



# Party TIMES



August, September & October 2015

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Shirley Splaine's grandson's bride Kassi arrives at her wedding in style aboard Shirley's 1933 J2

## Welcome! New Members

Chris & Holly  
Dumaine  
Mt Vernon, ME  
1949 MC TC

Bob & Charlene  
Corrienti  
Billerica, MA  
1955 MG TF

## From the Editor

The summer driving season is in full swing and I'm practically standing on the sidelines! Knee deep in a downsizing move (2900sqft w/ full basement to 1300sqft on a slab!) most of my time in the last two months has been spent house hunting, selling furniture, painting, mulching & staging...the end is nigh though, we close July 27th on our home and July 28th on our new home in the Lakes Region...perhaps we can relax with a stay in VT for the Speckled Hen Tour!

Of course I still have to plan the lobster cruise, which I will get to soon! In the meantime, get ready to roll into Newburyport with Roy & Jane Crane on August 9th...check your email or the web site for more information.

Finally, in honor of the world's oldest and arguably most prestigious golf tournament at the home of golf, please enjoy reading about St. Andrews Ale in The Ales of the UK.



# T-Party 2015 Calendar of Events

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

**## NEMGTR Event**

## August

- 9th**                    **North MA Lunch & Ice Cream Drive\*\***  
Newburyport, MA   [roycrane@verizon.net](mailto:roycrane@verizon.net)
- 15th**                    **MG Day @ Lars Anderson Museum\*\***  
Brookline, MA   <http://larzanderson.org/>
- 16th**                    **Cruisin for Crustaceans Lobster Tour\*\***  
Lobster in the Rough, Badgers Island, ME

## September

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

## 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

## ***Chairman's Cable***



### ***'Lectric Spuds, Patina the App, and Other Modern Wonders for Classic Car Owners***

It's been a slow start to the summer driving season for me, so I've not got much by way of MG related adventure to write about (yet). That, and our diligent Editor surprised me about two weeks early saying I owed him an (as yet unwritten) Chairman's Cable pronto because he was packing up his computer and moving to a new house before the end of the month and would be publishing the newsletter early. So, I thought I'd just pass along a few items of potential interest to you, the MG Faithful.

I came across a series of MG "documentary" videos on YouTube, produced by David Shelburne. Search on the website [www.youtube.com](http://www.youtube.com) using the term "The MG Cars Channel" and you too will find a set of short informative videos documenting the early range of MG models, including Old No. 1, the Pre-War MMM cars, and more. Here's how he describes it: "MG car models through the years tell part of the MG history. MG people (famous and not so famous), MG places and events, racing and trials MGs, everything that is part of the love and lore of classic MGs is on this channel! Learn your MG alphabet." Enjoy.

One of the benefits of owning an old Series IIA Land Rover is that it gives me (another) excuse to surf the internet on a whole 'nother set of British car (Land Rover) related websites and discussion boards. When I read this "starchy" story about a common spud duly enlisted into electrical capacitance service to remedy a Land Rover's faulty (no doubt Lucas) condenser, it was too good not to share with my MG friends. It seems a clever AA mechanic was called upon to rescue a farmer's Land Rover with a non-start condition. As published by the UK's *Western Morning News*, the story starts: "An AA mechanic has been branded a 'hero' after fixing a broken down Land Rover—with a POTATO."



"Mario Papademetriou managed to mend the 50-year-old motor's failed ignition system by strapping a potato to the engine with cable ties and screws. Mario, an AA patrolman, was called to a Hertfordshire farm to fix the 1960s vintage Land Rover, which was not starting because the ignition did not work. The condenser, which is part of the ignition system on older vehicles, was broken, but since he did not have a spare one to hand, Mario decided to see if he could make his own one. Mario was unable to tow the vehicle from the farmland, and needed to bodge a condenser to help it limp 12 miles to the nearest garage. After his first attempt, using tinfoil and silicone repair tape, failed, he decided to get creative."

Mario said: "As the vehicle was on a farm, there were a lot of vegetables around, so I thought I'd try wiring up a potato with a couple of screws to act as a condenser."

