

January
2016

FROM THE DRIVER'S SEAT

President, George Bean

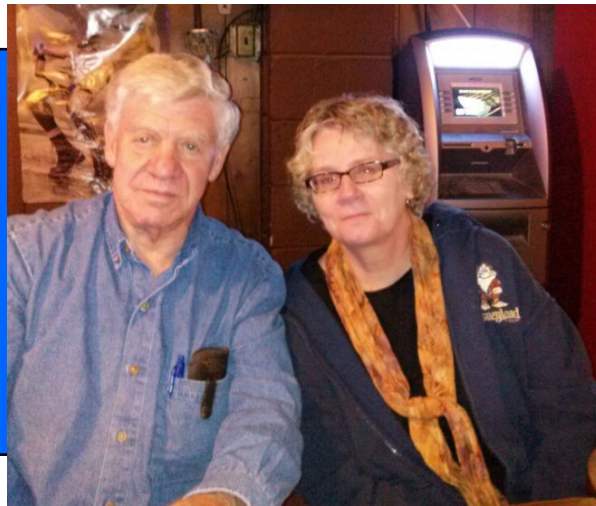
As I look back on 2015 I can say it was a busy year for the club. I trust that all had a good time at the Christmas party and I hope my few surprises were fun for everyone. We saw several car projects move closer to completion and we look forward to seeing them on the road this coming year.

I had hoped my blue MGA would have been completed by the time I wrote this message but like all projects I seem to be overly optimistic on my time schedule. I thought the interior would have been here and installed by now but there was a hold up on the seat covers and they are coming from the East coast. But I was told they were shipped today (Tuesday 12/29). I am still hopeful I will have the car ready for the run on the 24th. If not, I will get the white one out of storage. Trouble is I don't have a top for the white one and the temps are getting somewhat chilly. The blue car still needs the dash, interior, and soft top installed. It should be a nice car, not quite on par with John's and Leslie's or Dave's and Karen's but I think it will present well.

We are looking forward to 2016 starting with the Memorial Run on the 24th. And of course don't forget to attend the board meeting on the 13th. It is always fun to visit and "tip one or two" with the members, and we always need your input for club events. We have money to spend and we are working on a Valentine's Day event for February so stay tuned for that fun event.

As you know I am retired and always looking for projects to pass my time so if anyone needs any help on their cars just let me know. I am also working to put together an inventory of spare MGA or MGB parts that the club member might need. Once I have a good inventory and list I will publish it in the news letter. I am

(Continued on page 2)



George Bean, President with Delores

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starting with a spare engine, transmission, starter, and generator. All will be freshly overhauled and ready to go. I will also try to keep the most common small parts on hand. So if you are in a bind just call.

I hope to see all of you at the board meeting and the Memorial Run.

George

Welcome New Board Members

The Arizona MG Club would like to welcome Tony Capuano and Dave Boyer to the Board for 2016-17. They were both elected at the annual December Holiday event held on December 6th.

Tony is a new comer to the Arizona MG Club family. He joined in September 2015 and has attended many board and club events since becoming a member. Tony is an owner of a 1979 MGB Roadster which he purchased last April. Although having an interest and background with cars, this is Tony's first running MG. In his early twenties, he acquired a 1957 MGA from his younger brother which he worked on for several years before the lack of time, money and space forced him to give up this project. With the many years that have passed you would think Tony's love and interest for MG's would have faded. On the contrary, a desire to address a gnawing feeling of regret he has carried with him since giving up the project decades ago has never left him. After thirty years, an opportunity presented itself and he became a MG owner once more. Wanting to associate with other like minded individuals who share the same love, passion and interest in this LBC, the next logical step was to become an Arizona MG Club member. Humbled by his selection, Tony is excited and looks forward to working with the other board officers and club membership during the coming year.

The Boyer's profile is on page 7.



Tony



Dave

MEMBERSHIP

New Members—WELCOME!

Larry Salomon, Phoenix 57 MGA
 Jacob Tayrien, Queen Creek 80 MGB Limited

Renewals—Thank you!

