

February 2014

Volume 22, Issue 2



# 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

- **February 5:** Monthly meeting at Woody's, Farmingdale, NJ.
- **February 28:** Cut-off date for 2014 PEDC membership dues. See last page for renewal form.
- **March 1:** Annual tech session & open house, Motorcar Garage, Maple Shade, NJ, 10 AM. See page 9.
- **September 21:** Brits on the Beach 2014, our 17<sup>th</sup> year & our 6<sup>th</sup> year in historic Ocean Grove.

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



## Keeping up with the Times (and the Traffic)

Ken Kyle

**THE LITTLE BRITISH SPORTS CARS** from the late 1940s and early 1950s hold a special place of honor in the hearts of British car enthusiasts and, indeed, of sports car aficionados of all stripes. They are cherished and revered not only for touching off the sports car craze of the 1950s and 60s in America, but also for their classic lines and feisty, terrier-like character. To many LBC lovers they embody all that is good and right about owning a British car. However, they do have one serious drawback that makes them hard to enjoy in modern traffic. Their tiny engines require low gearing to get off the line, and their four-speed transmissions severely limit top end. The engine in an MG TC with a 5.125:1 rear axle, for example, must turn over at a screaming 3700 rpm to maintain 60 mph. The resulting din (and disturbing thoughts

about what all that thrashing is doing to a 65-year-old engine) causes many owners of these cars to limit their use to short drives on tertiary roads or confine them to trailer queen status, when they would much rather be out enjoying them as much as possible.

Of course there is a solution to this problem. Long-time PEDCer Phil Schneider e-mailed us recently from his winter home in Florida to tell us just how much he is enjoying his 1953 Morgan +4 Flat Rad now that he's had a 5-speed transmission installed by Morgan of New England. He reports an 18% drop in engine speed in top gear compared to the original setup and says he has no trouble keeping up with modern cars anymore.

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In fact he likes it so much that he decided to have a similar conversion performed on his 1947 MG TC by fellow PEDCer Merrill Yeager.

Carol and I visited with Merrill at his shop, Yeager Automotive in Belmar, NJ, to get his firsthand impressions of the TC conversion. Merrill used a kit supplied by Moss Motors that, although not cheap at nearly \$4000, contains just about everything you need for the conversion, including a rebuilt European Ford T-9 transmission, a cast alloy bell housing, a new clutch disk, and a custom-made driveshaft, along with various other bits and pieces. Before disassembling the car and ordering the kit, you must measure your car's engine to differential distance and provide it to Moss so they can have your new driveshaft cut to the proper length. Merrill explained that this is necessary due to the inherent variability of these handmade cars. Merrill said he was pleasantly surprised at how complete and well made the kit was; anyone familiar with aftermarket conversion kits of any sort knows that this is not always the case.

Although the kit instructions claim that removal of the engine is optional, Merrill strongly advises that doing so will make the job go a lot easier. He also notes that when the instructions say connecting the new speedometer cable provided in the kit to the transmission "is not an easy fit," they're not kidding. The space between the tunnel and the new transmission's tail housing is extremely tight. And while we're on the subject of the speedometer, you should know that it will require a miniature, step-down, angle drive gearbox to work accurately with the new trans. Obtaining this device involves a suitably arcane and fiddly ritual of jacking up one rear wheel, rotating it a certain number of times whilst counting the turns the inner speedo cable makes, filling in a form, and sending it off with your speedo and the appropriate remittance to Speedograph Richfield in merry olde Nottingham, England. Or you could just



learn to do speedometer corrections in your head, or estimate your speed based on the tach reading and the gear you're in. Or you could just not worry at all about how fast you're really going; after all, this conversion isn't going to turn your TC into a rocket ship. These minor concerns aside, however, Merrill had nothing but praise for the kit.

So what's it like to drive a TC with a five-speed? Merrill claims that a single drive in it would be enough to convince even a hard-core MG purist that the conversion is the way to go. At 60 mph, revs drop to a comparatively sedate 3000 rpm, allowing the driver to hear himself think or even just enjoy the ride. And 70 mph comes up at just a tick over 3500 rpm, if you dare. Plus, the conversion offers a low-speed benefit as well. Unlike the original Moss 4-speed, the T-9 has a synchronized first gear, allowing you to drop down into first on the fly without testing your dubious double-clutching skills and avoid lugging the engine in second gear. All in all, Merrill says, it's a vastly improved vehicle and a real pleasure to drive.

Now that you've read all this, what's stopping you from updating your old Morgan +4 or MG T-series? If you're worried about hurting your car's resale value by modifying it, don't be. Both Moss Motors and Morgan of New England claim their conversions are fully reversible, and Merrill confirmed this for Phil's TC. Just make sure you save

those old parts in a safe place. And if you're concerned about the expense, consider doing the installation yourself to save labor costs, which will run you at least \$3000 at a reliable shop. Both Moss Motors and Morgan of New England consider their kits to be installable by competent home mechanics using ordinary tools, and there is no welding involved with either kit. Merrill told us that he thinks anyone with good mechanical skills could do this conversion at home, and that the most time-consuming part of the job for him was removing and reinstalling the interior. Think what a great winter project this would make! Finally, consider this if your old Moss gearbox isn't what it used to be. Merrill said the box in his +4 falls into this category, and rebuilding it could cost over \$5000, so he is seriously considering installing a T-9 to save money.

So there you have it. I hope the next time I lead a club drive involving a stretch on I-195 or the Garden State Parkway, I'll be able to look over and see a +4 or a T-series easily keeping up with me at 65 mph. Nothing would please me more. ■

**Front page top photo:** Phil leaves our 2013 Father's Day Show in Spring Lake Heights, NJ in his 1947 MG TC, followed by a friend driving Phil's 1953 Morgan +4 Flat Rad. **Above photo:** The Morgan made its PEDC debut in Ocean Grove at our 2012 Brits on the Beach show, winning the Morgan class.



## From the Driver's Seat

Mark Berkowsky, President

As I mentioned in a previous Driver's Seat column, I intended to do a little work on the Spitfire this winter. Since we had a very warm weekend in December, before winter really set in, I took advantage of the nice weather to begin my project. Several years ago I read an article in *Spitfire & GT6 Magazine* about the option to remove the large rubber overriders from the front and rear bumpers of our 1979 model. The U.S. Government required them to be added as a safety feature in the mid-70s. They looked like big bumps on the front and rear bumpers and were affectionately known as Big Berthas.

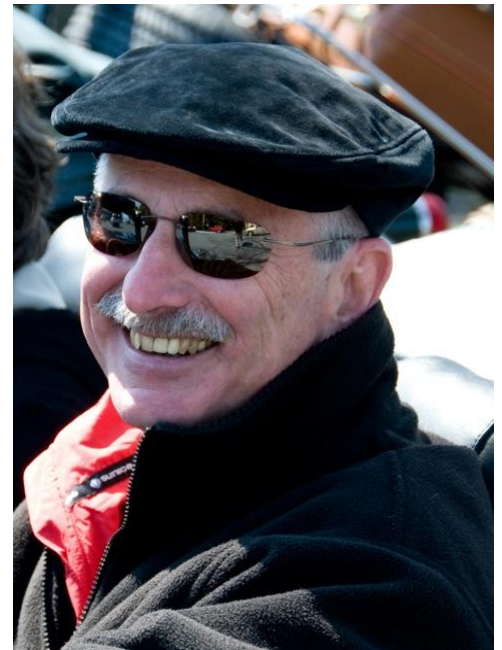
The overriders on our Spitfire were not in great shape, and replacements were not readily available. Also, the chrome on the front bumper was severely worn in several places, and I really wanted to have it re-chromed. With my willing son-in-law, Bruce, ready to assist—or maybe I helped him—the project began. Off came the front overriders and then the front bumper. Next the rear bumper and the chrome bumper cover and Big Berthas. And then came the first surprise. The chrome bumper cover concealed a dent in the bumper, and the concealed area had some deep scratches in it. Now it looked like the rear bumper would also be re-chromed. There were also several holes in the bumper, which, according to *Spitfire & GT6 Magazine*, could be filled with bolts, or welded shut and re-chromed.

