



The Terminal Post

Newsletter of the Positive Earth Driver's Club

"It's not just a Club, it's an attitude"

Brits on the Delaware

By Wayne Simpson

On July 16th, five intrepid PEDC members took to the roads and made the two hour trip from our home base at Woody's to Kintersville PA, for Brits on the Delaware, hosted by our friends Tony Hess and Candace Kennedy from the TVR Car Club of North America.

With me in my TR7, were Peter Richardson in his BGT, Mike Browne in his Mini Cabrio, Ray Carbone in his Big Healey, and Marc Meccia with Marchelle Laura in Marc's custom nosed Sprite. The plan was to make the route as scenic as possible by taking back roads for the most part to Washington's Crossing, then by a somewhat circuitous route over four of Bucks County's famous covered bridges.

Fate, as it often does, intervened and after the first of the four bridges, the need to make rest and fuel stops put us a bit behind on time, so the last three were sacrificed on the altar of expediency. But it was still a nice ride, as even the state routes in this part of PA are pretty.

When we arrived, we found a nice show field on a rolling patch of ground behind the American Grill just off PA 32. There were tall trees to give shade and it was all quite nice. There were about 40 cars on hand, with perhaps a few more showing up as the day wore on. The weather was uncharacteristically nice for mid July; not too hot



Mike Browne's Mini Cabrio emerges from the historic Van Sant Covered Bridge



An MG P-series racer from 1935. The gearbox and bell housing sit, unguarded, right next to the driver's legs, ready to perform an instant amputation in the event of a mishap.

with low humidity and this really contributed to our overall enjoyment of the day.

Marc and Marchelle had lunch on site at the American Grill, but reported that although the food was good, the place was understaffed and the service was quite slow. The rest of us decided hold off and find something after the show was over.

Once the awards were handed out, we broke camp and headed over to the Ship Inn in Milford, NJ's first brew pub and less than 10 minutes away, to have lunch and sample the home brew. After that, we meandered back and forth across the Delaware vintage iron bridges on our way home. In all, it was a long day, but very nice. We look forward to seeing Tony and Candace at our own show in November.

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Drive 'em!

Minutes of the PEDC General Meeting (July 6, 2011)



Submitted by Secretary Wayne Simpson



The meeting was called to order at 7:40 PM with approximately 46 members in attendance and Rodney Ford presiding. We welcomed new member Robert McHugh (Lotus Europa) to his first meeting.

Treasurer's Report

Treasurer Peter Richardson reports a balance of \$3495.06 in the club account and 113 paid memberships. Make that 114 with Rob.

Old Business

Bob Canfield reported on the trip to the Edison Museum in West Orange. The trip was detailed in the July newsletter.

We reported on planning for the **Brits on the Beach** show in Ocean Grove. Registrations are coming in at a steady pace. We are looking for volunteers to solicit door prizes and other sponsorships. We have secured a major sponsor in Land Rover Monmouth, who will be underwriting the music for the day. We hope that most if not all of you will reprise your roles from last year to make this show a success.

Kudos went out to Pat Wignall for her work on the annual **Father's Day Show** and to Paul and Mary Johnson for the BBQ that followed.

New Business

Rodney made note of the **newsletter articles** by Tom Leavy and Bob Canfield in our July issue. The newsletter is the life blood of any club and member contributions are key to keeping it fresh and interesting for all.

Pat Wignall proposed an alternate event for the Ice Cream run in September. We would return to the Ocean House in Spring Lake, where we had a party after the ice cream run in Spring Lake from last year. This could be a cocktails and appetizers affair with a cover charge of approximately \$10. Details are forthcoming.

John Kosztvo proposed an overnight trip to Peddler's Village in PA, perhaps to coincide with the Philly MG Club's car show there in October. He will investigate further with details to be announced.

We need a volunteer to take over for Linda Browne as Regalia Manager. In fact, we need volunteers for all officer positions, including editor, as we have elections upcoming in November. The Board is busy identifying candidates for these positions, and several have been found, but interested parties can make the task easier by volunteering their time and effort. Remember, this is **YOUR** club.

Tom Leavy brought in a photo album and told the story of the 1963 MGB racer he bought 1-1/2 years ago. The car was last raced in 1977, but he now has it restored and raceworthy and is getting seat time in vintage racing. Look for an article in a future newsletter.

We then went through our usual review of upcoming shows and other events. Our next event is an Ice Cream Run in Cranbury on 7/14 hosted by Andy and Karen Moutenot. See the calendar page for details.

The meeting was adjourned at 8:12 PM.

HELP WANTED!

Regalia manager

After six years, it's long overdue for another PEDC member to assume the job.

Volunteer!! Become an important contributor to the club. All it takes is a few hours each month, keeping good records, making most of the monthly meetings and events, and a just a bit of salesmanship. If you are at all interested, contact me at (609) 971-2975 or lbrowne414@aol.com. I'll gladly answer any questions you have. Consider doing something new!
Cheers, Linda



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FROM THE DRIVER'S SEAT...

Rodney Ford, President



I have been a member of this club for about six years and have long said that the great thing about the Positive Earth Drivers Club is the membership. Friendly, honest and accepting. Single marque clubs can become exclusive. For that matter any club can. Certainly not all do, but it can and has happened. We have seen hot rod clubs who scoff at British cars. Our club has a diversity unlike most. We have had

“Speaking of club officers, there is still time for you to become one of the next club officers.”

French and German cars at our displays. We have had American, Italian and Asian cars on our runs. From Mini to Rolls Royce, our membership has a wide variety cars as well as interests. It is an overall appreciation and enjoyment of motor vehicles, obviously centered on those made in England. We can look at a rat rod, a muscle car or exotic and see the intrinsic value.

