



DYNAMO

Let the Good Times Roll.



INSIDE:
How Did **You** Get
Interested in
MGs?

June, 2021



President's Corner



DYNAMO

The Official Newsletter of

The MG Car Club of England, Rocky Mountain Centre

June, 2021

Unlike the Cicadas that wait 17 years to exit their burrows, after 15 months we are finally allowed out to roam the highways. Not being able to do so was very frustrating, but plans are coming together for physical monthly meetings to start up again. Stay tuned for an email soon.

The Rallye Glenwood Springs is a go for August. There may be a change or two, but please sign up, the committee are putting together a great event.

There is a MOAB trip going on in September. Thanks to Augie for putting it together. It's not too late to join us. Contact [Augie](#) if you are interested.

As you can see, we're ready to have a great year. Looking forward to seeing you soon.

Safety Fast,
Neil

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Something for Everyone
in this issue, I hope!
-Editor



Glenwood Update



When: August 27-29, 2021

Where: Glenwood Springs

What: The tour from Denver to Glenwood on Friday, the return of the TSD Rallye on Saturday, *possibly* the Gearshift Social on Saturday night and the car show and Funkhana on Sunday.

Why: The Glenwood committee changed the dates from early June to late August, hoping to leverage the COVID vaccination rate and enjoy possible loosened restrictions on social gatherings.

How: Register online at mgcc.org

6/1/ Update:

With the mask mandate ended in Colorado for vaccinated people, the club has more flexibility regarding social gatherings. For example, The Marriott no longer requires mask wearing on its properties. While the Glenwood Committee recommends attendees be vaccinated, it is not a requirement in order for you to attend.

With restrictions on group gathering easing, discussions are underway with the host hotel to explore the possibility of reinstating the Gearshift Social on Saturday night. Also, the possibility of holding a "Navigator's Night Out "at a nearby restaurant is being explored for Friday night. Details to follow.

As always, the club will follow local, state and CDC requirements and guidelines for this event. There is always the possibility that these may change prior to August 27.

There will be a new location for the car show in Two Rivers Park. The park service has redesigned the area we traditionally used for the car show, making it impractical for our use. The Funkhana is expected to be held in the main parking lot, as always. The Committee is planning a field trip to walk through the park and finalize details at the end of the month.





The Amazing Scottish Road Rally



Team MGCC negotiates a level crossing during the rally. The sun made a brief appearance for this photo, courtesy of John Waugh Photographic Images.

Denver did its best imitation of the Scottish Highlands Sunday, May 16 for the running of the Amazing Scottish Road Rally, held in the greater Denver area. Club members Bill Bollendonk and Alan Magnuson braved the persistent mists and drizzle to compete in a novel gimmick rally hosted by the St. Andrews Society of Colorado.

Clues were delivered by text message. Once they found the described location, our intrepid MGers had to snap photographic proof of their success and text it back to the rallymaster in order to receive the next clue. Some stops included a "wee challenge" based on ancient sports first developed by bekilted clansmen back in the day.

Clues were delivered with an appropriately Scottish bent:

Proceed toward the mountain named in Welsh, Son of Evan.

At the Aye proceed nort. After you exit, proceed nort looking for a Scottish **boulevard of the Pretty Hill**. Once you've safely crossed the Aye, Look for a Road whose name is derived from the Scottish Gaelic **lagan**, a diminutive of lag, which means "hollow."

Despite the weather and a few cell phone glitches, Team MGCC successfully completed all tests and truly enjoyed themselves. Pure dead brilliant, lads!



Alan tries his hand at the Braemar stone toss, similar to modern shot-put. The stone weighs from 20 to 26 lbs. No word on the distance achieved.



Bill has a go with a niblick. Or is that a mashie?



In the News

Gundersons Receive Renkenberger Award

Joe and Cathy live and breathe MGs and have been car enthusiasts in the Rocky Mountain area for over 50 years! They bought their first MGA, a daily driver, in the late 1960's while attending Colorado State University in Fort Collins. In 1969, they purchased a German Twin Cam while Joe served in the Navy. They returned from Europe in 1972 and connected with Lyle York in the Twin Cam group.

In 1982, the Gundersons and Steve Willis saw an ad in Road & Track for a unique MGA race car for sale in Red Bluff, California. They drove west to the walnut farm and found EX 186 covered in decaying shells in a barn. They purchased EX 186 and began restoration, finding squirrels had cleverly hidden black walnuts inside the fenders. When Henry Stone, retired MG racing team mechanic, came to the USA, he stopped by Joe and Cathy's house and authenticated the car MG Abingdon designed and built to race at Le Mans in the late 1950's.

Currently, Joe and Cathy are conservators for EX 186, 1959 MGA Twin Cam, 1956 Magnette ZA, 1935 PA, 1936 PB, 1938 TA Tickford, 1960 Bug Eye Sprite, 1967 Austin Taxicab, and several other vehicles. They share their cars at MGA, MMM, T Series, MGB, and British events across North America and the Rocky Mountains. Joe and Cathy are always friendly, helpful, and ready to assist a fellow car owner with roadside issues.

Joe serves as the MGCC Rocky Mountain Centre's NAMGAR Chapter contact. Both are active on our Annual Rallye Glenwood Springs committee. Cathy has coordinated our club and MMM Regalia for 15 years – Joe's modeling of new regalia at club meetings is always a hit.

Joe and Cathy are members of the MG Car Club UK, Rocky Mountain Centre, North American MGA Register since 1989, North American MMM Register, New England MGT Register, and a Hot Rod Club. Over the years, they have collected many MG and Austin bits and pieces.

Joe and Cathy embody the Spirit of MG! The award picture is of Joe and Cathy with EX 186. •Congratulations, Joe and Cathy! •



Alan congratulates Joe and Cathy at a lunch meeting in May.



www.namgar.com



How Did *You* Get Interested in MGs?

For many club members, their love affair with MGs began long ago. *Really* long ago...

My workplace paid for me to attend graduate school in Albany, NY. The catch was that I had to return to work in Boulder during the summer. This meant staying with my parents as all my cars and house were temporarily in Albany.

So the summer of 1986 I had a choice. I could drive my Dad's 1966 F-100 pickup truck to Boulder all summer. Or I could beg him to let me drive his 1980 Limited Edition.

All summer long I drove that car back and forth from Arvada to Boulder. Such a joy. It was then that a guy I worked with in Boulder happened to park his blue MG -TC next to my Dad's B. That guy we all know. Dick Fritz.

In 1991, my dad decided to sell the B. For the last thirty years that beautiful piece of British steel has been safe in my garage.

-Bob Zamora



Bob Zamora with his dad



In the early '60's, my Uncle Bill had a red MGTD, and I loved the look of that car, and always wanted one after that. Fast forward to 2018, I ran across one for sale in Lakewood and bought it. I am so glad I did. It has been and is a lot of fun.

