



DYNAMO

CELEBRATING

70

YEARS



March, 2022



President's Corner



DYNAMO

The Official Newsletter of

The MG Car Club of England, Rocky Mountain Centre

March, 2022

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Happy Spring Equinox!

Slowly but surely the world is opening up again. Even though, at the moment, it means taking out a loan to fill up our vehicles.

Our car has already been road tested, taking part in the St. Patrick's Day parade in Colorado Springs. Always a fun event. The Little British Car group won the title of the best looking car club.

One of several highlights of the year will take place in June, when both GT-47 and the Rallye Glenwood Springs are held. Please sign up to attend. If you don't know about the events already, please check out our website and the Dynamo for details. Our Glenwood Chairman, Keith Kerr, will be carrying out his usual "no rain" dance to ensure the weather will be great.

As always, I look forward to seeing you on the road.

Safety Fast,

Neil



In this issue: We explain the Queen thing, Jim Goodwin reveals what makes him tick, Jonathan Lane says goodbye to a long-standing love in his life, Ron Shaw takes us back to school. - *Editor*

It's A Special Year!

2022 marks a very happy coincidence for rallyists planning on attending the Rally Glenwood Springs, June 10-12. It's the 70th anniversary of the Rallye, and the Platinum Jubilee of Her Majesty, Queen Elizabeth II. Both traditions were started by ambitious young people: In Colorado, college age kids were itching to get their MGs out onto mountain roads after a long winter, and in England, young Lillibet was thrust on the world stage and saddled with awesome responsibilities while only in her twenties.

As British car fans, we are all Anglophiles to some degree, and you have to give Her Majesty credit: she has persevered and carried on regardless. The Crown and MG are further intertwined: Prince Philip spiritedly drove his MG TC while he and Elizabeth were courting. Be sure and join us for the 70th Anniversary of the Rallye Glenwood Springs. And raise a glass to Her Majesty, Queen Elizabeth II.



The 2022 RGS Logo, decoded.

Iris Blue MGB - Marking the
60th Anniversary of the MGB

2022 RGS Featured Car: The MGA MkII Deluxe

2022 marks the 60th Anniversary of the MGA Mk II De Luxe (aka Deluxe, aka DeLuxe). The history of the De Luxe begins with the Twin Cam produced from 1958 to 1960. The care and feeding of Gerald Palmer's twin overhead cam version of the B Series engine proved to be a bit ambitious for owners. The new engines were thirsty for both hard-to-find 100 octane petrol and engine oil, something owners found out the hard way. Warranty claims skyrocketed, causing management to discontinue production. Now, what to do with those leftover components ordered for a production run of 2,500 Twin Cams?



Courtesy: Bring A Trailer

Enter the 1600 De Luxe and the Mark II De Luxe. Both are essentially a Twin Cam body and chassis modified to accommodate the B Series pushrod engine. 1961 saw the introduction of the 1600 Mk II, with its distinctive recessed grille bars. De Luxes retain the Twin Cam's chassis, shell, disc brakes, and center lock ventilated Dunlop pressed steel wheels. The heater box and inlet were relocated to the opposite side in the engine bay to accommodate the carbs on the B Series engine. The Mk II De Luxe used the more powerful 1,622cc engine, a big improvement in both power and in the strength of its internal components.

Paul Dierschow adds his observations:

"If you look more closely, the De Luxe body construction is an odd combination of parts that makes it unique. The external panels are no different from the regular MGA bodies made at the same time, but the main tub is what differs from the regular cars. Look for the shelf where the heater sits and the vertical bulkhead behind it. That panel has all the holes to accommodate the Twin Cam brake pedal box on either side, but the heater location is that of the pushrod cars, which is offset five inches to the right compared to that of the Twin Cam.

The Twin Cam heater is a mirror image of the pushrod version necessitated by the fresh air intake having to come from the opposite side of the car to avoid the carburetors. The bulkhead panel is also different due to hole location for the wider Twin Cam pedal boxes and the slight relocation of the starter cable and oil pressure line.

Otherwise, all De Luxe body sheet metal components are the same as the equivalent pushrod cars. Interestingly, these models were not featured in the official MG catalog and were sold with a mix of optional racing equipment, including oil coolers, close ratio gearboxes, competition seats and cut down racing windscreens. Their limited production run, best-of-both-worlds chassis and engine combination, and subsequent appeal to MG's sporting establishment make these cars one of the most prized classics of the period."

MGA 1600s were the first De Luxes produced and it appears there were 12 made for a dealer in Paris in three colors: red, white, and blue. Some of the early De Luxes were made to North American specification and sold to American soldiers.



PO Box 152
Denver, Colorado
80201

March 9, 2022

Madam,

It gives me great pleasure to announce, on behalf of the MG Car Club, Rocky Mountain Centre, the 70th Annual Running of the Rallye Glenwood Springs, celebrating Your Majesty's Platinum Jubilee.

I understand that Prince Philip drove an MG when you were courting. You may recall that it was about that time when American soldiers stationed in the UK became enamoured with the lightweight, sporty little car, which ultimately led to the establishment of the American market for MG.

