

October 2012

Volume 20, Issue 10



The Terminal Post

Newsletter of the Positive Earth Drivers Club, a nonprofit, all-marque British car club in Central New Jersey

Important Dates to Remember

- **October 3:** Our monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM.
- **October 20:** Lighthouse Run—a drive to two, possibly three, lighthouses along the northeastern New Jersey shore. See page 11.
- **December 1:** Christmas/holiday party, The Breakers Hotel, Spring Lake, NJ, 7-11 PM. See page 6.

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*"It's not just a club;
it's an attitude."*



On the TV series *Dragnet*, it was Sergeant Joe Friday's favorite line: "Just the facts, ma'am." When it comes to car information, especially information related to buying one, many owners reluctantly go into the gory details of the purchase with other owners, but since I feel we are all part of the same LBC fraternity, I don't mind getting personal with the facts of my recent purchase of a 1979 MGB.

My interest in British cars started back in 1963 when I bought a new Triumph TR4. I used it for about 1½ years before selling it, when I got married. I loved that car and was sad to see it go. My love for sports cars then lay dormant for the next 49 years until four weeks ago when, in a fit of passion, I bought an MGB.

I started my search in *Hemmings*, where I found an ad for New England Classics in Stratford, CT, 203.377.6746. The owner, Mark Evans, stated that he had more than 20 cars for sale. So my wife, Laura, and I took a drive to get familiar with the market and what was available. Sure enough, when we arrived Mark had over 20 cars—MG TDs and TFs, MGAs, MGBs, and MGB GTs, with a few Triumphs and Morgans thrown in as well.

He showed me five to six chrome-bumper MGBs selling in the range of \$12,000 to \$18,000 that looked okay. He then trotted out an orange MGB, which looked showroom new.

Just the Facts, Ma'am

Barry Shandler



New member Barry Shandler's recently purchased orange 1979 MGB, which features a 5-speed transmission installed from a Datsun 240-Z. Photos above courtesy of Barry Shandler.

Mark explained that a doctor owned it and that it was his baby, so he invested a lot of money in it. Mark said the investment was about \$35,000, which was twice as much as the market value for the car.

We then got into the facts of the car. To begin with, the engine was rebuilt 3000 miles ago by Kent Prather, an MGB racer and the foremost rebuilder of MG racing engines in this country.

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Prather had put in a high-lift cam, which develops much more than the usual power over 2000 RPM. He then said that a 5-speed transmission was installed from a Datsun 240-Z in place of the normal MG 4-speed. I took a test drive and was really impressed by the power of the engine and the smoothness of the tranny. Most MG owners will say that a fifth gear is their number one desired improvement. This car is a rocket.

Mark also pointed out the electronic ignition, new dual SU carbs, and heavy duty starter. We then looked at the interior, which was completely replaced from Moss Motors, as well as the very expensive Panasonic radio and dual speakers behind the seats. I have since replaced this radio with a simple one, so that I can put in a CD without having to remove the radio's front fascia. I also replaced the rear speakers with front ones, because the convertible top and tonneau cover muffled the sound from the speakers.

Mark and I then started to negotiate in earnest. He said he would put in a dual-inline fuel pump, a simulated wood dashboard, a battery cut-off switch, and a trickle battery charger (for storing the car in the winter). He also agreed to create two battery terminals so that you don't have to get into the battery compartment to jump the battery. Also included would be a tire hammer with wood hub holder, a spare rotor, distributor cap, and fan belt, as well as an upper and lower radiator hose. The total deal and the appearance of the car with the improvements and new parts looked too good for me to pass up, so we finally settled at \$17,500.



Shown is the installation of the external battery terminals, battery shut-off switch, and trickle charger. *Photo courtesy of Barry Shandler.*

I have had the car for several weeks now, and it is a thrill to drive! I welcome any excuse to drive it instead of my Acura MDX and am especially eager to share it with fellow PEDCers at a meeting or car show soon. I think you will find that I have my facts straight. @

Barry and Laura were indeed able to share their new MGB with us "soon," as they had hoped. Their MGB (shown right) made its debut at our 2012 "Brits on the Beach" show, winning 3rd place in class. Ed.



IMPORTANT NOTICE: To maintain a high-quality newsletter while at the same time controlling printing and mailing costs, the PEDC Board of Directors, after long discussions, has decided that *The Terminal Post* will be distributed via e-mail only starting in January 2013. If you cannot receive e-mail, please contact the club, and we will make other arrangements to get the newsletter to you. See page 19 for contact details.

From the Driver's Seat

Mark Berkowsky, President

How did I get into the ***Driver's Seat***? First, my wife, Nadine, and I have really enjoyed being members of PEDC. When they asked for volunteers to be officers, I thought I was too busy with work and my other volunteer activities. Nadine said I was crazy and needed to give up some other projects. As the time came near for our officers to step down, I was asked to be president. It was hard for me to say no and leave a void in an organization where I have met some great people and one that gives me an excuse to drive my '79 Spitfire . . . plus Rodney convinced me that it wouldn't be too much work. That has yet to be seen.

So how did I get my Spitfire to begin with? My daughter, Siri, and her husband, Bruce, bought a \$20 raffle ticket at their local fire department for a 1979 Spitfire. Imagine their surprise when they found out that they had won. They were nice enough to let Nadine and me drive the car on occasion, and we really enjoyed it. Siri and Bruce had the car in their garage for about six months before they realized that with two small children and a third on the way this was not the right time in their life for a two-seater.