The next task—or maybe it should have been first—was to order new underriders for the front bumper as the car was originally designed. Off to the Rimmers catalogue on the internet, <http://www.rimmerbros.co.uk>, for ordering parts. As you know, various companies sell parts for LBCs, and for Spitfires specifically. I have bought from several of them. Since the magazine article recommended Rimmers for the purchase of the original type and style of underriders, I decided to try them. I liked their catalogue, which had more detail than the maintenance manual I have. The shipment from the UK was to arrive in two days, but because of a snowstorm here and then the weekend, it took five days. Rimmers was still much faster than the US companies I have dealt with, and it was easy to purchase from them online. The parts are now here, the underriders and miscellaneous

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*"I walked in proudly with one of the two bumpers only to be greeted with 'sorry, they are too big for our dipping tanks.'"*

Mark's 1979 Spitfire in the line-up during our first Monmouth Madness Rally I, April 2013. Above photo courtesy of Mark Berkowsky.



bolts, washers, and nuts. I did a quick test fit and happily found that the parts are good.

The next step was to find a chromer, which I thought was easy, since Jay Helt highly recommended a shop in Neptune that he has used for years. I took off for a visit to the chrome shop only to find a building that looked closed. When I arrived at 2:00 PM, I found out they had closed at 1:30 that day. So the next day I tried again. (I called first and confirmed their hours.) I walked in proudly with one of the two bumpers only to be greeted with "sorry, they are too big for our dipping tanks." Now what? Most LBC owners I had talked to told me that good chromers in NJ are hard to find.

An internet search yielded a shop in Newark, so I was off to see them. A drive up the Garden State Parkway and Route 1 got me to the shop. There I was able to get a quick cost estimate. Time for completion would be only two weeks. But they don't do welding, so off I went to a body shop that had helped me out in the past.

*Continued on page 22 – Driver's*



## From the Navigator's Seat

Bob Canfield, Vice President



### Planning for a Drivers Club

When I was 20 my friends and I joined the Knights of Columbus in Bridgewater, NJ. This chapter did not have a hall of its own but met in a church basement. I remember the January meetings where we planned our activities for the year. Our calendar usually contained about five chapter events for the year and listed another six or so events in the area. That was my experience with an organized group until I joined the Positive Earth Drivers Club (PEDC).

Since we describe ourselves as a drivers club, we share a commitment to the thrill of driving these cars (when not repairing them) and enjoying adventures with one another. Last year our February newsletter calendar showed 59 total events. Of these, 24 were club drives, ice cream runs, and drives planned to other British car shows. That's a very full calendar for a club our size!

This year at The Gathering on January 19<sup>th</sup> we came up with some very

interesting ideas for PEDC events. So far we have posted the ice cream runs, area car shows, and some of our planned drives and rallies. We still have a lot of ideas for drives that need an organizer or host. Below is the list of orphan drives waiting for adoption:

- **Batso Village**, Wharton State Park, Hammonton, NJ, <http://www.batstovillage.org>
- **Wheaton Arts & Cultural Center**, Museum of American Glass, Millville, NJ, <http://www.wheatonarts.org>.
- **National Canal Museum**, Easton, PA, <http://www.canals.org>, and/or **Phillipsburg Railroad Historians, Inc. Railroad Museum**, Phillipsburg, NJ, <http://www.prrh.org/history.html>.
- **Tuckahoe Railroad Museum** and ride, Tuckahoe, NJ
- **Thomas Edison National Historic Park** (museum, labs, Edison home), West Orange, NJ, <http://www.menloparkmuseum.org>.
- **InfoAge Science & History Museum** (electronic communications museum), Camp Evans, Wall, NJ,

➤ <http://www.infoage.org>. Note: This will be a repeat drive of 2013.

➤ **A tour of a NJ brewery**, <http://newjerseycraftbeer.com/new-jersey-breweries>.

➤ **A lighthouse tour**, <http://www.nj.gov/nj/things/lighthouses>.

➤ **A full-day progressive rally** (members join/leave at any point during the rally).

We are also always open for any new and interesting ideas for a drive!

We have again assembled a very full calendar with hopes that all PEDCers can make at least one event and enjoy the camaraderie this club has cultivated. Since one of the new duties tied to the Vice President is events coordinator, I am very committed to assisting anyone who volunteers to lead a drive or organize a club event. Please contact me to discuss your ideas. I am eager to make our 2014 driving season a memorable one. ■

Bob stands alongside his 1966 Spitfire, **below**, after the April 2013 Jaguar F-Type preview at Jaguar Monmouth in Ocean, NJ. *Jaguar logo courtesy of wikipedia.com.*





# Minutes of the PEDC General Meeting January 8, 2014

Submitted by Ken Kyle for Jay G. Helt, Secretary

The meeting was called to order at 7:31 PM by President Mark Berkowsky. In attendance were 39 members. President Mark introduced the 2014-2015 elected officers and appointed staff to the meeting. A motion to accept the minutes of the November 6, 2013 meeting was made, seconded, and carried.

## Treasurer's Report

Treasurer Andy Moutenot reported a 2013 end-of-year balance of \$3226.69. He further noted that the club had revenues of approximately \$8700.00 in 2013 from all sources (dues, show registration fees, rally fees, Christmas/holiday party tickets, and regalia sales), with expenditures of about \$7600. A motion to accept the Treasurer's Report was made, seconded, and carried.

## Newsletter

Newsletter editor Carol Kyle invited members to submit articles and photos, particularly anything related to any ongoing LBC winter projects.

## Regalia

Regalia Manager Karen Moutenot stated that she has items for sale and to see her after the meeting. If there is something you need, please let her know and she will order it for you.

## Election of PEDC Board Members for 2014-2015

President Mark presented a slate of nominees for board members at large to serve on the Board along with the four sitting officers. Nominated were Rodney Ford, Ken Kyle, Joe Laudisi, Russ Sharples, and Wayne Simpson. A motion to approve this slate of trustees was made, seconded, and carried.

## Old Business

**Annual PEDC Christmas/Holiday Party.** Andy Moutenot reported that

51 people attended our annual party at the Lobster Shanty in Point Pleasant Beach on December 14<sup>th</sup>; the venue could have accommodated up to 71 people. The party went very well, but the club hopes for a larger turnout next time. Ken and Carol Kyle were presented with the Members of the Year award at the party. Special thanks to Vice President Bob Canfield for emceeing the Pirate Game.

## Open House at Fast Lane Motor Club in Asbury Park.

VP Bob reported that he attended this open house for car enthusiasts on December 21<sup>st</sup>. Fast Lane is a high-end car storage facility whose owner, a former PEDC member, recently came into possession of a TR7 more or less "by accident" and plans to rejoin the club soon. The facility holds an open house on the third Saturday of each month, and VP Bob will provide more info on this to the membership.

## Very, Very Old Business

Jack Kelly reports that his 1971 MGB-GT starts, runs, and is street legal, but it has spongy brakes and a blinking headlight. He has new brake lines in hand and plans to install them soon.

