



DYNAMO



Full Coverage Inside

September, 2022



President's Corner

Hello All,

I hope that you're having a great summer. If you can afford to drive, that is. Both GT-47 and The Rallye Glenwood Springs were well attended, and I've heard everyone had a fine time. I hope you get the chance to say thanks to the teams that organized both events. A special thanks to Cathy Gunderson, for all her work looking after Regalia. She is now stepping back from her role.

There are still events to sign up for later in the year. There's Conclave and the M.O.A.B trip to look forward to later in the fall. I'm sure rooms are going fast for M. O. A. B. Book 'em while you can.

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

Safety Fast,

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August 10 Tryout for New Monthly Meeting Site A Success

Nearly 60 Members Attend

As you may know, we've had a mixed reaction to 4Gs Restaurant as the location for our monthly meetings. Some find it convenient, others not so much. Among the chief complaints (in order of frequency): quality of food, noise level, location.

After a quick survey of the members, we elected to hold our August Membership Meeting at the [Blue Bonnet](#) restaurant.

One of Denver's oldest family owned restaurants, they are located at 457 S. Broadway, near the I-25 exit for Alameda Avenue. The Blue Bonnet currently hosts two other monthly car club meetings, and off-street parking is available. The owner proposed they limit the menu to the top 10-12 most popular items, which helps them manage the kitchen more efficiently. This apparently worked out well, with enough variety to please most everyone. We surveyed the membership about going back to the Blue Bonnet, and making that our meeting place for the foreseeable future. Results below.

Going forward, the management at the BB want some idea of how many people are coming each month, so they can staff properly. We'll survey the membership to get a feel for attendance around the first of the month.



Results of the August 15 Follow-Up Survey:

Q1: Was the food and service satisfactory at the Blue Bonnet during the monthly MGCC meeting?

Yes: 100% No: 0%

Q2: Is the location of the Blue Bonnet acceptable for monthly meetings?

Yes: 87.18% No: 12.82%

Survey Data: 39 Respondents.

Q1: 32 Responses. 7 Abstained.
Y: 32/32 or 100%

Q2: 39 Responses. Y: 34/39 or 87.18%
N: 5/39 or 12.82%

Changing of the Guard: Cathy (and Joe) Gunderson hand over Regalia to Brian Dillon and Jeanne Kerr

Cathy Gunderson, ably assisted by husband Joe, has tirelessly managed the selection and marketing of club Regalia for the past 14 years (!). She started by handling regalia for MG 2009. At the August Monthly Meeting, it was made official:

Newcomer Brian Dillon and Jeanne Kerr will take over Regalia going forward. We'll have more on their ideas in the next issue of the *Dynamo*.



Brian Dillon



Jeanne Kerr presents a gift card from Gabriel's Restaurant to Cathy and Joe in recognition for managing club Regalia for 14 years.



2022 Rallye Report

Denver to Glenwood

By Doug and Tyera Eulberg



We Hope the 2022 Glenwood Rallye was enjoyed by those who ran it. It was fun to try and be creative when setting it up. We had 60 car numbers assigned for the rallye. But only 46 cars seemed to run the rallye and arrive at any of the checkpoints.

To me, there are basically only four routes to Glenwood; **1)** North via Winter Park, **2)** via I-70 (using I-70 or the old highways US40), **3)** south via Aspen and **4)** South then back up to I-70 at Minturn. My daughter Tyera and I spent considerable time looking back at old Rallye envelopes to make a chart of what Denver to Glenwood routes were used year by year. We decided on the Denver and north route via Winter Park then Kremmling to Glenwood, since it hadn't been used since 2015.

Further time was spent on Google Maps fine-tuning the course. We looked to see if the wide spots in the road might be good for checkpoints. What possible dirt roads would be good for a short pull? Once 90% of the course was set, with many possible options, it was time to see it in person.

FIRST DRIVE TO GLENWOOD

On Sunday, April 24th Tyera and I set out from Gunther Toody's at 8am. It was overcast with a chance of rain in the Denver area. Hmm, maybe I should have checked the mountain weather a bit more in detail.

Up at Lookout Mountain there seemed like a place for a possible trap. Then another at Dumont. Maybe a maze again at Hot Sulphur Springs (like we did in 2007). I had an idea for a fake checkpoint again on the road between Kremmling and Toponas. A Donut Check at the end of the rallye in Eagle or Dotsero could work.

We had a bit of very fine snow at Berthoud Pass, but it blew right off the car and disappeared when it hit the road. At Granby, more snow. Next was some occasional rain at Parshall, Toponas and Wolcott. With some stops, road check-outs and maybe a double back or two to check a sign or road, we arrived after 6pm in Dotsero in a steady, medium rain. We had cell service so Tyera suggested we check the road reports. "Snowing and up to two hour delays at Eisenhower Tunnel. Maybe we should head for home." "Oh, not to worry," I replied. That is just typical Sunday afternoon/evening rush hour traffic at the tunnel."

After a couple of further checkpoint considerations in the vicinity, we got onto I-70 heading east. We arrived ten minutes late for a gas fill up at Costco in Gypsum. They'd closed at 7pm. Okay, then, we can make Silverthorne with gas to spare and we'll get some food for dinner there (we had packed a lunch but neglected to consider a long day's drive and driving home past dinner time). Off we went on a slow, sloppy trip over Vail Pass. Two to four inches of snow, but not freezing: The thermometer on the car console said 34 degrees. Traffic was slowing with some stop-and-go. We got to Silverthorne at about 8:30pm and got gas. We stopped at Chipotle and ate in the car, watching a winter wonderland forming from the big, wet flakes coming down outside.

Off we went, heading east again. The signs said for trucks to chain up and that the "Traction Law" was in effect. Hmm, I can't swear that I remember the details of that law. Luckily, we were in my 2015 Toyota Avalon and not the 1971 MGB. I think the law has something to do with good tires and I hope NOT four wheel drive. "Tyera, please look that up." Well, it was no big surprise to have zero to spotty cell service halfway up towards the tunnel in the blinding snow. "I'll just follow that truck, it will make a deep path in the 6-8 inches of mushy snow for us." We continued. More slow traffic, but mostly moving. We reached the tunnel. "Hey, maybe I can turn off my windshield wipers for a couple minutes to stop that awful squeak, squeak, squeak." (Reminder to Self: Replace the windshield wipers that haven't been too good since Christmas.)

After the tunnel it we got up to 25, then 30, then 40 MPH. We cruised along for a while and I thought, "Nice traffic, we might be home by... Hey? What time is it anyway? Oh my, it's after 11pm?" The speeds gradually increased on I-70, allowing us to get up to posted speeds and traveling on wet roads by the time we got to Morrison. But there was an inch or two of snow on some of the roofs near I-70 & US 6.

Now it was just a matter of dropping Tyera off at the Park-N-Ride in Thornton to meet her wonderful husband, who stayed up until midnight in order to save me the additional miles required to drop Tyera at her place. Then I headed home. The traffic was so light I managed to pull into the driveway by 12:30 am.

So, that's one trip done and three to go. Wow, this might have made an interesting PHINQUE STORY, but I seemed to still be too dazed to be able to relate it at the MGCC Meeting on May 11th.

SECOND DRIVE TO GLENWOOD (less eventful)

On Saturday, May 7th, we made the second trip. With Tyera once again on her laptop as we drove, we were able to pretty well finalize the route, the instructions and the tricks and traps. We had great weather with no notable events. We got rough mileage measurements for the route and checkpoints to put in the columns to calculate the leg times.

For the next couple of weeks I went through the Rallye Instructions, checking capitalizations, wording, checking, rechecking and rechecking everything again.



THIRD DRIVE TO GLENWOOD

On Saturday, May 27th, Tyera and I measured the route down to 00.01 of a mile. It was good to go on a Friday, which was the same day of the week as the Glenwood Rallye. We stopped in Hot Sulphur Springs to talk with the Sheriff's Department, to let them know that on Friday June 10th, 40-50 cars might be looping around town for about 15 minutes each. From start to finish, these cars might be seen in the area for as long as two to three hours. It was good to talk to them. We later exchanged a couple of emails and they were glad to know we were coming through Winter Park, Hot Sulphur Springs and Kremmling, which they also cover.

FOURTH DRIVE TO GLENWOOD

The last trip was on Friday June 3rd. This last run is called a "Check Run," and it is usually done by someone who is unfamiliar with that set of Route Instructions. The Check Run was done with me driving and Wayne Covington reading the "finished copy" of the Route Instructions, and he would tell me where to turn and what to do. He was glad to help out, and said it was a good distraction for him. We found several things that needed to be fixed. Sometimes there were small things that Tyera and I looked at ten times over and still didn't catch.

