



February, March & April 2017

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Not too early to start planning for GOF MK101 in Nova Scotia, you won't want to miss this one!
<http://www.nemgtr.org/>

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From the Editor

What a difference a year makes! As I look out on my front lawn, which this time last year was brown grass, a foot of snow blankets the lawn. I've already tripled my time on the slopes from last year & we have at least another good month or two ahead of us...heaven! And yet, the teams have reported to Florida, Spring Training games are not far off, it's time to plan for top-down motoring in 2017. Please plan to join us March 5th at the Wilmington Arts Council for our 2017 planning session. See page two for details, I hope to see you there!

I hope by now you've all heard that GOF MK101 will be held in Nova Scotia Canada June 27th-July 1st. There is a wealth of info on the NEMGTR web site about transportation, hotels & the itinerary for the trip. Please check the web site and make sure you have a passport!

Drive 'em till the road wears out!





MG T-Party Annual Events Planning Meeting and “Potluck Lunch” **Sunday, March 5th, 2017**

The building will be open at 12:00 pm; Lunch will begin at 12:45 pm; Call to order for the business meeting at 1:15 pm sharp.

to be held at the:

Wilmington Council for the Arts

219 Middlesex Ave. (Route 62), Wilmington MA

Join us for our annual meeting and event planning session. Come with ideas, suggestions or just to support the rest of the board as they get down to work setting up the year's events. We have secured the Arts Council building to give us room to spread out and accommodate a big attendance by the members. We specially invite all of our new members to join us and meet some of the club members in a relaxed and fun setting. Bring your ideas for an event to share with the group. Before the meeting, we will have a pot luck lunch. Please bring a dish to share with everyone. These pot lucks are a great way to enjoy good food and friends. We always have too much food but it's fun to try to make it go away!

There are no provisions for heating up food in the building so if you want to bring a hot dish, a crock pot or other heating device will need to be brought with the dish. We look forward to seeing you all there!



Please note that no alcohol is allowed in the Arts building by city regulation. Take Exit 40 off Interstate 93. (Route 62, Middlesex Ave) Go West on Route 62, through two sets of traffic lights. The Arts Council is a white building on the left side just past Wildwood Cemetery. (The Congregational Church is across the street on the right.) If the WCA parking lot fills up, it is OK to park in the church lot. There is a small refrigerator in the conference room, and two large coffee makers. We have folding tables, and plenty of chairs.

Chairman's Cable



Spare "Parts Car" (MG TC 5034) Early Owner's Racing History and a Letter from Rudyard Kipling

As my MG friends and readers will probably know, when I purchased TC 6977, I acquired as well an extraordinary cache of spare T-Series parts in the same transaction. The backstory of those parts is itself interesting. My TC's prior owner came to the Midwest to attend graduate school at Purdue University in the Fall of 1954. Before long he was able to pursue his prior enthusiasm for sports cars. A small group of like-minded Purdue students, the others advanced undergraduates, tended to hang out together. From time to time he (or several of them) would drive the hour and one-half to Indianapolis to Capitol Motors just a few blocks north of the State House. They ogled everything from Renault 4CVs to Arnolt Bristols and ACs. Among the young sales crew was an unusually nice and easy to know fellow, the now deceased "Bill" Andrews.

Professor Gordon married in the Spring of 1957 and moved to Muncie, Indiana in the summer of 1958 where he took a position at what was then Ball State Teachers College. In short, he did not get back to Capitol Motors for quite some time. He had hardly thought about Bill Andrews who never seemed to be about.

In 1965 a surprise: there was Bill Andrews again. He told the Professor he had been in a mental hospital for seven years. He learned of the TC that Mr. Gordon had purchased in Ft. Wayne and offered him a vast cache of parts that he had built up prior to his institutionalization. The Professor had not realized that Bill Andrews had raced a TC in earlier years. Because he raced the machine he purchased any wrecked TC he could find in order to have an ample supply of spare parts. In fact, he had acquired three wrecked TCs and

one MG TA. He said at the time, "Only crazy Australians still race TCs." Professor Gordon purchased the parts forthwith!

