



TIMES

Pasty



August, September & October 2016

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Kathleen Hadden reads her MG TF & studies the route book before the Hidden Hundred Mile Rally in Bristol, RI

Welcome New Members!

Ralph & Donna Littlefield Kittery, Maine. Ralph is back in the T-Series family after leaving his TD & TF 35 years ago! He is presently restoring TC 4428. They also drive a beautiful 63 OEW pull handle MGB.

From the Editor

Lots of good driving opportunities coming up in the next two months, make sure you keep your T-Series ready...before you know it you'll be sitting in front of the fire and wondering where the driving season went!

- MG Day at Larz Anderson on the 20th, see information on Pg. 14.
- Cruisin' for Crustaceans comes up August 21st, see information on Pg. 17...make sure to RSVP!
- GOF Mk100 (Sept 7th-11th) is shaping up fast, go to the NEMGTR web site to register and see all the activities planned, it's going to be fun!
- The British Invasion of Stowe (Sept 16th—18th) is always a must in the fall.

Drive 'em till the road wears out!



T-Party 2016 Calendar of Events

****T-Party Event**

NEMGTR Event

August

- 20th** **MG Day @ Larz Anderson Museum**
Brookline, MA <http://larzanderson.org/>
- 21st** **Cruisin for Crustaceans Lobster Tour****
Bob Lobster, Newbury, MA
<http://www.boblobster.com/>

September

- 7th-11th** **GOF MK100## ****
Concord, NH <http://www.nemgtr.org/>
- 16th-18th** **British Invasion**
Stowe, VT
<http://www.britishinvasion.com/>

October

- 1st-2nd** **Old Speckled Hen Run**
West Dover, VT
<http://kitzhof.com>
- 15th** **Canterbury Shaker Village Car Show****
Canterbury Shaker Village, NH
<http://www.shakers.org>

December

- 11th** **Holiday Party****
Tavern on the River (Formally Jules on the Water!)
Methuen, MA
<http://tavernontheriver.com>

Chairman's Cable

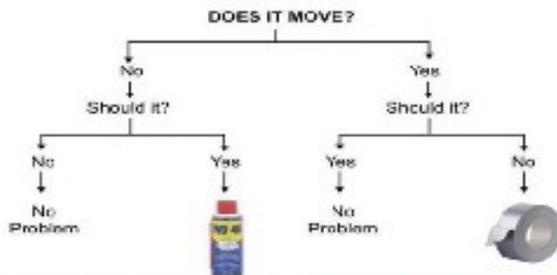


MG Friends, Sun, Sand and Sea, That Sounds Like Summer to Me!

Being Chairman of this fine endeavor we call the MG T-Party has its perks. After more than 12 years of membership (yes, I am still the new "kid" on the block), friends actually remember your name, and more outstandingly, these good people oft ask if they can help you out. While maintaining our little MG's is indeed important, maintaining these treasured friendships is even more vital. What I have cherished in joining this genuine MG-T community, are the lasting friendships forged by common experience rooted in a shared passion for our MG's. Okay, being able to commiserate over tales of similarly busted knuckles, with grease under the fingernails, a shared meal, and good beer help, but just spending time together, sharing mechanical wisdom and problem solving experience, or simply sharing the journey behind the wheel of our favorite British machines truly is a wonderful thing. I think this is perhaps even more vital and true for men, and how they approach and maintain their friendships in adult life. Making an MG friend or two, at least for me, was kind of like getting the cool, older and wiser brother you never had as a kid growing up.

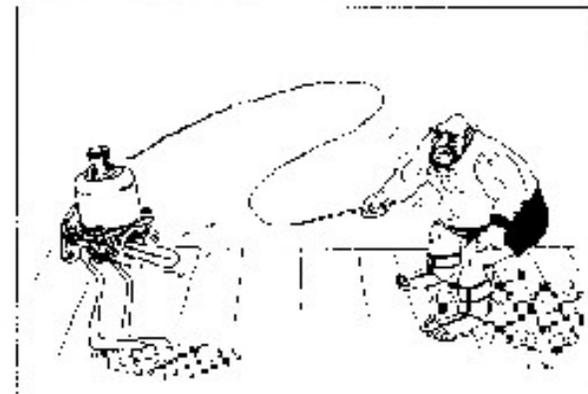
Believing the old adage that "90% of all carburetion problems are, in fact, electrical," I had been trained not to mess with my carbs. I

Engineering Flowchart



had taken this as gospel, and although SU's are really simple and ingenious devices, I had long shied away from any ill-advised effort to "tune

them" for fear of hopelessly messing them up without the knowledge and experience to put them back right. But, I knew that something with the carburetors was not right on TC 6977. So, I had an experienced British car friend come over a few weeks ago to lend a hand in balancing and tuning the twin SU's on the dear machine (for the first time in more than 10 years of ownership) to lend expertise in diagnosing a recalcitrant stumble and hesitation under acceleration. The result, as recounted below, by dialing in the proper jet adjustment—pure bliss!



