



T-Party TIMES



November, December & January 2018/19

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Having Fun at GOF MK 103!

Words to Live By:

“Straight roads are for fast cars, turns are for fast drivers.”

Colin Mcrae

From the Editor

Oh the wonders of this modern age, what would we do without computers? You find out the answer to that question very quickly when your external hard drive gives up the ghost and you then realize you had not been backing up a very large portion of your work...and part of that portion was my T-Party files! I have scrambled, scanned and copied myself silly and have succeeded in replicating the newsletter format as best I can. I hope it's satisfactory. The classified section was most difficult to recreate, I would ask folks who had ads that they wish to once again place in the newsletter to re-send me the information and I will make sure to post it in later issues. Thanks for understanding and you can rest assured I now have three back ups on all of my files!

As the days grow shorter and the winds blow colder, all of our precious darlings are tucked away for the winter, so enjoy some stories of the summer in this issue to help keep the chill away. Please don't forget our Holiday Party at Princeton Junction on Sunday, December 2nd, you'll find the information & directions on pages 2 & 3...do make sure to get your RSVP forms with your menu choices back to Charles by November 25th so he can inform the restaurant.



You liked it so much, we're returning to →

**The MG T-Party & Bay State
MGA Club Holiday Party
Sunday, December 2nd**



Princeton Station

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

**12:00 pm – Cocktails (cash bar)
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. Once again we are welcoming our friends from the Bay State MGA Club to join us for our holiday party. We will hold our silent auction and welcome donated items. We will be collecting new, unwrapped toys and paper goods, health and beauty supplies diapers and wipes to be donated to Marguerite's Place. 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 25th** 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

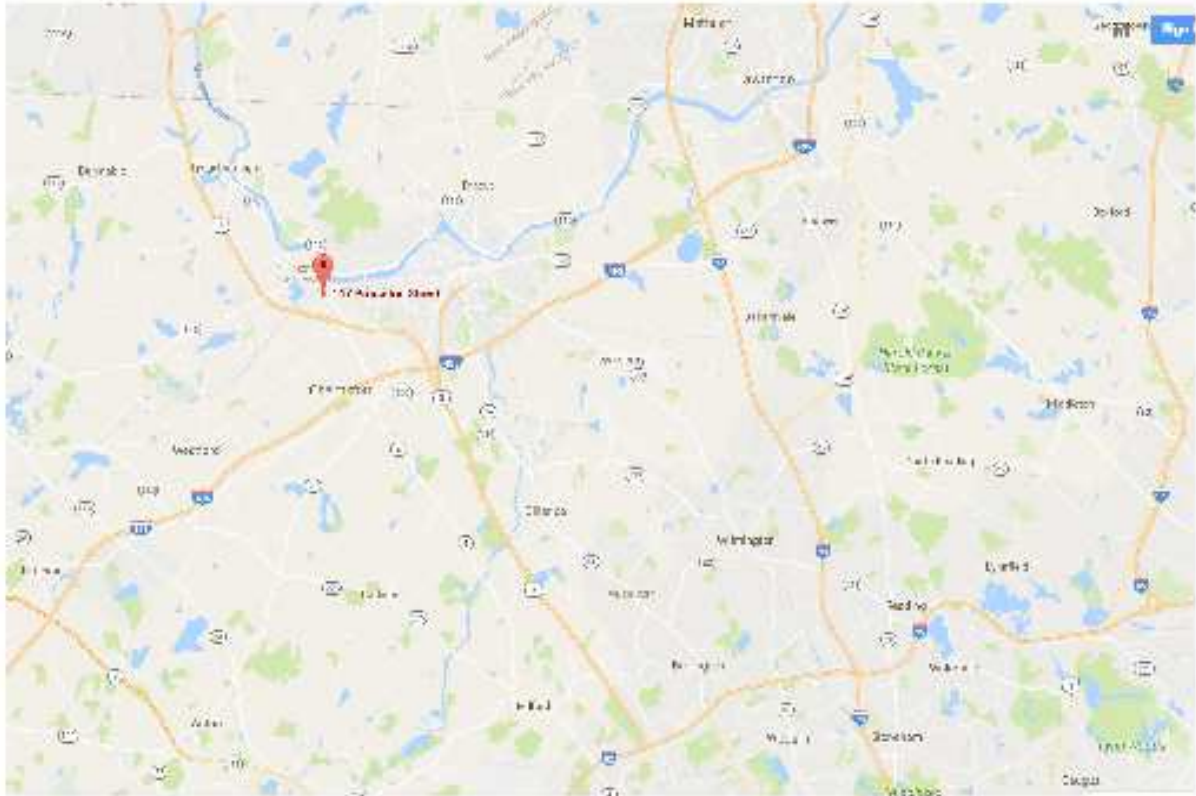
**Make Checks Payable to "The MG T-Party"; Enclose Check & Return Form by Nov. 25th
by U.S. mail to: Charles Dyer, 329 Essex Street, Hamilton, MA 01982**