Besides the trove of disassembled original parts contained in some 28 boxes of spares, three sets of front wings, two complete bonnets, a spare XPAG engine, and a TC gearbox and bell housing, was a complete MG TC chassis/frame, TC 5034, which the Professor had promptly sprayed with black Rustoleum primer back in 1965.

While researching the history of that spare TC chassis, one day I began instead to see what information I could dig up on the MG racing career and history of Mr. Bill Andrews. The earliest record of Bill Andrews racing an MG TC that I could locate was an entry in the 1952 Elkhart Lake Road Race.



The 1952 Elkhart Lake Road Race was held on a 6.5 mile circuit over the weekend of September 6-7, 1952, and was part of the SCCA National Sports Car Championship (round 6) Organized by the Chicago Region & Milwaukee Region SCCA.

See a video of the main event, The Elkhart Lake Cup Race here: <https://youtu.be/dGINipqVaHI>



THE KIMBERLY CUP

Second race - Sunday, September 7, 1952

There were two races on Sunday. The first event, the Kimberly Cup Race, was 15 laps (about 100 miles) on the 6.5-mile open-road circuit. The race was open to experienced and novice license holders and cars with an engine displacement of 1950 cc and under. The race started in town by the feed mill.



(ABOVE) The green flag is waved for the start of the 1952 Kimberly Cup Race on Sunday morning. The start/finish line is located in Elkhart Lake village on Gottfried Street. Cars pictured are Gordon Bennett #50 driving a MG TD s/c

who did not finish. Norman Carlson #66 MG TD s/c, finished 1st in Class-5 and 9th overall. Starting third is Virginia Schleicher #96 MG s/c. She was the only woman in the race and finished 28th overall.

Our man, **Bill Andrews**, racing an MG TC (#73) finished in 21st position (18th in Class 6) completing all 15 laps in a time of 1:41:31. Full race results can be viewed at: http://www.racingsportscars.com/results/Elkhart_Lake-1952-09-07b.html

The top five finishing positions went to some rather more exotic machinery including an Osca MT4 1350 (William C. Spear), a Porsche Le Mans (Karl Brocken), Porsche 356 Le Mans Special (John Von Neumann), Simca Special (Roger Barlow), and an Offenhauser-powered MG (Bill Lloyd).

Other documented races entered by Bill Andrews include:

- Chanute Sports Car Races (1953)(#73 MG TC)(Result: Unknown)
- SCCA National Lockbourne, Ohio Sesqui-centennial National Sports Car Races Lockbourne (1953)(#4 MG TD - MG XPAG 1246 cc) (Result: 4th in FP-1)
- Stout Field (1953)(#32 MG Open bodywork with separated mudguards)(Result: 2nd in FP/MG)
- SCCA Regional Atterbury Hoosier Sports Car Classic (1954)(#10 MG)(Result: 2nd in FM/MG)
- Lawrenceville Sports Car Races (1955) (#56 MG TC)(Result: 2nd in GP)
- SCCA National Road America - Elkhart Lake's Road America Road Race (1955)(#106 MG)(Result: 6th)
- SCCA Regional Smartt Field (1956) (MG TC)(Result: 8th)
- Preliminary Smartt Field (1956)(MG TC) (Result: 3rd in GP)
- 4 h Road America - National Championship Road America Endurance

Races (1956)(#53 Alfa Romeo)(Driven by: Skip Lange/Bill Andrews)(DNF)

- 6 h Road America - National Championship Road America Endurance Races (1956)(#36 Jaguar)(Driven by: Duke Knowlton/Bill Andrews)(Result: 10th; 1st in CP)
- Preliminary Louisville (1957)(Austin-Healey 100 BMC A90 L4 2660 cc)(Driven by: Bill Andrews)(Result: 1st in DP)
- SCCA Regional Indianapolis (1961)(Morgan)(Driven by: Bill Andrews)(Result: **winner 1st Place**)

It is neat to think that perhaps my spare TC parts car *could have* been campaigned back in the heyday of sports car road racing in one of these events. At least there is a direct connection to Mr. Bill Andrews, an original participant in this early racing history. These and other race records can be viewed here: <http://www.racingsportscars.com/driver/archive/Bill-Andrews-USA.html>



