



# TPastyIMES



May, June & July 2014

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GOF MK 95  
Middlebury, VT  
June 18-22nd

## Tech

### Session

It may still be dipping into the 30's at night but no matter, join us at Historic Motorsports for the Spring Tech Session.

Details on page 10.

## From the Editor

Having read Charles "Chairman's Cable" cataloging his troubles with all three of his LBC's over the winter, I am almost sheepish in telling my tale, which is the flip side of his struggles. After 6 months in deep sleep at the Deerfield Fair concession barn, I squirted a bit of Marvel Mystery Oil down each cylinder, installed the battery and turned the key...the MGB cranked on the first turn! There are times when these cars can make you so happy...times you need to store away in your happy place for the next time they leave you stranded! Rosie is ensconced in the garage and awaiting next week's rally in Camden, ME. The TD (Winston) is nearing completion at Historic Motorsports where a new crank, cam, pistons & rings...the whole 9 yards...awaits that magic moment when the engine fires up for the first time. Winston should be well sorted out by GOF MK 95 in Middlebury, VT...Kim & I are really looking forward to driving the back roads of Vermont in June.



# T-Party 2014 Calendar of Events

**\*\*T-Party Event**

**## NEMGTR Event**

## May

**10th**                    **Tech Session with BCNH \*\***  
Historic Motor Sports  
174 Candia Rd (Route 27)  
Candia, NH

## June

**1st**                    **British by the Sea\*\***  
Waterford, CT  
mgtd@comcast.net            860-693-4249

**7th & 8th**            **Round the World Rally**  
Bethel, ME  
tim@pennridgemotors.com    207-890-8339

**18th-22nd**           **GOF MK95##/\*\***  
Middlebury, VT  
www.nemgtr.org

## July

**12th**                    **Castle in the Clouds Car Show**  
Moultonborough, NH  
<http://www.castleintheclouds.org/>

**26th**                    **BCNH Show of Dreams\*\***  
Hudson, NH            www.bcnh.org

# T-Party 2014 Calendar of Events

**\*\*T-Party Event**

**## NEMGTR Event**

## August

- 2nd**                    **David Ross Memorial Car Show**  
Upton, MA    [www.rosecarshow.org](http://www.rosecarshow.org)
- 16th**                    **Larz Anderson Auto Museum**  
MG Car Day  
Brookline, MA    [www.larzanderson.org](http://www.larzanderson.org)
- 17th**                    **Cruzin' for Crustaceans\*\***  
Driving Tour to a local lobster pound  
Location TBD
- 29th-Sept 1st**        **Lime Rock Historic Festival**  
Lime Rock, CT    [www.limerock.com](http://www.limerock.com)

## September

- 5th-7th**                **Watkins Glen Vintage Grand Prix**  
Watkins Glen, NY    [www.grandprixfestival.com](http://www.grandprixfestival.com)
- 10th-14th**            **GOF MK96##/\*\***  
Auburn, ME            [www.nemgtr.org](http://www.nemgtr.org)
- 19th-21st**            **British Invasion\*\***  
Stowe, VT              [www.britishinvasion.com](http://www.britishinvasion.com)

## October

- 18th**                    **Shaker Village Vintage Car Show**  
Canterbury, NH    <http://www.shakers.org>

## December

- 7th**                      **Annual Holiday Party \*\***

## Chairman's Cable



### Occam's Razor and the Peculiarly Maddening Art of British Car Troubleshooting and Diagnostics

According to Wikipedia, Occam's razor (and in Latin *lex parsimoniae*) is a principle of parsimony, economy, or succinctness used in problem-solving devised by William of Ockham (c. 1287 - 1347). It states that among competing hypotheses, the one with the fewest assumptions should be selected. Other, more complicated solutions may ultimately prove correct, but—in the absence of certainty—the fewer assumptions that are made, the better. The razor states that one should proceed to simpler theories until simplicity can be traded for greater explanatory power-- "simpler explanations are, other things being equal, generally better than more complex ones." Keep this powerful principle in mind as we visit the author's garage to call upon the "sick and needy" family members dwelling there [i.e., vehicles] in need of predictive diagnosis for their ailments, that the restorative cure each requires might be so "simply" found.

