



Times *Pasty*



May, June & July 2015

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Make Your Plans Now for GOF MK 97!

Tech Session

May 9th

Don't miss the fun! Join us at Historic Motorsports for the spring tech session...learn all about speedo & tach cables...and chow down on some good eats!! See page 14 for details.

From the Editor

Are we EVER going to have spring? Both cars are out of winter storage, but you could have fooled me with this weather, certainly NOT top down by any means! I'm assured the temps will creep out of the 50s and may actually reach 70 by May 2nd, so I guess I should stop my whining...

Big news on the web front...as you may have noticed, we haven't really had a web site since Kathy left, she has graciously filled in when she could, but no one has stepped up to fill her shoes. We have now contracted with the folks at the British Marque News to run our web site and after numerous starts & stops, we are getting ready to launch the new site...we hope to go "live" in May so watch your email for notification of the launch. This will be a work in progress so your input is desired & requested to help shape our site...suggestions are welcome...complaints also, but please be gentle so as not to bruise our delicate psyche!!



T-Party 2014 Calendar of Events

****T-Party Event**

NEMGTR Event

May

- 9th** **Tech Session with BCNH ****
Historic Motor Sports
174 Candia Rd (Route 27)
Candia, NH
- 23rd** **Fish Ladder Festival**
Damariscotta Mills, ME
http://damariscottamills.org/uploads/ec_file_6.pdf
- 30th** **CT Vintage Sports Car "Rallye for a Cure"**
Hartford, CT
<https://sites.google.com/site/rallyeforacure>

June

- 3-7th** **GOF MK97## ****
Saratoga Springs, NY
<http://www.nemgtr.org/>
- 7th** **British by the Sea**
Waterford, CT
mgtd@comcast.net 860-693-4249
- 11-14th** **British Motorcar Festival****
Bristol, RI
<http://www.britishmotorcarfestival.com/>
- 19-20th** **Vintage Motorsports Festival**
Thompson Speedway
Thompson, CT
- 28th** **British Car Day @ Lars Anderson Museum**
Brookline, MA
<http://larzanderson.org/>

T-Party 2014 Calendar of Events

****T-Party Event**

NEMGTR Event

July

- 11th** **Castle in the Clouds Car Show**
Moultonborough, NH
<http://www.castleintheclouds.org/>
- 12th** **T-Party Driving Tour****
Haverhill, MA
POC Judy Krongelb/Details to follow
- 25th** **BCNH Show of Dreams****
Hudson, NH
<http://www.bcnh.org>
- 25-26th** **Misslewood Concours d'Elegance**
Endicott College, Beverly, MA
<http://www.endicott.edu/Concours.aspx>

August

- 2nd** **Cruisin for Crustaceans Lobster Tour****
Lobster in the Rough, Badgers Island, ME
- 15th** **MG Day @ Lars Anderson Museum****
Brookline, MA <http://larzanderson.org/>

September

- 2-6th** **GOF MK98## ****
Strasburg, PA <http://www.nemgtr.org/>
- 18-20th** **British Invasion**
Stowe, VT <http://www.britishinvasion.com/>

T-Party 2014 Calendar of Events

****T-Party Event**

NEMGTR Event

October

- 2-4th** **Speckled Hen Run**
Kitzhof Inn
Dover, VT <http://www.kitzhof.com/carclubs.html>
- 9-11th** **British legends Weekend**
Cape Cod British Car Club
<http://www.capecodbritishcarclub.org/>
- 17th** **Canterbury Shaker Village Antique Car Show****
Canterbury, NH
<http://www.shakers.org/oct-17-vintage-car-show/>
- 18th** **BCNH Covered Bridge Tour**
Details to follow

December

- Date/TBD** **T-Party Holiday Party**
Date & place TBD. Roy Crane POC

Chairman's Cable



Of Spring Rehabilitation Projects and “The Overrated HRG”—Them There Are Fighting Words.