I offered to store the car in our barn to free up space in their garage. After all, I had the extra space. Then I offered to pay for the insurance. After all, it was only a collector car premium. Then I offered to pay for the repairs. After all, the car was in relatively good shape. The only requirement for them was that we could use it whenever we wanted a drive. Then the surprise came for us. Opening a combination greeting card for our anniversary/ Father's Day, we found the title for the car. We gladly accepted the gift with the proviso that Bruce would help me with repairs and maintenance and that we would return it to them one day.

Bruce and I have been upgrading the car's aesthetics, including the interior—carpeting, door panels, window handles, radio and speakers, dash top, and the glove boxes. Fortunately, for me, Bruce had experience working on old cars, so for a novice like me, he has been a good teacher. But his history with cars did not include LBCs, so I did a web search and found Pete Cosmides and his Motorcar Garage. In addition to taking mechanical care of our Spitfire Pete recommended that I join a car club with great members—PEDC.

I don't know if the pleasure we get from driving our Spitfire is the wind blowing by us or the heads turning when we drive down the road or the thumbs up that we get from other drivers. Comparing notes and swapping stories with other PEDC members just expands the fun of driving our LBC.

As you know we just completed our extremely successful "Brits on the Beach" car show in Ocean Grove. Thanks go out to all those who participated. In my many years of doing volunteer projects, this was about the easiest, due to the efforts of so many. Most important was the hard work of our Show Chairman and Vice President Bob Canfield. Thanks Bob! We got many compliments from club members as well as others who told me this is the best show they go to every year. Even with the expanding show field, we were turning cars away at the gate. If you couldn't join us this year be sure to get your form in early for next year. The Ocean Grove Chamber of Commerce will be giving us a 2013 date shortly, so we will get that to you.

Enjoy the driving weather now, for it will be leaving us soon. See you at Woody's on October 3rd. @



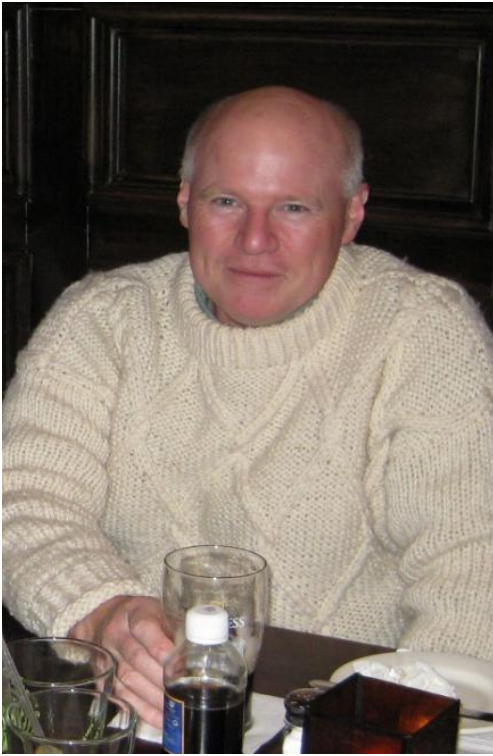
"I don't know if the pleasure we get from driving our Spitfire is the wind blowing by us or the heads turning when we drive down the road or the thumbs up that we get from other drivers."

Mark and Nadine have had so much fun with their 1979 Triumph Spitfire this year that Nadine—whose primary art medium is oil paints—was inspired to paint this lovely portrait of their LBC! Photos above and below courtesy of Mark Berkowsky.



From the Navigator's Seat

Bob Canfield, Vice President



"In planning and executing "Brits on the Beach" 2012 I realized that organizing the show is a lot like cooking. You have to start with a good recipe."

About this time last year I accepted the nomination for PEDC vice president and also agreed to take over the car show as part of my responsibilities. Shortly after, at the first board meeting, Wayne Simpson handed me a big overstuffed case with car show information from the past three years. It reminded me of my first snow skiing trip when I bravely stepped off the lift at the top of a black diamond slope.

In planning and executing "Brits on the Beach" 2012 I realized

that organizing the show is a lot like cooking. You have to start with a good recipe. In my case the recipe was Wayne's hard work from the previous three years. He had to build a plan for Ocean Grove from scratch, and I had his information to use as my starting point. Thanks, Wayne.

I believe the second step is to find a cooperative venue for the show. Well, we already had that nailed down. In fact, in meeting with and working with Lois at the Ocean Grove Chamber of Commerce I was impressed with how prepared the town was to help us succeed with the show. The town really relies on events like ours to bring customers into the historic town both before and after the peak summer season. You won't find many places that serve as a better setting for a lineup of LBCs on a mid-September day.

The next ingredient is networking. I needed to contact websites and publications to get our show on their calendar. I also needed to reach sponsors for trophy classes and for raffle prizes. Last, but certainly not least, I needed to assemble a team of volunteers. Again I had a starting point. In Wayne's big black case was a list of publications, companies, and people who had been helpful in the past few years. I started making contacts and, as I expected, found cooperative and helpful people committing to the cause.

As we moved closer to September 15th people stepped up. Nancy Kusch and Marcia Blackwell assembled a huge pile of raffle and goodie-bag donations. Mike and Linda Browne contacted me to get the prizes organized. Ed and Joan Kinney offered to be Chief Schleppers for the show

inventory (tables, tents, signs, etc.). Joe and Maria Laudisi again stepped forward to take charge of the vote tallying chores. Scott and Jodi Erichsen said they would cover the gate. Then the other 25 people who volunteered stepped into positions where they were needed. I also want to thank Jack Kelly for being a good sport (Best Pedal Car trophy). We have an exceptional club!