Jonathan and Leslie Baney
 Steve and Sally Landry
 Pat and Bev Lynch
 Herman and Ellen Stephenson

DON'T MISS RENEWING YOUR MEMBERSHIP!

Watch for your name in this section of the newsletter and if you see it, mail your check and the Fast Registration form (on the last page of every newsletter) to the address on the form or via PayPal. Thanks!

Robert and Kathy Ashmore
 Bruce and Mary Anne Bergan
 Linda Blackford and Roger Seinkiewicz
 John and Maura Elmgren
 Richard and Elaine Glass
 Harold and Annette Huber
 Steve and Marilyn Jasper
 Martin and Phyllis Landusky
 Buckey and Nancy Mc Chesney
 John and Linda Snider
 Rich and Karen Timian
 David and Patricia Wheeler



AZ MG CLUB EXECUTIVE BOARD 2015

President	George Bean	(623) 975-3823	geowbean@verizon.net
Vice-President	Richard Glass	(623) 572-0394	dpg171@aol.com
Vice-President	Elaine Glass	(623) 572-0394	glasselaine73@gmail.com
Secretary	Karen Timian	(480) 899-3272	raktimian@q.com
Membership	Tracy Sattler	(602) 547-2317	TracySattler1960@yahoo.com
Treasurer	Bob Bandera	(928) 232-9633	rpbandera@q.com
Website Manager	Ed Striffler	(623) 478-0282	estriffler@msn.com
Newsletter Editor	Don Pottenger	(602) 548-8774	dcp07@cox.net

How do I send money to the AZ MG Club?

With PayPal, you can send money directly to the AZ MG Club Treasurer's email address. Here's how to send money:

- 1.. Log in to your PayPal account.
- 2.. Click Send Money.
- 3.. Enter the AZ MG Club's PayPal email address, treasurer@azmgclub.org, and the amount you want to send.
- 4.. Select Purchase or Personal, then choose the reason for the payment.
- 5.. Click Continue.
- 6.. Review the amount and the payment method.
- 7.. Add a message letting the Treasurer know the purpose of your payment (ex: due, etc.) then click Send Money.

Arizona MG Club ---- Events Calendar

Jan. 13th 6PM: Board Meeting, Original Hamburger Works, 2801 N 15th Ave, Phoenix-Members Welcome

Jan. 24th 10AM: Bob Schaulin Memorial Run – [See page 12 in newsletter for details](#)

Feb. 10th 6PM: Board Meeting, Location to be determined - Members Welcome

Feb. 21st 8AM:* Pancakes in the Park – Save the date

Mar. 18-19th: Sedona at Sky Ranch Lodge – [See page 13 in newsletter for details](#)

Jun. 13-17th: MG 2016 All MG Registers Meet, Louisville, KY – [See page 14 for details](#)

*- Indicates not an AZMG Club Event

Want to host an event? Need more information? Have an idea for an event, send comments to George Bean at geowbean@verizon.net

JANUARY 2016						
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MARCH 2016						
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Follow us on Facebook

Go to www.facebook.com/azmgclub for upcoming events and more pictures

Arizona MG Club Meeting Minutes



Meeting Date: December 12, 2015 @ 4:30 p.m.
Meeting Location: George & Dragon Pub in Phoenix, AZ
Board Attendees: George & Dragon Pub in Phoenix, AZ
George Bean
Bob Bandera Absent:
Elaine Glass
Richard Glass
Tracy Sattler
Karen Timian

Other: All Attendees of Holiday Dinner

Due to the tardiness of Secretary Karen Timian and the arrival of many of the party attendees, no formal board meeting was held. After dinner, with all present, the following items were discussed.

Agenda Items:

Board minutes:

November minutes to be approved at the January board meeting

Financials:

Bob Bandera stated financials were still good, at .

