

September 2013

Volume 21, Issue 9



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

- **September 4:** Monthly meeting at Woody's, Farmingdale, NJ
- **September 12:** Ice cream run to Gil & Bert's, Cranbury, NJ
- **September 18:** Brits on the Beach Goodie-bag Stuffing Party. See page 11.
- **September 21:** Our 16th annual Brits on the Beach show, historic Ocean Grove, NJ. Our big event of the year—sold out!
- **September 26:** Ice cream run to Rich's II, Toms River, NJ.

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



Showstopper: 1948 Mk IV Jaguar Saloon

You never know who or what you'll see at one of our PEDC ice cream runs. The one Bill and Kim Geissel hosted July 18th to Hoffman's Ice Cream in Point Pleasant Beach, NJ was no exception. Just as many of us started diving into our dishes of delicious homemade hard ice cream, we noticed a classic English beauty pulling into the parking lot.

From a distance we didn't know who it was. As the car drew nearer we saw that it was our own Zig and Gail Panek, making a PEDC appearance for the 1st time with their 1948 RHD Mark IV Jaguar Saloon. Most of the guys inhaled their ice cream so that they could gather 'round this automotive grand dame and admire

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Above: Zig and Gail Panek arrive at Hoffman's Ice Cream. **Below, clockwise from left:** Zig shows us the driver-side trafficator. The iconic leaping Jaguar hood ornament. All eyes were on this English beauty as Zig and Gail headed home. Bill Geissel directs as Mark Berkowsky, Bob Canfield, and Ken Kyle push the Jaguar to help get it started.



Continued from page 1

every detail, including the toolkit built into the boot lid and the turn signals, known as *trafficators*. Zig showed us how these shoot up on either side of the front-door pillars. Hilarious!

Also making its first appearance with a new front bumper and chrome wire wheels was Bob Canfield's red MGB, which was lookin' good that night.

Thank you, Bill and Kim, for planning a fun evening. What a super turnout—12 PEDCers for dinner at Frankie's Bar & Grill (which has been serving great food and drinks since 1985), and 10 more joining in for ice cream at Hoffman's (a Jersey Shore landmark since 1976). Attending, besides Bill and Kim, were Mark and Nadine Berkowsky, Bob and daughter Catherine Brown, Mike and Linda Browne, Bob Canfield, Ernie and son Luke Caponegro, Kathy Ford, Paul and Mary Johnson, Ed and Joan Kinney, Ken and Carol Kyle, Zig and Gail Panek, Mort Resnicoff, and Barbara Willis.



Top: The lineup at Hoffman's included Bob Canfield's MGB, Ernie Caponegro's TR7, Mike Browne's Mini Cabrio, Mark Berkowsky's Spitfire, Ed Kinney's MG TD, and Mort Resnicoff's MG TD. **Middle:** Zig showed us the tool kit that came with his 1948 Jaguar. Bob Canfield's beautiful red MGB sporting a new front bumper and new chrome wire wheels. **Bottom:** Bill Geissel's handsome BRG TR6. Ernie and son Luke head for home, looking back at Zig's Jaguar being push-started. A reminder, especially for new members: If your LBC is not roadworthy, you can always attend our events in your daily driver.



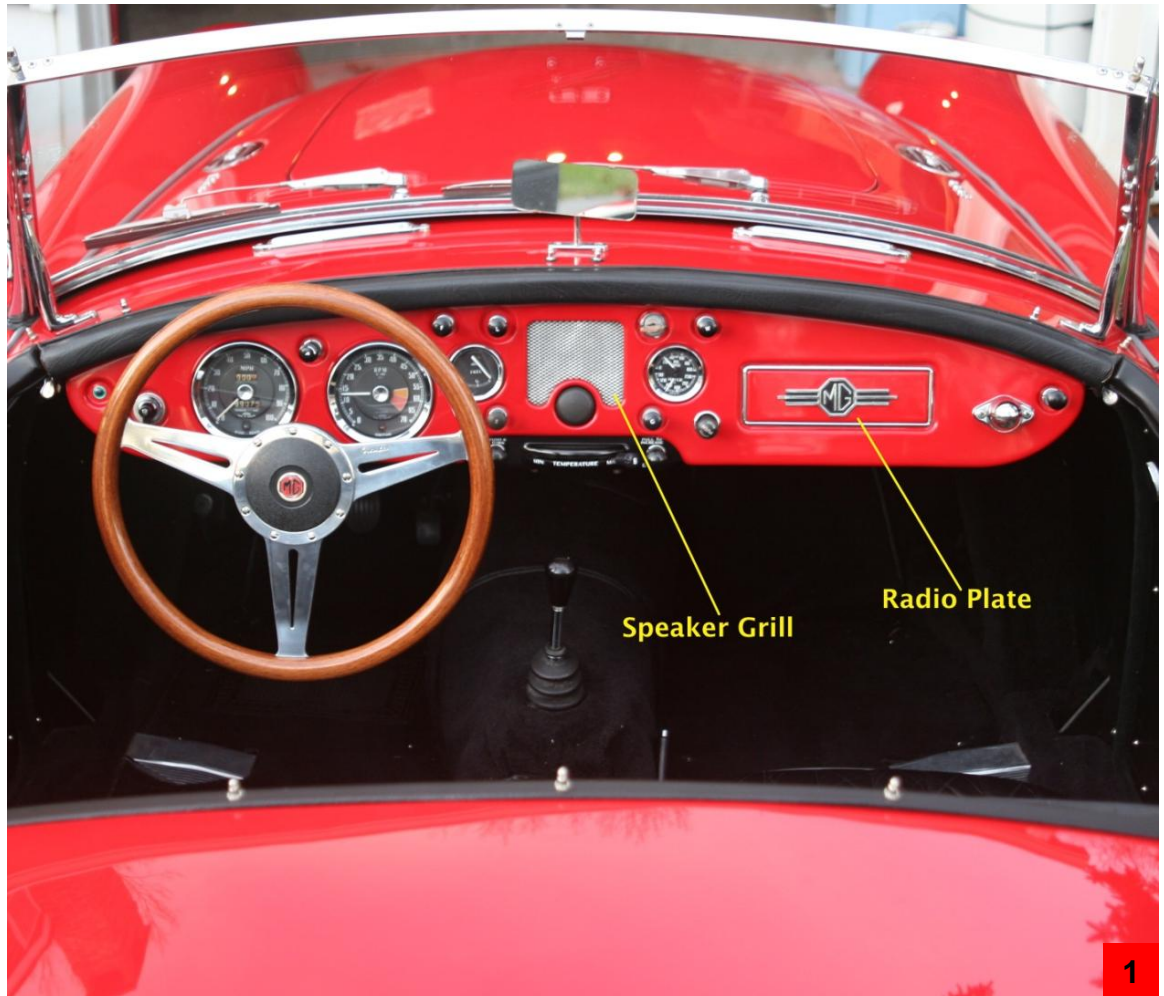
Adding Modern Sound to a Vintage Car

Russ Sharples

I'VE HAD MY 1960 MGA 1600 for a little under two years. It came with the proper and authentic radio blanking plate in the dashboard and an empty speaker grill in the center of the dash (1). When purchasing the car I asked about the grill opening. Upon learning that it was where the radio speaker went, I thought to myself, "there is no way you would hear a radio in this car." For the first 4,000 miles I logged in the car, that conviction held up, but with cabin fever setting in this spring, good judgment was tossed in favor of a spring project to install a "radio." Besides, it is possible to drive the car down a quiet lane in 4th gear with the engine just burbling; I just don't do it very often.

