



Party TIMES



November, December & January 2014/15

Issue Highlights

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A happy group of crustacean hunters at Lobster in the Rough On Badgers Island for the Cruisin for Crustacean event in August.

VOTE!!

Don't forget to get out and vote on November 4th. Remember, it's your right, a right for which many have fought & died to secure for all Americans.

From the Editor

As they say in "Game of Thrones"...winter is coming! As I write this I see light snow is predicted for November 1st, which is certainly better than the one foot we received two Halloweens ago...but it is snow none the less. A bittersweet time of year for me as I look forward to the ski season, yet with a heavy heart as I put away the MGs for their long winters nap. I put over 4000 miles on the TD this year despite not getting it out of the shop until late June...it is such a joy to drive with the new engine I practically used it as my daily driver all summer, including two trips to New Jersey! Not to be left out, the MGB made trips to the GOF in Middlebury and Stowe along with a trip to New Jersey also...all in all a busy driving season.

In honor of the upcoming elections I searched out an appropriate English ale for the occasion, enjoy reading about Jennings Brewery's "The World's Biggest Liars Ale". Seemed about right!





You are Cordially Invited to Attend

**The MG T-Party Holiday Party
Sunday, December 7th**

Jules By the Water

478 Lowell Street
Methuen, MA



(All New Restaurant @ the old Jackson's location in Methuen)

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

1:00 pm – Dinner

\$30.00 per person (Covers meal, tax, gratuity and facility charges)

Please Select Your Choice of:

- **Steak Tips** Two skewers of tips with mushrooms, tomato & onion w/rice pilaf.
- **New England Baked Haddock** Fresh filet topped with buttery crumbs, cooked with white wine, lemon, served with baked potato.
- **Chicken Parmesan** Boneless breast of chicken, baked in marinara with provolone and mozzarella cheese, served over pasta.
- **Tuscan Pork Chops** Served with roasted peppers, mushrooms, roasted potato in a balsamic vinaigrette.

(Appetizers, Soup, Salad and Dessert Included)

Set aside this date to join good friends for an afternoon of good food and lively conversation. 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. This is our biggest event of the year and it's a great time to take that one last MG drive if you're brave. **Please RSVP** by sending the form, below, to Charles Dyer at the address indicated. We need to receive your response **by November 25th** so we can confirm the numbers and your meal selections with the restaurant 7 days in advance of the event.

Please sign us up:

Name: _____

Phone: _____

Email: _____

Please indicate how many of each meal selection you require:

___ Steak Tips ___ Baked Haddock ___ Chicken Parm. ___ Pork Chops

Make Checks Payable to "The MG T-Party" and Return Form by Nov. 25th:

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

Chairman's Cable



Throw Enough Pounds Sterling at a British Car Problem and You are Bound (Eventually) To Hit Upon a Solution.

Just how many pounds were required (colloquially, "quid," or if you prefer, "greenbacks" to think in terms of U.S. currency), I am going to wisely withhold from public consumption (in the most unlikely event that Mrs. Dyer, a.k.a. "Chancellor of the Exchequer" might actually read this column). Suffice it to say the main part needed for the fix it 'once-and-for-all' TR6 fuel starvation solution—a shiny new gas tank from Moss Motors—lists at a 'very dear' \$679.95.

No, it certainly has not been an inexpensive year for vehicle maintenance in the Dyer stables. As you may recall, coming out of last winter's storage I had an inoperable clutch hydraulic system in the TR6 requiring new clutch master and slave cylinders, and for good measure, a stainless steel hydraulic line. Next came a broken half shaft in the rear axle (and fitting of a good used replacement rear Rover-type differential) in the Land Rover Series IIA, followed later this summer by a complete exhaust system to help abate the choking clouds of exhaust gases from filling the cabin. My son's 12-yr-old-hand-me-down Subaru Outback wagon required a new catalytic converter (outside of warranty); and the decision to fit a new convertible top to the TR6 really hit the old wallet hard. But, the

good news to report is that I finally solved the loss of engine power and hesitation at highway speeds in the 1974 TR6, a recurring problem since I first rescued it in 2009 from the previous owner, after returning the car to the road after some 16 years of storage.