Elections:

Ballots were distributed with the names of five members who had agreed to serve on the board in 2016 if elected. These were : George Bean, Bob Bandera, Tracy Sattler, Tony Cupuano, and Hilario Garcia (absent.) Dave Boyer had also agreed to have his name added to this list. Members were asked to vote for five members, including any write-in names they wished to include. The new board consists of George Bean, Bob Bandera, Tracy Sattler, Tony Cupuano, and Dave Boyer. George Bean thanked outgoing board members Elaine Glass and Karen Timian for their service and presented the 2015 board members with a gift of candy.

Events:

The next event will be a car show and lunch (12-3 pm) on Sunday, December 13th, at Phil's Filling Station in Fountain Hills.

Awards:

George Bean presented awards for best Attendance at events, Perseverance, Excellence, Longevity and Achievement.

Holiday Gift Exchange:

The always hilarious gift exchange was held with Past President Buckey McChesney acting as Santa Claus. Several gifts were stolen the maximum number of times and all guest seemed very pleased with their gifts.

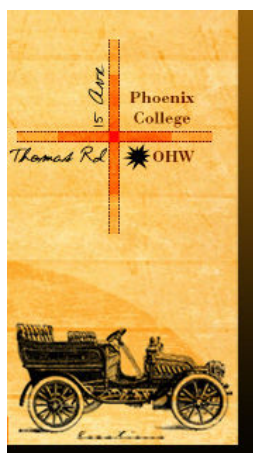
Toys for Tots:

A great number of excellent gifts were donated for Toys for Tots along with a check from one member. These were delivered the next day to Autonation Chevrolet in Gilbert, one of the official gift donation centers in the Phoenix area.

The party lasted until approximately 9:00 pm.

The next regular Board meeting will be held at the Original Hamburger Works in Phoenix, AZ on Wednesday, January 13th. All 2015 Board members are asked to attend to aid the turnover. At this meeting, the 2016 meeting day, time, and place will be decided upon by the new board members.

Social hour 5:30 pm Dinner 6:00 pm Meeting ~ 6:30 pm



PLEASE JOIN US FOR THE NEXT MEETING!

Member Profile - Dave & Gretchen Boyer

Dave's interest in the MG mark began in the late sixties when he was introduced to a 1969 MGB GT that his cousin purchased brand new. It was British racing green with spoked wheels. That was it until in 1986 when Gretchen and Dave noticed a cool looking car under a tree filled with leaves in Tempe, AZ. Dave notice the MG emblem on the front grill and that was it. He made an offer to the owner (owner wasn't interested in selling but did provide a price of \$1500) and bought it for \$1300. After cleaning out the leaves and a jump-start, Dave drove the 1960 MGA roadster home. It sat for 12 years before we began the restoration process. Competed with a ground up restoration in 2004 the 1960 MGA was brought back to life. The only challenge has been periodic engine problems, which is still plaguing the little red car right up to this profile. We hope to get this resolved in the near future.



With the MG fever, Gretchen always wanted a MGTD after she first saw one on a TV show "McMillan and Wife". We began a somewhat casual search in 2014. Casual by the way refers to sticker shock and let's move on. Low and behold, in early December of 2014 David spotted one on the Internet that was for sale at a European dealership in a small town in PA. After many conversations with the dealership and requests for digital pictures of the car including serial numbers, we made the decision to purchase without driving it. After inquiries with transport carriers (wow, was that an experience) Little T arrived in time for Gretchen's birthday.

After communication with the previous owner via the dealership, we were able to capture valuable historical information. Little T was restored in 1980, so it shows some graceful aging over the years. It must be mentioned that the car came with an antique trunk attached to the luggage rack. The dealership assured us there was no additional charge. Upon arrival we found a strange small key that opened the trunk. To our surprise, it was filled with all kinds of treasures including an original service manual and a complete set of coolant hoses, which were used post haste due to a leak which was discovered after returning from a recent AZMG Club outing. Gretchen actually made the discovery with a comment that sounded urgent stating that there was a puddle on the garage floor that seemed to be spreading.

