

July 2014
Volume 22, Issue 7



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

- **July 2:** Monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM.
- **July 10:** Ice cream run to Jersey Freeze, Freehold, NJ.
- **July 13:** Car Club Day at the Ballpark to see the Trenton Thunder, Trenton, NJ.
- **July 24:** Ice cream run to Jake's Cree Mee Freeze, Manalapan, NJ.
- **July 26:** Pool party at Jack Kelly's house, Allenwood, NJ.

What's Inside:

From the Driver's Seat, 3
From the Navigator's Seat, 4
June Meeting Minutes, 8
Welcome New Members, 8
Covered Bridge Drive, 9-10
Cars & Motorcycles of England, 11
On to New Projects, 12
War of the Worlds Rally, 13-14
Brits on the Beach 2014, 15
2014 Calendar of Events, 17-19
Official PEDC Regalia, 20
Classified Ads, 21
PEDC Officers and Staff, 22
The Last Word, 23
Brits 2014 Registration Form

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



The Little Morgan That Wants to Be Loved Not Just for Its Looks But for Its Little Engine

John West Hunt



Long-time PEDCer John West Hunt, formerly of Red Bank, Colts Neck, and Atlantic Highlands, NJ, 1981-2006, now lives near Ambler, PA. John retired in 1986 after 21 years on the aviation side of the Navy and then supported the Army as a civilian contractor for 26 years before being declared government surplus (his words, but factual). He's a classic car enthusiast and has a fondness for British cars, especially his 1959 Morgan 4/4 Series II. Here is his story . . .

I HAVE BEEN A PEDCer since sometime in the early 1990s, shortly after PEDC and its Positive Earthlings evolved from "The No Name Sports Car Club," aka "The South Jersey Monmouth/Ocean County Jersey Devil Knockoffs Positive Ground Dynamo Chapter of Club

Britannia," a great title that would have required an awe-inspiring hubcap-size club badge for readability. That club origin information appeared in *The Terminal Post* in January 2013, which reprinted the group's first newsletter (November 1990, provided by Jim Spring). I also am a

long-time member of two other fine clubs, the 3/4 Morgan Group, Ltd., and the British Motor Club of Southern New Jersey (BMCSNJ).

I acquired my 1959 Morgan 4/4 Series II, one of 126 built that year, almost 27 years ago in September 1987, which predates my

marriage to Jo-Ann (who owned a racing green MG Midget sometime before meeting me). It is about as basic a model as Morgan has produced, and a person either loves it for that "attribute" or shows disinterest, disdain, or derision toward it because of

Continued on page 2



Continued from page 1

that “shortcoming.”

A Bit of History

The two-seat Morgan 4/4 first appeared in 1936 and has been produced continually since, except during World War II and during a lapse from 1951 into 1955. It then returned to production as a low-priced tourer and was noted in reviews as being “slow and steady” rather than “fast and furious.”

This Series II model is powered by a 1,172-cc, 100E Ford side-valve engine, somewhat larger than an industrial sewing machine motor (petrol powered, not pedal powered), and it has a 3-speed gearbox and 16" tires (mine has 17" I believe). Saying *powered* may be stretching some people's expecta-

tions related to the word, but the engine does encourage forward motion (and rearward when appropriate), and my Morgan will perk along happily all day at a reasonable highway speed. Its push-pull gearshift (gear lever) hangs loosely, indifferently, or maybe even insouciantly under the dash and resembles a horizontally oriented umbrella handle. Some texts describe the gearshift as a “crude remote linkage,” although I prefer to call it an example of British refined simplicity.

The 100E was also used in Ford Anglias and Prefects and other small British saloons built primarily in the UK between 1932 and 1962. There is even an esoteric club, the Ford Sidevalve Owners' Club, with

Above: Aeroscreens up and sporting the original NJ plate before becoming a naturalized PA resident. All photos for this article courtesy of John West Hunt.

1,200 worldwide members, for owners of this array of cars. Lamentably, annual membership dues have risen to £38.00, and I am no longer a member. Regional groups exist as close as Canada and are as far ranging as Australia and, of course, Sri Lanka.

Various texts state that the 100E develops 36-hp and can deliver the car to 60 mph in just under 27 seconds (it's an important distinction that it is just under, not just over, 27 seconds) with an estimated top speed of about 75 mph. I would need an accurate speedometer to confirm that. To its

credit, it does have a very strong, responsive first gear. To its further credit, it was rated at an economical 35.1 mpg in production-era testing.

My Morgan weighs only about 1390 pounds dry (plus any bugs on its aeroscreens), which is 390 pounds more than the average 450 kg Morgan horse (the official state animal of Vermont and the official state horse of Massachusetts). It (the auto) has a 96-inch wheelbase and is 144 inches long, thus weighing less than 10 pounds per linear inch, contrasted to, say, a 2014 Porsche Panamera that weighs 26+ pounds per linear inch, at around 200 inches in length. In the Panamera's defense, it probably could reach its top speed of 189 mph

and get back to zero (and maybe back to 189 again) before I reach 60.

I once read a For Sale ad for a Morgan similar to mine that described it as “. . . a cute, very light, wonderful driving and totally gutless little touring sports car.” I accept that, and that may also be why I think it's a particularly fun car to drive around state routes, country roads, or in town—it's just not the optimal car to compete in merging situations at high-speed, heavy-traffic turnpike entrances.