GLENWOOD RALLYE DAY !!

On Rallye Day, it's the job of the Lead Cars to take off early to ensure that the Rallye Route is okay. We generally run 30-45 minutes ahead of the first car and check that all the signs used in the Route Instructions are still present, all the checkpoints are in the correct location, the checkpoint crews have arrived and are ready, etc. At each checkpoint, we hand out the Checkpoint Control Logs to the Checkpoint crew to use, and drop off critique slips for them to pass out to the rally cars. It is important to also have a backup Lead Car. Today, Larry, Mark and Bill Frakes are in two cars going along with us. We're to leave Gunther Toody's promptly at 7:15am. No, wait, where are the Frakes? Gunther Toody's did not open at 6am like I told them. So I call and they were at McDonald's eating. Okay, here they come, and we left "right on time" at 7:35 am.

ON TO THE CHECKPOINTS!

Checkpoint #1 (CP#1): There was a cool loop off of US 40 near Lookout Mountain. People off course would take the shorter loop and be a minute early. Those that stayed "onto" Paradise Road were correct. Checkpoint #1 was very close ahead.

CP#2 (DIYC, Do It Yourself Control): At Dumont, there was Dumont Lane where the rallyists needed to correctly turn at the second Dumont Lane to come into the DIYC by the 1909 School House on the RIGHT. If they turned on the first Dumont Lane, they went the wrong way through the loop and the 1909 School House was on their LEFT. They would be a minute and a half early for leg two and 30 seconds early for leg three. All cars should have filled in their DIYC times on their scorecard and gone on their way. Whichever way they came through Dumont Lane they ended up back on course.

Dumont Lane was the site of a "Semi-Unintentional Trick" during the 2007 Glenwood. We ended up with cars coming from both directions into a *Manned Checkpoint*. This caused gridlock on Dumont Lane, with cars stopped going both directions on that narrow dirt road. Dick Fritz was the Checkpoint Captain that day, "Awwww, yes." I hope he has finally forgiven me (and forgiven Al Wulf for assigning him that checkpoint).

CP#3: Up and over Berthoud Pass was a nice transit zone. Through Winter Park, Frazer and Tabernash the rallyists would need to correctly count and pause ten seconds for the each of the eight traffic lights before going into the Checkpoint just past Tabernash.

Right as we got to CP#3, Keith Kerr pulled up. He drove like the wind to catch us. A few days prior, I was running short on time and dropped off the "Master" Route Instructions at the local copy shop to be printed 100 times. Evidently, pages 6 & 7 stuck together when they were making their "Master Copy" on the copier, and they didn't notice page "7 of 9" was missing. So they went ahead and made the rest of the copies. Then the stupid Rallyemaster (Yours Truly) picked them up. He pulled out a copy from the middle of the stack (see, I was almost smart), looked at it, and didn't notice page "7 of 9" was missing. Anyway, now back at the Start Line on Rallye Day, there must have been a few minutes of panic as the rallyists shouted together, "Hey! Where is Page Seven?" But as I understand from second hand reports, it was soon discovered that Ben Greene's copy of his Sweep Car Rallye Instructions had the missing page 7 of 9. I had printed that copy myself, with additional columns of notes (like the route measurements, where the checkpoints were, where to pick-up off-course signs, etc.) So some copies were made by some helpful soul (minus the extra columns of course) and rushed off by Keith to CP#3 to be distributed to each car as they came through. Phew! Jeannie Kerr later told me that she was worried that the missing page might have been on purpose, and it was just one of our "Tricks." Oh, no it wasn't a trick. Hmmm. Something to think about for next time maybe?

CP#4: Hot Sulphur Springs had a "Maze" that was very much like the one that we did there in 2007. The rallyists would go near CP#4 and were instructed to PAUSE a minute, look at the checkpoint down the road to the right, and if they got lost in the maze they could always just head to the checkpoint. There were two "Protection" forced turns for them to execute while driving at 10MPH, which is really tough when running in a Seat of the Pants class.

CP#5: Lunch was in Kremmling and there were a lot of places for the rallyists to relax for exactly 60 minutes. After leaving the lunch break and heading west on CO134, an instruction said to make a CAST (Change Average Speed To) 3.5 MILES AFTER PREVIOUS INSTRUCTION. Then there were three ITIS (If There Is Such) Instructions that took rallyists off the rallye route for a short little 4.5 minute loop. The trick was that the rallyists had only gone 3.0 miles when the opportunity to turn occurred. So some people made the loop and were late and some stayed on course.

Many Rallyemasters have said at one time or another that, "Even if you don't put any tricks or traps into your rallye, some rallyists will find a way to create their own." Well, this seems to have happened just before Checkpoint #5. We lost a lot of cars at this point. Had I realized what would happen I would have put up an off course marker or two, or closed the off-course opportunity.



Then there was also a small goof on my part. Here is the story: There was a series of three things that existed within about 100 feet. **One**, there was a black on yellow "RXR" railroad crossing sign. According to the Generals/Glossary this was a SIGN, a warning of a railroad track ahead. Then **Two**, there was a road to the RIGHT that was thought to be labeled "GRAND 6 COUNTY" (which was the sequence of words on the sign, more on this later.) This is where we wanted them to turn to get to Checkpoint #5. Then **Three**, there was a physical RAILROAD CROSSING. The Instruction said "RIGHT AFTER RXR ONTO GRAND 6 COUNTY (comes quick)". Which we hoped would direct them down Grand CO 6 to Checkpoint #5. But I guess several people thought RXR meant the physical tracks. They then went up ahead about a quarter mile (what happened to "comes quick?") and turned right at CO131 to go north through Toponas towards Yampa. The checkpoint was visible with a white tent off to the right on a dirt road, had they been looking. Checkpoint #5 crew saw several single and groups of cars go north then later south, but they never came to the Checkpoint. The checkpoint crew must have felt very lonely with only about twenty cars coming in to visit them. Sorry about that.

And to make matters worse, we made a last minute change to the Route Instructions, in order to try to help the rallyists. We changed the Route Instruction from a single word, "RIGHT" to say, "RIGHT ONTO GRAND 6 COUNTY (comes quick)." This might have hurt the ones who saw the sign; because, duh, we were now in Routt County and the instruction should have said "RIGHT ONTO ROUTE 6 COUNTY (comes quick)". OUCH !!! The Rallymaster's Double Bad there. Another PHINQUE AWARD, if you please.

CP#6 (DIYC): Driving down CO131 was a nice fun drive at the speed limit the whole way. But it might also be hard to not go over the speed limit while enjoying the smooth, mostly downhill, uncrowded highway. There was a DIYC at the little pull-off in Bond.

CP#7: Not really any tricks along the way until just before the Last Checkpoint. This year instead of a Donut Check we made the Donut into a Hat for a HAT CHECK. We were set up about 200 yards prior to CP#7. At this point there were only 34 cars that came by, and 31 slowed or stopped at our "HAT CHECK." Marty Henry was back with his trombone to welcome "guests" and we asked, "How many HATS would you like to check?" It was a hoot. Lots of confused looks from the first time rallyists. And a, "Not that Damn trombone again!" from Neil White.

It was a lot of fun trying to think up some clever tricks to entertain you all. We just wish we could have had 20 remote cameras, to see if we really did catch anyone on Lookout Mountain, in Dumont, or in the maze, or the fake checkpoint loop after lunch. But we did enjoy being at the Hat Check at the end, to see almost everyone.

And so we close the folder on Glenwood Rallye 2022. Thanks for coming along for the ride.

Safety Fast,

Doug & Tyera Eulberg



From Miles Kerr, 2022 Rallye Glenwood Springs Tour Master:



It was so much fun meeting all of you Saturday afternoon following the "Many Miles Tour." I was only about seven months old at the time of the event and everyone was very kind to me at the hotel, even if I did get a little rambunctious. In the end it was a beautiful day and we only had one minor issue. Apparently, the street sign for "Fender Lane" in El Jebel was missing but, as always, most of you figured it out and even helped others on the tour stay on track. I gave you extra credit for that. You helped me learn my numbers and letters along the Frying Pan River Road to Rudi Reservoir, helped me with my colors, and even got to sing a song along the way. Best of all, while completing the tie breaker questions you helped me figure out that Diesel is my great, great Grandfather. As a rescue pup, that information was important to me. I only hope that one day I will be as accomplished a MGCC Tour Master as he was.

Speaking of Tour Masters, it is my pleasure to introduce Ms. Paige Seven as the 2023 Rallye Glenwood Springs Tour Master. You will learn more about Ms. Seven in future issues of the "Dynamo". She's a resourceful 'fill in the blanks and get her done' kind of person. You'll like her.