## New Business

New member Jerry Goldberg was welcomed to his first club meeting. Jerry got sucked into the PEDC when he attended a Cars & Coffee event at The Grove in Shrewsbury on November 9<sup>th</sup> and joined club members for a short drive and lunch immediately thereafter. Jerry has a 2006 Jaguar XKR.

VP Bob announced that he has taken on the role of events coordinator for the club as part of his VP duties. Ernie Caponegro mentioned that he is a board member for the Brick, NJ Police Athletic League, and the PAL would like us to co-sponsor a car show and barbeque in April. The club will consider this at its

upcoming planning meeting.

Barry Shandler reported that he has completed plans for a "War of the Worlds" rally to be held this year. He is also considering hosting an overnight rally if there is enough interest.

Bill Miller stated that he recently acquired a 7000-pound capacity, two-axle trailer in case anyone needs to move a car.

President Mark noted that membership renewals are due by February 28<sup>th</sup>.

## Upcoming Events

### 2014 Club Events Planning Meeting.

President Mark announced that our annual planning meeting known as "The Gathering" will be held at Woody's on Sunday, January 19<sup>th</sup>, at 4 PM. All members are encouraged to attend and bring ideas for things we can do together as a club.

**Brits on the Beach 2014.** VP Bob stated that this year's show will be held in Ocean Grove on either September 13<sup>th</sup> or 20<sup>th</sup>. The confusion arises from the fact that the show date had to be moved to avoid conflicting with a Vintage Triumph Register (VTR) event. Bob will provide clarification. (*Our show date was later confirmed to be September 20<sup>th</sup>. ~Ed.*)

## Next Monthly Meeting

President Mark reminded members that our next meeting will be Wednesday, February 5<sup>th</sup>.

The meeting was adjourned at approximately 8:15 PM. ■

## ABRR 2013: One Lap of Pennsylvania

Wayne Simpson



**Above:** At the muster point before the start are my TR7 and Russ Sharples's MGA ready for the adventure. *Photo by Wayne Simpson.* **Below:** Pete Cosmides leaves no doubt as to his car's history. *Photo by Bob Canfield.*

### THE 2013 AMERICA'S

British Reliability Run (ABRR), a two-day road rally for charity, was held late last September amid sunny skies and warm temperatures on 750 miles of the most scenic byways Pennsylvania has to offer. In all, 17 teams participated in cars ranging from a 1957 Triumph TR3 to a 2013 Mini. All but one of the cars finished under its own power, and, best of all, the event raised nearly \$9000 for this year's partner charity, the NJ-based Children's Specialized Hospital Foundation.

First run in 2002, the ABRR was the brainchild of Detroit native Blake Discher and British author (and former Standard-Triumph employee) John Macartney. Based on similar events held annually in the UK, the ABRR is a two-day

"fun rally" for British car enthusiasts. It is open to all vehicles of British manufacture, no matter the vintage. Over the years the ABRR has raised over \$170,000 for worthy children's charities from all over the country.

Although it began in the Midwest and was at one time franchised throughout the US, for the last several years the ABRR has made its home base near Philadelphia under the stewardship of Delaware Valley Triumphs, Ltd. (DVT), a chapter of the Vintage Triumph Register. The 2013 Run was, in fact, the DVT's fourth ABRR, the club having done the event in 2008, 2010, and 2012.

The PEDC has been well represented in these rallies, with 2012 being our high-water mark when five of the fourteen cars

entered had PEDC affiliation. The 2013 turnout was a more modest three, with Russ Sharples and his son Dave, Pete Cosmides, and me in the field. ABRR veteran Bob Canfield would have entered a car of his own, but work commitments prevented this. When his schedule cleared at the last minute he signed on as my co-driver, for which I was

grateful as my usual partner in these events, my brother-in-law, Jim, was unavailable.

### Day 1

This year's Run began in Quakertown, PA early on the morning of September 28<sup>th</sup>. After a customary kickoff banquet the night before where teams received their rally boards and route books, they assembled in the parking lot of a bank, broke up into two groups, and set out on their way. Bob and I took the lead in one group in my yellow TR7, with Russ and Dave in their red MGA bringing up the rear.

The first planned stop, less than an hour into the route, was a large gas station in deference to the Run's major commercial sponsor, Sunoco, whose generous grant provided fuel for the support van and a \$25 fuel card for each participant.

*Continued on page 7 – ABRR*





Continued from page 6 – ABRR

After that, the first day's route emphasized driving and took the teams on a northerly track through Pennsylvania's state park and forest lands.

When you spend a long day in a small car with someone, somewhere along the line you learn something about them you didn't know before. In this case, I learned that Bob considers the Dollar General store to be an indicator that you're near civilization. He keeps a running total of these stores in his mind. I could, at any time, ask him how many he'd seen and he had the answer. Was it the correct answer? I don't know, but the number kept increasing, so I took his word for it.

The day's run ended in Indiana, PA where the teams checked into their hotel rooms and then attended a gathering at The Coventry Inn, an authentic English-themed pub built and operated by Charles Runyon. Charles is familiar to many British car owners as the owner of The Roadster Factory, <http://www.the-roadster-factory.com/indexmain.php>, one of the major parts houses for classic Triumph and MG cars. The Coventry Inn provided an elegant and relaxed setting for the teams to mingle and go over the day's events.

## Day 2

Day 2 began with a short drive to the Roadster Factory's headquarters on the Runyon family farm in



Armagh, where we were treated to a tour of the facility by Albert Runyon and "Uncle Dave" Hagenbaugh. It was interesting to see where the parts that keep our cars running come from.

While in Armagh, one of the teams took the opportunity to make a quick repair to an exhaust system by wiring up a muffler that had come loose. This done, we were on our way again.



To change things up a little, Russ and Dave took the lead this time, with Bob and me bringing up the rear. I have to say the drive is a lot more relaxing when you're not at the head of the pack, where you have to keep careful track of where you are on the route and keep an eye on the cars behind you. Leading a group is not always as easy as it sounds, and the Sharpleses did a great job.

**Top:** Russ Sharples and his co-driver, son Dave, were undeterred by the chilly temperatures. *Photo by Bob Canfield.* **Middle:** Russ adds vital fluids to his MGA. *Photo by Rebecca Fenner.* **Below:** Bob takes a turn behind the wheel on Day 1, somewhere between Dollar General sightings. *Photo by Wayne Simpson.*



The next stop, about 1½ hours away, was at the National Flight 93 Memorial, where passengers brought down a hijacked plane intended for Washington, D.C., on September 11, 2001. The Memorial is located in a remote area well off the main road, and visitors must drive about a mile up an access road to get to the site. A walkway leads from the visitors' shelter to a wall of white granite slabs, oriented on the plane's flight path, inscribed with the names of the passengers and crew. The wall ends at a gate made of vertical wooden beams

Continued on page 8 – ABRR





**Left:** Early on Day 2 the group arrives at Roadster Factory headquarters in Armagh, PA. *Photo by Rebecca Fenner.* **Below top:** Beemer, a gorgeous and mellow Golden Retriever, serves as a therapy dog for the National Park Service at the Flight 93 Memorial. Pet him, and you instantly feel better. *Photo by Wayne Simpson.* **Below bottom:** Nearing the end of the trip, rural PA had one last treat for us in the form of this unexpected covered bridge. *Photo by Bob Canfield.*

*Continued from page 7 – ABRR*

through which visitors can see down a path, lined with wildflowers, ending at a large boulder marking the impact site. It is an unusually quiet and contemplative place, and it's worth a stop if you're in the area.