(Telephone: 978-468-0156)

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For Directions click or type this in your web browser: <http://tinyurl.com/hdhglat>

Chairman's Cable



TC 6977 Turns 70 Years Old

TC6977 officially turns 70-years-old on November 3rd having come off the line at Abingdon on November 3, 1948. Hard to believe I have been the dear little machine's caretaker for 13.5 years already, and The Professor, before me, for the previous 43 long years of careful stewardship.



In that brief 13-year span of time, I have had relatively few issues to address with the well-preserved machine. With only a few, well-chosen, sympathetic maintenance projects undertaken, the results of which, yielding many miles of extremely satisfying motoring. Besides annual servicing of various chassis lubrication points and oil changes, among the more significant maintenance items attended to in TC6977's care have been 5 new Dunlop B5 tires and tubes, an excellent spin-on oil filter conversion from Bob Grunau, fitting of a lightweight MGB plastic radiator fan blade, a rebuilt and improved 6-vane impeller water pump, new silicone tappet and valve cover gaskets from Roadster Gaskets, and new spark plugs and wires. Not much really expended in terms of blood and treasure, and all fitted by me, part of my British car servicing 'education' and mental therapy, a course of study otherwise know as, 'How to thoroughly enjoy life.'

But more than anything else I have enjoyed about sharing the journey with this little MG, I have been blessed to have met all of *you*, my fellow car-nut, MG friends, some perhaps more enthusiastic than others, but all kindred spirits on the road of life. Thank you, TC6977. And thank you Professor Gordon, for encouraging me to join The New England MG T- Register—a real character that witty Whitney, who literally wrote to the membership chair, "*Luigi, knee-cap this attorney if he fails to join.*"

Charles with The Professor; picking up TC6977 in Muncie, Indiana (March 2005).



So, Happy Birthday, faithful TC6977! You have been a treasured friend, and friend-maker, for this humble caretaker and made him a welcomed family member of the MG community.



New England British Reliability Run

September 7th-9th

Bob Dougherty



The 2018 British Reliability Run is now but a memory, but what a memory. Twenty-five teams gathered at Historic Motor Sports in Candia, NH bent on disproving that old chestnut that British cars are unreliable... “Balderdash”! I say. Now I won’t try to tell you that there weren’t a few challenges to be met along the way-- these are classic cars after all, some as old as 71 years-- but overall the cars performed wonderfully. For 2018 we had

participants from PA, RI, MA, NJ, VA along with NH & ME, quite an interesting group driving everything from tiny MG TCs to a massive Bentley Flying Spur. We certainly turned heads when we passed through a town!

Our theme for 2018 was “Lobsters & Lighthouses”, which gives you a clue as to our route for the three day rally, 500 miles along the NH & ME coasts visiting numerous lighthouses while working up our appetites for “Homarus americanus”, the Maine lobster! We broke up the 25 cars into four flights of 6 or 7 cars to help facilitate getting through some busy

towns together. One flight was actually held up in Portsmouth by a bridge opening, one of the many unexpected curveballs that came our way over the three days!



