FROM THE DRIVER’S SEAT

President, Mary Urich

The Driver’s Seat has traditionally been focused on the trials, tribulations, challenges and joys of life as they relate to the little British car, the MG. Previous Presidents have shared their love for their cars and the heartfelt satisfaction they have when completing a portion of a restoration project, when they located a specific and highly prized part, got a great steal of a deal on body work, found another club member who could provide guidance on a seat repair or brake installation. Since taking office in December, and mainly because I do not drive our MG (the quick cruise of the neighborhood the day we brought the ‘WeeB’ home does not count) I have pretty much broken that tradition. I like our little car and enjoy the view from the passenger seat immensely. Would it be fair to say change hit the Arizona MG Club when my year as President began in January?

As with anything, change can be a positive or negative thing. It can be exciting, frustrating, invigorating or challenging and prepare the way for the next step. To everything there is a season…on behalf of the Arizona MG Club Board and General Membership I want to express a sincere thank you to Carl Anglin, for his 1 ½ years of service as Vice-President of the Arizona MG Club. Carl made the decision to submit his resignation for personal reasons. His resignation is effective June 1. The Board will discuss options for filling the vacancy during our next meeting.

Another change for the club relates to our regalia. Some of you will recall it has been awhile since regalia were available for purchase. After discussion with the Board, it was decided we would restore the opportunity for club regalia and the sense of club unity. Regalia will be available for purchase two times a year;

(con't on page 2 …)
No Renewals this month ...

WELCOME NEW MEMBERS
Bruce & Barbara Lummis, Sun Lakes, 1958 MGA Roadster Red

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. Thanks!

UPCOMING RENEWALS

June
Don & Marilyn Kozak, Mesa
Delbert & Linda Ontko, Phoenix

July
Jerry & Ellen Fisher, Mesa,
Dean & Nancy Horvath, Gilbert,
Dennis & Madeleine Kemp, Chandler,
Bill & Susan Lawler, Winslow,
Bob & Nina Pennington, Gold Canyon,
Dennis Hosier, Phoenix,

FROM THE DRIVER’S SEAT con’t

in June and in December. Samples of jackets, vests, ¼ zip sweatshirts, denim shirts, tee shirts, caps, visors, and hats will be available for viewing during the June Pool Party. The June samples will be of a heavier weight – perfect for Christmas gifts and cool weather wear. Items available for preview in December will be of a lighter weight – perfect for Arizona spring and summer! I think you will be pleased with the quality of the garments and the personalization of the club logo. The items will be shipped directly to the address provided on the order form when the order has been completed. Orders may be placed at that time with payment in the form of cash or check.

If an organization does not experience change, it is stagnant, and that is never a good thing. Bear with us as the Arizona MG Club experiences a season of change and opportunity for growth. The 2010 events calendar for the next six months appears later in this newsletter. We welcome all suggestions from members for tech sessions, trips, or activities. This is your club so please let your voice be heard.

As June 2010 is upon us, I wish each of you a happy MG driving day – just do it early in the day. And remember safety fast!
Arizona MG Club 2010 EVENTS CALENDAR

* June 11-13, 2010 – 58th Annual Rallye, Glenwood Springs, CO. MG Car Club Rocky Mountain Centre is hosting this event, which will serve as the 2010 South-Central Regional Meet for the NAMBG Register. See flyer for details and registration information.

Saturday June 12 – Pool Party & Tech Session - Hosted by Gary & Tracy Sattler - Tech Session will start at 3:00 PM and will be on installing a headlight relay. The Pool Party will start at 4:00 PM. See flyer for details.

July 17 – Drive & Dinner – Hosted by Mary & John Urich – Meet at 5:00 PM at D’Arcy McGee’s Irish Pub and Restaurant in the Tempe Marketplace, Next to the Harkins Theatre. Address is 2000 E Rio Salado Parkway, Tempe AZ 85181. We must have RSVP no later than noon Thursday, July 15 to confirm numbers with the manager of the restaurant. RSVP to Mary Urich at muruch@cox.net.

Saturday, August 7 – Pizza Party at Barro’s – Ginger & Don Pottenger. Just drive yourself to Barro’s Pizza at 15440 N 7th St, Phoenix. We will be in a private room in the NW corner of the restaurant. Plan on arriving between 5:30 and 6 PM, pizzas will be ordered at 6 PM. RSVP to Ginger at glc17@cox.net with total number attending. Pizza and sodas on the Club, other drinks at your expense.