I recently came across old publication from the very earliest days of motorcars, written in 1904. It captures for the early motor enthusiast some of the practical aspects of owning and keeping a motor car, but goes much further in philosophically analyzing and proselytizing the remarkable changes and true freedom of mobility ushered in by the new motor age. Perhaps the most intriguing part of the book was the forward, in the form of an enthusiast's letter, written by none other than Rudyard Kipling, to the book's co-author, Filson Young. It rings true, if somewhat romanticized, and is spoken from hard won early motoring experience. Reproduced below, is the heart of Mr. Kipling's introductory letter, and an excerpt from a later chapter delightfully titled, "The Open Road." I think you will find you share, even today, a similar delight as they experienced in their early motoring adventures.

THE COMPLETE MOTORIST, BY FILSON YOUNG AND W. GORDON ASTON, WITH A LETTER FROM RUDYARD KIPLING (1904)

" I know a rooster on the Heathfield Road who, but that he is honest, might be made constable over a trap. He can judge to a fraction the speed of every motor that comes his way, and since he has no tail to speak of he takes chances that bring the heart into your mouth."

– Rudyard Kipling

THE COMPLETE MOTORIST (8th Edition, 1915): full text (public domain) available at:

<http://tinyurl.com/hf75ok3>

A LETTER FROM RUDYARD KIPLING (Capetown, April 1904)

"Dear Filson Young,

I like motoring because I have suffered for its sake. I began seven years ago in the days of tube ignition, when 6 h.p. was reckoned fair allowance for a touring car, and fifteen miles an hour was something to talk about. My agonies, shames, delays, rages, chills, parboilings, road-walkings, water-drawings, burns, and starvations, at which you laughed – in the *Kinfauns Castle* in 1900 – all went to make your car to-day safe and comfortable. If there were no dogs there would be no vivisection, and people would still be treated

on the lines of Galen and Avicenna. Any fool can invent anything, as any fool can wait to buy the invention when it is thoroughly perfected; but the men to reverence, to admire, to write odes and erect statues to, are those Prometheuses and Ixions (maniacs, you used to call us) who chase the inchoate idea to fixity up and down the King's Highway with their red right shoulders to the wheel."

"Yes, I love because I have suffered. Suffered, as I now see, in the cause of Humanity. . . But the chief end of my car, so far as I am concerned, is the discovery of England. To me it is a land full of stupefying marvels and mysteries; and a day in the car in an English county is a day in some fairy museum where all the exhibits are alive and real and yet none the less delightfully mixed up with books."

". . . It is the Car, my dear Young, that we have to thank for the quickened intellect, the alerter eye, the more agile limbs"

"I know a rooster on the Heathfield Road who, but that he is honest, might be made constable over a trap. He can judge to a fraction the speed of every motor that comes his way, and since he has no tail to speak of he takes chances that bring the heart into your mouth. But he survives, and I do not doubt will be the sire of a line of double-breasted, facing-both-ways poultry. And there is a dog who was once bold against the bare legs of children and the skirts of

nurses – the sort of ravening hound of whom his owner says, ‘It’s only his play. He won’t hurt you unless you show you’re afraid of him.’ Last year my car caught him on the shoulder and hoisted him nearly as high as Sirius. He came down again quite well, thank you, but so changed – and so vastly for the better! He, too, will propagate polite puppies.”

“Thus do we all benefit by the Note of the Age, which is the motor-horn.”

As the English mail is just closing and I want to go for a trip to Stellenbosch I will spare you the rest of the sermon. The subject is inexhaustible, but I am,

Yours ever considerately,

Rudyard Kipling

Chapter VI – The Open Road:

“The true home of the motor-car is not in garage or workshop, showroom or factory, but on the open road. There it comes to its own, there it justifies itself, there it fulfills its true and appointed destiny. Like a captive lion or a savage shown at a fair, it makes a poor enough appearance out of its true environment; and when we see it quivering at a standstill or fretfully hanging in the crowded lanes of street traffic we some times think very poorly of it. But away from these entanglements it comes into the noble kingdom of which it has so lately captured the throne. The miles, once the tyrants of the road, the oppressors of the travellers, are now humbly subject to its triumphant empire, falling away before it, ranking themselves behind it. The wand of its power has touched the winds to a greater energy, so that the very air it consumes is crushed upon it with a prodigal bounty, sweetened with all the mingled perfumes of the fields and the seasons. It flattens out the world, enlarges the horizon, loosens a little the bonds of time, sets back a little the barriers of space. And man, who created and endowed it, who sits and rides upon it as upon a whirlwind, moving a lever here, turning a wheel there, receives in his person the revenues of the vast kingdom it has conquered. He lives more quickly for its vitality, drawing virtue and energy from its ardent heart; and if it be true that the capacity of life in each of us be limited not by time but by quantity, and that the mysterious engines of our flesh and spirit are set to endure, to enjoy, to see, to understand, to know, to live only up to a finite limit, then man’s days, being faster and more crowded, will be fewer; and we shall find that what we received as a gift we shall be called upon to pay for out of our scanty store of years.”

“The true home of the motor-car is not in garage or workshop, showroom or factory, but on the open road.” –Filson Young, *The Open Road*

“But the road sets us free from this marvelous complexity of thought and mechanism, allows us to follow our own choice as to how fast and how far we shall go, permits us to tarry where and when we will. Moreover, it restores to our journeys their true value and importance, making them not a matter merely of departure and arrival, but of deliberate and conscious progress, in which every mile, every yard, is of equal importance with the beginning and the end. To walk by road is to taste this deliberation of travel in its full flavor, and to make of each footstep a stage in the journey; by motor-

car we lose the extremely minute detail of the road, but cover it in spans so much greater that the sense of passage is vastly increased. And this, I think, is the supreme charm of this kind of travel; that it takes us from one world to another, not as the railway takes us, sealed up in an envelope containing ourselves and our environment, but open to and conscious of the things that connect those worlds with each other, so that we see the change coming and know how it has come. We do not shut our eyes in the plains to open them again on the mountains. We feel the road rising under us; we pass from the shelter of the valleys to the winds of the uplands; we leave the placid land of willow and poplar, and rise to where the pines and firs are waiting on the sky line ; we wind up and away from meadow and cornfield to where moss and heather crowd among the rocks ; we strike into the colder mountain air, the bare and austere mountain world, away from trees and heavy flowers and chattering birds, to where only the bees and the larks make music, and where the little flowers, hardy and wild and fragrant, lodge among rocks that the sun has warmed."

"Storm along at the extreme of speed for the same ten hours, or lie on their backs with the inventors in pools of oil, petrol running into their eyes, brute metal at a red heat menacing their faces. Ah, no; in the labours of these there is something Titanic, something of the dignity that invests all worthy battles fought against heavy odds, something of the fragrance of enthusiasm, the glory of the pioneer, the nobility that crowns all those who work for to-morrow. For among them they are discovering, moulding, teaching, adapting, and tempering what we may call the character of the motor-car — a profound and singular personality, full of life and power."

Finally, I took a photograph of the sign below found on one of the bookseller's tables at the recent GOF 100. I think it rather goes "Above and Beyond" the purely necessary, but I felt compelled to capture and share the imagination and indomitable spirit of the original artist (unknown).

-Charles



Holiday Party



Kudos to Charles for finding such a nice spot at the last minute! For the 3rd time in the last 6 years, our go-to place (this last time known as Jules by the Water) went out of business without any warning. I still am perplexed by this as it is in a great location right



on the Merrimac River. I wonder what the new place will be called! Never mind that, the Princeton Junction filled in admirably. We had a secluded wood paneled room in the back, yet close to the lounge so you could refresh your drink. It wasn't as easy to mix & mingle as it was a narrow space, but we managed,



I'm fairly sure I got to talk to everyone. It certainly was a busy place, there were three other Holiday Parties going on in other rooms. Despite that, the service was very good & the food was equally as good. After the meal, Alex announced the 2016 Cangiano Cup winners, Malcolm & Judy Krongelb...well done you two!



