



November, December & January 2016/17

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Would you vote for this man?
 Our fearless leader Charles displaying his crown to the delight of Jack Horner at GOF MK100 in Concord

Holiday Party Change
 Please note page two with the information on the Holiday Party. The venue has been changed & the menu has changed also. (Yea...Prime Rib!)

From the Editor

A sad time of year...the first frost always starts the preparation for putting the cars away at Historic Motorsports for their long winter nap. A good year of driving, over 4000 miles on the B and over 2000 on the TD. Not as much as I'd like but a good year none the less. No major repairs or additions planned over the winter, the cars are in good shape, although I'm always dreaming of a supercharger for the TD! The TD's big trip next year will be GOF MK101 in Nova Scotia sometime next June.

I have an update on the story about the lobster tour on page 6. Kathleen Haddon's TF blew a flexible oil line to the gauge prior to the start of the Caravan to Bob Lobster. Thankfully it happened when she parked and not at speed, which could have blown the engine! The car is fixed and purring along again.

Drive 'em till the road wears out!





***ALL **NEW LOCATION** FOR

**The MG T-Party Holiday Party
Sunday, December 11th
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. 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 will gladly take donations of MG-related Silent Auction items as well. 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 **by November 30th** so we can confirm the numbers with the restaurant and make final payment 7 days in advance of the event.

Please sign us up:

Name: _____

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" and Return Form by Nov. 30th to:
Charles Dyer, 329 Essex Street, Hamilton, MA 01982 (Telephone: 978-468-0156)**

Chairman's Cable



MG Day, Crustaceans, GOF 100, and a New Location for the Holiday Party

Well that was quick. Summer has now officially escaped and autumn has coolly settled over our sunshine loving open-top roadsters seemingly overnight. But oh how I enjoy motoring in the fall, top down well past November, for a brisk run in the crisp air, long afternoon shadows dancing across the bonnet, sun dappling the passing countryside, full of fall's bright and subdued palette of colors.

We had a full calendar of events at the end of the summer to satisfy most anyone's taste for proper British car motoring. August brought MG Day (with The Bay State MGA Club) at the Museum of Transportation in Brookline.



Lovely J2 at Lars Anderson MOT "MG Day"

The very next day, to complete an ALL MG Weekend, a road trip aptly named "Cruisin for Crustaceans" took us up to Newburyport, MA. A group of cars departed from Wilmington, MA for the scenic drive up to the North Shore, to meet up with other members coming down from NH. My son and I drove the MG TC for our own short trip up Route 1A for the some of the tasty seafood critters—without dining on which at least once, a summer truly can't be considered complete.



The Great Salt Marsh view from Bob's Lobster in Newburyport, MA

September beckoned all able-bodied New England MG T-Register members and their cars up to Concord, NH for a landmark GOF Mk. 100.

I was a little nervous about making the 65-mile drive solo up to Concord in the TC, but was able to plan a nice "backroads" (i.e., non-highway) route up on NH-121 that was pretty direct and took me past rural farms and scenic views, with lots of twisty switchbacks and elevation changes. The drive took just over two hours and TC 6977 enjoyed the workout thoroughly without any protest.

It was one of the best turnouts at a GOF in years. Some 157 people signed up and there were probably in excess of 70 T-series (and a few earlier and later vehicles).



1929 MG "M-Type" Special

In terms of rare vehicles, there was Chris Nowlan's lovely (and supercharged) 1933 L2 Magna (the racy two-tone red pre-war machine with the Wilson Pre-Selector gearbox).



He also brought his very early 1925 MG Bullnose (Super Sports model). In the pre-war group there was also an MG ND (again supercharged) model in two-tone green, and, a salvaged (mostly) 1929 M-Type special bodied car assembled from parts with a square back (no fabric duck tail).



On Friday evening the always entertaining valve cover races were held (think Pine Wood Derby for "never grown up" boys and girls) and the most attractive valve cover racer was fashioned after one of the EX machines campaigned by Captain George Eyston. Now, I was roped into service by Hal Kramer (the MC and track official) to help during scrutineering (check dimensions—

wheel track, weight, wheel size, etc.) to make sure all the competitors met the rules specs as "conforming" or, if not, were placed into an "outlaw" class. Well, Captain Eyston's removable head it turns out, conveniently separates from his wooden body to fit snugly into the car cockpit for racing—but during scrutineering his head was left on the Captain's body and NOT placed in the car's cockpit during official "weigh in." I have no doubt the Captain's head was likely made entirely of LEAD and perhaps gave an unfair weight advantage when surreptitiously "relocated" into the cockpit, as EX 120 went on to place 3rd overall during the competition. However, without his legs, he thinks the decapitated Captain Eyston would have had a hard time with an official "LeMans" type start on the board track.