"Patience often gets the credit that belongs to fatigue" Franklin Jones

It turned out to be rust and other nastiness clogging the fuel tank outlet pipe and fuel line, in the crusty original 1974 fuel tank. Hence, the need for the new Moss replacement tank. And yes, I considered various sloshing compounds and pour in liners (including offerings by Hirsch, POR15, Caswell Systems "Dragon Blood" Red sealer, two-part epoxy systems, and GasTank ReNU), but I had read enough horror stories of even these old time-proven solutions failing, sloughing off and making things worse, with the advent of E10 (10% ethanol gas) to convince me that outright replacement was the best option.



Amazingly enough, for the Triumph TR6 I had choices as to several available replacement fuel tanks of differing quality at various price points—Victoria British and British Parts North West each sold an inexpensive \$250 steel tank, and Moss Motors had a beautiful aluminum alloy tank hand made in England with proper internal baffles and a swirl pot (to prevent fuel slosh starvation on brisk cornering) for \$679—and importantly, to me, also available in good old high quality steel, painted black, pictured above. Let me explain.

Ethanol Blended Fuel Problems, Generally, and Special Considerations for Potential Aluminium Alloy Fuel Tank Corrosion.

Keeping with the Mother Tongue, I shall use the British term "Aluminium" rather than the Americanized and customary scientific name, "Aluminum."

I tend to be a worrier and spend lots of time debating decisions others may make instantly. The use of aluminium alloys whether in a premium replacement fuel tank, or in older carburetors, warrants special consideration. The gasoline additive ethanol has been linked to aluminium corrosion, especially in the marine (boating) environment. Ethanol can behave like a weak acid, attacking the oxide coating that normally protects aluminium from corrosion. This exposes a reactive aluminium surface that the dissolved oxygen found in water can quickly oxidize. If conditions are right, this two-step chemical process produces pitting that can, over time, eat holes right through a shiny new aluminium fuel tank.

E10 (10% ethanol; 90% gasoline) is generally seen as the upper bound for what ordinary vehicles can manage before corrosion occurs in various engine components and fuel systems composed of aluminium. However some reports account for aluminium corroding even in E10.

ETHANOL COMPATIBILITY

Published testing has shown that aluminium is not affected by most ethanol blends. However, conflicting reports and evidence exists. While steel tanks and fuel lines have demonstrated rusting over long-term use and severe pitting if exposed to mixtures of water and ethanol that have separated from a gasoline-ethanol blend, at least we know that steel tanks last a long time before major problems typically arise. What concerned me, however, was that aluminum tanks (often used in boats in the particularly wet and salty marine environment) have in some accounts suffered rapid deterioration from use of ethanol E10 gasoline blends in real world experience. Ferrari guys are concerned too.

AUTOMOTIVE FUEL FILTER PLUGGING AND RELATED ISSUES

Over time, vehicle fuel systems accumulate significant amounts of dirt, gum, hydrocarbon deposits, and corrosion. When systems are first exposed to ethanol blends, the highly solvent ethanol tends to remove these deposits rapidly, allowing them to be transported downstream where (hopefully) they are caught by the fuel filter. Meanwhile, inside the typical older steel fuel tank, the potential exists for the rust to become dislodged and build up on the fuel tank outlet filter screen, block narrow fuel lines, or migrate and later settle in areas where mechanical components move, for example inside fuel pumps, increasing wear rates. Similarly, rubber and elastomer components in older non-compatible flexible fuel lines can break down in the presence of ethanol, producing a black, sludgy or sandy sediment like material. The typical result is fuel starvation with the engine hesitating, losing power, stopping completely or the vehicle being able to operate only at very low loads. Fuel filters and other fuel system components more and more commonly are being plugged by the introduction of gas with 10 vol. % ethanol (E10).

When considering what effect ethanol in fuel might have on a fancy new aluminium alloy fuel tank, most people might assume "aluminum" doesn't rust and doesn't corrode. However, different kinds of corrosion processes can occur on aluminium.

