



# Party **T**IMES



November, December & January 2020/2021

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Arthur Bentas & Jay Leno with the Raven at Pebble Beach

## Famous Racing Quotes:

“After the third flip, I lost control.”

Don Roberts after crashing at New England Dragway.

## From the Editor

Don't look now, but the end of 2020 is in sight...and I say GOOD RIDDANCE! You don't need me to tell you what a complete waste this year has been for any driving or socializing with our MGs. Sadly, as most scientists predicted, the COVID scourge is hitting again with a vengeance and what the future will bring is yet to be seen. Our Holiday Party is of course cancelled, but the good news is our deposit is being carried over until December 2021, so we will return to the Princeton Inn next year. Also in the future is MG 2021 & GOF MK108 next June in Atlantic City, more info on page four and online at <https://www.nemgtr.org/events/event/139-mg-2021.html>.

Some sad news to report, Arthur Bentas passed away at the end of October. Many of you got to know Arthur from our Holiday parties when he would arrive accompanied by Frank Cronin and Frank's Mother Agnes. Arthur had an encyclopedic memory about famous cars, and of course great stories of his years owning many, many different makes, along with, of course, his famous hand built special "The Raven". I'll miss talking with him at the Holiday Party, I enjoyed his stories very much. Our condolences from the Club to Frank and Agnes.

**Safety Fast!**

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New England MG 'T' Register number	

## Chairman's Cable



### *Hopeful for Nice Things in 2021*

Tired of "doom-surfing" the Internet for all the bad news of 2020, I am looking with hope to the future. In past *Cables*, I have mentioned news about the Chinese-owned-MG (SAIC) "E-Motion" electric sports car, and recently the company confirmed that the MG E-Motion Coupe is set for a 2021 Launch. Reportedly priced below £30,000 (\$38,500) with a 300-mile range. However, the US dollar conversion rate does not really matter because this car will not be coming to the United States.



The original concept sported a range of 310 miles and could do 0-62mph in less than four seconds, thanks to twin-motors delivering four-wheel drive. The production MG E-motion is set to use a modular electric-vehicle platform designed by Chinese firm SAIC, its parent company. The production version also apparently does away with the fancy scissor doors from the 2017 Concept Rendering. For more, see this brief video available on YouTube: <https://youtu.be/Q9yLizTnEs>

And, if an electric, zero-emissions future appeals to you, but one with a more traditional take, and you have a Queen-sized budget of 90,000 pounds (around \$116,000 US), then you can buy a brand new all-electric MGB Roadster from British firm RBW EV Classic Cars. They use freshly stamped bodies produced by British Motor Heritage to produce a classic MGB with claimed perfect 50/50 weight distribution—with batteries located up front under the bonnet and

electric motor mounted low in the rear of the chassis.



The electric MGB doesn't make much more power than the original. The rear-mounted motor spins out 94 horsepower, which is said to make for a 0-to-60-mph time of 9 seconds and a top speed of 80 mph. Range is stated as 160 miles with the standard setup, and a full recharge takes eight hours.



From the public comments that I have seen posted to recent articles about this bespoke new MGB, it might leave some wanting more performance. "Just imagine," one quipped, "an EV designed by Lucas—The Horror, The Horror!" Although, perhaps better still than "an EV designed by Dyson—that would suck," replied another. Talking over the potential appeal of this brand new EV MGB with *Andrew Bass*, he tells me he's not planning on trading in his hybrid BMW i8 anytime soon for this nostalgic looking, but overly expensive, EV MGB.

One final "hope" for 2021. We have contacted Princeton Station: (1) They are still in business; (2) they have allowed us to apply our 2020 Holiday Party deposit to a rescheduled date, now set for December 5, 2021. Let's hope we will be able to actually hold it! Keep safe out there. —Charles

# THE 1959 Arthur Bentas Raven



Arthur Bentas of Chelmsford, Massachusetts built a beautiful custom car during the 1950s, known as the Raven. It was built from scratch and the project actually began with a 1939 Dodge chassis and a 6-cylinder L-head engine. The windshield was also from a Dodge. The doors, hood and front fenders were courtesy of a 1954 Kaiser. A 1952 Chevrolet hood was modified to become the trunk and was given a LaSalle tire cover. The taillight rings were from a 1950 Pontiac while the taillight lenses came from a 1956 Desoto.

The hardtop and dashboard were created by hand by Arthur out of fiberglass. The rear bumper came from a Kaiser and a dual exhaust system was snaked through the bumper.