Seventy years on, the passion for these automobiles remains. Celebrating the sporting heritage of MG, the MG Car Club, Rocky Mountain Centre has sponsored the Rallye Glenwood Springs (RGS) annually since 1952. The RGS is believed to be the oldest, continually run Time-Speed-Distance rallye held in North America. The Rallye remains one of the most accessible forms of motorsport here, as no driver certification, special equipment or training is required in order to compete. This year's event logo (attached) celebrates our respective milestones.

On behalf of the members of the MGCC, RMC, thank you for your devotion and service to our UK cousins and members of the Commonwealth world-wide. We wish you the very best for your Jubilee year, and beyond.

A handwritten signature in blue ink that reads 'Neil White'.

Mr. Neil White
President
MG Car Club, Rocky Mountain Centre
Denver, Colorado
enclosures

The MGCC, RMC is an official member centre of the MG Car Club LTD,
Kimber House, 12 Cemetery Road, Abingdon-On-Thames, England



Laura Magnuson has come up with an easy way to volunteer online for slots at the upcoming GT-47 event in Colorado Springs!

Please click on this SignUpGenius link to view volunteer options:

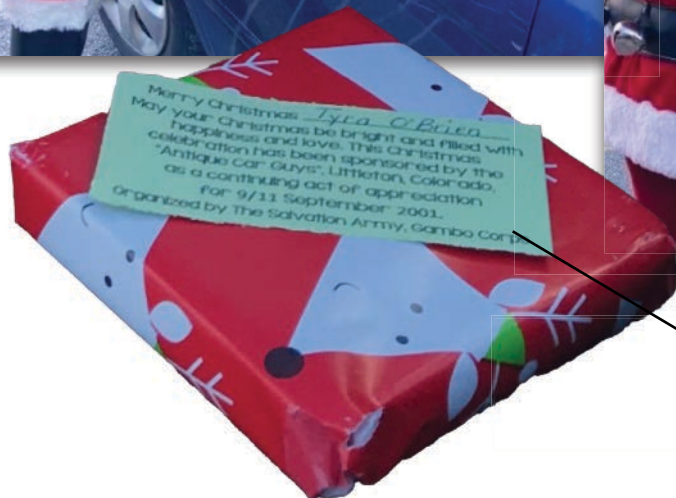
<https://www.signupgenius.com/go/20F0E4EAEA82EA4FC1-gt47> .

Then make your (multiple) choices and volunteer with friends or meet new people. Once you submit your choices, you'll receive a confirmation email. Want to sign up for even more opportunities? Just click on the link again to check availability.

Need help? Reach out to Laura: woodylm@msn.com or 720-272-2794.

2021 Gambo Christmas Party: A “Drive Through” Christmas

Covid did not stop Gambo’s Salvation Army from holding their annual Christmas Party, as supported by the MGCC, RMC. This year, kids were driven by Santa for their gifts. The weather was chilly, but sunny enough to allow the kids to play a bit outside. Thank you for your generous donations again this year. You made it happen gain!



"Merry Christmas from the Colorado Antique Car Guys. "



2021 Christmas Party



It was a special night. Christmas Party Chair Cathy Gunderson worked her magic and reserved Memory Lane for the 2021 Christmas Party. Owned by Darrin and Rick Martin, Memory Lane is a private collection of nostalgic memorabilia and artifacts from the 1950s - poodle skirts and tail fins, Elvis and Willie Nelson, model train dioramas and Radio Flyers. Cathy's remit was to put together something special on a limited catering budget. We persuaded the local T-Register folks to join us as well. It worked out great, thanks Cathy for all of the creative thinking, broken wrist and all!



Classic Cars, Train Town, Arcade Games, Soda Fountain, Celebrity Tributes and much more...

Walk Down Memory Lane with Us

Join us for

MGCC Holiday Party

Dinner and Man Cave Tour

**Billiards/Shuffleboard
Pinball Arcade**

**HO Scale Train Town
Karaoke Lounge**

**Classic Automobiles
Vintage Bumper Cars**



Prior page: A great venue for catching up; John Fraioli with his holiday mask; Cathy and John compare wrist repairs. Clockwise, this page: Chuck and Terri Wiley with Stan and Eileen Edwards; Carl Stokes with Kathy Tasei and Tony and Joy Mateyko; Cathy Knopinski talks with Ken and Helen Van Cleve; Mark Wyche and Ken; Phil and Kim Kraemer; Stan and Kemal Ouwerkerk; Lynn Holm and Dee Dee Reilley catch up with Eileen Edwards, Rebbecca MacIntyre, Ritsuko Fraioli, Jim Goodwin and Lora Swenson.



Scenes from the party: (Clockwise) Alan announces that we win the Nuffield Award for the second time since 2016; Skip Christensen steps down as chairman of the T-Register; The T-Register folks enjoy the malt shop atmosphere; Joe Haynes and Elaine Kelty share a story with Michael and Nancy Royse; The group watches the presentation of the Hazel Marble Award; Irene Peek shares a laugh with Lora Swenson and Ritsuko Fraioli.



Scott and Nancy Story win the 2021 Hazel Marble Award.
The Hazel Marble Award is given to the club member(s)
who best embodies the MG Spirit. Congratulations, Guys!