-Craig Gander

My interest in sports cars started when I was in high school (1968-71). I worked at King Soopers from the time I was 16 and had saved up about \$4,000. Quite a bit of savings for a kid working at a grocery store! After graduation I decided I wanted to buy a car. And I wanted a sports car. I had seen photos of the Triumph GT6+ and was in love. That would be my car.

Off I went to a dealership (can't remember which one) to start the process. But, when I tried to get my 6' 3" body into the GT6+, well, it was not going to work. I was heartbroken. But I moved on. I ended up at Weaver Beatty on West Colfax looking at the MGB's. Wow! Lots of leg room and lots of headroom, with hood up or down. My brother, who was two years older, and 6' 5" tall, was interested also. We decided to each get one.

Our father, who was a salesman with the Burroughs Corp., went in to do the negotiating. I think he got us a good deal on our MGB's. Cash purchase, \$6,700 for the two. Mine was a demo and had a couple hundred miles on it. It was Bedouin with Mag Wheels, Overdrive and a Trailer Hitch. What? A Trailer Hitch? On an MGB?

Well, Weaver Beatty was selling a small trailer that looked very much like the teardrop shaped ones that have become popular again in the last five years. My brother's MGB was the traditional red. He only had his for five to six years before moving on. I still have my 1971 MGB. It was my every-day car from 1971 to 1993, and then got parked, waiting for some restoration work. Our kids were young and life was busy. It now needs **lots** of restoration work. It probably will never happen. And the answer is, NO, I did not buy a trailer from Weaver Beatty to pull with my MGB.

The photo of Melanie and Doug with red noses was taken at The Fort, at the start of the 2008 Wade Tucker Memorial Rallye. This was a week before my diagnosis of Acute Promyelocytic Leukemia, and a long five years of treatment. This was after my 2008 purchase of a 1971 Bedouin MGB that someone else had restored.

-Doug Eulberg





All that hard work paid off. Nice one, Randy!

Like for many, many others it started with *The Red Car* back in high school.

When I graduated University of Michigan in '74 and moved to LA to work on the Space Shuttle, I joined the California MG T Register and attended events (Will Rogers farm for polo matches, Highway 101 drives). I looked for a couple of years, until, at one club meeting, a fellow mentioned someone he knew was selling one.

Since I'd already missed out on one by five minutes, I immediately went over late that night and ended up buying a running(?) '52 TD with gray primer and new vinyl seats still in the boxes, and drove it home. Then I "restored" it to a driver condition at my apartment.

I've had it ever since.

- *Randy Biallas*

It was 1955, at East High School in Denver. When we all turned 16, of my best friends bought a TD, (probably used) and the cute girl across the alley from my home (who I always wanted to date but never had the courage to ask) also bought a used TD.

I ended up buying a 1936 Chrysler 4 door sedan, but I think I was struck then by the MG bug. I never owned one until on Mother's Day, 1975 when I saw a 1950 TD advertised in the Denver Post. I bought it for \$3700...turns out that he was a much better seller than I was a buyer, although it has turned out to be a great very early car.

-*Tom Cox*

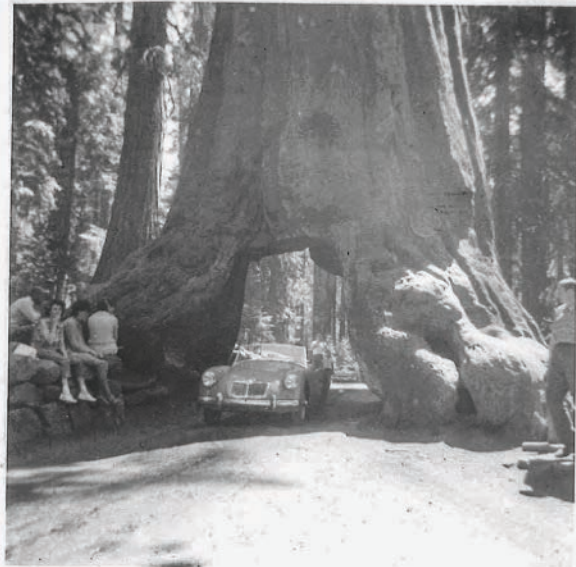


I bought a 1958 MGA (1500) in the summer of 1964. I was 20 years old. My father drove Chevys and Plymouths. I wanted something a little more sporty. I would have liked to have bought a 356 Porsche. My second choice was a TR3. But being a poor college student, I couldn't afford a 356 or even the TR3's I found. In retrospect the MGA might have been better choice than the TR3... I drove the MGA over 100K miles, including two trips to California from Indiana.

When I test drove the car, it had about 25K miles on it. The engine had supposedly been rebuilt twice. About 1,000 miles after the first rebuild, it had broken the crankshaft and was rebuilt again this time with a new crankshaft.

I recall when I test drove the car with the owner, I tried to turn the car around in the middle of a two lane road. We were in Northern Indiana and there wasn't any traffic. I couldn't get the car into reverse. Each time I tried, it was in 4th and eased a little closer to the edge of the road. There was a 4' or 5' deep ditch at the edge of the road. After several attempts to find reverse, the owner attempted to get it in reverse while sitting in the passenger's seat. It took him several tries to find reverse. By this time the front wheels had already dropped into the ditch and the back wheels just spun. I let the car roll on into the ditch. The owner found a farmer with a tractor who pulled the car out. The car ran fine after being pulled out. The car seemed to run well. The interior was in poor condition and the body was fair. I bought the car for \$500.

-Dick Fuller



**Above: Through the
Giant Sequoias in
California. Below: At
the Rim of the
Grand Canyon**





Joe Haynes and Elaine Kelty

I was attracted to the clean smooth lines of the MGB. Mine almost purrs when you touch it. I decided that my favorite color at the time was brown, or something along those lines. This is an MG article, but I have to admit that my first attraction was to a Triumph Spitfire back in '69.

When I wanted to revisit my younger days, I wanted a GT6 but I found that I couldn't fit in it. Who'd think that would happen?

So I searched for a Brown "B." Loved it from the start even though it took a bit to make it roadworthy.

-Joe Haynes

I don't have a picture, but when I was in college, from 1967 to 1971, one of my friends had an MGB GT. I just loved the look, the sound and the feel of the car. It was considered quite sporty even though I now know that MGBs are not very fast cars. One year my friend and I took a drive in the MGB GT from our college in Ohio down to Daytona Beach for spring break. I just loved it. Unfortunately the car needed work when we got to Florida - although it was still running. I remember hearing from my friend that the mechanic told him that the last person to work on the car (not my friend) did not adjust the valves correctly. The result was damage to the valves. But the mechanic was able to get this repaired, so we left for our drive back to Ohio on time.

