



T Party TIMES



August, September & October 2022

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September 9th—11th

Famous Racing Quotes:

"Race cars are neither beautiful nor ugly. They become beautiful when they win."
-Enzo Ferrari-

From the Editor

How enjoyable it is to once again be writing about drives, meetings and events...enjoyed once again in our British cars. It has been a long two years, but we are once again hitting the road! Kim and I just got back from an eleven day trip through Nova Scotia and Cape Breton Island, I hope you enjoy our story on pages 5-8. Also a report on a lobster run to Newick's in Dover that we shared with the Healey Club of New England and the British Cars of New Hampshire on page 9. It's also not too early to start planning for the British Invasion in Stowe September 9th-11th, hotels fill up fast so don't wait too long! Why...if this continues we may just have a Holiday Party this year!! Fingers crossed, we're planning that party for December 4th at the Princeton Station. Bottom line, there is no more excuse not to get out to the garage and fire up those T-Series, remember, they've missed you as much as you missed them.

Safety Fast!

Chairman's Cable



TC 6977 Gets a New (German) Fuel Pump After 52 Years

Last fall, on one of the few occasions I actually took the TC out of the garage—the other being to head two miles down the road to get its annual MA State Inspection sticker—the little dear cut out and died four times in less than five miles. Each time I pulled over to the side of the road, gently rapped on the side of the SU-type fuel pump with a small spanner, and the motor would start right up, only to repeat the loss of power and the side of the road routine. When I finally made it home, I tried using some fine emery paper to clean up the contact surfaces on the dual points under the cap of the original looking SU-style fuel pump. They looked good, but I still could not get consistent ticking and pumping for more than about 60 seconds. Feeling confident I correctly identified the fault, I postponed the problem for another day, and tucked away for a long winter slumber the TC went.

This spring, having checked to see what I could easily put my hands on in the spare parts supply among the inherited treasure trove of parts that came with the car when I purchased it some 17 years ago, I did come up with a spare "single" type contact set for an SU fuel pump, but looking over the **two "used" SU fuel pumps** I had on the shelf, both looked well-used, rather tired and in need of a rebuild. Each would need new diaphragms and new point sets for sure.

The Professor had labeled one of the old fuel pump boxes with a handwritten note that read:



"Old, 5 or 6 year-old remanufactured pump (removed 1970) now only operates if one clouts it steadily for first few minutes!"

Consulting the Professor's spiral "**Log Book Vol. I,**" sure enough, I found an entry dated "1/16/70 (mileage 44,800)" that read:

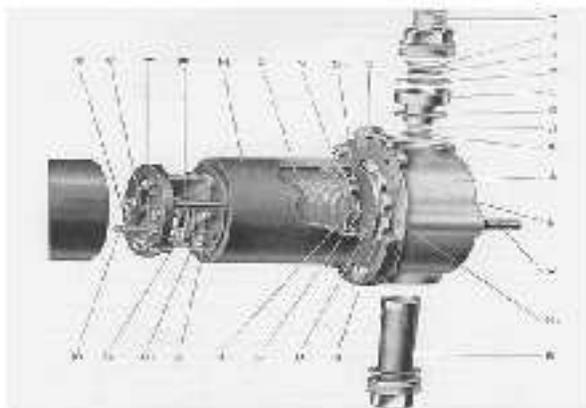
"BMC remanufactured fuel pump of 1963 finally begins to pack up & only smart slaps keep it going for first few minutes. Therefore ordered & received a new unit—a West German "Harting" replica which offers 99.9% authenticity—installed with only a very modest "grunt-work" & runs perfectly."



The other spare pump I found among my spares was a truly ancient-looking, early, pre-war type, "brass-body" SU that clearly had lived a long and hard life, but had potential for a nice rebuild.



Early Pre-War "Brass Base" SU Fuel Pump



However, wanting to get the TC roadworthy again quickly, I investigated the cost of replacing the fuel pump with a new unit, and leaving the used SU pump rebuilding clinic for another winter

project. Original points-style SU fuel pumps could be had discounted for about \$278 new; as an alternative, a modern electronic (no points to foul) SU fuel pump listed for about \$369. Finally, as a less expensive (but perhaps even more reliable option), a German manufactured solid-state electronic fuel pump, made by **Hardi**, as was used on old Porsches, was available for only \$179 and ready for immediate shipment.