I really like the look of the body color radio blanking plate and definitely did not want a modern radio lurking there. Even a RetroSound vintage looking radio wouldn't be appropriate (they still have digital readouts). I thought about getting a non-working 1960s radio, gutting it, and adapting the controls. Although appropriate for the car, those are still much less attractive than the blanking plate. I decided the sound system had to be hidden.

The ideal system would use the factory radio grill in the center of the dash, it would have full range sound, and there would be no visible controls or



alterations. This last requirement meant that there would be no power or volume controls . . . hmmm. I started to realize that all I really needed was an amp and speaker to connect to my smartphone. From my smartphone I could play any of the music loaded on it plus pretty much any internet radio station or a "Buddy Holly" mix on a service like Pandora (this would play Buddy Holly songs and similar songs by other artists—a virtual time-machine for the radio).

At first I planned to connect my smartphone using a headphone cord that would be stored up in the dash somehow (a small pocket, an automatic retracting mechanism, something like that), and then I thought of using a Bluetooth® connection. (Bluetooth, a short-range wireless connection between a smartphone and a speaker, is most often used for a phone earpiece/microphone but also works for stereo music.) Bluetooth makes it all a bit more complicated—more

hardware involved—but it would be incredibly slick.

Now to get the parts! The factory used a 6" speaker; to get such a big speaker behind that little grill (about 3" wide and 3" high) it was mounted at an angle in a cardboard "chute." It was pretty clear this would not produce hi-fi sound. A modern 3" speaker in a proper enclosure would sound vastly better. I found one on Amazon, where I was also able to find a

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small 12V amp and a separate Bluetooth receiver (2). So now I had this collection of stuff to mount up under the dashboard, along with a 12V to 5V power supply converter to power the Bluetooth receiver.

While I was back to working on mounting my assembled gear under the dash, the internet gods made note of my search for a Bluetooth receiver. Just a short time later an "ad" for the bēm Bluetooth Mobile Speaker for Smartphones showed up in my inbox. It's a \$50 2.5" cube with a built-in amp and 6-hour battery (3). It was small enough that it should be easy to mount behind the grill. The problem is that it has 3 buttons built into it that I would have to be able to access under the dash. With any luck I would be able to remove them from the case and mount them discretely somewhere.

I decided to try it, figuring I could find some other use for it if not in the MGA. The good news is that the bēm speaker sounds



great! It is loud enough for quiet back roads and neighborhoods (nothing is loud enough for highway speeds). It connects to the phone as soon as it is turned on. The bad news is that the buttons are touch-sensitive areas on the speaker, i.e., they are not real buttons at all. My guess is that they would be next to impossible to remove from the case so that they could be accessed at the edge of the dash. So although the speaker is small enough to fit behind the grill, connects easily, and sounds great, there is no way it can be permanently installed.

The bēm speaker fits conveniently on the MGA armrest shown right.

At this point serendipity stepped in: while fiddling in the car, I set the speaker down on the armrest (4,5) and found that it sounded great in just that position. It doesn't get in the way, and the controls are right on top where they are easy to press. So although it's not integrated into the dash, all I have to do is set the thing in the car and the installation is done—not as satisfying as engineering a speaker behind the dash, but it sounds so



good without all the installation complexity that it is just too convenient to ignore. My guess is that members with a smartphone that can play music over Bluetooth could use this in their classic LBC to add a soundtrack to their drives. I'd be glad to let folks try it out at a club meeting if they are interested. ■

Photos 1-5 courtesy of Russ Sharples. Unnumbered photo taken at Brits on the Beach 2012, where Russ won 2nd in the MGA class.

From the Driver's Seat

Mark Berkowsky, President

September is an important month for the PEDC. This is the month in which we host our annual car show in Ocean Grove, Brits on the Beach. Putting this successful show together is a huge task, but we have two things going for us. First is our Show Chairman, Bob Canfield, who organized a great show last year, and I'm sure he has done the same this year. Second is our member volunteers who have offered to help with things such as registration, vote tallying, parking, gathering door prizes and goodie-bag items, and setting up and taking down the show.

Fortunately Bob has subcommittee chairmen and support staff for all the tasks. If you're coming to our Ocean Grove show September 21st, let Bob know that you're willing to help, whether it be with some of the tasks mentioned above or with any of the other small jobs that it takes to make our big event of the year a successful one. No matter how you pitch in, we appreciate your help!

Attending Club Events

Speaking of volunteering, we are looking to expand our active list of participants in club events. We have had many good drives this year, some with destinations not previously seen. We would like to increase the number of PEDCers who attend these events. Please let me know how we can do this.

Is the length of the drive an issue or the day of the week? Are Sundays better than Saturdays or vice versa? Is the time of year important? Perhaps summer is too hectic or too hot. Your input will be helpful as we begin to wind down this year, even though there is a lot of great driving weather yet to come. Also, let me know of your interest in volunteering to organize a drive or special club event. We'll consider your ideas when we plan our events for next year.

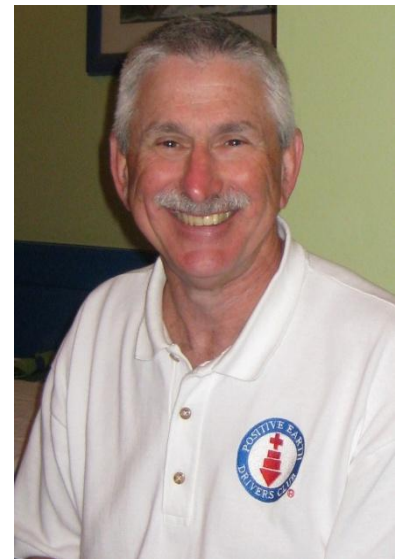
Rallying in the Rain

The second rally of the year was held in August, with Rallymaster Barry Shandler hosting again. The weather wasn't as cooperative as we

would have liked, but with most of the participants willing to give it a try in spite of light rain, we were off and running. The little bit of rain that was coming down at the start of the rally stopped soon after, and the sun almost came out. Nadine and I were impressed with our Spitfire, since the windshield wipers actually worked when we needed them.

The drive was through the Colts Neck area, and we saw some gorgeous (and large) homes and estates. There were also many horse farms surrounded by some great driving roads. For those of you who have never been on a rally, you should give it a try. It is an un-timed drive through the countryside, following driving directions. We were given a list of about 50 questions that required observations of various signs and objects along the journey. The driver's navigator reads the driving directions and clues as both participants try to locate the answers.