The rest of the day was spent slowly making our way back to Quakertown via Gettysburg. As the day wore on and it became clear the route was taking longer than expected, teams started smelling the lure of home and began leaving the group to get home at a reasonable time. Russ was one of those who left early as he had to get Dave back to school, putting Bob and me back in the lead position. We had to return to Quakertown to pick up Bob's car, but by the time we reached the hotel, our group numbered only two.

It was a bit anticlimactic, but it was over. At least no one broke down in our group. The other group wasn't so fortunate. They held out until late in the day, but

Ole Joe, a 1957 TR3 and the oldest car on the Run, fell prey to an electrical fault and had to be loaded into the trailer for the rest of the trip home. The owners were given the use of a TR6 that had been brought along in case of just such an emergency.

### Happy Ending

As an epilogue, we heard from Children's Specialized recently when they told us exactly what they'd be doing with the money we'd raised. It seems they've been short

of space in their inpatient facility in New Brunswick and were looking for ways to fund an expansion. ABRR funds will help buy the eight new beds Children's so badly needs. Strangely, this is the first time a partner charity has told us what they planned to do with the money we'd raised, and it's nice to know our efforts will fund that most basic piece of hospital equipment, beds, that will serve them for years to come.

*Continued on page 9 – ABRR*





Continued from page 8 – ABRR

With the VTR National Convention coming to nearby Dobson, NC in September, there will be no ABRR in 2014, but plans are to bring it back for another go in the fall of 2015. Will you be up for a little weekend drive for charity? ■

All captions for this article by Wayne Simpson.

Feeling a little frisky on the back roads of PA, right, as seen through the windshield of the Fenner's Mini. Photo by Rebecca Fenner.



**Photos from Motorcar Garage 2013 Tech Session:** Russ Sharples's 1960 MGA, **top**. Cars waiting to be serviced, **middle**. Pete Cosmides's 1975 Tundra Green MGB alongside a beautiful big Healey, **bottom**. Photos by Rodney Ford. PEDCers made a good showing at the tech session, with about 15 members in attendance. We hope we'll have a good turnout this year.



## Annual Motorcar Garage Open House & Tech Session



SATURDAY, MARCH 1, 2014

10 AM

Please join me and fellow club members for my annual shop Open House and Tech Session. Donuts and coffee will be provided. At this year's tech session we'll discuss brakes and brake hydraulics. Let's hope for some nice early spring weather so we'll see more British cars out for the day. I hope to see you here.  
~ Pete Cosmides

42 N. Pine Avenue  
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[www.motorcar-garage.com](http://www.motorcar-garage.com)  
856-667-6657

## Best Emergency Tool: Imagination

John Sims

Over the years there have been several postings to the Healeys Mail List ("The List") giving rather detailed itemizations of tools and repair items that should be carried in the boot. Among these items are the normal selection of wrenches, screwdrivers, and the ubiquitous roll of duct tape and can of WD-40. While we probably know what to carry in the boot, until recently there was only one's imagination for the necessity of some of the items.

A recent thread, as e-mail conversations on The List are called, started with a general request for members of The List to relate their experiences of breakdowns on the road. After several weeks of exchanges, these can be broken down into a few categories: electrical, mechanical, unknown, and just plain weird with the fixes even more so. Solutions to some of these problems show the intuitiveness of Healeyites.

Flat tires are perhaps the most common failure on the road. With lack of use, tires will lose their flexibility and will fail. Following flat tires as the most common problem were broken rotors, loose wires, failed fuel pumps, and general failures in the ignition system and carburetors. Checking these items before a trip is always good advice, but no matter how new the parts or how careful the checks that have been made, failures will occur. Knowing the most common areas of failure should lead you to plan for your tool kit.

Obviously with the number of failed rotors in general driving, one should carry spares as well as condensers and points. It is also a good idea to have a spare fuel pump in your boot. Wires of different gauges are also handy. Carburetor rebuild kits are inexpensive and can save a trip from being a disaster as they do not take up much room. Remember that there are a lot of rubber parts in a carb that are prone to deterioration.



The big Healeys, **above and below**, arrive at our 2013 Brits on the Beach.

Nothing takes the place of thinking ahead to consider what may fail because, most assuredly, it will. And as noted by several Listers, nothing takes the place of imagination and spur-of-the-moment invention.

### Beer Cans As Emergency Parts?

Yes. One Lister related a story in which he had a flat tire (common on trips) and did not have the proper knock-off nut tool. He used a block of wood and a jack handle, removed his wire wheel, fixed the flat, and discovered that the splined hub was stripped. Enter the beer can, empty of course. Supposedly a soda can will work just as well . . . but our faithful Lister placed the beer can over the splines and then jammed the wheel over it, causing a tight seal when the knockoff nut was firmly tightened. The beer can acted as a spacer that tightened the wheel against the damaged splines enough so that he was able to continue

*Continued on page 11 – Imagination*



*This article appears courtesy of PEDCer John Sims, The Email Mechanic©, [www.healey6.com](http://www.healey6.com). It also appears in the February 2014 issue of Healey Marque magazine, the official publication of the Austin-Healey Club of America (AHCA). The tips apply to most of our little British cars. ~ Ed.*



*Continued from page 10 – Imagination*

on his drive. Ingenuity! Another use for a beer can is as a patch for a hole in the exhaust system. A piece of can, wire, and muffler putty will work wonders on the road.

## Super Glue and Rubber Bands?

Yes. One of the more common failures on the road is the rotor. Hours can be spent on The List reading stories about broken rotors. Once while driving on the Interstate in Las Vegas, I had a rotor break in the skirt section. Not to worry. Liberal shots of super glue with a rubber band holding the assembly together fixed the problem, allowing me to drive 15 miles to my home. Needless to say, not only do I now carry several new rotors, but also the repaired one as well in my emergency kit.

## Coat Hangers?

One Lister had the pot metal vacuum advance break off from the distributor housing. Enter the faithful coat hanger—metal of course—which, twisted and formed, was strong enough to hold the diaphragm to the distributor body.

## Toilet Plunger?

Driving without the rubber gearshift cover will allow enough heat into the cockpit to fry an egg. Enter the trusty plumber's helper that can be found at the next hardware store as opposed to waiting on the road for several days for a package to arrive from your favorite Healey parts supplier. Just remove the wooden handle, poke a hole in the rubber center, mount it, and voila! You now have a jury-rigged gearshift boot. And, by the way, keep the plunger handle. You never know what lies ahead on the road. Although it is not suggested that you carry a plunger in the boot, you may be interested to know that in addition to the rubber piece, the handle can be pressed into service as an emergency gas gauge. Never assume that you are getting great gas mileage if your gauge is moving S L O W L Y. Most probably it is not working correctly.

Besides carrying the normal tools in your boot, you might want to carry some simple items that are essential but that you might not have thought of, as some of our Listers have suggested:

- ✓ Make sure your cell phone is charged and that you have the charger in your bag.
- ✓ Always carry the Membership Directory. For the most part, no matter where you are, there is a fellow Healeyite nearby.
- ✓ Carry a GPS device, not only to know where you are, but also to find the location of the nearest car parts

store. Since these work only on a negative ground car, you must convert the cigarette lighter receptacle to negative ground if your car is positive ground. Do an internet search on "GPS on a positive ground car" to find other options.

- ✓ Always carry the roadside emergency telephone number issued by your insurance carrier.
- ✓ Don't forget sunscreen.
- ✓ Remember to confirm your reservations for your next stop before you get there and find out that a mistake has been made.