TYPICAL OWNER TRYING TO ASSIST HIS SU CARBS.

With the expert assistance of our good friend Fred (Jack) Horner, who kindly came out to lend his experienced hand to help adjust my SU carburetors on the TC, I have finally rectified my issues with stumble/hesitation on acceleration at low rpm's. When I had described to Jack that if I added *ANY* oil to the dashpots the car simply would not run and bogged down entirely, he knew something was amiss. Recall that the TC's previous owner of 45-years, a.k.a., the *Good Professor*, believing his SU's already ran overly rich, ran the carburetor dash pots "dry" and encouraged me to do the same, upon the misguided belief that this enhanced his throttle response and quickened acceleration, I knew this to be counter to standard SU operational theory. Oil in the dashpots is supposed to temporarily slow and dampen the upward air piston travel, increasing air flow/jet velocity, drawing in more fuel and thereby enriching the fuel mixture momentarily to improve acceleration at low rpm's and high engine load demand. Problem was, every time I tried filling the dashpots with oil—any oil—

whether light machine oil or 20W-50, the engine stumble invariably got worse.



Using the SU carburetor special tuning kit, with the little bent wires to synchronize the airflow by visually observing the piston rise watching to see if the wires rise evenly together, and the funny little SU jet adjusting nut wrenches, Jack soon discovered that the front carb was excessively rich. He dialed the jet up a few flats and that did the trick. A little further careful fiddling with the rear carb and I am happy to report that the dear machine is once again pulling like champ with no hesitation under hard acceleration.



TC 6977 is now running fabulously well—smashingly in fact—a pure joy to campaign around the open vistas of fields and farms of summer in New England on the local scenic byways and back roads of Essex County, MA.

The best the car has ever run in my now (hard to believe) 11 years of custodianship. The gear lever remote now makes the car sing, again, with the familiar Snick, Braaaaaappppp! And a joyous cacophony of full throated, 54-hp, XPAG rorty acceleration!

"I could never in a hundred summers get tired of this."

— Susan Branch

The other reason for Jack's diagnostic service visit to the Dyer Stables, however, did not end (at least not just then), so successfully. A few weeks beforehand, I had been out at Jack's home and garage with the 1974 TR6 (CF15581) trying to diagnose and remedy a loss of engine power on the highway under load at higher sustained speed (above 60 mph). The car doesn't have any symptoms running around on secondary roads, even at high rpm's say in 3rd gear, but on extended trips at higher highway speeds, a hesitation, power loss, miss almost like the engine bucks/surges, or the ignition is breaking up invariably occurs.

I have been chasing this infernal issue with this, my second TR6, since I bought and rescued it in 2009, it having been unregistered and off the road since 1993 or so. I have slowly been doing a rolling restoration and getting all the major systems in order, but this last problem, as previously reported in past Cables, has stumped me (and an experienced professional British car repair shop) for more than 7 years now. I had tried a Pertronix Ignitor electronic ignition, new coils, changed spark plugs (several times), went back to a points set up, tried new "red" rotors, had new spark plug wires, tried new distributor caps, new condensers, cleaned the carburetor float bowls, checked the air valve diaphragms for tears, replaced the fuel filter, replaced the fuel pump, tried leaving the fuel filler cap open to overcome any vacuum, checked and blew out the fuel tank vent line, insulated the fuel lines to prevent vapor lock, heck, I even replaced the fuel tank. All to no avail. The highway power loss was an ever-present and recurring issue preventing me from using the car on longer trips unless I stuck

to back roads. The internet Triumph TR6 discussion boards were rife with similar tales of woe, describing similar symptoms, and usually on 1973 and later TR6's, but I checked all of the things that "seemed" to resolve the online TR6 community's issues, if documented, and still no success. Into this madness, Jack again kindly offered to jump into the diagnostic fray.