Well, a late fall visit in November last year to Roy Crane's converted basement (now "man cave"), the former "Roadster Gaskets" production line and warehouse facility (since sold), for some billiards and Scotch with Roy and Jack Horner, found me taking the TR6 out for a late-in-the-season run. After an enjoyable afternoon shooting pool and talking cars, heading out to the driveway for the evening trip home yielded a "no headlights" condition and a very soft brake pedal that went to the floor. Jack had kindly noticed I had no headlights and quickly located some suspect electrical connections in the TR6 fuse box, and by jiggling a wire or two here and there, rotating the fuses (and simply by removing the plastic cover) he had the headlights back on. But, the soft brake pedal condition which I only discovered upon reaching the *bottom* of Roy's long driveway—after my trusty mechanical wizard, Jack, had just driven off into the evening—remained. So, it made for an interesting trip home on Route 128; fortunately traffic was terrible and I found using mostly first and second gear in the stop-and-go traffic, I really never needed to apply the brakes. So, being the typical slacker British car owner, upon arriving home two and a half hours later that evening, I put the TR6 back to bed for the winter, yes, "driven hard and put away wet" (i.e., without fixing the brakes until this Spring). Turned out it was a rusted out and likely original 1974 metal brake line running along the chassis under the driver's seat area—which made for a big puddle of DOT 4 brake fluid under the car and an empty brake master cylinder reservoir. An easy enough fix, now completed.

Then there was the normally trouble-free MG TC looking for attention, which I had not started over the long (and record breaking) snow-subsumed Winter. Sure enough, now suffering a stuck starter motor pinion. If anyone has any tips (short of removing the starter from the block and doing it "properly" to clean, de-crud, and de-grease the inner works), kindly let me know. I have not had the time yet to try rocking the car in 4th gear, tapping the starter motor with a mallet, or other makeshift "home remedies" but the symptoms include no "click" of the spring-loaded pinion on the starter (i.e., the TC motor is not of the pre-engaged type) when the starter pull is engaged, and the engine will turn over on the starter (fan spins), but the starter pinion won't free up to disengage the flywheel, so it seems. Always a "to do" list with these beloved British machines.

Over the long winter, I was also fortunate enough to enjoy an unexpected treat bequeathed from the previous caretaker of TC 6977. He had long ago given me what I thought was his entire collection of MG related materials—books, manuals, tools, etc., but little did I realize he had, after selling me the car, held on to his "most cherished" automobile ephemera, which he generously began sending me in installments this past year in the mail. He wrote:

Dear Charles -

It occurred to me that once again I had better start downsizing for while I am well, I am 83 with some of the problems known to us croakers. What I have starting doing is passing on a few items of worth to those who care about what most people would simply toss.

The Arnolt MGs on TD mechanical units and designed by Bertone were among the four or five most achingly beautiful machines of the time. We would drive the 200+ miles up to Chicago from West Lafayette to go to Wacky Arnolt's show room and shop

on E. Ohio St. even driving with just my Derrington racing screens in mid-winter. A war surplus B-17/B-24 fleece lined leather flying suit was obligatory. Incidentally I still have the USN surplus basic trainer's leather flying helmet which I wore although of little use in Arizona.

Arnolt himself was seen as a bit of a nut. His shop foreman was Italian. One bitter cold winter day I arrived having experienced my dynamo sprinkling copper dust over me during the last 75 miles. What to do? I put on a wild Italian's desperate plea for a new generator. I was a few dollars short but because I was mistaken for his countryman he dismissed the shortfall.

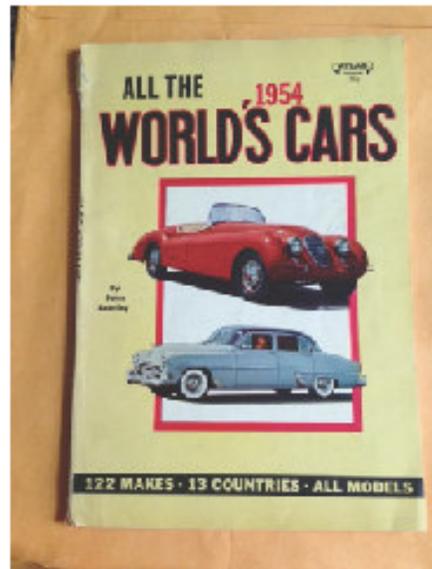
Aloha, nui loa – Whit

Dear Whit:

Arrived a few days ago in the post—one well-earned and much loved "time traveller" from another era.

Thank you for your kindness. I did not expect to inherit any further treasure from your cache of automotive lucre, having long thought I had absconded with it all via our delicate business transaction back in 2005 whence I stole away one of your dearest family members. Needless to say, I am touched and humbled to receive such further gifts from your personal stash of "the good stuff!" I shall be pleased to start my mail order subscription of periodic, historical and delightful surprises forthwith, kind sir!