All in all, we have found the MGTD to be a great replacement for the MGA while in repair. At least once a week discoveries are made that require some sort of maintenance, repair or restoration. Dave has become quite the expert with plastic wood and toothpicks (inside joke for early model MG owners). One anomaly of Little T that was challenging to say the least was the handling. Gretchen would ask Dave why he was changing lanes every time he shifted the trans-



The MG fever continues. If you recall, Dave was initially attracted to the MG mark with a British racing green MGB GT that his cousin bought new in 1969. You guessed it. David discovered a British racing green 1971 MGB GT barn find. Stored over 20 years and with careful preparation started the engine for the first time in all those years. It needs a lot of tender loving care, but we are determined to restore this mark to its previous glory.

MG Club Holiday Party

On December 5, the MG Club held their annual dinner and gift exchange at the George and Dragon Pub. Attendance was excellent and a lot of fun was had!











MG Club members gathered at Phil's Filling Station Grill on December 13.



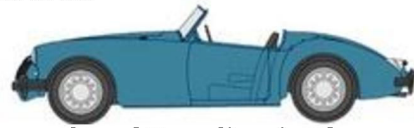
The Phils, Beans, Parkhursts, Sniders and Lucas'

5th Annual Bob Schaulin Memorial NOT A Poker Run Rally Sunday, JANUARY 24th 2016

It is not a Poker Rally - so what is it?



Come and find out!



We will meet at the southwest corner of Power road and Baseline in the parking lot behind



the Chevron station at 9:45 a.m.



We will take off around 10:00 am or as soon as everyone is there

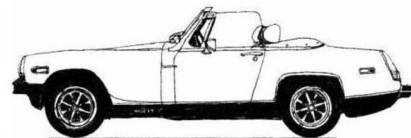
This will be a **TSD** rally but before you scream NO!!

T - it will take time to complete the route

S - you will need to vary your speed based on limits

D - we will be driving some distance to our destination

So relax and join us!



Please RSVP with count by January 21st

to Karen & Rich Timian

480-899-3272 (please leave message if no answer)

Or [email: RAKTimian@q.com](mailto:RAKTimian@q.com)



Join the AZ MG Club Sedona March 2016

Sky Ranch Lodge

March 18th & 19th (ck out 20th)

928.282.6400

Group Number 1894

Rooms range from \$130.49 per night to \$175.00 plus taxes-
notify Ginger or Don Pottenger (glc17@cox.net) when you
have made your room reservations.

Drive and activity details in future Newsletter but make your
room reservations now!

www.skyranchlodge.com

Welcome to MG 2016 the All Register meet in Louisville, Kentucky!

The North American Council of M.G. Registers is pleased to announce that MG 2016 will be held from June 13th-17th 2016, in Louisville, Kentucky!



Join the North American MMM Register, the New England MGT Register, the North American MGA Register, and the North American MGB Register for four fun-filled days of MG camaraderie. Louisville is home of the “Louisville Slugger” (the official baseball bat of major league baseball), Churchill Downs (where the “most exciting two minutes of sports” is held each May), and is the source of 1/3 of the world’s supply of bourbon. Louisville will have something to offer to everyone in attendance.

<https://namgbr.org/events/all-register-mg2016/>

Is your MG Properly Insured?

By Paul Morrissette

Reprinted from Keystone Region (PA) MG Club

Our club membership is very passionate about using our MG's and other vintage cars. Enjoying our wheels not only delivers fun for us, but it also improves the health of our cars. Unfortunately, some are afraid to expose their MG to hazards ranging from other cars, poorly-maintained roads, or security concerns. A good collector car insurance policy will minimize this risk and help protect your investment.

If you have a roadworthy car that is over 30 years old, you absolutely should have it insured on a "collector car policy" rather than the same auto policy that covers your daily use vehicles. Collector car policies are almost always more affordable than a traditional policy and also cover several items that regular auto insurance doesn't handle well.