There's nothing quite so demoralizing to a British car owner than the improbable coincidence of unconnected misfortunes simultaneously transpiring, and no sooner than **Old Man Winter** finally relinquishes his icy grip upon the moors and warm Spring breezes arrive, than said owner's unlikely discovery that ALL of the normally eager-to-play and raucous British vehicles in the owner's stable this Spring find themselves somehow disabled, hobbled in some significant way. Such is the injury to the otherwise resilient psyche of the afflicted British car owning motorist that the normally

joyous return of the motoring season, so scuttled, is such that this, dear reader, I fear, may be too much for this dejected classic motorist to surmount.

Yes, despite the normal pre-storage maintenance and best precautions taken, I find myself without a fully functioning and roadworthy LBC—and it's already late April as I write! As soon as the temperature touched the mid-50's this Spring I headed straight for the garage to "ready" the sleeping stable denizens for the return to the road. I found the **Triumph TR6**, had no clutch pedal pressure, had lost all of its hydraulic clutch fluid in the master cylinder, and (at least) suffered from a bad clutch slave cylinder. **LBC No. 1, down for repairs.** No sooner had the majority of the snow melted than the daily driver **Series IIA Land Rover** saw fit to hobble itself by catastrophically breaking the notoriously susceptible right rear half shaft (no not out clawing up some boulder strewn mountainside 4x4 trail but in the parking lot of the local market)—failure of the shaft is characterized by a loud bang from the rear axle, accompanied by loss of drive to the rear wheels. **LBC No. 2, down for repairs.**



*"Occasions when the owner finds himself in some difficulty"*

That leaves the telling of the misbehaving **MG TC**'s tale of woe. Normally reliable, even if not all is 100%, the TC finds itself running irregularly with a significant hesitation and

stumble at low rpm's when attempting to accelerate under any load condition. Yup, **LBC No. 3, down for repairs.**



Truth be told, the TC's stumble is a recurring (and recalcitrant) problem which I have not (yet) been able to resolve satisfactorily, so for maintenance this Spring it will be "back to basics"—spark, fuel, etc.—as they say, an engine is a simple air pump, it's all a matter of "Suck, Squeeze, Bang, Blow." Past efforts playing with adjusting the points gap and replacing spark plugs have usually got it running "good enough," but I fear another issue must have been overlooked, for not even all my little tricks have rectified the heavy stumble this time. If it's spark related I will have to patiently try replacing ignition system components one at a time to see if I can find the offending part—in order of suspicion—condenser, coil, rotor, spark plug wires, spark plugs, distributor cap, and distributor itself.

If it's carburetion, or, a fuel delivery problem, that's another undertaking entirely. It may be time to call in some help. One more go at it and I will gladly beg, cajole, bribe, or pay for the kindly "Old Spanner" of an experienced MG T-Series owner-mechanic, and if need be professional help. But, that would be like admitting defeat. Notwithstanding being entirely self-taught in the automotive arts, I have since acquiring the dear little machine back in 2005 successfully diagnosed and

made all the repairs needed, which has included everything from routine tune-ups (new points, plugs, making up new spark plug wires, etc.) to replacing engine bay fuel lines, sorting underdash wiring, fitting a nifty spin on oil filter conversion, replacement of tubes, broken spokes, and fitting a set of new Dunlop B5 tires myself, to a back breaking radiator in-situ water pump replacement job.

**I am always ready to learn, although I do not always like being taught."** — Winston Churchill

This brings us back to Occam' Razor. Let's start with the TC. We could presume that the problem is something as simple as a bad rotor, coil, loose or corroded spark plug lead, fouled spark plug, or misadjusted points. But, when all those items have been replaced or check out, we head into darker woods, where shadows of doubt play tricks on the otherwise logical diagnostic mind.