The Illustrated Morgan Buyer's Guide, Ken Hill, 1989, describes the 4/4 Series II, in comparison with

Continued on page 5

Umbrella-handle gearshift and matching woodwork of steering wheel and dashboard, **below**.



From the Driver's Seat

Mark Berkowsky, President

THE DRIVING SEASON IS in full swing, and June has been a pretty busy month. On June 1st Nadine and I held our Covered Bridge tour and had a large turnout of 15 cars. Most of us met in Hightstown, NJ for the first part of the trip. We took back roads through Mercer County to Washington Crossing Historic Park in Pennsylvania. There we met some other drivers, took a rest room break, and then drove through five covered bridges amid some wonderful scenery in Bucks County.

I was pleasantly surprised that with such a large caravan we managed to stay together through both parts of the trip. We had lunch at a little Italian restaurant called Bellissimos in Upper Black Eddy, PA. The 28 of us were a bit of a strain on their kitchen, but they handled it well, and the food was delicious and reasonably priced.

We left the restaurant and split up to take different

routes home. Our group took some more scenic back roads down through Frenchtown, Stockton, and Lambertville, PA and then on to Hopewell, Rocky Hill, Kingston, South Brunswick, and Cranbury, NJ. I guess this part of the tour could be labeled "See the small towns of Central New Jersey."

We were so lucky with the weather that day, as the sun was shining and the temperature climbed to the mid-70s. There were no major mechanical problems with the LBCs, but we did use our jumper cables to get one LBC started after lunch.

Thank you all who joined us on the drive. Nadine and I celebrated our 45th wedding anniversary that day with some of our new and special PEDC friends. The day before we did a trial run just to confirm all roads were open and the written directions were correct. That was the fourth time we made the drive, since I was concerned about everything

being planned perfectly. As it turned out one of the bridges we went through was scheduled to be closed the next week, starting the following Monday. We're glad we scheduled the drive when we did! Nadine and I felt that all the planning and practice runs were worth it, since everyone had such a good time. If you're interested in planning a PEDC drive of your own, just let me know and I will provide as much help and guidance as you need. It really was a lot of fun.

This past month we also had our annual Father's Day show in Spring Lake Heights, hosted by Ken and Pat Wignall. It was our largest turnout for that annual event with about 50 cars displayed, nearly all by PEDCers. We also recruited two new members at the show and look forward to seeing them at our next members' meeting July 2nd. Thanks also to the Johnsons, Paul and Mary, for hosting the barbeque at their home after the show.

In addition to our drive and show, PEDC also had a couple of ice cream runs and other informal drives and non-PEDC events that many of our members attended. I'm sure we'll get a full report at our next members' meeting.

Keep your eye on our events calendar on pages 17-19 in this newsletter, and join us for an ice cream run or two in July. On July 13th we're going



"I was pleasantly surprised that with such a large caravan we managed to stay together through both parts of the trip."

to see the Trenton Thunder baseball team play in Trenton. We'll be joining the Delaware Valley Triumphs club there in an informal get together.

We've got a lot going on—but please let us know if you have any ideas for an event that includes driving our LBCs. Thanks, and see you at Woody's on Wednesday night. ■

Mark and Nadine lead our convoy of 14 British cars (later we picked up a 15th). For nearly the entire drive we managed to stay off the highways and on beautiful backroads from Mercer County, NJ to Bucks County, PA. More photos on pp 9-10.



From the Navigator's Seat

Bob Canfield, Vice President



British Car Shows

When I first joined the PEDC I remember a conversation I had with Peter Richardson at the first show I attended in Lavallette. It was a hot, humid day, and he said that he would much rather be driving his TR6 somewhere than hanging around watching spectators gawk at the cars. Although I was new to the club and LBC traditions, I felt the same way. Since then I have found that many of the shows I attend now include a nice drive there and back, offer opportunities to see some rare LBCs, and usually allow for a good meal at a local eatery. This makes the day more enjoyable and memorable.

On June 7th a few PEDC members joined me at the annual "A Touch of England" show in Ho-Ho-Kus, NJ. Since this show gets started early, the only practical route from the Jersey Shore is straight up the Garden State Parkway (GSP). It's not the kind of drive we usually

prefer. This year the GSP had a big backup, so we hopped onto the NJ Turnpike, which gave me a new-found appreciation for the GSP.

A Touch of England is held on the grounds of The Hermitage, a historic site dating back to the American Revolution, and it usually draws some unusual cars. This year was no exception. We saw two Sunbeam Tigers, two Triumph Stags, a very nice Hillman Minx, a Jaguar D-Type (replica), and a very rare Siva S160 Spyder. It was the Siva that really intrigued me, and I spent a few minutes talking with the owner.

Siva Engineering built some interesting kit cars from 1969 to 1976 in the UK. Most were built on a VW Beetle, Citroen, or Ford chassis. The S160 Spyder was launched in 1971, and it was built on a VW chassis. Siva made only 12, and according to the owner of this one (see photo below) it is the only one in the U.S. today. With gull-wing doors, a wedge shape, and silver finish it looks like an early relative of the DeLorean. This one was powered by a Lotus 1.6-liter engine. Below are links for more information on Siva: <http://freespace.virgin.net/dr.dean/who1/othersivas.htm> and http://sivaedwardian.co.uk/history_of_siva_1.html.