The last ingredient was not up to us. I pledged my soul to The Weather Channel and promised to smile if it snowed a lot this winter—if only we could have a nice day September 15th. We were lucky this year as we have been the last three years in Ocean Grove.

To close my show article I encourage everyone to submit ideas to improve "Brits on the Beach" for next year. We had some glitches this year, and I am already assembling a list of tweaks for next year. @

Bob at our March 2011 impromptu dinner, **above**, at St. Stephen's Green Pub/lick House, Spring Lake Heights, NJ, and at our 2012 "Brits on the Beach" goodie-bag stuffing party, **below**.



Minutes of the PEDC General Meeting of September 5, 2012

Submitted By Jay G. Helt, Secretary

The meeting was called to order at 7:30 PM by President Mark Berkowsky, with 53 members present. A motion to accept the minutes of the August 1, 2012 meeting was made, seconded, and approved by all present.

Treasurer's Report. Treasurer Andy "We Are in Great Shape" Moutenot reported that we are in great shape, with a current balance of \$4,517.26, but we will have significant car show expenses coming up. President Mark further added that we will have expenses coming up for the Christmas/holiday party. Motion was made to accept and carried.

Introductions. President Mark introduced and welcomed the following new members: Barry & Laura Shandler (1979 MGB); Robert & Barbara Elkin (1953 MGTD); Richard Marchese (1980 MGB); and Lou Balla (1964 MGB).

Regalia. Karen Moutenot reminded everyone to see her after the meeting to place their orders.

Newsletter. Carol Kyle reminded everyone who will be at the "Brits on the Beach" show to send her any photos taken for possible inclusion in the October newsletter and future newsletters.

Membership. Andy Moutenot stated that we are up to 141 members, not counting those who will join tonight.

"Brits on the Beach" Car Show. Chairman Bob Canfield reported that we are sold out with 154 registrations and now have a waiting list. He further reminded volunteers to be at the field by 8:30 AM for their assignments. Rodney Ford reminded everyone that the goodie-bag assembly will take place at the Fords' house on Wednesday evening, September 12, beginning at 6:30 PM with pizza.

Old Business

Carol Kyle reported a nice turnout for the ice cream run to Crazees in Rumson, which was hosted by Bill and Margarita Miller.

Bob Canfield reported on the drive to the Vietnam Memorial in Holmdel that he hosted. After the tour, the group headed to Huddy's in Colts Neck for lunch.

Ken Kyle reported on the run to Swal Dairy in Allentown that he and Carol hosted. 25 members and 12 cars showed up. The group dined at La Piazza nearby. Two prospective members, who found out about the run from our website, also showed.

Upcoming

The "Brits on the Beach" wrap-up party will be held Wednesday, September 19th, at the Ocean House B&B in Spring Lake. Hosted by Pat Wignall, it is \$15 per person, BYOB. It is located near the Essex and Sussex Hotel.

The Lighthouse Run hosted by Bev Kugele will be October 20th (rain date the 21st), and details will be announced.

Bob Canfield reported on FallFest 2012, at Duke Island Park, in Bridgewater on Saturday, September 8th. Anyone interested should contact him.

The Christmas/holiday party will be held on Saturday, December 1st, 7-11 PM, at The Breakers in Spring Lake, price to be determined.

Serendipity Redux

John "Call Me Jack" Kelly's car is **still** going to be ready for the show!!!

The next regular meeting is Wednesday, October 3rd. The meeting was adjourned at 8:11 PM. @

From the Treasurer's Desk

Andy Moutenot, Treasurer

With just a couple of days before our annual car show and nearly all expenses submitted, we remain comfortably "in the black." I am pleased to report that our current checking and savings account balance is \$3,759.70. @

Another Win at the New Hope Automobile Show

Last month we reported that PEDCers Peter Cosmides and John Kosztyo both won MGB class awards on August 12th at the annual 2-day New Hope Automobile Show, New Hope, PA. We have since learned that new member Russ Sharples brought home a 1st in class prize from this same show for his 1960 MGA.

A representative from the Monmouth County Concours d'Elegance show happened to stop by and invited Russ to enter his car at their upcoming event in Holmdel, NJ.

Russ's MGA was accepted, so look for him at this prestigious event on October 6th. Congratulations, Russ! @

Russ in his lovely red 1960 MGA after his 1st place win at the New Hope Automobile Show, a Concours event, August 12th.



Christmas/Holiday Party 2012

Mark your calendars: our annual PEDC Christmas/holiday party will be held this year at The Breakers Hotel, <http://www.breakershotel.com>, Spring Lake, NJ, on Saturday, December 1st, 7-11 PM. The price per person is TBD [it will be less than \$40 pp]. RSVP to Jeanne Miller, 1.609.698.0667, jai2024@verizon.net.

As in years past we will be playing the "pirate" game. Each person who wants to participate is asked to bring along a wrapped gift. The gifts are arranged on a table. The first person to begin the game gets to choose any gift on the gift table. The second person chooses either a gift from the table or takes the first person's gift. The third person chooses a gift from the table, or takes the first or second person's gift, and so on. The game continues until every participant has had a turn. The last person has all the luck, getting to choose any gift—from every participant or from the gift table. @



Mini Tidbits

Mike Browne



Mike in one of his two current Minis, here shown during our April 14th drive to Galloway Township. This beautiful Mini Cooper is Mike's daily driver.