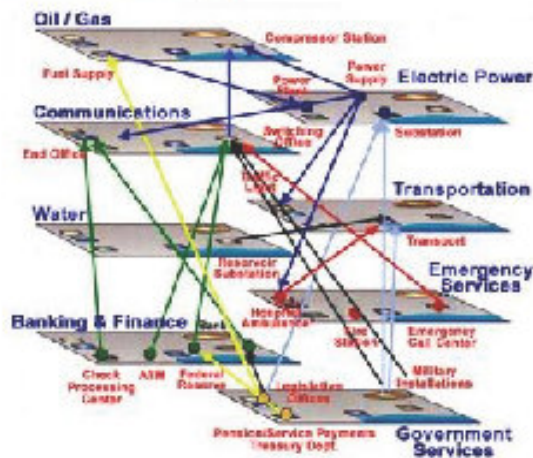
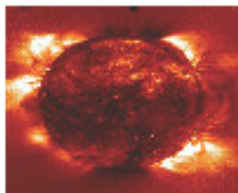


Possible explanations can become needlessly complex. ***It is coherent, for instance, to add the involvement of mischievous leprechauns to any explanation,*** but Occam's Razor would



counsel against such additions, unless of course they were necessary. This sort of mystical belief and incantation, born of frustration and primitive misunderstandings, might take the form of the tired old rejoinder that all of the factory-installed "Lucas Smoke" must have escaped from the wires, causing an LBC owner no end of problems.

But rather than looking for Leprechauns around every bush, Occam's Razor instructs that if you've eliminated all simple electrical explanations, look elsewhere. **Don't blame a solar flare X-Class electromagnetic pulse for having fried your electronics when your TC has no modern electronics to be fried in the first place.** Look for simple explanations.



So, I have arrived at the unpleasant conclusion that I am facing a carburetion issue. Further diagnosis and testing has clearly demonstrated that the front carburetor is bogging down upon opening the throttle, flooding the intake with too much fuel. What the root cause is for this condition remains uncertain. But, it is likely something as simple as an improperly adjusted jet height. The beauty of the SU lies in its simplicity and lack

of multiple jets and ease of adjustment. Adjustment is accomplished by altering the starting position of the jet relative to the needle on a fine screw. Before ever adjusting the mixture it is good practice to set the jets to the recommended level. Remove the dash pots and pistons, then the dome tube nut at the bottom of the jet, screw the jet adjuster up so that the jets are level with the bridge. The basic setting if I recall correctly is then 2 1/2 turns anti clockwise. We'll see where that gets me. I still may have to cry "uncle" and call in the skilled hands of a more experienced MG-T Series mechanic, one with decades long experience in the common sense application of Occam's Razor to MG tuning under his belt.

The TR6's immediate problem is obvious. I need to bleed the clutch system hydraulics, replace any faulty seals, and/or replace the slave (and possibly the master cylinder). But, since I've owned this TR6, I have experienced the intermittent problem of cutting out at high speeds (high rpms) after the engine has been warmed on highway travel after about 20-30 minutes. I have suspected, but never identified as the culprit, vapor lock with poor 10% ethanol fuel, excess vacuum in the fuel tank caused by a blocked vent line or plugged up emission control carbon canister, crud in the fuel lines, failing fuel pump, and even faulty bi-metallic strip heat compensators on the side of the carburetors closing up the orifice and over leaning the fuel mixture when the carbs get hot running at constant highway speeds. Occam's Razor, again says "keep it simple, stupid." *Emphasis on the stupid when referring to your humble author.* So, having eliminated crud in the fuel tank and lines, the diagnostic test procedure will next progress to driving with the fuel cap off to see if I can reproduce the engine fault where the possibility of "vacuum" has been eliminated. Next I will probably replace the tired looking fuel pump and see if that solves the problem. Unfortunately, nothing on the electrical side has been identified as a likely explanation for the recurring phenomenon.