Let me tell you about a recent week, the week of July 10th to the 16th. We had members attending cruise nights in Toms River on Tuesday and Point Pleasant on Wednesday. Thursday, we had a club ice cream run, thank you to the Moutenot's. Saturday was a big day. One contingent did a drive into Pennsylvania with the final destination at a British Car show sponsored by the TVR Car Club of North America. Another group went to the West End Cruise in Long Branch and heard the Miracles (without Smokey Robinson) entertain the owners of several hundred cars of all sorts and sizes. At least one club member was in Western Pennsylvania at a vintage racing event with his MGB. Several members were also racing slot cars during the week. In addition to that, some members were sailing or in power boats on Barnegat Bay.

Those were the events and activities that I'm aware of; I sure there are many more stories out there. Let your club officers know what you are doing (with your British car) or better yet, write it up and submit an article for the newsletter. Speaking of club officers, there is still time for you to become one of the next club officers.

While on the subject of events, our annual show is less than two months away and entries are rolling in. We are near 50% capacity. If you haven't done so, send in your entry to reserve a space. We still need door prizes, please canvas your local businesses.



Two recent 1/32 scale slot car offerings, MGB and C Type Jaguar



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FROM THE NAVIGATOR'S SEAT...

Mike Browne, Vice President



Well it's a month later, and Linda and I have returned from our trip to Chattanooga, TN for the Mini Meet East event held at the Chattanooga Choo Choo Hotel. It was a really nice resort that was converted from a turn of the century passenger train station. Nice place. There were two outdoor swimming pools and an indoor pool (which were a necessity in the heat and humidity), numerous restaurants, ice cream parlors, gift shops, etc. There were even a number of old train cars that were converted into very luxurious suites that are available to stay in. There is a very upscale dining car for evening dining. There is also a dining car for casual dining. There was a restaurant there

“...they also held a Mr. Potato Head race....which was the most fun of all the things they had scheduled!!”

called the Terminal Station that was made of partitioned out of the freight warehouse part of the original terminal. Besides having outstanding food, the waiters and waitresses took turns going up on stage and singing along with the live band they had there. Very talented musicians and singers. It proved to be quality entertainment.

This time we towed the trailer with the mini behind our minivan. In case you were wondering, there were some serious mountains going to Chattanooga!! It was somewhat of a challenge crossing them...but we made it with no problems. We arrived on Tuesday, July 5th, checked into the hotel, unloaded the mini along with quite a few others who had recently arrived. I met some people I had only talked to online through emails and message boards. It was interesting to connect faces with screen names!! That night we simply had registration, and tire kicking in the parking lots along with quite a bit of socializing!!

The next morning they had a car wash area to detail your car before the concours show which lasted from 10am til 130. They served us a box lunch while we were there. This was included in our registration fee. Whenever one attends a Mini Meet, you are certain to come across Mini variants and strange new little cars that you have never actually seen before. There were a number of Mokes, Riley Elfs, (or is it ELVES?), Wolsely Hornets, Mini pickups, Mini Vans, Travellers, Countrymen, and numerous other strange and unusual cars!! As a matter of fact there were more Elves and Hornets there than I have EVER seen in one place before! It was a little odd because they didn't announce the winners until 3 days later at the event banquet.

After the concours, we went on a drive to the Coker tire museum and the tow truck museum. THAT IS RIGHT....A TOW TRUCK MUSEUM!! But when you realize that the idea of towing an automobile was a new idea since the automobile was a new idea!! Strange ideas can come from people when they come up with a new mode of transportation. Case in point, have you ever seen the different ideas people came up with for airplanes before the Wright brothers???? WEIRD STUFF!! From there we drove up to Look Out Mountain.

From 6 to 7pm, we did dinner on our own. Afterward, they had a Beatles tribute band called, "The Buggs" play a chronological concert of all Beatles stuff from 7pm until midnight!!! THESE GUYS WERE PHOENOMINAL! Oh, it was VERY HOT AND HUMID and these guys played with only two 15 minute breaks and they played for 5 hours!!!! I grew up during the Beatle era, and I have NEVER heard such terrific copies of the Beatles songs....EVER!! They were superb!! I cannot apply enough superlatives!!!!

On Thursday, there was a rallye which took you through three states (Tennessee, Georgia, and Alabama). There were a total of about 90 cars. Most of them were the classic minis with some new MINIS thrown in. This was a lower turnout than expected because of 1) the weather and 2) the economy. They normally expect around 150 cars, but, the rallye went on as scheduled. After a long, drive through some windy, twisty roads it ended up at a really picturesque reservoir where there was a BBQ lunch and a panoramic photo of all the cars at the reservoir. Then we were on our own for the drive back to the hotel. We drove through a horrific thunderstorm on the way back...but...we made it. We got back to the room, got showered and went across the street with about 50 people to a restaurant/brew pub called the Terminal Brew House. They not only had a good selection of beers and ales, they had excellent food.

On Friday morning, there was an organized drive to Lookout Mountain, to Ruby Falls, and to Rock City. Then when we returned, they had a Funkhana, a remote control Mini autocross, and they also held a Mr. Potato Head race....which was the most fun of all the things they had scheduled!! They had a rolling shell of an old mini, and there were teams of five people in each team. The object was to push the rolling shell from one end of the parking lot to the other, turn around and come back all the while picking up the eyes, the glasses, the nose, the mustache, and ears, putting them on the rolling shell of the mini....AND THEN CROSS THE FINISH LINE!! It



Partial panoramic view of the minis at the reservoir

NAVIGATOR CONTINUED...

was hysterical!! Some teams chose to have one person driving, and one person pushing, while the others gathered the Mr. Potato Head pieces and assembling the face on the move while some chose to push with all involved, and one by one gather the pieces and assemble the face while on the move. Either way.....IT WAS VERY ENTERTAINING!!

After a few thunderstorms, we then had our event-ending banquet in a large room. They brought the class winners into the room and lined them up at the one end of the room. People there were to vote for the "Best of Show." The food was buffet style. There was a cash bar.

