

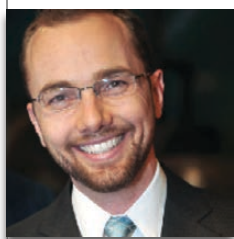


# DYNAMO



June, 2020





## President's Corner

Well, this summer hasn't gone as we had hoped. This weekend, we should have been in Glenwood Springs, and last week many of us would have been in Colorado Springs for GT-45. It's disappointing, I know. But fortunately our LBCs give us other ways to enjoy them. The weather has been beautiful and many of us have been out driving, visiting friends at socially responsible distances, or spending some extra quality time in the garage. The large gatherings are certainly missed, but they will come back, hopefully by October in time for the rescheduled Glenwood. But even if we can't do our usual activities, rest assured that the Glenwood Committee is working hard on plans to keep our 68 year run alive. Thank you all for your patience during this time, and I hope I can see you all in person again soon

*Safety Fast,  
Tyler Hicks-Wright*



## DYNAMO

The Official Newsletter of

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

June, 2020

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In This Issue, We beat the Covid-19 Blues with a Birthday Celebration Tour, and poke around some folk's garages to see what they've been up to during the "lockdown." *-Editor*





### **Remember This Image?**

This excellent photo appeared on the cover of the last issue and was believed to have been taken by Greg Bollendonk. It's actually Greg *in* the photo with his son Chip. The photo was taken by John Waugh, the official photographer for the Colorado Grand. Apologies, John, and thanks for the use of the photo. - *Editor*





The MGB National Event scheduled for late June in Calgary, Canada has been canceled as well, due to the Covid-19 pandemic. The Rally Glenwood Springs lives on and has been rescheduled for October 2-4. We hope to see you there.

**You should have received your GT-45, NAMMR and Calgary 2020 refunds by now. Please check your credit card statements and contact the Registrar if you have not received your refund. GT-45/NAMMR, contact Alan Magnuson. For Calgary 2020, please contact the registrar via [mg2020@gmail.com](mailto:mg2020@gmail.com)**



**The organizers have elected to cancel the car show portion of the 2020 Colorado English Motoring Conclave scheduled to be held on September 20th in Arvada. The Ride the Rockies Tour will go ahead as planned, and entry fees will be waived for this year. No "day of" registrations will be possible this year, so be sure and register online. Support the Conclave by doing the Ride the Rockies this year! Details to follow.**





Hope you'll join us for the MGCC-RMC's signature event, now scheduled for October 2-4, 2020.



# Birthday Run

Club Members embark on an epic tour to celebrate the birthdays of three stalwart members...



Type to enter text

Members queue up a long way to say Hello to the Gundersons...



The Fraiolis, The Gundersons and some clown.





Cathy uses Joe's patented  
EXTEND-O-HANDS to give Bill  
Bollendonk a hug.



The Magnusons



Cathy and Jack Knopinski



Can you feel the love?  
Enthusiasm rules the day.



Above: Socially Distanced street party at the Peek's  
Left: Bill Bollendonk, some dude with a Corona beard  
and Bob Zamora in kilt and coordinating mask.



Cheers to All,

I thought I'd better respond to Skip's email about our birthday party in May. In an abundance of caution we have decided to postpone the event. Just doesn't seem like a wise thing to do.

If we decide to have it later in the year, I will let you all know. We really enjoy the gathering of friends and cars but circumstances this year dictates that we be smart about this and call off the May 24th party.

Everyone stay safe and hopefully will see you soon. The conclave is still on so we can keep our fingers crossed for that.

Safety Fast,

Cathy and Joe



Members make the approach to  
Joe and Cathy's

“...But circumstances this year dictate that we be smart about this and call off the May 24th party. ”





Kamal says "Hi."



Not So Fast,  
Gundersons! We'll bring  
the party to you...



The Shuttes (above) lead  
the way from the staging  
area.



Jack Kahler

The Allens get  
cupcaked.



Ken Van Cleve says hello.





And to Judy Fritz,  
up in Longmont...

Left: Neil delivers a slightly  
damp birthday card to Judy.