So what have we learned from that original, simple e-mail request? Before any trip, normal maintenance is mandatory. Check all wiring connections, especially at the coil, generator, distributor, and fuel pump. Inspect your tires closely. Check all rubber parts for wear and cracks. Rubber is affected by cold and heat and will deteriorate over time. And, most important, be sure that you have packed your imagination in your Healey and have not left it home.

## Vital Statistics

These messages and others can be found in the Healeys Mail List archives. If you are interested in joining the Healeys Mail List or viewing the archives, go to the website, [autox.team.net/mailman/listinfo/healeys](http://autox.team.net/mailman/listinfo/healeys), and follow the instructions. You won't be disappointed. ■



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## Round Two for F1 in the Lone Star State

Art Becker



Jersey Boys lovin' F1. All photos and captions courtesy of Art Becker.

### THE JERSEY BOYS PLUS

One went back to the Lone Star State for the 2013 F1 race in November. This time besides my son, Wes, and my son-in-law, Chris, we brought along a candidate for "future son-in-law to be," Andy. Andy has been dating my younger daughter for quite some time, and I thought it was appropriate to bring him along to get to know us all better and to see what his intentions are with my daughter. We will have more on that later in the article. Andy has some positive qualities in that he has a keen interest in F1, although it is sad that he is a Lotus fan.

The 2013 race wasn't going to be quite as exciting as 2012 for two reasons: first, I made it to the hotel without getting a speeding ticket; and second, the F1 Championship had already been awarded to Sebastian Vettel, who literally ran

away with the second half of the season. Nevertheless we forged on with the trip, knowing a good time would be had by all.

There wasn't even the friendliest of wagers among our group on who was going to win this year's race. The wagers were placed on how far ahead Vettel would be after lap one! Vettel's predisposition toward basically kicking everyone's butt in 2013 did take some of the snap out of the event for us diehard Fernando Alonso fans. Vettel ended up winning 13 of the 19 races in 2013. He won the last nine races in a row. We had some slight consolation as Alonso, driving for Ferrari, finished a distant second to Vettel in championship points for 2013.

To add insult to injury, Andy's number one guy, Kimi Raikkonen, who was driving for Lotus never

made it to the race. He has had some back trouble, and word was out he was having an operation to alleviate the back problem. Kind of strange as he had two races left with Lotus (you see, he will drive for Ferrari next year—I made sure Andy knew that). Back surgery on the weekend of the F1 race in the USA! Oh, one small complication is that Lotus owed Kimi 15 million dollars for driving for Lotus in 2013, and apparently they had not paid the lad. Being owed 15 million could make my back hurt a lot.

There were some nice improvements to the Circuit of the Americas (COTA) this year. The grass seed that was put down hours before the track opened in 2012 had germinated, and there were sprawling areas of green this year. Gone was the "dust bowl" atmosphere of 2012. There were twice as many port-a-johns this year, and they were cleaned daily. There were a lot more vendors, especially vendors selling alcoholic beverages. Some of them were supporting charitable foundations from Austin.

It kind of made you feel good buying a beer, knowing the money was going to charity. Lots of beer sold that weekend. To keep with the beer theme, I guess the realization came to COTA in the year that passed since the last race that people like cold beer. Ice was abundant this year, another plus. In all seriousness I have to say COTA really had its act together, and the facility and race were first class. We really enjoyed ourselves.

The city of Austin knocked the cover off the ball in 2012 with "Fan Fest," and 2013 was even better. The city really goes all out to make the fans welcome. It was interesting to see that many of the restaurants we frequented last year had been renovated for the 2013 race. Downtown with Fan Fest was great, and everyone was friendly. The 6-block area that was closed off for the event was packed with people every night. There were loads of activities to do, so being car guys we were in heaven.

*Continued on page 13 – F1*

Fernando Alonso





Continued from page 12 – F1

This year we stayed at a Best Western just 2 miles from downtown. It had a great restaurant and bar featuring live blues music every night. We heard some great musicians playing their hearts out laying down the blues. We wanted to get some real laid back local color and experience the true grit of Austin without the F1 influence. Just two blocks from our hotel was the Whip In. One afternoon after coming back from the track we figured we would stop there and have a beer. The biggest mistake I made was not taking a picture of the place.

It's kind of run down on the outside; the interior is a mixture of bar type furniture and a small grocery store. The real locals were here and weren't ready for some F1 boys in Ferrari colors to invade their space. We were really given the once over when we walked in. The sense I had was, weird place. I ordered a Coors Light and was told they had no light beer. The bartender said he'd give me a PBR as that was the closest thing he had to a light beer. A PBR? That's a Pabst Blue Ribbon, on draft, \$2.00 for a 20-ounce glass. As I said, weird.

This year we were seated in turn 12. The seats were awesome. We had really great views of turns 1, 5, the back straight, 12, 13, 14, and 15. We saw some great passing in turn 12, the turn at the end of the long back straightaway. The cars are going 190 mph when they start braking for turn 12. For the 2014 race we will sit



either in turn 12 or possibly 15.

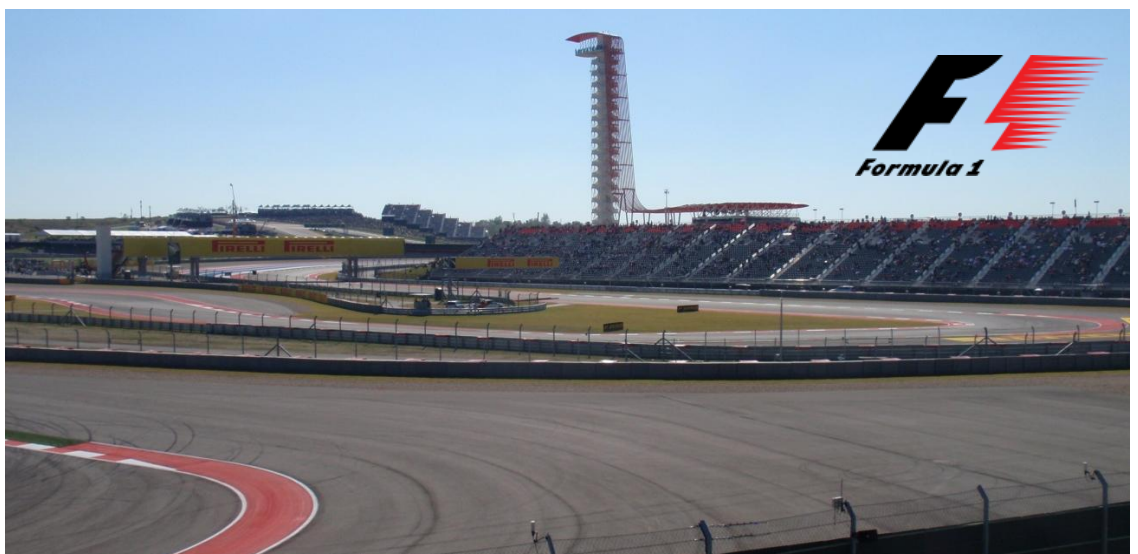
OK, now for the race, short and sweet. The race was all we thought it would be, a total Vettel runaway. Not much else to say. Vettel led every lap, as expected. Red Bull and Vettel were invincible this season, period.

Back to Andy and his intentions. At dinner one night Andy told me that his good buddy, Jesse, had just gotten engaged the previous Saturday. I told Andy he better spend more time with Jesse and get some lessons on popping the question. Andy was put on notice that his attendance at the 2014

Wes, Chris, and Andy, **above**. View from turn 12 with turn 1 in the distance, **below**. F1 logo courtesy of wikipedia.com.

race could hang in the balance. 2014? It should be really interesting. Naturally aspirated V-8s are out and turbocharged V-6s are in.