The next day there was a last minute autocross nearby, but Linda and I had made plans to visit the Biltmore Estate in Asheville, NC. She has always wanted to go there to see it, so we did. On the way there, our minivan broke down on I-75 about 40 miles from Chattanooga. Turned out to be the alternator. They had to tow us to Knoxville, TN, which was about 70 miles from where we were. This was an adventure since the minivan had to be put on the flatbed and the trailer with the mini on it, had to be towed by the tow truck as well. Anyway, six hours later, we were on our way to Asheville!! I cannot get into it now, but the place has 240+ rooms!! The dining room has a 7 story ceiling!!! The place had flush toilets, hot and cold running water, and it was built in the late 1800s!!! Of course, money was no object since it was built by the Vanderbilts!! It is a "must see" if you are going past that area. Very interesting place. Worth the visit!!

Even though we trailered the mini to Chattanooga, we still put approximately 350 miles on the mini during the trip.

In the meantime, get out and enjoy the warm weather and DRIVE THOSE LBCs!!!



The Biltmore Estate in Asheville, NC, an opulent 240 room mansion built by the Vanderbilts in the 1800s.

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Here's Mr. Potato Head, a very entertaining game!



"The Buggs" Beatles tribute band. They didn't necessarily look like the Beatles, but they sure sounded like them. George Harrison's name in the Buggs was REALLY George Harrison....quite a bit shorter than the original...but did a nice job. "Paul McCartney" was right handed instead of left handed, but what a musician!! And what a voice!!



The very interesting Chattanooga Choo-Choo Hotel

#32-THE STORY OF A '63 MGB

By Tom Leavy

My first experience driving on a racetrack was in 2009, when my wife Kim and I attended the Austin Healey Conclave, a national meet that travels around North America annually. That year, the Conclave was held in Kingston, Ontario. On our first full day in Kingston, I drove the car on the 2.5 mile track at Shannonville Motorsports Park. I was hooked! I had calmed down a bit about racecars and racing, and by the end of summer it was a dream that was on hold. In early September, I attended the Vintage Grand Prix at Watkins Glen with Mike Kusch. This three-day event draws historically significant cars from all over the continent. When one of Mike's friend's cars got bumped during a race, I even got to help out in the pits and bend the wing out a bit. I came away from that weekend thinking I would build an early Mustang fastback to go racing. Or a Formula Ford. Or a big block Corvette. You get the picture.

Time passed, and the holidays approached. During the week of Christmas, I found an ad on Craigslist for a former SCCA MGB that included a parts car for a very reasonable price. I contacted the seller, and arranged to go see the car on the way to my sister's house on the day after Christmas. As luck would have it, it was only about 15 minutes out of our way. The car looked good, it was complete, already had a lot of racing bits, and the parts car could easily offset the cost of the racecar. I gave a deposit and was back the following week to retrieve my new project. I returned the following week with Mike to retrieve the cars. Mike remembered seeing the car for sale at Britfest, and knew one of the former owners, Dave Collier, also a member of the North Jersey MG Club. I remembered Mike talking about the car at the time, it was funny that I found the same car later. After I got it home, I was able to trace the history of the car back to its former racing glory. Ron Augustine purchased #32 in 1970 for \$100. Ron lived in West New York (NJ), or some similarly close town in Bergen County. He campaigned the car as an autocrosser at first, and quickly got into road racing by 72-73.

Ron had passed away in 1977 from a slip and fall down the basement stairs, when David Collier bought the car from his father. Dave is a member of the North Jersey MG Car Club, and has worked for Moss Motors over the years. I was first introduced to Dave by Mike Kusch. Dave was kind enough to provide me with a lot of details of the car's history. Dave explained that an acquaintance of his, Roy Walhinke, lived across the street from Ron Augustine. Roy was autocrossing with Dave and turned him onto the car in 1993. Roy raced a TR4 when Ron was racing that B. According to Dave, Roy was a pretty good driver, but never could beat Ron. He said Ron was able to win almost every weekend yet still keep anything from breaking on his car. #32 had stock 63 bolt on wheels when Dave Collier bought it (and sold it), but it came with a set of slicks mounted on Cook wheels. Apparently they were all the rage for hill climbing in the late 60's, but they were steel 5 spoke wheels that seemed heavy-not a good candidate when you want to keep unsprung weight of the suspension to a minimum.

When I purchased the car, I was provided with EMRA (Eastern Motor Racing Association) newsletters that documented Ron's success throughout the 70's with the car. I even received photos of the car taken in the mid 70's at Bridgehampton in a race (flares were not on the car in the photos). I believe the most of the races were with

EMRA, and not so much SCCA. The car ran in some hill climbs, ran a few races with the Liverpool Motoring Club (the oldest racing body in the world), and was allowed to run in their annual championship race at Lim Rock (hence the large letter "U" on the rear wings). The car also ran in Can-Am series in New Hampshire. The EMRA newsletters revealed the fact that Ron was a regular pole sitter for E-Production class, and that in the latter half of the 70's, the car held the course lap record for E-Production at Bridgehampton.

Apparently, Ron and #32 were the driver and the car to beat. I have color glossies of the car at speed in 1977 at the Bridge. The series of pictures documents the rear end collision with the front of racer Roy Oppedisano's Alfa Giulietta. I have been told that Roy, frustrated that he could not best Ron, rear-ended the #32 car in a rage, causing body damage to both cars, and dislodging the exhaust from the MGB. Roy was supposedly banned from EMRA for life following that incident. Dave sold #32 in 1993 for \$1000 and delivered it to a summer home in the Poconos about 10 miles west of Digman's Ferry. Dave never got the car to run. The carbs were seized, and the foam in the fuel cell was a mess. A few years later #32 was spotted at New Vernon Coach and Motor Works in Morris county. It had been sold to Jerry Fatcher of Morristown, NJ. The mechanic at New Vernon Coach, Steve Shade, was doing a tech session for the North Jersey MGCC, and the car was still there. Steve said they got it running and it was the fastest MG he'd ever driven.