As for the Land Rover, well, that one hurts the most. I had read about the dreaded rear half

shaft failure on these old Series Land Rovers, but, since I wasn't out thrashing the truck on a mountain side trail, I figured I'd never experience such a failure, notwithstanding their reputation for breaking their half shafts with an inherently weak, deeply machined, 10-spline design. Mine failed, as I said, whilst maneuvering in the parking lot of the local supermarket, at less than 5 miles per hour taking a sharp turn around a tight corner. Following the loud bang from the rear, and no forward momentum after that, I knew immediately what had happened. Broken half shaft.

The differential is there to allow the two rear wheels (inner and outer) that must necessarily travel a slightly different distance when going around curves to turn through the axle separately in two wheel drive mode. Car wheels spin at different speeds, especially when turning. Each wheel travels a different distance through the turn and the inside wheels travel a shorter distance than the outside wheels. For the non-driven wheels on your car—the front wheels on a rear-wheel drive car, the back wheels on a front-wheel drive car—this is not an issue. There is no connection between them, so they spin independently. But the driven wheels are linked together so that your engine and transmission can turn both wheels. The differential is there to transmit the power to the rear wheels while allowing them to rotate at different speeds.

If your car did not have a differential, the wheels would have to be locked together, forced to spin at the same speed. This would make turning difficult and hard on your car: For the car to be able to turn, one tire would have to slip. With modern tires and paved roads, a great deal of force is required to make a tire slip. That force would have to be transmitted through the axle from one wheel to another, putting a heavy strain on the axle components. Here is an excellent video made in the 1930's explaining how differentials work: <http://tinyurl.com/lwf78xf>

On the old Series IIA Land Rover, the twisting action exerted by the driven wheels on the

floating half shafts can build and the axles tend to "wind up." This repeated twisting can "work harden" the metal over time and deform the steel. Those deformed splines (see photo below) are supposed to be perfectly straight from the factory! When running in four-wheel



drive mode where the front and rear differentials are locked together, driving both axles, stresses in the half shafts build up quickly unless the terrain allows the tires to slip a little. You can't do this on paved roads for long distances in true

4WD without building up excess torque stress in the axles, unless the road conditions are very slippery like in the snow, so that the tires can slip a little—remember the inside and outside wheels will roll a different distance when negotiating turns. But off road, in low traction situations, in the sand and dirt, there is enough slippage of the tires that the stresses in the axles do not usually exceed their breaking point.

Even in two wheel drive mode, work hardened half shafts can fail spectacularly under the right conditions. Notice the end of the bottom half shaft in the photo below is broken off and there is a good inch-and-a-half-long piece that has twisted right off the end.







The difficult part in effecting a repair is that the splined half shaft inevitably breaks inside the rear differential rather than at the end connected to the

road wheel, and this little broken piece is typically thoroughly wedged in the gears inside the rear diff. This necessitates removal of the rear differential, a heavy and messy job for the driveway mechanic. It is also necessary to ensure you have chased out all of the broken pieces and metal swarf from the rear pumpkin, lest it do more damage to the ring and pinion gears.

The authors of the Series I Land Rover Manual must have had at least passing familiarity with Occam's Razor, as they present a thoroughly principled approach to the location and remedy of "common" faults:

#### IN CASE OF TROUBLE

#### LOCATION AND REMEDY OF FAULTS

The following pages set out the recommended procedure for a systematic examination to locate and remedy the causes of some of the more probable faults which may occur during the life of the vehicle.

Half shaft failure is, after all, a pretty obvious and simple explanation for lack of forward momentum following a VERY BIG BANG.



I recently came across another old movie featuring a nice MG T-Series car. It plays a critical role in the gothic movie plot:



Paranoiac is a 1963 British suspense film starring Janette Scott. The wealthy Ashby family has been damaged by the death of Mr. and Mrs. Ashby in a plane crash when their three children were very young. The children were left in the care of their Aunt Harriet. The oldest son, Anthony, committed suicide by jumping off a cliff into the sea when he was 15. The second son, Simon, is now a cruel, spendthrift alcoholic trying to drive his sister, Eleanor (Scott) insane, so that he can inherit the estate of their deceased parents. He has only three weeks to wait until the lawyers will turn the family money over to him.