Continued on page 14 – F1



Continued from page 13 – F1

Every team has to get on board with a V-6 engine with a single turbocharger and 1.6 liter max displacement. Revs will be limited to 15,000 rpm. These engines are expected to produce 650 hp. The cars will also have an energy recovery system that will provide power to an electric motor. When deployed it will add another 160 hp to the 650 hp produced from the V-6. This should level the playing field and, it is hoped, eliminate the dominance of the Red Bull/Vettel combination. We shall see in the near future as the 2014 season begins in Australia on March 16<sup>th</sup>. Stay tuned! ■

## F1 British Racing Teams

So how did British F1 teams and drivers do in 2013? Well, pretty bloody awful, actually. Of the 11 teams that competed last year, only three are licensed as British by the Fédération Internationale de l'Automobile (FIA). The highest British finisher, Lotus, was a distant fourth with 315 points compared to World Constructors' Championship winner Red Bull Racing's 596. From there it only gets worse. Former powerhouse McLaren was fifth, with a paltry 122 points, and once-mighty Williams, winner of nine Constructors' Championships in its glory days (the last in 1997), was ninth with only five championship points. The situation wasn't any better for the four British drivers in last year's competition: former World Drivers' Championship winners Lewis Hamilton and Jenson Button finished 4<sup>th</sup> and 9<sup>th</sup>, respectively; Paul DiResta ended up in 12<sup>th</sup> place; and poor old Max Chilton finished dead last. But take heart, British car fans. Although only three of the 11 teams are *licensed* as British, fully eight of the teams are actually *based* in Britain, reaffirming British dominance of the ultimate motorsport. And, with an all-new formula taking effect in 2014, we may yet see a British team on top again this year.

~ Ken Kyle



**Right:** Turn 12 first lap and already Vettel is pulling away. **Below left:** Turn 12. **Below right:** Lewis Hamilton.





## 2014 Calendar of Events ~ PEDC and Beyond

If you know of a British car-related event, let us know and we will include it here. PEDC events are in **bold red**. Other British car events are in **bold black**. We've also listed some events that welcome all marques, not just British, which we know our members enjoy.

### February

- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 7 Friday, the 50<sup>th</sup> anniversary of the Beatles' arrival in NYC for what would become their famous appearance on *The Ed Sullivan Show*, Sunday, February 9<sup>th</sup>, 1964. The British Invasion had begun!
- 8 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types. Meets every 2<sup>nd</sup> Saturday in 2014.
- 9 Sunday, Winter Blues Cruises, 2<sup>nd</sup> Sundays, November 2013 to March 2014, 11 AM – 2 PM, Woody's, Farmingdale, NJ, <http://woodysroadside.com>. Sponsored by JC's Garage.
- 15 Saturday, Cars & Coffee at Fast Lane Motor Club, 618 Summerfield Avenue at Bond Street, Asbury Park, NJ, 8 AM – 12 PM. Indoors, rain or shine. Free coffee & donuts. Ding King demo on paintless dent removal. Meets every 3<sup>rd</sup> Saturday in 2014.
- 28 Friday, cut-off date for **PEDC** membership renewal. See last page of this newsletter for current membership form. The form is also available at our monthly meetings and at our website: [www.pedc.org](http://www.pedc.org).

### March

- 1 Saturday, Motorcar Garage Annual Open House & Tech Session. Session Topic: Brakes and Brake Hydraulics. Hosted by **PEDC**er Peter Cosmides, Motorcar Garage, 42 N. Pine Avenue, Maple Shade, NJ, [www.motorcar-garage.com](http://www.motorcar-garage.com). An indoor event—rain or shine. For more information, call 856.667.6657. Session starts at 10 AM. Coffee & donuts for all. Don't miss it!
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 8 Saturday, Retirement ceremony for PEDCer Colonel Jon Spare from the U.S. Air Force Reserve Command, 3 PM, Joint Base McGuire-Dix-Lakehurst. Note: Special arrangements will have to be made for us to visit a military installation. Possible **PEDC** drive. Wayne Simpson, organizer. Watch for details. Here is Jon's biography: <http://www.514amw.afrc.af.mil/library/biographies/bio.asp?id=14445>.
- 8 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 9 Sunday, Winter Blues Cruises, 2<sup>nd</sup> Sundays, November 2013 to March 2014, 11 AM – 2 PM, Woody's, Farmingdale, NJ, <http://woodysroadside.com>. Sponsored by JC's Garage.
- 15 Saturday, Cars & Coffee at Fast Lane Motor Club, 618 Summerfield Avenue at Bond Street, Asbury Park, NJ, 8 AM – 12 PM. Indoors, rain or shine. Free coffee & donuts.

### April

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 5 9<sup>th</sup> Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, NJ, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. 1<sup>st</sup> and 3<sup>rd</sup> Saturdays from April to October. For more info: <http://www.bluemoonkruizers.freehosting.net/index.html>.
- 6 Sunday **PEDC** brunch. Venue and details forthcoming. Ken & Carol Kyle, hosts.
- 12 Saturday, NJ Police Athletic League (PAL)/**PEDC** car show & BBQ, Brick, NJ. Ernie Caponegro, organizer. Watch for details.
- 12 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 19 9<sup>th</sup> Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, NJ, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. For more info: <http://www.bluemoonkruizers.freehosting.net/index.html>.

Continued on page 16

## 2014 Calendar of Events ~ PEDC and Beyond (Continued)

### April (Continued)

- 19 Saturday, Cars & Coffee at Fast Lane Motor Club, 618 Summerfield Avenue at Bond Street, Asbury Park, NJ, 8 AM – 12 PM. Indoors, rain or shine. Free coffee & donuts.
- 27 Sunday, **PEDC** Annual Classic British Car Show, 12-3 PM, Shore Antique Center, 413 Allen Avenue, Allenhurst, NJ, 732.531.4466, [www.shoreantiquecenter.com](http://www.shoreantiquecenter.com). Ken & Pat Wignall, organizers.