John Mears from the North Jersey MG Car Club sold a lot of parts for #32 to Jerry. Occasionally Dave got updates on the progress. Apparently, Jerry had limited understanding of what he was doing on the car based on the feedback Dave got from John Mears. He tossed the distributor and put in a replacement without checking the curve or the timing first. He had the carbs rebuilt without checking the jets and needles or settings...stuff like that. Even still, Steve said it screamed around their lot. He's now in a smaller location on Rt 202 between Morristown and Bernardsville. Jerry owned a dating service in Morristown near where John Mears worked at the time, and he used to deliver all the parts.

The history trail gets kind of narrow here; #32 was sold to Karen Levenson of Summit, NJ on 9/11/04. In the spring of 2009, #32 was spotted at BritFest, sitting on a trailer with an asking price of \$1500. In June of '09, the car was sold to Bill Varcadipane of Wantage, NJ. I then purchased the car from Bill on 12/26/09. I posted inquiries on several racing discussion forums, and got the following reply from the wife of a former racer's wife, who is still very active with EMRA:

Here's a Ron Augustine MGB story that's true: Ron was running at Bridgehampton (The Bridge as it was fondly called) and, he went off the road at the turn just before the hairpin (they called it station 9) and was disabled driver's right. Carl Jensen, then the caretaker of the place and Tow Truck driver, etc. decided that he could take the truck down behind Station 7 to station 9 and tow Ron back without going on the track, which was done quite often. Anyway, the dirt and stony "road" behind the stations was very rough to say the least. Carl hooked Ron up, and he rope towed him back up the hill. Suddenly a few spectators behind 7 who saw him coming amid tons of dust began screaming for Carl to stop. Carl turned his head around to see the MGB upside down with Ron still inside. It was funny

afterward, but not at that moment!!

-Cally Kruger, EMRA (Eastern Motor Racing Association)

I began restoring the car in July of 2010. I replaced the rockers, floors, and rear wings. The rest of the tub was in good shape, and by early August the body had been reassembled, and was in a coat of epoxy primer. The engine compartment, trunk and underbody were all treated to a coat of chemical and chip resistant paint designed for subway cars. I was able to get a color match that was close to the original Tartan Red the car would again wear. I gathered parts over the winter months, and in February I picked up the project where I had left off. After the body was paint-ready, I fabricated the roll cage, and applied the top coat of single-stage red paint to the body. Due to time constraints, I decided to run a street motor for my first time out on the track. We had an easier time putting this car together than we had with the Healey restoration in '09. There is so much less to be done on a racecar. Don't get me wrong, this car has been restored to a very high level, there are just fewer parts to install. Nevertheless, there was still a lot of work that had to be done, and like all of my projects, I worked feverishly right up to the last minute to finish.

Kim was very supportive and understanding throughout this process, and I could never have accomplished this project without her help. There were a couple of things, like the tach and speedo, that weren't completed, but the mission was still a go. Mike Kusch helped me quite a bit, and I never would have been ready on time without his efforts. He is the man! We finished the car at around 7 pm on Wednesday, and my son Thom and I left for New Hampshire, in the rain, at 10:30pm. Being a faithful restoration to its former configuration, this car has no top and a cut-down windshield. I was now going to christen the car on an open trailer through eight hours of torrential rain. The ride up was rough, and we arrived at the hotel with enough time to take a one-hour nap. I was grateful that Thom helped keep me awake through the harrowing drive up.

On May 19-22, 2011, I joined VRG (Vintage Racer Group) for their Vintage Race weekend at New Hampshire Motor Speedway. To earn my competition license, I attended their driving school on Thursday and Friday. On Friday afternoon, I joined the rest of my racing group (Group 3), which included an Alfa GTV, a Healey BN4, a '59 Corvette, Mini Coopers and a Datsun 510, among others. The driving school was an incredible experience. The VRG Driver's School did a terrific job of getting us in the seat and prepared to run on the track with other experienced drivers. I am still amazed at how much I learned from them in such a short time. These guys are awesome! I opted to rent a garage stall in the pits, and that worked out nicely. We had internet access, and even though it never rained hard, it was wet at times on Friday and Saturday am. Thom was my faithful pit crew, and he did a fantastic job. We joined the rest of the group when we finished school. Everyone else with VRG was most gracious, and their patience, guidance and support really made us feel welcome.

The MG performed very well. I am very pleased with how well the car handles. It sticks to the pavement and goes wherever you point it. I ran a set of used radials that I clipped from a parts car as rain tires on Thursday and Friday, and switched to racing slicks for Saturday's race. Once the tires warmed up in practice on Saturday the grip was a drastic improvement over the street radials. After a small leak from the master cylinder was detected and remedied, it was smooth sailing for the rest of the weekend. I tried to connect the tach without success, so I had to drive by ear throughout the weekend and hope that I didn't overrev the motor. I was able to mix it up with a couple of other drivers who were equally matched, and man-

aged to keep from blowing it up.

There is no better way to say this. It is exhilarating to race. I can't wait to do it again, and I can only imagine how much better it will be with one of Mike's race engines under the hood. Kim and I met Butch O'Connor, another racing acquaintance, at NJ Motorsports Park this past Memorial Day weekend. He was singing the praises of the new engine that

Mike just built for him. He commented that the table had turned because for the first time in decades of racing, race officials were blue flagging other drivers to warn that Butch was coming up fast from behind (instead of it being the other way around).

The icing on the cake in New Hampshire was when Rod Folia joined us at the dinner table on Saturday night. Rod was a noteworthy racer from the same heyday of #32. Among the different cars he drove over the years, he had campaigned a 65 GT-350 (chassis #73!). It was fantastic to hear about all of his adventures, including time on the track and in the pits spent with the likes of Paul Newman. During his racing career, Rod has been both a regional and national champion. On this particular weekend, Rod was driving an early 70's Mazda RX-3, and easily beat up on the big-block Corvettes running in Group 4. To top it off, when I mentioned Ron Augustine's name, Rod remembered him from EMRA! That really tied the whole experience together for me. My first race weekend is over, and #32 is safely back in the garage without a scratch.