Captain George Eyston campaigning his factory EX Special Valve Cover Racer

With regards to my TC 6977, the little machine was certainly not as tarted up (nor as freshly restored) as her classmates, but otherwise drew compliments for a few points of originality and for participating. Overall, there must have been at least 15-20 TC's. There was a 1949 TC that

bravely drove up from North Carolina (Corky and Priscilla) and another down from Ontario. Some (lesser) machines were, of course, trailered in.

And, I am pleased to report that I signed up for and underwent the NEMGTR's tough "Safety Fast" inspection and TC 6977 passed its first time with only a few "needs work" items. One of the things they found while the machine was up on the lift was a completely perished rubber bushing on the rear eye of the front left leaf spring at the shackle coupling, almost to the point where the spring could make contact with the chassis). An easy repair to make once I obtain the correct parts (likely some kind of more durable soft polyurethane bushing of more modern manufacture these days, but rubber would be fine).



Great turnout in the TC Class at GOF 100

Overall, another great GOF experience, especially piloting the TC solo on winding

country roads for two hours on the trip up and back home.



The Great Unwashed Display



Finally, as a heads up, although I had reserved the date and made arrangements earlier this Spring with the restaurant for our annual Holiday Party, I have since learned that "Tavern on the River," formerly "Jules by the Water" (a/k/a the old Jackson's in Methuen) has **ONCE AGAIN GONE OUT OF BUSINESS AND IS CLOSED**, leaving us in the lurch without a venue for our party.

Fear ye not MG Faithful, we shall overcome this now all too familiar setback to find a great new location for our annual festivities. Given the urgent nature of our search and desiring to keep our Sunday, December 11th date, we have selected **Princeton Station in North Chelmsford, MA** to host our event. We think you will enjoy it. Stay tuned for more details. When the official event flyer for the Holiday Party does go out, please respond in a timely manner so we can get a good headcount and collect the money well in advance for the new host restaurant.

—Charles

“Cruisin for Crustaceans”

Bob Dougherty



Of course the weather was fine, did it rain at all this summer? The temperature was also pleasant which contributed to the good turn out. Roy & Jane Crane led a contingent from Wilmington, MA on a nice back road journey, all without incident...well...except Kathleen Hadden who noticed a pool of oil under her TF prior to the start. She wisely decided to have the TF towed to her shop & ride as a passenger. Kim & I

came down from the north on some wonderful back roads. The ride couldn't have been more pleasant, hardly any traffic and beautiful farm & meadow views along the way. A very



relaxing 75 mile jaunt to be sure. Our destination was Bob Lobster outside Newburyport, MA, on the road to Plum Island. I took a chance this year as Bob Lobster was the smallest lobster shack I've chosen for the annual run, I was hoping the lunch crowd would be gone by 2PM on a Sunday so we would have tables & parking for all.

Kim & I arrived early and it didn't look good...a long line outside the front. It turned out all right though, most of the folks in line were there for takeout, which left tables & parking spots



for all. I believe in the future I'll go with larger lobster pounds as the worry about parking & facilities consumed a fair portion of my

morning! Of course you couldn't complain about the food or service, one delicious and the other efficient. The servers brought the orders to the outdoor tables in a steady line, and cleanup also, very well done for a small place. Our tables overlooked the Merrimack River

tidal basin and were grouped together to maximize conversation, which only stopped when one tore into fresh steamed lobster & all the "fixins". Is there a better reason to take a Sunday drive? Isn't it great to live in New England!

GOF MK100

Bob Dougherty

Tasked with the unenviable job of making GOF MK100 a memorable occasion befitting its importance to the history of the NEMGTR, the organizers certainly “hit a home run”! Could it have been more fun? I really don’t see how. We had everything from boat trips to rallies through the foliage, incredible car collections to an assortment of “royalty” at the awards dinner...not to mention one of the best attended car shows in many years. Quite amazingly, Thursday evening even brought something we hadn’t seen in NH in almost two months...rain! I guess it is a bit of a tradition to have rain at a GOF after all. Did it rain at GOF MK1?



Thursday AM was the trip to three separate car collections, with a nice lunch in Melvin Village. I chose to drive the TD rather than take the bus and headed to Wolfeboro to go to the wonderful collection of Richard & Sharon Clyne. What a treat, not only beautiful historic cars (a to-die-for MG PA Airline Coupe & a J2 included) but the garage they were housed in was the ultimate “Man Cave”, complete with the entire bar from Hamm’s Brewery in St. Paul, MN!