Safety Fast,

Miles

P.S. If you're looking to adopt a pet, check out Lola's Rescue www.lolasrescue.com. That's where Keith and Jeanne adopted me.

(Don't worry, he'll grow into his ears. - *Editor.*)





Chip and Jessi find snow at the Pass.
Note the "Go Fast" Rallye stickers.



Groovy, Baby! Lisa Ximenez and Richard Ellis with their wrapped MGB.



Shawn Bowman with Navigatrix Oriana Meldrum



Serious kit for a competitive drive...



Above:
Brexiteers.
make the scene.
Right:
MkII and MkII
Deluxes are
Featured Cars.





Left: Car #13 Arrives at Checkpoint 4. Ritsuko does the leg work.

Right - What Lies Beneath: a Raceline Duratec -R Twin Cam.



Tour's End: Rudi Reservoir.



Thanks for the excellent Photos:

Chip Bollendonk
Greg Bollendonk
Shawn Bowman
LaVerne Downey
John Fraioli
Bob Gloyd
Kim Kraemer
Lisa Ximenez



2022 Official Rallye Results

Experienced Class

CAR #	Driver/ Navigator	Year/Car	Class	Total	Place	Overall
62	Mike Barlowski	Rental Car	Exp	296	1	1
22	Akin/	1979 MGB	Exp	805	2	6
13	Stone/White	1974 MGB	Exp	1009	3	12

Vintage Class

CAR #	Driver/ Navigator	Year/Car	Class	Total	Place	Overall
35	Blaney / Blaney	1977 Corvette	Vint	461	1	2
42	Allen / Allen	1967 MGB	Vint	929	2	10
10	Morrison / Morrison	1963 TR4	Vint	1123	3	16

Novice Class

CAR #	Driver/Navigator	Year/Car	Class	Total	Place	Overall
61	DeBartolomeis / Meldrum	1959 TR3A	Nov	974	1	11
5	Bennett / Long	1966 Austin Healey 3000 Mk III	Nov	1191	2	17
3	Bair / Downard	1970 MG Midget	Nov	1214	3	18

Computer Class

CAR #	Driver/Navigator	Year/Car	Class	Total	Place	Overall
40	Bates / George	1990 Toyota Cressida	Comp	726	1	4
8	Dolan / Dolan	1994 Miata	Comp	786	2	5
27	Robinson / Robinson	1999 Miata MX-5	Comp	1231	3	19

Intermediate Class

CAR #	Driver/Navigator	Year/Car	Class	Total	Place	Overall
25	Shoemaker / Van Hert	2005 Volvo V70	Int	507	1	3
24	Britt / Britt	2017 BMW i3	Int	810	2	7
6	Bergstrom / Bergstrom	1959 VW	Int	854	3	8



First Overall in Rallye, First in Experienced Class: Mike Barlowski.
Apparently he does it without a navigator.



Mike and Lisa Blaney, First in Vintage Class



Phil Bates and David George - 1st in Computer Class



James DeBartolomeis, Oriana Meldrum (not pictured) 1st in Novice Class, Rallye



Madison Shoemaker, Mike Van Herk, 1st in Intermediate Class, Rallye



Nancy Ross honors the Queen. Nice One! Inset: The Royal Bobblehead.



2022 Tour Results

Class	Place	Driver	Navigator
MG Class	1st	Chip Bollendonk	Jessi Follett
MG Class	2nd	Shawn Bowman	Oriana Meldrum
MG Class	3rd	Evan Reed	Sarah Reed
Modern Class	1st	Scott Thompson-Buchanan	Diana Thompson-Buchanan
Modern Class	2nd	Jeffrey Barnett	Cheryl Barnett
Modern Class	3rd	Madison Shoemaker	Mike Van Herk
Vintage Class	1st	Herbert Goede	Kathleen Goede
Vintage Class	2nd	Russ Hulting	Deb Hulting
Vintage Class	3rd	Paul Estock	LaDonna Estock



2022 Funkhana Results

Class	Place	Driver	Co-Driver	Vehicle	Time
Pre-1980	1st	Nathan Finnemon	Craig Walck	1971 Midget	1.32.84
Pre-1980	2nd	James DeBartolmeis	Nathan Finnemon	1959 TR3	1.35.06
Pre-1980	3rd	Chip Bollendonk	Ken Follett	1972 MGB	1.55.68
Post-1980	1st	C. Dolan	I. Jurkevich	1994 Miata	1.48.34
Post-1980	2nd	John Preiser	Jamie Preiser	2019 Fiat 124 Abarth	1.58.51
Post-1980	3rd	Nicky Britt	Cooper Akin	BMW i3	2.09.53



First in Funkhana, Pre-1980 Class: Nathan Finnemon, Craig Walck



First in Funkhana, Post-1980 Class: C. Dolan and I. Jurkevich



Chip Bollendonk and Jessi Follett, First in Tour, MG Class

**Not Pictured: Scott and Diana Thompson-Buchanan,
1st in Tour, Modern Class. Congratulations!**



Barker Award Winners



Herb and Kathleen Goede, First in Tour, Vintage Class. The Goedes also received the Barker Award for achieving the highest placed finishes in three or more events.



2022 Rallye Glenwood Springs Official Car Show Results

Class	First Place	Second Place	Third Place
<i>Featured</i>	Al Wulf 1962 MGA MkII Deluxe		
<i>Premier Class</i>	Bill Day 1964 MGB	Curtiss and Anne Allen 1967 MGB	
<i>MG T Series/Other</i>	Marguerite Saro 1950 MGTD	Kemal Ouwerkerk 1953 MGTD	
<i>MGA</i>	Dave and Sharon Craig 1960 MGA	Dallas Allison 1960 MGA	Phil and Melody Collins 1960 MGA Twin Cam
<i>MGB/C Chrome Bumper</i>	Bob and Margot Patterson 1967 MGB	Laura "Woody" Magnuson 1973 MGB	Brian and Kathy Dillon 1971 MGB
<i>MGB Rubber Bumper</i>	Chuck Arnot 1979 MGB	Nancy Ross 1978 MGB	Mike Akin 1978 MGB
<i>MGB/C GT</i>	Eric Olson 1969 MGC-GT	Alan Magnuson 1966 MGB-GT	
<i>Other British</i>	William Lawrence 1953 Austin-Healey 100	Larry Frakes 1969 Jaguar E Type Series II	
<i>European</i>	Eric and Melodie Bergstrom 1973 VW Fastback	Henry Platts 1969 M-B 280 SL	
<i>Diamond in the Rough</i>	Hayden Schramm 1966 Volvo 1800S		
<i>Triumphs</i>	James DeBartolomels 1959 TR3A	Chip Snyder 1976 TR6	
<i>Asian</i>	Mark Frakes 1979 Civic 1200	Greg and Irene Peek 1994 Mazda Miata	
<i>Other American</i>	Dave and Cathy Magargal 1967 Corvette		
<i>Spridgets</i>	Herb Goede 1959 A/H Bugeye Sprite	Thomas Jones-Moore 1974 MG Midget	



Hayden Schramm won the “Diamond in the Rough” award for this tasty unrestored 1966 Volvo 1800S. If that’s Antique White, it’s the right color, too!



Cody Maine won the Hard Luck Award when the wheels came off his 1974 Triumph Spitfire. Literally. Twice. His deadpan storytelling style had us in stitches. You have a comedian’s sense of timing, my friend.



Kumpf Award Winners



Each Year, the Kumpf Award is given to the owner of the outstanding MG in the event. This year's award went to Marguerite Saro (seated) with her freshly restored green on green 1950 MG TD. The Barker Award went to Herb and Kathy Goede for their 1959 A-H Sprite.

Next Issue: Read the story behind Marguerite's TD and its restoration.



Meanwhile, in the Hotel Parking Lot...

11-Jun-2022 (Saturday)

The distributor in Bill Bollendonk's 1937 MG TA failed during the MG club driving tour on Saturday (near CO 82 and El Jebel Road).

A quick roadside inspection revealed that the distributor pinion gear drive pin had sheared, and the pinion gear disengaged from the camshaft.

Fortunately, the pinion gear was still intact on the distributor shaft after the distributor was withdrawn. No doubt, there are metal bits at the bottom of the sump.

We enlisted AAA for a flatbed tow back to Glenwood Springs.

Chip and Greg spent Saturday afternoon temporarily fixing the distributor in the hotel parking lot.

Kemal Ouwerkerk and Keith Kerr provided engaging engineering support, serving as the preliminary failure review board to approve the temporary disposition. The short-term fix enabled Bill to drive the MG TA onto the Sunday show field. Success!

Thanks to Glenwood Springs NAPA Auto Parts for the 1/8th inch roll pin!

