



DYNAMO

Indian Summer



November, 2021



President's Corner



DYNAMO

The Official Newsletter of

The MG Car Club of England, Rocky Mountain Centre

November/December, 2021

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From the end of Summer, a flurry of activity took place on the MG calendar. I hope everybody that experienced Glenwood, MOAB and Conclave had a great time. Thanks to all the organizers involved. If you didn't take part, next year will be the 70th year that the Rallye Glenwood Springs runs. Please come join us. Details will be on our website shortly.

Thanks to all for supporting the club. We have 230 member families signed up. Who knows how many more we can find next year.

It's been my honour to be the club's President this year, and I don't know if you'll be happy or afraid, but like a bad penny I'll be turning up in the position next year, too.

Merry Christmas everyone of us, and a Happy New Year to all.

Safety Fast!

- Neil

2021 Gambo Christmas Party Appeal: It's Not Too Late to Contribute!



Hello all of my MG Friends!

Again, as in the past 19 years, I ask your help raising funds for the Salvation Army Church of Gambol, Newfoundland to provide the KIDS OF GAMBO, NEWFOUNDLAND a special Christmas party still in these difficult times. **The Party is December 4**, so please make your checks out to The Salvation Army Church, Gambo NF and send them to me at 5260 South Zinnia Court, Littleton, CO 80127. You can also give me cash or check at our next meeting.

As always, the MG family is very special and I thank you for your help in providing the kids of Gambo a VERY MERRY CHRISTMAS!

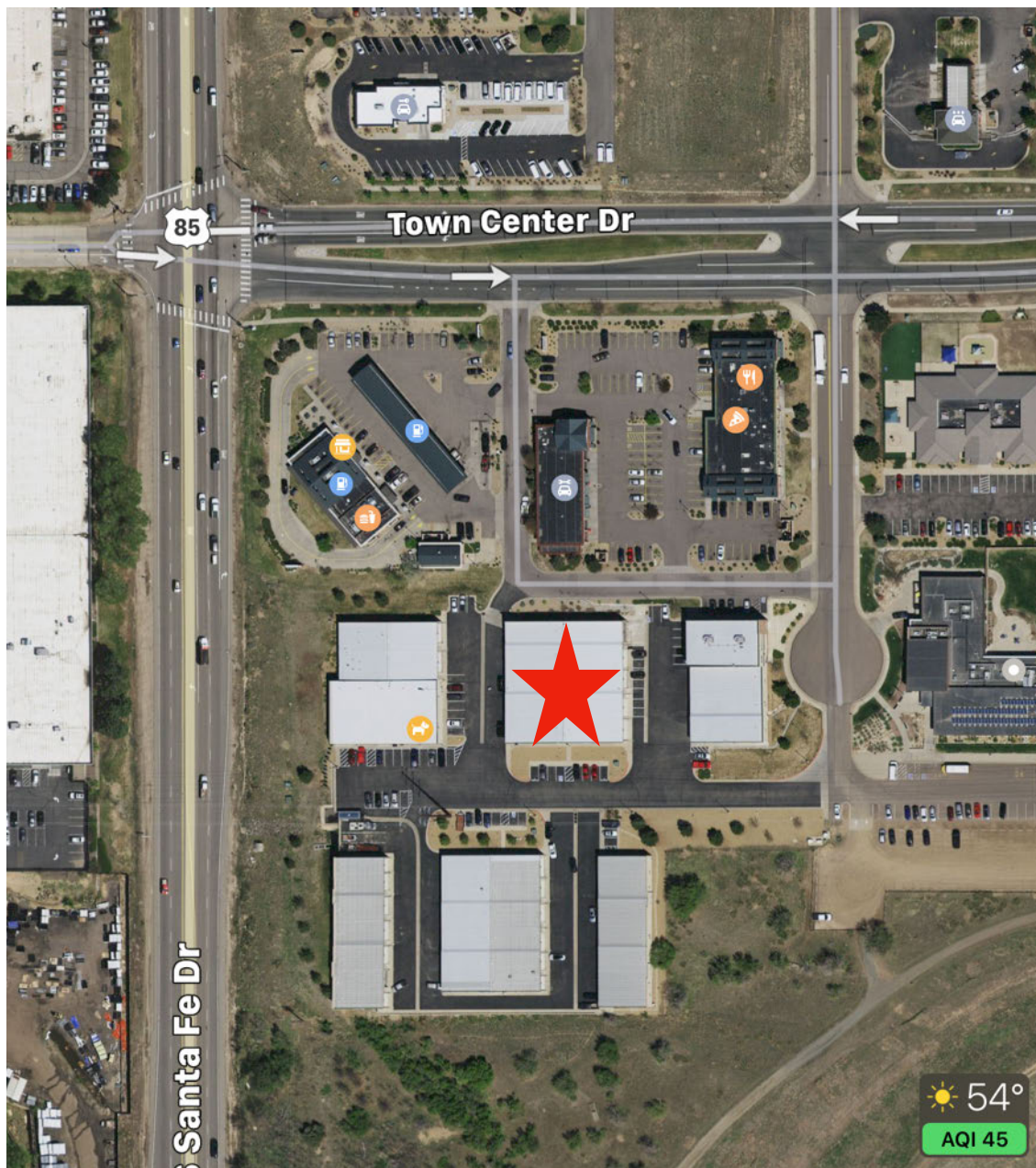
Cheers,
Jack Kahler



2021 Christmas Party



Here's a Google Maps view of the Christmas Party, approximately located on the Southeast corner of Santa Fe Drive (85) and Town Center Drive. Enter from Town Center Drive and head South. Go to mccc.org to sign up for the party. The entrance is on the East side of the building.



Editorial



The “Silly Season” is finally over.

It’s what happens when a summer’s worth of car related events are crammed into two short months. Okay, maybe in six weeks or so. This year it happened again, because of COVID-19. Organizers seemed a little more confident this year, but they still wisely delayed events until the end of summer. Competing events crammed the calendar. Members had to decide which of three or more events they wanted to attend on a given weekend.

Somehow, in one of the most litigious countries in the world, superspreader events didn’t generate a slew of lawsuits, which heartened event organizers everywhere. Collectively, we had options and grew to assess our risk associated with attending events with large groups of people.

In general, Glenwood included, attendance was a bit light this year. But they happened, and that’s what’s important. Speaking of turnouts, 45 intrepid people attended the First Annual Alan Saltzman Memorial Drive on Saturday, October 9. Not bad for a group of event-weary participants. I for one, am looking forward to a few peaceful weeks before the holidays start. Speaking of which, I hope you enjoy the holidays. Believe me, you’ve earned it.

Your Humble Editor



Glenwood Rallye



August 27-29, 2021

COVID serves to constantly remind us how precious our time with friends really is. Despite the emergence of the Delta Variant, the stars aligned again for the delayed 69th Annual Rallye Glenwood Springs. Nearly 150 people and 68 cars registered for this year's event, held August 27-29, 2021.

