

May  
2012

# FROM THE DRIVER'S SEAT

*President, Buckey McChesney*

Hello everyone,

I hope life is treating you well. The weather has been really nice. I decided to drive the Magnette. I was lucky enough to do another small kid car show at the current school where I was substituting. That makes two shows in less than a week. My attempt to encourage young people to buy and work on older cars as they get older.

May 5th is Drive your MGA Day all across the country. Since I do not own an MGA, I'll use my Magnette after I fix a wheel cylinder leak. May 19<sup>th</sup> is the Alcantara Vineyard Drive. That day should have nice weather. It is a Saturday drive.

I have heard nothing regarding Wheels of Britain as far as a group or car club taking on that location for a car show. Interested? It does take a lot of work to put on a car show.

Arizona Auto Hobbyist Council (AAHC) update:

HB 2281 Sales of unsafe used tires. Hasn't passed yet.

HB 2313 will prohibit special license plate issuance as of 1-1-2013 and end the use of special license plates as of 1-1-2017. Passed the house transportation committee. Bill goes to full house vote. Not sure when it will be voted upon.

AAHC General meeting schedule, 7 p.m.: If you have never gone, go. You can meet me there if you don't want to go alone. Just get a hold of me the week before.

- ◇ May 1st @ Mel Martin's Museum just off I-17. If you haven't been there, go to this meeting and check out the cars. This will be the election meeting. Last year was a very, very heated meeting.
- ◇ Sept. 4<sup>th</sup> @ Sanderson Ford, Grand and 53<sup>rd</sup> Ave, right at guarded shack and park. Members visit the museum on premises.
- ◇ Oct. 2<sup>nd</sup> @ Discovery Classics in South Scottsdale, no address yet given.
- ◇ Nov. 6th @ Sanderson Ford, off Grand Ave & 53rd. see Sept 4<sup>th</sup> above.
- ◇ Dec. 4<sup>th</sup> @ Scottsdale International Auto Museum.

This reminds me. The Scottsdale Museum is always looking to rotate cars in and out. Do you want your car there for a couple of months? If yes, please contact me. I can contact Bill Gilmore (assistant curator) to book dates. If we have more than 4 cars, I can put the Magnette in with the MG selection. So, think about it. This might be a good way to publicize our group. Also, we could use the MG Car Club banner.

I am planning on attending the Jennibears Car Show next year at the Peoria Sports Complex. Join me if you can.

Buckey

## *Highlights in This Issue ....*

<i>Membership</i> . . . . .	2	<i>Events Articles</i> . . . . .	9
<i>Calendar</i> . . . . .	3	<i>Tech Article</i> . . . . .	14
<i>Board Minutes</i> . . . . .	4	<i>Ads</i> . . . . .	18
<i>Upcoming Events</i> . . . . .	5		

# MEMBERSHIP

## ***New Members —WELCOME!***

Ron and Jeannine Quagliara

74 MGB

## ***April Renewals—Thank You!***

No Renewals for April

## ***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!

Tom and Trish Parks

Tim and Brenda Hovan

## **AZ MG CLUB EXECUTIVE BOARD 2012**

<b>President</b>	Buckey McChesney	(623) 979-4302	<i>webuck1@cox.net</i>
<b>Vice Presidents</b>	Richard Glass	(623) 572-0394	<i>dpg171@aol.com</i>
	Elaine Glass	(623) 572-0394	<i>glasselaine73@gmail.com</i>
<b>Secretary</b>	Karen Timian	(480) 899-3272	<i>raktimian@q.com</i>
<b>Treasurer</b>	Ginger Pottenger	(602) 548-8774	<i>glc17@cox.net</i>
<b>Membership</b>	Ken Adkison	(602) 276-0096	<i>mg@adkison.name</i>

### **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](mailto: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

**May 5<sup>th</sup>:** BBQ with Prescott Mile Hi Club – See newsletter for information.

**May 5<sup>th</sup> :\***  Drive your MGA Day

**May 19<sup>th</sup>:** Alcantara Vineyards and Picnic – See newsletter for information.

**June 8-10<sup>th</sup> :\***  60<sup>th</sup> Annual Glenwood Springs Rallye – See newsletter for information. website <http://mgcc.org>