Our ride home took us through some nice winding roads in northwest NJ. We managed to find a great place to eat, the Long Valley

Pub & Brewery in Morris County. Here is their site: http://www.restaurantvillageatlongvalley.com/rest_home.php?restid=1. If you are ever in this part of the state I highly recommend that you try this place. After a great meal and some brew samplers we stopped downstairs on our way out to watch the start and finish of the Kentucky Derby (glad I didn't bet on California Chrome!).

Please spend some time reviewing our events calendar and join us on a drive or two. We always come home with great stories, pictures, and sometimes even new friends.

Brits on the Beach 2014

As of this writing I have 52 cars registered and 10 trophy classes sold. We are on target with last year at this time. The forms for registration and sponsorship are now on the PEDC website. [See also the last page of this newsletter for the registration form. ~ Ed.]

The owner of this Siva S160 Spyder claims it is the only one in the US today. Photo courtesy of Bob Canfield.



One thing to bear in mind: when you register for Brits on the Beach you should get an e-mail or phone call to confirm that I have your registration. ***If you do not receive an e-mail or phone call within 2-3 weeks, then you are not registered.*** In the past we had several drivers arrive at the show only to find that we had never received their registration form and check.

Soon I will be reaching out to our members to take ministry roles for the show activities (parking/gate, raffle table, registration table, set-up/take-down, and ballot tabulation.) If you are interested in taking command of one of the activities above please let me know. As usual, I am looking to get some new members involved and am officially on the hunt for raffle prizes, goodie-bag items, and trophy sponsors. Please ask your favorite restaurants, stores, banks, car washes, etc., for donations. ■

Continued from page 2

other Morgan models, as a rather pedantic example of the marque (wash your mouth out, Ken). It's true that many people have installed later Ford Cortina GT or other larger engines, and different transmissions, but I prefer to keep the car as it was born—maybe I'm a purist and maybe I just root for the underdog.

It is also true that, although he may have stretched the traditional meaning of *pedantic*, it does not mean you can walk faster than my Morgan, as his comment sometimes has been misinterpreted. The engine sound at low speed and the whine when you let up on the gas and decelerate are pleasurable to my ears (or at least my good one) and will never be mistaken for a modern auto. The sound won't be described as having the throaty tone or raspy roar of a muscle car and, indeed, may more closely represent a sinus or nasal condition but in a cultured way.

A Horn Solution

In the above photo Jo-Ann and I are in our Morgan (windscreen folded



down, aeroscreens up) with two nonfactory optional horn upgrades: a 1907 Conn two-bell euphonium and a 1882 J. Higham silver cornet from Manchester, England (for anyone who wishes to stick with British-origin accessories). They are from my antique brass instruments accumulation, which is not classy enough to be called a collection, but whose instruments all are eminently playable and are periodically played.

These instruments were considered for service to temporarily address a horn wiring problem. Truth in disclosure: using them in this role was/is just a concept and still has not been

put into practice—nor has the Morgan's horn been fixed. If these instruments were put into play, so to speak, it should be done only when the Morgan is not moving. This avoids potential damage to a player's front teeth (a valid consideration, given the Morgan's suspension) and meets basic safety standards.

The euphonium and cornet could be useful for expressing displeasure, indignation, or general annoyance when a driver of a car in front of you isn't paying attention and doesn't react in a timely enough manner to a light change to green. They would be

much more effective in this role than a kazoo or harmonica. At the extreme, you could express your outrage by getting out of the Morgan, walking up to the driver-side window of the car in front of you, and blowing the horn loudly and directly at the offending party. Note, however, that doing this may increase your odds of losing front teeth, should the person take offense.

A musically inclined passenger (see above photo) also could play one instrument independently of, or in a duet with, the Morgan driver. It does add a new dimension to the phrase "getting your car tuned."

John and Jo-Ann Hunt with optional horns.

Using brass instruments in this manner is probably not a ticketable offense (although as a member of a British-style brass band, I believe playing a saxophone probably would /should be). The small bell on the euphonium would be more appropriate for use in town (complying with noise ordinances) and the larger bell would work well for country use, such as to get cattle's attention or amuse them after pulling over to exchange pastoral observations and anecdotal stories of life in the country, or

Continued on page 6

Continued from page 5

just to ruminate in the manner of their respective species. The best use, however, for either horn may be for the passenger to mimic the back-up beep of a garbage truck when leaving a convenience store, given the low profile of the Morgan. Knowing how to play only one note will be adequate to perform this task and provide a safety edge. Our neighbor, possibly not seriously, suggested that for maximum visual effect, I tie Jo-Ann with her corset to the bonnet (since I already have a soft, wool-lined leather strap on it, and she has a very small waist). One of us discounted that idea before his sentence ended.

The Gearshift (Gear Lever) Story

Sometime in the 1990s, I was driving the Morgan through Tinton Falls, and the carburetor got clogged, bringing the car to a halt and thereby achieving a quiescent state of repose for the Morgan, not the occupants. I left Jo-Ann with the car while I went for assistance (before we had cell phones).

In my absence, a policeman stopped by the car and told Jo-Ann it had to be moved a little farther onto the shoulder and asked whether it was in neutral. "I have no idea," she replied, and received a look from the policeman indicating he thought she might be short a few turns of the wrench/spanner or otherwise automotively challenged. He then looked at the lightly inscribed gearshift hanging with some vague purpose under the dash, realized he also had no clue about what to do with it, and opted to push the car by hand, hoping it was in neutral (fortunately it was).