September 25 & 26 – Run to the Pines – Jim & Connie Keller Hosting. Leave Phoenix early Saturday the 25th, run up to the Kellers in Payson for rolls and coffee, then gas up and caravan to Pinetop to see the car show – and maybe enjoy a little relaxation in the Honda Casino… I have heard that there are no rooms available at the Casino Hotel, but other places are available. If you plan on making the trip, you need to contact i.randconn@q.com so he can assist with suggestions for room reservations. We need to start getting some response to arrange rooms for those planning on attending this weekend trip.

* September 24-26 - 20th Annual Rio Grande Valley Regional Rendezvous All British Car Meet in Ruidoso, New Mexico. Log on to www.baoa.org for details as they are posted. Call Kevin Kittle for reservations and info at (505) 345-4207.

October TBD – Drive to San Tan Flats for Dinner – Jonathan & Leslie Baney – Details to follow.

November 5 to 7 – Trip to Bisbee – Hosted by Ginger & Don Pottenger – This is a weekend trip, leaving on Friday, November 5 and returning on Sunday, November 7. We will be traveling to Bisbee on Friday afternoon, Nov 5 for a fun filled weekend which will include a tour of the historic Queen Copper Mine. We need a minimum of 10 people to get a discount on the cost of the tour. With ten or more the cost is $11 ea for adults and $4.50 per child. We must have firm numbers since to get the discount we must sign a contract and pay on one check in advance. Also planned are a walking tour of historic downtown Bisbee and a winery visit on the return trip on Sunday. We will arrange for hotel rooms at the Inn at Castle Rock. They have 13 rooms, with normal rates of $85 for Queen bed, $95 for King bed, and $105 for a family room. Pastry and coffee are served on Saturday and Sunday mornings, and a patio is available for “Happy Hour”. Please RSVP to glc17@cox.net so we can get a firm count of attendees to arrange for discounts for both hotel and tour.

December 4th or 11th – Holiday Dinner, Gift Exchange and Toys for Tots. The dinner party will be one of these two dates. Please mark these dates on your calendar! You won’t want to miss this year’s party.

* - indicates not an AZMG Club Event

Want to help out on an event? Need more information? Send comments the Club President Mary Urich at murch@cox.net.
Meeting Date: May 25, 2010 @ 6:00 pm

Meeting Location: The Original Hamburger Works – Phoenix AZ

Board Attendees: Mary Urich
                Bob Taylor

Others: Jonathan Baney

Agenda Items: NA

Discussion:
Ginger Pottenger distributed the April 2010 (fiscal year end) financial statement via email prior to the meeting. No action taken.
Ginger Pottenger was out of town.
Ed Striffler was detained at work and arrived at 6:45 pm.
Karen Timian had a work conflict.
The bylaws state a quorum of 3 elected board officials are required to conduct an official board meeting. We waited for Carl Anglin to show. At 6:25 pm Mary Urich called the meeting as a non-meeting.
The next Board meeting will be held on Tuesday June 22nd at 6pm at the Original Hamburger Works.

Action Items:
Urich Review T Registry information and follow-up with Ed Striffler
Urich Call and welcome the new February members.
Anglin Research possible dinner locations for the annual holiday party. Prepare holiday party preference questions and provide to Ed Striffler for electronic survey.
Timian Confirm if there is anyone to whom you are hardcopy mailing the newsletter.
Baney Collaborate with Bob Taylor on language for the new member letter regarding website sign-up / access.
Timian Email Gary Sattler regarding Tech Session ideas and finalize details for the June newsletter
AZMGC Pool Party

Journey on over to the Sattler's
Saturday June 12th, for our
annual pool party and tech session
on Installing a Headlight Relay

SATTLER'S
18208 North 64th Drive
Glendale, AZ 85308

Tech session begins @ 3 PM
Pool Party BBQ begins @ 4 PM

CLUB provides the chicken, hamburgers, hot dogs, buns, soda, & water. BYOB and a dish to share:

A - G Brings Desserts
H - N Brings Appetizers/snacks
O - Z Brings Salads

Sharon Gray will be hosting another
Wine Tasting Contest so bring your
favorite red and/or white wine to share!