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PRESIDENT
JOHN DAY

Brian G Woodhams, MG Car Club of the United Kingdom North American Manager writes:

It gives me great pleasure to take this opportunity to officially announce the winners of the prestigious North American Nuffield Challenge Trophy for 2021. The MG Car Club UK has officially decided that the Trophy will be shared between the three Centres that helped us sort out the North American mailing situation with Safety Fast! magazine in 2021, or at least contributed to the situation we find ourselves in now which is a lot better than it was earlier this year. So well done to the MGCC Rocky Mountain Centre, the MGCC Toronto Centre, and the Peachtree MG Registry.

As you have heard from Brian Woodhams, The MG Car Club of the United Kingdom has awarded the 2021 Nuffield Challenge Trophy for North America to the Peachtree MG Registry to be shared with the Rocky Mountain Centre and the Toronto Centre. 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 sterling 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 MG Car Club of the United Kingdom recognizes the Peachtree MG Registry for your activities and contributions to MG: the Marque of Friendship.

- Peachtree Registry has been an active Club since 1984 and a Centre of the MGCC UK since 2018.
- Your 193 members are enthusiastic and show their MG passion while participating in local, regional, North American, and International MG events.
- Peachtree MG Registry has active members in the North American Council of MG Registers which includes the MMM, NEMGT, MGA, and MGB Registers.
- Peachtree MG Registry members have organized and hosted national and local conventions. Your committed member volunteers have shared their MG Spirit and love of Georgia.
- Your club members participate locally in car shows, charities, drives, parades, and picnics.
- MG cars in Peachtree span the years from 1930 to 1980 and will soon include a modern MGF.

This is the first time the Peachtree MG Registry has been awarded the Nuffield Challenge Trophy.

Congratulations on behalf of the MG Car Club of the United Kingdom!

Safety Fast!

Alan Magnuson
MGCC UK Liaison for North America
North American Council of MG Registers
"MMM, NEMGT, MGA, & MGB"

Registered Office: Kimber House, 12 Cemetery Road, Abingdon, Oxfordshire, OX14 1AS. Reg. No 962227. VAT Number GB 194 7172 35.

North American Liaison: Alan Magnuson (303) 437-0527 mgccliaison@namgbr.net

My MG Journey

By Jim Goodwin

My MG journey began in 1970 at the impressionable car-crazy age of 14. My family had just moved to a subdivision my dad was building in the country outside of Boulder, Colorado. Living on land with private roads, I learned to drive everything we owned, including Dad's construction trucks and tractors. One day, a guy came to talk to my dad about a construction project and I wouldn't leave him alone, seeing as how he brought along his beautiful 14-year-old daughter in a BRG 1967 MGB. He got tired of my endless questions about the 'B, so he told me to take his car for a drive. That MGB was a joy to slide around on our gravel roads. His daughter was having a good time and I was quite smitten, with both the car and the girl. I desperately needed to get one of these cars!



A friend told me about a beat up 1963 MGB for \$75. A rod had gone through both sides of the block, and it was RUSTY. My youthful enthusiasm couldn't overcome the rust, so I bought another with a nice body and no mechanicals and another that hit a deer but had a good drivetrain. I spent \$475 for all three. I built one good car out of three and waited to turn 16 so I could legally drive it. I had enough parts left over and after leaving a note on the local Foreign Auto Parts bulletin board, I was suddenly in the MG parts business! I bought more MGBs in high school, built two more Bs for myself and sold a lot of parts while my friends were all working for \$1.75/hour. I sold my 3rd MGB in 1974 to my dad's building superintendent for a roll of \$100's totaling \$2,000. Thought I was rich! I immediately went out and bought a 1965 Austin Healey MKIII found sitting under a tree in some guy's backyard for \$900. I drove and wrenched on that car for a few months, then sold it to buy a mint 1965 Mustang Fastback for a whopping \$1,650 in 1975. I loved that car but not the 14 MPG.

I got my first ride in an MGA as a sophomore in college on a beautiful summer night. The gauges glowed up high on the dash just below your line of sight of the road; it felt like an open cockpit biplane, and I was hooked! The search was on. I sold the Mustang for \$2,000 and bought three MGAs for \$1,000. I raced one all over Boulder for a summer, learning to double clutch a transmission with absolutely no synchros left while building a hot three-main B motor for one of the other two, a '58 1500.

Someone told me of an MGA gathering to be held in Estes Park, Colorado. That '58 in all its multi-primered glory took me to the NAMGAR Regional in 1978. I think there were maybe 15 cars and I'd never seen that many MGAs in one place before. I was out of my mind with excitement. Although it drove well, I had clearly the worst looking car there including a smashed RR fender as the result of too much speed in a turn and meeting another car parked inconveniently in my path. The NAMGAR folks were good sports and awarded my car 2nd overall. Jokers. I had no idea then that I would be the chairman of GT-45/47, 43 years later in 2022.

I finished college, got married, divorced and lost everything. Somehow, I managed to keep the MGA. As it was my only real asset, I restored and sold it to replenish my bank account but not before buying a '59 1500 to restore. I just couldn't stand the thought of not having an MGA. Living in an apartment in Denver then, I had no place to keep it, so it went to a new owner. I watched it drive away with tears in my eyes.