Acquiring My Morgan

In 1978, when I lived in Maine, via a *Hemmings* ad I ill-advisedly bought a

derelict 1965 Morgan 4/4 (with a Ford Cortina engine) from the Basil Shadlun, Howell, NJ, chicken coop collection of dust-covered cars. It needed a total renovation and was delivered to my house in Bath, ME by Basil and his friend Dimitri (who stocked up on lobsters to take back to NJ), transported to Red Bank in 1980, when the Navy transferred me to Fort Monmouth, and at some point hauled to Brockton, MA by Ron Garner, a noted Morgan restorer. He periodically worked on it for many months (months becoming years), until he decided to leave the restoration business, doing so, unfortunately, before completing the restoration.

In September 1987 we amicably agreed

that I would take the Morgan he had just restored for his wife, Kathi, add an agreed upon amount of money beyond what I had paid to that date, and we'd call it a fair trade. I flew to Boston where Ron picked me up at the airport, and then I, the wide-eyed optimist, successfully drove the Morgan to NJ from Brockton later the same day in a 255-mile, four-state trip that remains the longest I've taken in the Morgan.

A few weeks later I drove my reliable, overachieving 1982 Datsun 210 hatchback (with which I once used a strong rope to tow a Jaguar Mark 2 for a short distance) to Brockton where we loaded it up with an extra Morgan engine, transmission, and miscellaneous spare parts for the return trek to NJ. Included among the spare

parts was an Aquaplane aluminum head with twin SU carbs, which I eventually sold to a Morgan owner in MA to use in the Morgan three-wheeler/trike he drove in vintage racing. Ron, who probably has restored more Morgans than I have fingers and toes, recently told me, "If I had your car, I would never change that engine. As underpowered as it is, it has to be one of the last around. I don't know of any narrow body (two tread strips on the wings) Series II cars that still have the original engine." I suspect there are others, but they may well be in the minority of Series II 4/4's alliteratively roaming rural roads.

Continued on page 7

The graceful lines of the Morgan in profile, **below**.





thing when I think about something 31 years later, as I may be able to address or at least further diagnose the underlying behind-the-gauge problem. Note also that a yardstick is a valuable tool for sticking in the tank to get occasional fuel readings. There are always simple work-arounds if you're just willing to go with the flow, set your

28' garage built and more than filled it with the odd auto that had seduced me into buying it. Now I have one Amish-built 10' x 20' shed in the backyard to house the Morgan, lawn mower, and snow blower, and

Left: Nice shot of the Morgan's narrow body.

Below: John's 1965 Morgan 4/4 from the Basil Shadlun chicken coop collection, which became a trade. Photo taken in 1978 in Bath, ME.

Continued from page 6

A few years ago, when I contacted Ron after a 25-year lapse in communication, he sent me a box of spare leather (dyed to match Kathi's boots) from the original upholstery job. More recently he came up with the name/code number of the Dodge truck color he used on the Morgan: Chrysler Nightwatch Blue, so I can look for touch-up paint.

Getting Out and Driving 'Em

I've declared this the year I get my Morgan on the road regularly. Last year I had a nice full tonneau made for it after having Penny Bates, Olde World Restorations, do some work on it and get the brakes in good working order.

Its first outing this year was in the May Ambler Auto Show where, in peer voting, it was included in the Top 50 (not ranked) of the 180 or so cars participating and prompted almost continuous discussion and exchange of stories for me with the passing public. Police investigated a two-car fender bender that occurred about 20 feet beyond the Morgan at the first open intersection. Fortunately, it was not confirmed that the beauteousness of the Morgan had been the cause of either driver's distraction.

For years I had registered it for daily use and it always passed a nominal/minimal inspection by friendly, sympathetic mechanics,

but I rarely drove it. Now I have it registered as an antique vehicle and should either be driving it or selling it. My Morgan has its quirks, such as most of its gauges look pretty good but are less than reliable or give no indication of life. The speedometer needle is somewhat addled and has a wide range of travel at any given speed, but its center point within that travel likely represents a reasonably good guess as to speed.

I recently found a 1983 Morgans of Philadelphia *MOPS Mania* newsletter that specifically discusses that problem: The Wandering Needle. It's reassuring to know that my inability to throw things away could turn out to be a good



expectations low, and really love your car.

Wrap-Up

I'm down to my one vintage/antique auto. Over the years many cars have come and gone (mostly European marques) and most have been fun to own and drive, including, the aforementioned Jaguar Mark 2, an MGB-GT, and an MGA. When I lived in a converted brick church in Colts Neck, I had a 45' x

I have no garage. Yes, it's a sad situation, but I'm probably old enough that I should be considering downsizing all possessions. It is just as well I don't own a barn to tempt me into buying more autos, since I always see a few in each *Hemmings* issue that I admire and that speed up my heartbeat—mostly for their visual artistry rather than for their performance. ■

The meeting opened at 1930 hrs [7:30 PM]. Attendance was approximately 52 bodies. The minutes of the last meeting were approved.

Treasurer's Report

Treasurer Andy Moutenot shows a balance of \$4953.50 in the club treasury. The treasurer's report was approved.

Newsletter

Art Becker was applauded for his feature article in our last newsletter. Newsletter Editor Carol Kyle is still looking for any stories members can submit for forthcoming newsletters.

Regalia

Regalia Manager Karen Moutenot will take orders from members on demand. There is list of all items in the newsletter.