"Amazingly, it started instantly, so I followed the member to the garage and he said the vehicle had never driven so well." You can read the fully baked original story here: <http://tinyurl.com/nd8ze6f>



*Jalopnik* recently featured an article about a new and modernized MGB produced by

British car builder **Frontline Developments** ([www.frontlinedevelopments.com](http://www.frontlinedevelopments.com)), with the promising introduction—*"In 2015, you can indeed have a brand new MGB created using original tooling, powered by a Mazda 2.5 that will reach 62 mph in 3.8 seconds. All the time."* Here's the link to the *Jalopnik* article: <http://jalopnik.com/how-about-a-brand-new-1960s-british-roadster-thats-fast-1710059149>

Its body is made brand new using the original MG tooling from 1962 by British Motor Heritage, its 304 hp engine and six-speed manual is built by Mazda in 2015, and it comes equipped with a limited-slip differential.

I also learned about a new startup company, [www.ClassicsandExotics.com](http://www.ClassicsandExotics.com) that is getting into the classic car rental business, but with a modern twist. They own no cars; rather, like Uber, they enlist classic car owners wishing to rent their vehicles and connect them with vetted individuals looking to rent a classic car. They are looking for both customers and car owners to sign up and participate. With a slick online business model and some start up capital, through them you can rent out your classic MGB, Packard, or other pre-screened vehicle, setting your own rental price, backed by a one million dollar liability and damage policy from Haggerty Insurance. For example, one car listed on their website is a handsome TR6, owned by a gentleman on Cape Cod, renting for \$300 per day with a \$500 security deposit. If this sounds like a great (hair-brained) excuse to go out and purchase a new fleet of classic cars to "rent" out to people, and perhaps financially support your wildest

fantasy of owning a suite of old classic cars to sate your car addiction, I like your thinking, but it probably won't help convince the spouse.

Yet, if all you want is to generate a few hundred to a few thousand dollars of income to support your 1 or 2 car personal stable, and you're willing to let complete strangers "rent" your classic car, maybe this will work for you to offset some of your acquisition, operating, parts and maintenance costs.

Finally, I thought I'd pass along one more potentially useful item. It seems that the modern mobile device age finally has something to offer even the classic car hobby. Yes, there's a new "app" for that. It's called "Patina" and the idea is to document the history, provenance, and/or restoration of your cherished cars to preserve them for posterity, future owners, or just yourself, to a permanent online repository, accessible from anywhere. For more information see <https://www.getpatina.com>. You can read about how many classic car owners are using the free service in this Petrolicious article: <http://www.petrolicious.com/here-s-how-enthusiasts-are-putting-patina-to-good-use>

You can upload photos and videos, scan documents, receipts, and more, to preserve them using a simple smart phone app, sending them to a cloud based car history repository service, and access your car's complete history from your pocket. According to their website, it's "Secure, reliable and trusted by owners and automotive companies worldwide, Patina gives you complete control and ownership over your content and protects your data with the highest levels of security."

Be sure to check out any of the above items that interest you then get off the computer, out to the garage, and join us (with or without) your MG on one of these upcoming T-Party events this summer:

July 25	BCNH Show of Dreams
August 9	North of Boston Driving Tour
August 15	MG Day at the MOT, Brookline
August 16	Lobster Bake

# Spring Tech Session



Once again held at Historic Motorsports in Candia, (in my opinion, the PERFECT place for a tech session!) the Spring Tech Session was, as always, fun & informative. Along with members from the British Cars of New Hampshire, the MG T-Party assembled for coffee and nibbles (and awesome Bloodies by Norma!), while the men ogled the fine



assortment of British iron that is always on display at Historic. From a seven figure Singer LeMans to Judy Krongelb's TC "Whimsey" and her shiny new engine, there is always something to see in the restoration shop!



On tap for the tech portion was a very interesting demonstration by a representative from Evans Waterless Coolant, a revolutionary coolant product that purports to end boil-over in combustion engines. The theory is that without water, there will be no steam, no pressure, no corrosion or blown head gaskets...in short, none of the various problems caused by water & overheating. The rep stated that the boiling point is 375 degrees, far above normal boil over with water & glycol. A check on Jay Leno's site will show that he has been using Evans Waterless for over 16 years in his Merlin powered Rolls Royce! I

corresponded directly with Evans about using their product in a TD or MGB and received a very informed reply...I was very impressed with the customer service. I'm a believer after my research and will be converting both the TD & B over next spring. You can learn more about Evans Waterless Coolant on their web site:

<http://www.evanscooling.com/>

Afterwards, we all pigged out on burgers & dogs from the grill and a great assortment of pot luck dishes which filled the table...a fitting end to the day and a great start to the driving season!

