



# Party **T**IMES



August, September & October 2019

## Issue Highlights

Events Calendar	2-3
Chairman's Cable	4-9
Ales of the UK	10
Event Flyers	11-14
Classifieds	15-16



GOF 105 September 4-8th in beautiful downtown Burlington, VT!

## Famous Racing Quotes:

“Auto Racing began five minutes after the second car was built.”

Henry Ford

## From the Editor

Well, we just came through our first 95+ degree spate of weather, I certainly hope that oppressive heat and humidity stays down south in August where it belongs!

You'll see on pages 2-3 we continue our busy year heading first to Newburyport August 3rd for a Merrimack River cruise and a visit to the Maritime Museum followed by lunch, I'm looking forward to that! August 17th & 18th brings us Andrew Bass's favorite weekend, MG Day at Larz Anderson on August 17th, followed by our annual lobster run to Newick's on the 18th...a field full of MGs followed the next day by lobsters dripping with butter, what could be better? GOF MK105 in Burlington, VT September 4th—8th looks like it will be a wonderful trip to one of the prettiest cities in all of New England, followed by another old favorite VT local, the British Invasion in Stowe September 13-15th. In October we will return to the MS Mt. Washington for a fall foliage cruise and champagne brunch on the 6th just when the colors should be at their peak.

**Safety Fast!**



# MG T-Party 2019 Events

- August 3** Yankee Clipper 1-HR Merrimack River Cruise, Lunch & Newburyport MA Custom House Maritime Museum Visit  
<https://harbortours.com>
- August 17** MG DAY, Larz Anderson Museum of Transportation, Brookline, MA  
<https://larzanderson.org/2019lawnevents/mg/>
- August 18** MG-T-PARTY Lobster Run  
Newick's Lobster House, Dover, NH  
<http://www.newicks.com/>
- 8/29-9/2** LimeRock Historics, Lime Rock Park, CT <http://limerockhistorics.com/>
- Sept. 4-8** GOF MK105 Burlington, VT  
<https://www.nemgtr.org/gof-mk-105/gof-mk-105-schedule.html>



# MG T-Party 2019 Events

**Sept. 13-15** British Invasion, Stowe, VT

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

**Sept. 22** The Boston Cup, Boston Common,  
Boston, MA [www.thebostoncup.com](http://www.thebostoncup.com)

**Oct. 6** M/S Mt. Washington Boat Cruise &  
Brunch, Lake Winnepesaukee,  
Weirs Beach, NH [www.cruiseNH.com](http://www.cruiseNH.com)

**Dec. 1** MG T-Party/Bay State MGA Club  
Holiday Party @ Princeton Station  
<http://www.princetonstation.com/>

## Chairman's Cable



**Adventures In Symptomatic Land Rover "Field Repair" and True Friendship—Or How to Replace Piston Rings on the Cheap.**

Prodromata (*definition*: signs or symptoms revealing the onset of a disease).

1. Excessive blowby gases
2. Oil being forced out oil fill pipe, engine breather cap, and valve cover
3. Down on power
4. Compression test results:

Cylinder #1 – 149 lbs.

Cylinder #2 – 149 lbs.

Cylinder #3 – 150 lbs.

Cylinder #4 – **35** (dry); 70 lbs. (wet)



"Field Repair"...Well, we weren't actually fending off hungry lions, and to be honest, it would be more accurate to describe it as a shade-tree mechanic "driveway" repair. But, I had stopped driving the old Limestone Beast (a.k.a., my Land Rover Series IIA 88" Station Wagon) sometime around last November, as it had developed a nasty habit of pushing engine oil out of every available orifice and dumping much of it directly on the exhaust manifold, resulting in *ENORMOUS CLOUDS OF WHITE BILLOWING SMOKE* engulfing the truck and fogging the roadway, every time I drove it.

Each night I would attempt to degrease the entire engine bay and block just to get enough oil off the engine and manifold for the next morning's commute, only to make it half a mile before the engine got hot enough to start burning off the inevitably copiously "resupplied" leaking oil—and return of the now embarrassing clouds of smoke. Mind you, the engine wasn't burning much oil, well, not much of what oil that remained on the inside,

anyway, even though I had recently re-installed a factory PCV system in a unsuccessful attempt to relieve some pressure and capture the excessive blowby gases and escaping oil. But, the plugs were fouling, the engine was down on what little power these legendary slow bricks on wheels are supposed to come with (rated @ only 81 hp when new), most noticeably gone missing on tackling long hills.