Corrosion is the chemical reaction of a metal, in this case, aluminum, with oxygen from the environment. Aluminum is a very reactive metal, but it also resists extensive corrosion because aluminum reacts with oxygen or water and forms a surface oxide layer, which impedes further reaction. The main corrosion resistance of aluminium and its alloys derives from this passive oxide layer present on the surface, Al_2O_3 . When this oxide layer is formed naturally it is only 3-4 nm thick anodized aluminium can form an oxide coating roughly 5-30 μm thick.

Galvanic corrosion is a corrosion mechanism that occurs when two metals of different nobility are in contact; this "contact" can be either mechanical or electrical. Corrosion occurs on the metal with the lowest potential, which due to this lower electrochemical potential, functions as an anode. The other, more noble, metal functions as the cathode and remains relatively unharmed. Aluminium is one of the most electronegative metallic materials. Aluminium in direct contact with metals with different potential will result in sacrificial corrosion of the aluminium. Common experience has shown that this is not always the case as the surface oxide layer on aluminium provides good corrosion resistance in most applications. But what about in the presence of ethanol (and water).

Alcoholate corrosion is another type of localized corrosion mechanism that can occur on aluminium, in alcohol gasoline blends, especially at high ethanol concentrations (>E15 or E85). Alcoholate corrosion is a chemical reaction that proceeds very fast with H₂ gas development. Various parameters, including water content in the ethanol, temperature, and time influence alcoholate corrosion of aluminium when exposed to ethanol blended fuels. If the water content in the ethanol is very low this type of corrosion can take place. Experiments resulting in corroded aluminium alloys that were exposed to pure ethanol (E100) for 24 hours at high temperature (130°C) have shown entire surfaces can be significantly corroded displaying small circular holes.

Another form of localized corrosion, pitting corrosion, occurs on a small area of the surface. The surface oxide layer suffers from a localized breakdown, often caused by the presence of localized weaknesses. The corrosion rate can be accelerated if other metals are present such as copper, which may be picked up from brass fittings, or as a low level contaminant in the aluminum alloy. Chloride will also accelerate corrosion. In the long term, corrosion can perforate the aluminium to produce leaks. Pitting corrosion can be a serious problem. The pits can also initiate stress corrosion cracking in the

presence of applied stress. As the TR6 fuel tank acts as a structural element bolted into an otherwise large empty hole behind the parcel shelf that gives much needed added rigidity to the rear of the open top roadster, this was another concern, as there had been reports of some of the early after-market TR6 aluminum alloy tanks actually cracking under applied stress in this application, as the rear chassis and cowl flexes under road use.

Aluminium is susceptible to pitting corrosion in solutions of intermediate pH. The solution within an initiated pit becomes acid and the pit will continue to propagate since the aluminium is not able to reform the passive protective oxide film. When aqueous media is in permanent contact with aluminium, experiments have shown that pitting corrosion can occur in the first weeks of exposure. The corrosion pits are covered with the aluminium hydroxide gel, Al(OH)₃, which can appear as "white spots" you may have seen on very old aluminium surfaces left out in the weather.

OTHER TROUBLING CHARACTERISTICS OF ETHANOL

The consequences of replacing gasoline with ethanol are mostly negative from a classic car owner's perspective. While, ethanol can alter the fuel oxygen level and actually enhance octane, gasoline has a higher vapor pressure than ethanol; therefore, ethanol blended fuel can result in cold start difficulties for engines. And we rightly ought be concerned about the compatibility between older vehicle fuel system materials and ethanol, such as metal corrosion and swelling of elastomers.

SPECIAL CONSIDERATIONS CONCERNING ETHANOL AND WATER

Ethanol is a hygroscopic liquid that attracts and absorbs water. Since ethanol is hygroscopic, the water content will increase during storage. Ethanol and water forms a mixture making it difficult to separate them., although given enough water absorption, the water-ethanol mixture will separate from the gasoline. If the water content is high enough,

the blend will separate to an upper phase with more gasoline and a lower phase with more ethanol and water. The lower phase has a higher density than the upper phase. An increase of water will eventually result in a full separation of two phases. A solution of E10 (10% ethanol, 90% gasoline) with a water content above 0.5% can result in phase separation. When separation occurs depends on temperature, ethanol and gasoline content and characteristics of the gasoline. When the water limit is reached and no more water can be solved, the water phase will separate from the solution, taking much of the ethanol with it.