**June 16<sup>th</sup>:** Annual Pool Party at Sattlers – See newsletter for advance information.

**August 18<sup>th</sup>:** Annual Pizza Party – Save the date

**\* Indicates not an AZMG Club Event**

Need more information? Have an idea for an event, send comments to Richard and Elaine Glass, Vice-Presidents at [dpg171@aol.com](mailto:dpg171@aol.com) or [glasselaine73@gmail.com](mailto:glasselaine73@gmail.com) or 623-572-0394

MAY 2012						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

JUNE 2012						
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JULY 2012						
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29	30	31				

AUGUST 2012						
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19	20	21	22	23	24	25
26	27	28	29	30	31	

Chosen for the new

# M.G. 1100



The new M.G. 1100, like every other M.G. built, relies on Hardy Spicer for power transmission components. Whether it's front wheel drive with the Birfield C.V. Joints, or conventional propeller shaft and universal joints—Hardy Spicer makes it possible.



**HARDY SPICER**

The Birfield Joint Division of  
**HARDY SPICER LIMITED** · Chester Road · Edington · Birmingham 24  
 Tel: Edington 2191 (8 lines) · Telex No. 33414

Product of the  
  
**Birfield Group**



# Arizona MG Club Meeting Minutes

**Meeting Date:** April 11, 2012 @ 6:00 pm

**Meeting Location:** The Original Hamburger Works, Phoenix, AZ

**Board Attendees:** Buckey McChesney  
Richard Glass  
Elaine Glass  
Ginger Pottenger  
Karen Timian  
Ken Adkison

**Others:** Don Pottenger  
Fran Adkison

**Agenda Items:** Welcome Ken Adkison  
Financials  
Minutes from last meeting  
Action Items from last meeting  
Regalia  
Calendar of Events

The meeting was called to order at 6:13 pm at the Original Hamburger Works restaurant in Phoenix.

Ken Adkison was welcomed to the board and thanked for volunteering for the position.

Financials are good. Three new members joined and there were several renewals.

Action items from the last board meeting were discussed. The PayPal issue is closed. It appears there is only a charge if the payee does not have a PayPal account.

The Breakfast Run was discussed and it was decided to hold it at a different site in April. Vincent's at 40<sup>th</sup> Street and Camelback was recommended because it has excellent food and a Farmer's Market there.

Buckey McChesney next brought up Regalia. He had the remaining inventory with him. Ginger informed the group that those were samples to be kept to show when taking orders. It was decided that these should be brought to the Pool Party in June so people could order any of these items if they wanted. Richard Glass will bring his hat also since there were none of these in inventory.

The Alcantara Vineyards event will be on May 19<sup>th</sup>. The trip will include a stop at Montezuma's Castle and Montezuma's Well. We will eat at the Casa Antigua instead of having people bring picnic lunches.

The June Pool party will be on June 16<sup>th</sup>. A tech session topic was discussed and Ken Adkison suggested Valve Adjustment. Elaine will talk to Gary Sattler about who should lead the tech session.

Tovrea's Castle only holds tours at 7:30 am in July and they are booked out through October. We will need to look for something else to do in July.

August 18th will be the Pizza Party.

September will be the Route 66 Tour need to get date and host.

Karen Timian to get Pima Air Museum group info and set date for October.

Need event for November

There was a discussion on badges. Richard Glass will look into the process needed to make these to see if he has capabilities.

The meeting was officially adjourned at 7:07 pm.

The next regular Board meeting will be held on May 9th at 6 pm at the Original Hamburger Works.