I am enjoying the latest installment of the W.H.G. 'Private Label' Curated Subscription (a.k.a, the "Automotive Historical Object Surprise of the Month Club" membership) that you have generously gifted to me. Among the interesting info is the technical description of the HRG 1500:



HRG was a partnership between E.A. Halford, G.H. Robins and H.T. Godfrey, who had been the "G" of "GN" the most famous and successful of British cyclecars. The HRG was designed for the sportsman, with a vintage style chassis, solid axles, cart springs, friction

dampers, cable brakes, minimal rigidity, and quickly earned a reputation for being a good all around car, at home on the road, track, in trials and rallies (including a second in class finish in 1937 at Le Mans). Being hand built, HRG's were rarer and more expensive than rivals such as MG, their simple but superbly proportioned lines and engineering harkening back to the 1930s, were primitive even by post-war Morgan standards.

The 1100 cc (100) was reportedly capable of 75-80 mph while the 1500 (with its modified 1496 cc, 61 hp sohc Singer engine) was claimed to do 90-100 mph.

I have always been intrigued by the relative merits of the HRG, which I understand is loosely patterned *"in the style of"* the glorious pre-war Frazer Nash T.T. racers, one of my all time dream machines. To be sure, the HRG is not as graceful as its MG rivals and contemporaries (and surely not comparable in pace and grandeur to the *National Treasure that-is-the Frazer Nash T.T.*), but those who loved them certainly held strong opinions as to their superiority to our "built to a price" MG's.

So I went looking for additional historical material to illuminate the controversy. Witness the HRG apologetics of the following letters to the editor of the *Motor Sport* magazine in June and September 1949. See: <http://www.motorsportmagazine.com/archive> [Search on "Overrated HRG"; Note you can click on the original page images to zoom in]:

Here's the initial "MG fanboy" letter [Page 10, June 1949]:

MOTOR SPORT

Letters from Readers

Sir

I have been very interested in the recent correspondence which has appeared in your columns with regard to the H.R.G.

It seems to me that this is a very overrated car. After all, the M.G. was doing 15 years ago what the H.R.G. is

doing now. The 1,100-c.c. L- and K-type M.G.s were genuine 80-m.p.h. vehicles but the current H.R.G. 1,100 c.c. seems to have a 75 m.p.h. maximum. Fifteen years younger, 5 m.p.h. slower!

I'm sure, too that the M.G. steering and roadholding is just as good as the H.R.G.

Coming to the current M.G. "TC" model, this attains approximately the same high performance as the H.R.G., and the steering and roadholding are just as good. But surely the difference in price between the two cars is the biggest factor. I feel sure that the M.G. at approximately £400 cheaper is by far the better proposition.

I am Yours etc.

A.C. Butts.

Croxley Green, Herts.

In response to this "Reader Letter" the Magazine received and published several "heated" replies from HRG loyalists [see Pages 39-40, September 1949]:

THE "OVER-RATED" H.R.G

Sir,

Whilst I should be the last person to deny Mr. Butts, or anyone else, the right to his own opinion, his remarks about the H.R.G. are harsh almost to the point of bigotry, and I feel I must, in defence of a very fine little motor, disagree with him on many of the points he brings out in his letter.

The passing of the years has, as so often happens, added considerably to the performance of the six-cylinder o.h.c. M.G.s. The L-type, which incidentally was outside the 1,100-c.c. class anyway, was never an 80-m.p.h. car, or anything like it, and would probably have justified the title sporting rather than sports. I have no figures for the unblown K-type, but I

doubt if it was faster than the later and larger D-type which did its 80 m.p.h. at the expense of a 25-m.p.g. thirst. This car was last priced, in 1937, at £330, in contrast to the H.R.G. 1939 price of £289 for the 1,100-c.c. model.

The six-cylinder o.h.c. M.G.s were not, I fear, completely lovable motors. Their temperament, noise, prodigious thirst and oil-soaked dynamos were scarcely compensated for by the performance available. The makers seem to agree with me here, because the type ceased early in 1937, shortly after the introduction of the T-type. Remember, too, that the 1939 9-h.p. H.R.G., on a Motor road test, did almost 80 m.p.h., had better acceleration than the N-type Magnette and withal gave better than 35 m.p.g.