### May

- 3 Saturday, **19<sup>th</sup> Annual Lewes British Motorcar Show, "The British Are Coming,"** Lewes, Delaware, 10 AM – 3 PM, sponsored by the British Car Club of Delaware (BCCD). To register for the show, visit [www.bccdelaware.com](http://www.bccdelaware.com). For more information, visit <http://www.historiclewes.org/events/lewes-british-motorcar-show>. NOTE: This will be a **PEDC** overnight trip, May 2-4.
- 3 Saturday, **Britfest 2014**, Horseshoe Lake Park, Succasunna, NJ, sponsored by the MG Car Club Central Jersey Centre Inc., <http://www.mgccnj.org>. The first British car show and vendor flea market of the new driving season in the Mid-Atlantic region. Open to all British vehicles, classic and modern. Cost: \$20 (\$15 if you register by April 15<sup>th</sup>). 9 AM – 3 PM. Vendors: \$35 per space. Spectators: \$3 Contact: Charles Tregidgo, 201.791.6675, [ctregidgo@gmail.com](mailto:ctregidgo@gmail.com), for more information. NOTE: Date is good. Info same as last year? Website not up to date.
- 3 9<sup>th</sup> Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. For more info: <http://www.blumoonkruizers.freehosting.net/index.html>.
- 4 Sunday, Classic Car Show, sponsored by the Point Pleasant Beach Chamber of Commerce, 12-4 PM. For more info: <http://www.pointpleasantbeachfestivals.com/classic-car-cruises>. **PEDC** cars will be gathering in a reserved space of the municipal lot at Arnold and Bay avenues. TBD—Bob to check with Paul Bonsper.
- 7 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 10 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 14 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. Free admission and parking, live entertainment, contests. Hundreds of cars; staging begins 4-5 PM on Hadley Avenue. Runs 2<sup>nd</sup> Wednesdays, May–September. Visit their website for more information: <http://www.downtowntomriver.com/cruisin/cruisin1.htm>.
- 15 Thursday, **PEDC** ice cream run to TK's, Cream Ridge, NJ, 7 PM. Ken and Carol Kyle, hosts.
- 16 Friday (runs through Sunday, May 18<sup>th</sup>), Carlisle Import & Kit Nationals, Carlisle, PA. Over 1,200 classic and high-performance vehicles; unbeatable car parts shopping; autocross; club gatherings; activities for the kids. Admission: adults, \$8, Fri-Sat; \$7, Sun. Event pass, \$15. Kids under 12, free. Gate times: Thurs-Sat, 7 AM – 6 PM; Sun, 7 AM – 3 PM. Deadline to register: April 14<sup>th</sup>. For more info: <http://www.carlisleevents.com/carlisle-events/carlisle-import-kit-nationals/default.aspx>.
- 16 Friday (runs through Sunday, May 18<sup>th</sup>), **Out of the Woodwork**, hosted by the TVR Car Club of North America (TVRCCNA) in conjunction with Carlisle Import & Kit Nationals, Carlisle, PA. For info, call Tony Hess, 610.346.9026, [aghbop@aol.com](mailto:aghbop@aol.com), or visit <http://www.tvrccna.org/tvrccna.pl?page=woodwork2014>.
- 17 9<sup>th</sup> Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. For more info: <http://www.blumoonkruizers.freehosting.net/index.html>.
- 17 Saturday, Cars & Coffee at Fast Lane Motor Club, 618 Summerfield Avenue at Bond Street, Asbury Park, NJ, 8 AM – 12 PM. Indoors, rain or shine. Free coffee & donuts.
- 18 Sunday, **PEDC** 1<sup>st</sup> rally this year. Barry Shandler, Rallymaster, [bshandler@comcast.net](mailto:bshandler@comcast.net), phone: 732.521.1985. Watch for details.
- 29 Thursday, **PEDC** ice cream run to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, hosts.

*Continued on page 17*



## 2014 Calendar of Events ~ PEDC and Beyond (Continued)

### May (Continued)

- 31 Saturday, **British Car Week**, runs through Sunday, June 8<sup>th</sup>. How do you participate? Just get out and drive 'em! Join British car owners and British car clubs from all over the U.S. to promote British car awareness. For more info, contact Scott Helms, [sportycars@britishcarweek.org](mailto:sportycars@britishcarweek.org) or visit this website: <http://www.britishcarweek.org>.
- 31 Saturday, **36<sup>th</sup> Annual Cars and Motorcycles of England**, Oakbourne Mansion, Westtown, PA. Hosted by Delaware Valley Triumphs and Delaware Valley Jaguars. Two shows in one: a judged, all-marque British car show and a Jaguar Club of North America (JCNA)-sanctioned concours. For info and registration forms, visit <http://www.dvtr.org> for all marques and <http://www.jcna.com/clubs/main.php?club=NE33&Vref=NE33> for Jaguars.

### June

- 1 Sunday, **19<sup>th</sup> Annual Red Mill British Car Day**, 56 Main Street, Clinton, NJ. Limited to 100 pre-registered British vehicles, classic and modern. Enjoy the car show and the picturesque Victorian village of Clinton just a short walk away. Cost: \$20 (\$18 if you register by May 20<sup>th</sup>). Spectators: \$9 adults. Contact: Richard Miller, 908.713.6251, [mgdriversclub@hotmail.com](mailto:mgdriversclub@hotmail.com) or the MG Driver's Club of North America website: [www.mgdriversclub.com](http://www.mgdriversclub.com).
- 1 Sunday, **Brits by the Sea**, Harkness Memorial State Park, Waterford, CT, hosted by the Connecticut MG Club. More than 360 British cars, trucks, and motorcycles in 35 classes expected. Featured marque: the Riley. For more info: <http://www.ctmgclub.com/pdf/BBTS%20INVITE%202014.pdf>.
- 3 Tuesday, Downtown Point Pleasant Beach Cruise In, 5-9 PM. TBD—no definite info yet.
- 4 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 7 9<sup>th</sup> Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. For more info: <http://www.bluemoonkruizers.freehosting.net/index.html>.
- 7 Saturday, **PEDC** drive to Princeton, NJ. Lunch is planned downtown and then a walk to campus (no tour this year), with a short visit to the Princeton University Art Museum, <http://www.princetonartmuseum.org>, followed by free time to explore the lovely shops along Nassau Street and in Palmer Square, [www.palmersquare.com](http://www.palmersquare.com). Ken & Carol Kyle, hosts.
- 7 Saturday, **A Touch of England** Vintage British Automobile & Motorcycle Show at the Hermitage Museum, 335 North Franklin Turnpike, Ho-Ho-Kus, NJ, <http://www.thehermitage.org>. Sponsored by the NJ Triumph Association (NJTA): <http://www.njtriumphs.org>. 9 AM - 3 PM. Rain date: June 9<sup>th</sup>. Limit to 150 cars. Questions: contact Emery Duell, 201.934.1141, [emeryduell320@gmail.com](mailto:emeryduell320@gmail.com), or Bill Smith, 201.825.9754, [smithw1@optonline.net](mailto:smithw1@optonline.net).
- 8 Sunday, **21<sup>st</sup> Annual British Motorcar Gathering**, Hellertown, PA. Sponsored by the Keystone Region MG Club, <http://www.keystonemg.com/hellertown.html>. An all-British car show that attracts 200+ cars from all over the Mid-Atlantic region. Car registrants vote for the top three examples of each class and model of car, with more than 50 awards given. All makes of British cars and motorcycles, old and new, are welcome. Registration is \$15 at the gate (\$10 if you register by May 31<sup>st</sup>). The field opens at 9 AM. Judging: 11 AM – 1 PM. Activities for children and music provided all day. For more information: visit their website or contact Mike Jones, 610.865.3419, [show@keystonemg.com](mailto:show@keystonemg.com).
- 10 Tuesday, Circus Drive-In Cruise Night, 1861 Route 35S, Wall, NJ, 5-8 PM, 2<sup>nd</sup> Tuesdays from June to August, <http://www.circusdrivein.com>. The Circus Drive-In has been a Jersey Shore landmark since 1954.
- 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. Free admission and parking, live entertainment, contests. Hundreds of cars; staging begins 4-5 PM on Hadley Avenue. Runs 2<sup>nd</sup> Wednesdays, May–September. Visit their website for more information: <http://www.downtowntomriver.com/cruisin/cruisin1.htm>.
- 12 Thursday, **PEDC** ice cream run to Hoffman's Ice Cream, Point Pleasant Beach, NJ, <http://hoffmansicecream.net>. A Jersey Shore landmark since 1976. Bill & Kim Geissel, hosts.
- 14 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 15 Sunday, 13<sup>th</sup> Annual **PEDC** Father's Day show, Allaire Road, Spring Lake Heights, NJ, 10 AM – 1 PM. BBQ afterward? Ken & Pat Wignall, organizers.