The Mini was voted the greatest British car of all time. Read about it here:

<http://www.telegraph.co.uk/motoring/classiccars/9503787/Mini-voted-the-greatest-British-car-of-all-time.html>.

Show Results from "Brits on the Beach" 2012

Class A—Austin-Healey 100-3000

Sponsor: *Red Barn Exotics, Honesdale, PA*

- 1st Place: Don Redlinger, 1956 A-H 100M*
- 2nd Place: Joseph Cornell, 1956 A-H 100/4*
- 3rd Place: Tom Mullen, 1958 A-H 100 BN6

Class B—Austin-Healey Sprite/MG Midget

Sponsor: *British Parts Northwest, Dayton, OR*

- 1st Place: Nick Ferrant, 1961 A-H Sprite*
- 2nd Place: Michael Goodman, 1960 A-H Sprite Mk 1*
- 3rd Place: Tom Brabson, 1965 A-H Sprite

Class C—Jaguar E-Type, Series 1-3

Sponsor: *British Parts Northwest, Dayton, OR*

- 1st Place: Jim Vollmuth, 1961 XKE*
- 2nd Place: Altha Morton, 1968 XKE*
- 3rd Place: Joe Laudisi, 1969 XKE 2+2*

Class D—Jaguar XJS

Sponsor: *Friends of PEDC*

- 1st Place: Ken Kyle, 1995 XJS convertible*
- 2nd Place: Laura Lee, 1995 XJS convertible
- 3rd Place: Peter Plomchok, 1986 XJS coupe*

Class E—Land Rover

Sponsor: *Land Rover Monmouth, Ocean, NJ*

- 1st Place: Rich Hogan, 1974 Series III 88*
- 2nd Place: Peter Dickerson, 1985 Defender*
- 3rd Place: Joe Kuca (model not available)

Class F—MG Sports Cars, Pre-War, T-Series

Sponsor: *Motorcar Garage, Maple Shade, NJ*

- 1st Place: Jay Helt, 1952 MGTD*
- 2nd Place: Robert Elkin, 1953 MGTD*
- 3rd Place: Mort Resnicoff, 1950 MGTD*

Class G—MG, MGA

Sponsor: *British Parts Northwest, Dayton, OR*

- 1st Place: Andy Moutenot, 1959 MGA 1600*
- 2nd Place: Russ Sharples, 1960 MGA*
- 3rd Place: Rodney Mehrlander, 1959 MGA*

Class H—MG, MGB Chrome-Bumper

Sponsor: *American MGB Association, Chicago, IL*

- 1st Place: Peter Richardson, 1967 MGB-GT*
- 2nd Place: Reg Savoy, 1964 MGB*
- 3rd Place: Robert Waldron, 1962 MGB

Class I—MG, MGB Rubber Bumper

Sponsor: *American MGB Association, Chicago, IL*

- 1st Place: Carolyn Baranowski, 1975 MGB
- 2nd Place: Al Kernagis, 1980 MGB LE*
- 3rd Place: Barry Shandler, 1979 MGB*

Class J—Mini/Moke

Sponsor: *Heritage Garage, Costa Mesa, CA*

- 1st Place: Mike Browne, Riley Elf*
- 2nd Place: Mike Browne, 1996 Austin Rover Mini Cabrio*
- 3rd Place: Carl Hexamer, Mini Moke*

Class K—Morgan

Sponsor: *From Heart to Hearth, Ocean Grove, NJ*

- 1st Place: Phil Schneider, 1953 Morgan +4*
- 2nd Place: Tom Blackwell, 1948 Morgan F4*
- 3rd Place: Elwood "Woody" Smith, 1955 Morgan +4*

Class L—Triumph, TR2-TR3B

Sponsor: *Cornell Medical Claim, Inc., Summit, NJ*

- 1st Place: Alexander Lynch, 1962 TR3A
- 2nd Place: Gary Mink, 1959 TR3A
- 3rd Place: Jean Gagnon, 1963 TR3A

Class M—Triumph, TR4-TR250

Sponsor: *Triumph Rescue, Bally, PA*

- 1st Place: George Lawton, 1966 TR4A
- 2nd Place: Scott Erichsen, 1966 TR4A*
- 3rd Place: Robert Lager, 1964 TR4

Class N—Triumph, TR6 Early

Sponsor: *Dr. Stuart W. Honick, Hammonton, NJ*

- 1st Place: Hank Emery, 1971
- 2nd Place: Richard Bivona, 1971
- 3rd Place: Ross LoMonaco, 1973

Class O—Triumph, TR6 Late

Sponsor: *Mr. Peter Richardson*

- 1st Place: Ed Doody, 1974
- 2nd Place: Bill Geissel, 1975*
- 3rd Place: Clifford Bessett, 1974

Class P—Triumph, TR7-TR8

Sponsor: *I&E Insurance Agency, Point Pleasant, NJ*

- 1st Place: James Mustacchio, 1980 TR7*
- 2nd Place: Jeffrey Shapiro, 1980 TR8*
- 3rd Place: Ernest Caponegro, 1980 TR7*

* indicates PEDC member

Continued on page 8

Show Results from "Brits on the Beach" 2012 (Continued)