Our Day One route took us from Candia, NH to Boothbay Harbor, ME, an ambitious 200 mile drive through some of the prettiest roads on the coast. Lunch was held at a lobster restaurant (of course!) next to the Nubble Light in York, ME after stopping at Great

Island Commons in New Castle, NH to view the Whaleback and Portsmouth Harbor Lighthouses. From lunch we toured through Ogunquit and Kennebunkport on back roads along the coast, turned inland to bypass Portland and headed back to the coast to Bailey’s Island and then on through Bath to Boothbay Harbor...as I said, an ambitious first day that had all involved tired & hungry by the time we made it to the hotel. Lobsters & libations soon took care of that!





Day Two promised another beautiful day of driving (the weather was magnificent for the whole weekend!) as we set out on a leisurely 150 mile ride up the coast to visit the Pemaquid Point Lighthouse, drive the Mt. Battie auto road, lunch on lobsters (of course!) and visit the Owl's Head Transportation Museum before turning back to Boothbay Harbor; this time we arrived back at happy hour, which made us all...well...happy!

Day Three was a straight 150 miles back to Historic Motorsports, with some nice back roads through the interior of Maine. Waiting for us after our 500 mile jaunt was a nice BBQ catered by Nine Lions and wonderfully decorated by BCNH volunteers...it was a very welcome sight indeed! "So, how did all these British cars perform?" you might ask...I'll say BRILLIANTLY! That is not to say we didn't have our challenges: on Day One we had an MGB that wouldn't start, which was traced to a broken wire and was fixed with only a 20 minute delay...not on-



ly reliable, but easy to fix on the side of the road...try that with your modern car! An MGA had a charging problems that was later determined to be caused by a blown fuse in the voltage regulator, which was fixed that night in the hotel parking lot. A Morgan also had charging issues that were fixed with a new battery, while our only casualty of the weekend, a TR8, couldn't finish Day Three due to overheating issues. Fortunately, we have a trailer

following the route with a modern car, so they swapped out cars and completed the run. So, the final tally...25 cars out, 24 returned under their own power, with one on the trailer...if I do my math correctly, that's a 96% success rate...I'll take that every time!! Not to be too smug, but all four of the T Series performed flawlessly, including the oldest car in the rally, T-Party members Don & Polly Wright in their 1949 TC!

Of course it wasn't all fun & games, along with the lobsters, lighthouses and the wonderful company, the New England British Reliability Run exists for one very important cause, raising money for Boston Children's Hospital. All the participants solicited donations from friends & families in hopes of meeting our lofty goal of \$16,000 to present to the Hospital. How'd we do you ask...this winter we will present a check for \$24, 289 to the Hospital's Extraordinary Needs Fund which helps families offset the high cost of the care for their children. I think we performed just as well as our cars!

GOF MK103, Concord NH, September 5-9

Judy Krongelb

Though running terribly, our TC Wimsey successfully completed the journey to Concord, NH for GOF MK 103. The other members of the MG 'T' Party who attended were Curt Beck, Jack and Betty Butler, Fred (Jack) Horner, Leesa and Don Hudak, Norm and Pauline Jambard, Hal Kramer and Barbara Allardyce, Bill and Judy Stone, Kevin Sullivan, Barbara Day and Malcolm.

On Thursday morning, I attended Rob Medynski's talk on distributors. Although the condensers tend to last a long time, he told us how important it is to have a good quality replacement on hand. The ones made in China are not reliable. After his talk, he was kind enough to help with Wimsey. It was sunny and in the 90s. Several other attendees stood (perhaps in the shade) and watched Rob check the distributor, spark plugs and carburetors. We replaced the fouled spark plugs, fixed the damper at the top of the carburetor (whose threads I had stripped), and worked on the front carb. The needle was not centered and was sticking. He didn't have the necessary equipment to solve this problem. But the changes he made helped Wimsey run quite a bit better.