From there we headed north to Melvin Village to the collection of Burt & Lacy Carlson. Housed in three vintage service stations, complete with antique gas pumps (with no gas!), the collection of Ford Model A cars looked right at home, it could have been 1935! From there we



headed for a nice lunch at Bucky’s, featuring \$1.00 PBRs, and across the street, another car collection. This time a barn filled with Detroit iron. Chuck & Lisa Mcgee have a nice group of 60s & 70s muscle cars which brought back memories of my High School days, when gas was less than a buck, and you could afford to drive a 396 big block Chevy!

Friday brought the rally & cruise on the venerable MS Mount Washington, which has been plying the waters of Lake Winnepesaukee since 1872 (the present Mount was built in 1888). The rally master set out a clever trail through the countryside, past an old time Shaker Village on very pleasant back roads. Jack Horner rode as my Navigator because Kim had to work that morning. Jack unfortunately was available as a Navigator because his TF was rear ended the night before and it was out of commission. We worked well as a team, although we never saw 5 of the clues, which put us out of the running for a trophy...oh well, we had fun anyway. We arrived in Weirs Beach in plenty of time to queue up for the Mount Washington which wasn’t in yet. Kim was able to finish up with work and met us in the Weirs when we finished the rally, just in time for the arrival of the Mount, always an impressive sight as she steams into the docks at the Weirs.

GOF MK100



The trip on the Mount Washington was very pleasant, we had our own section reserved for us on deck two, with our own bar & lunch buffet. On the cruise out we were sheltered by the islands so there was no wind to speak of; it was nice on



deck, almost too warm. However, when we were about to turn east toward Wolfeboro, the Captain announced that we would be turning into a twenty knot wind, while our forward speed was close to that, which equated to a forty knot wind...boy what a difference! You didn't stay long on the bow in that wind, time to go find the bar & lunch buffet! The buffet



didn't disappoint, very tasty indeed and the line moved along well. Coming back from Wolfeboro, the wind was once again at our backs so you could spend time on deck looking at the islands & the "little cabins" that have been built over the years...some of those "cabins" worth millions.



Saturday dawned clear & bright for the car show, and what a show! Everything from a 1925 MG Bullnose Super Sport to the only three T-Series that were at both GOF MK1 & GOF MK100. I think my favorite was a fabric covered M Type, a bit long in the tooth but that was part of the



charm. Over 70 T Types in the show, with a very good showing of TCs & TFs, and two rows of TDs! I was parked next to two TDs with superchargers...maybe next year. The awards dinner was certainly a hoot! Tasked to design & wear tiaras or crowns to the dinner, the members did not disappoint. There were small elegant examples, and large gaudy examples, many made from car parts. Some of the crowns were so heavy I feared for the wearer's neck muscles! Charles came equipped with a crown made of various parts from TC 6977, quite stylish indeed. A fun night and a fitting end to GOF MK100.

British Invasion of Stowe

Bob Dougherty



What can you say about the British Invasion that hasn't been said before? It is the ONLY place to be in late September with a British car. The setting is always magnificent, with the Vermont mountains just starting to turn red & orange, the days pleasant and the nights brisk, and a field filled with 600+ examples of the finest sports cars that England has ever produced. This year I stayed with dear friends Bob & Michelle in Waterbury, which is the next town over from Stowe. Incredibly, even though this was the 26th annual Invasion, Bob had never been, so I set out to rectify that!

Bob rode shotgun in the TD as we entered the show field, rather amazed at how many cars were already displayed. It was fun to see the show through a neophyte's eyes, I wasn't quite so jaded as we walked among the rows and Bob talked to the owners of the cars he liked (which were many!). He was rather astounded how all the owners knew every nuance of their cars and could recite the history of their marque from rote. Like many, he seemed most enthralled with the E Types, but he did very much



like a J2 that was a birthday present for the young lady who owned it...nice birthday present!



Of particular interest this year was the opening of the Trapp Brewery; two years in the planning, it opened on the first day of the show. Many were unaware and missed a great new spot up the mountain road. With the untimely demise of the "Ye Olde England Inn" and "Pickwick's Pub", the Trapp Brewery will be a new "go to spot". I did, however, have a bit of a complaint this year about the on field pub next to the Queen's

court. In the past they poured fine English ale from "Pickwick's Pub" (Holy Grail Ale & Hobgoblin), but with Pickwick's being shut down, the organizers needed a new supplier. While I applaud the show for staying local, and do love the Trapp lagers, they are, after all, Austrian beers...a bit out of place at the largest British car show on the east coast! I hope next year they will supplement those Trapp lagers with a good English ale..."Old Speckled Hen" would be a good choice!