Jack thought that my distributor had too much play—worn bushings—and the wobble of the shaft could be wreaking havoc with the points gap, and there was some evidence of metal shavings inside the cap, suggesting the rotor could even be making contact with the electrodes in the cap. So, he kindly borrowed for me (from another friend's TR6 parts car), another complete good 22D6 distributor. Jack even came out about a week later to install it in my TR6 to see if the situation improved. At first, we were hopeful and the car seemed to run strong on the highway, but a few minutes later, once hot and under extended highway driving above 60 mph, the old symptoms of power loss reappeared. So, it clearly wasn't the distributor. Jack said maybe play with the timing some more and he let me keep the borrowed distributor for a while, in case I wanted to send my own out for rebuilding anyway.



If only Charles were half as clever!

I had long suspected the possibility of the ignition coil overheating and the excess heat causing the internal windings to break

down/short or the magnetic field to collapse improperly. Recall the symptoms only occurred after extended high speed, high engine load on the highway after the car got thoroughly hot. Although I had replaced the original coil twice (using both a Pertronix flame thrower coil with the Pertronix electronic ignition and later reverting back to points with a new good Lucas sports coil) I still had the same symptoms on highway extended drives at high speed 60+ mph under continuous high load where the ignition is doing rapid firing. Both new coils were proper non-ballasted 3 ohm resistance coils for use with early non-ballasted (pre-1972) TR6s because I had already bypassed the original (1974 year) ballast resistor wire.

The 1974 TR6 originally had a special pink ballast resist wire built into the wiring loom and used a 1.5 ohm resistance ballast resistor type ignition coil that receives a full 12 volts only upon start up from a separate white/yellow striped wire at the starter relay on the firewall when the ignition key is turned to the full start position, but thereafter receives only a reduced 9 volts through the pink wire once the key is released and in the normal run position. The ballast resist wire reduces the voltage during normal running operation and the full twelve volts was needed only during start up because the old Lucas starter motor drew a lot of current and made starting difficult so Triumph used a ballast type coil to increase the spark for starting the now heavily retarded and smog controlled engine post 1973.

I read online discussions of a lot of problems with the pink ballast resist wire breaking down with age over time and with TR6 coils (which are mounted directly to the side of the engine block) overheating. One of the first things I did back in 2009 when I got the car was to bypass the resistor wire in order to use an unballasted type coil (3 ohm resistance). Following expert wiring advice from an electrical engineer who wrote a highly regarded book on the TR6 electrical systems, I simply removed the white/yellow ballast resistor "bypass wire" from the starter relay and connected it directly to the white wire at the fuse box. This bypassed the pink resistor wire by placing 12 volts on both ends and the current would follow the white/yellow bypass wire through the loom to the starter and to the alternator and on to the

ignition coil positive connection. Note that both the white/yellow bypass wire and the pink resistor wire are physically linked to one another buried deep within the wiring harness and both terminate in one plug connector emerging from the wiring loom near the alternator that feeds the positive side of the ignition coil.

So, I tried two things. First, I bought another new unballasted sports coil (3 ohm resistance) and fashioned a spacer to remotely mount the new coil on the inner fender and NOT bolted directly to the side of the engine to minimize any physical heating issues related to general engine heat soak. Second, I ran a brand new white wire directly from the fuse box to the positive connection on the side of the new ignition coil. I removed, disconnected and taped back the old white/yellow wire connector from the starter relay and the pink/and white-yellow siamesed wire connection from the coil to eliminate using the original wiring harness connection set up in any way. Now I have direct power feed to the coil from a brand new home made bypass jumper wire off the fuse box.

***"Men stumble over pebbles,
never over mountains."***

-H. Emilie Cady

I went for a test run and at first it didn't seem right, it was low on power at all engine speeds. A quick recheck under the hood and I discovered a loose lead had come unconnected from the top of the distributor and it was running on only five cylinders—not an auspicious start to my proof of concept test run! Once that was reconnected it ran great and after several high speed runs on the highway doing loops between exits on Route 128, I was tentatively confident I could have resolved the loss of power issue. Was it the addition of the new homemade bypass jumper wire (and disconnection of the overloaded resistor wire and old built-in bypass wire in the harness), the remote off-engine relocation of the coil to the inner fender, or simply a new coil, or some combination of all three factors? There was lots of chatter on the issue of TR6 coils overheating

causing my exact symptoms under high-speed load on the Triumph discussion boards usually solved by relocating the coil off the engine block to a remote location.

Alas, my brilliant electrical "fix" it turns out, did NOT solve the power loss on the highway issue, after all. My next test run on Route 128 ended in ignominy when, after filling up with a full tank of gas and 5 minutes of cruising, the TR6 started acting up, **again**, struggling to maintain 55 mph. So, I returned home (more slowly) and revisited an earlier idea, because all my symptoms felt like fuel starvation.