Inside, the upholstery was done in turquoise top grain leather courtesy of Dick Bergeron of Powell, Massachusetts. Under the hood was a flathead six-cylinder engine that Arthur had hoped to replace with a Mopar V8.

The completed car was finished in a deep black lacquer. The project, from start to finish, had taken nine years to complete. It was put on the show circuit and Arthur received more than 25 awards for his work. In the very early 1960s, he put the car in storage where it would remain for nearly five decades.



A new owner took possession of the car in July of 2007. At the time, it was in good condition with some deterioration but all the parts were still with the car. A full restoration began in September of 2008. The work was completed in time for the Detroit Autorama in March of 2009. Arthur Bentas was present at the unveiling. The car had won the Best Custom award in 1959 at the NHRA National Championship Custom Car Show in Detroit, Michigan. The 2009 unveiling was its 50th celebration of winning this very special and coveted award. In 2009, the Raven won again, taking 1st place in the Radical Custom Convertible class.



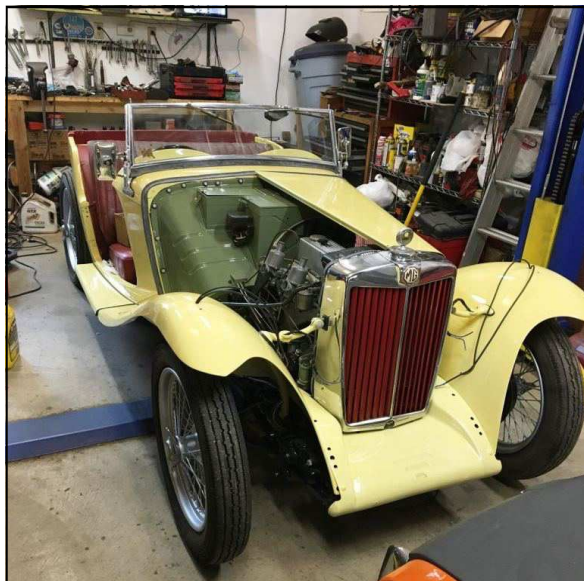
## MG 2021 International & GOF MK108 June 14th-17th, 2021 Atlantic City, NJ

This will be the sixth all-MG Register gathering coordinated by the North American Council of MG Registers. The Council consists of the North American MMM Register, the New England MG "T" Register, the North American MGA Register, and the North American MGB Register.

We anticipate online registration for the event and the hotel to be available soon.

# Starting up the MG TC for the First Time

Fred Horner



As many of you may recall, I purchased a project 1948 MG TC a couple years ago. It was not running and was partially disassembled. Don Tremblay helped me to pick it up. I think there were more pieces inside the back of the truck than there were on the trailer! In any event, I have been working on it for a couple years. One reason I did not try to start it up right away was that there was a freeze plug at the back of the engine that was partially popped out and since it was up against the firewall, it was difficult to access. So, out came the engine. It needed to be painted anyway and the crank starting dog was broken off and the threaded bit had to be removed from the end of the crank. Also, the gas tank was not on the car and there was no battery and the

wiring harness was all in pieces. The previous owner had been in the process of splicing wires and creating an adapter between the dashboard wiring and the rest of the harness. It was a mess!