I had no MGs for the next 10 years but couldn't stop looking. I'm one of those guys that can't ignore classified ads or forgo driving up and down alleys looking in backyards. A '67 MGB showed up in the Colorado Springs paper during a snowstorm in March. This freshly restored contest giveaway car was won by a liquor salesman that sold the most cases of MG Vallejo wine in the country. Being recently divorced and living in an apartment, he had no place for the 'B and I was the only idiot to venture out in the snow to look at it, so it followed me home. I guess Karma felt sorry for me having to sell my MGA when I was in his shoes.

A few years later, I got the itch for another MGA. While looking for an A, an ad for a 1952 MGTD in my car club classifieds called out to me and joined the B in my garage. One fine spring day, I was sitting in the MGB about to leave Home Depot, just minding my own business when a guy drove up in a Corvair Ramp-side pickup and said he had an MGA in his garage and would I be interested. "MGA in the garage" are my four favorite words. Even better than, "I love you Honey" or "want another cold beer?" I stayed calm and asked, "Where do you live?" His garage was only a mile away and we were off. This guy collected primarily pre-war American convertibles and bought the MGA at an auction on a whim because his wife thought it was cute. Buried in the end of a long building with many cars behind, it was trapped and hadn't been driven in 20 years. A deal was made, and I finally had another MGA, a white '57 that used to be a race car. I wish I could say that Carroll Shelby raced it. Or even walked by it. Or even just glanced in its direction. Despite its lack of provenance, it was all mine.

A '48 MGTC for sale appeared in my car club newsletter, and, well, I had to have it. Same with a '56 MGA I found in the *Thrifty Nickel* ads. I found my beloved red '60MGA you've seen in ads for GT-47 while tooling around Manitou Springs in my TC. A guy was having a garage sale and he called out as I drove by, "Nice MG, do you want to buy another?" Of course, I stopped and asked him what he had.

"I have an MGA in the garage." Uh,oh. He had spent seven years doing a ground up restoration on a mint original, had all the parts to finish but ran out of steam and it sat on jack stands in his little one-car garage for 22 years until I came along. He opened the door revealing a dusty but shiny MGA and I heard angels singing! I finished the restoration and by now, I had a bunch of MGs but no more room. My lady friend, Lora (the GT-47 Vice-chair and my MG hobby enabler) was getting concerned. "You can't rescue all of them!" she said. A light bulb went off and I replied, "Sure I can, I just don't have to own them all," and so MG Rescue and Adoption was born.

So, I've come to be known as "Jim the MG Rescue Guy." I look for MGs that I can rescue - barn and garage finds that don't run, don't have a title, are missing critical parts, etc. The typical donor car comes from a guy who gets all excited and disassembles a running car for restoration, only to end up with a pile of parts on his garage floor. Life gets in the way, and they never go back together. Parts and titles are lost. These are cars that might have ended up being parted out. I drag them home, get them running and properly titled. I have two three-car garages full of parts so I can supply the missing parts to make the car whole. Then I look for someone with the desire and ability who will adopt and restore the MG. Following the Humane Society model, you must show me you'll be a good owner, or you don't get to adopt an MG from me. It's not about the money, I want to see these cars restored and back on the road instead of rusting away in a field. I get to enjoy the thrill of the hunt and vicariously experience the excitement of the new owner.

I have been doing this for many years and have saved dozens of MGAs and MGBs. The risk in this is that I occasionally fall in love and keep one (or two). I'm rebuilding a '60 1600 now and trying not to fall in love again. This madness started 51 years ago and along the way, I've become a good MG mechanic, learned to speak fluent MG, and have made many friends in the MG world. Here's hoping you can make it to GT-47. I'd love to have a chat with you about your car.

-Jim



MGers are headed back to the Royal Gorge during GT-47.

It's Tough to Say Goodbye (Over and Over Again)

Jonathan Lane told me the story of selling his Big Healey. The 1960 Austin Healey 3000 was in his possession for about 25 years, and was a running, driving car. Jonathan struggled with the idea of restoring it to a proper cosmetic state, but life, as they say, kept getting in the way. Things started getting tricky when Jonathan learned he had to find a new storage space. He had a friend who was willing to let him share their garage, but he knew it wasn't a good long-term solution. The final key was when his cousin Michael mentioned he was looking for a project.

Michael lives in Market Harborough, Leicester in England and he was the man for the job. He already had an MGB-GT and had previously owned an AC ME3000 and an Aston Martin Vantage. Definitely a car guy. One of Jonathan's favorite memories from his childhood was driving around with Michael in his GT and stopping to look at a Marcos that was for sale. This was a car that Jonathan never thought he would part with, but if he was going to sell it, this was the guy to sell it to. He knew Michael wanted the car, didn't mind it was left hand drive and he knew Michael would take good care of the car.

The cousins struck a deal, and Michael arranged for an English transport broker to collect the car from Colorado, ship it to the UK, handle the paperwork and even get the car through the MoT inspection once it landed on English soil. Sounds easy peasy.

Calling the broker "shady" isn't really fair. Let's just say he knew a guy who knew a guy who knew someone who could get the job done. Several attempts were made by various "carriers" to pick the Healey with ridiculously short notice. They'd call and say, "We're on our way!" or worse still "We're Here!" expecting Jonathan to drop everything and leave the office for several hours to meet the transporter and oversee the loading.