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



Hobsons Brewery
Newhouse Farm
Tenbury Rd
Cleobury Mortimer
Shropshire



Postman's Knock

Founded in 1993 by the Davis family, over the past 20 years Hobsons has grown to become a leading brewer in Shropshire and one of the most sustainable breweries in the UK. The success of our brewery and its many awards has been down to a strong culture of supporting our region, its people and its resources. Our vision is to become the country's leading sustainable brewery. Sustainability has become an increasingly important part of what we do at Hobsons and over the past five years we have strived to reduce our effect on the environment by embracing sustainable technologies and harnessing the environmental assets where we live. Every decision made has sustainability at the core; additional micro generation technologies, production efficiencies, waste utilization and ingredient local sourcing. Postman's Knock is a beer offering an intelligent blend of complex ingredients, the rich brown beer with a smooth fine head has a very chocolatey character. The combination of subtle flavor notes of vanilla, treacle and roast malt gives an initial rich sweetness leading to a velvety chocolate finish. The beer is named in honor of Simon Evans (1895-1940), a novelist and short story writer, who settled in Cleobury Mortimer after World War One. He had been badly affected by poison gas in the war and, in order to improve his health, worked as a postman, walking up to 18 miles a day. Postman's Knock is based on the Champion Mild recipe and uses the finest malting barley, Maris Otter and Worcestershire Fuggles and Goldings hops. Grade AA Vanilla pods from Madagascar are added to the brew to give the beer its sweetness.

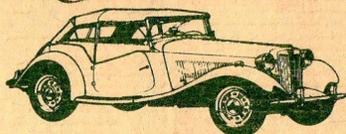
Source: www.hobsons-brewery.com/

Stress Management in Retirement

- Accept the fact that some days you're the pigeon and some days you're the statue!
- Always keep your words soft & sweet just in case you have to eat them.
- Always read stuff that will make you look good if you die in the middle of it.
- Drive carefully...it's not only cars that can be recalled by their maker.
- If you can't be kind, at least have the decency to be vague.
- If you lend someone \$20 and never see that person again, it was probably worth it.
- It may be that your sole purpose in life is to serve as a warning to others.
- Never buy a car you can't push. (All MGs fit the bill)
- Nobody cares if you can dance, just get up & dance.
- Since it's the early worm that gets eaten by the bird, sleep late
- The second mouse gets the cheese.
- When everything is coming your way, your in the wrong lane.
- Birthdays are good for you, the more you have the longer you live.
- Some mistakes are too much fun to only make once. (My personal words to live by!)
- We could learn a lot from crayons. Some are sharp, some dull, some pretty, some not & all are different colors...yet they all must live in the same box together.
- A truly happy person is one who can enjoy the scenery on a detour.
- Never put both feet in your mouth at the same time or you won't have a leg to stand on.
- Lucas didn't invent darkness, he just perfected it.

Thanks to the Triumph Club of Northern Florida!

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Positions Available

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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

6 Larnis Rd
Framingham, MA 01701-3419
978-764-4702

alex_gottfried@msn.com

Activities

Position Open

Judy Krongelb, Treasurer

55 Parker St
Acton, MA 01720
(978) 263-2519

kronwasser@yahoo.com

Historian

Position Open

Maryellen & Rick Pelletier, Membership

22 Walton Road
Plaistow, NH 03865
603-819-6418

mpelletier23@myfairpoint.net

Chris Nowlan, Technical Advisor

7 Melendy Hollow
Amherst, NH 03031
603-673-0939

nowlanc@comcast.net

Rick Smith, Technical Advisor

312 High Street
Dedham, MA 02026
(781) 326-9055

(603) 253-6524 weekends

tech_guy1@mgtparty.org

Betty Butler, Regalia

153 Jamestown Road
Belmont, NH 03220
(603) 524-2543

bjbutler@metrocast.net

Bob Dougherty, Editor

105 Garden Circle
Laconia, NH 03246
603-948-2078

editor@mgtparty.org

Web Site

Position Open

T-Party Classifieds

T Party Regalia

There are jackets, shirts, car badges, cloth pins and now pens available for purchase. That MG fan in the family might just fancy something from our collection.

Jackets.....	\$35.00
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.

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Supplemental Regalia available from KP Creative Stitches

KP Creative stitches is a home based embroidery studio that has digitized the T-Party logo so it can be put on items that are not currently stocked by the T-Party Regalia. Currently we can offer the logo on denim shirts (\$35) & sweatshirts (\$40). kathy@kpcreativestitches.com Special orders accepted
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