With the help of Mike Kusch, my car was ready and able to withstand back-to-back high performance driving events. The "B" is a solid platform that a racer can be built on. I am sure that as the suspension and drivetrain are further tuned, the car will continue to turn quick lap times. I got the tach working (faulty ground wire- can you imagine that? On a British car?). With the availability of new, used and aftermarket parts, the MGB has turned out to be an excellent choice for this pursuit. It is a great platform for the casual and performance oriented enthusiast alike. This new wrinkle on my automotive pursuits has really been a great experience, and I am looking forward to getting Kim and the kids competitive driver training and some seat time in #32 so they can all learn how much fun racing is.



Tom's recently restored 1963 MGB racecar, good looking and very fast. Tom acquired the racing bug during a stint on the Shannonville Motorsport Park 2.5 mile track in Kingston, Ontario with his Austin Healey. Tom recanted his Healey project in an article in last month's issue.

SECRETARY'S NOTES...

Wayne Simpson, Secretary



Gearing up for Brits

Our annual show in Ocean Grove is growing closer. There's work to do, and there's no getting around it. We're hoping most if not all of you will reprise your roles from last year to help us make our third sortie in Ocean Grove as successful and enjoyable for all involved as the previous two. I'll try to get in touch with you all, but if you weren't involved last year and want to pitch in with the gang this year, send me a note at info@pedc.org or contact me using the numbers on the back cover.

Two Days, Two Shows

The first weekend of last month, there were two major regional shows I really wanted to attend. Saturday June 4th was Cars and Motorcycles of England in Westtown, PA, put on by the Delaware Valley Triumph and Jaguar Clubs. The following day was the Original British Car Day hosted by the Chesapeake Chapter of the New England MG T Register near Frederick, MD. How to choose... Why not do both?

C of E is becoming a tradition with Peter Richardson and me as we've attended the last three years. It's an excellent show held on the grounds of a historic mansion put on by a great club, or actually two great clubs. For the Harris Tweed set, there is a JCNA sanctioned Jaguar Concours held on one part of the grounds, and for the rest of us, a judged all marque concours.

It was a foregone conclusion that I'd do well as I was, disappointingly, the only wedge car there. Supposedly there were eight registered but I was the only one who showed up. Peter, in his MGB-GT however, was in a more competitive class. While I walked around to see the rest of the cars and vendors, Peter set up his new canopy, his little dog and pony show, and hung around to schmooze the judges.



Peter holding court with the judge and his daughter

One of the nice things about traveling some distance for a show is that you'll see cars and meet people you haven't seen before. How many Aston Martins or classic Rolls do you see at the local cruise night? At C of E, each usually turns out a nice class. Some other notable vehicles there were a Peerless GT and a Lotus Formula racer. Up at the top of the hill, the Jaguar folks were celebrating the 50th anniversary of the E-Type with a large number on display along with Jags of all other models and eras. For many, the most interesting car

there was an XK-120 barn find, solid but rough and looking just as it was found. You could buy it for a mere \$70,000.

Peter will tell you he doesn't want to win any trophies, but he sure has plenty to say when someone else wins one. We sat on the grass as the awards were handed out, and eventually his class came around. Third place: "What? That car was a rat! How could he win an award?" Second place: "You're kidding me, my car's better than that!" And in First Place, in a 1967 MGB-GT, Peter Richardson! Well, what do you know? Rather than make him scramble to his feet on his bionic knee, I got up and accepted Peter's award for him. "Congratulations, you won," I said as I handed him his trophy plaque. "Now stop complaining!"

With the festivities over at C of E, Peter headed home I pressed on the further 130 miles to MD. I made the mistake of taking the top down for the trip and this of course brought on the showers that had



Aston Martin DB5, a nice specimen of a class of Astons

been holding off all day. Still, traffic was light even near Baltimore, and I made the trip in good time and with no problems.

Maryland's Original British Car Day, now in its 34th year, is the latest revision of an event that was first held at Adams Pond in Bowie. In its heyday in the late 80s, the show would draw as many as 900 cars! To get a feeling for what that was like, there is an edited version of a two-hour movie made in 1989 on YouTube, and you can see that at www.youtube.com/watch?v=eiAZOVuwf-k.

The current venue, Lilypons Water Gardens near historic Buckeystown, situated in an area of rolling green hills and farmland, won't hold quite that many but is more than adequate for the crowds that attend these days. This year's crowd, held in check by a forecast of rain that never materialized, was probably around 250 cars spread out over a large field on a hillside overlooking the ponds where aquatic plants are grown for sale.

In contrast to C of E, OBCD had a strong TR7/8 class of about 16 cars due to promotion by the Triumph Wedge Owners Association, who were using the show as this year's annual gathering place. One group of several wedges came all the way from Massachusetts to attend. Most of the wedge cars were 8 cylinder TR8s; some original, some modified, and several very nicely prepared. This was a participant's choice show, so I wasn't feeling optimistic about the chances of any 4 cylinder car like mine in a class of V8s. Still, I did my best to remove the grime of 200+ miles of driving with a quick wipe down using Quick Detailer and, with ballot in hand, I set off to

see and judge the rest of the classes.

Once again, the value of traveling out of my home range became apparent. How many of you have ever seen a LoMax? It's a three wheeled cycle car, similar to a Morgan, with a front mounted horizontally opposed air cooled engine. How about a very rare Sunbeam Alpine Harrington coupe with looks inspired by Aston Martin and bodied by the same people that did the rare Triumph TR4 Dove? But hands down, the star of the show for me was a stunning 1967 Marcos, beautifully restored and resplendent in a medium blue metallic with black stripes.