Finally, the broker got the message. Weekday pickups were out. One night after work, Jonathan got a call. "On my way!" So he decided enough was enough and decided to meet the driver at the lockup where the Healey was stored. Jonathan waited in the dark outside with the Healey. The driver eventually showed up with an open car carrier. A quick call woke Michael up in the middle of the night. "No that's not right, it's supposed to be enclosed!" So Jonathan sent this latest driver packing, despite his protestations of "It'll be fine, don't worry so much!"

Michael patiently reminds the broker of the requirement for an enclosed carrier. More time passes, and Jonathan gets a call one afternoon. "We're four hours out," the driver advised. Jonathan goes to meet him, and the fellow rolls up in a U-haul pulling an enclosed two car trailer. "The driver was a Russian guy and he brought his family along for the ride. They were heading to Disneyworld for vacation after the cars got dropped off." Jonathan resignedly helps load the Healey, and it's on its way to a New York port. Despite the casual transportation arrangements, the Healey arrives in Michael's hands many days/weeks later. In one piece.

Michael is thrilled, and is currently working on the electricals and the body cosmetics. The faded red paint has been polished up and actually looks really good, though Michael admits that the car looks 100% better in the pics than it does in real life. The big Healey is still in the family, and is being improved by the day. For Jonathan, there's only mild regret. "This is a wonderful car that made the best sounds in the world," but he's happy to see it getting the attention it deserves. After all, if you have to sell a car on, you can't do better than family, assuming they know what they are getting into. Jonathan told me he looks forward to driving the restored Healey one day when he returns to England.



What A Drive!



From "What a Bus!" to Whataburger!



John Fraioli

Jim Lancaster

Steve Gardner

John Fraioli has been keeping his eye on the weather forecast. On March 3, the stars aligned and provided perfect weather for an impromptu drive. The MGers left the AMC Chinese Theatre in Centennial, headed south through Franktown, then by Castlewood Canyon State Park, south to Palmer Lake and back east to Monument. Traveling a little further east and south, the team made it successfully to the Whataburger near the Pikes Peak Community College Rampart Range Campus in North Colorado Springs. Along on the drive were Steve Gardner, Jim Lancaster, Mario Krauss, Pete & Randy Perea and Charlie & Linda Bartish.

Arun, aka CR King, brought his restored 1961 Bristol Lodekka double decker bus to the start point. No word as to how many prospective passengers tried to hail him on the way over. Ben Greene, Alan Magnuson and Joe Haynes met the group at the starting point, but could not go on the drive for various reasons.

John picks up the story from here:

"The line was too long at Whataburger so we had lunch at a nearby 'Freddies' instead. Jim Goodwin was driving by and saw our MGBs in the parking lot at Freddies and stopped in to hang out with us for lunch. I should tell you that the Bartishes dropped out at Castle Rock; that was a far enough drive for them.

Pete and Randy dropped out at Monument. They live in Colorado Springs and decided to go back home instead of going to lunch with us. After lunch Mario decided to head back home on his own while Jim, Steve and I decided to take a longer drive with Jim Goodwin. He took us to that scenic spot where we took the picture with Pikes Peak in the background. After the photo op, we went to Jim Goodwin's home to look at his fine MG collection. It's about two blocks from Jim's house where the "Roller" lost control on the steep hill and was heading right for us before veering off at the last moment and totaling a parked car. (See *below, Editor.*) After viewing Jim's MG collection we followed him to the site of the GT-47 car show location which will be held at the Cheyenne Mountain High School. Finally, Jim Lancaster, Steve Gardner and myself drove back home to Aurora. The total mileage of the three that did the most driving was 142 miles."

Close Encounter with a Steamroller

After their visit to Whataburger, John, Jim Lancaster and Steve Gardner went over to Jim Goodwin's house to see his MG Rescue operation. Jim's property is on a steep hill outside of town. On their way up the hill, our intrepid team was confronted by an out of control steamroller careening down the hill towards them. According to John, the operator managed to avoid the retreating MGs and jumped off just before the roller crashed into a parked car. Our guys were too busy to capture the action on camera, but here is the after photo of the wrecked car. I wonder if the claims adjuster believed the victim's story. - *Editor*



(L to R): Jim Lancaster, Jim Goodwin and Steve Gardner at a Pikes Peak scenic overlook.



For Sale: 2000-Something Jellybean. 120,000 Miles.

Needs minor cosmetic work. \$28,500

What A Bus!



After, and Before...



"My bus is a 1961 Bristol Lodekka. It first saw service in Glasgow, Scotland and somehow went from Glasgow to London at some point.

In the late 70s it was shipped by boat over to Galveston, Texas. The previous owner went to Texas from Colorado and drove to Idaho Springs, where he used it as a food truck. Upon my acquisition, I drove it from Dumont, Colorado down to Castle Rock."

More than 5,200 Lodekkas were produced in various guises from 1949 to 1968. Acquired in 2015, the beauty you see here represents more than 2,000 man-hours and an untold sum of money. Arun intends to use the bus for commercial purposes beginning this summer.



Photos Courtesy of CR King, Facebook



Arun Anandasegar, AKA "CR King"





St. Patrick's Day Parade

Colorado Springs
March 12, 2022

Right: Lora MacSwenson and a cast of dozens took place in this year's parade. Notice the Ukrainian flags.