- Greg Bollendonk



GT-47: Success!



Based on all the feedback, we have to call GT-47 a resounding success. We marketed hard to the NAMGARians about the joys of Colorado - the weather, the scenery, the drives, the people. Not surprisingly, MGCC, RMC members were gracious, informed and prepared hosts. What did surprise me was the sheer amount of effort required to put on a weeklong event like this one - hundreds of person-hours were spent by Committee members sweating the smallest details. Equally impressive was the support we received from our club volunteers. Thank you! Hopefully, we haven't overlooked anyone in the list below. Even though this wasn't as big of an event as MG2006, with the huge NAMGBR membership backing that one, attendees were delighted they made the trip. Was this our last international event? Maybe, but I certainly hope not. Special thanks to Jim Goodwin and Lora Swenson, Alan and Laura Magnuson, Tyler Hicks-Wright, John Fraioli, the MacIntyres, the Kerrs, the Knopinskis, and Bob Gloyd. You guys rock. -GP

GT-47 was phenomenal!!!
Thank you very much,
everybody in
MGCC-RMC
and NAMGAR,
for all your hard
work to make
this such a
successful
event.

-Reinout Vogt



Loved the Cripple Creek Run! -
Cathy Jo Brown
Great Fun! - Curt Young



That was a ton of fun and the food was
delicious! - Bob Gloyd
Beautiful! - Bob Peate
Soomuchfun! - Cathy Jo Brown



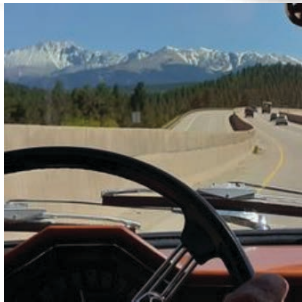
It was indeed a wonderful and memorable GT. Thank you to the NAMGAR Board, staff and all the MGCC RMC volunteers that put so much effort into the smallest of details to make this an enjoyable GT. - *Bill Marshall*

A Fantastic GT - Thank you everyone involved, you did a great job. - *Tom Coyne*

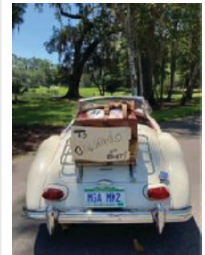


We agree, a wonderful gathering and a fun, well planned event! Thank you to all the volunteers and the tireless work of Alan and Laura Magnuson! - *Diane Macy Kirby*

Worth the Wait! - *Michael Tooke*



Hats off to you guys for an outstanding NAMGAR GT-47! Everything was great and an experience to be fondly remembered. I also wanted to acknowledge the two 'goodwill ambassadors', Laura & Ruth. No matter if it was in the motel lobby, at the car show, at the banquet, those ladies had a smile on their faces and a nice thing to say to everyone. They sure added to the pleasant experience. - *Larry Zerwig*



Well Done!

- *Don Daufenbach*

You guys did an epic job. We know how much work it is to put on a weekend long event, one that last most of a week is even harder. Thanks for a great experience. - *Wray and Susanne Lemke*



My wife and I wanted to thank you and the entire team of volunteers who made GT 47 such a great event. From the time when we first registered at the hotel, great spot by the way, we knew we were going to have a good time. Every member of your "A" team was approachable, informative, pleasant and willing to help us with anything. We were very disappointed, as I knew were you, when GT 45 was canceled and then so excited when we found out that it was rescheduled for this year. We were last in Colorado in 1980, too long to stay away but this visit made us remember how much we loved it back then. Thanks again for a great time in a beautiful area and please take care and stay safe. See next year in Memphis. - *Al and Cheryl Nosenzo*



Thanks for all your work. The GT was great and I heard -zero- complaints. I think that's a record. Please pass that along to the rest of your team. - *Mike Jacobsen*



GT-47 Volunteers



Thank you to our Volunteers. This event
literally could not have happened without you.

Paul	Brown	Mike	Jacobsen
Martha	Brown	Jack	Knopinski
Curtis	Cook	Cathy	Knopinski
Avis	Cook	John	Layman
Brad	Cook	John	MacIntyre
Bill	Day	Becky	MacIntyre
Dennis	Duffy	Kathy	Magargal
Paul	Foster	Bruce	Mann
John	Fraioli	Kemal	Ouwerkerk
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Chuck	Hassler	Joel	Sigdested
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Janice	Wiskamp	John	Wiskamp	Suzanne	Steinbock



GT-47 Car Show Results



Club Members only. For a complete listing,
visit NAMGAR.org

Name	Class	Award	
Alan and Laura Magnuson	MGB/MGC	2nd Place	1973 MGB Black Tulip
Jack Kahler	MG Unique	1st Place	1934 MG PA
Bill and Greg Bollendonk	MG Unique	2nd Place	1935 MG K3/KN
LaVerne Downey	Other British	1st Place	1979 Triumph TR8

The GT-47 Committee

JIM GOODWIN	CHAIR	LAURA MAGNUSON	ACTIVITY COORDINATOR
LORA SWENSON	CO-CHAIR	GREG PEEK	COMMUNICATIONS
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JOE GUNDERSON	TREASURER	SCOTT GRIFFIN	ROCKER COVER RACES
CATHY GUNDERSON	REGALIA	TYLER HICKS-WRIGHT	WEBMASTER





The “Get Out and Drive” Drive

Ben Greene reports on a successful Memorial Day Weekend drive and a Sojourn with Hoodoos.

“Time to dust off the cars, blow out the cobwebs, and take a drive.” That was the theme of the May 28th drive to the Paint Mines in Calhan. The weather was great: overcast and slightly cool. 12 cars participated, well sort of. During the blowout of the cobwebs, one car blew out its exhaust system and had to retire early. Another car was having carburetor problems and just joined us for lunch.

We had 3 MGs, 3 Triumphs and a great showing of 4 Morgan’s, and don’t forget the Honda with kids in the back seat... The drive started in Parker. Everyone was very early, so we enjoyed donuts before heading out. Off to the back roads through Elizabeth, Kiowa, and Elbert, and ended up in Calhan. We spent about 1½ hours walking around the stone hoodoos and other formations. They were awesome.

We got back into the cars and headed off for lunch. It should have been an easy drive, but I guess El Paso County had different plans for us. They were kind enough to extend our drive with a long detour. We had to drive about an extra 45 minutes to get to the restaurant. - Ben Greene





1940s Era Ball

June 18

Boulder County
Airport.

Members brought
their period cars
and enjoyed the
music, dancing and
nostalgia of the
1940s era. An air
show featuring
period aircraft
added to the fun.



Clockwise: Shawn, Jonathan and Val pose with Bob Hope; ladies dress in period dress. That's Carmen Miranda with the fruit on her head; Ted, Shawn and Bo Bowman check out the motor pool.

Club Members had it made in the shade as they gathered for the Elizabeth Celtic Festival car show at Casey Jones Park in Elizabeth. Then it was on to Whitestone Cottage for the annual cookout. Hoorah!



July 16, 2022

Photos Courtesy of Nancy Ross. Thanks so much!



Center: Joe and Cathy Gunderson win the "Chieftain's Choice" Award for their 1967 Morris Minor 1000. Alan Magnuson organized the show on behalf of the St. Andrew Society. Chieftain Jean Hess presented the award. Bob Gloyd, Barb and Mike Maguire, and Richard Martin from the Triumph club find some shade.

Gundersons' Mega Party

The Gundersons hosted 91 people at their rescheduled birthday celebration July 24th. More than eight inches of wet snow put the kibosh on the original date in May. Together, they were 146 this year. They've also been married 51 years.



Clockwise: Judy Fritz enjoys some birthday cake; John Fraioli talks about his new jeep at the car show; Ninety-one people enjoy the day. Ben Greene's Morgan is in the foreground.

Photos: Cathy Gunderson

MGCC Offroad Division?



John Fraioli recently snagged himself a sweet Jeep.

“It has an original 232 ci straight 6 with a 4 speed tranny that has a ‘Granny’ gear. I purchased it two months ago. The guy I bought it from only had the jeep since January. He did a bunch of work on it before selling it to me. This included a two barrel carb (upgraded from the single barrel); new aluminum radiator, a new aluminum overflow tank and heater core; new Dash and all new gauges and switches. He also changed out the turn signal indicator, radio, and speakers. The car has new seats, a new center console and a new steering wheel. He also added a chrome plated alternator, as well as a replacement starter, fuel pump, oil pressure sending unit, battery, starter solenoid, new brake master cylinder. new top, with two sets of doors (full and half) and a bikini top. There are new leaf springs front and rear, new shocks, a new front chrome bumper and chrome grill. The car has a new 13,000 pound winch. It has a new windshield and rubber seal. There are new chrome hood hinges, a fresh air intake, and new Renegade hood decals. I could go on!” John plans to keep his new off-road vehicle at his mountain home in Nathrop. Maybe we should make that the new HQ of the MGCC-ORD, the MGCC Off-road Division, *Thoughts? -Ed.*



MG 2022 Report

By Robert Rushing

The convention marking the 30th anniversary of our first convention is now in the books. It took place where it all started in Peterborough, Ontario, in 1992. Now, thirty years later, we were back at that original hotel and meeting up with a number of same members who attended that original event and hosted by our first hosts – the MG Car Club of Toronto (who have now hosted four NAMGBR conventions: MG 92, MG 2010, MG 2015, and MG 2022).