Class Q—Triumph Spitfire, GT6

Sponsor: *British Parts Northwest, Dayton, OR*

1st Place: Rich Kohlhepp, 1973 Spitfire*

2nd Place: John Ricci, 1978 Spitfire

3rd Place: Bob Canfield, 1966 Spitfire*

Class R—TVR

Sponsor: *I&E Insurance Agency, Point Pleasant, NJ*

1st Place: Tony Hess, 1971 TVR 2500 Vixen

2nd Place: Candace Kennedy, 1972 TVR 2500M

3rd Place: Benjamin Roth, 1985 TVR Tasmin

Class S—Other British Sportscars

Sponsor: *British Wiring, Elizabeth Bakes, Bally, PA*

1st Place: Dave Hutchison, 1961 Triumph Italia 2000*

2nd Place: Lindsey Parsons, 1952 Allard J2X*

3rd Place: Stephen Smith, 1967 Sunbeam Alpine

Class T—Other British Saloons/Sedans

Sponsor: *The Geissel Family*

1st Place: Chuck Miller, 1961 Morris Minor 1100

2nd Place: Ivan Nedds, 1967 Jaguar Mk II

3rd Place: Joseph "Bud" Moglia, 1937 Rolls Royce Limo*

Consolation Prize—Pedal Car

Jack Kelly (*in absentia* award for his red 1971 MGB-GT)*

British Car Parts/Memorabilia Swap Meet

When – Saturday, November 3, 2012, 10:00 AM

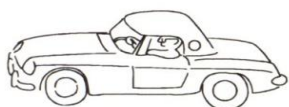
Where – Motorcar Garage, 42 North Pine Avenue

Maple Shade, NJ 08052, Phone: 856.667.6657

Motorcar Garage is hosting a British car parts/memorabilia swap meet. All British car club members in the area are invited and encouraged to join in on the fun of buying and selling.

There will be no charge to sell or to browse; however, for this to be a success we need sellers and buyers, so please consider bringing some things of your own to sell.

The swap meet will take place in the parking lot of Motorcar Garage where we have plenty of space for you to set up a spot behind your car or truck. Since the swap will be held outdoors, it will be a fair-weather event only. In the event of bad weather please call our number, 856.667.6657, for a "go/no-go announcement." @



Peter Cosmides

42 North Pine Ave.
Maple Shade, NJ 08052

Phone: 856-667-6657

www.Motorcar-Garage.com

Motorcar Garage

Repair-Maintenance-Restoration

British Car Specialist



BRITISH MOTOR TRADE ASSOCIATION



Jack Kelly won the consolation prize, a red pedal car that Peter Richardson decorated with British, PEDC, and Coors Light regalia (**above**). We've been kidding Jack about getting his originally owned 1971 red MGB-GT out on the road again to enjoy our events. Perhaps this special win will be the inspiration for him to finish the necessary repairs to do so! **Left:** Vice President and Show Chairman Bob Canfield stands by as Jack accepts his well-earned award.

A Look at "Brits on the Beach" 2012 ~ Ocean Grove, NJ



Top row: A Bentley enters the show field. Tom and Kim Leavy take a moment to enjoy themselves. The son of new member Rich Marchese enters the show field in his yellow-gold MGB. **Second row:** Woody Smith and Phil Schneider made a good showing with their Morgans, taking 3rd and 1st place in class, respectively. Russ Sharples enters the show field in his red MGA, which won 2nd in class. Zig Panek's willow green XKE is flanked by Altha Morton's primrose yellow (left), which won 2nd in class, and Joe Laudisi's primrose yellow 2+2 (right), which took 3rd. **Third row:** TVRs entering the show field. PEDC Treasurer Andy Moutenot, President Mark Berkowsky, and Vice President and Show Chairman Bob Canfield head down to the awards area. Mike Browne's Riley Elf, a new acquisition, garnered a lot of interest at the show, winning 1st in the Mini/Moke class. **Bottom row:** Buddy Moglia's 1937 Rolls Royce Limo, which won 3rd in class, always draws a crowd. Joe Lippi's white MG Midget license plate. TR6s alongside a Nash Metropolitan.

A Look at "Brits on the Beach" 2012 ~ Ocean Grove, NJ (Cont'd)



Top row: A colorful line-up of MGBs. A TR6 leads a line of LBCs onto the show field on a picture-perfect day. Gary Sholtis arrives in his Sunbeam Tiger. **Second row:** An orange MG Midget. A lineup of MGAs. **Third row:** Kim and Tom Leavy entering the show field in their Austin-Healey. Their red MGB racer was also in the show. Mike and Linda Browne pose for a quick photo. Their Riley Elf and red Mini Cabrio were entered in the show. A lineup of Land Rovers. Land Rover of Monmouth was one of our show sponsors. **Fourth row:** Triumph Spitfires with their hoods up. Here shown from left to right are Mark Berkowsky's, Bob Canfield's, and Rich Kohlhepp's. A light blue chrome bumper MGB enters the show field. PEDC President Mark Berkowsky shakes hands with Elwood "Woody" Smith, who won 2nd place in the Morgan class with his red 1955 Morgan +4.

2012 Lighthouse Run ~ October 20th

Jay and Susie Helt will be hosting this year's lighthouse run on Saturday, October 20th, with a rain date the next day, Sunday, the 21st. We'll gather at 9:00 AM at a place to be determined (TBD), and then we'll visit the following lighthouses:

- **Naveskink Twin Lights**, Highlands, NJ, a non-operational lighthouse and museum that overlooks Sandy Hook Bay, the Atlantic Ocean, and the entrance to New York Harbor, <http://www.twinlightslighthouse.com>.
- **Sandy Hook**, Sandy Hook, NJ, the oldest working lighthouse in the U.S., <http://www.lighthousefriends.com/light>.