Mr. Butts is sure that M.G. steering and roadholding is just as good as H.R.G. Frankly, I am not! I own neither make of car, but I am a regular spectator at Prescott and one can learn a lot about steering and roadholding on the esses. The H.R.G.s are not only immeasurably faster and steadier through here than the M.G.s ; they are, I consider, safer and more stable than any sports car I have seen climb the hill yet. The times though, particularly Mr. Newton's record, speak for themselves. After all, it is very largely on its handling qualities that we must judge a sports car. A Buick can produce some very impressive performance figures, but that does not make it a sports car. The "TC" M.G. Midget is perhaps the best of the line, with most of the virtues and few of the vices of the earlier cars, and at the price is extremely good value. One does not expect grilled trout for the same price as boiled cod, although weight for weight the latter is better value. Both are excellent in their own way but in no wise comparable. The

M.G. is built to a price, the H.R.G. to a quality, and whilst it is gross exaggeration to describe M.G.

performance as equal to that of the H.R.G., as a study of MOTOR SPORT road tests will prove, it is on the score of quality that H.R.G. gains so immeasurably. It is a hand-made machine, built by craftsmen for the limited body of knowledgeable who can appreciate it. Beautiful workmanship is scarce in these dismal times, and becoming more so, in all walks of life. After an all-too-rare glimpse of an H.R.G. on the road or in a car park, I am inclined to think that one of these lovely machines would be worth the money just to sit and look at. I am, Yours, etc.,

JOHN B. Owzig. Notts

Source:

<http://www.motorsportmagazine.com/archive/article/september-1949/40/motor-sport>

AMERICAN COMMENTS ON LE MANS AND M.G. versus H.R.G

Sir,

Just a short note from the States to let you know that your excellent coverage and beautifully put together article on the Le Mans race was greatly appreciated by enthusiasts here. * * *

I was particularly interested in the M.G. vs. H.R.G. controversy, particularly Mr. Butt's statements and the rebuttal published in July. In addition to my Type 43 Bugatti, I have also a 1948 "TC" M.G. fitted with a Marshall Nordec blower. I also have a close friend who is the very proud possessor of a 1.5 litre H.R.G. "Aerodynamic." Both cars are kept carefully tuned, and for the purposes of testing we both used the same Shell premium grade (about 79 octane) pump fuel. The results of this comparison follow:

With the M.G. screen folded and all standard equipment aboard, acceleration tests against a stopwatch were as below. The speedometer was previously tested and found to be progressively fast to a maximum of 10 per cent. at 90 m.p.h. (as per speedometer).

M.G. "TC," 1,250-c.c. Supercharged

0-30 m.p.h. 5 sec.

0-40 m.p.h. 8.3 sec

0-50 m.p.h. 12 sec

0-60 m.p.h. 18.5 sec

0-70 m.p.h. 29 sec

0-80 m.p.h. 37.8 sec

H.R.G. "Aerodynamic," 1,496-c.c. (non supercharged)

0-30 m.p.h. 5.3 sec.

0-40 m.p.h. 8.4 sec

0-50 m.p.h. 12.1 sec

0-60 m.p.h. 18.1 sec

0-70 m.p.h. 29.6 sec

0-80 m.p.h. 39 sec

I think that these figures, when analysed, give some rather interesting information. First, it is apparent from the H.R.G. figures that the value of the aerodynamic coachwork increases steadily as the speed increases, and secondly, that the "TC" M.G., when fitted with the blower, is just about the H.R.G.'s equal. Using even higher octane fuel (about 84 octane) I was able to make the M.G. go to 80 m.p.h. through the gears in 37 seconds flat, which I think you will agree is pretty good even for a blower. In the roadholding and

cornering department, both of us agree that the H.R.G. is in an entirely different class with any "TC" M.G. you can find, and in workmanship and finish the H.R.G. is also in another class. This is not to slight the "TC," since I firmly believe that it is one of the best values for the money purchasable today—but the difference in price between it and the 1.1 litre H.R.G. is fully justified also.

I rather think that Mr. Gott, in his letter in the July issue, strikes the nail completely on the head when he states that a comparison between the two cars cannot hope to show for the unblown M.G. The two cars are in totally different classes, and as Mr. Gott says, you can wear out two or three "TC" M.G.s attempting to follow an H.R.G. around. By way of comment, I wonder what performance figures on a fairly highly blown H.R.G. would show?