The essential Repair Operation Manual fondly referred to in the Land Rover community as "The Green Bible".

Once again, Jack Horner offered to help diagnose what was wrong with the 2.25 liter, 4-cylinder engine. We suspected badly worn piston rings, given the results of my earlier compression test, with number 4 cylinder being the prime suspect—holding only 35 lbs. of pressure, compared to an even 150 lbs. in the other three cylinders. But Jack really outdid himself, here, in his kindness, driving out to Hamilton, picking up my truck, and trailering it back to his driveway in Westford for what turned out to be four full days of "shared" diagnostic and repair work spread over a couple of weeks—starting on May 19, giving up his Memorial Day (May 27), wrenching again on June 28, and finally finishing up on July 4<sup>th</sup>, to work on my truck with me. I was able to utilize a Sunday, some federal holidays and take a random Friday off from work in late June to drive out to Jack's and participate in these jointly-manned "field

repair" sessions. Up front, I had decided I wasn't interested in pulling the engine unless a full rebuild was absolutely necessary. This was going to be a symptomatic and sympathetic "field repair"—on the cheap. All in, the parts total came to the reasonable sum of \$143.92, for a new piston, piston ring set, head gasket set with composite head gasket, a sump gasket, and 3 valve cover sealing washers.

After consulting the Green Bible, Wrenching Session No. 1, largely in the rain in Jack's driveway, involved among a few other steps, "Operation A1-22—Cylinder head, remove and refit." This involved removing the bonnet panel, air cleaner hose, valve cover, throttle



linkage, carburetor, fuel inlet pipe, radiator coolant hose (and draining the coolant), disconnecting the front exhaust pipe at the manifold, removing the heat shield, the intake and exhaust manifolds, disconnecting the vacuum pipe at the distributor, the distributor leads to the ignition coil and removing the spark plugs, disconnecting the oil gallery pipe, removing the valve gear, rocker shaft and push rods, and finally removal of the cylinder head. *Jack only lost a little blood* when the torque wrench slipped whilst removing a stubborn head bolt and he sliced his thumb on a sharp little bastard of a hose clamp.

Thus far, nothing obviously wrong was very apparent other than a little too much side-to-side play in cylinder #4 with the low compression. The next Session No. 2, on Memorial Day, we decided to drop the oil pan and remove the piston to inspect the rings.

**“Operation A1-33—Pistons and connecting rods, remove and refit.”**

We (mostly Jack) removed the crankcase sump/oil pan, removed the bearing cap and connecting rod bearing halves from Cylinder #4. We were able to push the piston from below for removal out from the top of the block. This revealed the cause of at least the low compression (and hopefully the excessive blowby as well)—yes, those are some **busted up piston rings**, including both compression rings with the top ring being in multiple small pieces.



After inspecting the now removed piston from #4 cylinder, we were not satisfied with the enlarged condition and slight damage to the top groove where the broken ring had resided. Side clearance for compression rings is specified to be 0.0018 to 0.0038 inches and this had some irregular edges. So, I decided to replace the piston with a new standard piston for the very reasonable price of \$48.00 from one of the friendly Series Land Rover parts suppliers—in this case, I went with Trevor, proprietor of The Rovah Farm.

Interestingly, we noticed that the top crown of each of the pistons had stamped markings, an “X” near the perimeter indicating the side facing forward, and either the letter “A” or “B” which after consulting the Green Bible we learned are gradings for standard sized pistons. “A” indicating 0.0002 to 0.0004 above nominal, and “B” 0.0004 to 0.0006 above nominal. None of the parts houses specified any “grades” for the standard pistons, so I just went ahead and ordered the

standard (nominal size). Inspection of the #4 piston cylinder bore revealed it was in very good condition, considering, with only one little area with a bit of a scratch. A little cylinder honing should be all that would be needed to clean that up. All the little broken pieces of the top ring were reassuring to find.



It took a week or so for the parts to arrive and in the meantime I had some other car events to attend—including the June 23<sup>rd</sup> British Car Day at the Museum of

Transportation in Brookline. So, it would be a couple of weeks before we could install the new parts back in the Rover.