## That's Judy's Red TD.

My car is a 1952 MG-TD.

I bought it in 1966 from a boy I knew in high school in Denver; he'd found it the year before at a used-car lot in Salina, Kansas while he was on a trip to visit relatives. After we graduated, he decided to sell it for the same price he had paid. I didn't have a car (but did have \$875 in my savings account), and couldn't bear for him to sell it to anyone else.

My father liked it too, apparently, because when I was away at college he found excuses to drive it; my mother was less thrilled about it because she could see the road through a small hole in the floorboards. One day in 1976, I found a card under the wiper blade and called the phone number on it: Doris Meakins wanted to let me know that there was an MG Car Club, so I became a member. It was through the Club that I met Dick, and (as he likes to say) our cars have been together ever since. The MG was my only car for twenty-one years. Although it has never been restored and isn't driven much nowadays, it nearly always starts right up! Thanks to all who made the trip (or who tried but were unable for various reasons to get as far as Longmont, and to those who wanted to come, but couldn't. It was a memorable day indeed. - JF



The Fritzes eagerly await the next wave of well-wishers.



It was at the last MGCC virtual monthly meeting that it became very clear: it was time to get out and get a breath of fresh air. It was really the Gundersons' birthday ("We're 142!") cancellation announcement that got the ball rolling. Okay, Covid-19, you can terrorize half the planet, take hundreds of thousands of lives and virtually shut the economy down, but you will not, repeat not, further interfere with our plans. We gave you two concessions with the cancellation of GT-45 and the postponement of The Rallye Glenwood Springs. In the words of Greta Thunberg, "How DARE You?" Enough is enough.

An idea was germinating, first proposed by Clark Stevens, then lit upon by one Alan Magnuson. Let's get out and do a birthday drive-by! Admittedly, this term probably still has a different connotation in South Central L.A., but in the age of Coronavirus, the term has taken on a gentler, more caring meaning. Club members would go on a special tour, starting in Castlerock and ending up in the hinterlands in Longmont.

Along the way, members, while maintaining proper social distance and wearing masks, would give birthday greetings to Joe and Cathy, as well as to Judy Fritz. To make things work logistically, it was decided that Judy's "visitation" would occur at the Peek's house in Longmont. Greg's wife, Irene, promised cupcakes to those intrepid enough to make the trip.

Some say the rain makes these trips more of an adventure. That turned out to be a bit of an understatement.

For those of you who pressed on regardless, thank you. For those of you who couldn't make it all the way, thanks for turning out. You missed out on a bitchin' cupcake, however.



Lynn and Mike Holm



Nigel Checks In...



John's front end "mask" says it all....







Dressed for the Apocalypse,  
the Magnusons pose with  
Judy in Longmont



The Birthday Girls.  
And Dick. Joe wisely  
stayed home.



## “Casualties”

It's inevitable that the first major drive of the season reveals a few lurking problems. Ben Greene's MGB suffered from caliper failure, Chip Bollendonk experienced float bowl issues and Wynn Vaughan had to tickle the carbs on his MGA Coupe in order to get home. The rain undoubtedly added to the aggravation.

Told that he somehow did not have tow coverage by his insurer, Ben got his B home the hard way, by trailering it back himself. After it sat overnight in the rain. Sometimes things just pile on. "I guess it would figure that this was my birthday present. My birthday is tomorrow so it would only make sense this would happen. I believe I will be up for the Fink (sic) and Shaft for this episode. When it rains it really pours. Couldn't ask for more!!"



Ben waits for word on his tow coverage.



Wynn persuades the carbs on his MGA Coupe to cooperate.