Participants Included: Roland Smith, Dick Classen, John Dunham, Jim Goodwin and Lora Swenson, Neil White and Dorothy Stone, Jack Beuse, Jim Nab, Pete Perea, Janell Bartlett, Haven and Mary Carson, Bill McCammon, Bruce Schlaubagh, Mike Jankowski, Chuck and Becky Hassler, Joe and Cathy Gunderson and Greg Ralston.



Above: Neil O'White after drinking a green beer. Left: Chuck and Becky McHassler. The Pikes Peak Little British car Group won the award for best car club participating in the parade.





The Wayback Machine

With Ron Shaw



The University of Denver Foreign Car Club, 1956 - 1959

In the fall of 1956, freshman Ronald Hill took it upon himself to form a sports car club among the students and faculty at the University of Denver. Ron was the son of Clyde and Fern Hill, Instructors at DU. The family had moved to Denver in the late 1940s from the Chicago area. Ron developed a keen interest in sports cars, an interest no doubt fostered by his friendship with DU Physical Education Professor Granville "Granny" Johnson, one of the significant figures in the development of sports car enthusiast activities in the 1950s.

The accompanying photo shows the DU Foreign Car Club members and their cars assembled for the 1957 portrait contained in the student year book. We see at least three, perhaps four, MG TDs and another looking suspiciously like an MGA. Of particular note is the car in the center, behind the Alfa. It is a Ferrari Tipo 340 Berlinetta, one of three such race cars built for the 1953 Le Mans race. The car was disqualified in that race but later in the year finished sixth overall in the Carrera Panamericana, often called the Mexican Road Race. Owners Mark and Louise Schellenberg stand beside the car. DU club President Ron Hill had invited them to appear in the photo although they were not members.

Ron Hill remained as President through the 1958 year. The DU Foreign Car Club survived with other leadership through the 1959 school year, then disbanded. - RS



CENTER FOREGROUND: Hal Stalgren. ROW ONE: Bruce Harlow, Mark and Louise Schellenberg (guests), Alan Hodges. ROW TWO: Terry Krumm, Barbara Kelly, Chet Butler, Bruce Ware, sponsor; Mary Lyle. ROW THREE: Kay Herbold, Bob Herbold, Ron Hill, Marlene

Southwick, Roger Southwick, Ann Sweeney, Kay Gunnerson, John Gunnerson. ROW FOUR: Jim Stanford, Don Southwick, Joseph Hall, Bea Weiss, Dorothy Ryan, Charles Couzens.



CAR SHOW

TECH SESSIONS

FUNKHANA

VALVE COVER RACING

MODEL COMPETITION

PHOTO CONTEST



THE NEXT GENERATION

WWW.MG2022.ORG



LIFT LOCK TOURS

LOCAL RALLY

SELF-DIRECTED DRIVES

PARKING LOT PARTY

SPECIAL GUEST

SPEAKER

During the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

JUNE 19 - 23, 2022





*** MG2022 Update – March 2022 ***

The organizing committee of MG2022 is pleased at the overwhelming response we have received thus far. As of now, we have roughly 200 participants registered. Our discounted rooms at the Holiday Inn have all sold out and we are down to less than 5 at the Best Western. We have provided a list of other accommodations on the online MG2022 registration form. If you haven't already registered, we encourage you to do so as soon as possible, some of our activities are capacity limited on a first come, first served basis and they have started to sell out. This includes our awards banquet. The main banquet room is now fully sold out, however we have just secured access to another room offering an additional 35 seats. We hope to be able to hook up a live video feed to this room, so you don't miss any of the action, including our special guest speaker, former MG employee Dr. Ian Pogson. If you want to ensure access to the activities of your choice, don't keep waiting and miss out! Register now at www.MG2022.org.

Since our last update was released, we have launched our online regalia and commemorative MGB60 beer sales. Those can be found by visiting the MG2022 website. We are very excited to feature the ability to have an MG of your choice, in the colour of your choice, stitched onto your MG2022 shirts. There is a wide array of MGs to choose from and the colour possibilities are endless. Perfect for those unique 1970s MGB colours like Limeflower or Aconite. Our MGB60 commemorative beer cans are also sure to be a hit. We have partnered with Henderson Brewing Co in Toronto to come up with a very limited edition 8 pack of MGB themed tall cans. Each can represent an iconic MGB variant and inside you will find Henderson's easy drinking Food Truck Lagered Blonde, perfect for those June temps in Southern Ontario.

Our activities calendar is jammed full of events that should satisfy MG enthusiasts of all ages and backgrounds. Whilst there are several activities that are ticketed and require an additional fee, your MG2022 registration allows you access to many non-ticketed activities such as the Meet & Greet, Tech Sessions, Rallye & Funkhana, Hagerty Driving Experience, Parking Lot Party, Car Show and more. Our ticketed activities include bus trips to local sites of interest such as Petroglyphs Provincial Park and Bobcaygeon, Lift Lock Cruises, Scottish Afternoon Teas and an off-site Barbecue dinner at Lang Pioneer Village. We really do hope that there will be something for everyone who attends MG2022.