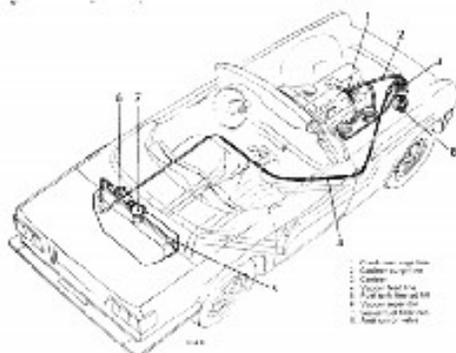
My first thought was to double check the float bowls under the carbs (Zenith Stromberg CD SE(V) 1.75's with **ALL the damn post-1974 emission control apparatus**) for sediment or other junk. I removed the plugs on the bottom and the float bowls were remarkably clean, no sediment and no varnish build up at all—yes, 10% ethanol premium fuel with detergent apparently is a very good solvent and can keep carbs clean. Needle valves were not sticking either. Dam! That's not my problem. I then rechecked the fuel tank vent line, but this time attempted to blow through the vent line leaving the little brass restrictor in place.



It was really hard if not impossible to blow through the line this time. The restrictor is fitted in the vent line right before the carbon canister and was added with the 1973 model year, as part of the vapor recovery system. It is supposed to have a 1/32" opening to prevent fuel from entering and flooding the charcoal canister. Mine seemed partially plugged.



The piping from the fuel tank also incorporates a vapor separator which allows for a fuel 'splash surge' condition, thus trapping the fuel and allowing a drain-back into the tank and preventing the charcoal canister becoming saturated. Fuel is discouraged from entering the piping to the charcoal canister even during pressure filling of the fuel tank, by means of an air restrictor valve situated near the charcoal canister.



TR6 EVAPORATIVE EMISSION CONTROL SYSTEM

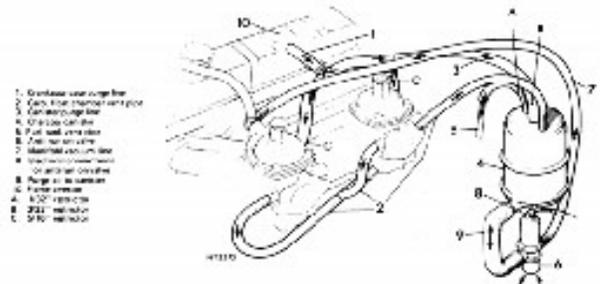


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11-11-74

The canister containing the activated charcoal is vented to atmosphere via a filter. The activated charcoal is purged, and fuel vapor build-up prevented, by a connection from the canister to the constant depression area of the carburetor. The constant depression is utilized to cleanse the activated canister of petrol vapor via the purge line, which is integrated with the crankcase emission system. When the engine is running the depression created draws engine fumes and blow-by gases from the crankcase into the combustion chambers. The charcoal

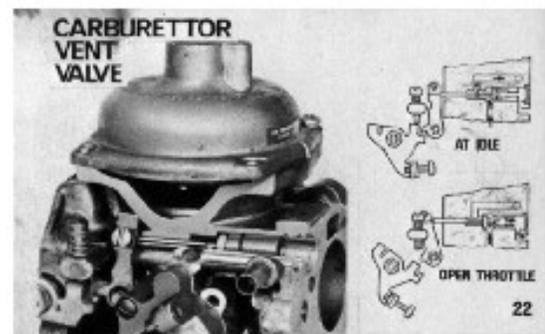
canister air purge for evaporative emissions is also piped into this circuit.

As fuel is used, air is drawn into the fuel tank via the activated charcoal filter and piping circuit.



TR6 CRANKCASE & CANISTER PURGE SYSTEM

Was my fuel vent line not allowing sufficient air back into the tank? It could make sense because the only time I experienced the power loss was under high highway speed constant cruising where the fuel pump was sucking (or trying to suck) lots of fuel very quickly and it could be fighting against vacuum in the tank, or simply could not pull enough fuel through the line to keep up with the high engine load/demand required to cruise above 60 mph. Fine around town, but delivering insufficient fuel flow to hit higher highway speeds for long.