**Thanks for all the Photos:**

**John Fraioli**

**Bob Gloyd**

**John Layman**

**Chelle Limon**

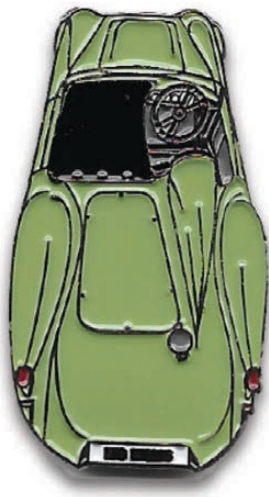
**Alan Magnuson**

**Greg Peek**



## Thank You Birthday Tour Participants!

Anne and Curtiss Allen	Ritsuko and John Fraioli	John Layman	Cindy and George Smith
Scott Archer	Judy and Dick Fritz	Becky and John MacIntyre	Elizabeth and Mike Thompson
Joanne and Stace Arnston	Bob Gloyd	Nancy Miller	Ken and Helen Van Cleve
Bill and Greg Bollendonk	Ben Greene	Cathy and Jack Knopinski	Neil White
Chip Bollendonk and Jessi	Lora and Gus Gresh	Laura and Alan Magnuson	Terri and Chuck Wiley
Shawn Bowman	Cathy and Joe Gunderson	Irene and Greg Peek	Carol and Bob Zamora
Lee Davis and Caleb	Elaine and Joe Haynes	Randy and Pete Perea	Mila (Canine)
Kemal Demos	Lynn and Mike Holm	Alan Saltzman	Tucker (Canine)
Eileen and Stan Edwards	Jack Kahler	Char and Chris Schutte	



A commemorative EX-186 pin was commissioned by the Gundersons to celebrate their (combined) 142nd birthday. The pin depicts an overhead view of the car, as seen from the rear. Thanks, Gundersons!





## Garage Tales

Many of our members have taken advantage of our global “time out” to move ahead on car projects they’ve been putting off. Here are a few examples...

### What Lurks Beneath

#### Bob Zamora Reinvigorates his B's Front Suspension Bushes, Plus....

I originally decided I'd re-bush the suspension on the front of my 1980 MGB-LE. While replacing the bushes on the A frame, I found that the right side brake pads on the front were worn real thin. I always suspected that the caliper on that side was not releasing correctly. The left side pads were good. So things turned into a full front brake job. New calipers, rotors, wheel bearings and bleeding the full system. This included a day or so learning how to shim the front wheel bearings to get the correct runout. While bleeding the brakes I noticed that both my side covers and valve cover gaskets were leaking. The side cover gaskets are curing in place before the final bolt down, and I'm in the middle of getting the old gasket off the valve cover. To get to the side covers on my B, the carb and exhaust/intake manifold have to come off. I still have the original water choke. So I'll have to mess with the cooling system too.

And I put four new Limited Edition wheels on the car. The originals were looking pretty tired. While perusing the Moss Catalog for brake parts I found that Moss had a run made of the Champagne colored seat kits that were original in my Limited Edition. Paul Dierschow has the seats. I tried doing them myself, but discovered that the last time the seats were redone the shop glued everything to the seat cushions and frames. So I let Paul have a go at them rather than dig through all that upholstery glue.

So, I guess you can say that the car will soon be as close to original as the day my dad drove it off the showroom floor 45 years ago.





## **The Waiting is the Hardest Part**

### **Clark Stevens Struggles with the COVID Supplier Slowdown**

I've spent the last couple of months.....waiting. My goal was to replace the clunky stock MG TD exhaust header with a custom manifold offering way better flow. After removing the old header and supercharger I attempted to get a Derrington manifold to fit my application. While waiting for Bill Bollendonk to get back from New Zealand, Ted Ax convinced me that, for several reasons, it wasn't a good idea. I told him that because it was Bollendonk's manifold I was trying to adapt; I'd like to get him in on the conversation. When he got home, Bill seconded Ted's opinion.

I then contacted a fellow in the UK who said he could offer me one that solved the problems identified in the Derrington exercise. We corresponded for a week or two covering all the details of what I needed. I placed an order, he cashed my check, and the wait began. After silence for three weeks, I contacted him to learn that the manifold was "almost" ready for shipment to Jet-Hot in Oklahoma who would ceramic coat it for me. Still no shipment tracking a week later so another phone call to learn that Covid-19 had shut down the UK and he hoped to be able to deliver in August. I want to be able to drive the TD for the summer so I told him where to send my refund.