Also by way of comment, M.G. owners in England might be interested to know that my blown car, running on 84 octane fuel, with the windscreen up, bumpers front and rear, a Notek pass light, and 40 lb. of luggage in the dickey, not to mention a 130-lb. passenger, actually succeeded in running 89.5 m.p.h. through a measured mile on one of New York State's wonderful express parkways. This was accomplished late at night, when the atmosphere was dewy and policemen more or less out of the picture, and there was absolutely no breeze of any kind. I was more or less startled myself, but the figures are unimpeachable. The speedometer reading was 97 m.p.h. and r.p.m. in the neighborhood of 5,200. Everything stayed together, and a fairly close check the next day revealed that things were still as the maker left them internally. I do not recommend this sort of thing, however, unless it is on a fairly good road, because my "TC" is obviously not at its best in the suspension department at this speed. My friend's H.R.G., however, is very definitely in its

best form at about 80-85 m.p.h., and it is at these speeds that a good comparison may be made between the roadholding capabilities of each. Please excuse this rather long-winded epistle, since it started off in all sincerity as a note, and like Topsy, "just grew." If you could, by chance, forward the information I have included about my M.G.-H.R.G. experiences to Mr. Gott at St. Albans, I would be delighted to hear from him about this subject. I am, Yours, etc.

New York, U.S.A. F. FITZGERALD. + + +

As for myself, and as loyal Chairman of your MG-loving T Party, I wouldn't trade any pre-war MG for an HRG but I understand the 1500 was *likely* capable of 80-90 mph and well engineered and built. Not a speed I would feel courageous enough to attempt in a supercharged TC (even if capable of reaching that 'terminal' velocity), but perhaps in an L2 or K? Perhaps if I chaneled my hero, Tazio Nuvolari. . .

The Professor wrote in reply to my note of the HRG :

Hi Charles --

In graduate school at Purdue a fellow student purchased a new HRG. I drove it one afternoon and picked Hilda [his wife] up from Campus. The moral of the story is that she did not realize she was not in the 1934 Aston Martin until she eventually noticed the large white sticker in front of her on the windshield. That, sir, from as bright a woman as I have ever known.

The HRG was not all that different in feel from the old pre-war Aston Martin except that it was, understandably, tighter. That modest advantage was more than amply offset by the Moss gearbox (then still in use by Jag.). That

gearbox was truly awful, stiff and reluctant and even with synchro's it could not be hurried.

P.S. -

1> The steering on the HRG was as heavy as it was on the 1934 A-M except that the A-M's seemed a bit smoother in action.

2> Both machines had extremely stiff suspensions and unlike the TC, the frame was not flexible (similarly the A-M's). If anything the HRG's was stiffer than that of the A-M.

3> The bucket seats in the HRG sat one up straight and tall almost to the point that I at then just over 6' was almost but not quite "above" the windshield.

--Whit

I'll leave you with a photo of my true dream machine; The lovely *Frazer Nash TT*:



And for the Frazer-Nash in action against an Austin Healey at the Alford Speedfest in 2012 check out this video on YouTube: <http://youtu.be/xfI9YUNu7hg>; for a driver's seat view check out this VSCC Frazer Nash Race from 2012 at Cadwell Park: <http://youtu.be/VpBLf5iGEbc>

--Charles

Planning Meeting

Judy Krongelb



The group began to gather at the Wilmington Arts Council building around noon on Sunday, March 15. We decided that we would socialize and eat first, and then have our meeting. It worked out so much better. People were not in a hurry to complete the meeting because they were hungry and the food was safer because it was not sitting out so long.

The usual group was present - Charles Dyer, Alex Gottfried, Judy and Malcolm Krongelb, Maryellen and Rick Pelletier, Jane and Roy Crane, Jack

Horner, Frank Cronin, Bob Mitchell and Andrew Bass.

We discussed membership, comparing the number of paid members this year to last year. Several people have sold their cars and left the club, but some who have not paid dues in the past have returned as paid members. Our total is therefore about the same, though smaller than we would like. So if you see a 'T' series car, encourage the owner to join. That's how I found out about this club.

We reviewed the income and expenses for 2014. The income covered the expenses, which is good. Our expenses will increase somewhat in 2015, since we will be paying for web hosting, but it will be great to have an up-to-date web site again. Finances will be fine this year since several members recently caught up their membership and one member generously gave a large contribution to the club.

We discussed our inventory of club Regalia. For several years, very few items have been sold. We talked about several techniques to revive interest, and decided, as a first step, to put photos of the items in the newsletter, to remind everyone of what's available.

We spent the rest of the meeting discussing events for the year. Bob Mitchell made us aware of the many activities of the BCNH and Jack told us about some MGA events that we might attend. The events we decided to include on our calendar are shown elsewhere in this newsletter. Malcolm and I volunteered to put together a scenic tour in N.E. Mass, convenient to the NH border. Details TBD.

It was an enjoyable gathering and helped us begin to think SPRING.