Use your new azmgclub login to RSVP to this event
no later than June 10th
http://www.azmgclub.org
"Run to the Pines" September 25th & 26th

This will be a very fun trip at a time when everyone would appreciate the cool pines of Pinetop and the Mogollon Rim. Plans are in the morning to see the car show, have lunch, spend the night in Pinetop, then a fun trip to the Tonto Natural Bridge on Sunday, then head for home.

Hotels are filling up fast so we need to get an idea of how many members plan on going to reserve a block rooms for the Club.

Please e-mail Jim and Connie at jrandconn@q.com ASAP so we can get an idea of how many rooms to reserve. Thank you!

TRIP TO BISBEE

The Arizona MG Club will be traveling to Bisbee on Friday afternoon November 5, 2010 for a fun filled week-end! Ginger and Don Pottenger are planning the event and need information from you, the membership, by July 10th so they can secure discounts in both lodging and tours in Bisbee. The hotel they have secured is the Inn at Castle Rock. It has 13 rooms - some with queen beds and some with king beds. Two rooms have additional beds which are suitable for families. The Inn is willing to work with us on price; the new owner has a MGB himself. He needs to know how many rooms we will need, before he can figure a discounted rate. The usual rates are $85 queen, $95 king and $105 family rooms. If members will let Ginger know if they plan to join the club in Bisbee, she can negotiate a discount. The Inn serves pastries and coffee on Saturday and Sunday mornings. They have a patio we can use for gathering for a "happy hour" before and after dinner. If the weather is to cool they can accommodate us in the parlor.

We will also take a tour of the historic Queen Copper Mine. If we have 10 or more people going on the tour we will get a discount on the tour. With the discount the Queen Mine Tour would be $11 adults and $4.50 for children. To get the discount we need to sign a contract and pay in advance with one check.

Here is what you need to do......email Ginger Pottenger - glc17@cox.net with your interest in going to Bisbee, Arizona leaving Friday afternoon and returning on Sunday no later than July 10, 2010. I know this is a few months away but to get the discounts we need a good guess on head count. Other items planned are walking tour of historic downtown Bisbee prior to lunch on Saturday and visiting wineries on return trip on Sunday.
Where the Rubber Meets the Road ....... Part I The XPAG Engine

By: Dave Ba
Vintage MG Club of Southern CA

Understanding the XPAG Engines inherent design characteristics, and what effects they have on making modifications to increase Power and or Economy.

• Forced Induction

A brief history of William Richard Morris and his car companies

William Richard Morris built his first motorcycle in 1901. For the next nine years he was involved with the various partnerships and business, dealing in cycles and automobiles. In 1911 he realized that the market for automobi would grow in the same manner in which bicycled. In 1912 The Morris Oxford prototype was built, and in 1913 the company was named, T. Morris Garages (W.R. Morris Proprietor). The company that we will now refer to as M.G. In 1913 the first production Morris was released and was called the Morris Oxford, also referred to as the Bullnose.

Morris had an unusual early history as a manufacture. The engine that he used, and many of the parts were purchased from an American Company known as the Continental Motor Company. The design of this engine went on to influence in one way or another, other engines produced by M.G.

In 1921 Cecil Kimber joined the MG Car Company and worked as Sales Manager. In 1922 he was appointed General Manager of Morris Garages.

Kimber was the backbone of the company. From the beginning he adopted a sporty appearance for the cars. By 1924, Morris Garages was advertising the "MG Special four-seater Sports", and had incorporated the famous octagonal badge into Bullnose radiator shell.

The objective of this article is to look into the past and gain some knowledge of William Richard Morris and the roots of the XPAG engine. How the British government influenced the engines design. And to delve into the design, and gain an understanding as to why things work. Learn how each major component effects the others. Take a systematic approach to modifying components to work better together, as a system. Areas that we will cover include:

• A brief history of William Richard Morris and his car companies
• How the British government influenced the design of all British engines
• Breaking down the engine into Subassemblies and analyzing the design characteristics
How the British government influenced the design of all British engines

In 1921 The British government formed the Ministry of Transportation. During that same year they imposed a new tax, the “R.A.C. hp rating”, also known as the Treasury Rating. This tax was in effect a tariff against American cars. (According to R.I. Barracough and P.L. Jennings in the new book “Oxford to Abingdon”) The customer was charged £1 for each R.A.C. hp.