After this was accomplished, the caravan took off for Eli English Restoration, a hot-rod shop. I wasn't able to reach Malcolm, so I drove to the shop alone, but in the caravan. The lower level of the shop had a stunning red pickup truck that they had restored, a car that had been drastically modified by some teens which he was re-assembling to original form from other cars, and a variety of other vehicles in various states of restoration. When I thought we were ready to head back, he took us to the upper level of the shop where he keeps his own vehicles as well as dozens of neon and other antique signs. Oh yes, and traffic lights, gas pumps, an old coca cola machine, etc. There were the cars that he and his wife race and a couple of "woodies". It was a kick seeing it all.

When we headed back, the leader of the caravan took off without us and was not seen for the whole trip back. I drove a few of the turns and then Jack Butler took over the lead. All was well until it began to rain, you see, there is a design flaw in that there are wiper blades on only the outside of the windscreen, but it was raining on both sides! Visibility was awful.

We had started on the highway that would take us back to the hotel, but then Jack turned off onto route 9, I realized that this would involve traffic lights where I would get very wet, so I decided to stay on the highway. I was unsure where to exit when a guardian angel in a non-MG (but from the club) saved me and lead me back to the hotel. It seems the other folks had stopped along the way and put up their tops!

In the evening it had cooled off to a pleasant temperature and a bunch of us convoyed to Arnie's Place for supper and very good home-made ice cream.

Friday morning brought good weather for the rallye. I think only about a half a dozen MGs participated. The 70-mile route was not complex, but the clues were challenging to find. We went to Lake Winnepesaukee, past Gunstock ski resort and along beautiful roads. One of the MGs in the rallye decided to demonstrate the lesson in Thursday's tech session. Hal Kramer's TD suddenly stopped - as though the key had been shut off. After some diagnosing, it was found that the culprit was indeed the condenser. Clearly we should all carry a spare, just like our speaker advised.

Blair and Leslie Weiss who designed the route said it would take about 2 hours. It took most of us almost 4 hours. That got us back to the hotel at exactly the time that we were supposed to leave for the Canterbury Shaker Village. Malcolm and I were hungry, so ate quickly and caught up with the group.

The guide assigned to our large group was great. He explained the layout of the village, with the men's workshops in one quadrant and the women's in another. Interestingly, their dormitory was shared by men and women, but they did not intermingle. After time, they realized that they needed to build a school, for the children who came with new converts. As far as the guide knew, no children were ever born in the village. We visited the Meeting House, dormitory with kitchen and dining areas, and the laundry. Since at the peak in 1840, there were about 250 residents, the laundry was a busy place. The men set up pulley-driven washing tanks, elevators to take wet laundry to the top floor for drying, and sliding drying racks with heaters below them. There was also an ironing area. It was all very organized and mechanized where possible. Unlike the Amish, the Shakers embraced technology. They grew much of their own food, while they wove sweaters for sale in department stores, made herbal tonics and various other projects to earn money for fuel & building materials.

When we returned from the Shaker Village, it was time to get ready for the Murder Mystery night - 20s style. It was great to see most of the attendees dressed up in their 20s regalia. The buffet dinner was mediocre, but the entertainment was marvelous. There were two actors running the show. They assigned various members of our group to be "suspects" and gave them notebooks explaining their roles. We were still eating when the action began. The actor, who was running the speakeasy where we were, fell and died before our eyes. We needed to figure out who murdered him. We had fake money to bribe suspects to get information. Pauline Jambard was the dead man's mother (so sad!) and did such a great job of acting that she later received the Best Actor award. Malcolm was the milkman, but also a bootlegger, while Hal Kramer's partner Barbara was a professional assassin! The relationship among characters was very complicated. It was funny when the "detective" (paid actor) questioned one of the suspects and they answered incorrectly, she reminded them to check their notebook. Eventually each table needed to choose who they thought was the murderer. We ALL got it wrong! Oh well, it was fun anyway. And by the way, yours truly received the Best Dressed award! On the way back from the "Speakeasy" many of us stopped in David Sander's room and continued drinking prohibition liquor!