Pitting and alcoholate corrosion have been shown to occur on aluminium and its alloys in contact with ethanol blends. And, once something attacks that thin protective oxide surface layer, it typically cannot repair itself and further rapid pitting corrosion of the aluminum surface can develop quickly and unnoticeably (e.g., inside a fuel tank).

Fuel with high water content can result in electrochemical corrosion processes—think of what occurs inside a typical battery and imagine if the battery case were not plastic, but rather “aluminium.” A phase-separated mixture of water and highly corrosive ethanol sitting in the bottom of a partially empty fuel tank, where the cold sides of the vented (open to atmosphere) tank will condense and collect moisture from the air in the headspace, the ethanol will pull water into solution, until, eventually, given enough water, phase separation occurs. In such a situation, this can set up something that behaves like an electrochemical oxidation reaction, similar to a galvanic cell, where the aluminium tank serves as the electron donor (remember from your high school chemistry, “LEO the lion says GER,” or “Lose Electrons = Oxidation”) and pinhole oxidation, i.e., “pitting” corrosion of the aluminum alloy fuel tank can occur. In electrochemistry, the anode is where oxidation occurs. Think of your shiny new aluminium fuel tank as a “sacrificial” anode—in cathodic protection, a metal anode that is more reactive to the corrosive environment of the system to be protected is electrically linked to the protected system, and partially corrodes or

dissolves, which protects the metal of the system it is connected to. We don't want the walls of our aluminium alloy fuel tank to corrode and dissolve, do we?

In conclusion, the combination of ethanol, water and gasoline is not totally compatible. Depending on the composition of the mixture, phase separation can occur. A decrease in temperature (like during winter storage in an unheated garage) makes the three liquids less and less compatible and less miscible with one another. With decreasing temperature, the phase separation of the ethanol-gasoline solution can increase significantly. Changes in the surrounding conditions, such as an increase in the moisture content or a decrease in temperature, can cause spontaneous phase separation to occur. If the phase-separated water sitting in the bottom of the fuel tank also contains corrosive ethanol, the ensuing electrochemical reactions with the surface of the strongly electro-negative aluminium fuel tank, can potentially result in rapid corrosion pitting of the tank bottom or tank wall, once the protective oxide layer is attacked and compromised.

In the case of aluminum fuel tanks, aluminum is a highly conductive metal that relies on an oxide layer for its corrosion protection properties. Low levels of ethanol, such as E10 (10%), are usually not a problem in aluminum tanks because the oxide layer provides a good measure of protection. The problem occurs when the ethanol content is increased or when phase separation results in a separate layer of a water-ethanol mixture sitting in the bottom of the fuel tank.

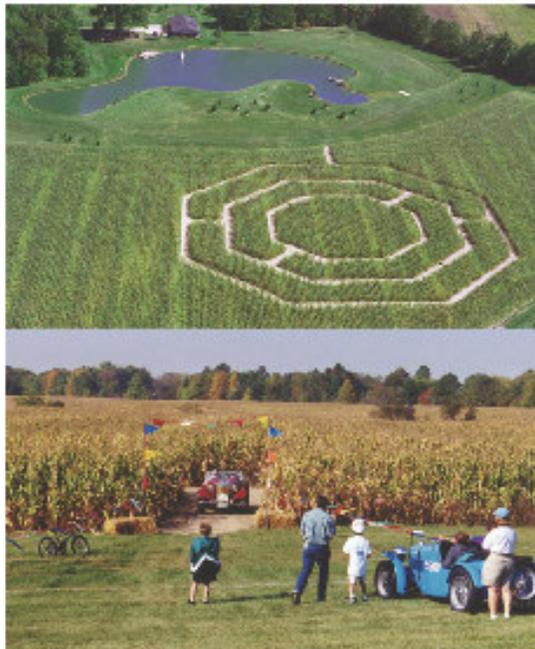
Recall the second mechanism that can occur with the increased use of ethanol blended fuel in an aluminium fuel tank—galvanic corrosion. Gasoline fuel is not conductive, but with the presence of ethanol or ethanol and water and this mixture will now conduct electricity. The galvanic process that occurs to aluminium in contact with such conductive liquid mixtures will now begin to happen within the aluminum fuel tank. Boat builders are able to protect exterior aluminum boat equipment with sacrificial anodes made of zinc. Sacrificial

anodes are not a feasible option for the interior of an automotive fuel tank.