All in all, it was a great find for a last minute emergency. Thanks again to Charles for scrambling to pull it off, you did well!



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



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Pedigree Pale Ale

We started brewing in Burton-upon-Trent in 1834. Then in 1898 we got itchy feet and moved down the road to the Albion brewery. We still like it so we've not moved again since. We came to Burton for the water. Well, for the rocks the town is built on to be precise. The water trickles down through a thick layer of gypsum before we bring it back up again through our well. That's what gives our beers the flavour, character and crisp refreshing bitterness that you won't find anywhere else in the world. Scotland has whisky. Detroit has cars. Burton has beer, and we're the oldest brewer in town. Brewed using the famous Burton Union system of linked oak casks in the room that Protz called a "cathedral of brewing - vast, echoing chambers where the only sound is the hiss of fermenting beer." The yeast likes the open wood casks and doesn't work in modern containers. When Bass switched to modern equipment in the 1980's they also had to switch yeast, which may be why Bass fails to live up to its historic acclaim. Although all Burton ales were once made using the Union System, only Marston's still continue to do so. Pedigree is still made in the manner that made Burton's Pale Ales famous across the world.

Source: <http://www.marstonsbrewery.co.uk/>
<http://www.ratebeer.com>

Safety Fast!

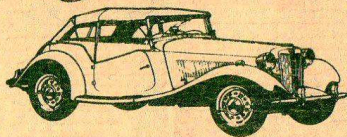
It's known all over the world as the "Slogan" of M.G. Car Co. Ltd., Abingdon on Thames, but do you know how such an apt description of the car came into being? I will enlighten those who have never thought about it. In the early days at Abingdon the "Sales and Publicity" were run by three people ... Bill Mussel, Ted Colgrove (Salesmen) and George Tuck (Publicity). Around the early and middle twenties, cars were equipped with rear brakes only, mainly because the braking systems were rod operated. It was not until Bowden Cables were introduced, that it was easy to equip cars with front wheel brakes. A difficult operation due to the front wheels continuous steering angle changes. As car's performance increased it became necessary to improve their stopping distances. Hence the introduction of "Four Wheel Brakes". In order to warn fellow motorists, that their cars were so equipped, such cars carried a red triangle at the rear, mounted around the rear number plate illuminating lamp, so that it was conspicuous at night. During the late twenties, early thirties, Clayton De Wandre brought out a Vacuum Servo brake. The Oxford Bus Companies passenger carrying vehicles were so equipped. In addition to the red triangle displayed at the rear, was the warning "Servo Brakes Keep Your Distance /Safety First". In some cases the wording was preceded by "This Bus Is Equipped With Servo Brakes". One of the salesmen, Bill Mussel, I think, was driving to work one morning, trapped behind such a bus in Oxford main streets, no by-passes then. Bill went through the usual time wasting tricks of reading all the adverts and converting registration numbers into possible card game hands, imagining a hole card or turn up. When Bill arrived at the office later he said to his colleagues, "Some of those Oxford Buses should have "Safety Last" written on the rear the way some of them are driven, not "Safety First". "Ah nova" said George Tuck, "'Safety First', 'Safety Last' how about 'Safety Fast' for M.G.? Lets see what 'CK' thinks of this." Well folks, so now you know how this historic and most applicable slogan of your favorite car came into existence.

Thanks to the MG Drivers Club.

<http://www.mgdriversclub.com/safety-fast.html>



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Activities

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skyhook114@comcast.net

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editor@mgtparty.org

Web Site

Position Open

T-Party Classifieds

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
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Shirts with pockets.....	\$28.35
Shirts w/o pockets.....	\$27.50
Car Badges.....	\$30.00
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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



YT, 1950, EXU3030, engine XPAG 20438, owned since Nov. 1992, but terminal illness forces sale. Total ground up restoration by British car professionals, incl. Steve Hardy and Rick Smith, Boston, completed 1998. Modifications include front disk brakes, f/r sway bars, electronic ignition, 5 speed transmission, rear end 3.9 ratio, directionals, safety rear lights. Car can be returned to absolute original condition with spares, transmission, springs, brakes, all part of this sale.

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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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water pump etc.)

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