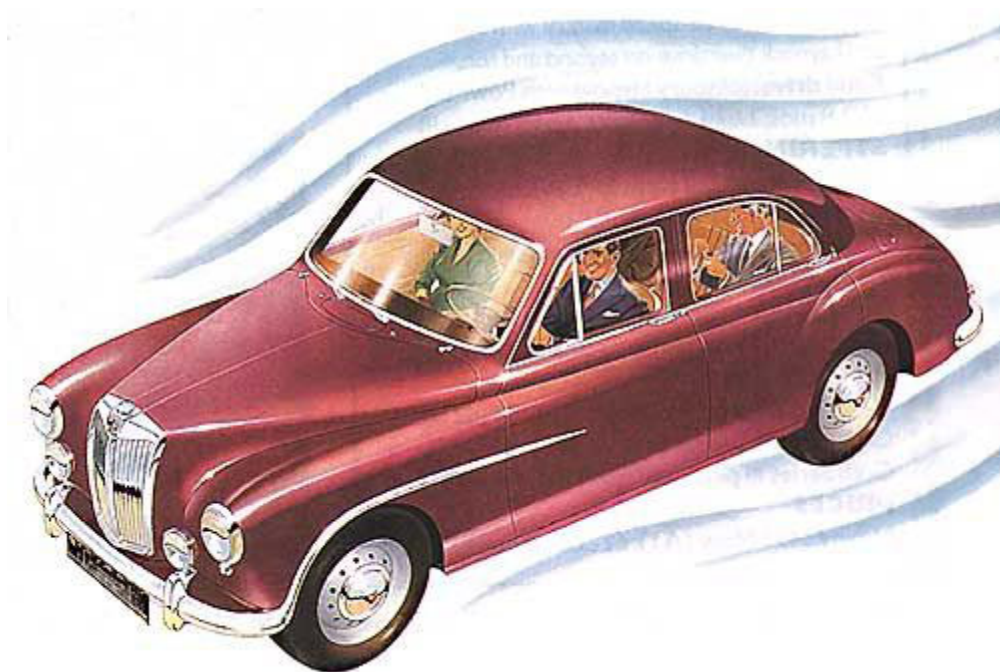
## Prescott Mile Hi British Club's Annual Barbeque

The Prescott Mile Hi British Club's Annual Barbeque will be at the Meyer's, on May 5th, at 6 pm:

1180 Gambel Oak Trail  
Prescott

The Meyers will supply beer, wine, and a hot grill. Bring your meat to grill and a dish to share! Bill and Penny Meyers are members of both the AZMG Club and the Mile High Club and have been doing this party for over 10 years.

All Members are welcome!





Join Us – Saturday, May 19<sup>th</sup>, 2012 for a trip to Alcantara Winery, one of the most beautiful and relaxing wineries in Arizona!

We'll meet at the McDonald's just east of the I-17 and Carefree Hwy Intersection at 8:30 a.m., leaving at 9:00 am or as soon as everyone is there, whichever comes first.

From there we will proceed to Montezuma's Castle and then onto Montezuma's Well. We will have lunch at Casa Antigua before proceeding to the winery and wine tasting and just relaxing on the patio.

(For anyone who wants to make a night of it, you can stay at the Cliff Castle Casino and enjoy a concert at the Stargazer Pavilion or Dragonfly Lounge for Beatlemania LIVE – make your arrangements at [www.cliffcastlecasino.net](http://www.cliffcastlecasino.net) )

Please RSVP to [raktimian@g.com](mailto:raktimian@g.com) by May 18<sup>th</sup> so we know who to wait for at I-17 and Carefree Hwy. Call 480.206.4203 if you are running late or need help that morning.