Plenty of unknowns persisted until just days before the event. Would a sudden surge in COVID cases result in last minute restrictions on our gathering? Or would additional mudslides in Glenwood Canyon close I-70 and choke off alternative routes, including the tour over from Denver? Would we ask too many rhetorical questions? Thankfully none of that happened.

Friday's tour proved interesting. Touted as "The intersection between *Top Gear* and *The Great British Baking Show*, tourmeister Jeanne Kerr combined cars and creativity to entertain participants this year. See page 16.

It was an unusual rallye this year, challenging the veteran while frustrating the novice. Participants struggled a bit with the main road rule defined in the Generals viz. the detailed rallye directions. On Saturday morning, 30 cars started out on the westbound route out of Glenwood. Twenty-seven cars made it to the first checkpoint. Just 15 made it to the final control. Despite the all challenges, participants remained undaunted. One rallyist, who managed to start the rallye from the wrong location, said that he can't wait for next year to give it another go!

Although there were no official group socials, the staff at the nearby Chili's restaurant managed well under the onslaught of road weary rallyists on Saturday. To use the old expression, "A good time was had by all."

Despite ongoing changes to the layout of Two Rivers Park, the Funkhana and car show went on as planned. An important car that was entered turned out to be Ruth & Bob Wade's 1953 MG TD. This car actually participated in the Aspen Street Races of 1954, and the "Rallye Glenwood Springs" in 1955 and 1956. The Wades won the Kumpf Award for "Outstanding MG" this year.

Sunday's Car show at Three Rivers Park:
Great Weather in Familiar Surroundings.



The Magnette was this year's featured car.
The white car belongs to David Murphy.



Photos: Nigel Gloyd



Photos: Greg Bollendonk



Today I left Conifer at 5.30 am to join the 69th MG car Rallye in Glenwood Springs, the oldest, continually held, time-speed-distance rally in the US. A 3-day event. I had to pass thru Glenwood Canyon which was closed due mud and rock slides a couple of weeks ago. Now one lane in each direction is open which still causes delays. In the morning I had to put a blanket on my bare legs, temperatures in the 40's over Vail pass, no heater. In the afternoon the temperature reached 90 degrees which almost caused the Lotus to vapor lock. Typical Colorado motoring conditions.

Here, in the middle of the picture, you can see the rocks which came tumbling down in Glenwood Canyon on this important interstate highway. You can see the structural damage on the upper lanes. For a little while the Colorado River was blocked with mud and rocks.

Next, the some of the cars shown on the last day of the event, mostly MG's, our Lotus (#42) won best in class of the "other" British Cars class.

The overall winner was an MG TD from Aspen which



participated in the first Glenwood Springs Rallye 59 years ago. The daughter of the first owner and her husband are now driving the car. It comes with all the old Glenwood Springs Rallye route books and this fantastic poster (below) from 1954 As you can see sports car racing started in Aspen in 1950. Jaguars, Triumphs and MGs were very popular at the time.

Lunch was served by high school kids. (Girl Scouts - Ed.) The food was donated by local

supermarkets. We then paid for lunch and the proceeds were the used for a good cause, a good old community tradition. As a "thank you," we took the kids for a little drive in our sport cars. - **Kurt Feger**



2021 Rallye Glenwood Springs Awards

The Rallye, By Class:

Computer Class:

Class	Name	Place	Score*
Computer	Rick and Kathie Robinson	1	828
Computer	Michael and Cooper Akin	2	849
Computer	C. Dolan and I Jurkevich	3	1063

Intermediate Seat of the Pants Class:

Class	Name	Place	Score
Intermediate SOP	Chip Bollendonk and Jessi Follett	1	1299
Intermediate SOP	LaVerne and LeAnn Downey	2	1363
Intermediate SOP	Eric and Melanie Bergstrom	3	1571

Experienced Seat O' the Pants Class:

Class	Name	Place	Score
Experienced SOP	Doug and Tyera Eulberg	1	408
Experienced SOP	Cheryl and Madison Schumaker	2	876
Experienced SOP	Dorothy Stone and Neil White	3	946

Novice Seat of the Pants Class:

Class	Name	Place	Score
Novice SOP	Michael Steigman and Lisa Barglowski	1	1821
Novice SOP	Lisa Ximinez and Richard Elliz	2	1869
Novice SOP	Stephen H. and Stephen R. Jaouen	3	1897

Vintage Class:

Class	Name	Place	Score
Vintage	Kathy and David Magargal	1	928
Vintage	Randy Earley and Irene Tostanoski	2	1323
Vintage	Curtiss and Anne Allen	3	1517

Lowest Overall Rallye Scores:

Doug and Tyera Eulberg 408 pts.
Rick and Kathie Robinson 828 pts.
Michael and Cooper Akin 849 pts.

For A Complete Listing, please
visit mccc.org



*Lowest Total Cumulative
Score wins its class

Youth Judging
Photo: Greg Bollendonk



2021 Rallye Glenwood Springs Car Show Awards

Class	Place	Name	Car
Premier	1	Curtiss and Anne Allen	1967 MGB
Premier	2	Bill Day	1964 MGB
MGT/Other MG	1	Bill Bollendonk	1933 MG L Type Special
MGT/Other MG	2	Ruth and Bob Wade	1953 MG TD
MGA	1	Brian Phillips	1960 MGA
MGA	2	Blake Palmer	1961 MGA
MGA	3	Jim Goodwin	1960 MGA
MGB/C Chrome Bumper	1	Theodore Ax	1965 MGB
MGB/C Chrome Bumper	2	Craig Perry	1969 MGB
MGB/C Chrome Bumper	3	Kathy and Dave Magargal	1967 MGB
MGB Rubber Bumper	1	Ken and Helen Van Cleve	1977 MGB V6
MGB Rubber Bumper	2	Randy Woodland	1977 MGB V6
Morgan	1	Ben Greene	1954 Morgan +4
Morgan	2	Casey Duncan	2017 Morgan 3 Wheeler
MGB/C GT	1	Jonathan Lane	1971 MGB-GT
MGB/C GT	2	Kingsley and Jean Meldrum	1967 MGB-GT Special
Other British	1	Kurt Furger	1969 Lotus Elite
Other British	2	Herb and Kathy Goode	1959 A-H Bugeye Sprite
Other British	3	LaVerne Downey	1979 TR8

2021 Rallye Glenwood Springs Car Show Awards, Cont.

Class	Place	Name	Car
European	1	Pat and Jeannie Malone	1968 Merceded 280SL
European	2	Gary and Collette Pitcher	2000 BMW Z3M
European	3	Eric and Melanie Bekstrom	1976 VW Fastback
Other	1	Robert Gloyd	2011 Corvette Gran Sport

2021 RGS Funkhana Awards

Class	Place	Driven by	Car
Pre-1980	1	Mike Blaney/Rob Stevenson	1977 Corvette
Pre-1980	2	Curtiss and Anne Allen	1967 MGB Roadster
Pre-1980	3	Evan Gull/Bill Dinsmoor	1976 TR6
Post-1980	1	C.Dolan/Inna Jurnevich	1994 Mazda Miata
Post-1980	2	Mike and Cooper Akin	2016 Cadillac Escalade (!)
Post-1980	3	Rick and Kathie Robinson	1999 Mazda Miata

For Tour Results, see page 14.