Another possibility occurred to me. The carbon canister is also connected directly to strong manifold vacuum from a banjo fitting on the manifold and through another tube near the bottom of the anti-run on valve. The top of the carbon canister is then connected through vacuum tubing directly to the carburetor float

chambers through the carburetor vent valves on these carbs. Was it possible, that because the ARV was not operative, the valve was partially allowing strong manifold vacuum, at higher highway speeds, acting through the ARV and the carbon canister to put a partial vacuum on the float chamber, thereby preventing fuel from entering the carburetor in sufficient quantity to cruise at higher highway speed? Back to the books!

Carburetor Vent Valves

1973 was the advent of the Anti Run on Valve and 1973 carbs had a prototype ("experimental" arrangement to provide a dual purpose, that of a combined ARV port and a vent port for the float chamber when the engine is IDLING. All emission controlled cars in the 1973 Triumph range have vent valves on the carburetors. The vent valves are operated by a lever on the throttle spindle. When the engine is idling, or stationary, these valves are in a position which allows the float-chamber to vent to the activated charcoal through a tube. When the throttles are opened, the vent valves close off the vent passages and the float-chamber outlets are vented internally through the drillings to the carburetors side of the air cleaner and any fumes are consumed by the engine. NOTE: It is most important that the vent valve is correctly set on each carburetor, otherwise the operation of the run-on control valve may be affected.



Vent connecting to the fuel float bowl (in RED).

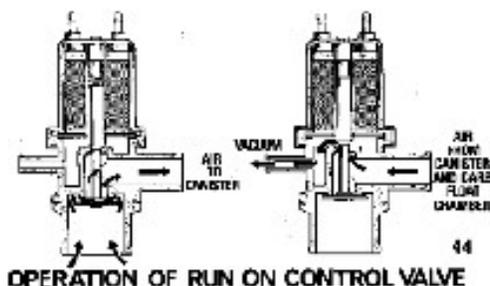
'Run-On' Control Valve. "Due to the rigorous U.S.A. Federal Laws governing the exhaust emission and the use of specified fuels, current

production engines have a tendency to 'run-on' after the ignition is switched off."

"To combat this condition a run-on control valve is fitted to the bottom of the charcoal canister and actuated through the ignition switch. A solenoid moves a valve which seals off the air inlet to the bottom of the charcoal canister."

"At the same time a passage is opened in the valve body to allow manifold vacuum to act through the canister, vent valve hose and drilling to the carburetor, causing a depression in the float chamber."

"The vacuum created equals the vacuum in the constant depression area of the carburetor, thus preventing fuel from rising and entering the air orifice and therefore stopping the engine."



OPERATION OF RUN ON CONTROL VALVE

So, we know air has to enter the gas tank as the gas level drops. If it doesn't a vacuum will form and the gas will not flow to the fuel pump. I had tried (with mixed and indeterminate results) the suggestion to open the gas cap when I had the power loss to see if vacuum had built up preventing adequate fuel flow to the pump and carbs. The idea being if the engine begins to run normal again, it's because the vacuum was broken. The cure would be not to run with the gas cap open, but to clear the blockage in the gas tank vent. Frequently the blockage is gas from an overfilled tank or from centrifugal force sloshing gas into the vent hose. In either case, the gas settles in the belly of the vent line effectively blocking the entrance of air into the gas tank. Indeed, sometimes my problem with power loss at highway speeds seemed worse and easier/quicker to induce just after I had

filled up the fuel tank. But I had blown out the vent line multiple times to rule this out as my problem!

To test the hypothesis and nullify any ability of the fuel tank vent line brass restrictor being the problem, I simply omitted it and ran the vent line directly to the carbon canister without the restrictor (like they did on the 1972 and earlier TR6's—no brass fitting with the small 1/32" opening). To test the second hypothesis and nullify any chance the problem was manifold vacuum acting through the anti run-on valve and the carbon canister, and placing a vacuum on the float bowls at the carburetors, I disconnected the vacuum line from the manifold at the banjo fitting and capped the port. Now, there was no possibility of manifold vacuum acting directly on the ARV or the carbon canister, and no potential vacuum placed on the float bowls to prevent fuel from entering the chambers.



And guess what? My emasculated TR6 was back baby, once again worthy of its reputation as "the last of the hairy chested sports cars," or as James May of the old Top Gear classically quipped—"the Blokiest Bloke's Car Ever Built!" <https://www.youtube.com/watch?v=4FageCtKA0g> Back out on the highway it seemed I was met with hard won success! No more power loss or hesitation. I am still not sure whether it was removing the brass restrictor in the fuel tank vent line (which is my suspicion as the offending culprit), or capping the manifold vacuum line thereby perhaps preventing high engine manifold vacuum from acting inappropriately on the fuel bowls through misadjusted carburetor vent valves). More testing to follow! **Summer is here!** And a big thanks to Jack for all his help!