Co-chairs Jeremy Holdsworth and Peter Mittler and their organization committee were well-prepared with stations set up to make sure that material and regalia were handed out quickly and with little hassles. One of the unique items available for pick up were 8-packs of MG 2022 beer from Henderson Brewing. The eight cans came with pictures cars from some of the different NAMGBR classes. All attendees were given a special gift of a very nice umbrella with a large MG octagon stenciled on it.

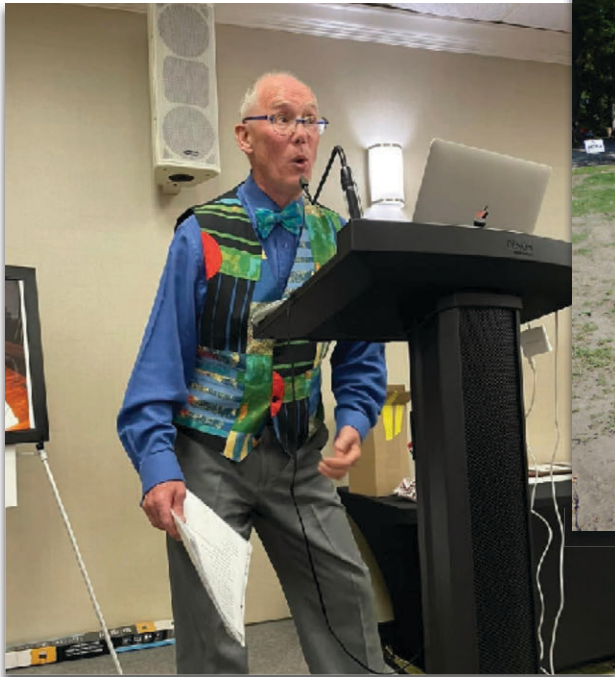
There were multiple technical sessions and fun activities during the week, including the famous John Twist Rolling Tech Session. One of the coolest events of the convention was the Hagerty Driving Experience for younger folks (or young at heart) who wanted to learn how to properly drive a manual transmission. Instructors were on hand to go through the basics then gave the students some actual time behind the wheel to try out their new skills.

Wednesday was the big car show at Nicholas Oval Park which had plenty of shade and onsite facilities. Around 200 MGs were on the field. Multiple vendors were on hand along with a coffee truck, an ice cream truck, and a food truck.

After a sunny day admiring all the great cars at the show, everyone made their way back to prepare for the banquet and awards ceremony. In addition to all the usual speeches and special awards handed out, Dr Ian Pogson was the special guest speaker for the night and regaled us with some very humorous stories and fascinating tidbits of MGF/TF history. He spoke very highly of the new MG models that are being produced now and the bright future he feels is in store for the marque.

Most of the time, the banquet marks the end of the convention, but this year the Calgary MG Car Club hosted a pancake breakfast on Thursday morning before everyone left to help promote next year's convention – MG 2023 – in Calgary, Alberta, which is on the edge of some of the most beautiful parts of the Canadian Rockies.

Thanks again to the MG Car Club of Toronto for hosting MG 2022. Another stellar convention in the record books!



Dr Ian Pogson spoke on the history of the 2000's-era MG Rover MGF and TF.



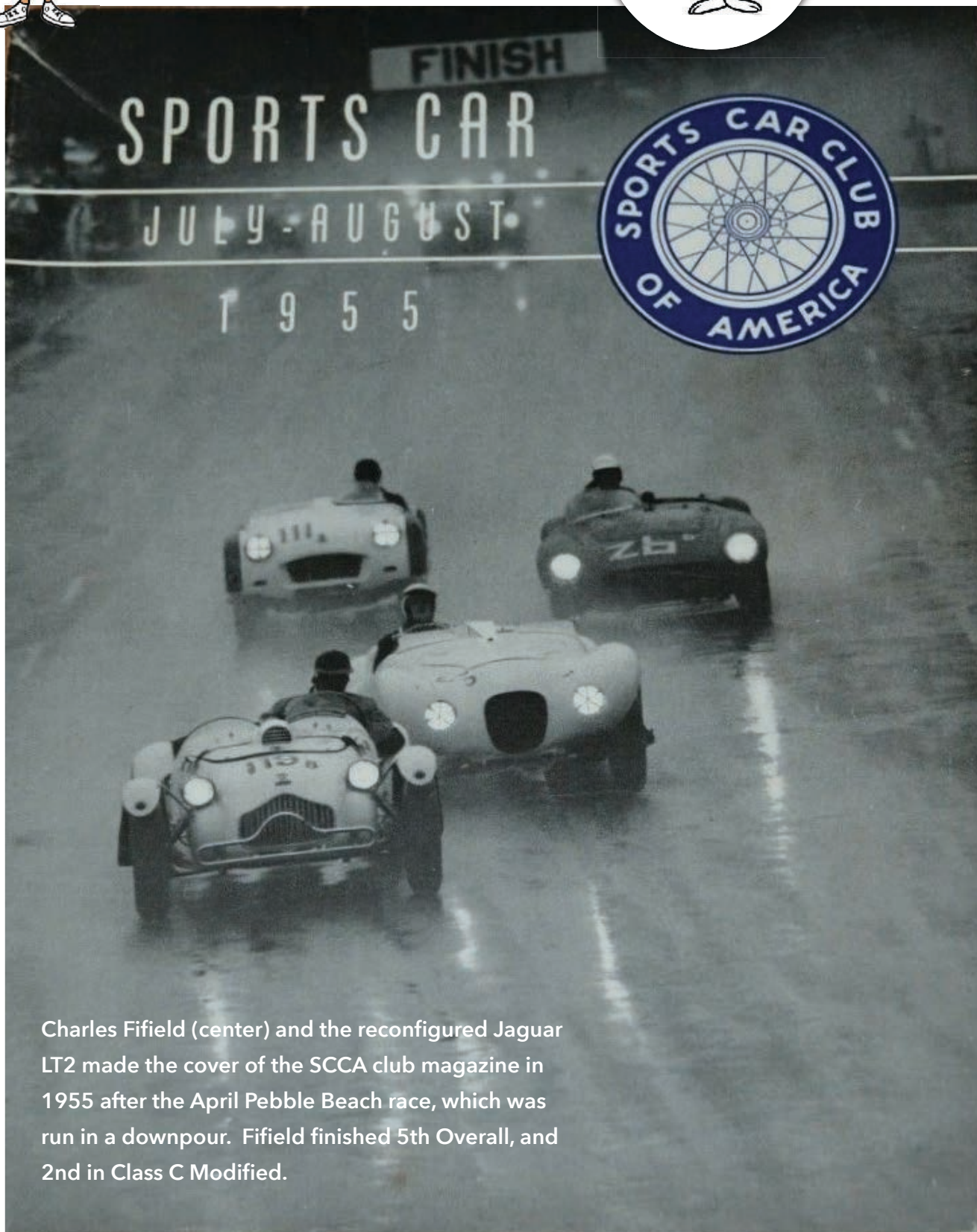
Nice turnout of MGFs. Produced by Rover from 1995 to 2000, the MGF was replaced by the uprated TF in 2002. Featuring a mid-engine design and elastomeric suspension first introduced in the Mini, the early cars can now be legally imported into the US under the 25 year rule. 67,000 MGFs were produced. While LHD cars were produced for the European market, the total number is unknown. The K-Series engine suffered head gasket problems, but aftermarket solutions have since addressed the issue.





The Wayback Machine

With Ron Shaw



Charles Fifiield (center) and the reconfigured Jaguar LT2 made the cover of the SCCA club magazine in 1955 after the April Pebble Beach race, which was run in a downpour. Fifiield finished 5th Overall, and 2nd in Class C Modified.

Charles Fifield and the 1951 Jaguar LT2

While the LT Jaguars were extremely rare, they were very much authentic racing cars, developed by Jaguar for competition at Le Mans and capable of much higher performance than a standard XK 120 of the period. Their level of that performance can be deduced from the success they had in SCCA racing in 1951 and 1952 in the hands of Phil Hill and Sherwood Johnson.