Saturday afternoon was the Concours de Provenance. I decided 3 days before heading to Concord to join this event. It was a good thing too, since all of the other participants dropped out except Todd Hammond with his TF and yours truly with Wimsey. Our stories had extremely different focuses, though both of course were discussing the cars' histories. Hal Kramer was a big help to me, prompting me to tell details that I had in a notebook which of course not everyone would review. I received a lot of excellent feedback from people who were there.

Saturday evening was the Awards Banquet. The appetizers were very good. I wish I could say the same for the roast beef! Before the awards were distributed, there was an auction, although people weren't bidding much. Perhaps folks didn't have space in their little cars to take extra stuff back with them. The funny part of the auction was when no one wanted to buy magazines and Fort DiRenno bought them for Rick Smith who really didn't want them. It was funnier than it sounds!

Todd Hammond won the Concours de Provenance, but the committee decided to award a second place because they felt both cars deserved to be acknowledged, so I took home second prize!

AWARDS: **Bold** indicates members of the **MG T Party**

Great Unwashed: 1st place - David and Janis McNamara
 2nd place - Bruce and Heather Doran-Veevers

First Timers Malcolm and Barbara Appleton

Vintage: Nick DaBica

TC: 1st place - **Leesa and Don Hudak**

TD: 1st place - **Bill and Judy Stone**
 2nd place - Jack and Kathy Eastwood
 3rd place - Tom Beers and Mary Durfee

TF: 1st place - **Fred Horner**
 2nd place - Malcolm and Barbara Appleton
 3rd place - Bob and Janet Steinart

Premier class: David and Janis McNamara

Rallye: Dan and Anne Richmond

Concours de

Provenance : 1st Place -Todd and Marlene Hammond
 2nd Place - **Judy and Malcolm Krongelb**

Photo Contest: Kathy Ahrendt

Models/Memorabilia: David and Janis McNamara



Photos by Norm Jambard

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



**Donnington
Brewery**
Stow-on-the-Wald
Cheltenham
Gloucestershire



Special Bitter Ale

Donnington Mill was perhaps one of the Mills of Broadwell Manor, which dated back to 1291. In the 16th century it was used as a Cloth Mill which the Lord of the Manor of Donnington rebuilt and converted into two Corn Mills circa 1580.

However, early in the 17th century, the Mill became a separate freehold estate and in 1827 the buildings were bought by Thomas Arkell, whose descendant Richard Arkell started a Brewery there in 1865. The Brewery flourishes today and has been owned and run by the Arkell family ever since.

Claude Arkell, the grandson of the founder, passed away in 2007 after 50 years at the Brewery. Today it is owned and run by James Arkell. Some of the neighbouring land is owned by the family and, until the mid-1960s, it provided barley for use in the brewing process. However, since that time malt has been supplied by Norfolk maltings together with hops obtained locally from Worcestershire.

Today the Millhouse is still there in splendid condition and operates as part of the Brewery. Even the mill wheel is still used to drive small pumps and machines. The end product, Donnington's traditional beers, are still produced by much the same recipe that has always been in use. The basic requirement, that is water or, in brewing terms "liquor", is drawn from a strong spring beside the mill pond and has proved to be satisfactory for use in the brewing process in its natural state.

Two regular draught beers are brewed; 'BB' 3.6% abv and 'SBA' 4.4% abv Double Donn is also a regular bottled beer. Special ales are now occasionally brewed; Founders Ale, Diamond Queen and Donnington Gold. Of the Brewery itself, the setting and the architecture can only be described as idyllic, with beautiful Cotswold buildings, carefully tended lawns and paths leading down to the mill pond at the head of which is a Trout Farm.

Donnington Brewery brews real ale in the heart of the Cotswolds and maintains 17 inns in arguably the country's ideal location. For many, the name of Donnington means more than good beer; it's a whole way of life.

Source: <https://www.donnington-brewery.com/>

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

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Dean Sprague # 13051 — David Ahrendt #10213



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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
Kathy Ahrendt 603-426-8568 or Priscilla Guenther 828-728-4927