We may visit a 3rd lighthouse.

After the lighthouse tours we'll have lunch at Bahr's Landing in the Highlands, which has been serving great seafood since 1917, <http://bahrslanding.com>.

Questions? Contact Jay by e-mail, jay.helt@verizon.net, or by cell phone, 732.614.6460. Look for an e-mail blast as the event draws near. @

Sandy Hook Lighthouse.
Photo courtesy of wikipedia.com.



More 2012 "Brits on the Beach" Photos. **Above:** Our gatekeeper, Scott Erichsen, guides a red chrome bumper MGB onto the show field. **Below, top:** Our enthusiastic registration team, including Karen Moutenot, Mary Johnson, Jeanne Miller, and Nadine Berkowsky, kept things running smoothly. **Below, bottom:** Tom Chowning backs his 1975 Daimler Limo into a space reserved for the Other British Saloons/Sedans class.



About Global E-mail Blasts

PEDC Events

If you are hosting a PEDC event, such as a drive, ice cream run, or impromptu dinner, be sure to e-mail the details to Wayne Simpson, wayne@last-chance-garage.com, for global broadcast to members a few days or a week prior to the event. PEDC events are announced at our monthly meetings, and are listed in our newsletter and website calendars; however, those last-minute e-mail blasts are helpful reminders, especially for the undecided.

Everything Else

If there is anything else you would like to announce globally to members—including non-PEDC events—please e-mail our officers, who will review the information and consider forwarding it. See page 19 of this newsletter for their contact details. Please do not send global e-mail blasts yourself. Many thanks for your cooperation!



Continued from page 12 – Unique Solutions

Cold Weather Spot Heater

When the temperature falls in the winter it is not easy to do any touch-up painting or use adhesives. Working on the car I realized that the floor work lights put out a considerable amount of heat. With this in mind, I aimed them at a spot that I was touching up (see below). The metal temperature quickly raised up to about 80°, and I could touch up the paint and have it dry properly. I also used this when using automotive adhesives to glue down some rubber parts. @

Photos for this article courtesy of John Sims



British Reliability Run ~ October 19-21

The route for the America's British Reliability Run (ABRR) has been posted. It begins and ends in Clinton, NJ. The total length of the drive will be approximately 650 miles spread out over 2 days with planned stops at the following locations:



- **Lime Rock Park, CT** for parade laps
- **Bennington, VT**, for a private tour of the Hemmings Gas Station, led by *Hemmings Sports and Exotic Car* Editor David LaChance, who will be participating in his Rover Saloon
- **Chester, NY**, for a tour of a private collection of Lotuses
- **Schenectady, NY**, for an overnight stop

The route passes through NJ, NY, CT, MA, VT, and PA and stays almost exclusively on state, U.S., and back roads with little or no driving on the interstates. Total driving time is about 17 hours over the 2 days.

The dates are October 19-21, 2012. Further details and application forms are available at the ABRR website: www.BritishReliability.org.

Questions? Contact Wayne Simpson, wayne@last-chance-garage.com.

Even if you can't participate in this year's run, consider supporting one of our teams with a tax-deductible donation to our partner charity, the Shriner's Childrens Hospital of Philadelphia. Team "Dakota" is representing the PEDC this year. @



Left: A Sunbeam Tiger leads a line of LBCs onto our show field at "Brits on the Beach" 2012. **Top:** A Nash Metropolitan, with the QQ license plate "so cute," on our show field. The Nash Metropolitan was produced for Nash by Austin in England and was sold in the U.S. and Canada from 1954-1962.

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Photo courtesy of Mike Kusch

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Calendar of Events ~ PEDC and Other

Note: All PEDC events are in red.

October 2012

- 3 **Wednesday, PEDC monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM.**
- 6 Saturday, 7th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Howell, NJ, 5-8 PM.
- 6 Saturday, Monmouth County Concours D'Elegance, Hop Brook Farm, Holmdel, NJ. An elegant exhibition of pristine classic automobiles from 1900 to 1969. Info: <http://www.monmouthcountyconcours.com>.
- 13 Saturday, Brits at the Village, Peddler's Village, Routes 202 & 263, Lahaska, PA. Hosted by the Philadelphia MG Club, <http://www.phillymgclub.com>. Featured marque: MGB. To register: <http://www.phillymgclub.com/Brits12CarShowReg.pdf>
- 19 Friday, through Sunday, the 21st, America's British Reliability Run (ABRR). The ~650-mile drive begins and ends in Clinton, NJ. Planned are stops in Lime Rock Park, CT; Bennington, VT; Chester, NY; and Schenectady, NY for an overnight stop. The route passes through NJ, NY, CT, MA, VT, and PA and stays almost exclusively on state, U.S., and back roads with little or no driving on the interstates. Total driving time is about 17 hours over the 2 days. Visit www.BritishReliability.org for details and application forms. Questions? Contact Wayne Simpson, wayne@last-chance-garage.com. Participate in the run or consider supporting one of our teams with a tax-deductible donation to our partner charity, the Shriner's Childrens Hospital of Philadelphia. The PEDC will be represented by Team "Dakota."
- 20 **Saturday, PEDC drive: Lighthouse run. Jay and Susie Helt, hosts. See page 11 for details. Rain date: Sunday, the 21st.**
- 20 Saturday, 12th North American Cecil Kimber Run, a British car tour through the beautiful Skylands region of northwest New Jersey, sponsored by the MG Drivers Club of North America. Celebrating the founder of the MG marque but open to all British cars, classic and modern. For info and registration call 908.713.6251 or visit their website: mgdriversclub@hotmail.com.
- 20 Saturday, 7th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Howell, NJ, 5-8 PM.