On this rally Nadine and I



"No matter how you pitch in, we appreciate your help!"

were pretty successful with our answers, but we missed two turns, so we ended up being the next to last to finish at Woody's, where we met up with the rest of the PEDCers for lunch. Fortunately the time it took to complete the rally did not affect who won. Since the rally was close to press time, the results and pictures will be published in next month's newsletter. Thanks to Barry and his wife, Laura, for organizing another fun rally.

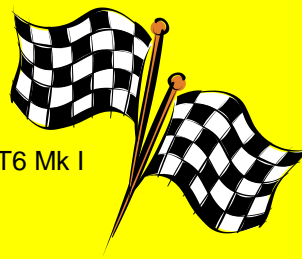
So remember, the word for this month is *volunteer*—both at the car show and as an active member participant. See you on the road in our LBCs! ■

Welcome New Members

The following members have joined since June 2013:

- Bill & Laura Goedeke, New Egypt, NJ, MGB, Triumph GT6 Mk I
- Elizabeth LePrevost, Windsor, NJ, Triumph GT6
- Jay & Betty Slicklen, Wall, NJ, Jaguar XKR

Note: We are now 148 memberships strong. These are family memberships. Spouses, partners, and other family members are not counted individually.



From the Navigator's Seat

Bob Canfield, Vice President



LBC Magnetism

Last weekend Kim and I had a nice old-fashioned family gathering at our home. Everyone arrived with their cheeses, veggie platters, wine and craft beer, and exotic desserts. My parents introduced me to my new "brother," a rescue dog named Howard, while my sister was successful in her scheme to finally get Kim to commit to a new dog when she arrived with her latest foster (my sister is part of The Last Resort Animal Rescue.)

After everyone settled in to the party my brother and brother-in-law approached me and said, "Let's go see the MG." It should be noted that everyone had entered the house by my garage, so they had all walked past the MGB, and they had all heard the story of the "accidental eBay purchase" months ago. But they insisted, so out to the garage we went, and

soon half the party was out there.

My brother asked if he could take a ride. Michael (my son, who has emotional ownership of the car) was ready to take him out. But no! Richard (our DJ for 2013 Brits on the Beach) insisted that he drive and take my brother-in-law. They were gone for 40 minutes and returned with stories of bystanders waving and offering thumbs-up. Shortly after, my other brother asked to take a ride with his son (21 years old). They were gone for another 30 minutes. Then my niece took off with Richard for another 30-minute cruise around Manasquan. I was beginning to wonder if they came to visit me or the cars.

As you might guess I have a large family, and they are all familiar with my passion for LBCs. So I was a bit surprised that there was this much fascination with the cars. But I was encouraged that so many people (including 2 people in their early 20s) were drawn to the charm of classic roadsters. Maybe there is hope for our cars with future generations after all.

As for me, I was a bit put-off that nobody was pushing me for Spitfire rides. I assume it had to do with the fact that there were three cars blocking that garage door, and maybe that some were concerned with maneuvering themselves into the (smaller) Spitfire seats. The Spit is now in therapy, so I am sure

some new winter projects will arise as a result.

The Show

We are sold out again and building a wait list as we did last year. It's a nice position to be in. I was amazed what happened last month when I decided to send e-mail reminders to the 2012 participants who had not yet registered for 2013. Within 2 weeks 15 of them sent in their forms and checks. Sometimes a little nudge is all that we need to make a commitment.

I will again be relying on that for Brits on the Beach volunteers! I am drawing up the show details, and, again for this year, the field will be

"snug," so everyone will have to follow good noodling practices. If you find that you have registered and cannot make it, please let me know so I can account for some extra wiggle room. As it is I am thinking of stacking the Minis and parking the Spitfires on their sides.

We have done well with raffle prizes but can always use more. I am especially looking for more restaurant or car-related donations. If you can pick up some gift cards from your favorite stops, I would welcome the effort. I will also be happy to accept any goodie-bag items (pens, magnets, coupons, etc.). See you on September 4th at Woody's. ■

11 PEDC Events Left in 2013 ~

Check out our newsletter calendar on pages 17-19 for details, including three monthly meetings, three parties, two drives, two ice cream runs, and one show—our big event of the year, *Brits on the Beach*. We hope to see you at one, some, or all of these events.

We hope, too, that you'll start thinking about things we can do next year as a club. We're always open to new ideas, so bring them up at a monthly meeting or contact our officers with your plans. Perhaps you'd like to host an impromptu dinner or an ice cream run. These are easy to plan. Perhaps you'd like more of a challenge, such as organizing a drive through the lovely backroads of New Jersey or Eastern Pennsylvania. Perhaps you'd like to lead a group of PEDCers to an annual non-PEDC event, such as the *Britfest* show in Succasunna, NJ (early May), the *Brits on the Delaware* show in Milford, NJ (mid-July), or the *Brits at the Village* show in Lahaska, PA (early October). How about hosting a tech session? Whatever club event you have in mind to host or organize, make your wishes known! There are plenty of PEDCers who can share their experiences, offer suggestions, and help you work out the details.

Minutes of the PEDC General Meeting of August 7, 2013

Submitted by Jay G. Helt, Secretary

The meeting was called to order at 7:35 PM by President Mark Berkowsky, with 55 members present. A motion to accept the minutes of the July 10, 2013 meeting was made, seconded, and approved by all present.

Treasurer's Report

Treasurer Andy Moutenot reported a current balance in the account of \$5,360.19 and noted that the balance will begin to go down as our September car-show bills are paid. A motion to accept the report was made, seconded, and approved by all present.

Newsletter

Carol Kyle continues to seek submissions of articles and photos for future issues and mentioned that there are a lot of events listed in the newsletter for members to attend.

Regalia

Karen Moutenot announced that she brought all of her inventory items for members to look over and purchase.

Past Events

-Vice President Bob Canfield reported on the drive to Northlandz, where everyone saw the largest model railroad display in North America.

-Bill Geissel reported on a nice turnout for the ice cream run to Hoffman's and dinner beforehand at Frankie's.

-Wayne Simpson reported on the trip to see the Trenton Thunder, attended by himself and Mary, Bob Canfield, Rodney and Kathy Ford, and Mort Resnicoff. Wayne noted that there was a large contingent of Minis present.

-Andy Moutenot reported that the rained-out ice cream run to Poppy's on Long Beach Island (LBI) will be rescheduled to Thursday, August 15th.

-VP Bob announced that the rained-out Camp Evans run is now rescheduled for August 24, and we will meet at Pete & Elda's beforehand for lunch.

Upcoming Events

-VP Bob reported that we now have only two spots open for our Brits on the Beach show, our 5th year in Ocean Grove. We still need door prizes and 140 of each item for the goodie bags. In addition, we need volunteers to help Joe Laudisi on the computer and a few members to help with the parking. We still need trophy sponsors.

-The Monmouth Madness Rally will be Sunday, August 18th, with lunch at Woody's afterward. So far 10 cars are registered.

-There will be an ice cream run on Thursday, August 29th, to What's the Scoop in Farmingdale, hosted by Peter and Patti Linszky.



-Wayne Simpson reported that the organizers of this year's America's British Reliability Run (ABRR) need more sign-ups, as there are only six cars registered so far.

-Jon Spare will be planning a trip to McGuire Air Force Base for the club in November or early spring.