But a mysterious man appears, who throws a monkey wrench into Simon's plans. The mysterious man, first sighted by Eleanor, appears greatly resembles the dead brother. Eight years earlier, when Tony was a youth, he had left a suicide note and had apparently jumped off a seacoast cliff, but his body had never been recovered. Now, the "new" Tony appears, claiming that he had simply run off. Eleanor wants to believe that the man is Tony. Harriet Ashby, their Aunt, is immediately hostile and calls the man an impostor. Simon appears to be more open-minded about the situation. Desperate to keep his hands on the family money, Simon sabotages the MG's brakes and Eleanor and Tony are nearly killed, saved only by Tony's quick thinking.

Here is a link to the film on YouTube. Fast forward to minute 50:39 for the dastardly cutting of the MG's hydraulic brake line and



the ensuing MG picnic outing that goes awry. Tragically, this scene includes the unforgivable crime of sending a T-Series MG over a cliff! Oh the horror:

<http://tinyurl.com/lb9vms8>



So, I find myself with plenty of items on the LBC project "to do" list and not enough time. I am really disappointed I don't have a single drivable LBC with May just around the corner. Time to get cracking.

If you have your MGs (and other fun vehicles) well sorted for the driving season,

congratulations. I commend you, and wish you trouble-free and pleasant MG motoring all season long. In that case, here is one more interesting diversion and time waster: a pretty neat "computer drawn" animation of a Triumph 6-Cylinder Engine (*someone* has a little too much time on his hands if you ask me):

<http://youtu.be/7uw0vFFmPew>

And finally, let's not forget that this is the NEMGTR's 50<sup>th</sup> Anniversary year, so please make every effort to attend the GOFs in Vermont and Maine this year to bring those MG's out, see old (and make new) MG friends.



My troubles: "Round up the usual suspects."



---Charles

# Spring Tech Session



**Saturday May 10th  
10AM-3PM  
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 transmissions.**

Terry Haines will bring his expertise on the subject, which he has learned from years as an engineer for Ford UK and as proprietor of his independent transmission rebuild and racing upgrade shop. As Terry will tell you, "if it's in a British car, I can rebuild it!"

**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 43S**

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.



# CT MG CLUB ANNOUNCES BRITISH BY THE SEA 2014 A GATHERING OF BRITISH MARQUES FEATURED MARQUE OF THE YEAR

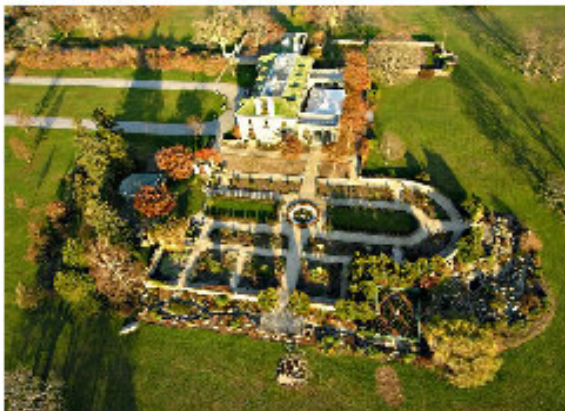


The Connecticut MG Club proudly announces plans for BRITISH BY THE SEA 2014, its annual Gathering which brings together all Marques of British cars, trucks and motorcycles. The 2014 event will take place on SUNDAY, June 1st at Harkness Memorial State Park in Waterford, Connecticut. British By The Sea is not a Concours Event, but rather, it is a popular vote, fun Gathering. More than 360 vehicles are expected to be on display in 35 classes. Such famous British Marques as Aston Martin, Morris Minor, MG, Triumph, Lotus, TVR, Rover, Morgan, Sunbeam, Austin Healey, Cooper, Rolls Royce and Jaguar, to name a few, will be on display. Our Featured Marque Of The Year for the 2014 Gathering will be **THE RILEY**

Entrants come from throughout New England and the Mid-Atlantic states to take part in this popular Gathering of British Marques at the beautiful Harkness Memorial State Park, which is located on the north shore of Long Island Sound. Spectators are not charged admission to the Gathering, however, the Park will charge a Spectator parking fee. The spectator parking field also has a "Specialty Car" parking section for those cars that are not British and therefore not eligible to be on the display field, but still require a separate safe area to park. The ample size of the display area allows for Auto Products Vendors to be located alongside the display vehicles on the field. British By The Sea is held "rain or shine."