*Continued on page 18*

## 2014 Calendar of Events ~ PEDC and Beyond (Concluded)

### June (Continued)

- 15 Sunday, **Cats in the Garden VIII**, featuring only Jaguars, Van Vleck House and Gardens, Montclair, NJ. Sponsored by Madison Jaguar. 11:30 AM – 3 PM. Rain date following Sunday.
- 21 9th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. <http://www.bluemoonkruizers.freehosting.net/index.html> .
- 21 Saturday, Cars & Coffee at Fast Lane Motor Club, 618 Summerfield Avenue at Bond Street, Asbury Park, NJ, 8 AM – 12 PM. Indoors, rain or shine. Free coffee & donuts.
- 26 Thursday, **PEDC** ice cream run to Sundae's, Wall, NJ. Ernie & Ida Caponegro, hosts.

**NOTE: Calendar of events to be continued next month.**



### Zig Panek Adds 1959 TR3 to his Collection

Photo courtesy of Zig Panek via Ernie Caponegro.

Ernest M. Caponegro, CEO, CSA®  
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## Reminder

If you are hosting a PEDC event, such as a drive, ice cream run, or impromptu dinner, be sure to e-mail the details to Wayne Simpson, [wayne@last-chance-garage.com](mailto:wayne@last-chance-garage.com), for global broadcast to our members a few days or a week prior to the event. Although we announce events at our monthly meetings and list them in the newsletter and website calendars, those last-minute e-mail blasts often are what bring out members, especially the undecided.



Show your club spirit! To order the items below, contact Karen Moutenot, Regalia Manager, at [kamouts@comcast.net](mailto: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 2014 ~ 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
- Cabbie hat, wool or cotton—**new item!**
- Visor

### PRICE

\$17  
\$19  
\$19  
\$26  
\$31  
\$31  
\$27  
\$42  
\$51  
\$27  
\$32  
\$14  
\$15  
\$14

### OTHER CLUB ITEMS

- Grille badge
- Lapel/hat pin
- Windshield sticker
- Marque patch
- PEDC logo patch

### PRICE

\$20  
\$ 4  
\$ 1  
\$ 5  
\$ 6

**\* 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 2<sup>nd</sup> logo.

## It's Time to Order Your 2014 PEDC Regalia



Spring will be here before you know it, and we'll be putting those tops down and driving our LBCs together. We have another full year of club activities planned—drives, rallies, ice cream runs, shows, and more. Order your club regalia now so you'll be ready for the driving season. John Miller, **left**, sports our short-sleeve crewneck T-shirt. Peter Richardson, Bob Canfield, and Mark Berkowsky, **right**, are wearing our ever-popular baseball caps, as is Jim Spring, **below**. Peter wears our short-sleeved button-down denim shirt. Bob and Mark, as well as Jeanne Miller and Charlie Schirm, **below**, look smart in our short-sleeved golf shirts.





## 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](mailto: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.



**1951 Red MG TD.** I have owned and upgraded this TD for the last 20 years. Located in Little Silver, NJ for inspection. \$15,800. Contact Martin Torbert, 732.492.8132. *Photos courtesy of seller.*



**1976 Mimosa Yellow Triumph TR6.**

New J-type overdrive. Replaced the following: wiring harness, Falcon stainless steel exhaust, convertible top, windshield, alternator, and water pump. Rebuilt fuel pump, shocks, and Stromberg carbs. Nylatron bushings. New Yokohama Avid tires, powder coated wheels. Excellent driver. 18-year history with all receipts. Asking \$19,500. Call 609.457.0417, Stuart Honick. *Right photo courtesy of seller.*





## Classified Ads (Continued)



**Cobra Kit Car.** Kellison Kit Car fashioned after a Cobra with a 460 engine. Asking \$40,000. Contact [jgillis53@hotmail.com](mailto:jgillis53@hotmail.com) if interested. *Photos courtesy of seller.*



**Priced reduced to \$5,400**

**1973 MGB-GT.** No rust, 34 years in West Texas & 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. MUST SELL. Call Jim Gryta, 732.428.7033, or e-mail me at [jimzoo@optonline.net](mailto:jimzoo@optonline.net). *Photo courtesy of seller.*

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### The Terminal Post

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Carol Kyle

**Technical Editor**  
Ken Kyle



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

*Continued from page 3 – Driver's*

Leslie's Auto Body in Edison, NJ is owned by a former 1970s Triumph mechanic, and Jeff is quite nice. He welded the holes closed in the rear bumper, didn't charge me anything, and had the work done in two days. He just wants to be invited to our next show in Ocean Grove.

I was ready to go back to Newark and have the chrome work done. That night, however, I did a little more online searching and found a bunch of negative reviews about the chromer, so I decided that a different shop was a better choice. With a little more searching I found a restoration shop that recommended a chromer in northeast Philadelphia. For me, that's less than an hour's drive, about the same as Neptune and Newark. So back in the car on another

day—I did call first to confirm where they're located and the hours they're open. When I got to the industrial park where the shop is, their doors were closed and locked. Oh no! Another wasted trip. Fortunately my phone call to the shop was answered, and the owner came out of a side door and took me in. The estimate was a little higher than the shop in Newark, and the time was 8-12 weeks. I hope that's a good sign and that it means they are a high-quality shop with plenty of business. The owner, of course, guaranteed I will be happy with the quality, "show chrome," as it says on my order confirmation.

So that's where I am now. I think that I have the parts I need for reassembly, and I'm just waiting for the bumpers to be chromed. Stay tuned for the results. ■



## The Last Word: Get Out and Drive 'Em!



Joe Grillo likes to attend our PEDC car shows in his right-hand drive MGB, here shown arriving at Brits on the Beach 2013, **right**. Ernie Caponegro and Bob Canfield greet Joe and guide him to the spot on the show field with the other MGB entries.

# POSITIVE EARTH DRIVERS CLUB

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

<http://www.pedc.org>



## 2014 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 28, 2014.

1. **Please fill out this form even if you have made no changes since last year.**
2. Make \$15 check payable to: PEDC.
3. Mail check and membership form to: Positive Earth Drivers Club (PEDC), P.O. Box 325, Cranbury, NJ 08512.  
An alternative is to simply bring the filled-out form and your check to our next monthly meeting at Woody's.

Check One: ☐ New Member ☐ Renewing Member

**NOTES:** (1) For membership renewal, please update this form with current information (especially your e-mail address) for club records. (2) \*Blue fields are required information. (3) Providing your cell phone number is very handy for contacting you on club drives.

\*Name: \_\_\_\_\_ \*Phone Number: (     ) \_\_\_\_\_

Spouse/Partner: \_\_\_\_\_ Cell Phone Number: (     ) \_\_\_\_\_

\*Street Address: \_\_\_\_\_

\*City: \_\_\_\_\_ \*State: \_\_\_\_\_ \*Zip Code: \_\_\_\_\_

\*E-mail: \_\_\_\_\_

**IMPORTANT NOTE:** Our club newsletter is distributed via e-mail only. If you are unable to receive e-mail, please contact the club to make other arrangements to receive your newsletter.

Other Club Affiliations (VTR, NAMGB, etc.) \_\_\_\_\_

### LBC VEHICLE INFORMATION:

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

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Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

**Privacy Statement:** The PEDC collects information from members to service their memberships and further our purpose as a social club centered on classic British cars. The Club does not sell or otherwise distribute this information outside of our membership. The Club publishes an annual Membership Directory containing the contact information of members. The Directory is distributed only to members and is for private, non-commercial use only. Check the "Opt Out" space below if you do not wish your contact information to appear in the Directory.

☐ **OPT OUT** (Check if you **DO NOT** want your contact information published in the annual Membership Directory.)

**Reminder:** The club meets on the first Wednesday of the month at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, Phone: 732.938.6404. Meetings start at 7:30 PM, but come early for dinner or bring your British car and talk shop in the parking lot.