# 60th Annual Rallye Glenwood Springs

## June 8-10, 2012



*Photo: Charter MGCC – RMC member Hazel Marble at the start line of the 1953 Rallye Glenwood Springs*

The MG Car Club - Rocky Mountain Centre invites you to help us celebrate our 60th Annual Rallye Glenwood Springs, the oldest continually-held time-speed-distance rallye in the United States, on Friday, Saturday, and Sunday, June 8, 9 & 10, 2012. The first Glenwood Springs Rallye began with a hardy group of MGCC-RMC sports car owners who discovered the joys of top-down motoring in Colorado when MGs still had running boards and **the new TR2 and powerful XK-120 were just beginning to be sold by Colorado car dealers. Imagine what Colorado mountain roads were like during that 1952 Rallye—gravel (some pavement!), no guardrails (helps to slow drivers!), single-lane bridges (you need more?), hairpin curves, sheer cliffs, and thin air (well, we still have those!).**

The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, have formed the backdrop for the Rallye Glenwood Springs through fifty-nine previous years. Vintage and classic cars from as far away as California and Illinois have shared the twisting mountain roads with their newer counterparts for octane-related festivities. And enthusiasts have come from as far away as England to drive borrowed MGCC-RMC cars through such fabled Colorado mining towns as Leadville and Aspen on their way to Glenwood Springs.

This milestone weekend is a marvelous opportunity for not only MG owners but also all car enthusiasts of every marque—British, American, European, Asian—to come together for sunny days, cool nights, and unique events. The fun begins Friday with a scenic Road Tour winding through canyons and over mountain passes between Denver and Glenwood Springs. Saturday's main event is the Rallye Glenwood Springs—a time-speed-distance rally to challenge both novice and experienced rallyists—through the beautiful mountain valleys around Glenwood Springs. The weekend culminates with the Banquet on Saturday night and the Car Show, Funkhana, and Awards Presentation on Sunday.

Registration is only \$45 (before May 15, \$55 thereafter) for all driving events and the car show; banquet and regalia are extra. Additional information and registration forms are available on the MG Car Club, Rocky Mountain Centre website at <http://mgcc.org/>. You can also contact Glenwood Publicity Chairman Steve Hart at 303-985-2763 or E-mail: [stephen\\_hart45@msn.com](mailto:stephen_hart45@msn.com) for information.

# **AZ MG Club Pool Party**

**Mark your calendar for the MG Club  
Annual Pool Party and BBQ**

**Saturday—June 16th  
Gary and Tracy Sattler's  
18208 N 64th Drive  
Glendale, AZ 85308**

**Come enjoy friends and the pool at 3:30 pm  
Gary will start cooking at 5 pm or so**



**RSVP by June 12th  
gjsattler@cox.net or  
602.402.0898 (leave a  
message if there is no  
answer)**

**BYOB and a dish to share**

**A-G Brings Appetizers  
H-N Brings Salads  
O-Z Brings Deserts**

**AZ MG Club provides the  
chicken, hamburgers, hot  
dogs, buns, soda and  
water**



**Enjoy the  
4th Annual  
Blind Wine  
Tasting!**

**Bring your  
favorite  
bottle of  
wine for the  
tasting  
.....always a  
fun time!**

## April BBQ

On 4/7, 15 members met on Lake Pleasant Rd off Carefree Highway to caravan to Wickenburg for the barbeque at Bob Bandera's home. Bob was generous to open his home to all. Bob lives on a cliff in a quiet area of Wickenburg. When we arrived Bob met us down the hill and led us up to his location.

Bob prepared a sumptuous lunch consisting of pulled pork, barbecued chicken, cowboy beans, etc. Members also bought a few sides and deserts. Following lunch Bob gave us a garage tour of his toys. I think all had a great time and hopefully we can make it a yearly event.

*Rich Glass*



April BBQ - cont.



## 2012 Wheels of Britain – Sunday March 11

Apologies to Ettore Balletto, whose 37 MG TA took first place in the 55 and Older Class at the 2012 Wheels of Britain. This was inadvertently left out of the April newsletter

### Saturday, April 21st— MG Club Breakfast Run at Vincent's Camelback Market

Early Saturday morning, April 21st, members gathered at Vincent's on Camelback and their Farmers' market. Members Kozaks, Lynchs, Timians, Glasses, Pottengers, plus Buckey McChesney and Ettore Balletto attended, several driving MG's. Ettore drove his very nice Austin Healey. We were joined by new members, Ron and Jeannine Quagliara.

We enjoyed scrumptious omelets, crêpes, soufflé's and Panini sandwiches. The sandwiches and omelets could be made with all kinds of ingredients.