Old Business

Rallymaster Barry Shandler's third rally went well, and the Brownes (Mike and Linda) walked off with first place AGAIN. There were some very nice trophies awarded. A suggestion was made to pass around the first-place trophy to the winner each time. (This will be taken into consideration by the board of trustees.)

On Saturday, May 31st, five club members attended the Cars & Motorcycles of England car show at Oakbourne Mansion in Pennsylvania. Russ Sharples took a 1st in class with his MGA. Mike Browne also took a 1st with his Riley Elf, as did Wayne Simpson with his TR7. Bob Canfield got a trophy for his Spitfire,



He needs a head count of those interested by June 21st. The cost is \$8.00 per person.

Our big show, Brits on the Beach, is coming up September 20th. So far we have 40 registrations. Don't wait to get your registration in to Bob Canfield. Note: Bob has a wedding that day, and Ernie Caponegro will be acting show chairman. Give him all the support you can.

The meeting was adjourned at 2030 hrs [8:30 PM]. ■

Minutes of the PEDC General Meeting June 4, 2014

Submitted by Peter Richardson for Jay G. Helt, Secretary

and Pete Richardson got "skunked" . . . awww.

On June 1st the Berkowskys (Mark and Nadine) sponsored a drive to Pennsylvania to visit five remaining covered bridges, mostly in Bucks County. It was a great day with good weather and lunch at a very nice restaurant. Mark reports that it took five trial runs to firm up the route. Great job.

On June 14th there will be a drive to Phil Schneider's

Jaguar dealership in Ocean, NJ to view the new "F" type Jaguar Coupe. Contact Bob Canfield if you want to join in the trip. (The last newsletter has more details.)

June 15th is our Fathers Day show. It's our usual day with a show in Spring Lake Heights and a BBQ at Paul and Mary Johnson's house after the show.

Wayne Simpson is organizing a trip to watch the Trenton Thunder play ball July 13th.

HAVE YOU
REGISTERED FOR
BRITS ON THE
BEACH 2014?

SEE LAST PAGE OF
THIS NEWSLETTER
FOR REGISTRATION
FORM AND PAGE 15
FOR DETAILS.



Welcome New Members

The following members have joined since May 2014:

- ❖ Russ Arnone, Shrewsbury, NJ, MGB-GT
- ❖ Richard & Laura Leonard, Point Pleasant, NJ, MG Midget
- ❖ Erik & Linda Running, Howell, NJ, MGB, RHD MGB-GT, TR6
- ❖ Tinyee & Jing Xing Hoang, Parsippany, NJ, Austin Mini Mk II 1000
- ❖ Guy & Carolyn Albanese, Point Pleasant, NJ, Austin-Healey 3000 Mk III





Covered Bridge Tour of Bucks County, PA

June 1, 2014



Mark & Nadine Berkowsky did a lot of planning to ensure our Covered Bridge drive through Mercer County, NJ and Bucks County, PA was a success. It was, with perfect weather, beautiful scenery, and great camaraderie among 28 PEDCers in 15 cars . . . who, incidentally, managed to stay together for nearly the entire trip. In fact, once in Bucks County we practically had the roads to ourselves. **Photos clockwise from top:** Great panoramic view by Russ Sharples during a rest stop at Washington Crossing Historic Park. Reg and Rea Savoy in their MGB. The lineup before our trip through the covered bridges. *Photos by Russ and Pam Sharples.* Russ and Pam head for home after lunch and a group photo in the gardens of Bellisimo's in Upper Black Eddy, PA.





Photos clockwise from left: Marty & Pat Torbert (in their BMW Z4 instead of their MG TD) approach one of five covered bridges that we traveled through. Roger & Gina Williams's Jaguar XJS, "Wooster," at Washington Crossing Historic Park. A very happy group of PEDCers before heading back to NJ: Hosts Mark & Nadine Berkowsky (Triumph Spitfire), Ken Kyle (Jaguar XK8), Marty & Pat Torbert (BMW Z4), Russ & Pam Sharples (MGA), Charlie Schirm (Jaguar XKR), Roger & Gina Williams (Jaguar XJS), Patti Linzsky (Mazda Miata), Sue & Ian Robinson (Sue is hidden behind Patti), Pete Linzsky in back of Alice & Tom Albertalli (MGB), Mike with hands up & Linda Browne (Mini Cooper), Rea & Reg Savoy (MGB), Jean & Rich Kohlhepp (Triumph Spitfire), Jeanne & John Miller (TR3), and Rodney & Kathy Ford (Triumph TR7). Missing are Peter Richardson (Triumph TR6) and Carol Kyle, who took the photo.

Covered Bridge Tour (Continued)

june 1, 2014





PEDC Wins Big at "Cars & Motorcycles of England"

ON SATURDAY, May 31st, Delaware Valley Triumphs Ltd. (DVTR), <http://www.dvtr.org>, celebrating its 35th birthday this year, hosted its annual all-British car show, Cars & Motorcycles of England, at the historic Oakbourne Mansion, Westtown, PA. With 250 entries it's billed as one of the largest British motoring shows on the East Coast. Attending this year were PEDCers Mike Browne, Bob Canfield, Peter Richardson, Russ Sharples, and Wayne Simpson. Mike won the Classic Mini class with his Riley Elf, Olive, as did Russ in the MGA class and Wayne in the TR7/TR8 class. Bob took second in the Spitfire class. Peter has placed in past years amid stiff competition in the MGB class, though not this year. According to Wayne, "this show is a judged concours, not a participant's choice, so the cars are evaluated for originality and condition by knowledgeable people, and the placement really means something."