This seemed like a good compromise, and the German **Hardi** fuel pump, although the end cap was blue instead of the traditional black Bakelite of the old SU, had the same overall form, maintained the same "ticking" for sentimentality, and could be painted black, if desired. What's more, it was in keeping with the

Professor's learned instinct and past practice **when in 1970 he last replaced the TC's fuel pump**—he went for German engineering and reliability. If, indeed the "Harting" fuel pump I removed in 2022 from TC 6977 had been onboard since 1970, I'd say it had a good service life and proved itself quite reliable.



52-year-old "Harting" fuel pump removed from TC 6977 (July 2022) next to and newly reunited with its original box, saved by the good Professor.

That this is entirely possible, I have no doubt, as the pump I took off TC 6977 matched exactly the picture on the blue and white, **Harting** box of that German "replica," saved all those years ago by the Professor, along with the **Log Book** entry describing its fitting to the machine back in 1970. Now, I am sure he must have replaced or at least touched up the dual contact points at some point over the years, but in the last 17 years of my ownership since 2006, I had never had a lick of trouble with the fuel pump—which apparently had been on duty and in service for more than 62 years!

What I had not realized at first was that the blue and white Harting fuel pump box did **NOT** actually contain the fine

German-made Harting fuel pump—that had been fitted to TC 6977 and was the pump that I removed in 2022. Inside the Harting box the Professor had placed for storage the **even older BMC "remanufactured" fuel pump removed in 1970** that the Professor had described in the Log Book as "finally beginning to pack it up" and requiring "smart slaps" to make it run.

Now, I do occasionally carry another spare, reconditioned SU fuel pump with points, that I bought many years ago from former MG T-Party member **Lawrie Rhoads** in what I call my "**TC Travel Kit**" (a special box of handy-to-have spares and tools that I take only on longer distance driving tours and overnight trips, like a GOF). Wrapped in bubble-wrap that spare is for **Emergency Use**

Only, and, as I had plenty of time for this longer-term repair, and given the faithful 52-year service longevity of my previous German-made fuel pump, there it safely remains, ready, if needed, for the next roadside misadventure. Thanks, Lawrie! And thanks, Whit, for saving all these parts, original boxes, and history of TC 6977 for me to learn from and enjoy. Guess I will have to order some SU fuel pump rebuild kits for next winter's project. And, I need to make sure I've transcribed this "new" history of my repairs to the TC Log for the next caretaker's benefit.



-Charles

Ann Agus Ar Ais Arís (There and Back Again in Gaelic!)

Kim & Bob Dougherty



The story begins when I was nine years old and watched a TV show about Cape Breton, Nova Scotia and the Cabot Trail. I remember thinking at the time, “someday I will go there.” Fast forward 60 years and that “someday” finally arrived! Kim had recently joined me in retirement, and our July calendar was wide open...no better time than the present! We chose our MGB “Rosie” for the trip as Kim enjoys driving her more than our TD, and there is much more room for luggage. Even at that, luggage filled the MGB

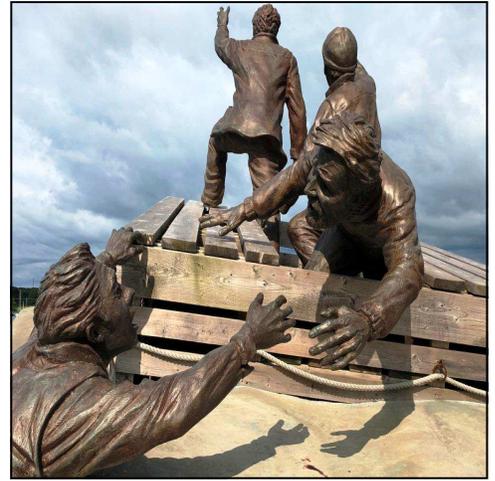
up to the brim!

Our plan was to drive from New Hampshire to overnight in Bar Harbor and ride the CAT ferry the next day, 3.5 hours over the Gulf of Maine to Yarmouth, Nova Scotia. From there we would drive up the southwest side of Nova Scotia (making 3 overnight stops) to Cape Breton Island, where we would stay for two days, before returning to Yarmouth via the Cabot Trail and the southeast side of Nova Scotia to once again take the CAT ferry to Bar Harbor, then home to New Hampshire. All in all, 1589 miles and eleven days travel. It was a good plan, all the way up until day one, when it changed!



Motoring north to Bar Harbor on day one, we received a text from Bay Ferries informing us that our ferry to Yarmouth the next day was being canceled due to an Atlantic storm over the Gulf of Maine. Furthermore, there was a strong possibility that the ferry would be canceled an additional day due to the slow moving storm! If indeed, the ferry canceled two days, all of our reservations would have to be moved a day (if there was availability!) and we would only get a portion of our deposits refunded. Over dinner that night in Bar Harbor we decided to skip the ferry (we got a full refund!) and opted to do some hard driving through Calais to Saint John, New Brunswick and on to Pictou, Nova Scotia which would put us right back on schedule with only one cancelled hotel.