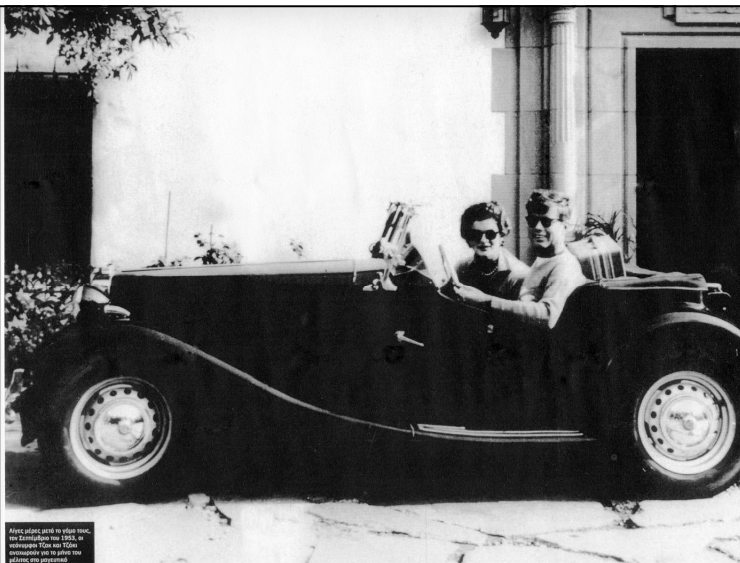
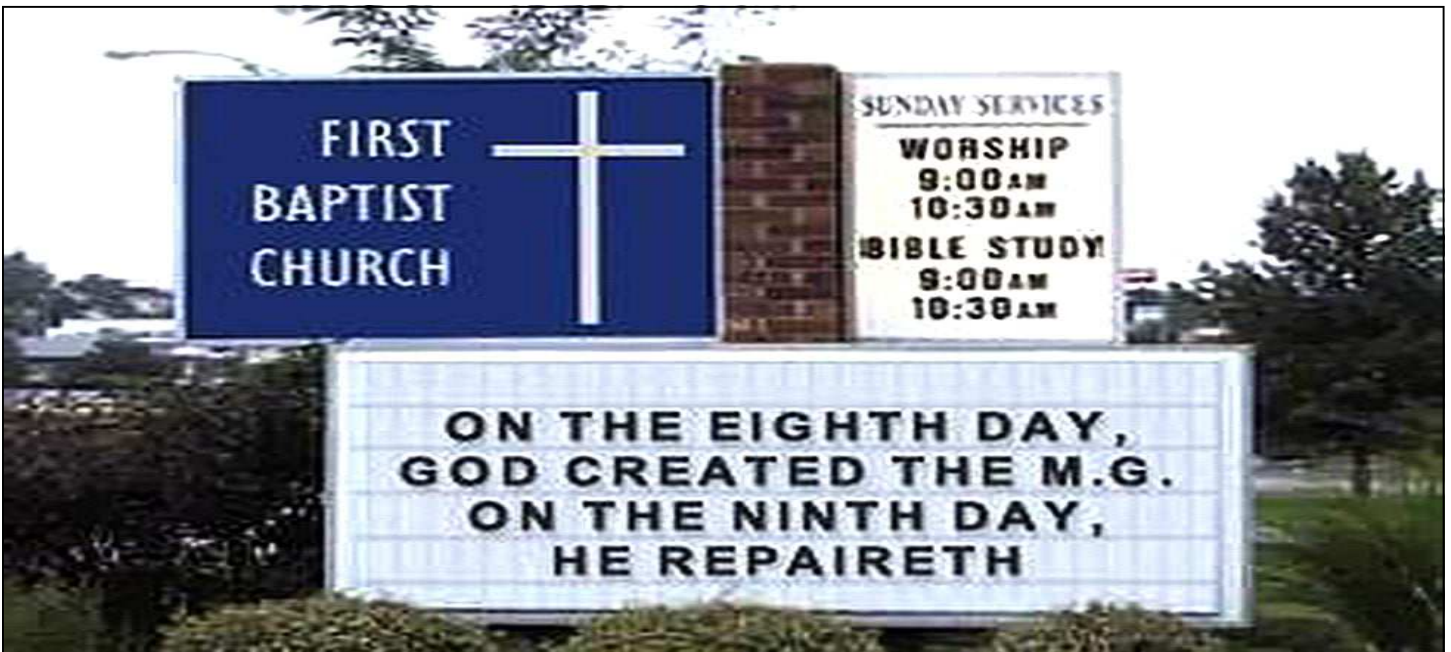
On October 10, 2020 I decided to try to start the MG TC. I have previously painted the chassis and had the body painted and have reassembled the car to the point where I could try to start it. There is a new wiring harness and the engine has been sorted. I had previously tested the starter and switch to make sure they would work. I had installed the fuel tank and fuel line and rebuilt the fuel pump and tested it. The carbs, I had been told, had been rebuilt by Joe Curto about 10 years ago and since they moved freely I did not do anything with them. I installed a new starter cable and choke cable and reused the fast running cable. I filled the radiator (all new hoses of course) and the engine had new oil in it with a new spin on oil filter adapter. I had changed the position of the distributor to position number one spark plug wire in the proper positions and prevent the low tension wire from shorting to the tachometer reduction gear on the back of the generator. I had already used a test light to position the timing for initial startup with piston number one at top dead center and the distributor pointing to number one plug wire.

With a little gas in the tank, I pulled out the choke, adjusted the fast idle cable, and turned on the key. The ignition light lighted and I pulled the starter cable. The engine cranked over, but not a hint of trying to fire. I cleaned the points (these were the original that were in the distributor when I got it) and turned on the key and made sure I was getting a spark at the points. I was and that is a good sign. I put the cap back on and held the high tension lead from the coil to ground and cranked the engine - I was getting a spark there! I changed the cap and rotor and put everything back together and cranked the engine and it fired to life! So, the cap or rotor was bad, but the engine is now running! I let it run for perhaps 10 minutes and checked for temperature (no gauge, but I have an infra red temp gun). It was not overheating and was running smoothly. I had good oil pressure. The tachometer was not working and I noticed that the ignition light was not going out. I was able to force the regulator cut out to close and then it was charging and the light went out. This will have to be investigated further, but at least the generator works. Also, the ammeter was reading backwards, so; apparently I got the two wires reversed!