MG T-PARTY BALANCE SHEET
January 1, 2014 through December 31, 2014

	Starting Balance	\$4,112.65
 INCOME		
Dues (paid in 2014)	\$1,555.00	
regalia		
holiday party	\$1,140.00	
silent auction	\$38.00	
donations		
	Total income	\$2,733.00
 EXPENSES		
Internet	\$186.76	
Newsletter	\$327.46	
Software for newsletter		
British Marque (paid for Apr 2012-2013)	\$352.00	
postage (dues, misc)	\$157.63	
Tech session food, etc.	\$116.96	
holiday party	\$1,290.00	
gifts for outgoing officers		
Cangiano cup (2014)	\$146.88	
regalia donated to GOF		
	Total expenses	\$2,577.69
	Ending Balance	\$4,267.96
 Regalia value		
January 1	\$2,247.35	
December 31	\$2,247.35	
Increase/decrease		\$0.00

The Ales of the United Kingdom

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

Queen Victoria



McMullen & Sons

The Hertford Brewery
26 Old Cross
Hertfordshire



McMullen AK

When Peter McMullen founded the William IV Brewhouse in 1832 there were 11 other breweries in Hertford. The town's abundance of water, good surrounding land for barley production and prevalence of maltings made brewing a leading industry in the town. However, the malting declined as sea routes opened up East Anglia and the railways provided access to the barley fields of the Midlands. The fate of the multitude of breweries in Hertford has been varied. Wickham Brewery (opposite the site of the William IV Brewhouse) was destroyed by a German rocket during WW2 and Nichols Brewery, the last remaining brewery other than McMullens', was torn down in the 1960s

In 2004 the company consolidated its brewing operations into The Whole Hop Brewhouse as its sole venue for brewing operations. The process was overseen by Peter's great- great- great- grandson, Fergus, who named the brewhouse in honor of the continued practice of only using whole leaf hop rather than pellets or oils.

Macs (as the McMullen business is informally known), as the last remaining brewer in the town, remains dedicated to ensuring that this great trade remains part of the cultural tapestry of Hertford and is not consigned to the annals of history. It is eternally grateful to all those that have supported the business allowing it to continue brewing through eight recessions and three depressions and meet the tastes of our customers today.

As one of the longest established ales in the UK, the quality of AK comes from 180 years of brewing experience at The Whole Hop Brewery. Our award-winning bitter uses a carefully balanced mixture of pale ale and chocolate malts to give a soft malty taste, while WGV hops give a light fragrant aroma and clean finish. A popular and refreshing easy-drinking bitter.

Source: <http://www.mcmullens.co.uk/>

Behind the Badge

The Sacred Octagon



BY MARK J. McCOURT

PHOTOGRAPHY BY MARK J. McCOURT, DAVID LaCHANCE AND COURTESY MG

There is no way to separate the MG Car Company Ltd. from the octagon. In the company's early years, octagons were sprinkled liberally on their sporting roadsters, tourers and sedans, and could be seen on the grille, in the headlamps, on the instrument faces, on the transmission bellhousing, even forming the pull-handle for the oil dipstick. By the time that MG was part of BMC, its use was limited to more conventional appearances on the grille, hubcaps, steering wheel hub, radio blanking plate and trunklid. Whether its appearance was often or few, MG's octagon badge came to represent "sports car" to the collective consciousness like Mercedes-Benz's three-pointed star means "luxury car."

Company founder Cecil Kimber considered the 1925 Morris Bullnose-based "Old Number One" to be the first true MG, but the stylish octagon, containing the geometric MG letters, was registered as a trademark and already in use on the MG-tuned Morris that his firm was building in 1924. Those cars sported a round badge that contained "MORRIS OXFORD"

surrounding a small, centrally located MG octagon. The outer circle and wording were deleted when MG sports car production ramped up.

MG's octagon was actually designed in the early 1920s by a Morris Garages accountant named Ted Lee, and the design-savvy Kimber recognized its rightness straight off. As the badge first appeared on the tall, narrow chromed grille shell, it was an enameled component, edged in a thin band of chrome; the octagonal outline and shaped letters were colored reddish brown over a cream background. This color scheme was used up through the demise of the TD in 1954.

The MGA, introduced in 1956, wore a lower, wider version of the traditional vertical slat grille, and like the TF that preceded it, the logo in its enameled badge was black over white; a raised metal outline version of this logo was featured on the trunklid of each MGA.