The heavy overcast that kept some people away did have one very big benefit for those who came: it kept the temperature down and made most of the day quite pleasant. As the award ceremony began however, the sun came out and it became uncomfortably hot and humid. OBCD has a lot of classes, over 50 are listed though not all were populated, and they go through them alphabetically, so Triumph comes close to the very end. When the TR7/8 class came around and the awards for honorable mention, third and second went to my compatriots, all driving TR8s, I figured I'd been skunked, so I was truly shocked when my car was announced as the class winner.

I stayed on a while to chat and say goodbye to my new friends, but with a 200 mile ride home, I was anxious to get on the road. Once again though, luck was on my side. Traffic was light, even when I missed my exit and ended up on a motorway cutting through the heart of Charm City. In fact, that screw up may have saved me some time as the route around the Baltimore Beltway is longer. Through it all, my little TR7 ran flawlessly for the entire weekend and returned just under 30 MPG.

When, after 325 miles of driving, I finally hit a quarter tank and when I stopped for gas, I got one more pleasant surprise. After fueling up, I was looking for a parking space so I could make a pit stop of my own. I then passed a large man in blue motorcycle leathers looking at me with a big smile on his face. He turned to his buddies and said "When's the last time you saw one of those?" They mumbled something in response and he replied, "Yeah, but look at da **condition!**" That's what these cars do when you get them out on the road where people can see them. They bring smiles.

Secretary Wanted

It's no secret that the Club will be nominating new officers in October and electing them in November, and that, in accordance with our Bylaws, none of your current officers will be standing for re-election. One of the positions open is Club Secretary, and it would be a relief to me to find a willing and able volunteer before the October meeting.

So what does it take to be Secretary? Well, after four years of doing it, I can assure you that it doesn't take all that much. It requires you to be at most meetings. The PEDC holds 11 meetings per year, and the Secretary really should plan on making at least 9 of them. It requires a pad and pencil to take notes on the proceedings, later to be submitted to the editor as the Minutes.

It does not necessarily require any prowess with a computer. Carl Mertens was Secretary for four years during the time I was editor, and each month he submitted immaculately hand written Minutes, which worked fine. I've picked up a few record keeping and communications related duties as Secretary, but these are not core to the job and could be worked out with the new officers. Secretary is not a particularly hard role to fill, yet it allows one to take an active role in our program and provides a very rewarding working relationship with the other officers and Board members. If you fancy yourself as Secretary, please come see me or any of our officers.



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From Fourth Gear Ltd., The Source of PEDC Regalia

Contact Linda Browne, Regalia Manager, for ordering

LBrowne414@aol.com

or (609)971-2975

Show your club spirit!

PEDC Regalia Price List

Short sleeve T- shirt (crew neck).....	\$17
**Short sleeve t-shirt (with pocket).....	\$19
Long sleeve T-shirt (crew neck).....	\$19
Sweatshirts (Crew).....	\$23
**Sweatshirt (Hoodie).....	\$24
Golf shirts.....	\$26
**Hooded windjacket.....	\$27
**Woven button down denim shirt.....	\$31
Unstructured Baseball Cap.....	\$14
Visor.....	\$14
OTHER CLUB ITEMS:	
Grille badges.....	\$20
Lapel/hat pins.....	\$4
Windshield sticker.....	\$1
Marque patches.....	\$5
Club logo patches.....	\$6
**Canvas mechanic tool bag.....	\$22
**Red plaid water resistant picnic blanket.....	\$21
** PEDC clock (or marque clocks).....	\$10

**** All special order item prices may include additional shipping costs if not ordered with bulk club order)**
Add \$2 for sizes larger than XL & add \$10 for second logo)

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SUNBEAM



Show/Event Schedule for 2011

August

- 8/ 6 **7th Annual Pennypacker Mills British Car Day**, Pennypacker Mills Historic Site along the Perkiomen Creek just below Schwenksville, PA Hosted by the Delaware Valley Classic MG Chapter, . For more information: <http://www.dvcmg.com/>
- 8/11-13 **The Roadster Factory Summer Party**, Armagh, PA. Hosted by the Roadster Factory. For additional information and on-line registration go to: <http://www.the-roadster-factory.com/>
- 8/13-14 New Hope Automobile Show, New Hope-Solebury High School, New Hope, NJ, 9AM—4PM, All cars must register in advance, registration fee: \$25/day, \$40/weekend, Information: website: www.newhopeautoshow.com, e-mail: showinfo@newhopeautoshow.com, phone: (215) 862-5665
- 8/17: Pt. Pleasant Boro Rotary Club 22nd Annual Car Show, Crystal Point Yacht Club, Rt. 70 & River Rd., Pt. Pleasant, NJ, rain date 8/13, 6PM—9:30PM, Pre-registration: \$20, day of show: \$25, for additional info: e-mail PPRotarycarshow@yahoo.com
- 8/21: 16th Annual Antique Rolling Iron Auto Show, Historic Allaire Village, 4265 Atlantic Ave. (Rt. 524), Farmingdale, NJ, rain date: 8/28, gates open at 8AM, trophies presented at 3PM, open to all vehicles 1986 and earlier, pre-registration: \$15, day of show: \$18, dash plaques to first 250 vehicles, over 40 awards, for additional info and a registration form call (732) 919-3500 or go to: <http://www.allairevillage.org/events/description/RollingIron.html>

September

- 9/10: Flying W Annual Car Show. Flying W Airport, Medford, NJ, details still forthcoming, call (609) 267-8787 and/or check their website at <http://www.flyingwairport.com/calendar.dws>
- 9/10: Fallfest, Duke Island Park, Old York Road, Bridgewater Township, Somerset County, NJ, Hosted by: NJ Triumph Association, Eastern NY MGA Club, and the Austin Healey Sports and Touring Club, for additional info contact Allen Rosenberg, phone: (732)742-4642, bigalnj@aol.com, Show flyer: http://www.njtriumphs.org/fallfest2011edit_1-3.pdf

October

- 10/1: **British Motor Club of Southern NJ Annual Show**, NJ Motorsports Park, info: www.bmcsnj.org, for additional info, contact show coordinator Ted Lane, lanead@comcast.net, 856-691-6631
- 10/1: Out of the Woodwork, Hosted by TVR Car Club NA, Mercer Co Park NJ 9AM—3PM, all foreign marques welcome, cost is \$20, for a registration form go to http://www.tvrcna.org/userfiles/WOODWORK_FLYER_2011.pdf, for additional info call Tony Hess 610-346-9026 aghbop@aol.com.