For those that missed it, this was a special place to eat and shop. Unfortunately, it closes for the summer early May, but I think it earns a visit this fall.



# B.E.A.T. 2012 and Other Things MG

By Bob Bandera

Always envious of those driving their exotics in the Copperstate 1000, I decided to enter my everyman's MG in the BEAT (British-Euro Auto Tour, see [www.beataz.com](http://www.beataz.com)). I managed the entire tour, drove some fabulous AZ roads, met many enthusiastic people and clocked 402 miles, though not without a few adventures along the way.

Since I was looking at the BEAT as the high point of the spring activities, the first thing the MG had to do to raise my blood pressure was start leaking coolant out the head gasket. Until this point, I was concerned about my transmission, which rattled and sizzled furiously above 2000 rpm. The solution to that was to drive at 4000 rpm, where the engine noise drowned out the transmission noise. But the head gasket had to be fixed and there was only 10 days to go. I ordered all the gaskets and paid for express shipping. With my strong son-in-law at my side, I supervised and he did the lifting and resetting of that cast iron (heavy) head. Everything went together well until I tried to start the car. It started, but ran terribly. It seemed like it was running on only 2 cylinders. I checked everything, twice. I assured myself I had the correct firing order 1-3-4-2 and that I had the plug wires in anti-clockwise rotation. With 2 days left, I gave up and sought professional help. I towed the car 60 miles to Bawb Branton of CARS of Phoenix, a really pleasant Brit car mechanic. Within 20 seconds, Bawb fixed the car by reversing 2 plug wires. No matter how many times I had checked for 1-3-4-2, I had somehow connected the plugs in 1-3-2-4 and could never see it. My feeling of stupidity was only matched by my joy of being able to make the BEAT.

I met up with the BEAT group right in Wickenburg, their first restroom and donuts break. Altogether there were 106 cars of all sorts! I was surprised there was no cutoff in age. There was a McLaren right next to a TR6 and an Audi R8 right behind me. But nearly all the cars were wonderful in their own ways (an Audi A4? Come on!) and all the drivers were eager to continue. There was even a blue & silver Rolls with Mom and 2 kids in tow.

We took off on rte 93, with me leading the Audi. This mini race lasted until the first passing zone where the V10 wailed as it passed me in about 1.5 seconds, probably in 2<sup>nd</sup> gear. Oh well, at least I could eke my way up to 60 and stay within the speed limits. The route continued onto 97, the Bagdad-Hillside road. I had forgotten what a great road that was. From Kirkland we took Iron Springs to Prescott; after lunch, 89A to Flagstaff and spent the night at Little America. The return route included Lake Mary Road and then 87 onto Payson and the Valley, though I broke off at 260 to cut back thru Prescott.

Stopping for gas in Camp Verde before the section of I-17 to 169 & Prescott, I inspected the engine – still no leaks from the head gasket or those damn engine side covers – great!

Got back in the car and turned the key to .... Nothing. Not a click, not a sound. I thought, maybe I need to rap the solenoid Fonzi-like with a hammer because of the heat. I look down into the area of the starter from the top to see what sort of room there is for a hammer swing. And there is the battery cable and the heavy brown wires that feed the entire electrical system all attached to the solenoid bolt, swinging free and clear from the solenoid. I would have no starter but all the ignition necessary, so I look around for help for a push-start. At the next pump there were 5 guys with their Harleys, one bigger than the next (both the bikes & the guys). I was quickly on my way home. Needless to say, I drove straight thru to home. It was hot enough that everything I drank went out in sweat and I never needed a bathroom break.



Yesterday, I inspected the damage from underneath and found all the wires and the solenoid bolt burnt. Why my harness did not go up in smoke or why the car did not catch fire, I don't know. But then I also don't know how I could look at 1-3-2-4 at least 3 times and always see something different. I guess the car must like its new home enough to engage in mischief but not evil. This story is more MG than BEAT, but this is the Morris Gazette, not the BEAT website. I enjoyed my car, I enjoyed the ride, but I really enjoyed all the people I met. It was great fun and I will definitely do it again!