The next regular meeting will be on September 4, 2013, 7:30 PM.

The meeting was adjourned at 8:25 PM. ■



Catching a beautiful sunset at the end of our ice cream run to Poppy's August 15th are Jack and Sookie McLean, **left**. Shown **below** are John and Jeanne Miller's TR3, Sookie's MGB, and Ed and Laura Jones's TR7, part of the ice cream run line-up.



Installation of a Third Brake Light

Ralph Knutsen



By installing a third brake light, as described in this article, we hope you will be able to prevent an incident such as the one shown **left** involving a Jaguar XKE and a Hummer. Ouch . . . **Below** is Ralph Knutsen's blue 1970 Jaguar XKE before and after he installed a third brake light. All photos for this article courtesy of Ralph Knutsen.

FOR CLUBS SUCH AS OURS, in which we really enjoy driving our cars, being on the open road can sometimes give us reason for concern. I own a 1970 E-Type, a series 2 fixed-head coupe. Originally Jaguar had placed the tail lights above the bumper; however, to meet federal regulations, between 1968 and 1969, they were relocated beneath the bumpers. With the car being as low as it is, this presented a concern to me for anyone following who might be a tad too close. The line of sight is such that the brake lights cannot be seen in some situations.

I decided that a readily available LED third brake light would be the most effective way to proceed. I found what I was looking for on eBay at a very reasonable price and ordered it. The next step was to decide where on the rear of the car to install it. I did not want to be taking things apart, so my first choice was a mount at the top of the hatch opening, as it would be

the easiest for the wiring connections. Unfortunately the construction of the headliner put an end to that and I was left with only one other reasonable option: install the light on the rear hatch. I taped the light on the upper glass next to the hatch trim, sat in the driver's seat, and verified it would not be an obstruction. I also determined that the best route for the light's wiring was to follow the hatch weather stripping and then along the hatch hinge into the body. Once all the planning was taken care of it was time to take a look at the wiring diagram and find the best location to tap into the brake light circuit. The wiring diagram is helpful in that it tells you what color wires are used, but it does not explain how they are routed within the car. After removing access panels and doing some testing with a multimeter I found the proper location. The rear boot area of an E is very confined.

Continued on page 9 – brake light



Continued from page 8 – brake light

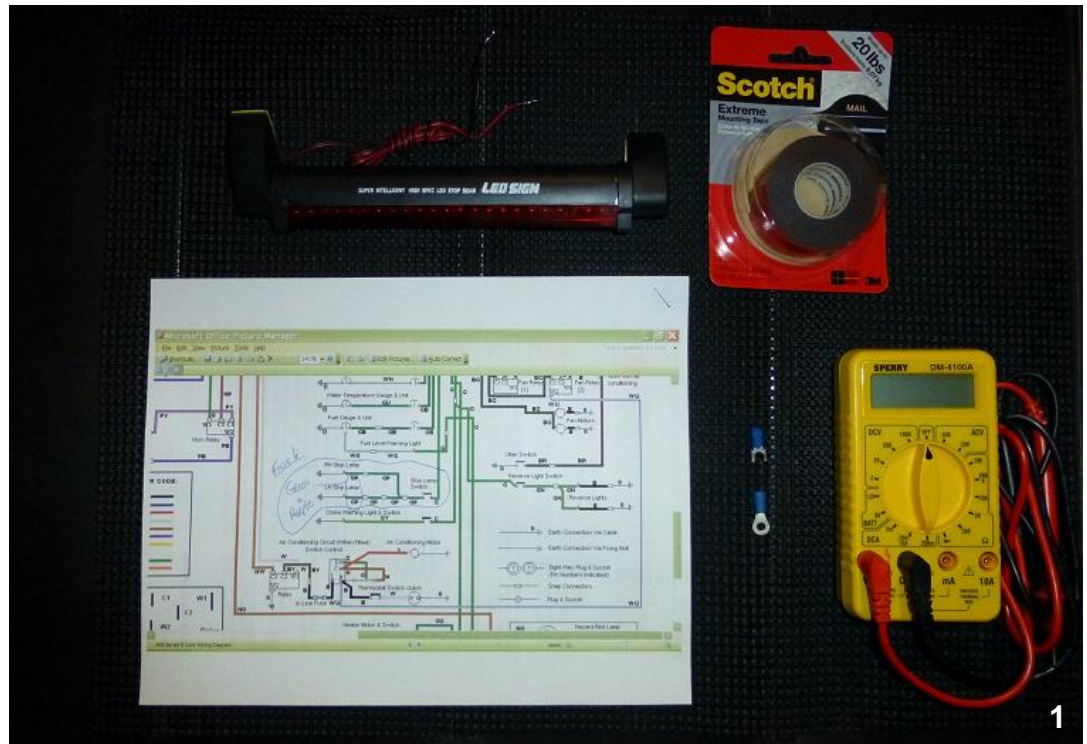
The gas tank, the fuel pump (and all plumbing for that), the spare tire and jack, along with part of my collection of tools, are all squeezed into an area roughly 3 feet by 2½ feet. It is tight.

Below are the parts and tools used for the installation:

- Wiring diagram for your car
- A list of the wire color codes, (see tech help section of the PEDC website: http://pedctest.files.wordpress.com/2012/02/wiring_code.pdf)
- Electrical multimeter
- Blue painters tape
- Wire connectors
- Scotch® Extreme mounting tape
- Electrical tape
- Dielectric grease
- Third brake light (The light I purchased had sufficient wire installed for my purpose.)

The description I have provided will vary with each model LBC, but ,in general, they will be very similar. My car is original, and I did not have to be concerned with any additions or modifications that may have been done by a previous owner. One bit of advice should you choose to install such a light: test everything before attempting to make it permanent. The entire installation can be easily tested beforehand. Above is a photo showing the tools, materials, and my car's wire connections. Below are basic step-by-step instructions:

1. After acquiring the light and gathering tools and supplies (1), tape the light in the location of your choice using blue painters tape (2).
2. Using your car's wiring diagram, locate the circuit for your brake lights. The circuit should be a green/purple wire.



3. Based on the location of the light, determine which side of the brake light wiring you will be connecting to.
4. Provide access to your wire connection point and test that the connection you chose is the actual connection you need. This can be done with the multimeter or temporary connection of the light. Step on the brake pedal to ensure all brake lights work. Test the turn signals to ensure the third light does **NOT** work. Some brake lights have two filaments and also serve as a turn signal. The procedure described here does **NOT** address that type of circuit.