Most collector car insurance policies offer a coverage known as "**Agreed Value**", which allows you to determine the value of your car before a claim occurs. A traditional auto policy will settle a damage claim by determining the current market value of a car **based on its original price less depreciation**. This may be a fair approach for your 2014 Ford, but not for a well-maintained MG that is appreciating in value. The September 2015 edition of Hemmings Sports Car and Exotic magazine says that the value of a 1975-1980 **MGB has increased by 79.4% over the past 10 years**. However, most everyday auto insurance policies will treat a '76 B as a 40 year-old quirky combination of rubber, vinyl, and steel **with a value comparable to a Yugo!!**

When you purchase a policy with "Agreed Value", YOU will determine an appropriate amount of coverage for your car, and it will remain **insured for that amount** for the entire policy year. Most insurers allow you to adjust this value up or down over time as the market evolves, and you should take the time to verify values at least once per year.

Collector car insurance policies usually give you flexibility on where you can bring your car after a claim. Chances are you'll want a British car specialist to repair your vehicle after an accident, but not all insurers will pay the higher labor rate that a specialized technician deserves. While most collector car insurers understand the need to have a vintage car repaired properly, you should verify in advance that you can choose the restoration shop of your choice.

Locking Fasteners, Lock Washers et al

Why or why not lock washers? This is a good question and one that can be surprisingly complicated. First, let's discuss how bolts or screws or studs (fasteners) are supposed to work. As you torque the fastener, you are actually stretching it. Each and every fastener has a specific torque that will keep it tight with no locking device. An example are your head bolts, rod bolts (most engines), and main bolts. For the majority of engines, these have no locking devices.

I know some early engines have lock tabs but I leave them out to reduce weight and the possibility of the little pieces breaking off. Even most flywheel bolts lack a locking device. If and when the fastener can be torqued or twisted enough to stretch to the required tension, it needs no locking device, not even LOCTITE. It will stay together.

ARP Bolts, the premier bolt supplier in racing, has a lubricant you are supposed to use to torque their bolts and studs. They know how far the bolts will stretch at a specific torque with their supplied lubricant to reach the ultimate clamping force and maintain it. Most "race" engines are built with stretch gauges, measuring the amount the fastener stretches and not the torque.

Torque figures are a way the bolt manufacturers have come up with so the average person can properly tighten the fasteners. Some fasteners are assembled to a specified low torque and then tightened a number of degrees more. IE: torque it to 45 lb. ft. and then go 45 degrees more and then 45 degrees more. They know how far it will stretch.

So, what about the fasteners that we cannot torque to the correct stretch point? There are many fasteners that we do not want to torque to the stretch point. These could be fender bolts, bolts going into aluminum parts, etc. We use some form of locking device. Everyone reading this should be familiar with the different types available. Each one provides a form of friction to stop the bolt or nut from coming loose.

There are the split washers, inner and outer star washers, lock tabs, safety wire, LOCTITE, lock nuts, castle nuts and split pins. There are other older or newer devices that we normally will not see on our cars. So what are the best? Let's start with the different type washers.

The most common we see are split washers and there are a few different styles of these but they all work about the same. ARP says they are useless at any time. They say to get the washer to bite into the bolt, nut, flat washer or surface, they have to be tightened so much that they get flattened out and provide no help. On exhaust systems, they get so hot they lose their tension and become useless.

Star washers are also common on our cars. They provide more friction between the head of the bolt and whatever you are putting the bolt thru. They work as long as you do not over tighten them and flatten them out. They have the side effect of gouging through painted surfaces. This makes them good to go between a painted surface and a ground wire. They make better contact.

There are also wave washers and one called a Belleville washer. We seldom see these but they have the same drawbacks as the split washers, they get flattened out and provide little friction to hold bolts in place. There is something relatively new that you may not have seen by a company called Nord-lock.

These are "wedge lock" washers. These are a two piece design that have small ramps inside the two pieces and as the bolt or nut tries to back out, the design causes the bolt to try and stretch and makes itself tighter. These are good for exhaust locations where high heat effects all the other washers. You will not see these on most production cars because of cost.

One product that I like is LOCTITE. This is a liquid chemical that just takes a drop on the threads to hold bolts in place. It hardens in the absence of air and provides a chemical lock between the threads. It also fills any gaps between threads so there is less room for vibration. There are numerous brands and strengths so read their label to see which is good for your project. I use some on any bolt I cannot reach with a wrench after assembly.