## TC Start up continued;

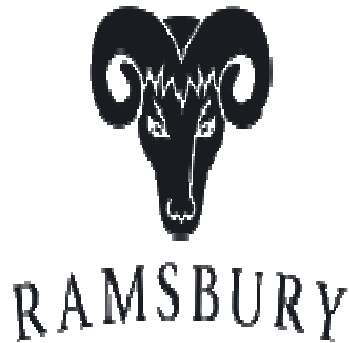
I installed the driver side seat bottom and the seat back. I got into the driver seat and tested the clutch and brake. Both were working (I needed to do a little adjustment on the clutch pedal). I put it in gear and drove it out of the garage (mind you that there are no doors and no fenders on the car) and drove it back and forth in the driveway. I then returned it to the garage. This was an exciting day for me. I wanted to have Don with me for the startup, but he has been very busy lately and with all the health concerns about Covid-19 it is probably just as well that I did not have a "start-up party". In any case, I am making progress on the MG TC and perhaps I can drive it next year on the road!

*Safety first!*

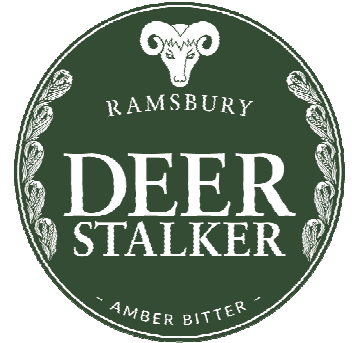


# The Ales of the United Kingdom

“Give my people plenty of beer, good beer & cheap beer, and you will have no revolution among them”.  
Queen Victoria



**Ramsbury Brewery**  
**Stockclose Farm,**  
**Marlborough.**  
**Wiltshire,**



## ***Deer Stalker***

***Amber Bitter***

Ramsbury Brewery was born of this land in 2004. Inspired by the Wiltshire landscape surrounding us, we work towards being the most sustainable brewery that we can be. Most importantly, when we began and with the right tools in our hands, we knew that we could create a mighty fine pint.

A small team then set about with a vision for handcrafting ales from plough to pint. Using barley from our fields and chalk-filtered water from our own source, we're bigger and bolder than we were then, but with the same knowledge that nothing quite beats the taste of a decidedly good pint after a long day.

We began as farmers and we stayed as farmers. Our barley is grown and harvested from the Ramsbury Estate. Once malted and added to a brew, the barley, steeped in chalk rich soil, is distinctively Ramsbury. Mixed with any hop, its color and flavor is above all, unmistakable.

Our passion for beer may have been born of this land, but it's our passion for a memorable pint that continues to drive us. Only the perfect balance of the highest quality ingredients, a team of beer enthusiasts for brewers and a keg's worth of creativity, can bring out that refreshingly mighty taste of a Ramsbury pint.

Deer Stalker is an amber ale with a pleasing hoppy aroma and a light nutty flavor. At 4% it is a classic session ale which combines a light, yet bitter finish synonymous with a classic British bitter.

Source: <https://ramsburybrewery.co.uk/>

# T Party Regalia

There are jackets, shirts, car badges, cloth pins and now pens available for purchase. That MG fan in the family might just fancy something from our collection.

Jackets.....	\$35.00
Add a name to the Jacket.....	\$5.00
Shirts with pockets.....	\$28.35
Shirts w/o pockets.....	\$27.50
Car Badges.....	\$30.00
Hats, Navy bill w/teal upper, MG T-Party (lettering in white).....	\$9.50
Pins.....	\$2.50
Cloth Patches.....	\$1.50
License Plate Frames.....	\$1.00
Pens.....	\$.50

Add **\$5.00** per jacket/shirt for shipping & handling. Other items will be billed actual postage.