At the 2013 event, we had over 360 vehicles displayed in 35 Classes, with etched glass mugs being awarded for first, second and third place in each class. We do have food vendors at the event, but we also encourage you to bring a picnic lunch to enjoy by your car or go for a relaxing walk on the beach. You can also tour the Mansion Eolia, and enjoy the gardens that were originally designed by Beatrix Ferrand. For the past 19 years, the CT MG Club has been providing a yearly monetary donation as well as "People Power" to plant the gardens, bringing them back to their original grandeur.

LBC enthusiasts who wish to attend the Gathering may request additional information and registration materials from the show's co-chairpersons, Annie and Steve Wincze via email at: [MGTD52@comcast.net](mailto:MGTD52@comcast.net), or via phone at (860) 693-4249. Club web site [www.ctmgclub.com](http://www.ctmgclub.com)



AREAL VIEW OF HARKNESS MANSION EOLIA



5 1/2 ACRE DISPLAY FIELD



# **GOF Mk 95**

## **The Final Survivor Challenge & 50th Anniversary Celebration**



Where: Middlebury Inn, Middlebury, VT

GOF activities will be held at The Middlebury Inn, ideally situated on beautiful Court Square on US Route 7 in the heart of Middlebury. The Inn is within easy walking distance of downtown Middlebury with its colorful shops, excellent eateries, and the Otter Creek Falls. The charming Middlebury College campus, is located just up the hill from the town.

- Restoration & Performance Motorcars Visit
- Shelburne Museum Visit
- Brett's Covered Bridge Tour
- Dick Knudson Auction
- Lake Champlain Lobster Dinner Cruise
- Gordy Clark's MG Quiz
- 5 MG road tours
- Lunch @ A&W Drive-In w/curbside service
- Valve Cover Racing
- Concours d'Elegance

# Humor & Tech Tips

"*Machinist's Workshop*" recently published information on various penetrating oils. The magazine reports they tested these products for "break out torque" on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a "scientifically rusted" bolt. Average torque load to loosen nut:

No Oil used .....	516 foot pounds
WD-40 .....	238 foot pounds
PB Blaster .....	214 foot pounds
Liquid Wrench .....	127 foot pounds
Kano Kroil .....	106 foot pounds
ATF/Acetone mix.....	53 foot pounds

Note: The ATF/Acetone mix is a "home brew" mix of 50/50 automatic transmission fluid and acetone. Be careful with ATF as it is not good on paint!

## **Sounds as if Lucas Was the Engineer on This Wiring Job.**

*Reprinted from the University Motors, Ltd. Newsletter with the kind permission of our friend, John Twist.*

A Kansas farm wife called the local phone company to report her telephone failed to ring when her friends called & that on the few occasions when it did ring, her dog always moaned right before the phone rang.

The telephone repairman proceeded to the scene, curious to see this psychic dog or senile lady. He climbed a telephone pole, hooked in his test set, and dialed the subscriber's house.

The phone didn't ring right away, but then the dog moaned and the telephone began to ring.