Now, let's look at external locking devices. My favorite, because of the look, is safety wire. This is probably the most difficult to use. The fastener has to have a small hole drilled in it and there needs to be something to attach the other end of the wire to. This could be a small hole in the item being fastened or it could be the next bolt in line. I have seen the side plate on a Merlin engine in an unlimited hydro-plane racing boat that had about 60 bolts safety wired together in perfect alignment. This must have taken hours to perform.

However, if you had to remove the plate, it would take about the same time to remove it. Safety wire should go thru two or three bolts in a row at the most for practical purposes. For bolts not right next to each other; you thread one end of the wire thru the first bolt, twist the wire and then thru the next bolt hole, then twist the ends together. If the bolts are right next to each other, just one twist between the bolts and twist the ends together. The specifications on how tight to make the twists, yes there are standards for this, has changed in the recent past. I use about 6 to 7 twists per inch between bolts.

Split pins are one we see a lot on our cars. They are mostly on suspension but are used elsewhere. Some flange nuts on transmissions and differentials use them, axle nuts are another place. And how many of you struggled to remove the split pin on your front wheel bearings when you have wire wheels? These require special nuts called castellated nuts or castle nuts for short. Is it because they look like part of a castle?

They also require special bolts or studs. These are usually used in sets because the holes have to line up in the nut and bolt when properly tightened. It is permissible to either tighten or loosen the nut one slot to get proper alignment with the hole in the bolt. This makes as confident of a locking device as safety wire and one of the most positive vibration proof there is.

Lock tabs are another positive device. They fit between two bolts and have little tabs that get bent over the head of the nut. There are some that go on one bolt and have a tab that locks to the part and one for the bolt head. If they have been used once, they should be replaced as the little tabs could break off from vibration. You see these used less the later your car. They were used on main and rod bolts in the engine, on ring gears in differentials and bearing hubs on old Triumphs.

If you are removing these, I would replace them with a grade eight flat washer to act as a dampening device under the bolt head. Grade eight, what is that and where did it come from? There are many grades of bolts. The worst is hardware grade, never use them. Grade five is ok for a lot of places on our cars, such as fender bolts, bumper bolts, but NEVER for high torque or stress locations. For these, get grade eight or better. Some good hardware stores now carry these and there are always specialty nut and bolt suppliers (Threads for the South) in Atlanta areas is my favorite.

Never use stainless steel bolts for high stress either. Or for a lot of suspension places, they can fracture and crack. Stainless also galls easy and can make removal very hard. Use a good quality anti-seize on them. Stainless looks prettier than regular hardware so use it carefully.

Last in this discussion is nuts. We already discussed a little about castle nuts so let's look at the other type of nuts. There is the plain jane standard nut you see all over your car. These come in all the different grades and the only two you should use are grade five or eight. There are four style locking nuts you may see. One is the familiar Nylock or nylon locking nut. These have an internal insert that grabs the bolt threads and resists them from backing out. Great for most uses but not around high temperature areas, the nylon can melt.

These are reusable and are not one time only nuts. Nylon has a memory and will return to its original shape. It will work as well the 50th time as the first, unless subjected to heat. This is from the Nylock company, not from me. Other locking nuts used on cars, not necessarily ours, are captured serrated which have a serrated star washer permanently attached to the nut and nuts with a serrated flange. One last type is jam nuts. This is where you take one nut and tighten it to your specs, then lock it down with another nut, jamming them together.

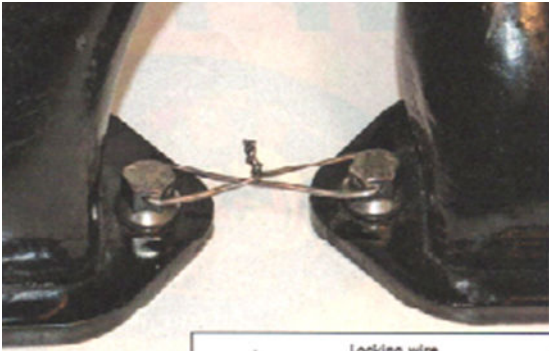
Triumphs use the jam nuts on the top of the front shocks. We don't see them many other places. Except on most of our gear knobs. You screw the knob down and lock it in place with a nut already on the gear lever. Well, this has been a little longer than I anticipated. But you see how complicated it can get.

