



November, December & January 2017/2018

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Team Speedi-Dry tearing up Club Motorsports track at the British Reliability Run

Welcome New Members!

John & Traci Michela from Bradford, MA.

David & Judy Willard from Carlisle, MA.

From the Editor

The nights get longer, the days colder and winter approaches...the driving season in New England rolls to a stop. It was a mixed bag for your Editor this year, our lab got very sick over the spring & summer which kept us from many MG related events, including having to cancel our trip to Nova Scotia for GOF MK101, but in the end she made a complete recovery which more than made up for any disappointments. The New England Reliability Run was a great success, raising over \$16,000 for Boston Children's, with the MG T-Series as the most represented marque...let's get MGs from the T-Party involved next year! The annual Holiday Party is set for Sunday, December 3rd at the Princeton Station in North Chelmsford, MA. See the information on page two, please RSVP, and mail your checks into Charles this month.





You liked it so much, we're returning to



**The MG T-Party & Bay State
MGA Club Holiday Party
Sunday, December 3rd
Princeton Station**

147 Princeton Street
North Chelmsford, MA 01863
www.princetonstation.com

12:00 pm – Cocktails (cash bar) and Socializing
1:00 pm – Dinner

\$33.00 per person (Covers meal, tax, gratuity and facility charges)
(Appetizers, Soup, Salad, Rolls, Coffee/Tea and Dessert Included)

Please Select Your Choice of:

- **Roast Prime Rib Au Jus** – Served with red bliss mashed potato, and the chef's vegetable selection
- **Chicken Marsala** – Served with Linguine
- **Baked Seafood Combination** – Haddock, Scallops, Shrimp Served with red bliss mashed potato, and the chef's vegetable selection

Join good friends for an afternoon of fine food and lively conversation. This year we are welcoming new friends from the Bay State MGA Club to join us for our holiday party. We will be collecting new, unwrapped toys to be donated to St. Ann's Home. For Marguerite's Place paper goods, health and beauty supplies and diapers (larger sizes) and wipes are always appreciated. We hope that you will make a special effort to attend. **Please RSVP** by sending the form, below, to Charles Dyer at the address indicated. We need to **receive** your response and payment check **by November 20th** so we can confirm the numbers with the restaurant.

RSVP FORM - Please sign us up:

Name(s): _____

Phone: _____

Email: _____

Please indicate how many of each meal selection you require:

___ Prime Rib ___ Chicken Marsala ___ Baked Seafood Combo

Make Checks Payable to "The MG T-Party"; Enclose Check & Return Form by Nov. 20th by U.S. mail to:

Charles Dyer, 329 Essex Street, Hamilton, MA 01982 (Telephone: 978-468-0156)

Chairman's Cable



End of Season Musings

I went to use the TC the other weekend to attend a local "Cars and Coffee" (a.k.a., *Caffeine + Carburetors*) event one of my friends in Georgetown, MA hosts at his house, and I couldn't get the dear machine to fire up. It had been on a battery tender so I had plenty of "juice" to power the requisite and ever-mysterious, never-to-be-located, wiring harness Lucas "Smoke" infuser circuit. The S.U. pump ticked faithfully and came to a normal stop upon attaining normal fuel pressurization, so I knew I had fuel. It turned over (at least the start motor spun), and the oil pressure came up, but it wouldn't catch and fire up.

Now, on some extra-cold winter mornings, when it had been sitting awhile in storage and I had decided to de-hibernate the sleeping dear, occasionally, I would encounter a situation where the full engagement of the pinion gear on the starter, after pulling the cable, was suspect. Almost like not enough current to make the starter compress the spring to pull in the pinion far enough to fully mesh with the flywheel. But, last weekend the morning temperature was in the 60's headed for 75 degrees F. To see what was going on, I could manually trigger the starter switch on the front of the starter motor with my finger and see the bendix-type spring mechanism compress to pull in the pinion gear, but I couldn't judge whether it was fully compressed to engage the flywheel.

In any event, I wound up taking the TR6 to the Cars & Coffee, after pushing the TC back into the garage and putting it back on the battery charger. Later that afternoon when I returned home from lunch with my car friends, I tried to start the TC again. Damn if the little dear didn't fire right up on the third pull of the starter pull, sweet as ever! I can only conclude that somehow I must have flooded the carburetors upon my earlier attempts to start it up that morning. Maybe it needed some more charge to

the battery, no doubt resolved by my draining the battery down and switching to another charger for the higher amp charge cycle. I guess that's why we need to have more than one "toy" car (as my wife likes to label them, I'm sure to belittle their "practicality" and no doubt insult and injure their imperial British arrogance, pride and indomitable sense of purpose).