The drive back was also a memorable experience. We decided to drive straight through, which meant that we drove for something close to 24 hours straight. Yes, we were much younger then. The way we did this was to stay on a driver rotation schedule. One person would drive for two hours, then we would switch drivers. The person going off would eat a package of peanut butter crackers, drink a can of beer, and then get some sleep. This must have worked because we made it back with no problems. I've always wanted an MGB since.

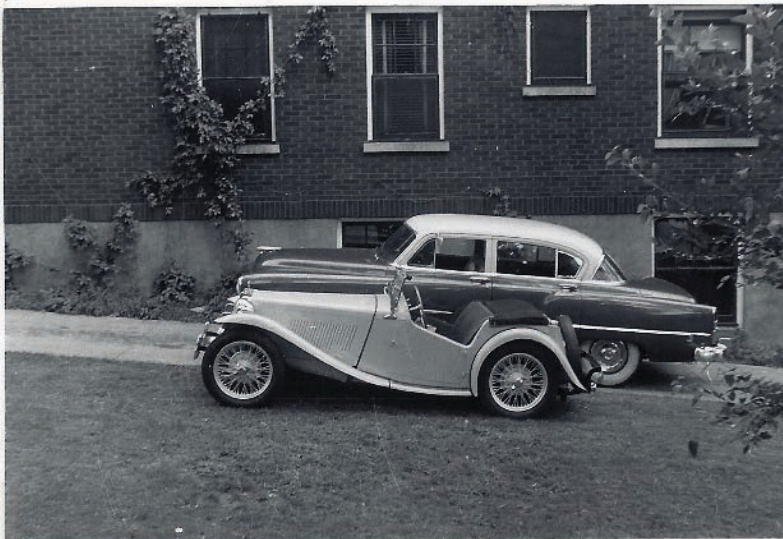
Ah yes, it is amazing what can be done by young people looking back from the perspective of we old folks.

-John Layman

When I was in grade school in Elgin, Illinois I collected toy cars. Then as I entered junior high school, I took an interest in somewhat larger machines with more than wind-up motors, and for some reason I was intrigued by small cars. This was the late 1940s, when the products from Detroit seemed monotonous, but then there was the start of something different – sports cars from Europe. Of course, there were more practical foreign cars like Austins, Ford Prefects, and something strange from Germany called a Volkswagen. A classmate of mine in high school bought a new 1951 VW. Interesting but not very exciting. One day I came across a very different kind of car I immediately recognized as an MG TC. This had to be the real thing. I came to know the owner and actually was allowed to drive it when I was still 15. The owner had concluded that the TC wasn't really practical and he wanted to sell it. I had to convince my father that we should buy it. That wasn't very hard. He had been a car enthusiast in his 20s but had to set aside those feelings to hold down a job in the Depression years and raise a family.



Dick and TC in '53



He must have welcomed the new opportunity, and on September 10, 1952, the TC came home with us, and the MG became a learning experience for both of us. Actually, I had two mentors for guidance in learning all about MGs. My father was the driving instructor, and a fellow MG owner in Elgin was an expert on vehicle maintenance. Incidentally, that friend (Dud Steen) had a son (also named Dick) who was about 5 years of age, and he would hang around when there was work to be done on the MGs. Dick Steen is now a retired dentist in

Loveland, a member of BMCNC, and the owner of an Austin Healey.

I have been able to keep the same TC through the years due to a number of serendipitous circumstances. First was during my freshman year in college when the school banned students having cars. I was very unhappy at the time, but that rule undoubtedly saved the TC from a lot of abuse.

Then, when I was in upstate New York, a trip back to Illinois in a blizzard convinced me that this really wasn't a practical means of transportation. I couldn't afford to move up to something like a Porsche and eventually decided to use the few hundred dollars I was going to use to supplement the trade-in value of the TC to buy a temporary second car like a used Plymouth. No luck in a college town, but to my surprise the local Cadillac dealer had taken in a 7-year-old Model 60 Fleetwood sedan that needed a lot of cosmetic attention. He was happy to let it go as is, and I was on my way. The Cadillac eventually was replaced by a Mquette. But that is another story, and this article is supposed to be about starting with an MG.

Too bad those toy cars are long gone. Some would be rather valuable these days.

- *Dick Fritz*

This gentleman fell in love with MGA Twin Cams while still in the Navy. Care to guess who it is?



Who can resist that telltale exhaust burble, that miniature, classic, almost Duesenburg-like shape, combined with the knowledge that there is not a gas gauge in sight on its paneled dashboard? Well, lots of ordinary people, apparently. But those of us who love English motor cars are the enlightened few.

My father bought a new '53 TD, followed by '54TF the following year because it was a little more powerful on the LA freeways. All five of us would stuff into it and head down the coast highway to San Clemente. How, you ask? Dad was driving. Mom was in the right-hand seat. My older sister rode on a cushion covering the parking brake. My brother and I were relegated to the back compartment designed for the side curtains. We rode with our backs to the sides and our feet intertwined. We were as cosy as a cork in a wine bottle! Of course, the top was down and we had great fun in the California sun.



John and Chelly Limon, 1963



Naturally, I had to have an MG when I grew up. I got one in High School but had to let it go since the insurance was so expensive at my age. Years later I gave myself a birthday present and purchased my current yellow TD. It has introduced me to the great car guys in the MG club and continues to be pure fun while driving it at the amazing speed of at 45MPH!

-John Limon

I first became aware of MGs when I was about 10 years old. My father was thinking about buying a new car, and in those days dealers (in Denver, at least) would let you try one out, not just for a test drive but for a weekend. He brought home a white MGA. I thought it was fun to ride in; my mother probably did not. It wasn't a very practical choice, so he didn't buy it.

I forgot about MGs but really liked our (1961?) Studebaker Lark convertible, which was cream with a red interior. Then in 1966, when I was graduating from high school, a boy in my class was selling the red '52 MG-TD he'd bought the year before in Salina, Kansas when he went to visit relatives. I'd always liked it, and couldn't bear the thought of such a cute little car going to just anyone. I didn't have a car, but I did have \$875 in my savings account, so I bought it. It wasn't in particularly good shape, and although I've had things fixed as needed over

the years, it's never been restored. While I was away at college my father found excuses to drive it now and then, and during the years I taught summer school, kids would beg for rides in it. For twenty-one years it was the only car I owned. In 1975 or so I found out about the MG Car Club, and Dick likes to say that our cars brought us together.

-Judy Fritz



Where Were You in '62?