I then contacted Manley Racing in Michigan, a mature fellow who races MG's. He sent pictures of a TD with a supercharger and one of his headers, but the car was driven with the side panels of the hood removed, something I don't want to do. Measurements were taken and it was determined that, once again, the header wouldn't fit my application, if I wanted my side panels on. He also wanted twice as much money as the UK guy which I wasn't really crazy about.

So here I am today, with the car reassembled using my stock header, looking forward to a pleasant summer of driving. I'll try the Brit again next fall if the virus has loosened its grip.







## Peggy Gets a Makeover

By Lisa Farley

Some of you may remember meeting / working on Peggy, my 1968 1/2 MG Midget at the 2019 Glenwood Springs Rallye. I always mention the 1/2 because in the middle of production in 1968, the American market demanded some safety features be added. So, unlike some other 1968s, my Midget has dual brakes, headrests and 3 point seat belts. The Glenwood Rallye was my first and my daughter/ navigator, Amanda, and I had a fantastic time. We were tricked by Tyler Hicks-Wright's trap in Idaho Springs and I was uncertain whether we would make it up and over Eisenhower pass. My husband, Steve, was on standby with the Dodge Dakota and the car dolly, just in case. We did make it to Glenwood though, albeit missing one checkpoint. We had a wonderful time dressing in costume and getting to know other members of the club. We did have some electrical problems, but as the Kerrs and everyone else that we met assured us, no MG was ever left behind in Glenwood. Peggy was even voted the Diamond in the Rough at the car show.



Sadly, now that the weather has warmed up, all I have left of Peggy are two boxes of chrome bits, bumpers, a windscreen and 2 large orders to Moss and Victoria British. On the bright side, we found an amazing craftsman who is cutting out all of Peggy's rust and will repaint her. And thanks to Paul Dierschow at Sportscar Craftsmen for his generous loan of a panel with original paint, we were able to get the original Tartan Red color mixed to replace the current 4+ shades of red Peggy currently wears.





My amazing neighbor, Barry, has graciously shared his expertise as a professional detailer to help polish the bumpers and windscreen frame and has made me promise to let him buff the paint when it is done. The hot weather is helping out as I am in the middle of replacing the windscreen seals.

I haven't done anything yet to earn the phinque award, but the potential is definitely there! Once Peggy comes home, my husband, Steve will help me fight my Lucas demons and solve several outstanding electrical problems, finish my wooden speaker surrounds and reinstall all of the newly polished chrome. Hopefully, by the next Glenwood Rallye, Peggy will live up to the potential everyone saw in her when she was voted diamond in the rough. She will never be a concours car, but thanks to the village that helps me keep her running, she is shining example of a fun and sun loving Little British Car.



Above, Top: Chrome's done. Now we need a car to put it on. Immediately Above: Daughter Amanda with Peggy on the way to Glenwood in 2019.



# The Morgan in The Basement

## Part One: It all Started When...

### The Morgan that Lives in our Basement

by Stan Edwards

photos by the author

This story starts with Chris Ross, jumps to ancient history (which is a different subject) and then progresses to current times. I tell you this to help you follow the tale.

#### The Ross Connection

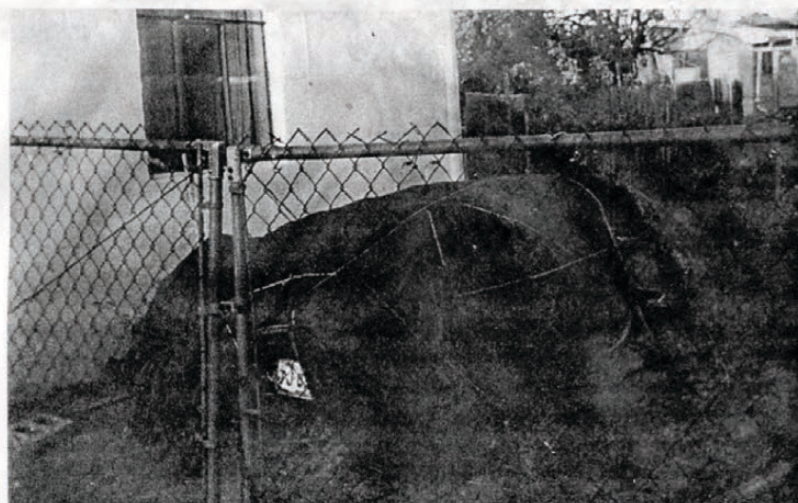
Several years ago, Chris was working as a nurse in a doctor's office. The patient was a 65 year old woman. Chris, being the bubbly personality that she is, began to talk about her favorite subject, racing old British sports cars.