Kumpf Award



Ruth and Bob Wade received this year's Kumpf Award for the the most outstanding MG. Dash plaques on their 1953 MG TD show that the car has a history of participating in the Aspen Street Races in 1954, as well as the "Rallye Glenwood Springs" in 1955 and 1956.



Photos Greg Bollendonk



Barker Award



Chip Bollendonk and Jessi Follett received the 2021 Barker award. The couple is seen here with their dog Elbert at the Conclave a bit later in the year. Congrats, Guys!

Tourmeisters Invent a Fun Technical Challenge

"Welcome to Top Gear Meets the Great British Baking Show!" Or was it a tour? There were cars but no ovens, crayons, but no flour or butter. The question of the day ended up being, "Do we use tape or glue stick?" In this year of so much uncertainty, we wanted to do something different, to encourage a burst of creativity and color. What we didn't know until the last few days before the event was the status of our beloved Glenwood Canyon, so we made a few last minute adjustments to the tour so we could all enjoy a beautiful ride and not sit in a lot of construction and traffic.

The tour was shorter than some years, which people seemed to appreciate. This year's tour involved a fun little maze in Silverthorne, which participants happily negotiated. By shortening the tour, we were saving time to allocate more time to our first ever Technical Challenge. This was a substitute for the typical tie breakers, and we thought it might be fun.

The premise is that all contestants get the exact same ingredients and add their own talent to generate a project worthy of the title "Star Baker," like in the famous BBC TV show. To be honest, we weren't sure about the reaction, hoping for a dozen or so cars to declare success. In the end we saw 18 awesome cars presented to our judges. There was a last minute change in judging and thanks to Laura Magnuson for never skipping a

beat, donning a string of pearls and magically becoming "Pru" in front of our eyes!!! Who could have been a better "Paul Hollywood" than our own Bob Gloyd! Fabulous!

When all was said and done, we discovered some true artists in our club, and we learned a lot about making plans and managing last minute changes. Now, the 2021 RGS is over, and we're turning our thoughts to 2022. As always, please let us know if you want to put on a tour! We would love the help, and if no one volunteers, you will suffer through yet another Keith and Jeanne generated tour. Next year we will hopefully welcome many cars from GT-47 in Colorado Springs the week prior to our event. No details yet, but it will be fun!!

Thanks to all who participated, and hope to see you next year!



RGS Tour Results, 2021

Driver First Name	Driver Last Name	Navigator Name	Tour Class	Tour Score	QR Code	Technical Challenge	Total Tour	Place
Chip	<u>Bollendonk</u>	Jessi Follett	MG Class	33	10	16	59	1
Cheryl	Shoemaker	Madison Shoemaker	MG Class	31	10	14	55	2
John	<u>MacIntyre</u>	<u>Rebecca MacIntyre</u>	MG Class	32	10	12	54	3
Molly	Wilson	Laura Wilson	Modern Class	32		14	46	1
Michael	<u>Steigman</u>	<u>Lisa Barglowski</u>	Modern Class	31		14	45	2
Gary	Pitcher	<u>Colette Pifcher</u>	Modern Class	30		14	44	3
Rob	Stevenson	Mike Blaney	Vintage Class	33	10	15	58	1
Phil	Bates	David George	Vintage Class	32	10	8	50	2
<u>LaVerne</u>	Downey	LeeAnn Downey	Vintage Class	29		17	46	3
Eric	Bergstrom	Melanie Bergstrom	Vintage Class	31		12	43	



Other Events



Above: a group of MG 2021 attendees toured the Simeone Institute. They had three cars out for a driving exhibition. These included a 1958 DBR1 Aston-Martin race car driven by Stirling Moss in the 1959 LeMans, and a 1934 MG K3 which finished 4th in Le Mans. The red car is an Aston-Martin. The K3 dash features a St Christopher Medal for good luck for the driver and co-driver.

Left - Melissa Gonzales takes advantage of some quality time with John Twist during his rolling tech session.



John Fraioli, Jack Kahler and the Magnusons all drove out to Atlantic City for MG 2021. All of the MGCC,RMC folks that attended this year's convention won an award. Jack Kahler won a first place for his 1934 MG PB. John Fraioli won a second place award in the Adult Rocker Cover Races, and Laura & Alan Magnuson took a third place for their Black Tulip MGB. The Magnusons also received their keepsake John Thornley award as they were the recipients of that award originally presented to them at MG-2019 in Traverse City.



Clockwise: John Fraioli's MGB "Lucy" ticked over 200K on the odometer on the way home; MGBs on show field. MMM cars being prepped for the car show.



Photos Courtesy Alan Magnuson and John Fraioli

Christmas In July Drive

John Fraioli helped us beat the Hot Summer Blues with a most excellent drive from Aurora to Parker, via Elizabeth, Monument, Palmer Lake, Castle Rock & Franktown, ending at the Historic 17 Mile Farm House. The group stopped along the way for a picnic lunch at the Sandstone Ranch, A newly established open space park in Douglas County. Eighty degree temps were a huge plus.

Nice one John, thanks for the effort!

Please note the Fraioli family Christmas tree on top of his BGT. Wonder how he got that past Ritsuko....

Right: Casey Duncan's Latest: A late model Morgan three wheeler, a snarling, sexy V-Twin Beast. The car, that is. Casey is always the gentleman. Above: Bookends - the history of sports cars in America, in just two models.



Left to Right: Kemal Ouwerkerk, Dennis Mills, Mary and Bob Sewill, Chris and Char Shutte, John and Ritsuko, Steve Gardner, Casey Duncan, Roberto Gloyd, Curtiss and Anne Allen, JoAnne and Stace Arnston, Dee Dee Reilley & Mark Wyche, Helen Van Cleve, Rachael and Bill Day, Ken Van Cleve, Jim Lancaster, Carl Stokes.



MOAB Goes to....



If it's September, it's MOAB time! Forty Intrepid travelers enjoyed beautiful, cool weather for the 2021 MOAB, hosted by Augie Burgoon. Thanks, Augie, for another great time.



Day One: Patty, Rhonda and Ritsuko brave a chilly start at the Fort. Next stop, Salida. The MacIntyres are raring to go, but soon afterward develop problems with a hanging brake caliper. They soldier on, swap cars, and meet us in Pagosa.

Below: Day two. We start out from our hotel in Salida. The owner begged us for this picture.





Clockwise: MOABers show off their art at Picasso and Vino's in Pagosa Springs. Chris Schutte worked in a picture of his MGB (center); No shortage of fall colors, especially further out west; Lunch break at the pass on the way to Pagosa; While Jim hosted a tour of the area, the rest of us went to Chimney Rock.