Civilization has come to Abingdon-on-Thames



THE LOUDEST WAILES in the land were heard back in 1955 when MG made two shattering announcements:

1) the semi-classic TF was being dropped in favor of aerodynamics, and 2) the sturdy XPEG engine was to be replaced by an Austin "B" type. The body change was inevitable and was expected, we think, by most MG owners.

But for 7 years the streamlined MG-A consistently broke all previous sales records and proved in competition that it was faster and at least as durable as any of the good old T-series.

The new "B" isn't quite as much of a change as the "A" and no wailes have been heard around our office. Our styling experts (who really are) never had much good to say about the lines of the A. It was "corny, out-of-date in 1955, had poor surface development, etc." But there's no complaint over the fresh new look for the B. The worst we heard was that it's good but not very advanced or exciting. Perhaps this is true if you're comparing it to, say, an Avanti, but everyone on our staff was enthusiastic over the appearance of the B, consultants notwithstanding.

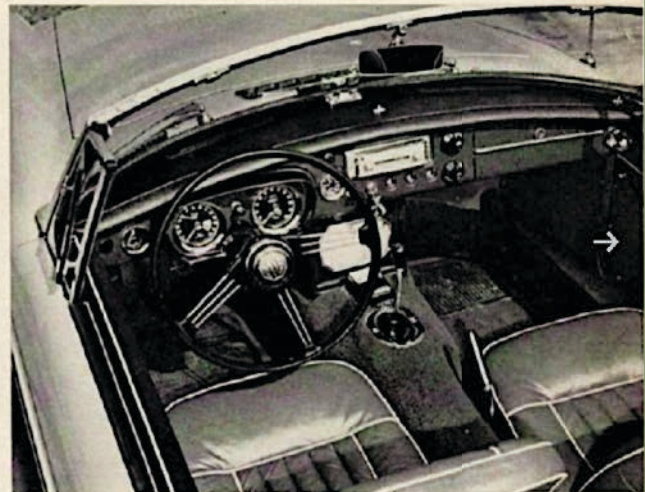
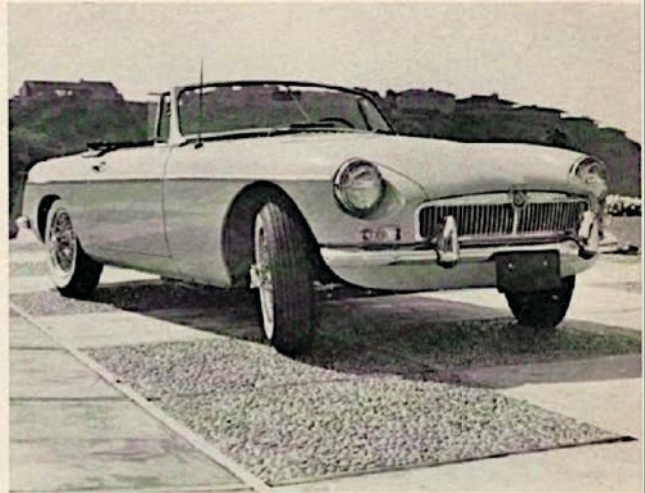
26 ROAD & TRACK

Our enthusiasm did not wane during 700 miles of driving. In fact, it grew stronger, and frankly this is the first British car in several years which created no arguments among the staff—even the Italian and German sports car owners forgot their private battle and admitted they liked to drive this new English job.

The ride seems to be unchanged and this is both a fault and a virtue. There's no doubt about it, the ride begins to feel firm after an hour or two, yet it is this taut feel which gives the car its typical good handling in sharp corners or in fast bends. The steering characteristic is very close to being neutral at all times and when we weighed the car with full tank and driver aboard we found out why. The front wheels carried 1130 lb, the rears carried 1130 lb. (Actual curb weight was 2080 lb with wire wheels and radio.) The steering ratio is just a fraction slower and, we think, the better for it. The feel was a little less trigger-happy and more relaxing at high speed (2.9 turns lock to lock; formerly 2.6).

The larger 1796-cc engine feels happier too. Though the axle ratio has been dropped from 4.100 to 3.909 the new 14-in.





wheels negate any effect and 3340 engine revs are churning at 60 mph. Still, the engine seems smoother and quieter than the 1622-cc unit we tested two years ago. Part of this improvement may be attributable to the slightly lower compression ratio but we believe more efficient silencing is a more important factor. The 4 cylinders run like clockwork up to about 4000 rpm—above that there is a harsher note—but no vibration all the way up to the red line at 5500 rpm.

Performance recorded during the acceleration tests needs no apology—the B goes fractionally better than the A Mark II but there are only 4 more horses and the larger engine is obviously detuned slightly because an 11% increase in piston displacement gives only 4.5% more power. This may also be a factor in the smoother running mentioned earlier.

Incidentally, during the test runs it was very hot and the engine was barely broken in. We used 5500–5600 rpm as an absolute limit though 6000 can be used occasionally and such a speed would probably knock a tenth or two off the times we recorded. At any rate, and despite the above, the engine temperature never went above 170° F and at steady cruising

the needle held 160–165° F, during both day and night.

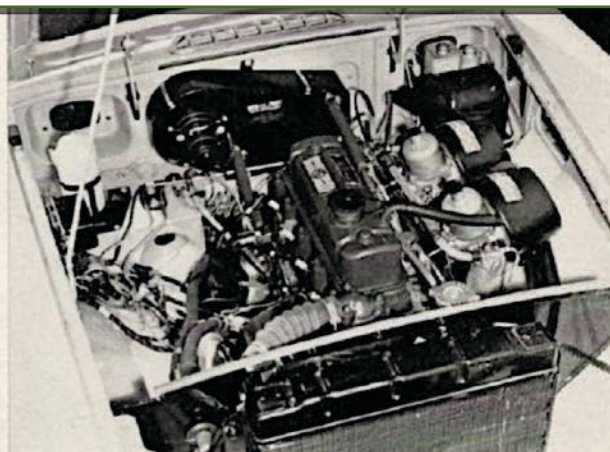
Fuel consumption worked out at 24 mpg around town and averaged 27 mpg on one 300-mile trip—a trip that was about evenly divided between slow traffic and fast freeway driving.

A big improvement was noted in the transmission. The A-types had good but rather stubborn synchronizers. The B, even with very few miles on it, shifted perfectly and noticeably easier. The shift lever seems to be a little higher than before—or actually the seats are just a little lower. A really worthwhile cockpit change comes via the new unit-construction which dispenses with the frame. There is, at last, ample pedal spacing for the average American shoe (foot?). The clutch and brake pedal pads are a little small (1.75 in. wide) but are spaced on 4.7-in. centers. Biggest improvement is accelerator pedal room—the space between the tunnel and the edge of the brake pad measures 6.1 in. The pedals didn't satisfy some of our drivers; either the brake was too high or the accelerator too low; in any case it was impossible to heel-and-toe, which is unfortunate but could easily be corrected.