Jaguar Concours

In conjunction with the all-marque show was a nationally sanctioned Jaguar Concours d'Elegance sponsored by the

Delaware Valley Jaguar Club. As noted at the DVTR website, the Jaguar concours "... is an opportunity to compete with and view some of the finest Jaguars on the East Coast, in both Champion and Driven Divisions. The 2013 show had nearly 100 entries and included cars from Pennsylvania, Ohio, Virginia, Maryland, Washington D.C., and North Carolina."

A Surprise for Mike

Mike reports that Bob, Peter, Russ, Wayne, and he stayed until the class awards were announced before heading out for a bite to eat. About a week later a package arrived at Mike and Linda's front door. Linda asked, "OK, now what did you order?" to which Mike replied, "I know of nothing." Well, apparently Mike left the Westtown show too soon, because the "package" he received was mailed to him by DVTR show organizers. It seems that Miss Olive won Best of Show at this event. A very surprised Mike says, "getting a Best of Show award mailed to me has never happened before." Well done, Mike and Olive! ■



Photos from top: MGAs and MGBs, including Russ Sharples's in the foreground, which won its class. Russ, Wayne Simpson, Bob Canfield, and Mike Browne display their class awards. Peter Richardson's MGB-GT. *Photos courtesy of Russ Sharples.* A nice selection of craft beers that PEDCers enjoyed after the show at a local brew pub. *Photo by craft beer connoisseur Bob Canfield.* More photos on p 16.





On to New Projects

Ken Wignall

In May I sold two cars: my 1962 Jaguar XKE Roadster and 1962 Austin-Healey 3000 Mk II. I owned the Jag 13 years and clocked all of 2,978 miles on. It went to the Netherlands. The Healey, which I owned for 7 years (4 in part-time restoration mode), went to England. I had put only 1,500 miles on it.

The sale of these two cars freed up much needed garage space and gives me more time to work on my 1960 Daimler SP250, 1954 Austin-Healey 100/4, and 1969 MGC Roadster, which has an automatic transmission that Pat will be able to drive. The Jag and Healey are leaving us with great memories. It's like sending kids off to college, except these don't come back. It's not the empty nest, but the empty garage syndrome! I guess I enjoy building the cars more than I do driving them, although driving is the brass ring. ■

Photos of Jaguar and Austin-Healey on flatbed trucks courtesy of Ken Wignall.





War of the Worlds Rally

Barry Shandler

The first of two rallies this year took place May 18th. The cars traveled through picturesque roads in Middlesex County, and participants were asked 84 questions about things they saw along the route. Mike & Linda Browne took first place with 67 correct answers, and Rich & Jean Kohlhepp took second with 65. Third place went to Rodney & Kathy Ford and Mark & Nadine Berkowsky, who tied with 56 answers each.

Stay tuned for details of the second rally late this summer.



Photos from top: Rodney Ford's TR7 leads a partial line-up prior to the rally. Rallymaster Barry Shandler addresses us at Charlie Brown's, where we met for a post-rally lunch, and climbs into his MGB with the newly painted air dam. Dick Nobile brought out his Ford ERA for its first rally with us. More photos on page 14.

War of the Worlds Rally (Continued)



MORE PHOTOS FROM THE WAR OF THE WORLDS RALLY. Top row: Mort Resnicoff and Fredda Fine in Mort's MG TD enjoy the back roads of Monroe Township as do Julian (Julie) and Barbara Wilner in their MGA. **Middle row:** A stop at Charlie Browne's for lunch, and a pre-lunch stop for rally clues at the famous Grover's Mill Coffee Roasters, which had lots of War of the Worlds memorabilia as well as good coffee. **Bottom row:** Rally participants saddling up. Ken Kyle and his Jaguar XK8.





Our 17th Annual PEDC British Car Day Brits on the Beach

SATURDAY, SEPTEMBER 20, 2014

**10 AM – 4 PM
OCEAN GROVE, NJ**

- ❖ This is a rain or shine event.
- ❖ Our show field, Main Avenue from Central Avenue to New York Avenue, will be closed to traffic.
- ❖ Registration fee is \$15 by September 14th or \$20 at the gate. **See last page of newsletter for registration form.**
- ❖ Check in and registration is 10:00 – 11:00 AM.
- ❖ Silent-auction-style drawing for door prizes is open to all registrants.
- ❖ Judging is by participant's choice, noon to 2:00 PM.
- ❖ The awards ceremony starts at 3:30 PM.
- ❖ Classes and the number of awards per class are determined by pre-registration. We expect ~140 cars this year.
- ❖ A Prestige Class will be available 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.
- ❖ Questions? Contact PEDC Vice President & Show Chairman Bob Canfield, joisuzu@optonline.net, 732.620.2378 mobile.

A NEW CLASS THIS YEAR:
JAGUAR XK/XK8/XKR

This is our 6th year in Ocean Grove, a lovely seaside resort at the Jersey Shore, listed in the National Register of Historic Places. It's proved to be a great venue for us, with its quaint shops and eateries. The beach & boardwalk are just two blocks from the show field. Stroll the town and view their beautiful Victorian architecture, including the Great Auditorium built in the 1890s. Admission is free for visitors and spectators. DJ Rich Canfield will provide live music from all eras for all ages . . . so bring the family for a day of fun!