Much as I wanted to get the shiny aluminium alloy tank for its beauty (it would look so cool), I selected good old steel over the fancy aluminium alloy fuel tank for the TR6. I may regret the decision, 10-20 years down the proverbial road when the "new" steel tank develops rust issues, but at least it won't succumb to aluminium's potential for rapid ethanol driven electrochemical/galvanic pinhole corrosion failure in as little as two years time. I can live with that. And yes, you do need to put Stabil or a similar fuel preserver in the tank just to keep today's poor oxygenated gas from breaking down quickly.

Enough already, about ethanol. Well, one more thing: "Sports Cars Race Through Corn (Maize) Maze"

This is pretty creative. In my opinion, this is only "MG-T-Series-approved" use of ethanol (E10) "base stock". See the original article here: <http://tinyurl.com/ne6y824>



As if the horrors of ethanol fuel weren't enough to think about this autumn as we get ready to store our beloved MG's, feast your appetites (or not) on this orange-colored MG.

I couldn't resist, since we are speaking of MG-themed Halloween Horrors...This MG 6 is the first all new MG model designed and manufactured by the now Shanghai Automotive-owned new MG brand. Marketed in saloon form as the "Magnette" and in "sports fastback" form as a rival for the Ford Focus, even with its turbocharged 1.8-liter petrol engine and 5-speed manual transmission, a sporting MG—as in "Maintaining the Breed"—it most certainly is not.



Where is Cecil Kimber when we need him?



Here is an promotional advertisement I came across that an UK MG dealer is resorting to this frightful October. I can think of a spookier byline, but the orange MG 6 pictured is creepy enough. I guess they are not selling as well in the UK "home market" as they are in China.

The only scary thing this week is our Prices!!

Cost price + £100 offer*
Plus your 15,000 miles free fuel!

*Once only. Offer on our stock vehicles only. please call for details.



This monstrosity, a prototype of the New MG "ICON" concept crossover utility vehicle ("CUV"), is truly disturbing. It supposedly is said to take its "inspiration from some of the legendary brand's most famous sports cars" including the MGA and MGB GT! According to *Top Gear*, "Luckily, it's a downright concept, which means it's not destined for roads in its current form. That said, it's underpinned by an MG3 drivetrain and floorpan...." Lock the children and pets indoors and pull the shades! See the equally frightening promo video on YouTube:

<http://youtu.be/eaha9hH-HtM>

While for the sake of the future of the British Motor Industry I can wish the "new" and **spooky MG** brand well, what with the final assembly being done by British workers in Longbridge, UK, somehow the reborn brand inspires little passion—unlike BMW's success with the resurrected Mini brand. Sometimes even as the faithful sons and daughters of a much loved family member can come to recognize, and most doctors will gently counsel, nature tells us we should not resuscitate the dead.

And lets not overlook the New MG ICON . . .



—Charles

GOF MK 96



GOF Mk. 96 welcomed many of our fellow MG-T-Party members to Auburn, Maine, for the second of our NEMGTR 50th Anniversary gatherings. As I arrived on Friday afternoon, I missed some of the earliest events of the GOF which for some began on Wednesday. I did arrive in time to catch **Kathy Ahrendt's** presentation on the revamped NEMGTR website which you should spend some time checking out if you have not recently. Some of the weekend's highlights included, the First Timer's Car Display, followed by a "DownEast-Themed" Gymkana—a "Lobsta Delivery Run"—where eager drivers and their brave navigators que'd up in their MG's to run the gauntlet against the clock. The hotel's side parking lot was turned into a tire-squealing, engine-revving, autocross skid pad, where besides all the fun of MG's driving rapidly in circles, the passenger had to pick up and deliver a "simulated crustacean" from one bucket near the start, to another, near the finish. Another great highlight of the GOF, **Hal Kramer** gave a detailed presentation on the physics and engineering considerations that go into building a competitive **Valve Cover Racer**, and a standing room only crowd cheered and jeered the big event later in the evening when the actual valve cover races were run on the NEMGTR's new race track that Hal designed and built. Hal did a fantastic job, all around, both as design symposium presenter and Master of Ceremonies/Chief Race Track Field Marshall.