I think that words of the late Cecil Cousins, that were presented at a special meeting with the New England MG ‘T’ Register in 1975 says it best; “...You see, in those days we didn’t sell engines by cubic capacity. We built engines on a cranky thing called RAC rating which didn’t take in to consideration the cubic capacity of the engine. It was based, pure and simple, on the bore of the engine; hence, the fact that for years and donkey years, all the English motor trade suffered with great engines with tiny little bores and whacking great long stroke.”

Breaking down the engine into Subassemblies and analyzing the design characteristics

The roots of the XPAG date back to 1939 and the MG "TB" Midget. For all practical purposes, the engines are virtually the same. They are both OHV, pushrod operated. They share the same capacity, 1250cc, Bore, Stroke, Connecting rod length, compression ratio, camshaft timing, brake horse power rating, and many other similarities. Although changes were made between 1939 and 1955. The inherent design characteristics of the engines were the same.

The XPAG responds fairly well to supertuning. In modern day engines, it is easy to obtain between 1 to 1.5 horsepower per cubic inch, in a normally aspirated configuration. The 1250cc engine displaces 76.28 cubic inches (1250 x 0.0610239), and has a break horsepower rating of 57hp at 5500 rpm.

At 76 cubic inches, With the addition of an extractor exhaust manifold, free flowing exhaust system, and modified to meet the stage II configuration, as defined in the; “XPAG Engine Data Service Supertuning” by; W.K.F. Wood, Edited 11/98 by our own Jerry Austin. You could approach the 76hp rating. (If you do not have a copy, I suggest that you contact Jerry ASAP).

At first glance the XPAG engine seems like a rather simple device. A mixture of fuel and air is drawn into a closed chamber where it is ignited and burned to produce energy. In its simplest form the XPAG engine is nothing more than a pump. However, as we spend more time analyzing the engine, it becomes obvious that it is quite complex and offers and endless number of possibilities to increase power and efficiency.

There are three power variables that control horsepower; engine displacement (expressed as Cubic Centimeters, Liters and Cubic Inches), rpm and brake mean effective pressure or BMEP.
First, if an engine that is bored to a larger capacity, it breathes in greater amounts of air/fuel mixture consequently it produces more power. Second revving the engine faster through higher rpm allows an engine to perform its power producing cycle more frequently, which produces more power. The last variable, BMEP, is more complex than the first two because it involves the following: the amount of air/fuel mixture filling the cylinder; the amount of mixture that is burned; and the amount of power that is lost to internal friction and heat. In simple terms BMEP means average effective combustion pressure.

These three power variables lead to five methods for increasing power. The first method is to increase the displacement with larger bore. Stroke length also effect’s displacement but it is one of our fixed variables. Second is to rev the engine faster to take advantage of more power strokes in a given amount of time. Third is to fill the cylinders with more air/fuel mixture. The forth method is to enhance combustion efficiency by burning the greatest possible amount of air/fuel mixture. The last method is to minimize internal friction losses by using the correct parts and proper assembly techniques.

In order to ascertain specific information, I will be using data from the following sources for the analysis:
- Interviews with David Anton of Advanced Performance Technology.
- Internal Combustion Engine Simulation Software developed by Curtis Leaverton and published by Dynatrace, Inc.
- Desk Top Dyno’s by; Larry Atherton and Curtis Levelton.
- Auto Fundamentals by Stockel, Stockel, and Johnson.
- Rapid Line, Inc.
- The MG Workshop Manual From “M” Type to “T.F. 1500” by W.E. Blower.

In this section we will take a “bottom-up” approach to the dissection of the engine. Although most of the horsepower is made above the block

The XPAG has some unique characteristics relating to its bore and stroke and lost horsepower that may provide a better starting point. The assemblies we will study include the following:

- Block, Crank Rods and Pistons
- Camshafts, Cam Timing, and Valve Train
- Cylinder Head, Compression ratio, Intake Manifold, and Carburetors
- Ignition System
- Cooling System
- Exhaust System

Block, Crank, Rods and Pistons

The XPAG Block displaces 1250 cubic centimeters and has a stock bore diameter of 2.6181 inches. The block can be safely bored to 0.060 oversize giving a capacity of 1309 cc’s. It is also possible to re-sleeve the block to 1466 cc’s. The XPEG uses Siamese cylinders with no water jacket between the cylinders. The XPEG can be bored to 0.040 over size to increase the capacity to 1506 cc’s.