Left to Right: John MacIntyre, Ken and Helen Van Cleve, Jean Meldrum, Ritsuko Fraioli, Greg and Irene Peek, John Fraioli, Dave Goetzman, Kingsley Meldrum.



Some came for the drive, others for the Fall colors, others for a soak in the springs. Regardless of their first choice, all came for the friendship and camaraderie the MOAB trip has to offer. Of course, nothing happens unless someone volunteers to be organizer, so thanks again, Augie, for a great trip. We found the town of Pagosa Springs to be especially nice. Like Ouray, it hasn't gotten too touristy, despite the draw of the hot springs resort, which was just across the street from our hotel. The weather was beautiful, giving us a taste of Fall as we wound our way southwest from Salida to Pagosa Springs. Thankfully no one had major mechanical trouble, apart from the aforementioned hung caliper affecting the MacIntyres' MGA. Dave Goetzman broke an accelerator cable, but replaced it easily with a spare kindly provided by a fellow MOABer. Oh, and Mike Thompson's temporary prosthetic leg cracked and failed on him, taking him briefly off his feet. The boys broke out the Gorilla black tape (they swear by it) and fixed it on the spot. Good for another ten thousand miles! That's it for the drama. The rest was just plain fun. You really should think about joining us next year. Everyone is welcome, even Miata drivers! The Knopinskis have the ball, and will host next year's trip. Thanks in advance, guys.

2021 MOAB Attendees:

Augie Burgoon
 Jack and Cathy Knopinski
 Juergen Keets
 Nancy Miller
 Rhonda Kramer
 Neil White and Dorothy Stone
 Greg and Irene Peek
 Pete and Randy Perea
 Al and Patty Wulf
 Mike and Lynn Holm
 Chris and Char Schutte
 John and Ritsuko Fraioli

Kingsley and Jean Meldrum
 Michael Royse and Nancy Duff Royse
 Phil and Olive (!)
 Jim Goodwin and Lora Swenson
 Ken and Helen Van Cleve
 John and Becky MacIntyre
 Dave Goetzman and Carol Chrysler
 Joe Haynes and Elaine Kelty
 Mike Thompson
 Phil and Kim Kramer
 Wayne Covington

Other Goings On...



Join us with your car 9-5 Saturday. Get 2 free passes to the Festival. Call Gary Pitcher 970-396-6877 or Colette Pitcher 970-396-6266.

John Fraioli drove his car in the Scottish Highlands Cars of the United Kingdom parade and car show held in Estes Park. No word on how the Faerie (right) fit in an MGB with those wings of hers.



Photo Courtesy Randy Woodland

The Guy in the Middle Is Immortal!



Photo: Chip Bollendonk

Greg Bollendonk (left, middle), a spacecraft systems engineer, has had a minor planet named after him by the IAU, in recognition of his contribution to NASA's Lucy advanced exploration mission to the Trojan asteroids, which loosely orbit Jupiter. These primordial bodies are believed to be remnants of the stuff that formed the outer planets of our solar system. According to NASA, the data from Lucy's explorations are anticipated to "revolutionize our knowledge of planetary origins and the formation of the solar system." The International Astronomical Union (IAU) maintains a number of working groups responsible for the naming of astronomical objects and features. Nice one, IAU, and Congratulations, Greg!



Randy Woodland placed second overall in NAMGBR's Thornley Challenge photo contest.

The spring 2021 edition of *MG Driver* from the North American MGB Register (NAMGBR) contained the rules for the 2021 John Thornley Challenge. 60 photo challenges were issued requiring a picture of an MG, the owner and a visible current copy of *MG Driver* while completing a variety of tasks, such as: being in a parade, at a bonfire, with a helium balloon tied to the rear-view mirror, etc.

As second place winner, Randy will receive the Second Place Thornley Medal, a special dash plaque, a free 1-year extension to his NAMGBR membership, and a \$50 gift certificate to Moss Motors. Congratulations Randy!

Randy writes: "I completed all sixty photos and the three tie breakers, and had more fun driving my MG than I can describe. A few highlights would include driving to Denver at 6:00 AM on a Sunday. This enabled me to park my car in front of Coors Stadium and Elitch Gardens for photos with no traffic and no one to tell me to get off the sidewalk. I was especially pleased that I found the ten-point tie breaker photo, 'with a Double Decker Bus' in Georgetown on a hill at the top of a dirt road. One of the photos was 'how many people can you get in your MG'. I only did four, the First-Place winner crammed 8 children in his, thus beating me on points.

My MG has been a running ten-year project, it currently has a V6 and five speed along with a lot of other modifications. My goal was to make it a reliable car capable of maintaining modern highway speeds, (or more). It certainly lived up to my expectations this year."

Story courtesy Patrick Fitzhorn, editor of the BMCNC *The Oil Rag* newsletter. Photos: Randy Woodland



Paul and Lynda Foster receive the 2021 NAMGBR Good Samaritan Award for Helping Ryan Reaves get Back On the Road

So, every year a group of Oklahoma British car enthusiasts head to Colorado for a three-day classic car rally called the Hagerty Silver Summit and put on by Classic Car Adventures (Which I highly recommend).

The event kicks off on Friday morning in Littleton, CO and winds its way toward Crested Butte. I was driving a fairly recently rebuilt 1974 Mini. There are a few hiccups as it is a pretty new build, but I figure if it made it from Oklahoma City to Littleton that anything that was likely to break had already broken. We come up over Monarch Pass and down into Gunnison, at which point I start getting groaning noises from the front hub. I pull over just outside of Gunnison and the outer bearing is shot (after only about 3,500 miles!). Additionally, there is a little collar that centers the hub, and it comes out in pieces. The outer seal is completely gone.

At this point, I'm fairly bummed because I don't know that there is anywhere near Gunnison that will have the parts I need. I'm thinking the trip is over. So, after some internet sleuthing and reaching out to some Mini folks, I get part numbers for the bearings and seals that local auto parts stores can look up. It will take some driving, but we can get them. However, that collar is absolutely not available anywhere remotely nearby. We even tried a nearby machine shop, who said they weren't able to machine one. Then I discover that the collar piece for my front hub was also found on every MGB from 1965 to 1980. That's at least better odds.

My friend Michael Hathaway who agreed to drive me around to hunt parts has a brilliant idea to reach out to some local car clubs. He finds the MG Car Club, Rocky Mountain Centre and we start calling any number we can find on their site. Their vice president, John Fraioli, answers the call but says

unfortunately their members are located primarily in the Denver metro area, which is too long a round trip to be able to make things work. However, there is the NAMGBR's mutual assistance directory, which he pulls out and finds Paul's name and number.

I call and Paul says he'd be happy to help and he even has an MGB parts car! The wild part is that he was headed out to visit family that day, so he won't be home. Instead of pushing me off, he tells me how to get into his garage while he's gone and tells me to take whatever I need. That was really above and beyond what I could have expected. We hop into Michael Hathaway's TVR and head to Paul's house. The rear hub actually comes apart very easily (which surprised everyone involved) and out comes the piece! We lock up Paul's garage, swing through Salida to get the bearings, and finally get back to the Mini.