The MGB that followed for 1963 lost the separate enameled grille badge overlay, as its octagon was now incorporated

in a shield-shaped enclosure in the top center of the still wider and lower grille. This version was a single piece of plastic that featured the exterior outline, octagon and letters in chrome, the octagon base in red and the shield outline in black. This design remained in production until 1970, when the red-backed, chrome outlined and lettered octagon became a freestanding piece in the center of a recessed black grille. The beloved chrome grille and shield badge returned for 1973 and 1974, but the entire shield continued the octagon's red. The "rubber bumper" MGBs of 1975-1980 featured small octagons in bright metal over black.

MG sports car production resumed in 1994 with the RV8, which used a modernized version of the traditional cream and brown octagon that was given dimension with thin horizontal lines. Today's Chinese-owned MG Ltd. has given the classic design a freshening with slightly thicker horizontal lines and a black-over-white or red-over-cream treatment. After all, there's no getting away from the classics. 🌐

Spring Tech Session



Saturday May 9th

10AM-2PM

Historic Motor Sports

174 Candia Rd (Route 27)

Candia, NH 03053

Burgers & Dogs supplied. Please bring a chair & a dish to share: salads, chips, desserts or drinks.

The topic will be British Car Cables, Speedometer & Tachometer

Directions:

From North or South via I-93 & NH 101E

I-93 until merging onto NH 101E (Exit 7, Follow signs for Portsmouth/Seacoast). Take exit 3 off of NH 101E (Candia/Deerfield). Right turn at the end of the exit onto Route 43N. Route 43N will turn left at a blinking light...**continue straight at the blinking light.** You will join route 27 after a sweeping right turn...continue east on route 27 (Raymond Rd)...you will pass Candia Courthouse & Car World on your left. Historic Motor Sports is past Car World on your left, directly opposite a Mobile Gas Station.

From the North or South via I-95 & NH 101W

I-95 to exit for NH 101W (Exit 2 Exeter/Hampton) Take exit 3 off of NH 101W (Candia/Deerfield)...follow directions above from Exit 3.

From the North via NH 4 & Route 435

NH 4 (1st NH Turnpike) to Northwood.. Turn right (if traveling east) or left (if traveling west) at the blinking light intersection with Route 43S. Follow Route 43S through Deerfield into Candia. Route 43S intersects Route 27E at a traffic light in Candia...turn left at the light onto Route 27E. You will pass Candia Courthouse & Car World on your left. Historic Motor Sports is on the left past Car World opposite a Mobil gas Station.



***GOLF MK 97 -- Saratoga Springs, NY
June 3 - 7, 2015***

GOLF 97 in Saratoga Springs will be an action packed, fun filled Register event! Bob and Julie Stokes - nearly 50 year residents of the area have planned some interesting and exciting tours, rallies and excursions in the area.

Saratoga Springs has it all: museums, horse racing, stunning architecture, world class golf courses, casinos, unique shopping, great restaurants, and a rich history just waiting to be discovered. What a great place to host a GOLF!