As always thanks to Bob Mitchell & Historic Motorsports for hosting.



# GOF 97 – Saratoga Springs, NY

Judy Krongelb

After spending the winter in the warm, dry Historic Motor Sports, getting her motor rebuilt (as well as many other parts repaired), Wimsey (Judy's '48 TC) came home the Saturday before the GOF. It rained the intervening days, so the next time on the road was on the long drive to Saratoga Springs. She ran splendidly for the 5-hour drive and we arrived safe and exhausted on Wednesday in time to check in at registration for the GOF. Brenda and Gene Fodor were running registration and had a box of home-made cookies for the weary travelers.

Attendance seemed quite low at this GOF. Representing the MG 'T' Party, were Paul and Annette Allen, Jack and Betty Butler, Marty and Elliot Grover, Norm and Pauline Jambard, Hal Kramer, Rudy and Barbara Krueger, Chris and Laurie Nowlan, Maryellen and Rick Pelletier, Rick Smith, Malcolm and myself.

## The events



The ride for Thursday morning aboard the antique train did not sell enough tickets, but the Register paid the “difference” so that the chartered trip could run. We sat in the upstairs dome car with great views of the route – mostly forest, and a few wonderful views of the river. Malcolm and I were lucky enough to have Dave and Jan Sander join us at our table. They have some amazing stories to tell. We ate lunch on-board, which was very good.

After we got back to the hotel, we immediately boarded the trolley for the afternoon architectural tour of Saratoga Springs. The guide was excellent and fit so much information into the tour. He didn't just talk about architecture, but history and local residents and horse racing and, of course, the springs that put the city on the map. We saw glorious houses and quite unusual sculptures of horses and ballet toe shoes scattered all over town. It was an excellent afternoon.



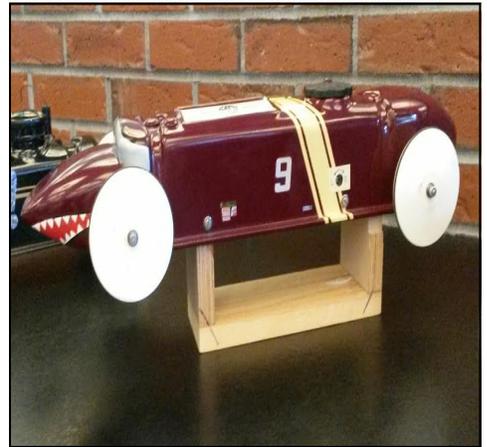
Friday morning, we woke up to rain – the morning of the rally. Luckily it stopped raining soon and we were able to see the answers to the many questions along the route. There were a few ambiguous questions and one mis-direction, but I think everyone managed to find their way back. The route was quite beautiful, even under cloudy skies.

By the time we got back to the hotel, we had no time for lunch before the group departed for the caravan tour to the Saratoga Battlefield. But Julie Stokes had directions handy, so we had a quick lunch and then caught up with the group at the battleground. Again we had an excellent guide who explained the huge importance of the two battles at that spot. Because the American Patriots won the battle and stopped the British from reaching Albany, France decided our revolution was not a lost cause and joined us in the fight. It was the turning-point in the war.



That evening, the buffet dinner at the hotel was kind of like a BBQ. But the dessert of mixed berries cobbler with whipped cream was very, very good. It was followed by the famous valve-cover races.

Hal Kramer not only organized the races, but won them. No, it was not fixed – he won fair and square. Some of the cars had trouble staying on the track, but others were really good. The two that I thought were the prettiest, were also good racers. “Buttons and bows” that Joan Kramer made in the past, almost beat Hal’s Shark Jaws. Saturday brought sunshine and perfect temperatures for the car show, held in front of the Car Museum (previously the bottling plant for Saratoga Springs water). There were many special cars in our car show, but I was most impressed to see the first production TC. That and many other cars sported gorgeous restorations. Wimsey got attention because of its originality and shiny new engine.



The photo contest and models were on display in the hotel lobby at the same time that we were all at the museum for the car show.

Rick Smith, Paul Allen, etc. ran the Safety Fast check in the afternoon. The banquet was in the evening with announcements of those who won the various awards. Our 'T' Party members took several awards.