LT1 was the prototype of the series, an all-aluminum XK120 body eventually sold to a Jaguar employee and installed on a standard XK120 chassis. That car was discovered in the 1980s in dilapidated condition on a roadside in Vancouver, and was last known to be in a private collection in Japan.

LT2 and LT3 were built as magnesium alloy, single piece body race cars intended for the 1951 Le Mans 24 Hour race. Considerably lighter than stock XKs, these cars were essentially backups, in case the revolutionary C Type was not ready in time. When the C Type was determined to be ready for the race, the two completed LTs were sold to California Jaguar importer Charles Hornburg. Hornburg raced the LT2 and LT3 starting in mid-1951.

Also known as the Silverstone, the LT2 had something of a star-crossed initial history, as it crashed in both of its first two races in 1951, first at Elkhart Lake in August, and then in Reno in November. Argentine driver Pedro Malbrand managed to nurse the damaged car to a 4th place finish at Elkhart, behind the LT3 driven by Phil Hill. The LT2 driven by Bill Breeze crashed out of the Reno race and it did not compete again until Pebble Beach of April 1952, where it finished 7th overall. Here the LT2 was driven by Sherwood Johnson finishing two places behind Phil Hill in LT3.

On 24 May, 1952, Sherwood Johnson is credited with a 6th place finish in the Jaguar "LT Silverstone" at Bridgehampton, NY. Six days later, on 31 May, 1952, Johnson is credited with an 8th Place overall at the Golden Gate Races in San Francisco. The LT3 car, entered for John von Neumann, was a DNF due to overheating.

The LT2 Jaguar next turns up at the Aspen street race of September 14, 1952. The start photo below clearly shows a right-hand drive Jaguar #100 on the inside second row of the grid. The two rows of louvers on the removable engine compartment panel and the large Le Mans type quick-fill fuel cap behind the driver are clear indications that this is one of the LTs.



1954 Aspen 1st Overall winner Charles Fifield and the Jaguar LT2. The nose of the car had been modified to allow better cooling, and the car repainted in white.

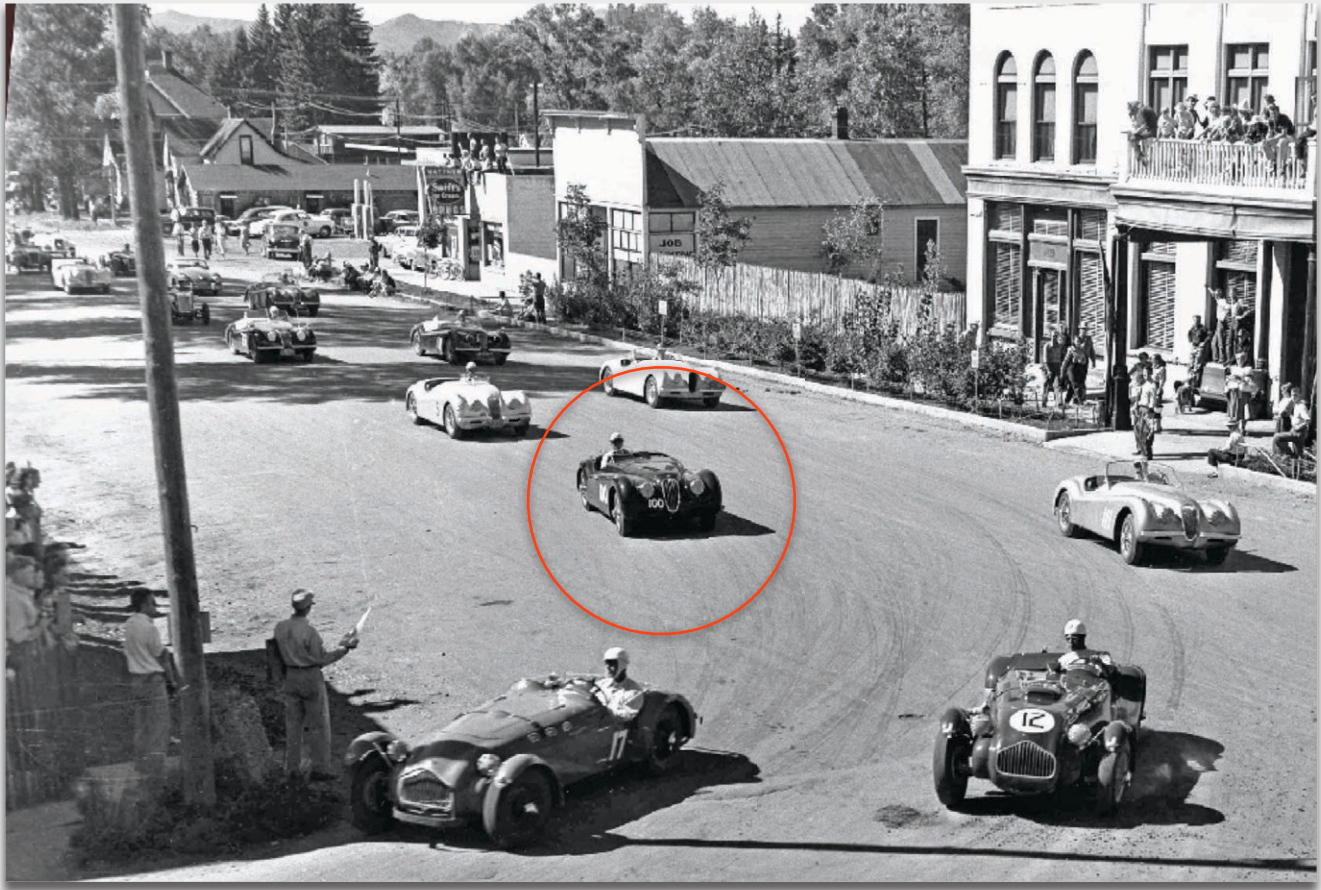
The available results of the 1952 Aspen race are vague and incomplete. See photo caption, page _____. They provide us with the name of the winner, Kurt Kircher in an Allard Chrysler, second place Alec Thomson, vehicle unidentified, and third place Whip Jones in a modified Jaguar. We know who Kurt Kircher was, owner/GM of Denver Imported Motors, a Jaguar/MG/Mercedes/Porsche/etc., etc., dealer. We know who Whip (Whipple) Jones was, a local Aspen businessman and ski area owner. We also know that Alec (actually Alex) Thomson was one of the three owners of Lowen Thomson Brown, a Denver Hudson dealership with an Import Division featuring Jaguar, MG and Porsche. The other owners were Chuck Lowen and Fletcher Brown.

We also know that Alex Thomson and Fletcher Brown were certified sports car nuts, with a propensity for acquiring rare and pricey race cars such as C Type Jags, Porsche America roadsters, and in all probability, magnesium bodied, one of a kind Jags, such as LT2. I think we know what Alex Thomson drove to second place at Aspen.



Aspen, 1953: Fifield in the Allard J2 with Cadillac engine. This car had been a DNF in 1952 in the hands of Jon Johantgen. Fifield bought the car and won the 1953 Aspen race after an engine swap to Cadillac.

Somewhere between the Aspen race in September, 1952 and the Aspen race of September, 1954, Denverite Charlie Fifield got into the racing game in a big way. Married to socialite Marjorie "Mardi" Buell, Fifield was an executive at Denver Imported Motors, and later at Imported Motors of Colorado Springs, both owned by the Buell family. Fifield bought two of the four cars in the first two rows of the start line at Aspen in 1952. These were the Allard J2 from the inside front row, and, a while later, the Jaguar LT2 on the inside second row.



Car No. 100, the Jaguar LT2 Silverstone in its original configuration in Aspen, 1952 in the hands of Alex Thomson, where it finished 2nd Overall. The photos shows the start of the 1952 race. Front row left is Jon Johantgen in the Allard with a flathead equipped with an Ardun (Duntov) overhead valve conversion on it. This is the car Fifield bought after it DNF'ed in '52 (broken exhaust header). Fifield stuck a Cadillac engine in it and won the 1953 race with it.

Both purchases proved to be inspired choices as Fifield won the 1953 Aspen race in the Allard, now equipped with a Cadillac engine, and won the 1954 Aspen race in the LT2 Jaguar after a new nose had been fabricated by local metalsmith Charlie Lyon, allowing much better airflow and improved engine cooling. Fifield raced the LT2 at least twice more, to a fifth place at Pebble Beach in April 1955, and a 1st Place at the Buffalo Bill Hill Climb of June, 1955.