—Charles
[Late editorial update: On the drive up to the BCNH Show of Dreams the TR6 problem resurfaced, damn it!]



"Summertime is always the best of what might be." — Charles Bowden



"I could never in a hundred summers get tired of this." — Susan Branch



"Summer afternoon—summer afternoon; to me those have always been the two most beautiful words in the English language." — Henry James



"A little bit of summer is what the whole year is all about." — John Mayer

GOF Mk99

Judy Krongelb

We arrived Wednesday afternoon. Hal Kramer gave out scraps of paper (!) for voting for the Great Unwashed. On Thursday morning David Sander along with the hotel staff provided a lovely route to drive to the Abingdon facility, which included a cute little ferry crossing. On Friday the folks assigned to create a rally provided the driving route, but no rally challenges. Instead most attendees went various directions; we went along the coast.

The high points:

- The BBQ at Abingdon was excellent, as was the buffet at the hotel.
- The drives were lovely.
- It was a very friendly crowd with several new faces.
- Paul Allen gave rides in his gorgeous PB.



Castle in the Clouds

Bob Dougherty



The threat of bad weather kept many participants at home for the Castle show...too bad as the weather held off for most of the day. It was actually nice to be under partial clouds which kept the temps down and the hot sun at



bay. There was no dirge of fine cars however, and the British contingent was the largest of those represented...what's a little rain to British cars! The food as always was great, you really can't beat a fresh smoked brisket sandwich with all the trimmings, not in my book



at least. Kim & I went up to tour the Castle so were fortunate to be indoors when the rain finally hit, by the time we got back to the show field the weather had cleared and we were one of the only cars left! I got to see Shirley Splaine before she left with her Best in Show Award for her MG J2 Midget "Maggie"...Good Show Maggie!



British Motorcar Festival Bristol, RI

Bob Dougherty

My Cousin, who lives in Newport, RI, called to ask Kim if she would be interested in sailing on Narragansett Bay, as he was taking a three day sailing course and needed a third for the boat. Sailing on Narragansett Bay...Kim didn't hesitate for a second with her yes! Checking the calendar, as luck would have it, it was the same weekend of the Bristol Motorcar Festival in Bristol, RI. Talk about a win-win! I registered that night for the show,



signing up for the Hidden Hundred Rally on Thursday and all the events Friday through Sunday. Our two schedules for the weekend meshed perfectly, Kim would join me as Navigator for the Hidden Hundred Rally on Thursday and be sailing Friday through Sunday, meeting me Friday night for the concert & downtown street party.

We opted to take the B as there would be a good stretch on I 495 & I 95...Winston is no stranger to highways but I've found travelling outside of Boston on interstates not all that enjoyable in the TD, plus we needed the extra luggage space for the 5 day trip. We left on Wednesday, and thanks to Roy Crane's suggestion, we were able to find some nice

back roads from Natick down to the RI State Line...all in all it was a pleasant drive, although we dodged some very heavy thunder storms, arriving at the house minutes before the deluge hit.

Thursday AM, Kim & I set off for the Hidden Hundred Rally, meeting up with everyone at Colt State Park. A wide array of cars were registered, MGBs, Rolls, Triumphs, there was even a Jaguar D Type! After a drivers meeting we all set out on our routes, being cautioned not to blindly follow the car in front as there were two routes and nobody knew who was on each route...tricky...there were points when you would have British cars coming at you from the other direction making you wonder if they were lost, you were lost or maybe they were on a different route. The route we were on was spectacular, all back



roads into eastern RI and up into MA, the roads were never far from sight of the Ocean. We crossed causeways where the waves were crashing over the cars, had a pit stop at a 250 year old grist mill, and best of all, wound up at a beautiful winery for lunch! Lobster rolls & complimentary wine on the rolling lawn was a great ending to the rally. As an added bonus, we were given passes and directions to the Herreshoff Museum & Americas Cup Hall of Fame, containing Americas Cup sailboats & other historical boats made at Herreshoff since the 1800s...the woodworking & craftsmanship were stunning.