Rudy Krueger won first place in the photo contest, with a photo of his TD surrounded by snow. His TD also won second place in the Early Bird car show (Great Unwashed). To our surprise, Wimsey won third place TC in the car show and we also won the rally. As mentioned above, Hal Kramer won the Valve-cover races.



# Castle in the Clouds



What a great day & what a great venue! Kudos to the organizers for putting on such a good show...I registered online at 10:00PM the night before the show, yet had a pre-printed car badge with all my information when I arrived the next



morning...now THAT'S organization! The weather couldn't have been better (did they organize that too?), blue skies, low temps and a nice breeze. The vendor food was first-rate, with even a BBQ truck serving a killer beef brisket!



All manner of British & Detroit iron were on the field, with even an original Indy racer from the 30's, which fired up with a roar in the afternoon! When you were not looking at cars or eating, you could always stroll down to the pond to view the GIGANTIC trout (all swimming under the "no fishing" sign!) or head up to tour the castle or have a bite on the patio overlooking



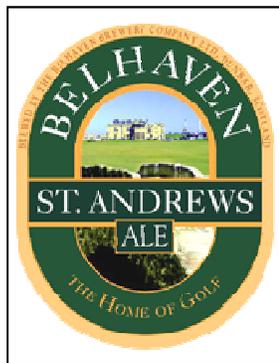
Lake Winnepesaukee. Elliot & Marty Grover brought both the TC & TD (Marty was also working as an organizer), Hal Kramer brought along his TD & Shirley Splaine brought her J2 "Maggie", while I took on ground fire in my TD "Sir Winston" during the climb to the clouds!!



# The Ales of the United Kingdom

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

Queen Victoria



## Belhaven Brewery

Dunbar  
East Lothian  
Scotland



### St. Andrews Ale

While 1719 may be the earliest documented evidence of the Belhaven Brewery, there may well have been beer production on the site pre-16<sup>th</sup> century as the wells and certain cellar vaults are known to date from around the time of the Reformation.

Monks (noted for brewing skills) settled in the area from the 12<sup>th</sup> century. Luckily they had access to both fine water and top quality local barley.

John Johnstone took ownership of the site in 1719 and it's widely accepted that under his ownership the brewery started brewing for commercial sale. 1815 saw the end of the Johnstone dynasty when Ellis Dudgeon married into the Johnstone family. For nearly 150 years, the brewery traded as Dudgeon & Co. Under Ellis Dudgeon and his successor, son-in-law Alexander Hunter, a wide variety of ales were produced.

Commercial rail made it to Dunbar in 1846 both opening Belhaven up to a wider audience but conversely exposing the brewery to competition from further afield. At this time, Dudgeons diversified the business to focus on the maltings side (while still producing beer but in smaller quantities). It is thought that this diversification enabled Dudgeons to survive the widespread changes affecting other smaller Scottish breweries whose numbers dwindled as a result of closure or amalgamation.

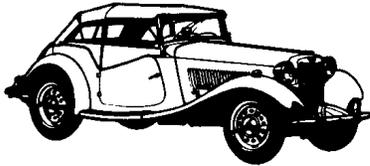
Through both world wars, Dudgeon continued malting and brewing for the military with a notable key customer - Belhaven Beers. After WWII, Sandy Dudgeon Hunter (son of Ellis) joined the firm and spearheaded the successful development of award winning ales.

By the 1970s, the malting side of the business that had seen the company survive two world wars, was feeling the strain of competition from modern automated plants. In 1972, family ownership came to an end as the business was sold.

But this end was just the beginning of a twenty-year vibrant and significant period of growth for Belhaven.

Most recently (2005), Belhaven was bought by Greene King, makers of Old Speckled Hen!

# New England Classic MG



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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](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

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

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

### Activities

Position Open

### Judy Krongelb, Treasurer

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

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

### Historian

Position Open

### Maryellen & Rick Pelletier, Membership

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

[mpelletier23@myfairpoint.net](mailto:mpelletier23@myfairpoint.net)

### Chris Nowlan, Technical Advisor

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

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

### Rick Smith, Technical Advisor

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

(603) 253-6524 weekends

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

### Betty Butler, Regalia

153 Jamestown Road  
Belmont, NH 03220  
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[bjbutler@metrocast.net](mailto:bjbutler@metrocast.net)

### Bob Dougherty, Editor

28 Ledgewood Drive  
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.....	\$0.50

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  
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