The Saturday morning car display had all the T-Series cars lined up by class for judging and lots of spontaneous friendly conversations. Drivers from the big rig truck stop next door couldn't help but let their curiosity lead them over to check out all the beautiful "funny little foreign cars."

The Saturday afternoon main event was a driving tour out to see the Bob Bahre private car collection in Paris, Maine. After parking all the MG's on the village green, we received a private tour by the collection's curator and 24-years-on-the-job-in-house-private-full-time-mechanic. No

ordinary collection or facility, it is housed in a grand, three-level state of the art, climate controlled "barn" housing 75 vehicles.





Two of which, alone, a pedigreed Mercedes Benz SSK and an Alfa Romeo 8C 2900 are estimated to be worth \$40 million a piece. Some of the "lesser" vehicles among the 75 in the collection (at this location) were mere J-Type Duesenbergs and the finest collection of coach built Packards in the world. And, yes, they literally rolled out the "red carpet" for us MG-owning

commoners.

Among my very favorites was the "original" Chitty Chitty Bang Bang aero-engined monster :



And this lovely maroon Invicta relegated to the "basement" of the facility with all the other lowly commoners such as the Jaguar E-Type, ultra-rare Tucker, and exquisite Ford Model A Pickup.



Returning to the hotel, Saturday night we had the awards banquet to enjoy with our good MG friends, where several MG-T-PARTY members took home new pewter! It was especially great to see our friends Kathy and Dave Ahrendt again, driving up all the way from North Carolina in the TC. GOF Mk. 96 capped a great 50th Anniversary year filled with old friends enjoying their classic MG's.



British Invasion of Stowe



Well the weather wasn't perfect, cool & drizzly, with the sun occasionally peaking through the overcast, but no matter, the setting as always was beautiful.

Once again on the Stowe Events Field, with a backdrop of Mount Mansfield, over 600 beautiful examples of Britain's finest lined the field. Everything from six figure Rolls Royce to diamond in the rough MGBs were represented, just a cornucopia of Morgans, Jags, Singers and T-Series to delight the eye. As always, the town of Stowe was most welcoming,



throwing the Friday night rock & roll bash on Main Street with appropriate music from the 50s & 60s. On a sad note for your Editor, the doors of the Ye Olde England Inn & Mr. Pickwick's Pub were shuttered as they had sold the business. Quite a blow, as I have always ranked this in my top 5 favorite pubs in the world...Stowe just won't be the same, wherever will I go for my "Old Speckled Hen" now?



Canterbury Shaker Village

What a pleasant way to end the driving season! The Canterbury Shaker Village car show is a very low-key pride of ownership show...no judging, just showing off! Primarily a Detroit iron show, there was still a good collection of British cars on the field, along with some fine examples from Germany & Italy. The show is sponsored by the Ford Model A Club so there was a stunning array of beautiful Fords on the field. I even



found an example of my first car (62 Ford Falcon) and second car (64 Ford Galaxy 500)...brought back a lot of memories of High School! Thankfully my third car was an MGB and I have remained loyal



ever since. It was also nice to put a face to a name as I finally got to meet Toney Vinet who emails me often as Editor, yet we had never crossed paths. Both Tony & I drove our TDs. We were joined by Roy & Jane Crane in

the MGA and Jack & Betty Butler in their TF.

Unfortunately, I missed Shirley Splaine who couldn't get "Maggie" the J2 to the show but stopped by to say hi anyway, she left a note on the TD.