Finally, it has now been a few years of planning and organizing but to see everything coming to fruition makes the effort all worthwhile. We are still dealing with some restrictions from COVID, but it looks like things are indeed opening back up. For our American friends, please make sure your passports are up to date and review the latest Government of Canada Travel Guidelines at (<http://travel.gc.ca/travel-covid>). Please check these requirements often as they are constantly changing.

Registration for MG2022 closes May 31st and you will not want to miss out so do not delay, register today!

Safety Fast!
Jeremy Holdsworth
MG2022 Vice Chair

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North American MGB Register

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Toll-free phone: 800-NAMGBR-1

www.namgbr.org



Upcoming Events

For updates on these and other events, please check our website: www.mgcc.org

Monthly

Regular Second Wednesday Membership Meetings are held every month except December. We'll be meeting at 4Gs Mexican Restaurant, 5950 South Platte Canyon Road Littleton, Colorado. Dinner at 6, The meeting starts at 6:30.

May

TBD - It's the Gundersons' Birthday Mega Party in Castle Rock. Clowns! Ponies! Flyovers! Date and time, TBD. Combined ages: TBD.

June

5-6 Big Bore Thunder at Pueblo Motorsports Park in Pueblo. A Rocky Mountain Vintage Racing Event. www.rmvr.com Come see a variety of vintage race cars, including a large contingent of MGs, go wheel to wheel at [Pueblo Motorsports Park](#).

6-10 GT-47 in Colorado Springs. The North American MGA Register annual meet. Hosted this year by the MGCC, RMC. Jim Goodwin and Lora Swenson are co-chairs. Come out and lend a hand, or register at gt-47.com and join in on the fun. **If you haven't done so, check out the GT-47 website.** There are great tours planned, as well as cowboy night chuckwagon cookout at the Flying W. And who here isn't a cow person?

10-12 The 70th Annual Rallye Glenwood Springs - Tour on Friday, Rallye on Saturday. Join us in celebrating 70 years of continuous TSD rallies, along with her majesty's Platinum Jubilee. This year's rallye written by "Devious" Doug Eulberg. Register now at mccc.org.

18 The 1940s WW II Era Ball at Boulder Airport. Tickets are sold out, but organizers are looking for period classic cars to display. Spice things up by bringing your TC or M type! In return, you'll get free admission – Fantastic music, Glen Miller and Swing Dance music, period dress, etc. It's like Goodwood with an American Flair.

19-23 NAMGBR's MG 2022 in Peterborough, Ontario. Meet & Greet, Tech Sessions, Rallye & Funkhana, Hagerty Driving Experience, Parking Lot Party, Car Show and more. Our ticketed activities include bus trips to local sites of interest such as Petroglyphs Provincial Park and Bobcaygeon, Lift Lock Cruises, Scottish Afternoon Teas and an off-site Barbecue dinner at Lang Pioneer Village. <https://mgtoronto.com/mg2022/>

July

11-15 MMM Register Annual Meet, celebrating the 90th Anniversary of the J-Type in La Crosse, Wisconsin. Enjoy a stern wheel boat tour, the Car Show on the island where the first trading post was located, enjoy a Norwegian heritage center, restaurants, local craft beers, and martinis in a retro 1960's lounge. Trivia: La Crosse was named by explorer Lt. Zebulon Pike in 1805 after the game of lacrosse played by the local Winnebago and Sioux. No word on who won. nammr.org

11-15 is also the **GOF Central Meet**. So dust off the TD and leave by the 4th, and you'll get there in time. <https://mnmgrtr.org/gof-central-2022/>

16 Elizabeth Celtic Festival Come for the Highland Games, Piping competitions and the Bonnie Knees Contest. Put your MG in the car show! <https://www.elizabethcelticfest.org/>

August

6-7 Colorado Scottish Festival It's not too late to break out the kilt! Presented by the St. Andrew Society of Colorado. Another car show opportunity. <http://www.scottishgames.org>

6 CCCC Rocky Mountain Car Show and Swap Meet - Rocky Mountain Metro Airport, Broomfield. https://collectorcouncil.com/?page_id=308

27 The Morgan Adams Concours d'Elegance an exclusive and exhilarating aircraft, automobile, and motorcycle preview with silent and live auction components. The event brings together a collection that spans all collectible eras, representing an incredible array from the earliest significant air/auto/moto to breathtaking modern jets and supercars. The attractions include one-of-a-kind vintage vehicles, one-off assembly automobiles, as well as custom private jets and extraordinary vintage aircraft. <https://www.morganadamsconcours.org>

September

12-17 - The Colorado Grand - Applications due May 1. <https://co1000.com/2022-application/>

17-18 The Colorado English Motoring Conclave in Arvada. Be there! Ride the Rockies Tour on Saturday, Car Show on Sunday. Volunteers needed! Etc.!

Late September - MOAB goes to Montrose, Ouray, Telluride, Black Canyon of the Gunnison. Tourmeisters are John and Becky MacIntyre. Details at the May meeting.

October

First Weekend - Oil Spot Rallye – BMCNC

Second Weekend – Alan Saltzman Memorial Drive



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

Paul Dierschow
John Fraioli
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Jeremy Holdsworth
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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



Other Bits N' Bobs

John Layman is looking for garage space in the Longmont area. Please contact him if you can help.
303-449-2339

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



CONTRIBUTORS NEEDED!