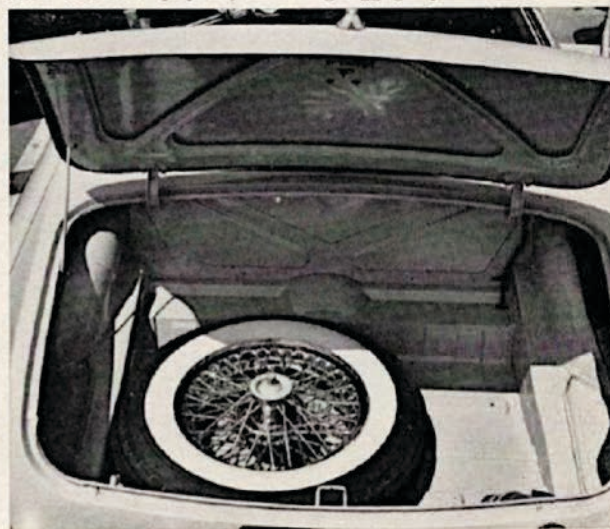
The disc/drum brakes were absolutely without fault and despite

NOVEMBER 1962 27





Removable hardtop will be available soon. Dished floor would allow inversion of spare, increasing luggage space.



MG-B 1800

there being no booster the pedal pressure was very moderate. Furthermore, there were no signs of some of the faults we often encounter. The action was progressive and produced no lurching as the car came to a dead stop. Of course, there is no fade either and we were surprised at finding none of the disc brake squeal which is all too common. The handbrake was adequate though it has a very short travel.


The instruments look to be the same but there is a cowl over the speedo and tach. The seats are now much better contoured and we got a surprise when we moved them all the way back. An average-height driver couldn't reach the pedals at all from this position and the critical pedal to seat back dimension is the longest we've ever encountered: 45.0 in. to the last hole setting and an inch more available past the last latching point. Two 6 ft 4 types did not need the seat all the way back and they still had headroom. Behind the seats is a carpeted shelf upon which an average size adult or two children can perch without too much discomfort.

The new doors measure 36.5 in. wide, making it easier to

get into the car. The top isn't quite so convenient. It folds neatly and flush into the well but the number of hinge points and top bows is confusing and it's easy to get pinched in the process. The wind-up windows (for the first time) are a great boon. They fit well, crank up or down with just over 2 turns and had a tendency to rattle on rough roads.

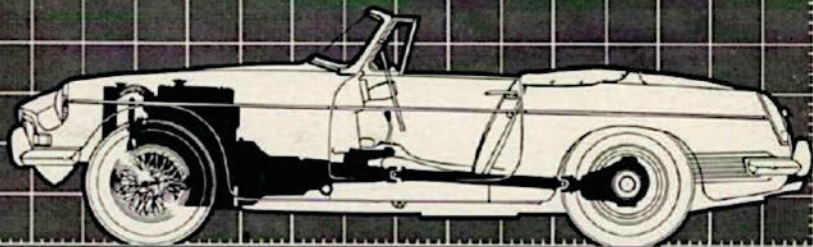
Our test car had a heater but there was no opportunity to use it. We were impressed with its neat and accessible installation with the business part on a shelf just behind the engine. The entire engine compartment is also well planned and the only tight spot we could find was the steering shaft coupling (at the pinion) where dual exhaust pipes, engine mounts, etc., preclude even finding it—let alone working on it.

Moving back to the rear, the higher rear fenders should give more trunk space, but volume is still skimpy and marred by the spare wheel and tire being smack in the middle. Our thinking is that the gas tank really should go somewhere else (maybe in the fender skirts like a Jaguar Mk X) and at least the wire wheel could be flopped over for more room.

Our test car was a very early production model and yet, when we went over every square inch, the quality of workmanship and lack of flaws were remarkable. This is the best engineered, the best put-together MG we've ever seen. 



ROAD TEST MG-B 1800



SCALE: 1/2" DIVISIONS

DIMENSIONS

Wheelbase, in.	91.0
Tread, f and r	49.2
Over-all length, in.	153.2
width	59.9
height	49.4
equivalent vol, cu ft.	262
Frontal area, sq ft.	16.4
Ground clearance, in.	4.2
Steering ratio, o/a	n.a.
turns, lock to lock	2.9
turning circle, ft.	32.0
Hip room, front	2 x 18.5
Hip room, rear	n.a.
Pedal to seat back	45.0
Floor to ground	9.1

CALCULATED DATA

Lb/hp (test wt)	25.6
Cu ft/ton mile	88.4
Mph/1000 rpm (4th)	17.9
Engine revs/mile	3340
Piston travel, ft/mile	1950
Rpm @ 2500 ft/min	4290
equivalent mph	77.0
R&T wear index	65.1

SPECIFICATIONS

List price	n.a.
Curb weight, lb.	2080
Test weight	2400
distribution, %	50/50
Tire size	5.60-14
Brake swept area	350
Engine type	4-cyl, ohv
Bore & stroke	3.16 x 3.50
Displacement, cc	1796
cu in.	109.6
Compression ratio	8.75
Bhp @ rpm	94 @ 5500
equivalent mph	99
Torque, lb-ft	107 @ 3500
equivalent mph	62.8

GEAR RATIOS

4th (1.00)	3.91
3rd (1.37)	5.37
2nd (2.21)	8.66
1st (3.64)	14.2

SPEEDOMETER ERROR

30 mph	actual, 29.8
60 mph	58.5

PERFORMANCE

Top speed (5900), mph	106
best timed run	n.a.
3rd (5600)	73
2nd (5650)	48
1st (5650)	28

FUEL CONSUMPTION

Normal range, mpg . . . 24/29

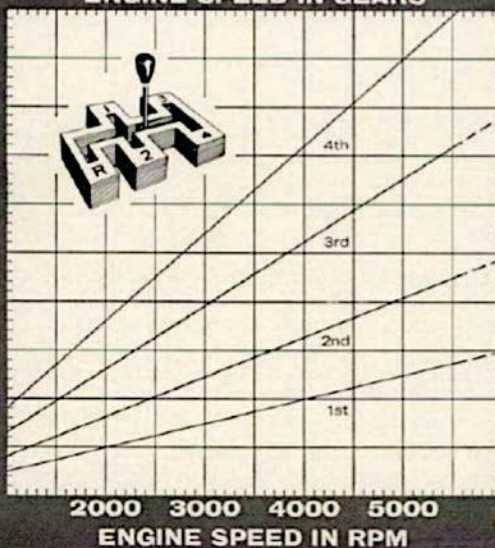
ACCELERATION

0-30 mph, sec.	3.9
0-40	5.9
0-50	9.0
0-60	12.5
0-70	17.7
0-80	25.0
0-90	34.5
Standing 1/4 mile	18.5
speed at end	72