Patient: "I have one of those. I've had it for years."

Chris: "One of what?"

Patient: "Old English sports car, of course. It's a Morgan. I need to get rid of it."

I'll leave the rest of the details



*As found*

to your imagination. Suffice to say, Jerry looked at the car and declined, due to the extensive dry rot in the wooden body frame. He thought it would require a lot of work to restore the car. He told me. Eileen and I looked at the car and ended up buying it.

#### Ancient History

The story is that in the early fifties, Lucas discontinued manufacture of the free standing headlight bucket, as so few vehicles were

using them. This forced folks like Morgan and MG to redesign their cars to mount the headlights in the fenders. MG went from the TD to the TF, and then the MGA. Morgan went from the "flat rad" (flat radiator) to a more modern curved grille shape. (Peter Morgan regretted the necessity to make a styling change, believing it would open the door to continual changes every few years.)

Morgan's first redesign was not very successful. The headlights were mounted into straight tubes welded to the fenders. Peter Morgan hated it, referring to the tubes as "bean cans." Also, they had failed to consider a new English law about to take effect dictating a minimum height for headlights. The new Morgan's headlights were too low, so back to the drawing board. The headlights were raised several inches by arching the tubes, and the grille was changed, giving a greater appearance of curvature. The "bean can" design has become known as the "interim cowl" model. Books on Morgan cars agree that only nineteen interim cowl cars were built, and that several of these were subsequently converted at the factory to the later configuration. (Peter was right, two styling changes within a couple of months. But, Peter was also wrong. The styling has not changed



*In Betty's backyard; the license date is 1967*



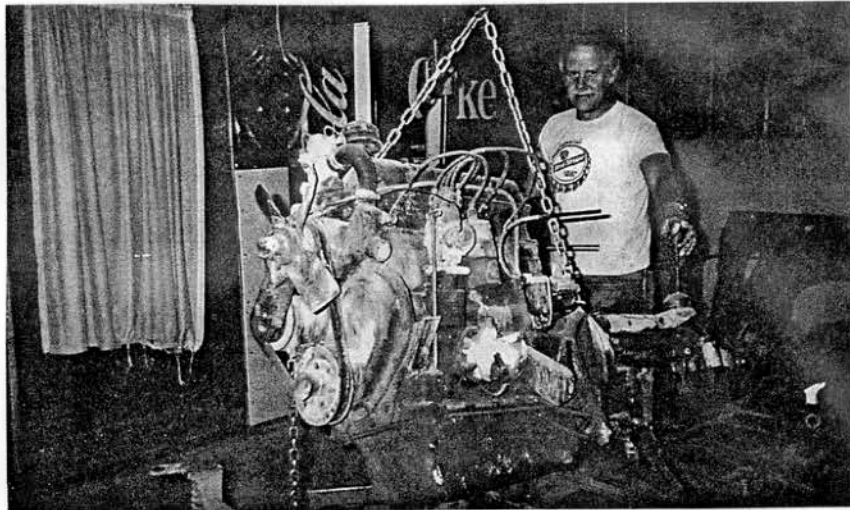
since 1954 and continues the same today.)

The car that Chris and Jerry found in an Aurora backyard, and that Eileen and I bought, was one of the nineteen interim cowl cars. Does this make it worth more? Probably, but not a great deal. It does make the car unique and more interesting.

### The Betty Moore Connection

Betty Moore is the Morgan's previous owner. She bought the car in 1958 when it was four years old, from a used car lot on Broadway. She drove it for ten years, for much of the time as her only car. She described her circle of sports car friends as spontaneous and great fun. "We would jump in our cars and drive to Sante Fe for the weekend, just for the hell of it." The only parts missing from the car were the side curtains. "Left them on top of the car when I drove away from a party."