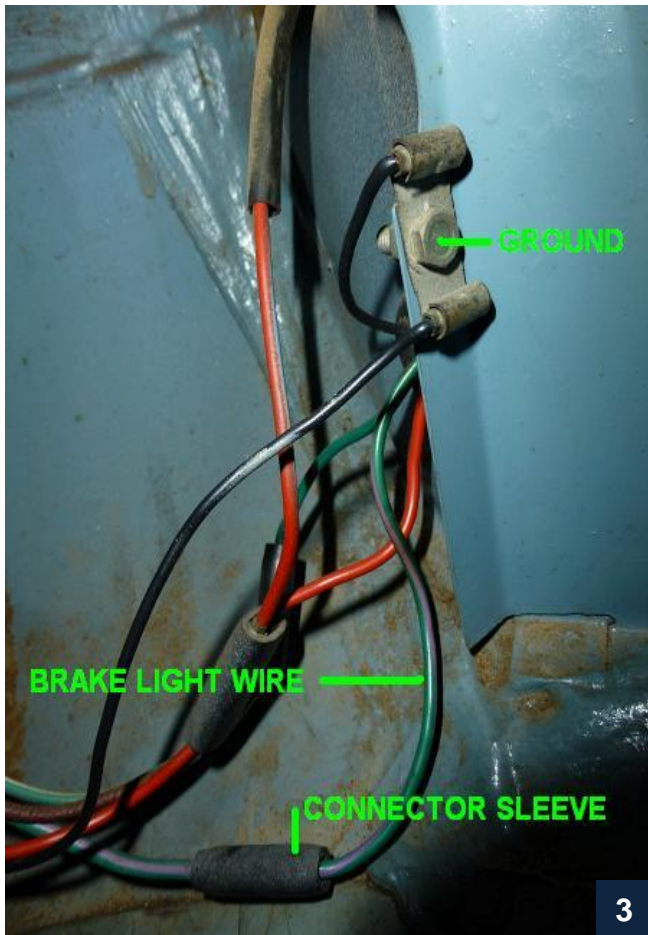
Top: Tools and materials, including a wiring diagram.
Bottom: Positioning the brake light.

America's British Reliability Run (ABRR)

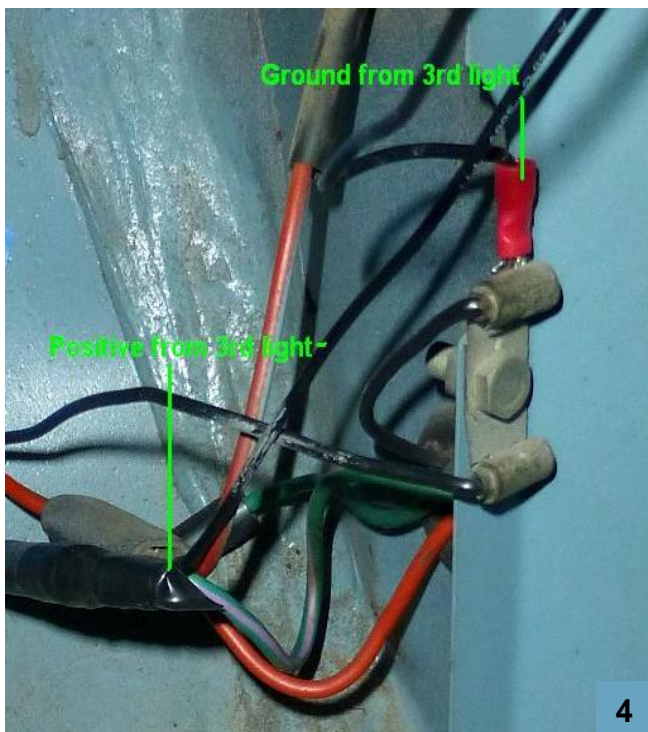
Some of the PEDC LBCs that participated in the ABRR last year—Russ Sharples's red MGA, Bob Canfield's green Spitfire, and Reg Savoy's red MGB—are shown in this *Hemmings* article.

Check it out: <http://blog.hemmings.com/index.php/2013/08/20/americas-british-reliability-run-returns-to-pennsylvania/?refer=news>.

Continued page 10 – brake light



Wiring the connections, **above**. Completed connections, **below**.



Continued from page 9 – brake light

grease on the connectors: the positive wire, red, to the green/purple brake light wire using a wire connector at the connector sleeve and black to ground using a wire connector at the ground junction (3).
NOTE: The type of connector you use depends on your vehicle's wiring.

7. Again, test the functioning of the brake lights.
8. If all is operating correctly, permanently mount the wiring from the light to the connection. Tape electrical connections with electrical tape. Replace any disassembled interior pieces (4).
9. Have a cold beverage. ■

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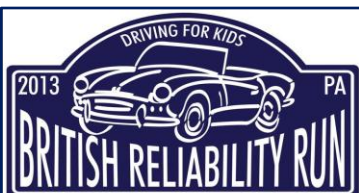


www.Motorcar-Garage.com

BRITISH MOTOR TRADE ASSOCIATION



Art Becker talks about his 1969 TVR Tuscan V-8, **left**, with an enthusiastic group of kids as Andy Moutenot looks on. The scene was our ice cream run to Poppy's on Long Beach Island (LBI) August 15th, hosted by Andy and Karen Moutenot. Art also owns a 1969 TVR Vixen and a 2009 Aston Martin Vantage.



Think You're Up For It?

Since 2002, we've raised over \$150,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now, we're at it again!

On September 28, up to 40 classic British cars will leave Quakertown, PA on a 2 day, 750 mile drive to raise money for the Children's Specialized Hospital Foundation, the largest pediatric rehabilitative care network in the US!

Please consider making a tax deductible donation* in support of one of our teams or better still, get yourself a co-driver, jump in your little British car, and join us! It's fun, you'll make new friends, and it's all for a great cause.

For more information:

www.BritishReliability.org
info@BritishReliability.org
or call (267) 258-7071

* Our teams pay 100% of their expenses, so 100% of your donation goes directly to the charity.

Kathryn and Rodney Ford

cordially invite you to attend

the Fifth Annual Stuffing Party

to be held on the 18th of September, 2013.



As you probably know, this is in preparation for the PEDC car show in Ocean Grove. We stuff our faces first and then stuff the approximately 150 goodie bags to be distributed at the show. Kindly bring a beverage of your choice and your enthusiasm to:

61 Robbins Street, Brick, NJ

Dress is casual. Conversation is snappy and fun. Dinner will be pizza (the usual fare) and will be served at 6 o'clock sharp or whenever the pizza delivery guy gets there. The stuffing festivities will begin at approximately 7:30 PM. Then, after making sure that the pizza grease is off our hands, we will begin work.

If you would like to attend,
please call Kathy or Rodney at 732.840.3468
or e-mail Kathy at kamcford@comcast.net.

All are welcome. We need all the help we can get!

A Look Back at Brits on the Beach 2012



A Look Back at Brits on the Beach 2012 (Continued)



A Look Back at Brits on the Beach 2012 (Concluded)





Trenton Thunder Car Club Day

Mort Resnicoff

NEXT YEAR WITH A LITTLE MORE planning perhaps more members will come out to Car Club Day at the Trenton Thunder stadium. Seven of us braved the humidity and had a very nice day. The car show was held in the parking lot closest to the main gate. We had our own little private place to park.

There was a Corvette club, a Mini club, a few from the PEDC, and a few from the Delaware Valley Triumphs, Ltd. (DVT) club. Our PEDC group found a shady spot to pitch our chairs and relax.