November

- 11/5 **16th Annual Pumpkin Run**, Flemings Auto Parts, 353 Zion Road, Egg Harbor Township, NJ, 8AM—4PM, rain date: 11/12, registration at gate: \$15, no pets, website: <http://www.flemingshows.com/PUMPKINRUN.html>, for general information call Harry @ (609) 927-9541 or Barbara @ (609) 381-7686

BOWLING FOR PEDC MEMBERS

FREE BOWLING ON THURSDAY, AUGUST 11TH AT 7:00 PM
@SEA GIRT BOWLING LANES AT ROUTE35 IN SEA GIRT, NJ
THEY WILL ROPE OFF AN AREA FOR OUR BRITISH CARS.
IF YOU ARE INTRESTED IN ATTENDING, LET TOM KNOW
BEFORE FRIDAY, AUGUST 5TH

CALL HIM AT 732/751-0994 OR E-MAIL HIM AT

tawvend@optonline.net

THE MANAGER WILL ADVERTISE THIS CAR CRUISE ON THEIR SIGN.

HOPE YOU CAN COME!!



PEDC Holiday Party



*Jeanne Miller reserved the evening of
December 3rd for this years party.....*



*The venue will be "The Lobster
Shanty," 82 Channel Drive. Point
Pleasant Beach, NJ*

More information to follow...



August 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Meeting @ Woody's 7:30PM	4	5	6 Pennypacker Mills British Car Day
7	8	9	10	11 PEDC free bowling night in Sea Girt—7PM	12	13 New Hope Auto Show
14 New Hope Auto Show	15	16	17 Pt. Pleasant Rotary Club Car Show	18 4th Ice Cream Run!	19	20 Drive to Laurita Winery
21 Rolling Iron Auto Show— Allaire Village	22	23	24	25	26	27
28	29	30	31			

2011 PEDC Schedule of Events:

August

- 8/3 Membership Meeting
- 8/11 PEDC Bowling Night in Sea Girt
- 8/18 4th Ice Cream Run TBA
- 8/20 Laurita Winery Drive (Morton)



September

- 9/7 Membership Meeting
- 9/15 Final Ice Cream Run TBA
- 9/17 Ocean Grove Show

October

- 10/5 Membership Meeting
- 10/? Fall Foliage Drive (?)



November

- 11/2 Membership Meeting

December

- 12/3 Holiday party



Triumph Service Manuals Online

Download for free in PDF format. Go to:

<http://www.vitesseseve.co.uk/ServiceManuals.htm>

✂



Positive Earth Driver's Club

"It's not just a club, it's an attitude"

Dedicated to the preservation and enjoyment of vintage British autos of all marques



Monthly meetings and newsletter, group drives, tech sessions and other events.
Visit www.PEDC.org for details and membership application.

Fold →

My name is: _____

and you can contact me for more information at: _____

✂

Classified Ads



Classified ads run for three months or until sold, and are **FREE** to members. Place or renew your ad by sending it to me, Jon Spare (editor), at this newsletter's return address, or preferably by e-mail to: jonspare@optonline.net. I will automatically drop ads after three months unless told otherwise. Please inform me if you've sold what you were selling so the ads don't run needlessly.

Cars for Sale



5/11

1965 MGB: Chrome bumper, pull handle model. Restored 6 years ago on Texas car. Poly bushings. New rear springs and shackles. Spax tube shocks in front. Monza exhaust and Pacesetter header. New S Us. New Cooper tires on minilite look knockoffs. Newer synchro trans. New red canvas top, tonneau and boot O K. All new red interior panels and black carpet. Period console and Mountney Wheel. Alpine am/fm/cassette with box speakers. Excellent driver. Always garaged and maintained. Located in Howell N J. I'm moving and downsizing my collection. \$9,500. Marc 732 551 8092 or email minormec@optonline.net for pictures.



07/11

1967 Austin Mini Moke: Production Trace Certificate #94/5642, detailed maintenance record from new car until now, two sets of wheels & tires, original ones & a set of magnesium wheels & radial tires, some new parts including complete exhaust from engine to rear bumper, indoor & outdoor car covers, steering & brake locking system with no change to any parts of original car, paint is Ditzler #82027 National Safety Yellow (Firetruck), call Bob Burnett @ (978) 774-3285 (Wenham, MA)



8/11

1977 MGB, Blue/stripes/ Rubber bumpers, 75,863 miles, 4—speed no OD, Body in nice condition, Needs seat covers, Door panels need work, has new stereo system, new clutch, new brakes, new top, new water pump. rebuilt radiator, Weber carb system, Call Steven Yamosy, Ph. 609-709-0278 ...about three miles from Pete Richardson Asking \$6000.00



9/10

1985 TVR 280i, V-6, 2.8 Bosch injected, four wheel disk, power brakes, windows, antenna. Red convertible with black top, tan seats, signed by Trevor Williams, new tires & exhaust, owned by current owner for 12 years--garaged. 62,000 miles. \$9400, negotiable. Call Andy 732-278-9125



07/11

1976 TR6: Beautiful specimen, located in Summit, NJ, hard top included, almost everything on the car is repaired, replaced or repainted, great driver; shows well, asking \$11500.00. Call Joe@ home-908-277-6857, office- 908-464-3636, cell- 908-812-1176.