In 1957 the LT2 was sold to Denver import car garage owner Paul Wigton, who kept it until 1975, when it was sold to British car collector Chris Jaques. Jaques commissioned a ground-up restoration, completed in 2005 when it appeared at the Pebble Beach Concours.

Unfortunately, Charles Fifield's story did not end as happily. On the 20th June, 1960, 33-year-old Charles Wyman Fifield II was found dead in his bedroom of a self-inflicted gunshot wound. The family said that he had been despondent over ill health. He left behind wife Mardi and three children.

Some Background...

As it turns out, the "LT Silverstone" moniker can be applied to either LT 2 or LT3. The "Silverstone" name seems to have been applied by the racing press and other commentators at the time to refer to British competition cars introduced by the builders at important races held at the Silverstone track. In the case of Jaguar, both the LTs and the later lightweight E Types were frequently referred to as "Silverstone" models for this reason. I believe there are some Austin Healey models referred to similarly. (*Note: It was called the Healey Silverstone, and predated the XK120 - Ed.*)

The LT Silverstone referenced as competing at Bridgehampton could have been either LT2 or LT3, but most likely LT2. Sherwood Johnson usually drove the LT2. In the Bridgehampton case, I have some reservations that it was there at all. It seems unlikely to me that LT2 competed at Bridgehampton, located on Long Island, NY, and then six days later was in San Francisco racing at Golden Gate Park. Certainly not impossible, and there are many instances of transcontinental hauls to compete in races only a week apart.

Secondly, my reservations that LT2 was at Bridgehampton has to do with Sherwood Johnson having built and heavily raced, a XK120 based modified car usually entered as a "Jaguar Special". Almost all of those races were east of the Mississippi. I have seen race documents, entry lists or results, where it is not clear what Johnson was driving.

As a slight digression, I have never seen any reference to the LT Jags saying what "LT" meant. One can speculate something like "Light Touring," but it could as easily refer to one of the designers or engineers, or somebody's pet cat. - RS



The LT2 as seen today. Courtesy supercars.net

Charles W. Fifield Competition Record, compiled by Ronald Shaw, Aurora, CO, 06/18/2022

November 13, 1955, SCCA Regional, La Junta, CO

Temple Buell Jr, Ferrari, 4.5 liter, 375 MM, sn #372 AM, 1st Overall

September 11, 1955, SCCA National Race at Elkhart Lake, WI

Mercedes Benz 300SL, 10th Overall, 5th in Class DM

June 26, 1955, SCCA National Buffalo Bill Hill Climb, Golden, CO

Jaguar XK120, LT2, "Silverstone" 1st Overall

April 25, 1955, SCCA National Pebble Beach Road Race, Carmel, CA

Jaguar XK120, LT2, "Silverstone", 5th Overall, 2nd Class CM

November 11, 1954, Torrey Pines 6 hr Race, La Jolla, CA

Jaguar XK120, LT2, with Alan Hoskins, Did Not Arrive

September 18-19, 1954 Aspen Sports Car Race, Aspen, CO

Jaguar XK120, LT2, "Silverstone", 1st Overall, 1st Class B

August 8, 1954, Buffalo Bill Hill Climb, Golden, CO

Jaguar XK120 coupe, 10th Class C Production

September 19-20, 1953, Aspen Sports Car Race, Aspen, CO

Allard J2 Cadillac, 1st Overall

August 8, 1953, Seafair Sports Car Races, Seattle, WA

Allard J2, DNF



From the Archives...

With Classified Advertising

Automobiles

March 24, 2000

The New York Times

MG's Faithful Get Hopes Up Again

By ROB FIXMER

HOPE springs eternal among American MG owners. It has to. Only an incurable optimist would drive a car that hasn't been built since Jimmy Carter was president — and that, even when new, was not particularly safe or reliable.

Yet British sports car enthusiasts on this side of the Atlantic seem downright skeptical about last week's announcement that Rover, the bleeding dog of British automakers, was about to be transformed into the MG Car Company by a group specializing in corporate turnarounds, Alchemy Partners.

"Alchemy — turning base metal into gold? These guys better have a clue!" said John H. Twist, a prolific author and guru to MG owners, who has made University Motors in Ada, Mich., a mecca for enthusiasts. "We all want to believe that the new owners can succeed where BMW failed, but we've had our hopes raised and dashed before."

Indeed, when BMW Group took over Rover and MG five years ago, there was widespread speculation that the Germans would create a new MG for the American market. But BMW, which was introducing its own open-top two-seater, the Z3, never re-engineered the existing MGF for the United States. BMW said the economics didn't work, but disappointed MG fans said the Germans were afraid that the well-regarded MGF would steal sales from the Z3.

Alchemy faces a daunting challenge. Rover and MG, which still use the outdated Longbridge plant in Birmingham, England, are rent by labor strife and hemorrhaging red ink. BMW will keep the Mini, which is being redesigned, and Land Rover, which is Rover's only profitable operation. BMW has agreed to sell Land Rover to Ford.

But anyone reading discussions on Internet bulletin boards in the last week would think that the only question facing Alchemy was whether to return to the United States with the MGF or with a new MG it has promised to turn out within 18 months.

A writer calling himself John Z of Ann Arbor, Mich., noted that Alchemy had said it would build 100,000 cars in the first year. "The 100,000 unit 'limit' still means no MG in the States," he wrote. "It tells me that the new owners are not interested in us."

Alchemy Partners declined a request for an interview.

Americans have at least some reason to claim a vested interest in the MG brand.

From 1929 until 1930, the octagonal MG emblem was virtually synonymous with British sports cars. But while MG's were de-



Chris Clark for The New York Times

John Twist, guru of MG owners, with '80 MGB and '54 MG TF. Below, a 2000 MGF.



signed and built in Abingdon, England, a majority were sold in North America, a fact that heavily influenced engine design, emission controls, safety features and eventually styling. Of the 512,243 MG's built from 1962 to 1980, when production ceased, 349,503, or 68 percent, were made for North America, according to an MG historian, Anders Ditlev Clausager, in his book "Original MG."

The MG was the first foreign car to win American hearts. Beginning with a trickle of the two-seat, soft-top TC roadsters imported after World War II by returning GI's, MG sales in the United States peaked in the 1979 model year at 22,753 — more than 10 times the number sold in Britain. A year later, MG closed its doors at Abingdon, having fallen victim to poor management and labor strife among parts suppliers.

But even after MG folded, appetite for the car wouldn't die. Rights to the brand changed hands several times over the years, ending up with Rover, which in 1992 offered a half-hearted domestic revival — the MG RV8, basically a classic MGB roadster body with a Rover V8 engine. In 1995,

Rover introduced the MGF, a midengine roadster that was a break from past MG's but a continuation of its design tradition.

That car has not made money, causing the online forums to buzz with questions about Alchemy's game plan. Was Alchemy, which is best known for turning around Parker Pen, simply planning to leverage MG's reputation by slapping the MG octagon on existing Rovers? Or would the partners live up to the promise of their announcement and "focus on developing a state-of-the-art, British-built product range worthy of the sporting heritage of the MG name?"

Whatever path Alchemy takes, how does it plan to succeed where BMW failed?

"You know, I thought the Germans would, and could, make a go of the MG name," Mr. Twist said. "How in the world will British ownership make things better?"

On the other hand, he allowed, "How could it make it worse?"

By continuing to ignore the American market, many MG enthusiasts would respond. Alchemy has so far remained resolutely mute on that point, but it is clear from sales of the Z3 and Mazda Miata, as well as from strong demand for the Honda S2000, that Americans have a strong and growing appetite for roadsters. The MGF sells for about \$35,000 in Britain, where cars cost more than in the United States.

"Today everybody is looking for ways to spend," Mr. Twist said of the United States market. "Technology stocks into the stratosphere — a perfect market for the MGF."

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North American MGB Register

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for MGB, MGC, Midget, 1100/1300 and
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- ANNUAL MEMBERSHIP \$30** (\$45 overseas)
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North American MGB Register

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www.namgbr.org

Plan On MOAB

By Rebecca MacIntyre

*Hotels are The Biggest
Challenge this year, so
Book Early.*

Join us on the MOAB to Montrose September 30
to October 4!

We leave Denver on September 30 and stop in
Salida for the night. John Fraioli is planning
Happy Hour at the community clubhouse at his
mountain home, just a few minutes away.

We were unable to reserve a block of rooms
(without a guarantee) in Salida. Many of the
places I called were half full for our September
date. YOU WILL NEED TO MAKE YOUR OWN
RESERVATIONS IN SALIDA.



Possible Hotel Choices In Salida:

Woodlands Motel 719-539-4980
Circle R Motel 719-539-6296
American Classic 719-539-6655
Gateway Inn and Suites 719-589-2895
Amigo Motor Lodge 855-729-0465



On October 1, we'll travel from
Salida to Montrose, via US 285,
Colorado 114 and US 50.