The Crankshaft has a stroke length of 3.5433 inches. The crankshaft is one of the weak links in the chain of engine components. It has a propensity to crack and even break at the web between the front main and the first throw.

Why? I had suspected that this problem occurred because of crankshaft deflection. Each time the air/fuel mixture inside a cylinder is ignited, the combustion that results creates a torque spike (an extremely rapid rise in cylinder pressure). This pressure, applied to the top of the piston, becomes the force that is applied to the crankshaft through the connecting rod. Each torque spike is like a hammer blow. In fact, it hits with sufficient intensity that it not only causes the crankshaft to turn, it actually deflects or twists it. This twisting action, and the resulting rebound (as the crank arm snaps back in the opposite direction) is know as torsional vibration.
The crankshaft will always encounter a characteristic known as the natural frequency of vibration at the same rpm. To get a good picture of natural frequency, imagine a bell. When struck, it makes a particular sound because its mass vibrates at a particular frequency; if material is added or removed the bell’s sound is altered because the change in mass causes it to vibrate at a different frequency.

A crankshaft isn’t much different. Strike one with a hammer, and you’ll hear it ring. Add or remove material, and it will make a different sound because it’s ringing at a different frequency. Inside an engine the torque spikes transfer through the connecting rods, like the hammer striking the bell, causing the crankshaft to vibrate. At a particular rpm the frequency of the torque spike comes into phase with the natural frequency of the crankshaft, thereby creating a harmonic torsional vibration. (A harmonic is a vibration that occurs at a half or whole multiple of the original frequency).

Harmonic vibrations are especially destructive because they “excite” the natural frequency so each torque spike causes the crankshaft to vibrate with ever increasing severity and for a longer period of time. While discussing this matter with Pete Thelander, he told me that he had, in the past, seen a graph of the XPAG crankshaft that showed a peak at the 5th harmonic torque spike at 4700 rpm. His recommendation is to move quickly through this range as the engine is revved up or down. This is definitely not the rpm to cruise at.

How can we fix this problem? The XPAG crankshaft does not use a harmonic damper. For all practical purposes, it probably doesn’t need one. I have been corresponding with Vibratech, located in Alden, New York, to see if a current production harmonic damper could be modified to fit the XPAG. Vibratech also provided me with the information used to write this section of the article.

If you are rebuilding your XPAG the crankshaft should be Magnafluxed to locate any cracks. If the crank passes this inspection, then a process known as ion nitriding can strengthen it.

If your crank is cracked, the going price from Moss Motors, for a forged crank in 4340 Chromemoly steel goes for a cool $1,795!

The crankshaft stroke of 3.5433 inches, and the connecting rod length of 7.0078 inches, center to center, forms the foundation of the XPAG engine design. These two design elements effect every component in the engine.

But what does this really mean? There are two equations that are often used to compare and describe the engine characteristics. The first is the Bore-to-Stroke Ratio. The second is the Connecting Rod-Stroke Ratio, also referred to as the “Rod Ratio”.

An engine is sometimes referred to as being under-square, square or over-square. To determine the engines Bore-to-Stroke Ratio, the bore is divided by the stroke. The XPAG bore to stroke ratio is 0.739:1. I have also seen the equation expressed as stroke divided by the bore, which gives a ratio of 1:1.353. I will use this method to describe the Connecting Rod-Stroke Ratio since it is commonly used.

An engine whose bore and stroke are the same would be considered “Square”. For example, An MGB 1800 bored .040 inch over, would have a bore of 3.2 inches. The stroke is 3.5 inches. The Bore-to-Stroke Ratio of 1:1.09 is very close to being “square”. On the other hand the XPAG has a Bore-to-Stroke Ratio of 1:1.35. This engine would be considered under-square, and very much a long stroke unit. A British Leyland A Series engine for the Mini Cooper 1071S has a Bore-to-Stroke Ratio of 1:0.967 is considered over-square.

