caravan up? See page 13. Register at <https://namgbr.org/mg2020-2/>

### October

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October 2-4 Rescheduled Rallye Glenwood Springs. See Page 2 for more information.

### Monthly

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

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

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

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





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

**Bill Bollendonk**

**Bill Dinsmoor**

**Evan Gull**

**Tyler Hicks-Wright**

**Keith, Jeanne and Diesel Kerr**

**Alan Magnuson**



The *DYNAMO* ("to generate interest") is the official publication of MGCC- RMC. Membership is open to anyone having interest in the MG marque. MGCC-RMC is affiliated with the North American MGA Register (NAMGAR) and the North American MGB Register (NAMGBR), as well as the Collector Car Council of Colorado.

To contribute content, please email: [mgrmcnews@gmail.com](mailto:mgrmcnews@gmail.com)

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



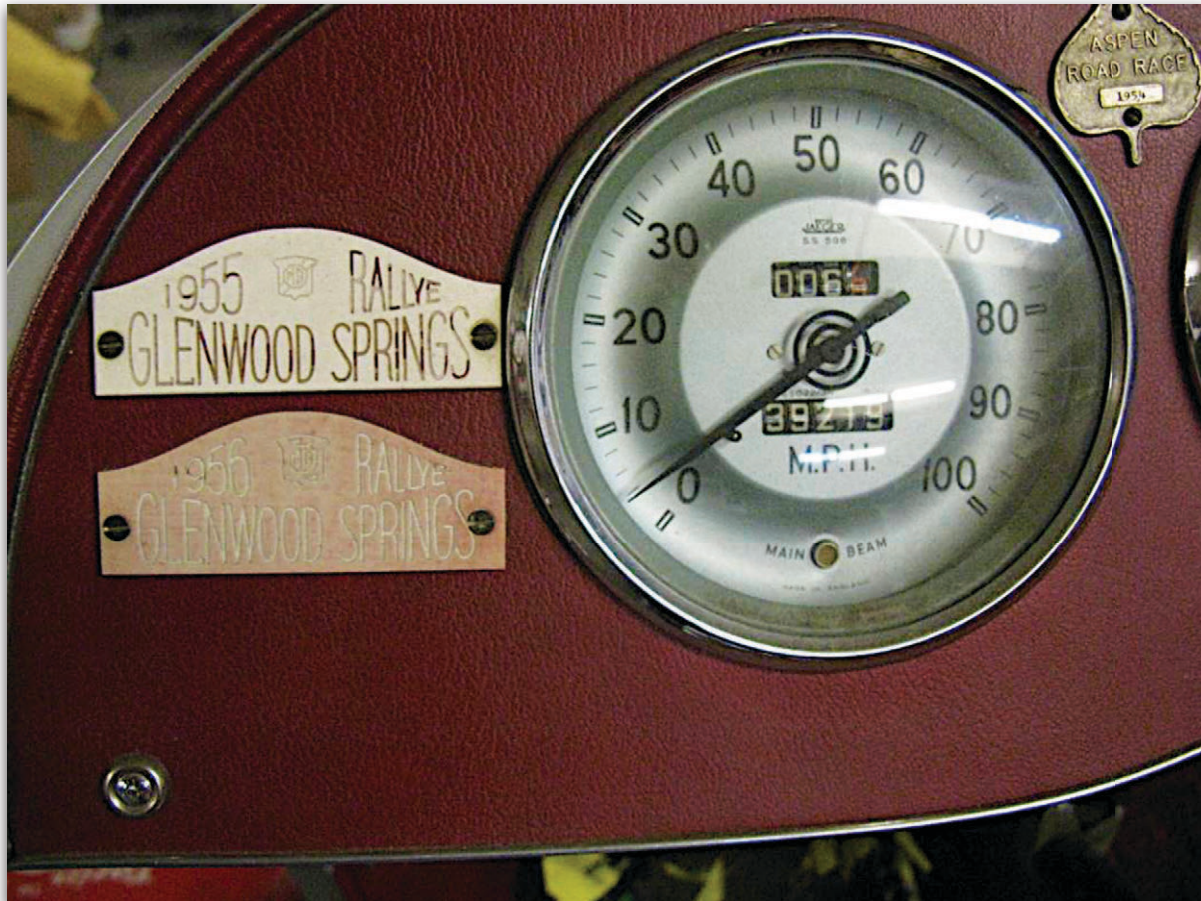
## **REPORTERS NEEDED!**



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



## Parting Shot



**The Tradition Continues...**