## New Member Introduction

My name is Ron Quagliara. Born in Brooklyn, NY. Married, with 2 grown children. My wife's name is Jeannine. I graduated with an electrical engineering degree, and have held various positions in the computer industry.

When I was younger I owned a '59 MGA, '65 MGB, '67 TR4A, and a '73 TR6; and I wish I had kept all of them. Earlier this year I purchased a 1974 MGB. My memory of British classics includes a certain element of driving by the seat of your pants. A level of excitement that you just don't get with a modern vehicle. I also remember that there was always something that needed to be addressed, even more so if I was trying to go somewhere. Since my "B" isn't my primary car, at this time, I can afford to have lying about half apart until I figure out how to repair it. I have not twirled a wrench in a long time and want to see if I enjoy the effort to restore it to a high quality driver. The engine and gear box appear to be fairly strong. There is little to no rust and the body is in relatively good condition.

Since February I have replaced the master and slave clutch cylinders; the master brake cylinder; radiator; AC compressor, condenser, drier, expansion valve and associated hoses; and the oil cooler and Its' hoses, as well as a new exhaust system. I have added relays for the horn, high and low beam, heater blower, and AC fan. I have added an electric pusher fan to improve cooling in traffic, and switched over to an electronic ignition.

In the near future I will resolve the beginning of the crack of doom in both doors, re-carpet the cockpit, install a new top, and replace all of the body rubber and prep for painting. My B is a decent driver at this point and I am hopeful that it may become a great example of an LBC (little British car). I look forward to meeting other owners and participating in the various activities of the club.

I am always up for a road trip. If you are in need of an extra set of hands please do not hesitate to contact me, what I lack in knowledge I will try to make up with effort.



# New Products: Quaker State's Defy Motor Oil

## Quaker State Launches New Defy Motor Oil for High Mileage Engines

Quaker State Defy Motor Oil

On Wednesday November 2, 2011, the folks at Quaker State launched a new line of synthetic blend motor oil named Quaker State Defy. The product debut coincided with the 2011 [Specialty Equipment Market Association \(SEMA\) Show](#) in Las Vegas, Nevada.



According to the company, this new motor oil, which is designed for high mileage engines such as classic cars, features a high level of ZDDP, an anti-wear additive commonly referred to as "zinc." This element is designed to help automotive enthusiasts, with higher mileage vehicles, combat friction and wear inside their engines. This "zinc-booster" has dual attributes contributing to wear and oxidation control.

### Highlights

- Contains a proprietary "zinc-booster"
- Works to combat friction and wear inside engines
- Recommended for higher-mileage passenger vehicle engines
- Available in the U.S. January 2012/ Canada April 2012

### Features a Zinc Booster

According to Quaker state, the use of ZDDP in motor oil has seen a gradual decline since 2001. A reason for the decline has been to minimize or eliminate clogging of oxygen sensors and catalytic converters in newer cars due to volatile phosphorus. "We as an industry have seen the levels of zinc in motor oil consistently reduced in each successive gasoline engine specification implemented by ILSAC in the past few years," said Jeff Hsu, Quaker State Technology Specialist. "This reduction of zinc is fine for drivers of newer vehicles, but is leaving classic car owners, enthusiasts and those with flat-tappet cams and followers with fewer and fewer options in the motor oil category."

Quaker State says that, prior to 2001, the typical concentration was roughly 1,300 to 1,400 parts per million (ppm) of ZDDP. However, since 2001, modern passenger cars have required oils with lower viscosity to reduce power loss and increase gas mileage, but achieving these lower viscosities with higher concentrations of ZDDP is difficult.

## **Oil Tech—cont.**

### **Its Goal: Help Engines "Defy" Time**

The product's tagline is, "Helps higher mileage engines defy time." According to the company, Defy is great for higher-mileage passenger vehicle engines, and will help control the wear that high-mileage engines typically endure. In fact, the new Quaker State Defy motor oil is said to prevent up to 98 percent of future wear through the use of the proprietary ZDDP additive.