Barry Rosenberg

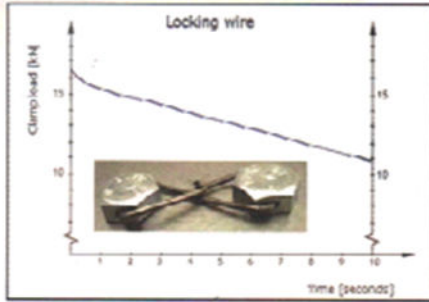
British Car Service

678-355-0877

Reprinted from August issue of mgTalk, The Southeastern MG T Register



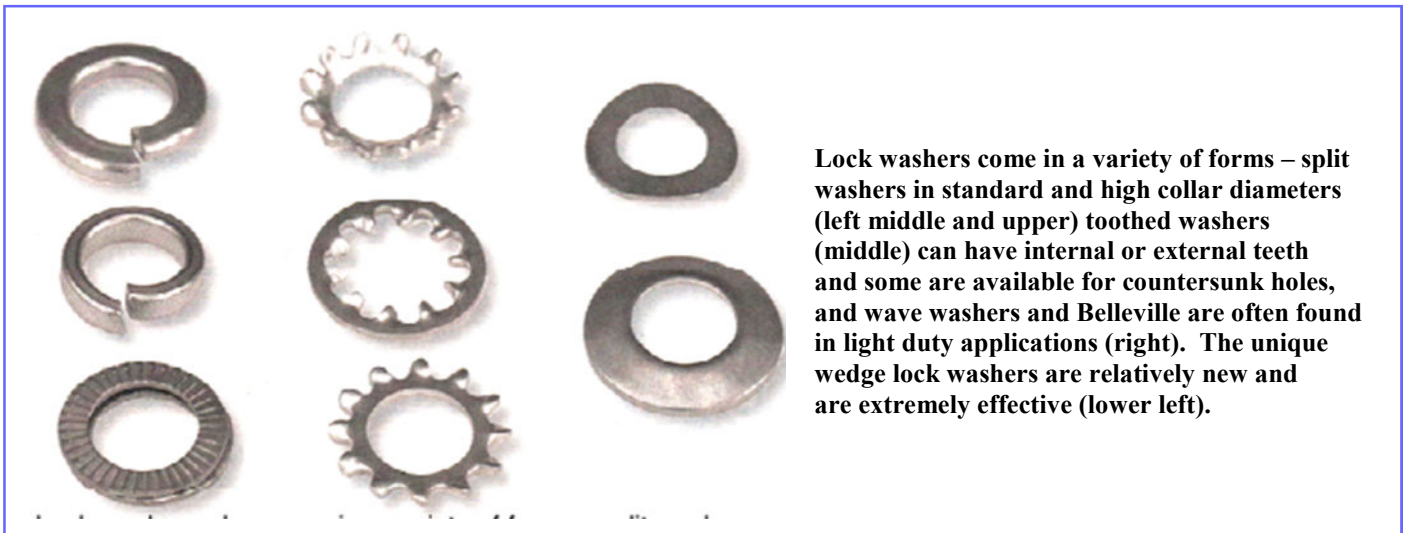
Safety wire is an effective means of locking fasteners when installed correctly. Note how one bolt trying to come loose will tighten the other.



Locking nuts come in a variety of forms including jam nuts, captured serrated washers, nylon inserts, and serrated flanges.



Another time honored mechanical method of retention is the castellated nut and cotter pin. These are still common on critical suspension components.



Lock washers come in a variety of forms – split washers in standard and high collar diameters (left middle and upper) toothed washers (middle) can have internal or external teeth and some are available for countersunk holes, and wave washers and Belleville are often found in light duty applications (right). The unique wedge lock washers are relatively new and are extremely effective (lower left).