CONTINUED FROM PAGE 11,
MORE PHOTOS FROM
CARS & MOTORCYCLES OF ENGLAND

Left, top and middle: The suave and handsome Aston Martin DB4 featured aluminum bodywork over a tubular steel framework. *Photos by Russ Sharples.* **Left, bottom:** The Hathaway F/20, later known as the Hunter, was produced in the mid-1980s and used an American-made fiberglass body over Triumph TR mechanicals. *Photo by Bob Canfield.*



Right, top: Russ took this photo of his 1st place class award for MGAs. **Right, middle:** Only about 300 Triumph Italias like this one were ever built between 1958 and 1962, using bodywork by Vignate of Turin on a TR3 chassis. **Right, below:** A Rolls Royce Silver Cloud convertible. *Right middle and below photos by Bob Canfield.*



Ernest M. Caponegro, CEO, CSA®
InEAgency@gmail.com



I & E Insurance Agency
& Financial Services

(732) 295-5584

2900 Route 88, Point Pleasant, New Jersey 08742

www.getinsurancequotetoday.com

www.irarolloversnow.com



Insurance-Investments-Advice



Securities offered through Southeast Investments, N.C., Inc. Member FINRA, SIPC. Services offered through UN-affiliated entities
OSJ: 820 Tyvola Road, Suite 104, Charlotte, NC 28217 PHONE: 800-826-1296 or 704-527-7873



Motorcar Garage

Repair-Maintenance-Restoration

British Car Specialist

Peter Cosmides

42 North Pine Ave.
Maple Shade, NJ 08052

Phone: 856-667-6657



www.Motorcar-Garage.com

BRITISH MOTOR TRADE ASSOCIATION

2014 Calendar of Events ~ PEDC and Beyond

PEDC events are in bold red. Other British car events are in bold black. NOTE: Since many NJ towns and organizations host cruise ins and car shows in conjunction with festivals, community days, and fundraisers, it's impossible to list them all here, so we have decided to streamline the newsletter calendar to (1) our own PEDC events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member, and (4) select events where British cars are expected to feature prominently.

July

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 6 Sunday, British Grand Prix, http://www.formula1.com/races/in_detail/great_britain_924/circuit_diagram.html.
- 10 Thursday, **PEDC** ice cream run to Jersey Freeze, Routes 9 & 33, Freehold, NJ. A NJ landmark since 1952. Tom & Alice Albertalli, hosts.
- 12 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 13 Sunday, **British Invade Gettysburg**. For more info contact Ralph Eriksen, 717.259.6324, ralph_eriksen@yahoo.com.
- 13 Sunday, Trenton Thunder Car Club Day at the Ballpark, a combined **PEDC**-Delaware Valley Triumphs (DVT) outing. Trenton Thunder (an affiliate of the NY Yankees) vs. the Akron Rubber Ducks. Game starts at 1:00 PM (arrive anytime after 10:00 AM). Tickets: \$8 per person + free parking in a supervised area. **Note:** Ticket money had to be in by June 21st. Wayne Simpson, wmsimpson@verizon.net, 732.477.3878, organizer.
- 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.
- 19 Saturday, **British Motor Club of Southern NJ (BMCSNJ) ice cream social**, Five Points Custard, CR 540 & 547, East Vineland, NJ. 6 PM to dusk. For more info: <http://www.bmcsonj.org>.
- 19 Saturday, **Delaware Valley Jaguar Club Annual Slalom**, Garnet Valley High School, Glen Mills, PA, For more info, visit <http://www.jcna.com/clubs/main.php?club=ne33&Vref=ne33> or contact Brian Craig, bhc166@aol.com.
- 24 Thursday, **PEDC** ice cream run to Jake's Cree Mee Freeze, Route 33, Manalapan, NJ. Pete & Patti Linszky, hosts.
- 26 Saturday, **PEDC** pool party, Jack Kelly's house, Allenwood, NJ. Watch for details.

August

- 2 Saturday, **10th Annual Pennypacker Mills British Car Show**, Pennypacker Mills historic site, Schwenksville, PA, hosted by the Delaware Valley Classic MG Chapter (DVCMG), 10 AM – 3 PM (voting at 12 PM). Held in conjunction with the historic site's In the Good Old Summertime Festival. To register: <http://www.dvcmg.com/events/car-show-info>.
- 4 Monday, Car Show/Display/Cruise Night, Greenbriar Oceanaire, Waretown, NJ. Note: The **PEDC** is invited to attend this year. 5-9 PM. Entertainment provided by a local band. Nice setting for the cars. If interested, contact Mike Browne at captain61ny@aol.com.
- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 7 Thursday, through Saturday, August 9th, **37th Annual Austin-Healey Encounter**, sponsored by the Austin-Healey Sports and Touring Club, Harrisburg (PA) Region. Held this year at the Best Western Plus Lehigh Valley Hotel & Conference Center, 300 Gateway Drive, Bethlehem, PA. Call the hotel directly for reservations: 610.866.5800. Reserve by July 8th for a special room rate of \$98. Watch for details at their website: <http://www.austin-healey-stc.org/general-events/encounter-2014>.
- 9 Saturday, continues to Sunday, August 10th, New Hope Auto Show, New Hope-Solebury High School, Bridge Street (Route 179), New Hope, PA. 9 AM – 4 PM daily. Parade of Champions, 2:30 PM. **Note: British cars are typically on display Sunday, the 10th.** For more info: <http://www.newhopeautoshow.com/html/dayofshow.htm>.
- 9 Saturday, Live Driving Demonstration and Racing Legends Days, "Racing in Style," featuring five cars including a Jaguar D-Type (Malcolm Sayer) and an Austin-Healey (Gerry Coker), 12 noon, weather permitting, Simeone Museum, Philadelphia, PA, <http://simeonemuseum.org/events>.