Cleaned up sump pan fitted with a new gasket.

Wrenching session #3 came on a sunny Friday, June 28 (yes, I took a *therapeutic day off from work to play with cars*) and I had all my shiny new parts in hand. It was simply the reverse of the disassembly process, right? Well, other than a few tricky

and stubborn manifold bolts that just wouldn't catch hold (*here I will omit the minor detail of how Charles managed to misalign one of the little steel composite manifold gaskets so that it perfectly obstructed the threaded hole in the block and prevented the bolt from threading into the hole*). That little misstep stymied both Jack and me for the better part of an hour! So much so, that by the time we got to the end of the afternoon, with the head torqued on, we were simply too worn out to finish the job. All that was left was to reconnect the front exhaust pipe, put the carburetor heat shield on, reconnect the fuel line, the vacuum tube, refill the crankcase with engine oil, refill the radiator with coolant, and connect up the ignition components, but it had been a long day, so I suggested I come back out to Westford on July 4<sup>th</sup> for one last and *final assembly and shakedown session*.



Parts storage in the back of the Rover: The head, showing exhaust and intake valves sitting next to the intake manifold with the Solex carburetor on top.



Cardboard box (with numbered slots) holding push rods in the correct order waiting for reinstallation; used head gasket as removed.



Jack with the piston ring compressor inserting the new piston and reused connecting rod assembly into cylinder #4.



We got the engine all buttoned up, coolant and engine oil refilled, and went to fire the engine. It turned over but did not fire. A quick

check revealed we forgot to reattach the high-tension lead to the coil. Then, the engine fired up first try and sounded good. Feeling confident we set out for a shakedown run heading out on Nutting Road to the corner gas station for a fill up. The gas station, being the only one open on July 4<sup>th</sup> in the immediate area, was fully occupied. I went to turn around and come in the other way, when, all of a sudden—huge clouds of white smoke belled out from under the truck!

Did we suddenly start sucking oil into the intake via the PCV valve and start burning it through the carb? We pulled away, embarrassed by the cloud of smoke and retreated back to Jack's house, right down the street. When we got back, we opened the bonnet and took a look around. Oil had once again sprayed all over the engine, this time only from the vented oil fill pipe cap, and had been burning off the exhaust manifold and downpipe—hence the clouds of thick white smoke. Had our repair been for naught? We checked compression in cylinder #4 and it showed 140 lbs., which was very good with the new piston and piston rings. No oil was leaking out from anywhere else, but apparently, we may not have solved the excessive blowby/overpressurization issue.

Rather disappointed, we took a closer look and Jack had a thought. What if we let the oil fill pipe breath freely, through a rubber hose and into a "catch can"? Jack had a spare Range Rover rubber coolant hose lying around that fit perfectly over the oil fill pipe. We fabricated a hole in an old plastic peanut butter jar, and fit the other end of the coolant hose into the jar to catch any oil spray. Test Drive No. 2 was much better, no more white smoke cloud, and when we checked again, no oil had accumulated in the catch can. **Success!**



I am again happily driving the Rover back and forth to the train station.

As far as adventure and achievement goes, what could be a bigger adventure and satisfying confidence builder than undertaking a challenging engine internals "field repair" (even if the lions and crocodiles were only imagined)? This was the first time I had personally been inside an internal combustion engine to tackle a head-off, piston-out, ring job. Admittedly, I had a trusty and capable field guide and teacher—and I couldn't ask for a better friend.

# LAND ROVER



*Land Rovers are special because they create adventure – they fuel the imagination in people of what they can achieve.*



Many thanks to my good friend, Jack Horner, for the "Ready, Willing and Able" assist with my sympathetic (*i.e., cheap*) "field" repair. Next time, though, Jack, I'm going to hold out for the much-rumored **Wandering Land Rover Ladies Picnic-and-Wine-Packing Rescue Brigade.**



*Rover on.*



*--Charles*



*P.S. – Be sure to check out our Events Calendar for Upcoming Events:*

*July 27<sup>th</sup> - BCNH Show of Dreams, Hudson, NH*

*August 3<sup>rd</sup> – Newburyport Merrimack River Cruise, Lunch and Custom House Museum Trip*