She had had the car painted, and was not happy with the paint job. There were also some problems with the clutch. She parked the car in her garage in 1967, planning to restore it some day. Twelve years



*Engine removal*

later, she moved it to the back yard, to make room in the garage for a boat. The car was covered with blue plastic tarps. The tarps probably trapped moisture, leading to the dry rot of the wooden body structure.

### Why Does it Live in the Basement? (or the Stan & Eileen show)

After Eileen and I looked at the car, we went for lunch and a soul searching session before we made a commitment. The discussion went something like this:

Stan: "Do you think we should buy it? We have too many cars already." (This should have been her line. And what constitutes too many cars anyway?)

Eileen: "It would be better if we finished a couple of the projects and got rid of a couple of cars first. But this really is a unique opportunity, and if we want it, we should buy it now. There won't be another one later." (I thought that was my line!)

Stan: "I definitely agree, but the garage is full and there is no more space to park anything outside either. Where should we put it?"

Eileen: "How about the area in the basement that was planned as a future recreation room? The basement is a walkout, and the double doors were built wide enough to permit a pool table to be carried in. I bet we could get the Morgan thru those doors and into



*Painting the frame*





the basement.” (Did you ever have one of those conversations where you keep hearing your lines coming from your partner’s lips? Perhaps we just know each other too well.)

So the Morgan came home with us, and moved into our basement.

### **Restoration Progress**

The Morgan has been completely disassembled in the basement. (Boy is it nice to work in a 65 degree basement with piped in tunes, when it is five degrees outside and 25 degrees in the garage.) All of the sheet metal has been stripped of paint. The frame required some straightening and much weld repair and bracing. Front and rear suspensions have been rebuilt, so she (I think it is a female) can roll on her own wheels again. A fax to the Morgan Motor Company, Ltd. yielded the fact that they could build a new wooden body frame for a forty year old car, and for a reasonable price. The body frame is now permanently mounted, as are the firewall and inner fenders.

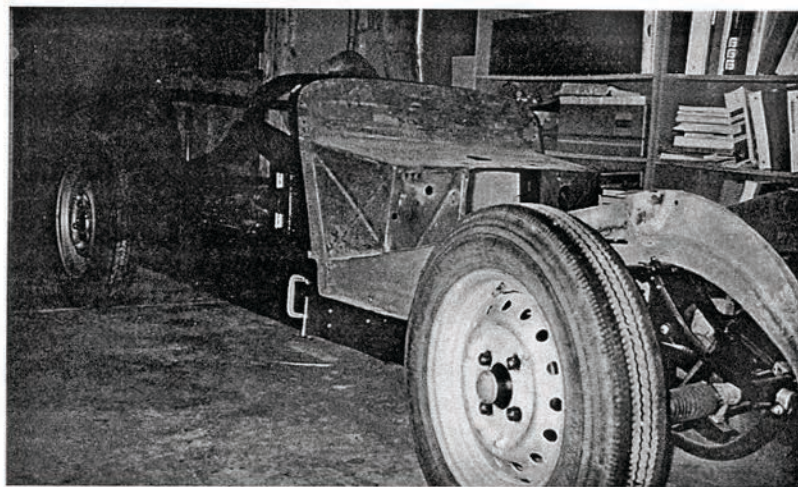
There are just a few small details left, such as reinstalling the body skin, body work and paint, engine building, wiring, and interior. (Also, we need to build new side curtains; the Morgan factory does not have the patterns.) Realistically, we are probably one to two years from completion.

She will be dark blue, with a grey leather interior, and twin spare tires on the back. She will definitely attend some of the races to spectate, and rub shoulders (almost) with her racing brothers.