As the prime days of the driving season rapidly wane, I have to say, we've had a great year of MG events, with considerable variety ranging from a visit to an art museum, a country drive to a lovely picnic spot, two tech sessions, MG cars shows, a GOF on foreign soil, a Lobster Run, and most recently, a great Maple Syrup Run Pancake Breakfast drive. For those of who participated and joined your MG friends, I thank you. I had a blast. For those of you who remained on the sidelines this driving season and/or couldn't join us (for whatever reason) we miss you. Next year, bring your Subaru or Toyota, Porsche or Oldsmobile—while we love to see your MG's it's you we love more!

On that note, our most well attended event of the year, our **Annual Holiday Party** is scheduled for **Sunday, December 3rd**. We have invited the Bay State MGA Club to join us this year to keep our numbers up and give you the opportunity to meet new friends. Hope to see all of you @ Princeton Station. See the attached Event Flyer for details and RSVP instructions.



—Charles

Cruising for Crustaceans



The 2017 version of our annual lobster run took place at Newick's Lobster House on Dover Point Road in Dover, NH. This was our first time to Newick's, but it will not be the last by any means! The folks at Newick's made us very welcome with our own area and plenty of wait staff to



take care of us. The ambiance is nice, parking plentiful and location convenient to both NH & MA...I think we may have found our future home for the lobster run!

The weather was perfect for top down driving and there was a good contingent of British



cars in the parking lot, both T-Series and MGAs from the Bay State MGA Club. All told we filled a table with seventeen hungry British car & lobster lovers, and at the end of the meal we certainly had done some damage to quite a few crustaceans!



Maudslay State Park Picnic



Going through my newsletter photos I came across some shots from the picnic run in May that Charles organized to Maudslay State Park in Newburyport, MA and realized I never reported on the event! Allow me to correct that, and my apologies Charles!

I made the trip down to Newburyport in the TD under threatening skies but by the time I reached Maudslay State Park the sky had cleared and it was a beautiful day for a picnic. Maudslay Park is right on the Merrimac River and is quite beautiful with numerous hiking trails along the river and picnic tables nestled under the trees. We managed to find a nice spot and enjoyed our picnic lunches which we brought with us...every thing from fried chicken to lobster salad! After lunch we all took advantage of the hiking trails that lead throughout the formal gardens of the estate, quite lovely indeed! Thanks Charles for planning the run and introducing us to a little known but very nice State park.

2017 New England British Reliability Run



Not often do you hear the words “British” and “reliability” spoken in the same sentence and it’s a shame, for lovers of classic British sports cars have known for some time that if you keep your sports car maintained properly they can be just as reliable as a modern car. To prove that last point, the American British Reliability Run was started in 2002 based on UK Reliability Runs that continue to be run and

benefit children’s charities in England. The ABRR has been run out of Pennsylvania for the last 6 years, however, in 2017 it has spread out across the country, being held in New England, Pennsylvania, Washington, D.C and Colorado. For 2017, the New England was first out of the gate, starting at Historic Motor Sports in Candia, NH on September 8th and finishing back at Historic on September 10th.

First off, what exactly is the American British Reliability Run? It is a three day drive for charity in



classic British cars, with approximately 600 miles traveled during those three days. It is not a race, and is run on public roads at posted speeds. It is not a rally as there are no checkpoints or deliberately vague instructions. It is an endurance test of sorts, intended to be challenging but fun for the participants, and to see just how reliable these supposedly “unreliable” British cars really are. Teams travel in groups, taking care to stay together, taking stops as necessary. The run is a fun drive on

great roads through beautiful countryside in the company of fellow British car hobbyists, and all for a good cause. Just in case, we did have a trailer with a “car of shame” on board in case anyone broke down, they could complete the day while their car was loaded onto the trailer!

For 2017, the New England British Reliability Run’s theme was “Chasing the Trail”. Our goal was to tackle the major and minor notches through the White Mountains, chasing the Appalachian Trail as it wound its way through the White Mountains of New Hampshire and into Maine. Our charity was the Boston Children’s Hospital Extraordinary Needs Fund which helps families defray the high cost of care for their children.