By far the best part of the day was walking through the many buildings that survive from the Shaker Village, which at its hey-day had over 3000 acres and 300 buildings. They



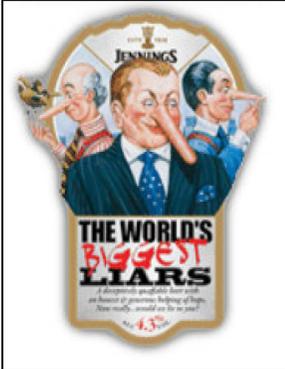
produced their own food and clothing, along with furniture, plows, carriages and herbal medicine among other things. The Village was made a National Historic Site in 1973 and the buildings are very well preserved, as is the history of the settlement. I particularly liked the building that housed the power generators that ran all of the machinery, and also the building where the medicinal herb tonics were made. Kim & I only saw about 1/3 of all we wanted to see, so we may very well go back next year to finish up!



The Ales of the United Kingdom

“Give my people beer, good beer & cheap beer, and you will have no revolution among them”

Queen Victoria



Jennings Brewery

Castle Brewery
Cockermouth
Cumbria



The World's Biggest Liars Ale

Jennings Brewery was founded in the village of Lorton (situated between Keswick & Cockermouth) in 1828 by John Jennings, son of William Jennings who was a Malster by trade. Some oral traditions claim the original brewery in Lorton was either at Scales or High Swinside, but more probably the brewery first operated in buildings near to the present Lorton Village Hall which was originally built as a malthouse.

By 1851 the business had outgrown its home-brewed origins in Lorton and there was need for a larger maltings and a building to house larger fermenting vessels. The nearest market town, Cockermouth, was the ideal base for expansion as it had a larger population with more opportunities to sell beer. Also of great importance, the Castle Brewery site had an abundant supply of pure well water which had been used by the Castle as far back as Norman times.

Many acquisitions of small breweries and public houses were made over the ensuing years. Four West Cumberland breweries were acquired in 1921 and Faulders Brewery of Keswick in 1926, along with a number of public houses. 2005 saw the acquisition of Jennings Brewery by Marston's PLC, ending the direct Jennings family connection, but opening great benefits for the Cockermouth site. Plans were very quickly put in place to further invest in the brewery, which was very much linked to the potential volume growth of the beers

Today, pure Lakeland water is still used for brewing, drawn from the brewery's own well. Only the finest ingredients are added, including English pale ale malt, Goldings hops from Kent and Fuggles hops from Herefordshire. The traditional values that the Jennings family instilled are still respected, and combined with a modern day commercial approach, they contribute to the success of Jennings ales today.

The Worlds Biggest Liars Ale is a dark golden brown bitter with a chocolate toffee & roasted malt aroma. A fantastic beer with a dry hop finish-and that's no lie!

Source: Jenningsbrewery.co.uk

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Fourteen

AN ACT relative to display of antique motor vehicle plates.

Be it Enacted by the Senate and House of Representatives in General Court convened:
270:1 Number Plates; Antique Motor Vehicle. Amend RSA 261:89-a, I to read as follows:

I. The director may permit the owner of an antique motor vehicle or motorcycle, as defined in RSA 259:4, or trailer, as defined in paragraph II of this section, to use a registration plate which was issued in the same year that the antique motor vehicle, motorcycle, or trailer was manufactured, provided the motor vehicle, motorcycle, or trailer is registered as an antique motor vehicle, motorcycle, or trailer under this chapter, and the number of the antique plate is recorded with the director. Registration plates issued in the same year that the antique motor vehicle was manufactured may be affixed to both the front and rear of the antique motor vehicle, to either the front or rear of the antique motorcycle, and to the rear of the antique trailer for any such vehicle with a year of manufacture of 1975 or earlier if the registration plate matching the registration certificate is carried with-

in the

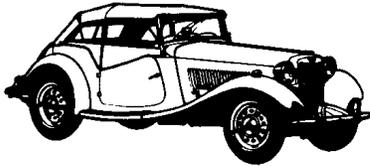
antique motor vehicle, **so long as the number on the antique plate is not in use on another motor vehicle, motorcycle, or trailer.** Any antique motor vehicle, motorcycle, or trailer bearing a registration plate with the year of manufacture shall also carry, within it, a valid antique motor vehicle, motorcycle, or trailer registration certificate and a permit issued under this section.

270:2 Effective Date. This act shall take effect January 1, 2015.