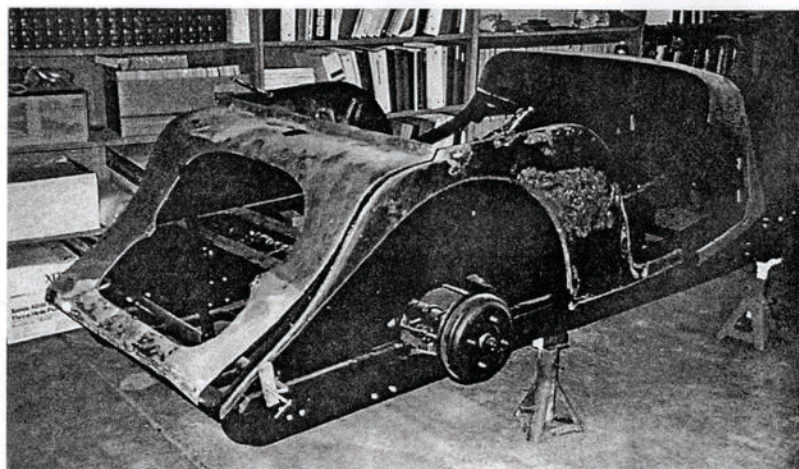
By the way, Jerry, you were right. It has taken, and still requires, lots of work.



*Chassis assembly*



*Fitting the wooden body structure*



*Trial fitting of body skin*

Reprint from the DYNAMO Archives, circa 1990- something.







**SHOCKING!**  
The Electrification  
of Classic Cars  
Part 2



In our last installment, we looked at high end British marques offering electrified versions of their iconic classics, using Jaguar Heritage Trust and the E Type Zero as an example. Before we move on to more practical conversions, let's have a look at this:



Driverless capability? More likely just a bit of Photoshop.....

The MGB Roadster EV is an electric vehicle featuring a heritage body shell equipped with an electric motor developed by Zytec Motor, a division of Continental Engineering Services and power plant supplier for Formula E. Its engine is rated at 70kW, or roughly the equivalent of 94 hp. Sound Familiar? As with the E-type Zero, the stick shift has been replaced with a Jaguar-style rotary dial. The interior is well appointed, and makes liberal use of rich hide and wool carpet. The car is produced by RBW Classic Electric Cars in conjunction with Continental Engineering Services. It's believed that Continental has adapted one of its off-the-shelf 70kW electric transaxles and converted it to a rear-mounted power plant, while the front-mounted batteries are supplied by Hyperdrive. Thirty examples are planned, both in Right and Left Hand Drive.

**70 kW Power Output**  
**167 lb-ft of Torque**  
**160 Mile Range**  
**105 MPH Top Speed**  
**0-60 in 8.5 Seconds**







### Best of Both Worlds?

Timeless styling and a modern power plant.  
Is this the RV-8 of the new millennium?



## **Price?**

### **Starting from £ 105,000.**

When putting this together, I noticed that most of the the website was last updated in 2019. A COVID-19 message from the managing director appears on the site, indicating that the production facility is currently closed due to the pandemic. There was no response to our email requests for an interview. Another reimagined MGB, the MG LE50, features a heritage body shell and similar running gear but is powered by a modern Miata drivetrain. The LE50 is on offer from the U.K.'s Frontline Developments for £ 56,000. Wondering if the £ 50,000 premium for electric propulsion may be a bit rich for the market. Come to think of it, why not buy an LE50 *and* a Tesla Model X for roughly the same money? - *Editor*

Photos, Feature descriptions, specs and pricing courtesy of the RBW Website:  
[rbwelectricclassiccars.co.uk](http://rbwelectricclassiccars.co.uk)