Twenty four teams gathered at Historic Motor Sports on the morning of September 8th, with cars ranging from a 1954 Bentley Continental R to a 1956 Jaguar XK-140 and everything in between. Of particular interest to the readers of this newsletter, by far the most represented make & model was the MG T-Series! Three TDs & two TCs showed up to do battle with the mountain passes of New Hampshire, and each and every one of them performed flawlessly over the 600 miles and three days. Participants

came from all over the northeast with teams as far away as New Jersey & Pennsylvania, along with Connecticut, Rhode Island, Massachusetts, Maine & New Hampshire.



We broke the teams up into three flights of 8 cars and set out from Historic at 10 AM headed for Lincoln, NH by a circuitous route of 163 miles. Along the way, we ate lunch at the #1 Irish pub in NH, traveled over the Appalachian Trail twice, crossed into Vermont, stopped at the oldest general Store in the USA, crossed over the longest & oldest covered bridge in NH and tackled the famous Franconia Notch, former home of the Old Man of the Mountain, which sadly is only a pile of rocks now. Our headquarters for the next two nights was the Indian Head Resort, made famous in 1961 as the

site of the very first recorded alien abduction in the USA...a bit of Americana kitsch that suited the cars very nicely!

Day two was a busy day and we were on the road at 8 AM for a 280 mile drive through four notches, over two passes and six crossings of the Appalachian Trail, including a gondola ride up Wildcat Mountain to stand on the actual trail as it crossed the 4,062' summit! The T-Series spent a good amount of time in third gear climbing the Kinsman Notch and up the famous Kancamagus Highway but kept on climbing without a complaint; in fact, I'm sure I saw smiles on all of the cars as well as on the drivers and navigators! We broke for lunch at an authentic British Pub in Bethel, Maine and set out afterwards for the Pinkham Notch and our rendezvous with the Wildcat Mountain gondola.





It looked like we were going to be shut out of the gondola ride as the mountains were shrouded in clouds but as we started the long climb up the notch the clouds began to lift and blue skies greeted us as we pulled into the parking area. The view of Mount Washington and Tuckerman's Ravine were spectacular from the summit, a gift as both are often in the clouds. From there we climbed the Crawford

Notch and once again the Franconia Notch before ending a long day back at the Indian Head for an appointment with the hot tub to sooth weary muscles! Our only hic-cup was the Jaguar XK-140 blew a freeze plug



about 200 yards from the start and had to complete day two in the "car of shame", a modern MINI. However, in the true spirit of the event, they fixed the freeze plug that night in the parking lot and the Jag finished day three and drove home to CT under its own power.



Day three had a special treat, laps around America's newest race track, Club Motorsports, in Tamworth, NH. Once again the weather was brilliant, in fact, with the exception of some pop-up

quick storms in Franconia Notch, the weather all weekend was perfect. The track itself, officially opened for only four days, was fantastic! While the owners are still building the



infrastructure, the track itself was 100% finished. What a track —15 turns over 2.5 miles with a 250' elevation gain and with views that can't be beat.



Our safety car was a Shelby Cobra Daytona Coupe whose only instructions were, "don't pass me", not that he had to worry about that, but it did open up the track to some very spirited driving. And in the thick of it were the MGs, showing why so many famous race car drivers started out

in T-Series! One driver of a TC remarked later, "before this, I had not had this car much over 40 MPH; I guess I can't say that anymore"!



After the laps, we all drove up the access road to a spot overlooking the track & the Ossipee Mountains to savor the experience and view the scenery. What a great time! All too soon it was time to hit the road for our trip back to Historic Motor Sports and a low key BBQ before we all said our goodbyes...strangers when we met and friends when we left. Twenty four teams out and twenty four teams



returned, proving that British and reliability do indeed belong in the same sentence!

Oh, and the most important thing of all, our 24 teams raised over \$16,000 for the Boston Children's Hospital Extraordinary Needs Fund! I guess that proves that British cars are not only reliable but their owners are generous to a fault.