Our first Nova Scotia stop was Pictou, in the heart of the region known as “New Scotland” after the thousands of Scots who settled the region. Fittingly, we chose “The Scotsman Inn” as our hotel. Dinner that night was down on the harbor with bagpipe music in the distance, while our breakfast the next morning was served by our Scottish host in full Kilt!



From Pictou we headed north to Sydney where we checked into our hotel right on the harbor. Of course, keeping with our Celtic vibe, dinner that night was across the street at the “Old Triangle Irish Ale House”! Before we left Sydney we walked along the harbor waterfront reading all the historical markers honoring the Merchant Marines who sailed out of Sydney in WW II. It was very sobering to read of the first convoy to leave the harbor that lost 20 of 34 ships to German U-Boats. The sculpture of sailors clinging to a raft while calling for help after being torpedoed was especially poignant.



Continuing north toward Ingonish, we made a stop at Fortress Louisburg, the largest historical reconstruction in North America. A major Fortress for the French throughout the 1700s, the Fortress today is manned by costumed reenactors who do a fine job in portraying life in the fortified town. A highlight was the Tavern, where an on-site distillery makes VERY nice dark rum, served in a typical 18th century setting. Tres Beau!

Our home for the next two days was the Keltic Lodge in Ingonish, the entrance to the

Cape Breton Highlands National Park. A much needed rest for both passengers and the MGB also! The Keltic Lodge is a wonderful historic lodge overlooking the Atlantic, surrounded by National Park and numerous hiking trails. Our favorite was the Middlehead Trail out to a bluff surrounded on three sides by the Atlantic. The views were spectacular! Not only the views, but the food at the Keltic was very good, with fresh seafood a specialty of course!





We may very well return one day to the Keltic Lodge in the fall or even the winter as there is a downhill ski mountain and numerous X-Country ski trails nearby.

Rested and reinvigorated after our two day stop, we set out to drive the Cabot Trail, with the top down of course! As a matter of fact, despite a prediction of rain for eight of the eleven days, we had not a drop of rain the whole eleven days! The drive itself was breathtaking; climb-

ing mountain passes in the interior, clinging to roadways along the heights overlooking the sea, absolutely NO traffic, while the road itself was smooth and perfect for a classic British sport car. In short, everything that I had dreamed of since I was nine years old! One thing I didn't dream of as a nine year old was The Glenora Distillery



which is located on the trail not far from the terminus. We made a lunch stop there and had what we both agreed was the finest Poutine in the universe! Local cheese curds, whiskey based brown sauce and two day marinated beef over French fries...oh my goodness!!



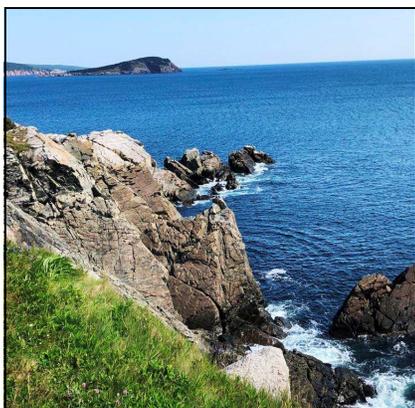
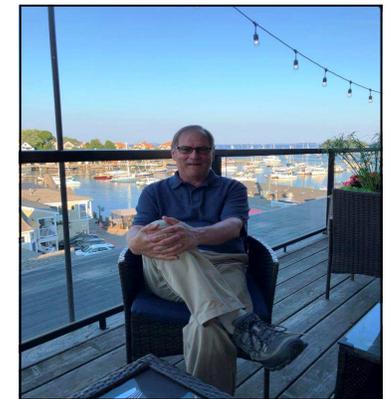
After another night in Pictou at the Scotsman Inn, we headed to the southeast shores of Nova Scotia, where we made a stop in

Lunenburg to see The Bluenose II, the replica of the Bluenose, the most famous Schooner in all of Canada. She is a magnificent ship and we were lucky to catch her in harbor the day before she sailed again.

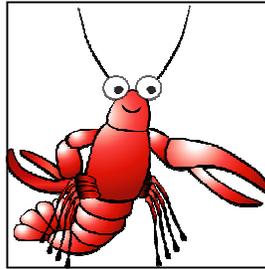




We were greeted with fine weather for our CAT ferry back to Bar Harbor and the trip was great, we spotted Bald Eagles, seals and whales on the 3.5 hour trip back across the Gulf of Maine. Rosie had the honor of being the first car off the ferry in Bar Harbor, which seemed only fitting as she didn't give us any problems on the trip, 1761 miles of trouble free motoring, only ½ quart of oil burned and an absolute star everywhere we stopped.