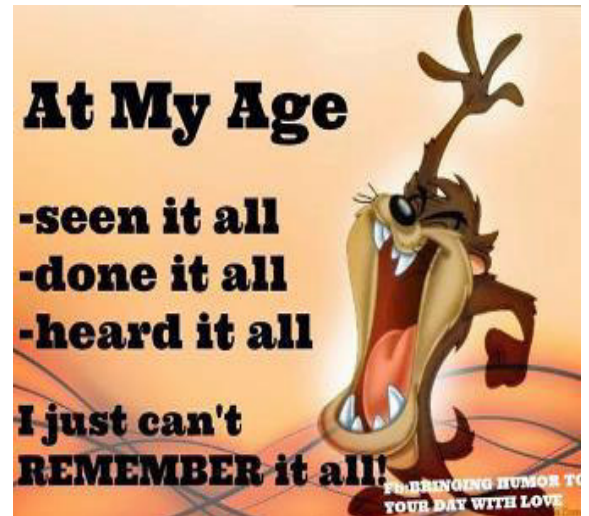
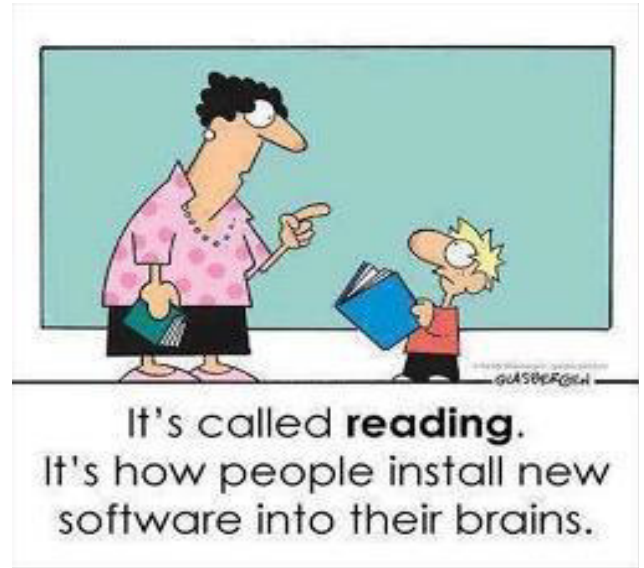
Climbing down from the pole, the telephone repairman found:

- The dog was tied to the telephone system's ground wire with a steel chain & collar
- The wire connection to the ground rod was loose
- The dog was receiving 90 volts of signaling current when the number was called
- After a couple of jolts, the dog would start moaning and then urinate
- The wet ground would complete the circuit, thus causing the phone to ring

---

All of which demonstrates that some problems CAN be fixed by pissing & moaning.  
Thought you'd like to know!

The Square Rigger, Chesapeake Chapter MG T Register



Thanks to the Triumph Club of North Florida!



# The Ales of the United Kingdom

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

Queen Victoria



## Moulin Inn & Brewery Pitlochry, Perthshire Scotland



### Braveheart Ale

**Strong ale named in honor of William Wallace, Braveheart of Scotland**

The Moulin Inn first opened its doors in 1695. The Original Inn had a ground floor of two rooms, with two floors above also with two rooms. One of these rooms was once used as the local elders meeting room, discussing local resident's complaints about each other and occasionally dealing with minor miscreants by sentencing them to a spell tied to the 'Jong' tree – where they received a steady hail of rotten fruit and other unpleasant items!

Hotelier Chris Tomlinson established the brewery in the summer of 1995 in part to supplement the celebration of three hundred years of operation of the Inn. Brewing is under the direction of Alistair Dickson. The present five barrel brewing plant is housed in what were originally a coach house and stable buildings attached to the hotel. Since its initial establishment the brewery has purchased additional fermentation tanks for added capacity but the average brew session remains at five barrels. The brewery's annual output is about 500 barrels per year. All of Moulin's products are produced in cask format and served in the Moulin Hotel.

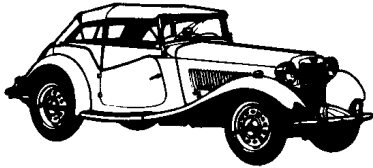
Braveheart is a rich, strong ale with a smooth malty flavor and a brown sugar likeness derived from kettle caramelization during a three hour boil. A single addition of Northern Brewer hops lends a very balanced and subtle hop bitterness while the rich malt flavors seduce your palate.