November 2012

- 3 Saturday, 17th Annual Pumpkin Run, Fleming's Auto Parts, Egg Harbor Township, NJ. Rain date: November 10th. For more info: www.flemingshows.com/pumpkin_run.
- 7 **Wednesday, PEDC monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM.**

December 2012

- 1 **Saturday, PEDC Christmas/holiday party, The Breakers Hotel, Spring Lake, NJ, 7-11 PM. RSVP to Jeanne Miller, 1.609.698.0667, jai2024@verizon.net.**

PEDC Christmas/holiday parties past.
Top, left: John and Carol Kosztyo, 2010.
Top, right: Incoming President Mark Berkowsky receives the gavel from outgoing President Rodney Ford, 2011, who served for two 2-year terms. **Bottom, left:** Jon and Cheryl Spare, 2010. **Bottom, right:** Ian and Sue Robinson, 2011.



Classified Ads ~ Parts and Accessories

MGB Parts for Sale

These are used parts, mostly from rubber-bumper parts cars that I have accumulated. Here is a partial list: 2 four-speed transmissions; 3 intake/exhaust manifolds; 3 zenith/Stromberg carbs; 2 windshields; both door windows; both window actuators; 1 complete front suspension; 1 rear axle; 2 front-suspension cross members; 1 transmission cross member; 1 set of beautifully refinished rubber bumpers; 2 starters; 2 alternators; 2 passenger doors; 2 front sway bars; 1 rear sway bar; 1 set of tail lamps & lenses; 1 late top frame; 1 windshield wiper motor with rack & wheel boxes; 1 radiator; 1 radiator over-flow tank; 1 valve cover; 1 complete set of gauges; 1 heater box; 1 pedal box; 2 pairs of rebuildable front-brake calipers; 2 pairs of leaf springs; 2 pairs of front coil springs. Many other small parts and pieces are available. For reasonable prices and detailed descriptions of the parts you need, please call or e-mail me. Thanks, Bill Miller, 732.778.3274, bmillerreoinnj@comcast.net.

MGB Parts for Sale

MGB engine with 50K miles on it, \$800; manifolds for MGB chrome & rubber bumper, \$150; HIF carburetors rebuilt & ready to go, \$450; complete steering wheel & column for rubber bumper MGB with all switches & ignition switch with keys, \$375; chromed hand brake lever for MGB—a beauty, \$95; used tonneau covers—prices depend on condition; new old-stock tail-light assemblies for MGB, in British Leyland boxes, \$175; distributors for chrome & rubber bumper MGB with Pertronix installed, \$175; directional switches for rubber bumper & chrome bumper new old-stock; MGB head, \$200; MGB rear rubber bumper—no rust, \$175. Many more NOS and used parts: rebuilt MGB starters; alternators; MBG rebuilt shocks; MG Midget rear axles for steel wheels, \$125 each; used air pumps. Call John Morris, 561.752.0673, imo3449456@aol.com

Picnic Baskets and Beverage/Snack Sets for Sale

Wicker Picnic/Wine Basket: Two place settings, suitcase style, varnished with leather hinges and latch, 16" W x 12" D x 7" H, complete with 2 mugs, 2 wine glasses, tablecloth, cheese board, paring knife, corkscrew/opener, and insulated thermal bottle pack. Unused, excellent condition. Price: \$120 + shipping. Hump-Top Wicker Picnic/Wine Basket: Two place settings, double-handle hamper style, varnished ivory color, ideal boat/auto presentation piece, fabric-lined, 15" W x 11" D x 13" H. Complete with 2 plates; 2 wine glasses; 2 knives, forks, and spoons; tablecloth; 2 napkins; cheese board; paring knife; corkscrew/opener; 2 food containers; and 1 exterior fabric bottle holder. Unused & perfect condition. Price: \$155 + shipping. Beverage/Snack Sets: Two thermos bottles with cups, large food box container, all vertical in vintage carrying case with handles, 15" high x 12" wide x 5" thick, excellent condition, a fashionable beverage/snack accessory kit for any classic car or boat. Price: \$38 + UPS shipping. For photos/inquiries, call Stuart Sherk, 610.277.2121.

British Car Cottage Industries

Devoted to merchants who specialize in products dedicated to British car enthusiasts. They feature items not available from established suppliers or catalogues. MG & Triumph stuff . . . really cool! Check out their site: <http://www.britcot.com>.

Tools for Lending

If you have a unique, seldomly used specialty tool that you would be willing to share with other club members, let us know, and we'll post it here. This is an opportunity for members to help members. Below are the tools that are available:

From Richard Meyers, agentmanremjr@gmail.com

- 1-ton engine crane with load leveler
- 1,000-lb-capacity engine stand
- oxy-acetylene torch
- 17-piece heavy-duty slide hammer kit
- ½-inch-drive torque wrench
- clutch alignment tool (10 spline)
- wire-wheel hub removal tool
- valve compressor
- piston ring compressor
- U-joint removal tool
- camshaft tach-gear removal tool
- 3-jaw and bolt pullers

From Scott Erichsen, josco@optonline.net, manual tire changer

From Rich Kohlhepp, krak1904@hotmail.com, Triumph Spitfire spring compressor

Note: Rich has manufactured a specialty tool to replace the coil over shocks on a Spitfire.