Had some folks from the event to keep me company while I wrench, so it's well documented. I managed to remove the front hub, replace bearings and seals on the side of the road, fit the magical little collar piece, torque it up and get the Mini back on the road. I make it through the end of the event and home to Oklahoma. - **Ryan Reaves**





Lynda and Paul Foster live in the San Luis Valley in Monte Vista, CO. Paul attended CSU in Fort Collins and purchased a 1963 MGB in 1969. Paul and Lynda have the 1963 and a 1979 MGB.

Collector Car Council Car Show and Swap Meet



August 7 - CCC Car Show and Swap Meet at the Rocky Mountain Air-Ground Festival, featuring Commemorative Air Force WWII aircraft. Despite the California wildfires, It was a smoky, but fun, event.





A Great Turnout: There were 402 total registrations for the car show including 109 assorted MGs. 120 cars were on this year's tour.

Clockwise, right: Jeff Brock's 1933 ('32?) L-Type; The Brexit Club had a nice presence. The T Register had a nice turnout as well; Joe Gunderson talks twin cams with another enthusiast.





Clockwise: Dick Mommer wins First for his TR 250, Plenty of variety on the show field, John Scores a First with Lucy, James Nab places with his 1950 TD, the MGCC Regalia Wagon on scene, the tour, Bookends: Original condition early Bs.



Photos: This and prior page, courtesy of John Fraioli, Veletia Manning and Greg Peek

Conclave Winners in the MG Marque Classes:**MG T-series & Earlier:**

1st - Bill Bollendonk 1935 MG KN

2nd - James Nab 1950 MG TD

3rd - Paul Schmidt 1948 MG TC

MGA :

1st - John Willey 1960 MGA Coupe

2nd - Steve Scheffel 1957 MGA

3rd - Cathy & Joe Gunderson 1959 MGA Twin Cam

MGB/C Chrome Bumper:

1st - Curtiss & Anne Allen 1967 MGB

2nd - Joel Trace 1965 MGB

3rd - Laura & Alan Magnuson 1973 MGB

MGB Rubber Bumper:

1st - John & Ritsuko Fraioli 1977 MGB

2nd - Bob Zalewski 1979 MGB-LE

3rd - Joe Haynes 1979 MGB

MGB/C- GT:

1st - Janene Willey 1967 MGB-GT

2nd - Daniel Craig 1974 MGB-GT

3rd - Victor Jendras 1969 MGC-GT

MG Midget:

1st - James Beetham 1971 MG Midget

2nd - Veronica Williams 1973 MG Midget



Happy Birthdaversary!



Joe and Cathy will college friends who came to visit for the occasion.

Records were broken when the Gundersons elected to throw a combination birthday and anniversary party this year. "We're 194!" That's their combined birthdays of 144 years, plus 50 years married. The combination cookout and car show is a club favorite. Thanks, guys!





The Alan Saltzman Memorial Drive

Before Alan passed in 2020, he wrote and ran a tour for the Geezer drives, a series of mini tours co-sponsored by the BMCNC. In his honor, we decided to run the tour as an annual event. This year's happened on October 9. The weather was perfect, and the leaves were beautiful. Thanks so much to Lita and daughter Justine for coming along with us.



Kemal Ouwerkerk



Lita's Acura TSX

Lita Saltzman. Photo by Veletia Manning



Jonathan Lane





Photos: Veletia Manning and John Fraioli

We started out at the Fort near Morrison. I counted 27 cars at the start of the drive. We took a group photo at the pit stop at Marshalville. Then we proceeded to head towards Evergreen. We then worked our way over Squaw Pass and ended up in Idaho Springs for lunch. Beautiful drive, beautiful aspens and cars. Most importantly beautiful people remembering our MG Friend Alan Saltzman. - John Fraioli



Kemal Ouwerkerk



This Year's Participants:

Curtiss and Anne Allen
 Stan and Eileen Edwards
 Stace and Joanne Arnston
 Lee Davis with grandson Caleb
 Doug and Melanie Eulberg
 John and Ritsko Fraioli
 Robert Gloyd
 Joe and Cathy Gunderson

Mike and Lynn Holm
 Ben Greene
 Kevin Kidwell
 Jack and Cathy Knopinski
 Alan and Laura Magnuson
 John and Rebbecca MacIntyre
 Veletia and Harry Manning
 Roger Mathis
 Dennis Mills
 Dorothy White and Neil Stone

Kemal Ouwerkerk
 Greg and Irene Peek
 Michael and Nancy Royse
 Lita Saltzman
 Justine Saltzman
 Chris and Car Shutte
 Ann Simonson
 Mike and Elizabeth Thompson
 John and Kay Vucasovich
 Bill Ward
 Al and Patty Wulf



In the News

MOUNTAIN

SERVING BUENA VISTA, LEADVILLE, SALIDA
FAIRPLAY, PONCHA SPRINGS, COTOPAXI, HOWARD
NATHROP, CRESTONE, SAGUACHE, MOFFAT

ARTS & ENTERTAINMENT

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Colorado Grand car rally rolls through Salida

by D.J. DeJong
Mail Staff Writer

The 32nd annual Colorado Grand classic car rally made a pit stop in Salida Friday after crossing Monarch Pass traveling from Grand Junction to Leadville.

Salida Rotary Club set up tables and chairs in Thonhoff Park and provided a meal catered by Kalamatapit's Michelle Gapp.

About 300 participants relaxed under the trees to the music of Chapman stick artist David Tipton as car enthusiasts wandered the perimeter of the park admiring 136 classic and rare cars.

For many drivers this was not their first Colorado Grand. Freelance journalist Stefan Grundhoff of Munich, Germany, who drove the newest car in the rally, a 1969 Mercedes-Benz 280SL Roadster, said he participated about 11 years ago.

The car Grundhoff was driving was loaned out by Mercedes-Benz to be driven in the Grand.

The Grand is a family affair for the Bollendonks of Littleton.

Bill Bollendonk drove a 1937 MG TA with co-driver Alan Magnuson of Centennial, while his son Greg and grandson Chip drove a 1935 MG K3/KN.

Bill said he has been inter-



Photos by D.J. DeJong

Alan Magnuson of Centennial, left, and Bill Bollendonk of Littleton stretch their legs after driving Bollendonk's 1937 MG TA Roadster over Monarch Pass to Salida Friday in the Colorado Grand. Bollendonk's son Greg and grandson Chip also participated in the 1,000-mile classic car rally in a 1935 MG K3/KN.

ested in cars since he was a "tiny, tiny person."

"It's always been my love, except for my wife," he said.

He said the drive over Monarch Pass was good in the 84-year-old machine.

"It does fine. It runs very,

very well," he said.

His 1937 MG has been in the Grand 13 times and the 1935 MG had driven the rally four times.