Approved: July 28, 2014

Effective Date: January 1, 2015

New England Classic MG



Austin Healey
Jaguar

MGT series thru MGB

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Positions Available

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

Web Site Manager

Contact Kathy Ahrendt
info@mgtparty.org

Historian

Contact Alex Gottfried
alex_gottfried@msn.com

Activities

Contact Steve Neal
skyhook114@comcast.net

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



Historic Motor Sports

"It's All About the Cars"

Your premium Storage
& Restoration Solution

What we offer:

Premium Climate Controlled Storage
Restoration of vintage vehicles from the 40's to late 60's
Specialists in service and repairs of pre-emissions British cars
Sales/Consignment of exceptional collector cars

8% Commission Rate Member NH Dealers Association

| | |
|---|--|
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| Seasonal or Year-round | Full Security With Cameras, |
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Here's What Makes Our Facility Different.

- You can take your vehicle out for a Nice Day/Weekend
- Access 24Hrs/Day w/24Hrs Notice
- No pre-set "in date" or "out date"

Optional Services:

- In-house Detailing
- Routine Operational "Exercise"
- "Battery Minder" Maintenance
- Routine Service/Oil Change
- Repairs/Restorations

Our Monthly Rates:

Climate Controlled

| | |
|----------------|-----|
| Motorcycles | 85 |
| Cars Full Year | 175 |
| Cars Seasonal* | 195 |

*5 month Minimum

603-587-0577

174 Raymond Rd., Candia, NH 03034
www.historicmotorsports.net

1952 MGTD

XPAG engine 17573 all numbers match, 500 miles since frame up restoration, Red, new chrome, biscuit interior, solid walnut dash, tan top, side curtains and tonneau cover. Accessories include wind wings, badge bar, driving lamps, heater, and directional lights. Spares and tools go with the car. Appraisal documentation available for review. Back injury forces sale for \$24,000

George Lucas, Bedford NH
geodol@msn.com

1979 MGB

New Carmine Red paint
Tan interior & black carpet
Always Garaged...NO RUST!
Very Strong Engine w/Weber DGV Carb
Peco Exhaust
4 speed with overdrive
New convertible top & tonneau cover
Windshield cover & 2 whole car covers
Michelin tires
84K well cared for original miles
Various extra parts (fuel pump, water pump etc.)
Contact Ron Walker
703-729-4750 (H)
703-638-8590 (C)





**For Sale
1951 MGTD**

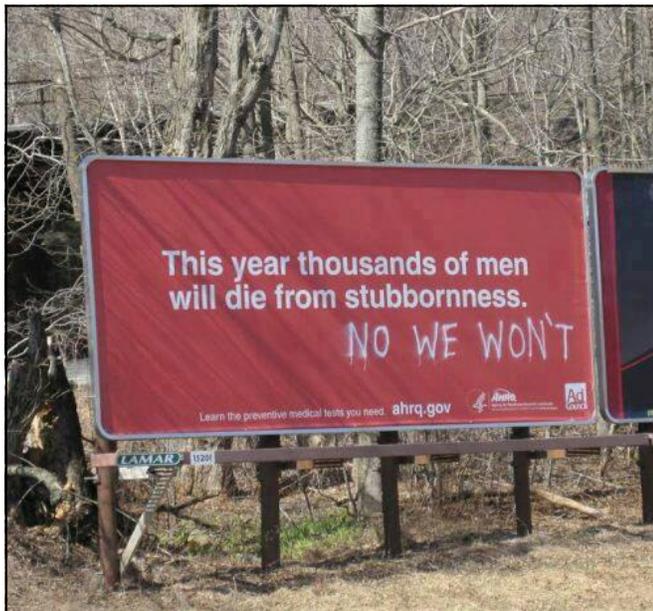
- Full Restoration 8 years ago by Chuck Troast.
- 4:8 Rear end
- All numbers match
- A fine driving car

Asking \$20,500 OBO
Werner Jacobsen
315-790-5273

For Sale

16" wire wheels originally on my J2 when I bought her. The tires are 5.50/16 but probably not suited for driving. I believe these wheels were period upgrades from the 50's & 60's for J, P & T Types. They are doing no good in my garage!

Asking \$50 each or best offer.
Shirly Splaine
603-968-7289
garden775@myfairpoint.net



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