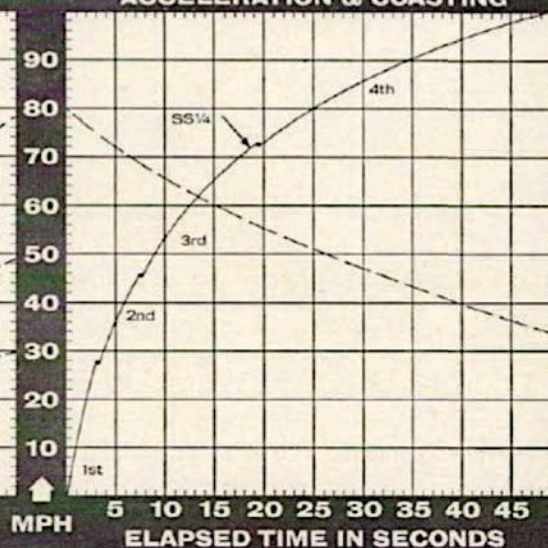
TAPLEY DATA

4th, lb/ton @ mph	210 @ 58
3rd	300 @ 48
2nd	450 @ 35
Total drag at 60 mph, lb	105

ENGINE SPEED IN GEARS



ACCELERATION & COASTING



Treasure Trove

Out of happenstance, The MGCC-RMC currently has stewardship of a number of prestigious MG Awards and Trophies. Photos and descriptions by Alan Magnuson.



Clockwise, From Left:

The NAMGAR Abingdon Trophy

The Abingdon Trophy was first awarded in 1976 to recognize the organizers of the annual Get Together (GT). Each year the trophy is presented to the next hosting chapter at the awards banquet by the Vice Chairman.



The Rocky Mountain M.G. 'T' Register Henry Stone Award

The Henry Stone Award is presented annually by the Rocky Mountain M.G. 'T' Register to the club member who best exemplified the 'Spirit of M.G.' during the previous year. Based on Register Favorite Henry Stone, Engineer at the MG Works and author of "The Insomnia Crew". Stone was a member of the team drawn together to support factory racing and record breaking attempts.

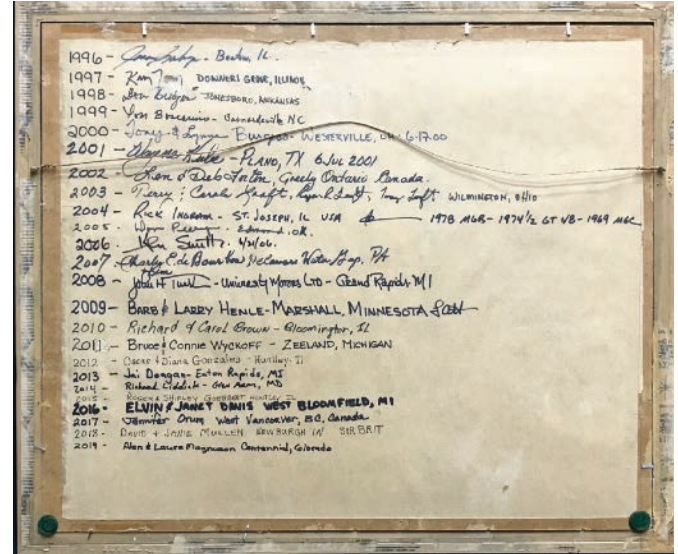


MG Car Club of England Nuffield Challenge Trophy

The Nuffield Challenge Trophy is presented to the North American Centre or Register which has demonstrated enthusiasm, enterprise, and commitment to growing and maintaining membership.

The Nuffield Challenge Trophy is named after William Morris, founder of Morris Motors Limited and MG, who became Lord Nuffield in 1929. In 1936, Lord Nuffield donated a gold trophy to the MG Car Club UK "to employ for a purpose that will enhance the Club's prestige, assist its growth, and add to the enthusiasm of its members." Additional silver trophies were donated by Lord Nuffield to promote MG exports as the United Kingdom needed cash inflow to rebuild after World War II. As MG exports grew worldwide, MG enthusiasts generated new car sales and then created new Overseas Centres of the MGCC UK. The four overseas Nuffield Trophies were first awarded in 1954 to MG Car Club Centres in Africa, Europe, Oceania, and the USA.

The MGCC, Rocky Mountain Centre was awarded the Nuffield Trophy in 2008 and again in 2017.



NAMGBR John Thornley Award

The John Thornley "Spirit of MG" Award is presented at the Annual Convention to the person displaying the spirit and enthusiasm of MG.

This award is a framed original oil painting by Dennis Wharf of the first works MGB GT to compete in an international event. LBL 591E was placed in the prototype class of competition at Sebring. The painting was a gift to NAMGBR from the MG Car Club, MGB Register in England, presented by John Watson, of Abingdon, England to the North American MGB Register at MG96 in Indianapolis, IN. It is given on loan to the current recipient with the understanding that it is their responsibility to have the print at the next year's annual convention to be presented to the next recipient.

At the next convention, a plaque with a reproduction of the painting is created and given to the previous year's recipient with their name and dates on it. This plaque is theirs to keep.

MG Car Club Rocky Mountain Centre Bill Barker Award

The MG Car Club, Rocky Mountain Centre's Bill Barker Trophy is presented annually by the Gentlemen's Amateur Speeding Society in honor of a sports car enthusiast extraordinaire for best overall performance by a single car in the Rallye Glenwood Springs.

Bill Barker, KOA radio-TV (now KCNC TV) personality, Denver Post columnist, and president of the Gentlemen's Amateur Speeding Society (GASS), was one of the founders of SCCA, Colorado Region and Regional Executive in 1955. He was an avid sports car fan who participated in the numerous Denver area rallies sponsored by the Denver Sports Car Club, the MG Car Club, and the many other Colorado Clubs. Bill served as the Master of Ceremonies at the Rallye Glenwood Springs Banquet for many years. He and a group of friends started the Gentlemen's



Amateur Speeding Society (GASS). Bill passed away in 1981 and the Bill Barker Award was created in his honor for the 1982 Rallye Glenwood Springs. Today, the award is presented to the team with the highest placed finishes in three events.



Bill and Lydia Barker 1955





MG Car Club Rocky Mountain Centre Hazel Marble Award

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

The President and Executive Board of the MG Car Club, Rocky Mountain Centre review a list of deserving candidates to determine who merits the Hazel Marble Award. The winner receives the Hazel Marble Award to display in their home for one year.