The Trenton Thunder have a very nice, clean facility, small enough so that almost every seat is a good seat. Going to a ballpark is always a thrill. You get such a great variety of junk food to pack away. I think the highlight of the day was the foul ball that sailed over our heads to wind up crashing through the glass enclosure of the popcorn machine on the vendor level. The next inning there was a discount on popcorn. ■

Other British car clubs were present, including a Mini club, **below**. Nice view of the PEDC lineup, **bottom**. Photos by Rodney Ford. Trenton Thunder logo, **above**, courtesy of wikipedia.com.



Kudos to Mort Resnicoff, who stepped up to the plate and organized a last-minute PEDC drive to Trenton Thunder "Car Club Day at the Ball Park." **Above:** The PEDC lineup, including Bob Canfield's Spitfire; Rodney Ford's TR7, with Rodney standing alongside; Mort Resnicoff's MG TD; and Wayne Simpson's TR7, with Wayne standing alongside. Also in attendance were Kathy Ford, Mary Simpson, and Mort's guest. **Below:** The home ball park for the Trenton Thunder, a AA affiliate of the New York Yankees. In 2012 it officially became known as ARM & HAMMER™ Park. Photos by Bob Canfield.



The Drive to Northlandz ~ Flemington, NJ



Drive participants included Tom and Alice Albertalli, Bob Canfield, Ernie and Luke Caponegro, Rodney and Kathy Ford, Jack Kelly, Ken and Carol Kyle, Mort Resnicoff, and Wayne and Mary Simpson.



BOB CANFIELD ORGANIZED A DRIVE

July 13th along the scenic NJ back roads of Monmouth, Middlesex, and Somerset counties. Our starting point was Woody's in Farmingdale, and our destination was Northlandz in Flemington. PEDCers agreed that it was a fantastic route, as we stayed off the highways for the entire trip.

So what is Northlandz? It is the brainchild of owner-creator Bruce Williams Zaccagnino, who claims to have earned a Guinness World Record for the largest model railroad display. In 1972 he began building his dream, the Great American Railway, in the basement of his home—not unlike many model railroad enthusiasts—only his displays eventually outgrew their location, even after a few additions were appended to his home. Zaccagnino then designed and built the current 52,000-square-foot building that houses his impressive collection, which took 16 years to build. The railroad displays contain roughly 100 trains, 8 miles of track, 400 bridges (one is 40 feet long and spans a huge canyon), and 3,000 miniature buildings in hand-built cities and villages. We even saw a few miniature British cars in the displays. Visitors can spend nearly two hours inside Northlandz, walking through a mile of corridors to view it all. Visit their website for more information: <http://www.northlandz.com>.

Thanks, Bob, for a wonderful drive and a memorable day.



Shown are some of the numerous displays we saw at Northlandz.

The **top left** includes a marching band, the **top right** is a locomotive roundhouse, the **middle** is a fantastic train trestle, and the **bottom** is a hand-built city, which was amazing.

Photos top and middle by Mort Resnicoff. Photos continued on page 19.



Calendar of Events for 2013 ~ PEDC and Beyond

NOTE: If you know of a British car-related event, please let us know and we will include it here. **PEDC events are in bold red**, and **other British car events are in bold black**.

September

- 1 Sunday, Lime Rock Park's 31st Annual Historic Festival, Sunday in the Park Concours, Lakeville, CT. The event runs Saturday, August 31, through Monday, September 2. From their website: No other venue in the U.S. has three days of on-track racing sandwiching a prestigious concours event—all on the same property. Since 1983 the East Coast's premier vintage racing event. Famous free paddock access for all fans. More than 300 vintage race cars will fill the grounds, the swap meet in the B paddock will be packed, the midway is always alive with activities, and the racing on the track is non-stop from 9 AM – 6 PM on Saturday and Monday. For more info: www.limerock.com.
- 4 Wednesday, **PEDC monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM**, <http://woodysroadside.com>.
- 6 Friday through Sunday, September 8th, the 17th Annual Radnor Hunt Concours d'Elegance, 826 Providence Road, Malvern, PA. Showcasing Art Deco cars; rally cars; and Aston Martin, in celebration of its 100th anniversary. Norton is the featured motorcycle. For more info: www.radnorconcours.org or rhconcours@comcast.net or call 610.644.4439. General admission (includes a program & parking): \$30 until 8/31; \$35 at the gate. Free admission for kids under 12. Show gates open at 10 AM; awards conclude at 4 PM. Friday: BBQ. Saturday: seminars at Motorsport Park, rally, and black tie gala. Sunday: the Concours and car club parking. PEDCers Mike & Linda Browne were invited to show their Riley Elf, Olive.
- 7 Saturday, **Fallfest 2013, all British automobiles & motorcycles welcome**. 9 AM – 3 PM, rain or shine. Sponsored by the Austin-Healey Sports & Touring Club, the NJ Triumph Association, and the Eastern New York MGA Club. Location: 1 Church Street, Liberty Village Premium Outlets, Flemington, NJ. Registration: \$15 by 9/1/13 or \$20 at the gate. For more info: http://njtriumphs.org/uploads/fallfest_2013_2_pages.pdf or contact Jon Rubel, eamgee@aol.com, 718.891.5776; Allen Rosenberg, bigalnj@aol.com, 732.742.4642; or Larry Gersten, austhealey@aol.com, 908.879.3993.
- 7 Saturday, 8th 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. For more info: <http://www.bluemoonkruizers.freehosting.net>.
- 7 Saturday, ETS Classic Car Show, 12-4 PM, ETS Princeton Campus, 660 Rosedale Road, Princeton, NJ. Rain date, Sunday, September 8th. \$15 to register (\$20 at the gate), cash or check only. Registration begins at 11 AM. Live music, food, raffles, prizes, trophies, and more. For more info, contact Cyndi Tucci, ctucci@ets.org, 1.609.683.2309, or visit <http://www.ets.org/c/19529/index.html>.
- 8 Sunday, 34th Annual Car Show, 9 AM – 3 PM, Bay Boulevard, Seaside Heights, NJ. Held in conjunction with the Seaside Heights Seafood Festival. Sponsored by the Vintage Automobile Club of Ocean County. For more info: <http://vintageautoclubnj.org/vacAnnualShow.htm>.
- 8 Sunday, **5th Annual Woodstock British Car Show**, 9 AM – 3 PM. Peace, Love, and Lucas. British motorcycles and pre-1980 European cars are welcome. Routes 212 and 375, Woodstock, NY. \$15 to register (or \$20 at the gate). Over 100 British cars. Free parking. Spectators welcome. Rain date: September 15th. For more info and registration form: <http://www.woodstockbritishcarshow.com>.
- 8 Sunday, Warren Car Show, sponsored by the Warren Township Volunteer Fire Department, 9 AM – 3 PM rain or shine. Warren Municipal Grounds, 46 Mountain Boulevard, Warren, NJ. Race cars, antique and classic cars, trucks, and motorcycles. For more info contact Allen Rosenberg at bigalnj@aol.com, 732.742.4642; or www.warrenjcarshow.org.
- 11 Wednesday, Toms River Cruisin' Downtown, 6-9 PM, Washington Street, Toms River, NJ. Sponsored by Downtown Toms River and the Vintage Auto Club of Ocean County. Staging of cars is from 4-5 PM on Hadley Avenue, off Washington Street. Live bands, street vendors, contests, and more. Rain date: September 12th. For more Info: <http://www.downtowntomriver.com/cruisin/cruisin1.htm>.
- 12 Thursday, **PEDC ice cream run to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, hosts.**
- 14 Saturday, West Long Branch Antique and Classic Car Show, 10 AM – 3 PM, West Long Branch Community Center, Locust Avenue and Parker Road, West Long Branch, NJ. Cars from 1988 or older. Awards, music, food, 50/50 raffle. Registration: 8 AM. Register by 9/14: \$12; \$15 day of show. Contact pinqueen11@hotmail.com or joann.colson@att.net for more info. Rain date: September 15th.