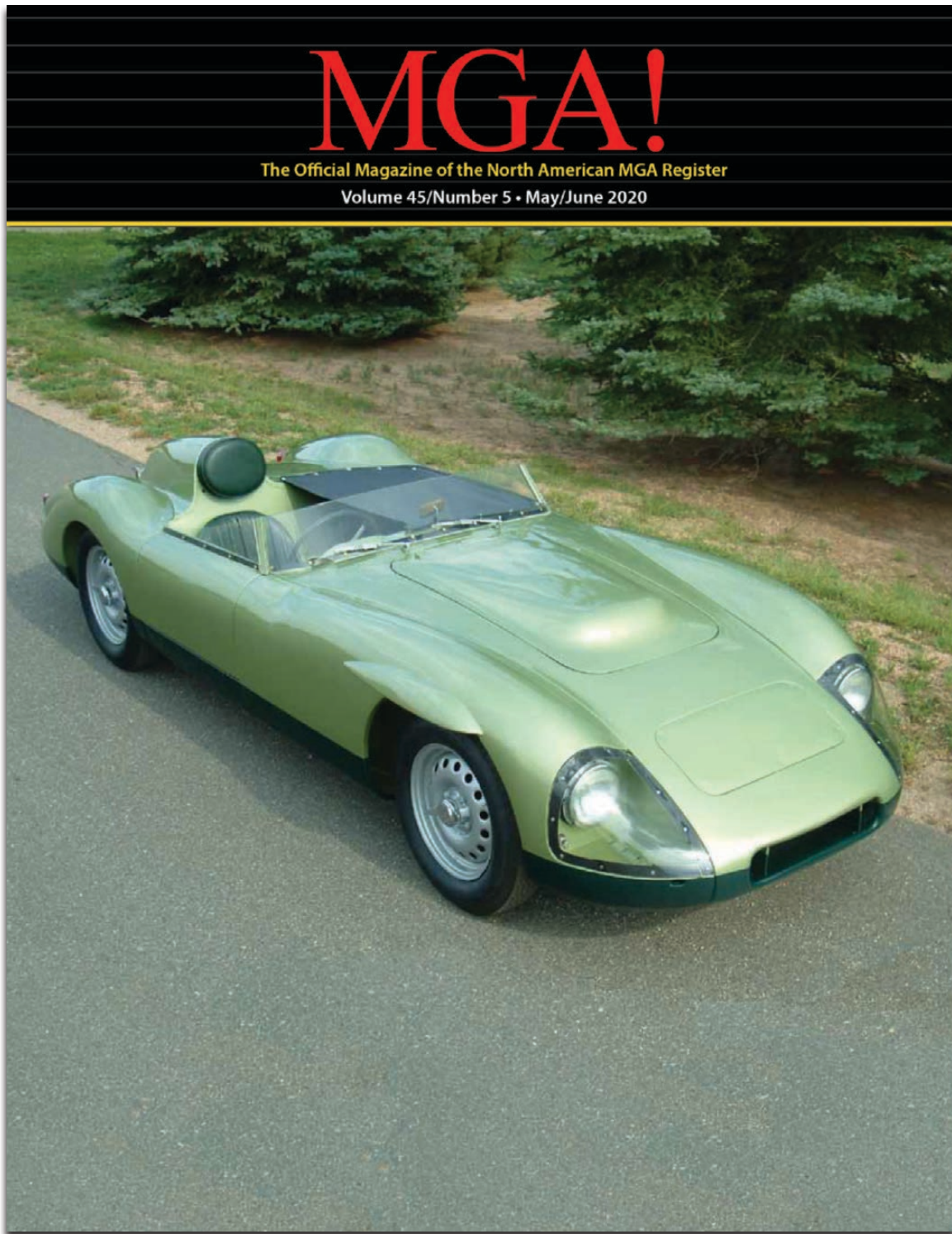






## In the News

**Guess who made the Cover of the latest issue of MGA! Magazine?**



MGCC-RMC	OFFICERS	2019		
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North American MGB Register

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

- ANNUAL MEMBERSHIP \$30** (\$45 overseas)
- Dash plaque • Membership card • Window decal
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  - Annual national convention – a four-day MG party!

**North American MGB Register**

PO BOX 876 • Downers Grove, IL 60515-0876

Toll-free phone: 800-NAMGBR-1

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







## 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. This event has been canceled.

### September

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### October

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October 2-4 Rescheduled Rallye Glenwood Springs.

### 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:**

**Stan Edwards**  
**Lisa Farley**  
**John Fraioli**  
**Judy Fritz**  
**Bob Gloyd**  
**Ben Greene**  
**Tyler Hicks-Wright**  
**John Layman**  
**Chelle Limon**  
**Alan Magnuson**  
**Veletia Manning**  
**Clark Stevens**  
**Bob Zamora**



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## **REPORTERS NEEDED!**



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Veletia Manning

Love in the time of Coronavirus....