Don Shires, who is responsible for eligibility, logistics and serves as charity chairman for

the Colorado Grand, rode in a 1955 Mercedes-Benz 300 SL Gullwing for the rally.

"It's pretty neat that we get to do this and then we'll give away, probably this year between \$400,000 and \$500,000."

He said of the approximately 50 grant applications they receive from nonprofits along their route, about half will be funded. Salida will receive a scholarship and Shires expects applications from three to four local charities as well.

A 2019 Colorado Grand scholarship of \$8,500 went to Madison Patch, who is now attending University of Colorado-Colorado Springs pursuing a degree in chemistry.

BELOW: A 1969 Mercedes-Benz 280SL Roadster attracts admirers at Thonhoff Park Friday during a lunch stop for the Colorado Grand. The car, driven by Stefan Grundhoff of Munich, Germany, is owned by the Mercedes-Benz company and was loaned out for the occasion.



Travis Gleich backs a 1932 Alfa Romeo 8C into a space in front of the Chaffee County Courthouse Friday. Driver Peter Goodwin was unable to complete the last leg of the Colorado Grand so Gleich and co-driver Juan Torres finished the drive in the 89-year-old vehicle, which is based in Charlottesville, Virginia.



A 1957 Alfa Romeo Giulietta Sprint Veloce Alleggerita shows signs of travel as its drivers, David Atcherly and Robert Budman, take a lunch break during the Colorado Grand. The car is one of 200 of the model remaining in the world.





The Wayback Machine

With Ron Shaw



Historical statistics tell us that some 16 million American men and women served in the various branches of the armed forces during World War II. Over 70% of them experienced overseas duty, but only about 13% served in Europe. Traditional accounts of the post war growth of European cars in the US might leave us with the impression that the boatloads of returning GIs brought with them boatloads of the European automobiles with which they had presumably become familiar on the hard slog from Normandy to the gates of Berlin.

More sober analysis of the European car phenomenon would seem to indicate that, while a trickle of British and European cars may have arrived on these shores courtesy of the US Army, by far the majority of them came by way of the mundane operation of the international marketplace. Goods will flow to places where there is money to buy them, and in the latter half of the 1940s the US was one of those places.

By the end of the war in 1945, Britain, while desperately short of everything from

sugar to able bodied labor, at least had a manufacturing base that had been largely spared the utter destruction suffered by their counterparts on the continent. The tiny MG Car Company of Abingdon-on-Thames had spent the war doing everything from de-greasing World War I rifles, to building and modifying light tanks and building the nose assembly for Albermarle light bombers. MG had not suffered damage from German bombing and was thus able to hit the ground running in 1947 by introducing the TC, a warmed-over pre-war TB design.

The exact mechanism by which MG came to establish dealerships throughout the US by 1948 is not well understood even today. The author recalls a conversation with a friend and member of the Jaguar club years ago in which the friend related the story that he and a couple of buddies signed up as an MG "dealer" in Montana in the late 1940s, for the specific purpose of buying cars and parts for themselves at dealer cost.



The first MG dealer in Denver, Import Motors, Ltd., was incorporated on September 8, 1948, situated on the northwest corner of 17th and York, in the shadow of Denver East High School. The dealership leased space in a gas station, Barney's Texaco, owned by Arnold "Barney" Hoops.

No numbers survive which would tell us how many MGs, Jaguars, and Rileys were sold by Import Motors in the 17 months of its ensuing existence, but we can conclude it was not sufficient to satisfy the five founding partners, among them advertising agency owner Arthur Rippey and general manager Hugo Buerger. Records indicate that Import Motors was dissolved on February 10, 1950, leaving assets of \$9400 in unsold cars and \$25 in parts.

The Denver weekly business newspaper Cervi's Journal of September 9, 1949 reported that the Colorado Dept. of Revenue had granted a store license to Precision Auto Repair, 961 Santa Fe, listing the proprietor as Dabney T. Collins. Dabney was a graduate of East High School, and a 1946 graduate of the University of Colorado. Shortly after graduation he had married and he and wife Beulah moved to California. Dab and a CU classmate opened a garage business maintaining and repairing high end cars, among them European and British. In due course Beulah became pregnant with their first child and after much pleading from Dab's parents the

expectant couple returned to Denver.

The move resulted in the opening of Precision Auto Repair, a garage that immediately became the hang out for every foreign car enthusiast in Denver and, after Import Motors closed, the second MG and Jaguar dealer. In addition to being an automobile enthusiast and by his own description a "fearless mechanic", Dab was a motorcyclist, tempting fate on the race track and on the beach at Daytona. Precision Auto Repair was located right next door to Harry's Motors, the premier import motorcycle dealership in the entire Rocky Mountain area.

Dab soon became acquainted with Kurt Kircher, a Harry's customer reputed to be a Swedish automotive engineer and ex-army officer and a test rider for BMW in Germany in the immediate post-war period.



Dabney Collins opens Precision Auto Repair in Denver.

By late 1951 that acquaintance had blossomed into a friendship and a plan to open a full-fledged import car dealership along the lines of the defunct Import Motors, Ltd. operation, but augmented by larger showrooms, a used car lot, and service and parts departments.

It appears that Dab's contribution to the effort was the MG and Jaguar franchises held by Precision Auto Repair, in return for which he would be the service and parts manager. Kircher contributed his management skills as general manager and sales manager. They were joined by a third partner, Richard White, whom Dab did not know, but who had some money to invest in the enterprise. He was a recent University of Denver MBA grad and would handle the financial aspects of the new dealership, to be known as Denver Imported Motors, 2610 W. Alameda, Denver. If that sounds like a lot of mouths to feed on a pretty thin business plan, so it turned out to be. Within a year Dabney had determined that DIM was not going to support three partners, and made arrangements to leave the partnership and strike out on his own, again.

Denver Imported Motors soon found new investors, first in the person of Charles Hughes, a very close friend of Kurt Kircher, who may have been a shadowy figure in the background since the inception, and later by the Temple Buell family. Denver Imported Motors lasted from the fall of 1951 to mid-1955, closing its doors when losing money in

the imported car business lost its appeal for the Buells. In the interim, DIM provided a focus for the formation of a number of the sports car clubs in the Denver area, among them the Denver Sports Car Club in late 1951 and the MG Car Club about a year later.

In spite of the somewhat bitter experience in the import car business at DIM, Dabney Collins almost immediately opened yet another MG dealership, the fourth in the Denver area and the third in which he was either sole proprietor or partner. Collins Company was established at 1029 Broadway, in late 1952. The business model was in line with that of Precision Auto Repair, with less emphasis on the repair side, and a heavy emphasis on finding and importing pre-war European exotic cars such as Jaguar SS100s, Alfa Romeo, Bugatti, and Maserati.