Parts for Sale

Many MG B Parts For Sale. These are used parts, mostly from Rubber Parts Cars that I have accumulated. A partial list includes; 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 refinished early stow away top frame, 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. Plus many other small parts and pieces. Please call or email me for reasonable prices and detailed descriptions of the parts you need. Thanks, Bill Miller, 732-778-3274, bmillerreoinnj@comcast.net.



Tools for Lending



If you have any unique, seldom used specialty tools that you'd be willing to share with other club members, let me know, and I'll post it here. This is an opportunity for members to help members.

Manual Tire Changer. Contact **Scott Erichsen** at josco@optonline.net

Triumph Spitfire Spring Compressor. **Rich Kohlhepp** has manufactured a specialty tool to replace the coil over shocks on a Spitfire, and he's willing to lend it to PEDC members. Contact Rich via e-mail at krak1804@hotmail.com if you're in need.

Bob Canfield has offered to loan the following tools to other members. Contact him at joisuzu@optonline.net if you're interested.

Valve spring compressor
Piston ring compressor

Small tubing bender
Torque wrench



Featured desktop/laptop wallpaper in Rimmer Bros. Friday newsletter, 5th August. Go to <http://www.rimmerbros.co.uk/content--name-Wallpaper> to download this and many others.



Baskets For Sale...



WICKER PICNIC/WINE BASKET – Two place settings, suitcase style, varnished w/leather hinges and latch, fabric lined, 16" W X 12" D X 7" H, complete with 2 mugs, 2 wine glasses, table cloth, cheese board, paring knife, corkscrew/opener, insulated thermal bottle pack, unused excellent condition. Price: \$120 + shipping. Call (610) 296-4878 or (610) 277-2121

HUMP-TOP WICKER PICNIC/WINE BASKET – Two place settings, double handles 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, spoons,; tablecloth, 2 napkins, cheese board, paring knife, corkscrew/opener, 2 food containers, 1 exterior fabric bottle holder, unused & perfect condition. Price: \$155 + shipping. Call (610) 296-4878 or (610) 277-2121

THERMOS SET FOR SALE

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 plus UPS shipping. Call for photos or inquiries:

(610) 296-4878 or (610) 272-2121



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BRITISH MOTOR TRADE ASSOCIATION

THE MONMOUTH COUNTY FAIR'S CLASSIC CAR SHOW



Joe Grillo's MGB garnered second place in the sports car division. The honors included a rather large trophy.



A variety of British cars attended the show, to include four TR6s, a pristine TR3, and an all original Jaguar XKE. Candace Spare (left), however, was more enamored with a particular mustang.



Brits on the Beach 2011: 14th Annual British Car Day

***Presented By
Positive Earth Driver's Club***

***at Historic Ocean Grove, NJ
Saturday, Sept. 17th, 2011***

We're back for 2011!

Join us for our third go-around in Historic Ocean Grove's Main Ave. business district, with a variety of restaurants, cafés, antique and gift shops just off the show field. Walk the beach and boardwalk just 2 blocks away. Space is limited, so register early. Don't be left out!

***Judging by Participant's Choice
Classes and number of awards per class to be
determined by pre-registration
Dash Plaques for the first 120 cars registered
Silent Auction style drawing for Door Prizes
Music from all eras by DJ Tim Ewing*
Rain or Shine!***

Registration: 10:00 AM - 12:00 PM

Judging: 12:00 - 2:00 PM

Door Prizes: Throughout the day

Show Awards: 3:30 PM

**Complete Information and show
news at www.PEDC.org, call us
at (732) 477-3878 or e-mail
info@PEDC.org**

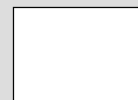
**NOTICE: Space on our show field is limited to
130 cars. Previous shows have filled our
venue to the point of overflow. For this reason,
we encourage you to register early and avoid
disappointment.**

****Music courtesy of Land Rover Monmouth
a Schneider+Nelson Company***



Brits on the Beach Show Registration Form

Please make checks payable to "PEDC" and mail to: PEDC Car Show,
242 Sprucewood Drive, Brick, NJ 08723



Vehicle 1 Year _____ Make _____ Model _____ (\$12 by 9/9, \$15 on
Vehicle 2 Year _____ Make _____ Model _____ the day of show)

I specifically do hereby release and indemnify the organizers, supporting sponsors, and the P.E.D.C., collectively and separately from any and all liability and/ or property damages incurred by me or my guest(s) while participating in this event. By signing, I indicate I have read and do agree to this release.

Name: _____ Signature: _____

Address: _____ City: _____ State: _____

Zip: _____ E-Mail: _____ Date: _____

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Official VTR Chapter
www.vtr.org



Positive Earth Drivers' Club

"It's not just a club, it's
an attitude!"

Membership Offices
285 Academy Lane
Manahawkin, NJ 08050

Submissions to
The Terminal Post:



The Positive Earth Drivers' Club (PEDC) is a non-profit organization founded in 1990. Our purpose is to preserve, maintain, restore, drive and otherwise enjoy vintage British automobiles. Annual Dues are \$15.00. Meetings are held on the first Wednesday of each month, beginning at 7:30 PM at **Woody's Roadhouse Tavern**, 105 Academy St., Farmingdale, NJ 07727. Phone (732) 938-6404

*Our Next monthly meeting is Wednesday, August 3rd, 2011 @
7:30 PM. New & prospective members are always welcome.*

See our web site for directions. ↓

Visit us on the web at www.PEDC.org

We encourage the submission of articles and other items for publication in this newsletter. Send your contributions to editor Jon Spare at the address below, or (preferably) by e-mail to jonspare@optonline.net. Classified ads run for three months and are **free** to members.

The Deadline for submissions for the September issue is August 20th.

2011 PEDC Officers

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FordneyNJ@aol.com

Peter Richardson, Treasurer
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PRICH285@aol.com

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