Defy also is designed to help high-mileage engines perform more efficiently through the use of additional seal swell additive that reconditions dried-up seals and help control external and internal leaks. The motor oil is said to provide a thicker viscosity and stronger oil film to resist thermal breakdown and reduce oil volatility and burn-off, which should help increase compression and reduce blow-by. Blow-by happens when the explosion that occurs in your engine's combustion chamber forces fuel, air, and moisture past the rings into the crankcase.

"We have repeatedly heard enthusiasts and [engine builders](#) ask for more zinc or other solutions to their aggressive flat-tappet cam issues, and those requests did not fall on deaf ears," said Chris Hayek, Quaker State Global Brand Manager. "What we have been able to come up with is a zinc additive that is more effective and enables us to do more with the oil itself."

### **Availability and Release Date**

Quaker State's Defy synthetic blend oil is said to work well with older and used cars. The company also notes that it is capable of running a full manufacturer-recommended drain interval during engine break-in and does not need to be [drained](#) after five hundred or a thousand miles, like some high-zinc break-in oils.

Quaker State Defy will become available in January 2012 here in the United States. It will be offered in Canada beginning in April of 2012.

For more information about Quaker State products, please visit [www.quakerstate.com](http://www.quakerstate.com).



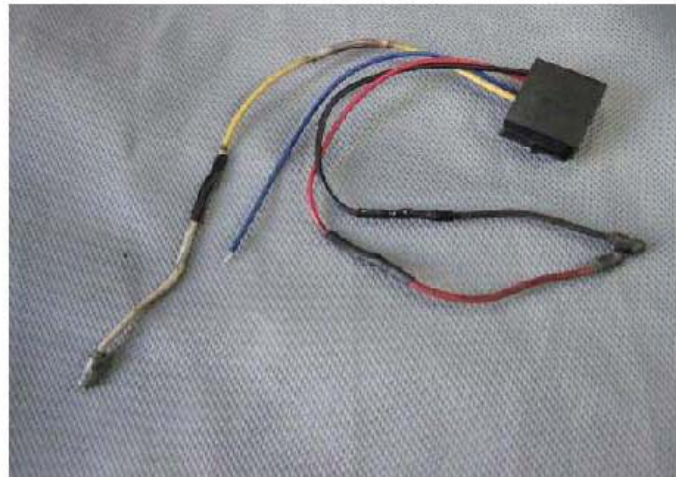
## WATER-RESISTANT RADIO

By Robert Rushing

It seems like every time I return from a NAMGBR convention, I hit a massive storm that just floods my car. MG 2010 was the worst – I’ve never driven through rain that hard. By the time I got home, my CD player on the stereo had given up the ghost. Even after drying for a couple of weeks, the CD player never recovered. Luckily the radio and AUX connections still worked. Well, at least they did until on the way home from MG 2011...



The new MR50 is significantly shorter than the old unit



I soldered old wires onto the stereo connections so I could plug it into my wire harness.

That was the second stereo I’ve replaced in the past five years. There had to be a better solution. I hit the internet and searched for boat stereos. There were several brands out there, none were completely water proof as such, but most said they were weather and water resistant. Unfortunately, most of what I was found were white and had CD players.

I guess I should mention that now too. I wanted something smaller than a unit with a CD player because the 1968-71 MGBs with the Abingdon Pillow dashes, the center console sits so far back that most modern stereo units butt-up against the vent tubes and don’t allow the console to push back into its correct position. I really wanted a smaller unit with just a radio and an AUX jack for my iPod. My continued searching paid off.

I expanded my search to motorcycles since I heard that some Honda Goldwings have stereos installed. I found the Millennia MIL-MR-50 that was talked about on some bulletin boards with some positive reviews. The best prices I found were on eBay for about \$69. As you can see by the pictures, the unit is significantly shorter than my old stereo, yet it was still the standard size in width and height to fit in the opening. You can also see that the unit is enclosed without vent holes on top and the wires are capped to keep water out.