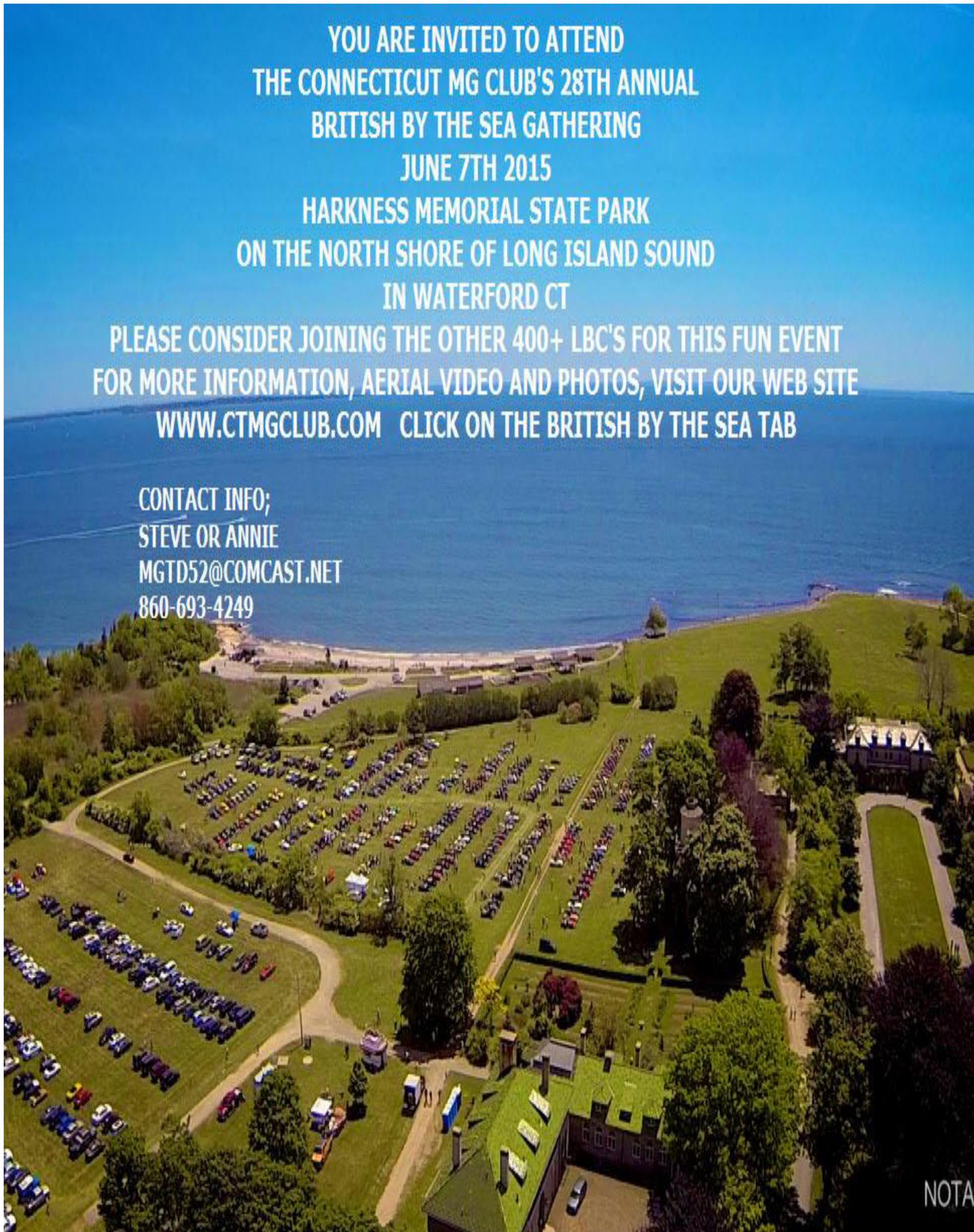
Our host hotel, The Gideon Putnam, is located within the Saratoga Springs State park. The hotel is simply beautiful, offering both old world charm and modern amenities.

Julie (who worked for Parks for 20 years) can do a walking tour of the Saratoga Spa State Park - the only spouting carbonated mineral springs east of the Mississippi! If anyone is interested in a mineral bath and massage - they should sign up as part of the registration. At this time of year and on the weekend they will surely be booked when we arrive at the GOLF.

**YOU ARE INVITED TO ATTEND
THE CONNECTICUT MG CLUB'S 28TH ANNUAL
BRITISH BY THE SEA GATHERING
JUNE 7TH 2015
HARKNESS MEMORIAL STATE PARK
ON THE NORTH SHORE OF LONG ISLAND SOUND
IN WATERFORD CT**

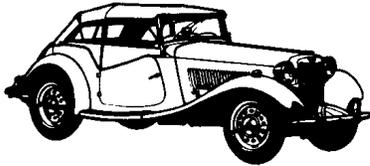
**PLEASE CONSIDER JOINING THE OTHER 400+ LBC'S FOR THIS FUN EVENT
FOR MORE INFORMATION, AERIAL VIDEO AND PHOTOS, VISIT OUR WEB SITE
WWW.CTMGCLUB.COM CLICK ON THE BRITISH BY THE SEA TAB**

**CONTACT INFO;
STEVE OR ANNIE
MGTD52@COMCAST.NET
860-693-4249**



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Positions Available

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

Historian

Contact Alex Gottfried
alex_gottfried@msn.com

Activities

Contact Steve Neal
skyhook114@comcast.net

T-Party Key Personnel

Charles Dyer, Chairman

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

dyer-charles@comcast.net

Alex Gottfried, Vice Chairman

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

28 Ledgewood Drive
Strafford, NH 03884
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.

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
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Premium Climate Controlled Storage
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Cars Seasonal*	195

*5 month Minimum

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- 4:8 Rear end
- All numbers match
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 Covers/Michelin tires
 84K well cared for original miles
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 703-729-4750 (H)
 703-638-8590 (C)