From Bob Canfield, joisuzu@optonline.net, valve spring compressor, small tubing bender



Classified Ads ~ LBCs

Want to advertise your LBC in the PEDC newsletter? E-mail your ad, and photo, to Carol Kyle, Editor, carolkyle4@earthlink.net. Classified ads are **FREE** to PEDC members and run for three months or until your car is sold. Please let us know if you've sold what you were selling so the ads don't run needlessly. Ads will be dropped from the newsletter after three months unless we hear from you. NOTE: Neither the PEDC nor the newsletter editors are responsible for the content of these classifieds.



1958 MGA Coupe One of the best examples you will find anywhere. Car received a total ground-up restoration, fully documented. Speedometer does not work. Has less than 50,000 original miles. Lots of extra parts. Complete new interior. Asking \$20,000. Contact Paul, j5pmkaa@aol.com.

1985 TVR 280i V6, 2.8 Bosch-injected, red convertible with tan seats and black top signed by Trevor Williams. New, bigger radiator, water pump, and hoses. Car has 4-wheel disk power brakes, power windows, and antenna. Garage-kept 62K miles. \$9,100, negotiable. Call Andy, 732,278.9125, or e-mail him at arsells4midway@aol.com.



Classified Ads ~ LBCs (Continued)



1969 MG Midget A running car in need of a new owner. It starts, stops, and shifts. It could be the basis of a project or be used for parts to finish one. Wire wheels, original interior, new top. Asking \$700.00 OBO. Located in Middletown and available for inspections. Registered and insured. Clear NJ Title. Call new member Ed Borodic, 732.535.6052.

Show your club spirit! To order the items, below, contact Karen Moutenot, Regalia Manager, at kamouts@comcast.net or call her at 609.655.0554. All items are supplied to us through Fourth Gear, Ltd. Below is the current price list:



Official PEDC Regalia for 2012 ~ Price List



CLUB APPAREL

- T-shirt, short-sleeve crew neck
- T-shirt, short-sleeve crew neck with pocket*
- T-shirt, long-sleeve crew neck
- Golf shirt, short-sleeve
- Denim shirt, long-sleeve, woven, button-down*
- Denim shirt, short-sleeve, woven, button-down*
- Sweatshirt, long-sleeve crew neck
- Sweatshirt, long-sleeve hooded zip-up*
- Sweatshirt, long-sleeve hooded zip-up (larger than XL)*
- Wind jacket, long-sleeve hooded*
- Wind jacket, long-sleeve hooded (larger than XL)*
- Baseball cap, unstructured
- Visor

PRICE

- \$17
- \$19
- \$19
- \$26
- \$31
- \$31
- \$24
- \$42
- \$51
- \$27
- \$32
- \$14
- \$14

OTHER CLUB ITEMS

- Grille badge
- Lapel/hat pin
- Windshield sticker
- Marque patch
- PEDC logo patch
- Tool bag, mechanic, canvas*
- Picnic blanket, water-resistant, red plaid*
- PEDC clock (or marque clock)*

PRICE

- \$20
- \$ 4
- \$ 1
- \$ 5
- \$ 6
- \$22
- \$21
- \$10

NOTE:

*Denotes special order item. All special-order item prices may include additional shipping costs if not ordered with a bulk club order. Add \$2 for club apparel in sizes larger than XL; add \$10 for a 2nd logo.

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God Save the Queen!

Queen Elizabeth II has been celebrating her Diamond Jubilee this year, marking the 60th anniversary of her accession to the throne in 1952. After Queen Victoria—who reigned for nearly 64 years from 1837 until her death in 1901—Elizabeth II, age 86, is the second-longest reigning monarch in British history. Elizabeth's favorite personal vehicle? The Land Rover Defender, which she has been known to drive herself on the Sandringham Estate in Norfolk. @



Coronation portrait of Queen Elizabeth II and the Duke of Edinburgh, June 1953, **left**. A Land Rover Defender, **above**, similar to the one the queen enjoys driving at her country estate in Norfolk. Photos and Land Rover logo courtesy of www.wikipedia.com.



The Terminal Post

Editor

Carol Kyle

Technical Editor

Ken Kyle



The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1990 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, maintain, restore, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at www.pedc.org. Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Registry (VTR), www.vtr.org.

NOTE: All photos in this issue of *The Terminal Post* are courtesy of the editors unless otherwise credited.

The Last Word: Get Out and Drive 'Em!



September 15th was a glorious day to get out and drive 'em, and to gather with other British cars at our 15th Annual "Brits on the Beach" show in Ocean Grove. 1st, 2nd, and 3rd place trophies were awarded in 20 classes through participant's choice (popular vote). **Left:** Joseph "Buddy" Moglia enters the show field in his 1937 Roll Royce Limousine, always a show stopper. Buddy won 3rd place in the Other British Saloons/Sedans class. He won 1st place in class at our 2011 show. **Right:** New members Robert and Barbara Elkin in their 1953 MGTD, which won 2nd in the MG Pre-War Series T class, lead a line of four cars onto the show field. Behind the Elkins are new members Barry and Laura Shandler, friends of the Elkins, in their newly acquired 1979 MGB, which won 3rd place in the MGB Rubber Bumper class. We had a great turnout of cars this year. Of the 172 that registered, we ended up with a record 151 on the show field.

Carol Kyle, Editor
19 Lincoln Avenue
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Member Name
Street Address
City, State, Zip Code