Dabney was joined in this venture by enthusiast George Joseph, serving as a silent partner and providing financing for the enterprise. Collins Company was closed in 1954, perhaps because the pool of old European cars was drying up, and partly because new import sports cars were filling the void. Dab returned to Denver Imported Motors as service manager for a brief second stint, then joined Temple Buell, Jr., as driver and chief mechanic of the Buell racing team, first known as Buell Equipe, and later as Scuderia Buell. That is a story in itself, for a later time.

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Import Motors, Limited
1701 York Street
Hugo Buerger III, Mgr. FLorida 0691



Clockwise:

1948 advert in the Rocky Mountain News; Import Motors Promotional Poster, Dab Collins in his later years.

Courtesy Ron Shaw

A “T” Among the B’s

- **Bill Bollendonk**

Five Hundred miles of open road driving, through some of the finest views to be found anywhere, doing it at speed with the big dogs. I must admit that I was a bit apprehensive about driving the TA to Saratoga, Wyoming with a dozen MGB’s, wondering if I could keep up and not slow the group down over the Snowy Range that lies between Colorado and Wyoming. Though modified, the TA still doesn’t have the torque of the B , but, not to worry, the cream and burgundy 1937 did it in style, though sometimes using all it had at the higher elevations, as the engine sang at close to 5,000 RPM’s. 225 miles to the Saratoga Inn from a starting point at Paul Dierschow’s shop at I-70 and Wadsworth in Arvada. Alan Magnuson arrived at 9 AM at the starting point, with several boxes of Crispy Cream donuts, which were quickly consumed by the drivers and navigators of the cars waiting to get on the road. Alan provided the directions for the days tour to the Saratoga Inn and the questions that were to be answered along the way. Questions? With no navigator, it was all I could do to follow someone that was able to read the directions and keep on the proper roads.

The roads selected by Alan were really great and before long the scenery was rural and the traffic minimum. I am not really sure just where we traveled, but the miles went by in a hurry and before long the group was stopping for lunch at Vern’s in La Porte. Getting hot, I put the hood up

and though I took the side glances of my fellow travelers, it soon paid off, as shortly the rains came and all stopped to do the same thing. The weather looked threatening for the rest of the day, so I kept the hood up, though others soon were putting theirs down. The temperature over the Snowy Range dropped sharply as we climbed to the pass elevation of 10,800 feet. Stopping at a mountain lake on the North side of the pass, the group lined up the cars, being very careful to get them just so and took pictures to mark the event and for future publication in a British motoring magazine. Downhill from the Snowy Range and over 5 miles of dirt and newly paved roads brought the group to the Saratoga Inn and our days destination.

The Saratoga Inn dates from the 1940’s and was a favorite hunting and fishing lodge that has changed ownership many times over the years, with updates including a 9 hole golf course and a spa. The natural hot springs have always been a draw to the area and as soon as the group got settled into rooms, most were in the hot pools with a beer. A great day of driving through outstanding scenery had brought us to a place where the aches of the day could melt away. Two additional cars joined the group during the hot pool time and soon the 18 happy MG’ers were seated in the Inn bar area eating, drinking and telling stories, each trying to talk above the din.



While others took in the area sights, two foursomes did their best to hack their way around the fine 9 holes that are part of the Saratoga Inn grounds. I contributed several lost balls to the water and out of bounds areas of the course, but the end result was a fun morning and all in our foursome contributed to the best ball scoring, though I am sure that I held down the curve.

Dinner on Saturday evening was at a restaurant in the town of Encampment, about 18 miles from Saratoga, followed by live entertainment in the town park, provided by a R&B band. From the looks of the crowd, all of the town turned out and most of our group were back on the road at the end of the first set. I wanted to get back to the Inn before sundown, as the bugs were already plastering the windscreen and filling the radiator grill. As I pulled into Saratoga, Harley's were everywhere and the town was jumping. One beer and I was off to the sack. Must be getting old.

The Sunday early brunch at the Inn was filling and the gang was once again back on the road by 9:30. A different route home took us through the Poudre Canyon and more outstanding scenery. I should not have been worried about the bugs on the windscreen and front of the TA, as mother nature soon took care of that with an unbelievable rain and hail storm in the middle of the Canyon. Within 100 yards, the weather went from sun to driving into a waterfall. The hoods went up, but not in time to keep the group from being soaked to the skin. I can attest that it is very difficult to change into dry clothes in a TA filled with water and hail. From that point to Fort Collins, I sat in a puddle of water that was very cold, ever wondering how the leather would look after things dried out. The group stopped at Vern's for lunch, but after changing into dry clothes and doing what I could to get the interior of the soaked TA dry, I headed home to Littleton, ever looking at the northern dark sky behind me. I pulled into the shop just as a clap of thunder rattled the house and the rains started, though, albeit not much.

Five Hundred miles of running with the big dogs through great country. What could be better? I am ready to do it again next week, as soon as the car dries out!



RETROFUTURISM

(OR, BACK TO THE FUTURE)

I have a thing about old futuristic designs. The pundits call it "Retrofuturism." It's everywhere in books and old movies. The premise goes this way: someone in the fifties promises that we'll all have flying cars by 1990. It's those artist renderings - what they *looked like* at the time, that makes up retrofuturism. The coolest examples I know of can be found in architecture. Here in Colorado, we all recognize the Sculptured House, aka the *Sleeper House*, the white egg-like, glass-fronted home that appeared in the eponymous Woody Allen film, which is currently being restored (again) on Genesee Mountain overlooking I-70.



Wikipedia

There's another Retrofuturistic Colorado building I have a thing for, although it's a ruin now. At the top of Mount Evans lay the bones of Crest House, a 1940's era restaurant, gift shop and tourist attraction. Crest House was a mix of architectural styles including Organic, Futuristic, and Art Moderne.



Wikipedia

In old photos, it looked to me like an interesting mountain home you could happily fly your car to on the weekends.

In 1979, a fire caused by a faulty propane line connection destroyed the building's steel, glass, wood timbers, paneling, and flooring, leaving only the cast concrete walls and outer stonework. The \$400,000 settlement with the propane company fell far short of the estimated \$2 million renovation costs, so the Forest Service elected to incorporate the ruins into an observation platform, which stands to this day.

Note the photo below. One R.B. Fritz thought the place was worth visiting sometime in the early '60's. He drove his TC to the top of Mount Evans for coffee and a high altitude doughnut at the Crest House. Now, there's a fellow with no apparent use for flying cars, but who will go out of his way for a decent cup o' joe.

-GP





Courtesy R.B. Fritz

Night Moves: A Nighttime Run in RMNP



It was getting dark, and, naturally, we were running late. A fast moving evening thunderstorm, a rare event in rain-deprived Longmont, kept us in the garage for an extra 15 minutes or so. With the top up, we powered along Highway 7, only to be waylaid by a local actually doing the speed limit. We eventually passed Mr. Leisure on the way through Meeker Park to Lilly Lake. We got there about fifteen minutes late, and the group had left without us.