*August 17<sup>th</sup> – MG Day, Larz Anderson Museum of Transportation, Brookline, MA*

*August 18<sup>th</sup> – Cruisin' For Crustaceans Lobster Run, Newick's, Dover, NH*

*September 13<sup>th</sup> -15<sup>th</sup> – British Invasion, Stowe, VT*

*October 6<sup>th</sup> - M/S Mt. Washington Boat Cruise, Lake Winnepesaukee, Wiers Beach, NH*



# 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



**Everards**  
**Optimus Point Glenfield**  
**Leicestershire**  
**United Kingdom**



## Tiger Copper Ale

Everards is a regional brewery based in Leicester and founded in 1849 by William Everard and Thomas Hull. It produces [cask ales](#) and owns over 170 tenanted pubs, mainly around the Leicestershire area. The first Everards pubs date to 1862 when the Elephant & Castle in Thurlaston and the Old White Swan in Newbold Verdon were purchased, both still Everards pubs today. The brewery has remained a family business since 1849; the present chairman is fifth generation Richard Everard.

The company began as Hull and Everard in 1849 when William Everard, a farmer from Narborough Wood House and brewer Thomas Hull leased the Southgate Street Brewery of Wilmot and Co from the retiring proprietors. Although Hull continued as a maltster, Everard was the driving force behind the business which he managed until his death in 1892. The business expanded as the company progressively acquired outlets, with over 100 pubs by the late 1880s. In 1875, the company moved to a new state of the art tower brewery designed by William's nephew architect John Breedon Everard. The brewery, on the corner of Southgate St and Castle St extracted very pure water from wells 300 feet deep beneath the premises and steam engines played a significant part in the mechanization.

In 1985 the Castle Acres Brewery was opened in Leicestershire and remained the hub of brewing until 2017 when property was purchased at Everards Meadows where future operations will be centered.

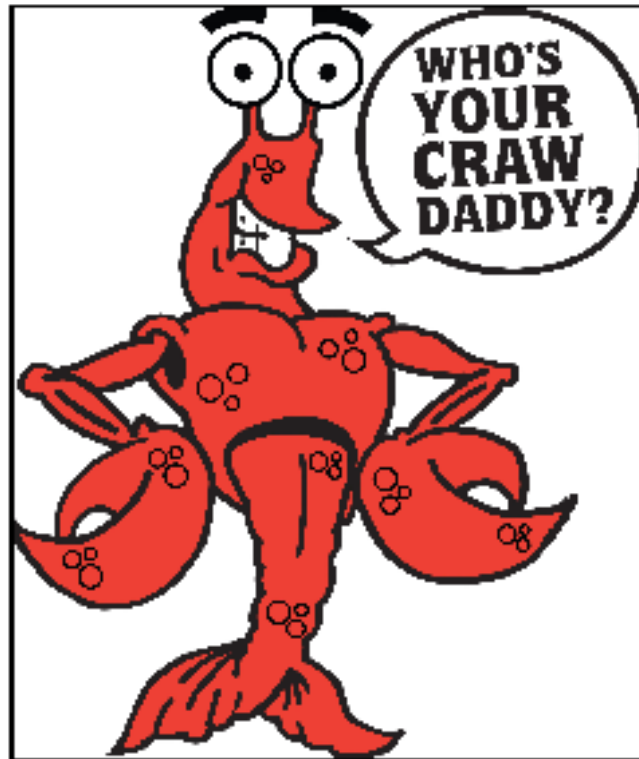
A true best bitter with plenty of body and flavor. The character of the ale, as with all Everards ales, is enhanced by the traditional technique of "Dry Hopping" - where whole, dry, aromatic hops are added by hand to each cask of the ale prior to conditioning. An ale which has almost universal appeal due to the exceptionally fine balance of English malt and hops. The finish is long, dry and extremely satisfying.