Bristol Continued

The next day, Kim set out sailing and I headed for the show. A word about the show, I have been to Stowe many times, so was expecting the same experience, after all, it is run by the same person and has all the same events...Queen's Court, Ladies Hat



Competition, Downtown Street Party...most folks refer to Bristol as "Stowe South". Well, yes & no...while all the events are familiar, the setting creates an entirely different feel. Everywhere you look is the ocean and the town of Bristol is just charming ...very walkable with 200 year old buildings, pubs, & the best oyster house I've ever been in! Add to that only 200 cars as opposed to Stowe's 600-800 lends itself to a much more laid back atmosphere. Friday night's street party was held on a point of land surrounded on three sides by Bristol Bay. A Beatles cover band played, and best of all, the Pub across the street had "Old

Crafty Hen" on tap...made by the same folks who brew "Old Speckled Hen", Crafty Hen is Speckled on steroids, but very tasty!

The setting for the show on Saturday was equally as stunning, the ocean once again as the backdrop. I caught up with both Roy & Jane Crane and Fred Horner who brought their MGAs and Kathleen Hadden and her lovely TF. The field was set up very well, as I said, much more intimate than Stowe, with all the usual vendors and a British Ale tent serving Old Speckled Hen of course! All the fun however, came to a crashing halt around 1PM when the announcement was made that there were some intense thunderstorms headed directly toward Bristol. The show field scattered and headed out,



as did I, stopping first for a dozen oysters at the Bristol Oyster Bar...that almost cost me as I arrived at the house, once again, minutes before a spectacular lightning show crashed all around.

Sunday was bright & sunny, and like Stowe, saw only about half the cars returning, as a good portion of the owners chose breakfast & an early start home. The cars that stayed lined up by color for the colors competition...it is quite amazing how many shades of red & green there are on our cars!

The ride home was uneventful but very long...it always seems that way doesn't it? The anticipation of the weekend makes the trip down fly by, while going home seems to drag on. We arrived back in NH tired but full of great memories, Kim of racing through Narragansett Bay on a J22 sailboat and me of driving all through Rhode Island. Like Stowe, Bristol will now be a "must" on our calendar every year, I highly recommend it!

BCNH Show of Dreams

Bob Dougherty



Can you say hot? Can you say dry? Can you say dusty? Well then you have described the 2016 Show of Dreams! Arriving in Hudson there wasn't a blade of green grass anywhere on the show field, and any movement raised dust. It was scorching hot with not a cloud in sight.



DESPITE that, it was a good time! The BCNH organizers put on a great show and anticipating the heat placed "rest area" tents all over the show field where folks could sit in the shade and drink cold water, also supplied by BCNH. The vendors



are always 1st rate at the Show of Dreams, and this year they invited a wood fired pizza vendor who made, what I consider, the best pizza in NH. I would have eaten more of the pizza but you had to save room for the lobster roll after all! There was a good turnout of cars with some rather spectacular



examples...like a McLaren F1, one of the three fastest cars in the world! Congratulations to Members Chris Nolan & Elliott Grover for 1st & 2nd in the pre-war/TC category, Marty Grover for 1st in the TD category and Fred Horner for his 2nd in the MGA category.



Ouch!

Bob Dougherty



Coming home from the Castle in the Clouds show I pulled up to the mailbox to get the mail, trying to get close so Kim wouldn't have to get out of the car. I got close alright, hearing the crunch of metal on metal just as Kim cried "watch out"!



Oh well, time to find out how the insurance I've been paying for the last 15 years works. A call to J.C. Taylor where they instructed me to send pictures & to go get some quotes, pick the one I liked and send the estimate to them. Three days after sending the estimate I chose, I had a check in hand...smooth as glass. I hope you never have to use your insurance, but it's nice to know it's not a very bad experience.

MG Car Day at Larz Anderson Auto Museum

Sponsored by Bay State MGA Club

August 20th, 2016

The BSMGAC is once again sponsoring MG Car Day at Larz Anderson Auto Museum, 15 Newton St, Brookline MA from 10:00 am to 2:00 pm, rain or shine. The event is on Saturday, August 20th. There will be a food vendor for morning snacks as well as lunch items. There are 10 classes: MG Pre-war, MG T Post-war, MGA 1500, MGA 1600, MGB 1963-1967, MGB 1968-1974, MGB 1975-1980, MG Midget, MG Other, and MG Custom/Modified.

Spread the word to all your MG friends to bring their cars out to this annual event. There will be three awards in each class as well as a 50/50 raffle and general raffle. The voting ends by 12:30 and awards announced as soon as we get the ballots counted after that. So, come out and enjoy the day and spend time with other MG enthusiasts.

Registration is \$20 per car. Your registration includes two admissions to the Larz Anderson Auto Museum which always has some interesting displays. Looking forward to seeing all of you there.

Jack Horner

President, Bay State MGA Club

Perks of reaching 60 or being over 70 and heading towards 80!