Hazel Hopkins Marble



MG Car Club Rocky Mountain Centre Kumpf Award

The Kumpf Award is named after the Kumpf Motor Imports Company, owned by company president, Florian Barth. Kumpf Motors was the Colorado licensed dealership for British Motor Corporation and their products Austin-Healey, MG, and Jaguar in the 1960's until 1968 when Weaver Beatty took over the franchise after the British Leyland merger. Florian Barth believed in promoting the Kumpf name to help sell product. He donated the Kumpf Award to the MG Car Club and also loaned a new MG or Jaguar for use by the Rallye Master during the Annual Rallye Glenwood Springs. The Kumpf Award was first presented in 1966 originally for the best score by a rallye team driving an MG. Now it is for the "outstanding" MG in the car show. Club officers make the selection each year.

The Real People in *The Red Car*

Were the events and characters in Don Stanford's *The Red Car* based on real people? According to author and historian Ron Shaw, the answer is a resounding 'yes.'

But first some quick background: Don Stanford came to the Aspen area originally to do research on horse ranches for his novel *The Horsemasters*. Don became enamored with the local sports car scene, and participated in the 1951 Aspen road race. *The Red Car* was first published in 1954.

If you recall, the final dramatic moment in the last lap of the race came when young Hap had to hold onto the damaged rear wing in order to keep it from cutting the tire. This actually happened to Don Stanford, although his co-driver holding up the rear wing was a lady friend named Alice Bartreau, not a teenage boy. Alice was a nurse at Pitkin County Hospital.

And the mysterious Frenchy Lascelle? Stanford portrayed him as a French nobleman and racer who had moved to the United States under mysterious circumstances and opened a garage in Hap Adam's hometown. As the story unfolds, the 'mysterious circumstances' are confirmed by Frenchy himself. Frenchy admits that he killed a young spectator at a road race in France, forcing his sudden retirement and disappearance from the racing scene.

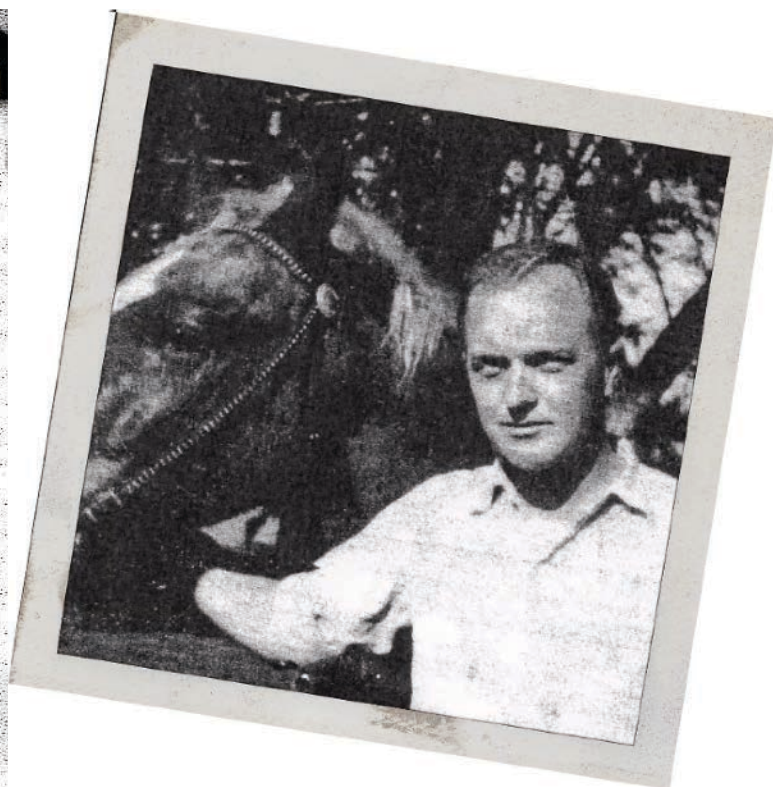
Frenchy is believed to be based on Rene Dryfus, a famous Bugatti gentleman driver in the day, who retired from racing without killing anyone. Dryfus and his brother became successful restaurateurs in New York City.

Hap is believed to be a purely fictional character.

Other characters in the book are said to have been based on members of the Denver sports car scene, including local media personality Bill Barker, as well as sports car enthusiasts Stanford knew from his days living in New York.



Ron Shaw discusses *The Red Car* during a book club zoom presentation at the Forney Museum



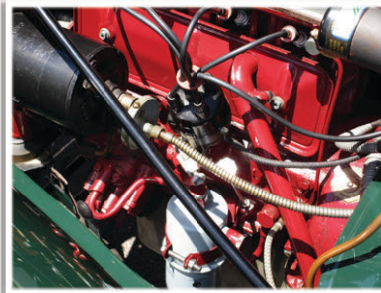
Above, Left: Rene Dryfus Above, Right: Don Stanford

Below: LeMans Start at the 1951 Aspen Road Race. Images Courtesy of Ron Shaw





FOR SALE
1948 MG TC \$35,000



1948 MG TC

S/N 5915 XPAG 6653 Frame up restoration. Tub, dash and instruments by Whitworth shop. Rebuilt engine, new hood, tonneau, side curtains, Blockley tires and interior. Excellent chrome. BRG over Biscuit. Less than 2,000 miles since restoration. Lots of documentation and pictures.

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**1934 MG PA, #0726. Engine #978AP.
Duo Blue, new blue interior. New hood, tonneau,
side curtains and Blockley tires. Minor paint issues.
Lots of documentation and pictures.
\$33K. Littleton, Colorado**

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Scotland Yard

Roger Willis checked in to let us know he is liquidating much of his remaining LBC inventory. Looking for a project car? Missing parts?

TONS OF BRITISH CAR PARTS FOR SALE!

Most for MG, AUSTIN, TRIUMPH

From the mid 1950's to the 90's

Transmissions, Engines, Suspension, Trim and some Body Panels
Several cars for sale: MGB Roadsters and GTs and a Morris Minor or two!

To set up an appointment: call Roger @ 303 250-6203

My British car collecting began in the 1960's, so there are LOTS of parts. Pick up some spares!



Meanwhile, Over in China...



MG may be headed back to its roots, in an updated sort of way, provided their electric roadster makes it into production. Revealed at the Shanghai Motor Show in April, the MG Cyberster ("Cyber" plus roadster), claims a number of styling clues from the MGB, updated with some outrageous electronics, including an "interactive gaming cockpit" and 5G connectivity. Clearly, MG is targeting the youth market with this model.

Performance-wise, the Cyberster is claimed to have an EV range of about 500 miles with a 0-62 mph time of less than three seconds. It ought to be able to make it to Glenwood and follow the rally route without recharging.