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

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WWW.GT-47.COM

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LET'S GET A MOVE ON!

- LISTEN TO A COWBOY BAND AT A REAL CHUCKWAGON COOKOUT
- ENJOY HIGH TEA AT A HIGHFALUTIN' MANSION
- CONQUER PIKES PEAK
- TAKE ADVANTAGE OF NUMEROUS TOURS AND SIDE TRIPS TO JAW DROPPING, INSPIRING LOCATIONS
- SAMPLE LOCAL CRAFT BEER AND DISTILLED SPIRITS. REPEAT.
- VISIT COOL MUSEUMS, THE AIR FORCE ACADEMY AND THE U.S. OLYMPIC TRAINING CENTER
- BASK IN THE GLOW OF COLORADO SPRINGS, THE "LONDON OF THE WEST"*

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June 6-10, 2022
Colorado Springs, Colorado



*FAMOUS FOR ITS SOPHISTICATION AND GENTEEL VIBE, COLORADO SPRINGS EARNED THE NICKNAME THE "LONDON OF THE WEST" IN THE 1800S. AND IT STILL MEASURES UP. TRIPADVISOR JUST RANKED COLORADO SPRINGS 7TH AMONG THE "TOP 25 EMERGING DESTINATIONS" IN THE WORLD. BEST GET HERE BEFORE THE STAMPEDE.

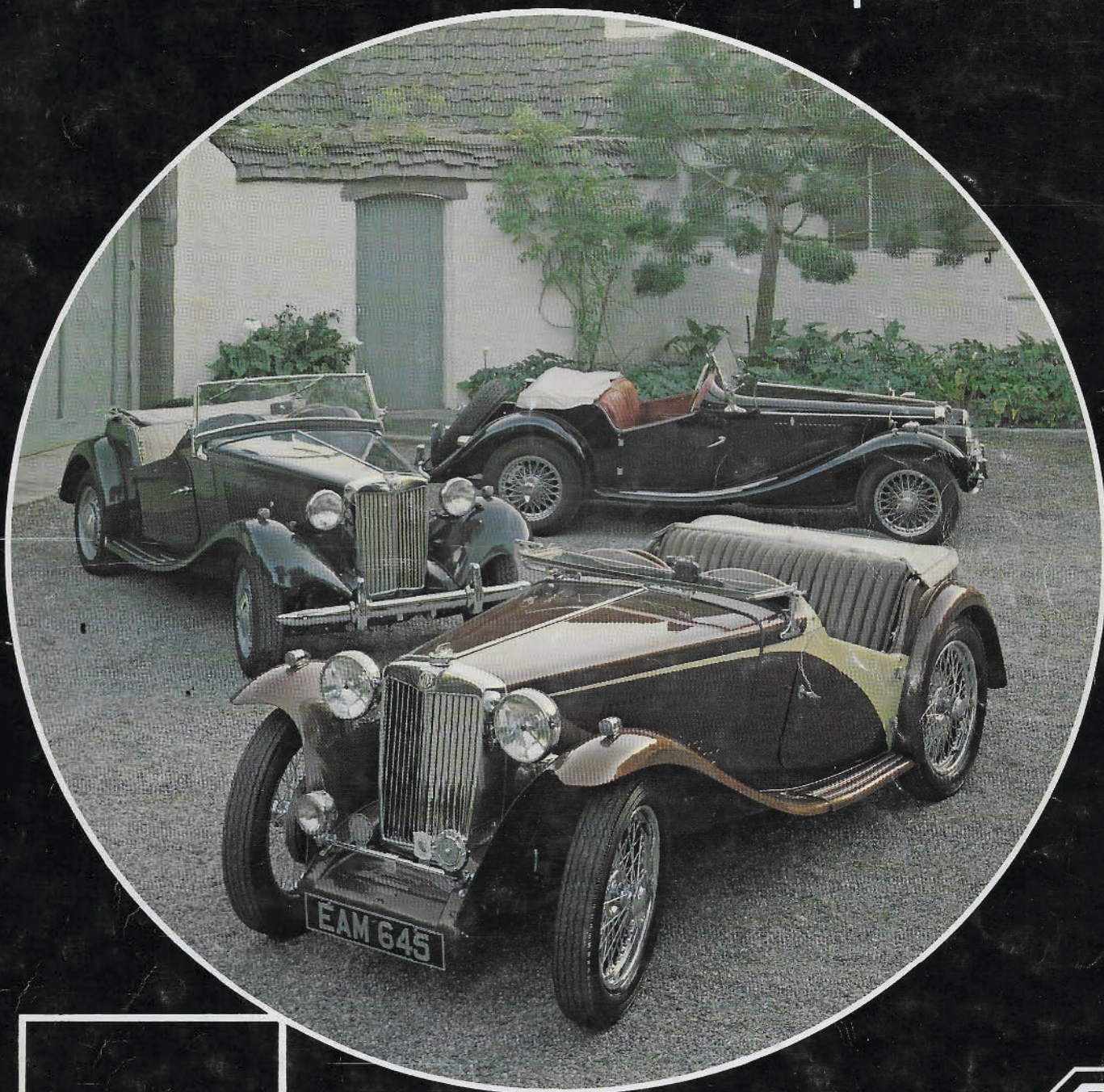
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