To install the stereo, I did like I usually do – I solder old bullet-connector wires onto the stereo wires so I can plug them directly into my wiring harness without have to cut any wires on my harness and I solder the speaker wires together directly. For those of you who haven’t installed a new stereo in a while, here are the wires and what they are for: Yellow – always hot power for the clock and radio pre-settings, Red – power, Black – ground, Blue – power antenna or amp, plus four sets of speaker wires.



## WATER-RESISTANT RADIO (cont')

I plug the Yellow wire into a Brown circuit, the Red wire into a Green circuit, the Black into Black, and just tape off the blue. Before soldering the speaker wires, test for continuity to make sure that the circuit is good. I recommend this because after installing my unit, the sound would go out when I hit a bump. After doing a lot of research and reinstalling the stereo a couple of times, I found out that with modern stereos that if one of the speakers loses connection, it shuts the sound off so it won't overheat (at least that's what the internet says...). I finally found that one of my back speakers wasn't getting a good connection. After I fixed that, the stereo has worked great and hopefully will for years to come – rain or shine.



The cool Harbor Freight clamp helped hold the speaker wires in place during soldering.



Due to its shorter depth, the new stereo no longer fouls the vent tubes. Defrosting should be better!

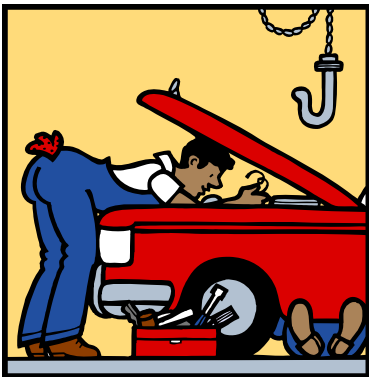


New stereo in place—to make it look cool, I added a MG Sticker.



Would you like to be notified of additional opportunities to socialize with fellow classic British car owners of other marques? If so, consider sending your email contact information to Shirley Blahak, President of the Arizona Mini Owners and organizer of the British Motor Enthusiasts, a sort of umbrella entity over the many individual clubs. Learn about upcoming car shows, monthly breakfast drives, and regional car show opportunities open to members of all of the various British car clubs in the Phoenix metropolitan area.

[shirley@azwildblue.com](mailto:shirley@azwildblue.com)



#### 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](mailto:dcp07@cox.net)



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*The Arizona MG Club is affiliated with these great organizations!*

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[www.nemgtr.org](http://www.nemgtr.org)


North American MGB Register  
 PO Box 55  
 Whittington, IL 62897-0055  
[www.namgbr.org](http://www.namgbr.org)

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



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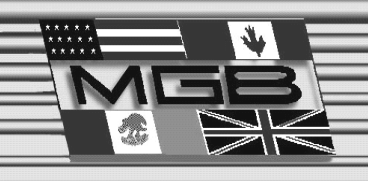


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2010-11

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# Morris Gazette

THE OFFICIAL NEWSLETTER OF THE ARIZONA MG CLUB



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## 2012 AZ MG Club Fast Registration

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Co-Driver \_\_\_\_\_

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City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ Email \_\_\_\_\_

Home Phone \_\_\_\_\_

New Member    Renewal (circle)

**Principle MG type** (circle one)

MGT    MGA    MGB    MGC    Midget

**Style**

Roadster    Coupe    Saloon    Other

**Year** \_\_\_\_\_

**Color** \_\_\_\_\_

**Other British cars owned:** \_\_\_\_\_

**National Affiliations:**

NAMGAR    NAMGBR    NEMGTR    Other \_\_\_\_\_



Make checks payable to:

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Mail application with dues to:

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14488 N 58th Drive  
Glendale, AZ 85306

PayPal:

Pay via PayPal for membership dues or reservations. Submit a payment to [treasurer@azmgclub.org](mailto:treasurer@azmgclub.org). Include your name and purpose for the payment. The treasurer receives immediate notice of payment.

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