Source: <http://www.moulininn.co.uk/> & <http://www.beeradocate.com/beer/profile/381/1060/>

**MG T-PARTY BALANCE SHEET**  
**January 1, 2013 through December 31, 2013**

	<b>Starting Balance</b>	<b>\$4,074.91</b>
 <b>INCOME</b>		
Dues (for 2012-2013)	\$1,685.00	
regalia	\$40.00	
holiday party	\$1,089.00	
silent auction	\$169.00	
donations		
	<b>Total income</b>	<b>\$2,983.00</b>
 <b>EXPENSES</b>		
Internet	\$154.78	
Newsletter	\$345.94	
Software for newsletter		
British Marque (paid for Apr 2012-2013)	\$566.50	
postage (dues, misc)	\$86.00	
Tech session food, etc.		
holiday party	\$1,410.24	
gifts for outgoing officers	\$237.47	
Cangiano cup (2013)	\$144.33	
regalia donated to GOF		
	<b>Total expenses</b>	<b>\$2,945.26</b>
	<b>Ending Balance</b>	<b>\$4,112.65</b>
 <b>Regalia value</b>		
January 1	\$2,247.35	
December 31	\$ 2,242.35	
Increase/decrease		<b>-\$5.00</b>

# New England Classic MG



Austin Healey  
Jaguar

## MGT series thru MGB

Restoration, Repairs, Parts • Coach Rebuilding

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Freedom, NH 03836

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[BritBooks@BritBooks.com](mailto:BritBooks@BritBooks.com)  
149 Morrill Road  
Canterbury, NH 03224

## Positions Available

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

### Web Site Manager

Contact Kathy Ahrendt  
[info@mgtparty.org](mailto:info@mgtparty.org)

### Historian

Contact Alex Gottfried  
[alex\\_gottfried@msn.com](mailto:alex_gottfried@msn.com)

### Activities

Contact Steve Neal  
[skyhook114@comcast.net](mailto:skyhook114@comcast.net)

## T-Party Key Personnel

### Charles Dyer, Chairman

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

[dyer-charles@comcast.net](mailto:dyer-charles@comcast.net)

### Alex Gottfried, Vice Chairman

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### Activities

Position Open

### Judy Krongelb, Treasurer

55 Parker St  
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(978) 263-2519

[kronwasser@yahoo.com](mailto:kronwasser@yahoo.com)

### Historian

Position Open

### Maryellen & Rick Pelletier, Membership

22 Walton Road  
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603-819-6418

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### Chris Nowlan, Technical Advisor

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[nowlanc@comcast.net](mailto:nowlanc@comcast.net)

### Rick Smith, Technical Advisor

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

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[tech\\_guy1@mgtparty.org](mailto:tech_guy1@mgtparty.org)

### Betty Butler, Regalia

153 Jamestown Road  
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(603) 524-2543

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### Bob Dougherty, Editor

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Strafford, NH 03884  
603-948-2078

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



## 1979 MGB Roadster



- New Carmine Red paint
- Tan interior & black carpet
- Always Garaged...NO RUST!
- Very Strong Engine
- Weber DGV downdraft Carburetor
- Peco Exhaust
- 4 speed with overdrive
- New convertible top & tonneau cover
- Windshield cover & 2 whole car covers
- Michelin tires
- 84K well cared for original miles
- Various extra parts (fuel pump, water pump etc.)
- Manuals: Complete Official MGB Workshop manual & MGB Drivers Handbook

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



**For Sale  
1951 MGTD**

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

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

**For Sale**

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

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



**1955 TF1500**

Matching numbers, Pale Yellow with Green Interior. Interior, top, tonneaus (full and half) and side curtains are all new. New tires. Chrome is in excellent condition. Aluminum valve and tappet covers. SS exhaust system and ceramic coated exhaust manifold. Engine compartment has been detailed .

The car runs great. All fluids have been recently changed. Ready to enjoy today!

**\$32,500**  
Craig Hess  
617-281-6232

**1952 MGTD**

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

George Lucas, Bedford NH  
[geodol@msn.com](mailto:geodol@msn.com)