Continued on page 18

Calendar of Events (Continued)

NOTE: If you know of a British car-related event, please let us know and we will include it here. **PEDC events are in bold red**, and **other British car events are in bold black**.

September (Continued)

- 15 Sunday, Historic Smithville Car Show, 3 North New York Road, Smithville, NJ. 10 AM – 3 PM, trophies, food, t-shirts to all pre-registrants. Limit to 125 vehicles. Registration: \$13 before September 8th; \$15 day of show. For more info call 609.432.1138.
- 18 Wednesday, **PEDC Annual Brits on the Beach Goodie-bag Stuffing Party**. Rodney & Kathy Ford, hosts. See page 11 for details.
- 21 Saturday, **PEDC our 16th Annual British Car Day, known since 2009 as “Brits on the Beach,”** Main Avenue, Ocean Grove, NJ. A rain or shine event, 10 AM – 4 PM. Visit our website for more info: <http://www.pedc.org>. Registration fee: \$15 by September 14th and \$20 at the gate. Registration: 10-11:30 AM. Goodie bags and dash plaques given to the first 140 cars registered. Silent-auction-style drawing for door prizes, open to all registrants. Judging (participant's choice): 12-2 PM. Classes and the number of awards per class are determined by pre-registration. **New this year:** A Prestige Class for cars that have won their class in 2 of the last 3 years. Note: Cars in this Prestige Class will not be eligible to win in their marque-based class but will compete against each other for a special award in a special place of honor on the show field. Awards ceremony: 3:30 PM. Ocean Grove is a great venue with nice shops and eateries. The beach & boardwalk are just 2 blocks from the show field. Stroll the town and view their beautiful Victorian architecture. Family fun. Free admission for visitors and spectators. Live music from all eras for all ages by DJ Rich Canfield (music courtesy of Land Rover Monmouth, a Schneider + Nelson Company). **SOLD OUT (waiting list)**
- 21 Saturday, **British Motor Club of Southern NJ Annual Show**, NJ Motorsports Park, Millville, NJ. For more info: <http://www.bmcsonj.org>.
- 21 Saturday, 8th 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. For more info: <http://www.bluemoonkruizers.freehosting.net>.
- 22 Sunday, Sunday Night Cruise, Woody's Roadside Tavern, <http://woodysroadside.com>, 105 Academy Street, Farmingdale, NJ, 4-8 PM. Live music, door prizes, food discounts. Sponsor: JC's Garage.
- 26 Thursday, **PEDC ice cream run to Rich's II**, Route 37E, Toms River, NJ. Family owned and operated. They've been making homemade hard ice cream the old-fashioned way since 1955. Ken & Carol Kyle, hosts.
- 28 Saturday, **34th Annual MGs on the Rocks British Car Show & Parts Market**, Rocks State Park, MD. Sponsored by MGs of Baltimore Ltd. Over 200 cars with MGs of all models and eight classes of other British marques. Popular vote balloting by car owners, 12-2 PM. Awards at 3 PM. Only owners of cars on field can vote. Field opens 9 AM. Voting closes at 2 PM. No pets allowed (park rules). For more info contact Richard Liddick, 410.817.6862, or visit their website: http://www.mgsofbaltimore.com/index.php?option=com_content&view=article&id=19&Itemid=26.
- 28 Saturday through Sunday, the 29th, the **America's British Reliability Run (ABRR)**, a fundraiser to benefit the Children's Specialized Hospital and sponsored by Delaware Valley Triumphs, <http://www.dvtr.org>. A 2-day, 750-mile run (this year on PA roads only). If interested contact Wayne Simpson, wayne@last-chance-garage.com, or ABRR Chairman Bob DeLucia, 267.258.7071. Sponsor a PEDC team with a tax-deductible donation. See pages 11 and 22 for more details.
- 29 Sunday, Cars and Coffee NJ Car Show, Knob Hill Country Lanes, 363 Route 33, Manalapan, NJ, 8:30 – 11:30 AM. For more info: carsandcoffeenj@aol.com. Over 50 modern and classic cars. Free event. All cars welcome.

October

- 2 Wednesday, **PEDC monthly meeting at Woody's**, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 5 Saturday, Regency Car Club 6th Annual Car Show, 9 AM – 3 PM, 530 Route 522, Regency at Monroe, Monroe Township, NJ. Trophies, DJ, free hot dogs and drinks, top 25 cars + specialty awards. Participant judging. Free admission (please bring a non-perishable food item to be donated to the Monroe Township Food Pantry). For questions or more info, contact Fred, 732.656.9727, regencycarclub@aol.com.

Continued on page 19

Calendar of Events (Concluded)

NOTE: If you know of a British car-related event, please let us know and we will include it here. **PEDC events are in bold red**, and **other British car events are in bold black**.

October (Continued)

- 5 Saturday, Annual Farmingdale Community Festival, Car & Truck Show, 10 AM – 5 PM, Farmingdale Public School. Dash plaques, trophies, goodie bags, music, games, food, vendors, dunk tank, bounce house, gift auction, and more. \$10 to register or \$15 at the gate. If interested in attending, contact Bill Shaffer, 732.259.0954, fastcharger73@hotmail.com. For general info: www.farmingdaleschool.com.
- 9 Wednesday through Sunday, the 13th, **The Mini 54, "Virginia is for Mini Lovers,"** Wytheville, VA, hosted by the Classic Minis United (CMU) Florida Chapter. For more info: <http://www.classicminis.org/mini54.htm>.
- 12 Saturday, **"Brits at the Village,"** Peddler's Village, Lahaska, PA. Annual British car & bike show hosted by the Philadelphia MG Club, <http://www.phillymgclub.com>. For PEDCers attending, lunch to be arranged by John Kosztyo.
- 12 Saturday, **Backroads of Hunterdon: The Foliage & Furniture Tour**, sponsored by the MG Car Club Central Jersey Centre, Inc., <http://www.mgccnj.org>. Open to all British cars, classic and modern. Registration: \$2 per car by October 5th. Limit to 50 cars. Rain or shine event (if it rains, bring your daily driver). Tour starts at 9:30 AM at the Belvidere Diner, 475 US Route 46, Belvidere, NJ and progresses through 60 miles of picturesque countryside. Included is a stop at Cane Farm Furniture in Rosemont, NJ, www.canefarmfurniture.com, to view handcrafted furniture, antique firearms, model ships, planes, prints, and the owner's MG collection. RSVP to tour organizer: PEDCer John Jennings, 908.362.5795, britcar@embargmail.com. Lunch afterward at Hillbilly Hall, 203 Hopewell Wertsville Road, Hopewell, NJ, www.hillbillyhall.com.
- 19 Saturday, **PEDC Lighthouse Run**, Wayne & Mary Simpson, hosts. Rain date: Sunday, October 20th. http://www.lighthousechallengenj.org/2013LHCNJ/NJ_Lighthouses.html. Watch for details.
- 27 Sunday, party to celebrate the **PEDC's** 23rd birthday, which is circa October 28, 1990. Details TBD.
- 27 Sunday, Sunday Night Cruise, Woody's Roadside Tavern, <http://www.woodysroadside.com>, 105 Academy Street, Farmingdale, NJ, 4-8 PM. Live music, door prizes, food discounts. Sponsor: JC's Garage.