Source: <https://www.everards.co.uk/> [https://en.wikipedia.org/wiki/Everards\\_Brewery#History](https://en.wikipedia.org/wiki/Everards_Brewery#History)

# ***Cruisin' for Crustaceans!***

**Sunday, August 18th**

**1PM**



**Newick's lobster House**

**431 Dover Point Road**

**Dover, NH**

**RSVP: Bob Dougherty**

**[rdocmg@gmail.com](mailto:rdocmg@gmail.com)**

**603-781-5724 (text)**

**\*\*PLEASE\*\***

**RSVP so we can give a good head count to Newick's**

Please Join **The MG T-PARTY**, **BCNH**, **Bay State MGA Car Club** and **The White Mountain Chapter of the BMW CCA** for a Fun Day on Lake Winnepesaukee



**M/S Mount Washington**

**2.5HR Lake Winnepesaukee Brunch Cruise**

**Departs from Wiers Beach, NH**

**<https://cruisenh.com/>**

**Tel. 603-366-5531**

**Sunday, October 6<sup>th</sup>, 2019**

**The Boat Leaves @12:30pm**

**SUNDAY CRUISE WITH BRUNCH: \$54 (Adults *with brunch*)**  
**\$52 (Seniors with brunch)**

(Adult Cruise-Only Tickets \$33.00 without brunch)

(Senior Cruise-Only Tickets \$31.00 without brunch)

The M/S Mount Washington is a first-class, 230-ft. excursion ship plying the clear spring fed waters of Lake Winnepesaukee, New Hampshire's largest lake, named for a Native American word meaning "smile of the great spirit." Surrounded by 3 mountain ranges, the lake is 504 feet above sea level, 25 miles long, 15 miles wide, covers 72 square miles. A fantastic way to see the fall foliage as the Lakes Region winds down for the season. Your brunch ticket includes a 2½ hour cruise, a brunch buffet, live entertainment, and the most beautiful scenery in New Hampshire. What a way to end the driving season!



SCRAMBLED EGGS  
BACON  
SAUSAGE  
HASH BROWNS  
BAKED BEANS

3 CHEF CHOICE  
ENTREES  
FRESH FRUIT  
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DANISH  
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MADE TO ORDER  
WAFFLES  
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ORANGE JUICE  
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BROIL

*Passengers over the age of 21 will also receive a complimentary mimosa.*

**DIRECTIONS TO WEIRS BEACH:**

From I-93 take **Exit 23, Rte. 104 East** towards Meredith and continue for 8 miles. At the end of the road turn right on to **Rte. 3 South** and follow for 3.5 miles until you see the sign for Weirs Beach on your left. Turn left at the sign. The Mount Washington ticket office is located in the middle of the boardwalk at the "Railroad Station." **Address:** 211 Lakeside Avenue. **Note:** There is plenty of metered parking at Weirs Beach. Passengers should park at five-hour meters and feed the meter for the appropriate length of their cruise. You may also park at an all-day lot.

**When Purchasing Your Tickets Online:** Please Specify *Either* the **"Sunday Champagne Brunch - October 6, 2019 / 12:30 PM from Weirs Beach"** if you want the brunch, *OR*, **"Scenic M/S Mount Washington 2.5 Hour Cruise"** if you **don't** want the brunch; **Please Use the Code "MGT"** in the **"Discount or Gift Code"** Field at Checkout inside Your "Shopping Cart."

If we get enough car club members to attend and purchase their tickets in advance using this code we can "reserve" the **Captain's Quarters Private Dining Room** overlooking the ship's bow. **Questions?** Contact **Andrew Bass:** [abass1111@aol.com](mailto:abass1111@aol.com) or (978) 314-1225



## **NEW ENGLAND MG 'T' REGISTER, GOF Mk 105 Burlington, VT September 4th—8th, 2019**

### **Celebrating 55 years of The Register**

We have lots of interesting things planned for our GOF in Burlington, VT, September 4 - 8 2019. It is a great area for sight-seeing, lake tours, scenic drives and more. Our headquarters, situated on the waterfront, the Hilton Burlington Lake Champlain offers expansive views of scenic Lake Champlain and the picturesque Adirondacks. With its convenient location you are within walking distance to the wonderful restaurants & breweries in pedestrian friendly downtown Burlington

<https://www.nemgtr.org/gof-mk-105/gof-mk-105-schedule.html>

<https://www.nemgtr.org/gof-mk-105/gof-mk-105-registration.html>

# 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)

## New England Classic MG



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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](mailto:kathy@kpcreativestitches.com) Special orders accepted  
Kathy Ahrendt 603-426-8568 or Priscilla Guenther 828-728-4927