Our goal was to drive Trail Ridge Road after hours, in the dark. The 10th Annual Full Moon RMNP Drive, organized by the Peak to Peak Miata Club, was our first real introduction to a group of Miata enthusiasts from the area. They're really kind of like us, but carry fewer spares in their trunks. As we hustled through the Beaver Meadows entrance and started our ascent on Trail Ridge, we were met by several Miatas already coming down from the Alpine Visitor's center. We kept our focus as the sun began to set in earnest.

The sky, for once this summer, was reasonably clear up top, and the promised full moon made things seem much less dark. We saw plenty of stars, but the junk in the air, or maybe the brightness of the moon, prevented us from seeing the Milky Way. We caught up with several Peak to Peak members at the Alpine Visitor's center, and chatted away as the final ribbons of light from the setting sun faded into the darkness. They told us of an "elk jam" on the way up, where they waited fifteen minutes or so for a herd crossing the road.

And now it was time to head back. We passed two adventurous (insane?) souls making their way down on bicycles, silhouettes protected only by weak flashing red lights mounted on the back of their seats. It's good to remember that Trail Ridge is considered a legitimate road for nighttime travel over to Grand Lake. You are bound to encounter the occasional nitwit driving too quickly for conditions. We certainly did.

With the top down, the trip back was completely immersive. The cold air, moonlit scenery and a couple of wildlife encounters made the trip special. We stopped briefly for two young mule deer to tenuously cross the road, followed a minute or two later by two skulking coyotes. When they're on the prowl, they really do seem to move like the luckless coyote in the old Roadrunner cartoons.

Because of the light traffic, we were able to drive about 25-30 mph back down Trail Ridge and out of the park. On the way, we passed several people in lawn chairs at roadside turnouts enjoying the beautiful night. Just like driving a familiar road in the opposite direction, driving at night can make the experience feel brand new. Just keep an eye out for coyotes, with or without ACME jet packs.

-GP



Courtesy, MG Nuts

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Upcoming Events

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

December

December 4 Dust N'Shine at the Forney Museum. Come help out and check out the Triumph display! Lunch will hopefully at the Blue Moon Brewery about a half mile from the Forney. An Al Wulf production.

December 10th MGCC Annual Christmas Party, 6:00 PM. See mgcc.org for more details.

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.





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

Bill Bollendonk
Chip Bollendonk
Greg Bollendonk
Brian Dillon
Patrick Fitzhorn
Paul Foster
Kurt Furger
John Fraioli
RB Fritz
Robert Gloyd
Cathy Gunderson
Jack Kahler
Jeanne Kerr
Keith Kerr
Jonathan Lane
John Layman
Alan Magnuson
Veletia Manning
Kemal Ouwerkerk
Ryan Reaves
Ron Shaw
Neil White
Randy Woodland

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



MGCC - RMC

MONTHLY MEETING (MEMBERS & GUESTS)

MEETING DATE; 11/10/2021
TIME: 6:00 - 8:00 PM

VENUE :

4G'S MEXICAN RESTAURANT;
LITTLETON COLORADO

Beautiful Night: we continue to experience warm temperatures and about 30+ people showed up for the monthly meeting.

CALL TO ORDER:

President: Neil White;
Welcomed club members & introduced 3 new members.

TREASURERS REPORT:

John Layman;
presented the club financials and was happy to report the club is in excellent financial condition. Call John for actual numbers.

MEMBERSHIP REPORT:

Allen Wulf;
Membership continues to grow approaching 230 - an all time record !

VICE PRESIDENT:

John Fraioli;
reviewed the past months activities as well as highlighting coming events - the Christmas Party 12/10/21 & the Golden Christmas parade on 12/11/21. John also mentioned that the club was planning a DUST & SHINE at the Forney Museum in mid January 2022 - featuring Triumphs. Actual date to be announced.

PAST EVENTS:

Editor:
Greg Peek;

(SEE DYNAMO - CLUB NEWSLETTER) ON THE CLUB WEBSITE.

- Glenwood Rallye;
- M.O.A.B Driving Trip
- Alan Saltzman Memorial Drive

2022 ELECTION OF CLUB OFFICERS:

Nomination / Vote

-
- President - Neil White
 - V P - Greg Peek
 - Treasurer - John Layman
 - Secretary - Brian Dillon / John Fraioli

2021 CHRISTMAS PARTY:

Cathy Gunderson: Coordinator December 10, 2021 (6pm - 9pm) **VENUE: MEMORY LANE EVENT**
CTR. PRICE: \$30.00 PER PERSON

Alcohol Beverages: B.Y.O.B.
Reservations: Required
Signup: Online - Club Website
(((limited to 1st 100 signups))) 73 have already signed up.

SWAP SHOP:

Allen Wulf:
has 6 sets of MGB tail Lights + a lot of other Goodies.

Call Allen - (His number is in the club directory)

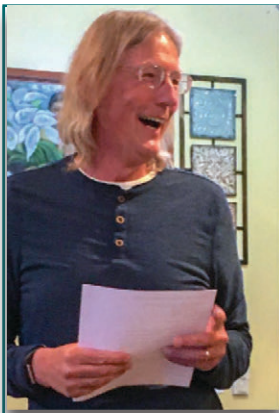
SHAFT & PHINQUE STORIES:

These are funny & informative when heard in person - join us at our next meeting in January, 2022



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



The Club has resumed in-person meetings, held every second Wednesday of the month. See November meeting minutes, above. The current meeting

location is:

4Gs Mexican Food
5950 South Platte Canyon Road
Littleton, Colorado

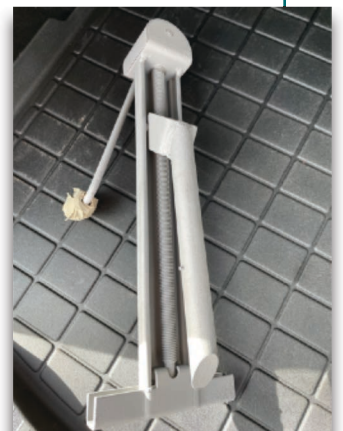
Dinner at 6, The meeting starts at 6:30.

Modern MGs Make Top Ten Reliability Index in UK

According to the UK website WhatCar.com, MG (China) is among the top ten most reliable brands in the UK. According to some wackadoodle methodology based on data obtained by polling 14,000+ car owners, the incidence of issues reported by brand was (somehow) translated to a percentile-based reliability index, which was used for the rankings. MG scored 95.7%, tenth overall in the UK, ahead of brands such as Audi, Porsche, and Mercedes-Benz. Dead last in the rankings? Fiat (82.0%), slightly worse than Land Rover, with a reliability index of 82.5%.

Brian Dillon had a positive experience with a Denver firm for media blasting. Here's an "after" photo of the jack he had done:

Blast Tech
3775 S Kalamath St,
Englewood, CO
80110
(303) 806-9992



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



CONTRIBUTORS NEEDED!



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- 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"*

The Flying W Wrangler Ranch



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.



Parting Shot



Mount Evans Descent: Neil and Dorothy lead
Phil Shires in his Healey. July, 2021