Get your AZ MG Club Embroidered Patch

You can order them online via the club's online store at www.azmgclub.org. Find the Membership & Regalia app button and follow it to item (05) in the club's online store. Shipping is free and you can pay via check or Paypal.

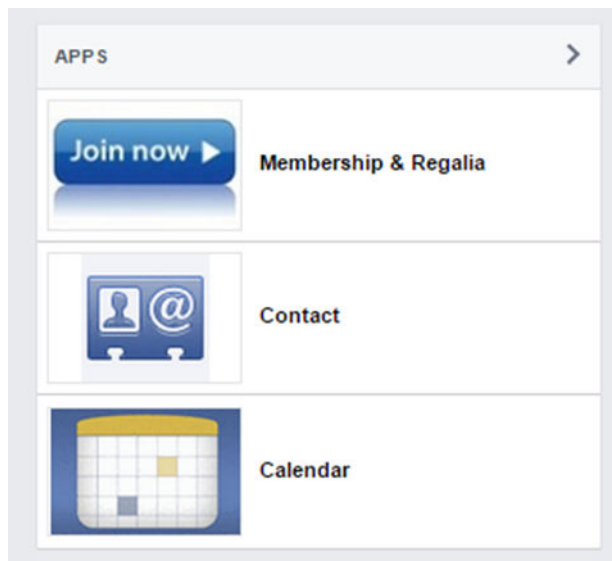


(05) Arizona MG Club Embroidered Patch

SKU 05

High quality embroidered Arizona MG Club patch with heat seal "iron on" backing. Dimensions: 3" x 2.65" Includes delivery via US Mail.

\$5.00



Membership

Category: [Store](#) > [Membership](#)

Showing 5-5 of 5 results



(05) Arizona MG Club Embroidered Patch
SKU 05

\$5.00

Buyers Guide MGB from Hagerty Insurance



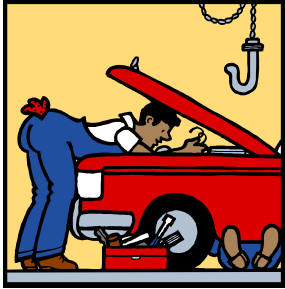
Thinking of buying an MG? Danny Hopkins, editor of Practical Classics Magazine, uses a beautiful 1975 MGB GT Jubilee edition to illustrate what to look for — including typical trouble spots — before you make a purchase. This is the latest in a series of videos we filmed during a recent visit to our UK offices.

Watch the video at:

http://www.hagerty.com/Articles-Videos/Articles/2015/02/03/MGB-Buyers-Guide?utm_source=ExactTarget&utm_medium=email&utm_term=&utm_content=&utm_campaign=Hagerty%20Weekly%20News%202-04-2015



Have a Tool to Lend?



Do you own certain specialty tools that you would be willing to lend to another club member (ex: engine lift, carb tuner, engine stand, tow dolly, etc.)?

Please contact Don Pottenger with your respective tool lists
dcp07@cox.net



North American MGB Register

The only MEMBER-RUN organization for MGB, Midget and 1100/1300 owners

ANNUAL MEMBERSHIP \$30 (\$45 overseas)

- Dash plaque • Membership card
- Window decal • Six bi-monthly issues of 64-page MGB Driver magazine
- Annual national convention – a four-day MG party!

North American MGB Register

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Toll-free phone/fax: 800-NAMGBR-1
www.namgbr.org



American MGC Register Association

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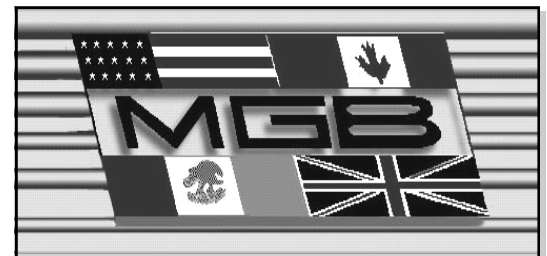
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