Under-square engines generally run at lower rpm and generate maximum torque at lower rpm than over-square engines. On the on the other hand, over-square engines have a larger bore than stroke and typically generate maximum torque at a higher rpm level.
But wait, we have a connecting rod that is 7 inches long! The Connecting Rod-Stroke Ratio varies between 1.5:1 and 2.0:1. The rod ratio, is calculated by dividing the center-to-center length of the rod, 7.0078 by the stroke, 3.5433. The rod ratio for the XPAG is 1.98:1.

A greater rod ratio decreases rod angularity, which decreases the lateral ‘G’, loads on the piston, gudgeon pin, rings, crank and the rod itself. This results in decreased wear on the pistons, rings and cylinder bore. Less angularity also accelerates the piston from TDC at a slower velocity. Moving the piston away from top dead center at a lower velocity can minimize potential ring flutter while the piston is traveling through the critical upper half of the cylinder bore. The lower velocity also affects the combustion process because the piston dwells near TDC longer. When the piston dwells longer at TDC, combustion gases have more time to act upon the piston before the piston begins to lower in the bore. Cylinder pressure also increases because a smaller combustion volume is maintained for a longer period. And since most combustion takes place during the first 90 to 100 degree after TDC, increased piston dwell near TDC maximizes pressure when the rod has the greatest mechanical advantage.

With a large rod ratio peak airflow demand occurs later after TDC, so the intake valves opening may be delayed and overlap reduced. A later opening intake increases valve-to-piston clearance, and reduced overlap improves low speed performance. In general, and engine with a long rod ratio needs a less radical and aggressive cam. Additionally, maximum intake airflow demand is lower, so a large rod ratio works better with the XPAG’s restricted intake and exhaust systems.

Although a large rod ratio increases piston dwell at TDC, it does the opposite at BDC. At BDC the piston approaches and departs more quickly, reducing dwell time. This tends to require a slightly earlier closing intake valve and slightly earlier opening exhaust valve. This is why the XPAG tends to be more sensitive exhaust system scavenging. The power that is lost to friction and heat can be staggering.

According to David Vizard “Only about 18 to 25% of the engines power actually reaches the flywheel.” For example; for every 100hp’s worth of fuel burned in the cylinders, a GOOD engine will deliver about 25hp at the flywheel.

What about horsepower lost to friction? When I am cruising my MG down highway the engine runs between 3500 and 4000 rpm. (This is with a 4.30:1 gear). What is the average piston speed of the engine at 4,000 rpm? The following formula can be used to determine the average piston speed.

$$\text{Average Piston Feet / Min} = \frac{\text{stroke} \times \text{rpm}}{6}$$

Using this formula with a stroke of 3.5433 inches and the rpm at 4,000 (My average cruising speed), the average Piston speed for the XPAG at this rpm is 2362 Feet/Min. As piston speed increases, internal friction increases by the square of piston speed. Consequently, frictional horsepower losses increase.

At this speed my car is traveling at about 70 miles per hour. This is the legal speed limit where I live and most cars are doing 85 mph! By modern standards this Average Piston Speed is not excessively high. But, we are not driving modern cars. So how do we fix this situation?

- Drive slower?
- Build an engine with more torque and use a 5th gear?
- Use a larger diameter tire?

Next month we will cover: Camshafts, Cam Timing, and Valve Train. We will compare four (4) factory cams and several after market cams using an engine simulator running on my computer.
The 2010 Yarnell Daze Parade and Bar-B-Queue

What a Blast! We met like clockwork at the Chevy dealer in Wickenburg and made the 25 minute drive to Yarnell. It was a little chilly but sunny. There were 8 cars total. Two Midgets, three MGB’s, one MGB GT, one classic Mini and one modern Mini.

A very good representation of our hobby if you ask me. All we needed was a T, an A, and a C. Later that day, the Anton’s joined up with us in their C but too late for the parade.

There was a little wait between the staging lot and the parade start but it was spent cleaning all the bugs off our cars. The Parade route was pretty simple - A one mile stretch of highway 89 through downtown Yarnell.

Of course the powers that be decided to start the parade off with horses which led to a pretty cool way of showing off our cars. All eight of us had swerve to miss the first road apple and we just kept on driving the parade route in a snake type style. It looked really cool!
So cool in fact that we were surprised to find out that the AZMG Club was awarded first place in class! First place!