And yes, US 50 is open on weekends.

In Montrose, we will stay at the **First Interstate Inn, 1480 Townsend Ave, Montrose. Check In on 10/1; Check Out on 10/4.** We have a block of 20 rooms. Reservations must be made no later than September 14. **Call Danny or Mona at 970-249-6644.** Mention the MG Car Club when making your reservations. We have King, Queen and Kitchenette rooms available. The rate is \$89.99 plus tax per night, regardless of the type of room you reserve. They will honor that rate if you decide you want to stay a bit longer and explore on your own.

Note: By October, US 50 is scheduled to be open, with one alternating lane open on weekdays.



Montrose Visitor Center

August 10 Update:

This year's Moab trip is coming up fast and will be here before you know it. At this time, Jack and Cathy Knopinski will be temporarily handling any questions about the upcoming Moab trip to Montrose Sept 30-Oct 4. (Rebecca and John MacIntyre are not available at this time to answer questions.) We are currently putting together the list of people going so we can be in contact with them about any updates for the event. If you plan to go, or are interested but need more information, please contact us as soon as possible to be sure you are included in receiving information about the trip. If you are not on the list below but plan to go, please contact us ASAP so we can add you. If you are on the list and can't make it, also let us know. Please check Al Wulf's August 8 email and ensure your contact information is correct.

If you don't contact us, we have no way of knowing you plan to go and you won't receive updated information and schedules as we send them out. Please send us a confirmation if you plan to attend and aren't on the list. Call Jack or Cathy at 303-589-3943 or email us at jcknopinski@comcast.net

We are looking forward to another fun trip with friends, great Colorado scenery, and many more adventures!

- Jack and Cathy

Sign Ups to Date.....

Nancy Miller and Rhonda Kramer

Joe Haynes and Elaine Kelty

Neil White and Dorothy Stone

Al and Patty Wulf

John and Ritsuko Fraioli

Jack and Kathy Knopinski

Augie Burgoon

John and Rebecca MacIntyre

Juergen Keetz

Harry and Veletia Manning

Greg and Irene Peek

Dave and Kathy Magargal

Randy and Joyce Biallis





2022 Christmas Party



We're headed back to Memory Lane for the 2022 Christmas Party, scheduled this year for December 10. "We'll do an informal dinner buffet again this year," says Christmas Party Chair Cathy Gunderson. 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. "We've persuaded the local T-Register folks to join us again this year, so we're looking forward to a great time!" Mark your calendars folks!



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**



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 The Blue Bonnet Restaurant, 457 S. Broadway in Denver. Dinner at 6, The meeting starts at 6:30.

August

27 The Morgan Adams Concours d'Elegance features exclusive and exhilarating aircraft, automobile, and motorcycles on display together with silent and live auctions. The event brings together a collection of vehicles that spans all collectible eras, from the earliest significant air/auto/moto examples 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. Help support the fight against Pediatric Cancer.

<https://www.morganadamsconcours.org>

September

12-17 - The Colorado Grand - Want to see some of the best classic cars on the road? Choose a location and time to get a feel for the color and excitement that is the Colorado Grand. In its 33rd year! For a detailed itinerary, please see page _____. <https://colorado.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.!

September 30 - October 4— MOAB goes to Montrose, Ouray, Telluride, Black Canyon of the Gunnison. Tourmeisters are John and Becky MacIntyre. Details at the May meeting.

October

1- Oil Spot Rallye – BMCNC - Register [Here](#).

8 - Alan Saltzman Memorial Drive

November

Dust N/Shine at the Forney Museum. Lunch afterwards at the Blue Moon Brewery.

December

10 - Annual Christmas Party at Memory Lane. See page for more details.

November

19 - Dust N' Shine at the Forney Museum. Lunch at the Blue Moon Brewery.

December

10 -Annual Christmas Party See page for more details.



Bits N' Bobs

Random Stuff from the MG Life



Disturbed Individual Breaks Dennis Mills' Windshield

Dennis had just set off for Glenwood when he was accosted by man wielding a thermos bottle in Longmont, who promptly used it to smash his windshield and then ran off. Dennis was able to have a replacement installed at Sports Car Craftsmen after successfully submitting an insurance claim. The *Longmont Times-Call* reported in early August that police had arrested a man after a similar incident in the area. No report on whether the perpetrator focused on sports cars, LBCs or MGs in particular.

International Car Media Continues to tease Electric MG Roadster - What production form will the Cyberster take?



Here's the latest educated guess. Scissor doors and steering yoke? With a traditional cloth roof? Maybe.



Worth a Look: Extended BBC Feature on Abingdon and the MG Factory, 1976:

https://youtu.be/_5t7pB_PG_Y



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

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To contribute content, please email: mgccrmcnews@gmail.com

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



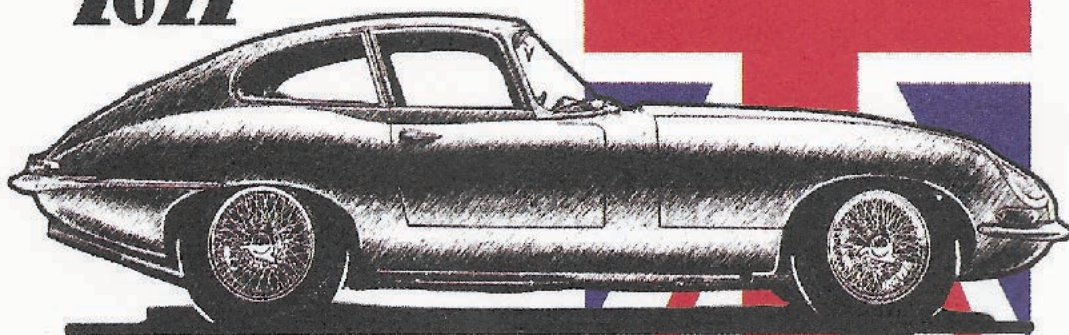
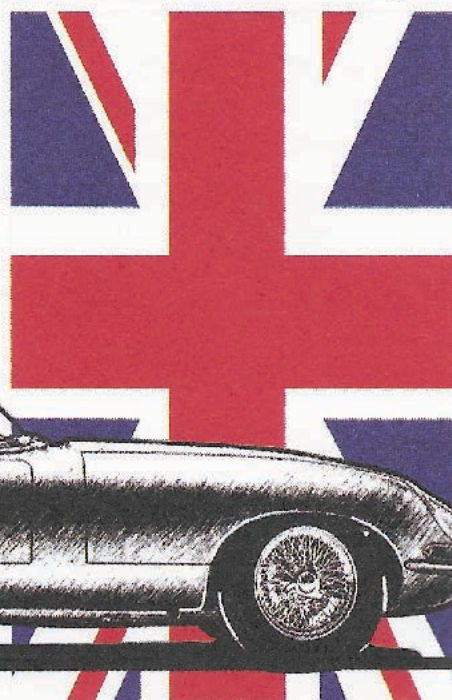
CONTRIBUTORS NEEDED!



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

COLORADO

**ENGLISH
MOTORING
2022**



CONCLAVE

**An invitation to all
BRITISH
Car and Bike Owners
September 2022**

17th *Ride The
Rockies*
Saturday

18th *The
Conclave*
Sunday

39th All British Car and Bike Meet

Oak Park, Arvada, Colorado
10425 W. 64th Place, Arvada, Colorado

DOES *Your* WIFE HAVE AUTOMOBILE NERVES?

SLOW UP FOR THIS CURVE
-DON'T TRY TO PASS NOW
LOOK OUT FOR THIS
SIDE-ROAD - THERE'S A
STOP AND GO LIGHT!
WAIT-GO AHEAD-BE CAREFUL



SHE SHOULD TAKE **DR. MILES NERVINE**

Don't be too hard on your wife when she tries to be a back seat driver. She probably is not trying to "boss you" and she doesn't realize how her constant suggestions take from the pleasure of the trip. Chances are she is

JUST PLAIN NERVOUS

One or two teaspoonfuls of Dr. Miles Nervine before she started on the trip might have made things a lot more pleasant for both driver and passengers.

Tense nerves are responsible for much of the Sleeplessness, Restlessness, Irritability, Excitability and Headache, from which most of us suffer at one time or another.

Dr. Miles Nervine helps to relax tense nerves. Why don't you try it?

Get Dr. Miles Nervine at your drug store.

Large bottle \$1.00—Small bottle 25¢

BE SURE TO READ FULL DIRECTIONS IN PACKAGE.

DR. MILES NERVINE





Parting Shot



“Never Follow the Crowd”

MGCC.org