November

- 2 Saturday, **PEDC** drive to the Proprietary House Museum, <http://www.theproprietaryhouse.org>, the former Royal Governor's Mansion, celebrating 250 years. 149 Kearny Avenue, Perth Amboy, NJ. Peter & Patti Linszky, hosts.
- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://www.woodysroadside.com>.

December

- 7 Saturday, **PEDC** Christmas/holiday party, Venue TBD. Jeanne Miller, organizer, jal2024@verizon.net. Watch for details.

Northlandz photos continued from page 16: After our tour of the indoor model train displays, we took an outdoor train ride on the premises, **above**. Northlandz owner-creator Bruce Williams Zaccagnino, **right**, is also an accomplished organist and treated us to a concert before our tour began. Photos by Rodney Ford.



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 2013 ~ 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

* **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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SATURDAY, DECEMBER 7, 2013

~

PEDC CHRISTMAS/HOLIDAY PARTY

JEANNE MILLER, ORGANIZER
jal2024@verizon.net



Classified Ads

Want to advertise your British car, or British car parts or accessories, in the PEDC newsletter? If so, e-mail your ad, and photo, to carolkyle4@earthlink.net. Classified ads are free to PEDC members and run for three months. We'll run the ads free for another three months, but only if we hear from you. Please let us know if you've sold what you were selling so the ads don't run needlessly. NOTE: Neither the PEDC nor the newsletter editors are responsible for the content of these classifieds.



1960 Austin-Healey Bugeye Sprite Project Car. Personal issues force sale of complete but disassembled car. It has every part except canvas top—bagged/boxed and labeled. Clear title. It ran well when put away 20+ years ago. Needs body and paint to proceed. Includes over \$3,200 of new parts still in the box/wrapper (a list is available). Selling car and parts as package for \$5,800 or best offer. Contact Rick at vze195h92@verizon.net or, 732.341.8240. *Photos courtesy of seller.*



For Sale

MGB Transmission

Mark II, synchronized first gear, non-overdrive. Indoor storage for years, approximately 40,000 miles on unit.

Asking \$400 or best offer.

Contact John at jonkozy@aol.com.



1973 MGB-GT. No rust, 34 years in West Texas and Oklahoma. Car repainted in original factory Damask Red in 2001, and interior redone with new carpeting and upholstery in 2005. Total engine rebuilt with aluminum head, Weber carburetor, electronic ignition, Peco big-bore header and exhaust, less than 1,000 miles ago. The following done in 2007: modified morSpeed fiberglass "C" hood, new radiator, water pump, fan, new tires, Armstrong shock dampers on all 4 wheels, new rear-end leaf springs, new rear bushings, new brake pads and shoes, and new clutch master and slave cylinder with new hose. Recently replaced all front-end metal and rubber brake lines. Too much more to list, including spare parts. Car must be seen. Extensive documentation (two 3-ring binders+) available for review. Asking \$6,000. MUST SELL. Call Jim Gryta, 732.428.7033, or e-mail me at jimzoo@optonline.net. *Photo courtesy of Jim Gryta.*

Classified ads continued on page 22

Classified Ads (Continued)



1974 TR6. Pimento Red & Black. New top & interior. All mechanicals work perfectly. No rust! \$16,000 firm. Call Herb Porter, 732.223.8762. Photos courtesy of Herb Porter.

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America's British Reliability Run (ABRR) Rides Again



Last year, the ABRR wound through 5 states and raised over \$9,000 for the Shriners Hospitals for Children®—Philadelphia. Of the 15 cars participating, 4 were fielded by PEDC members, tying our humble club with Run sponsor Delaware Valley Triumphs for participation, a super achievement. Let's do it again!

This year, the ABRR will stay completely within PA, covering 750 miles of the Keystone State's most scenic roadways at a time when fall color should be near its peak. The dates are September 28-29; that's the week after *Brits on the Beach*. Our round-trip route will begin and end in Quakertown, PA with its terminus at or near Indiana, PA. We hope to have dinner Saturday night at the Coventry Inn, an authentic English Pub (right down to the wooden post-and-beam construction) created and run by Charles Runyon, owner of The Roadster Factory (TRF) <http://www.the-roadster-factory.com/indexmain.php>. We also hope to have a tour of TRF's facilities in Armagh, but these details are yet to be worked out.

The partner charity for this year's Run will be Children's Specialized Hospital, a NJ-based network of health care facilities specializing in rehabilitative pediatric care. With 11 locations and a 12th under construction, they are, in fact, the largest such organization in the country. As last year, participating teams will raise funds for the partner charity "walkathon style" by collecting pledges from their friends and relatives with the goal of raising \$500 each. This number is, of course, a goal, not a requirement. Anything the teams can bring in is appreciated. As always, the teams pay all of their own expenses, so 100% of the pledged monies go directly to the partner charity.

More information, including registration forms and flyers to aid the teams in their fundraising, is on our website at www.britishreliability.org. You can also e-mail us at info@britishreliability.org or phone ABRR Chairman Bob DeLucia at 267.258.7071. Please consider joining us or sponsoring one of the teams with a tax-deductible donation.

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The Terminal Post

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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. Our mailing address is: Positive Earth Drivers Club (PEDC), P.O. Box 325, Cranbury, NJ 08512. Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadside Tavern, woodysroadside.com, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM, and all British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Registry (VTR), <http://www.vtr.org>.

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



Official VTR Chapter
www.vtr.org

PEDC Dessert of the Month ~

At the 4th Annual Stuffing Party (our 2012 Brits on the Beach goodie-bag stuffing party) hosts Rodney and Kathy Ford served a delicious "mini hamburger" dessert that Rodney created. The buns were made of vanilla wafers, the hamburger meat was a thin mint, and the ketchup and lettuce were made of red and green icing. He finished the masterpiece with potato sticks that resembled french fries. The dessert was a big hit with all.



The Last Word: Get Out and Drive 'Em!



Wayne Simpson and navigator Bob Canfield head home in Wayne's 1980 Inca Yellow TR7 after our invigorating drive to the C. F. Martin Guitar Company in Nazareth, PA June 26th led by Jay Helt. Wayne also owns a 1973 Triumph Stag and a 2000 Land Rover Discovery II.