Parker's Maple Barn



The New England T-Party invited the Bay State MGA Club to join them on October 14, 2017 to drive to Parker's Maple Barn in Mason, NH. It rained early in the day but the weather had cleared up by the time we left the Horner's house in Westford, MA. Charles Dyer drove his TR6 and his friend Don was driving his Fiat 124 Spyder. Judy Krongelb drove her 1948 MG TC and I lead the group in my 1959 MGA. Jan went ahead with our nephew, Henry, to secure a table for all of us. We had a leisurely drive out Route 40 to Groton, MA and then out Route 119 to the Townsend/Pepperell town line where we took some side road shortcut over to Route 13 and into Brookline, NH. A left onto Mason Road brought us to the Maple Barn where the parking lot was packed with cars. We each found a place to park and we still had to wait for a table. So,

planning ahead did not do much good as they don't have any reservations and don't give a table to anyone until the entire party is present. Norm and Pauline Jambard met us at the restaurant and we were seated around 11:15 am. We had a nice time discussing British cars and just about everything else under the sun. After our brunch we parted ways and the cars that started at the Horner's returned on the same route. We stopped at a roadside farm stand to check out the local corn, apples, pumpkins, and other produce before finishing our drive. Overall it was a pleasant drive on a sunny fall day with beautiful leaves changing color. Thanks go to all who attended and enjoyed the day.



Safety Fast!

Jack Horner

President, Bay State MGA Club

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



Rhymney Brewery

Merthyr Tydfil
Dowlais
Wales



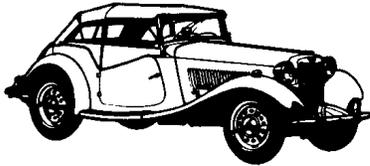
Bevan's Bitter

The Rhymney Brewery has taken up the most famous name in Welsh brewing to emphasize the fact that they are bringing back the old traditional flavors using modern methods and organic natural ingredients. Admittedly, the Rhymney name disappeared when the original brewery was taken over by Whitbread, but Rhymney will linger on in the memory as a reminder of the days of well loved local brews. “The Best” was more than an advertising slogan for Rhymney beer as far as the whole of South Wales was concerned, it was a statement of fact. Today there are few local brewers left to give us their peculiar tang, to remind us of the days when ale didn't taste like beer bags dipped in tepid water. Good Beer is something that really matters in Wales. The county of Merthyr Tydfil once had 504 public houses and a population that knew good beer when they tasted it. In 2004 when father and son Steve & Marc Evans started the enterprise it was the right time for a new brewery in South Wales which could follow the old traditions.

“This beer,” Llywelyn said, a first pint of Bevan's Bitter from the Rhymney Brewery in front of him, “has risen from the ashes of history. From a time when Merthyr was the largest town in Wales and cities such as Cardiff mere hamlets. It was known then as the worldwide capital of iron. It fueled the engines of the industrial revolution and made the wheels they ran on. Men dug into the hills for coal and made iron in the roar of furnaces, and their thirst, as you might imagine, was mighty. Twelve breweries in Merthyr alone rose up to meet it.” Llywelyn paused and regarded his pint thoughtfully. His fellow drinkers in the Royal Oak, all devotees of Rhymney's shining brews, said nothing, respecting those contemplative moments. *“Rhymney ales, a traditional taste of the past. Using only the finest malt & hops,”* Llywelyn went on, reaching for his glass... *“Nectar,”* he added, after relishing the first sip. *“Pure nectar”*.

Source: : <http://rhymneybreweryltd.com/>

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Positions Available

The Club is actively seeking Members to fill the following positions:

Historian

Contact Alex Gottfried
alex_gottfried@msn.com

Activities

Contact Steve Neal
skyhook114@comcast.net

T-Party Key Personnel

Charles Dyer, Chairman

329 Essex Street
Hamilton, MA 01982
(978) 468-0156

dyer-charles@comcast.net

Alex Gottfried, Vice Chairman

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978-764-4702

alex_gottfried@msn.com

Activities

Position Open

Judy Krongelb, Treasurer

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kronwasser@yahoo.com

Historian

Position Open

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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
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



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.

Have complete documentation of every cost and work done.

This car a prize winner, incl. Register Premiere, Greenwich Concours d'Elegance (Best British Sports Car), Cape Cod British Car Club First

Place, Tanglewood British Motorcar Festival First Place (2011).

Currently in absolute mint condition & roadworthy with today's traffic requirements. Undertook Register trips, including Skyline Soiree, Calgary Stampede, Run Around the Rock (Newfoundland). Photos on request. Asking \$35,000

#10901 John Friedler, Bedford, NY (914)234-0962 or Johnf72@gmail.com.

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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