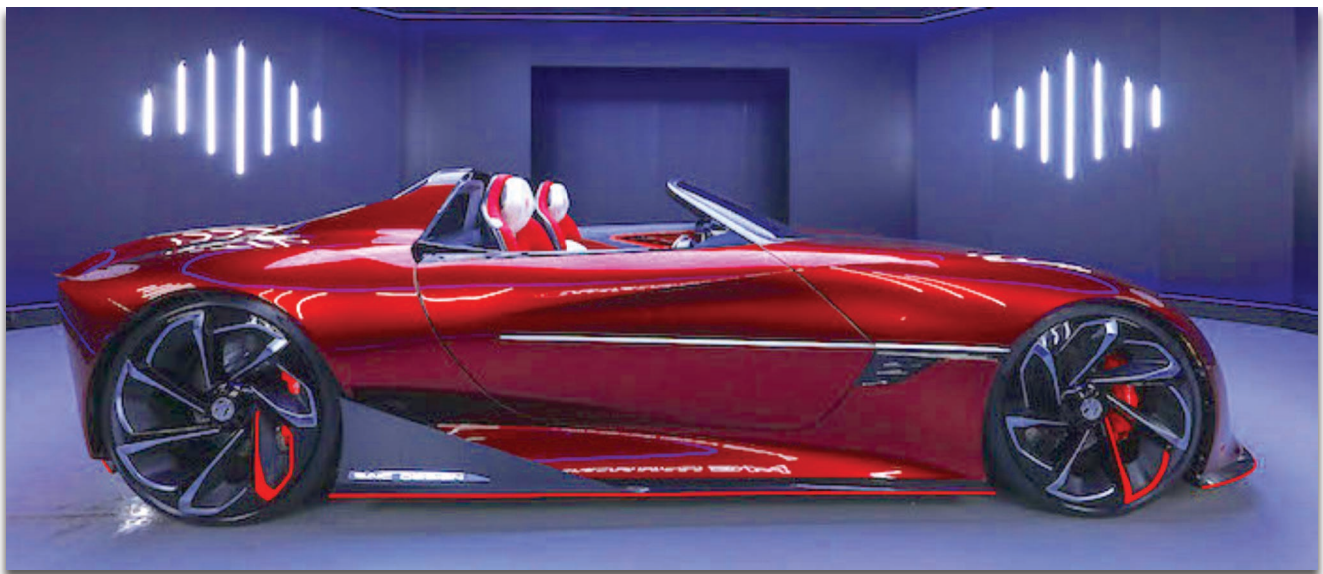
If you squint a bit, you can possibly see what the company claims is a "classically shaped MG grille serving as an air duct to

ensure airflow over the car's chassis," part of the overall design to enhance aerodynamic performance. To their credit, the designers have incorporated round headlights and retained the Octagon logo. That might be due to the fact that the Cyberster was developed by the team at the MG Advanced Design Centre in London. Good one, chaps!





Dual Ram Jet cold air thruster intakes? Maybe.





MG is gaining recognition for their mainstream vehicles as well. Their 2021 ZS Crossover has been awarded "Best Value New Car" and "Best Car for Dog Owners" in the fifth annual Auto Trader (UK) New Car Awards. According to Auto Trader, over 148,000 car owners took part in the judging process between September 2020 and April 2021, helping to provide the industry with an accurate measure of owner satisfaction across a broad range of consumer-centric categories. Consumers were asked to rate their cars across 16 different criteria, from reliability and performance to appearance and running costs. They were also asked about their overall satisfaction with their car and how likely they would be to recommend it to others.

-JustBritish.com

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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
 - Six bi-monthly issues of *The MG Driver*,
a 68-page informative magazine.
 - 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





Upcoming Events

We're excited about the possibility of more events happening this year! Many events have been scheduled for later in summer/early fall. For updates on these and other events, please check our website: www.mgcc.org

June

June 14-17 MG 2021 International. Atlantic City, NJ.

Occasional Weeks in June through October - "Back Roads Geezer Fest" in coordination with the BMCNC. Informal drives typically scheduled for mid-week. Bring your own picnic lunch. To get on the email list contact Veletia Manning at the BMCNC: vzmanning@yahoo.com

July

July 11 MG Car Club "Christmas in July" drive and picnic. Santa Hats and Sunscreen! Details TBA.

Sometime in July: Pikes Peak drive. Organized by Bud Silvers. Details TBD.

July 31 - Aug 1 RMVR Race against Kid's Cancer. High Plains Raceway

August

Aug. 7 Rocky Mountain Car Show & Swap Meet sponsored by the Colorado Collector Car Council. Rocky Mountain Metro Airport, 11755 Airport way, Broomfield, Colorado. Details: email thompson660@cs.com Cost: Spectators \$5 (Adult) - Car Show participants: \$10. The Commemorative Air Force featuring WWII aircraft will be there. Contact Dick Fritz for details, or <https://www.jeffco.us/3633/Rocky-Mountain-Air-Ground-Festival>

Aug. 8 Scottish Festival British Car Show. Contact Alan Magnuson for details or <http://www.scottishgames.org>

August 21 - Morgan Adams Concours d'Elegance, <https://www.morganadamsconcours.org>
To enter a vehicle for the Concours, contact Bill Bollendonk.

August 27-29 The club returns to Glenwood for the 69th Annual Rallye Glenwood Springs. See page 2 for more information. registration at mgcc.org. Additional questions, contact Keith Kerr.



September

Sept. 12 Gundersons' Picnic & Car Show celebrating their Birthdays and Anniversary. What do you get when you combine the birthdays and wedding anniversary of two life partners? It's the Gunderson birthday extravaganza and car show! Details: Cathy Gunderson/details coming.

Sept. 18 & 19 Colorado English Motoring Conclave. Contact Bob Gloyd, or <http://thecoloradoconclave.com/pages/welcome.htm>

Sept. 24-27 M.O.A.B. trip to Pagosa Springs. via Salida. Contact Augie Burgoon.

Monthly

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. - We are actively searching for a suitable venue, now that Mimi's has gone under.

Cars and Coffee North, first Saturday of each month., in Lafayette.

Espresso and Exhaust Denver, at the Vehicle Vault, Second Saturday of the month, 18301 Lincoln Meadows Pkwy, in Parker.

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



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

Randy Biallis
Bill Bollendonk
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John Fraioli
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Judy Fritz
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Cathy Gunderson
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JustBritish.com
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Alan Magnuson
Road and Track
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Bob Zamora

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: mgccrmcnews@gmail.com

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



CONTRIBUTORS NEEDED!



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



Parting Shot



**MG Proverb:
Oil: From the Earth it Came, to the Earth it Shall Return!**

John Fraioli



This is the new banner treatment for the MGCC web site. If you'd like to be included in the next version, send a photo of yourself doing something heroic in your car to mgccrmcnews@gmail.com