1. Kidnappers are not very interested in you.
 2. In a hostage situation you are likely to be released first.
 3. No one expects you to run--anywhere.
 4. People call at 8 PM and ask, "Did I wake you?"
 5. People no longer view you as a hypochondriac.
 6. There is nothing left to learn the hard way.
 7. Things you buy now won't wear out.
 8. You can eat supper at 5 PM .
 9. You can live without sex but not your glasses.
 10. Your supply of brain cells is finally down to manageable size.
- And remember, never, ever, under any circumstances, take a sleeping pill and a laxative on the same evening!

Thanks to the MG Gazette



CIRCUIT OF SOUTH FLORIDA

February ¹³~~14~~-27, 2017

AN INVITATION

Join the Chesapeake Chapter of the NEMGTR on its Third Annual Winter Tour of South Florida.

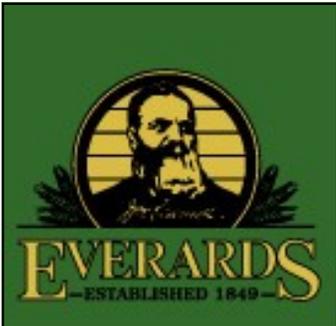
Transportation to Florida for the participants and their cars will be on the overnight Amtrak Autotrain leaving Lorton, Virginia and arriving in Sanford, Florida. From there, we enjoy a scenic driving tour of south Florida including Sebring International Raceway, Naples, Everglades National Park, Florida Keys, February AACA Car Show in Ocala and much more. Various activities will also be planned including perhaps visits to beaches, local British car club(s), car museum, airboat rides, fishing and snorkeling. We will drive the full length of the Florida Keys over the Overseas Highway. The Highway is 113 miles of breathtaking panoramic views of the Atlantic Ocean and Florida Bay over 42 bridges. The Overseas Highway may be the most beautiful highway in all of America.

All registrants must be a member of the NEMGTR, the Chesapeake Chapter (\$12) and participate in the event in a T Series MG.

To register, contact Milton Babirak at mbabirak@babirakcarr.com or 703-501-7924. There is no registration fee.

The Ales of the United Kingdom

“Give my people plenty of beer, good beer & cheap beer, and you will have no revolution among them”.
Queen Victoria



Everards Brewery Ltd
Castle Acres
Leicestershire

Everards Tiger Best Bitter

William Everard brewed the first pint of Everards ale in 1849, and stated “No effort shall be found wanting in the production and supply of genuine ale of first rate quality”.

Today, over 165 years later, Everards Brewery is very much a family run company with values that echo that of William Everard – We aim to provide first class quality goods and services to our customers.

We firmly believe in combining innovation and modern technology with the best of traditional values and practices throughout the business, whether it’s customer service, brewing, or in our pubs. “Tradition with ambition” as Chairman Richard Everard says. Looking towards the future, Everards Brewery will stay firmly in the hands of the Everard family. We have long term plans to expand our pub estate and to increase the popularity of our ales, "concentrating," to quote Richard Everard “on developing the business for the next generation.”

We brew high quality award winning ales and have a core range featuring Beacon Bitter, Tiger Best Bitter, Original Ale and Sunchaser Blonde. We also brew a different beer every month, finding interesting new styles, refreshing old favorites and celebrating local stories. All of our ales are brewed onsite in our modern brewery and we can also brew beers for others, utilizing our expertise and quality control.

A true award winning best bitter with universal appeal. Tiger Best Bitter is a classic example of getting the perfect balance between sweetness and bitterness. Crystal malt gives the beer its rounded toffee character.

Brewed with Maris Otter Malt, Fuggles, Challenger & Goldings hops, Tiger Bitter is a chestnut brown ale with a sweet/bitter balance and a spicy hop & malt nose.

Source: <https://www.everards.co.uk/>

Cruisin' for Crustaceans!

Sunday August 21st

2PM



Bob Lobster

49 Plum Island Turnpike
Newbury, MA

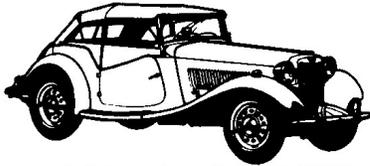
RSVP:

Bob Dougherty
rdocmg@gmail.com
603-948-2078

*****PLEASE*****

Make sure to RSVP so we can give Bob Lobster a good head count.

New England Classic MG



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Canterbury, NH 03224

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

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.

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



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water pump etc.)

Contact Ron Walker
703-729-4750 (H)
703-638-8590 (C)