Lobster Run to Newick's



Included in the long list of shows, drives and gatherings we missed over the last two COVID years was our annual lobster drive to Newick's in Dover. Always well attended, I looked forward to planning an outing again this year, but as luck would have it, the day I sat down to start planning & coordinating with Newick's I received an email from Bob



Britton, President of the Austin Healey Club of New England. Bob was inviting the British Cars of New Hampshire and the MG T-Party to join the Healey Club for a



June tour and lunch at Newick's...oh boy, a lobster tour that I didn't have to plan or coordinate, sign me up!

We met up at Historic Motor Sports in Candia under threatening skies, which sadly kept our numbers down from the 30+ who had planned to make the drive. Grey skies notwithstanding, a hearty group of 20 cars did brave the elements and lined up for the 35 mile drive to Newick's. Bob Mitchell from BCNH had laid out a very nice back road drive through



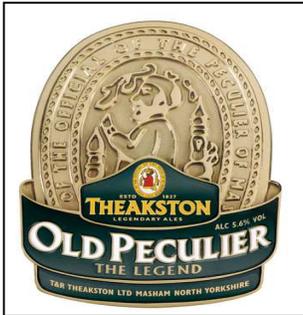
Strafford County passing through Newmarket and Durham on the way to Dover and despite our best efforts, no one was lost...well...not for long

that is! Newick's was all set up for us, with a large group of tables in our own section of the restaurant and four dedicated wait staff who kept things moving along. The food and drinks were wonderful, the service was snappy and the comradery perfect, a great way to welcome back our Lobster Run for 2022!



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



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Old Peculier

Theakston is one of Britain's oldest established family brewing companies and is famed throughout the country and overseas for its wide range of premium ales brewed in our historic Victorian tower brewery. Our legendary Old Peculier beer is sold in many countries overseas and is widely admired as a world iconic beer. We are an independent, family brewing company founded in 1827, located in the Yorkshire Dales market town of Masham, North Yorkshire and controlled and run by fifth generation, direct family descendants of the founder, Robert Theakston.

Old Peculier is possibly one of the country's most well-known and loved ales. This unique, beautiful brew is often imitated but never matched and is sold literally all over the world. With countless awards to its credit, it is something of which every Briton can be very proud and is the epitome of the greatest of British brewing tradition. The name pays tribute to the unique ecclesiastical status of Masham as a 'Court of the Peculier' and is also a reference to the strong characteristic of the beer! For many years it was affectionately referred to as Yorkshire's 'Lunatic's Broth'. Old Peculier is a beautiful, yet very simple beer, brewed using a very generous blend of finest pale, crystal, and roasted barley with two bitter hops combined with the majestic and noble Fuggle hops to produce a beer of awesome full-bodied flavor with subtle cherry and rich fruit overtones. Fermented with the famous Theakston twin strained yeast to create its extra strength and complex character. The legendary Theakston Old Peculier is a deep, dark, ruby colored ale with a rich, fruity flavor with hints of cherry and banana

Source: <https://www.theakstons.co.uk/>

*******Sale...Sale...Sale...Sale*******

MG T-Party Regalia

It's time to move some Regalia! We've had very limited sales since 2008, and \$2000+ of inventory is doing us no good sitting in a box!

Please contact Bob Dougherty at rdoc2mg@gmail.com for sizing information and availability

- Men's Windbreaker w/MG T-Party logo (Retail \$70!) **\$30 includes shipping**
Med/Large/X-Large
- Women's Windbreaker w/T-Party logo (Retail \$70!) **\$30 includes shipping**
Med/Large/X-large/XX-Large
- Golf Shirts w/T-Party logo **\$20 includes shipping**
Med/Large/XL
- T-Party Baseball Caps **\$9 includes shipping**
- T-Party Logo Grill Badge **\$25 includes shipping**
- T-Party Cloth Patches **\$1 includes shipping**
- T-Party Logo Pins **\$1.50 includes shipping**





**British Invasion
Stowe, Vermont**

Celebrating 31 Years!

September 9th-11th, 2022

<https://www.britishinvasion.com/>

Driving tours, Block party and a show
field full of British Classics

*******Sale...Sale...Sale...Sale*******

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- T-Party Logo Grill Badge **\$25 includes shipping**
- T-Party Cloth Patches **\$1 includes shipping**
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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



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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 Special orders accepted
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