Contact Betty Butler to purchase Regalia.  
[bjbutler@metrocast.net](mailto:bjbutler@metrocast.net)



**North American MGB Register**



Aero Cycle Cars of England Aero Merlin Morgan three wheeler replica. Built by Steve Neal in 2014 with a Moto-Guzzi 1947cc engine with 3500 miles. Two seats side by side with disk brakes all around. Square steel tubing frame, yellow fiberglass sides with aluminum bonnet and stainless steel fenders. \$18,000 OBO. Steve Neal [SKYHOOK114@comcast.net](mailto:SKYHOOK114@comcast.net)



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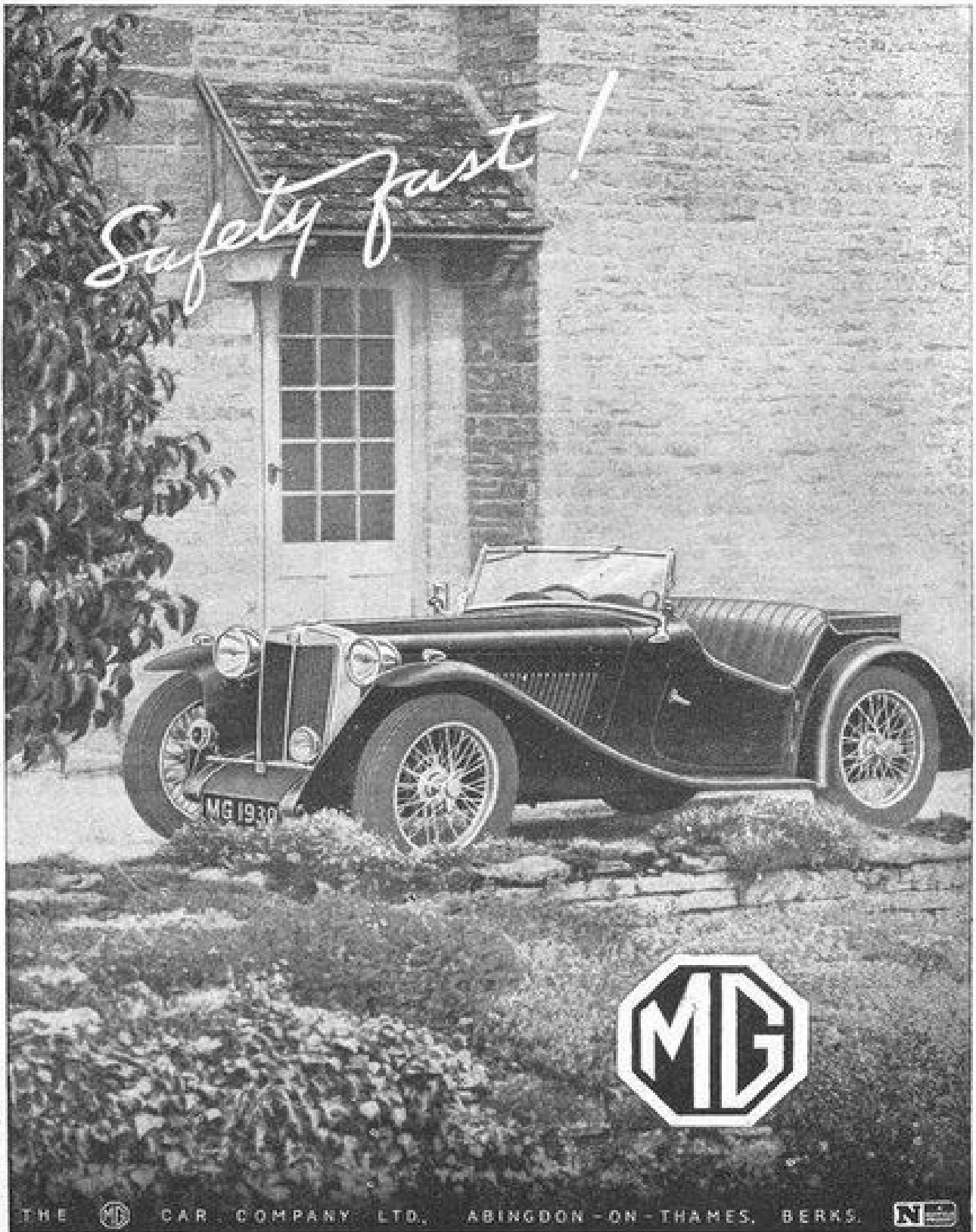
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### *Supplemental Regalia available from KP Creative Stitches*

KP Creative stitches is a home based embroidery studio that has digitized the T-Party logo so it can be put on items that are not currently stocked by the T-Party Regalia. Currently we can offer the logo on denim shirts (\$35) & sweatshirts (\$40). [kathy@kpcreativestitches.com](mailto:kathy@kpcreativestitches.com) Special orders accepted  
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