The surprising part of it was that we were not sure who we competed against. I think we beat a sanitation vehicle/float and two people walking in 55 gallon drums made to look like they were being pulled by a rooster! Too bad we were already in line for the parade and couldn’t take pictures of them when we saw them!

After the parade some members walked around Yamell taking in the sights and others came back to our place. The Bar-B-Q went very well. There was plenty of food and beverages to go around. Everything broke up around 1 or 1:30.

Brenda and I would like to thank everyone who participated. We enjoyed hosting this event and I’m sure it will be bigger and better next year!

Some of the folks headed for home but several of the cars headed up to Bill & Penny Meyers place and the annual BBQ they hold for the Mile Hi British Car Club. It had snowed only two days before and it was cold!
Most everyone stayed in the house except to get their food off the grill so it was crowded but fun. You had to talk to everyone. After all, you were only about 6” from anyone at any given moment. Once again, a great time and a great bunch of people! Thanks to Bill and Penny for inviting our club to this.

It was a very full day, starting at 4 or 5 am for many of us, plenty of driving on MG roads, two BBQ’s in one day and ending close to 10 p.m. I think everyone slept well that night!
YARNELL DAZE 2010

With much appreciation to

ARIZONA MG CLUB

Thank you for your participation in our 40th
Yarnell Daze Parade, May 1, 2010.

Yarnell - Peeples Valley Chamber of Commerce
Yarnell, Arizona

YARNELL DAZE PARADE
MAY 1, 2010

First place award
for
CLASSIC CAR CLUB

Yarnell - Peeples Valley Chamber of Commerce
Yarnell, Arizona
May 22\textsuperscript{nd} Event
Purely Social Breakfast at "Kiss the Cook" in Glendale.

Attendees: Herman Stephenson
Dennis & Madeleine Kemp
Bob & Sandee Taylor
Ginger & Don Pottenger
Ed, Sam, & Rebecca Striffler

A great time was had by all.
**FOR SALE**

1958 MGA project for sale. Lots already done including MGB running gear and 5 speed transmission. Located in Pine AZ. Kelly Somers @ 928-978-2319

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A to Z Parts Locator Vern Ziemann
AtoZParts@yahoo.com  1-928-727-8945
I have a few ’76 MG Midget Parts and I wanted to know if anyone needed these:

- 1 each right and left front fenders
- 2 Left door with glass & regulator
- 1 Right door with glass & regulator
- 1 Trunk lid
- 1 Radiator support
- 1 Rear end assembly
- 2 Wheels
- 2 Seats

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For Sale

1977 MGB, 148,767 miles. Rebuilt engine, approx 4000 miles. AZ Car, 2nd owner, good tires, AM/FM tape player, good general condition, wire wheels, red. Price $4,500 firm.

Call Dallas or BJ Shuck at 480-837-3203

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Looking for parts for a 1957 MGA Roadster

We are starting a restoration and at this point, would be particularly interested in rust free body parts and a radiator that is in decent condition. We are certain other parts will be needed in the future. Please contact:
Karen and Dave Campbell
kkcampbell613@gmail.com  623-518-4871

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1977 MGB white, reliable driver, two sets of wheels & tires, carb. upgrade, spare parts, & all maint. records. Needs paint job & some interior work. $4,900

James Waters  623-815-7151

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

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- Dash plaque
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**North American MGB Register**

PO BOX 55 • Whittington, IL 62897-0055
Toll-free phone/fax: 800-NAMGBR-1
www.namgbr.org
The Arizona MG Club is affiliated with these great organizations!

North America MGA Register
John Drake
7522 SE 152nd Ave.
Portland, OR 97236-4861
www.namgar.org

New England MGT Register
PO Box 1028
Ridgefield, CT 06877-9028
www.nemgr.org

North American MGB Register
PO Box 55
Whittington, IL 62897-0055
www.namgbr.org

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Editorial contributions and advertisements for the Newsletter must be received by 25th of each month. Newsletter contributions from the membership are encouraged. Editors reserve the right to edit for length and suitability. Thank You!

Karen Timian
raktimian@q.com
480-899-3272

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Contact Karen Timian raktimian@q.com 480-899-3272
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