Continued on page 18

2014 Calendar of Events ~ PEDC and Beyond (Continued)

August (Continued)

- 17 Sunday, Rolling Iron Antique Auto Show, Allaire State Park, Farmingdale, NJ, 8 AM – 3 PM, Registration: \$15 in advance or \$18 at the gate, <http://www.allairevillage.org/index.html>, \$5 per car for parking.
- 29 Friday, to Monday, September 1st, 32nd Annual Lime Rock Park Historic Festival, Lakeville, CT. **Sir Stirling Moss and Lady Suzie are the honored guests.** More than 300 vintage racing cars on display. Non-stop racing on track 9AM – 6 PM Saturday and Monday. Swap meet. For more info: <http://tickets.limerock.com/eventperformances.asp?evt=44>.

September

- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 5 Friday, through Sunday, September 7th, **The Drive-In Watkins Glen, NY, the 17th Anniversary Gathering of the MG Drivers Club of North America.** Held in conjunction with the Watkins Glen Vintage Grand Prix, which is featuring the MG this year. For full details and registration call 908.713.6251 or visit this website: www.grandprixfestival.com.
- 7 Sunday, **PEDC** drive to Leeds Point, in the Pine Barrens of South Jersey. Lunch at the Oyster Creek Inn (TBD), <http://oystercreekinnj.com>. Andy & Karen Moutenot, hosts. Watch for details.
- 13 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 14 Sunday, Radnor-Hunt Concours d'Elegance, Malvern, PA, <http://radnorconcours.org>. Note: This is a 3-day event, starting Friday, September 12th. The concours is on Sunday. See below for related rally info September 13th.
- 17 Wednesday, or Thursday, 18th, **PEDC** Goodie-bag Stuffing Party for Brits on the Beach.
- 20 Saturday, our 17th annual **PEDC** British Car Day, known as **Brits on the Beach**, Main Avenue, Ocean Grove, NJ. See page 15 for details. This is our big event of the year! See last page of this newsletter for registration form. It is also at our website, www.pedc.org.
- 20 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.

Continued on page 19

From the Back Seat

Ralph Knutsen

Here is an interesting link to the Jaguar Gallery at the Coventry Transportation Museum. If you can't visit in person, this is the next best thing, as navigation of the website is identical to Google™ "street view." You get a 360° view with 14 different vantage points, and you can even get inside two of the cars to take a look around. Click here:

<http://www.jaguarheritage.com/virtual-tour-of-jaguar-gallery-at-coventry-transport-museum>.

From the Dickie Seat

Mac McConnell

You may be interested to know that two Pennsylvania events listed in the PEDC events calendar have related road rallies open to any interested participants. The 5th **Annual New Hope Automobile Show Road Rally** is Sunday, July 27th, and begins at 10 AM. Click here for more info: http://www.newhopeautoshow.com/html/road_rally.htm. The **Chester County Rally**, in conjunction with the 18th Annual Radnor-Hunt Concours d'Elegance, is September 13th and begins at 8 AM. Click here for more info: <http://radnorconcours.org/event-details/saturday/road-rally>. Many of the cars will already be positioned on the show grounds, so you can walk around and see some spectacular vehicles. The New Hope rally goes through the Bucks County countryside, and Radnor goes through Chester County horse country. Both are very well organized and enjoyable, set up very much like PEDCer Barry Shandler's rallies with clues and "scavenger hunt" directions rather than precise time, speed, and distance measurements, so they are fun for all of us amateurs.

2014 Calendar of Events ~ PEDC and Beyond (Concluded)

September (Continued)

- 20 Saturday, **British Motor Club of Southern Jersey Annual Car Show**, NJ Motorsports Lightning Track, Millville, NJ.
For more info: <http://www.bmcsonj.org>.

October

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 4 Saturday, **PEDC** fall foliage drive to Frenchtown, Ernie & Ida Caponegro, hosts. Watch for details.
- 4 Saturday, Monmouth County Concours, Hop Brook Farm, Holmdel, NJ: <http://www.monmouthcountyclconcours.com>.
This could be a great **PEDC** outing if someone would like to organize a drive there.
- 4 Saturday, **Annual Autumn Leaf Festival, an All-British Car Show** hosted by the British Car Club of the Lehigh Valley, Moravian Academy, Merle-Smith Campus, 4313 Green Pond Road, Bethlehem, PA, 10 AM – 3 PM. Pre-register for \$8; \$10 at the gate. For more information: <http://www.bcclv.com/autumnleaf.html>.
- 11 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 11 Saturday, **Brits at the Village**, Peddler's Village, Lahaska, PA. Watch for details.
- 18 Saturday, **PEDC** Storm King drive to New York State, Russ Sharples, host. Outdoor sculpture garden. Possible overnight trip. Drive begins in Hopewell, NJ. A 3½-hour drive from Hopewell to destination. Watch for details.
- 18 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.
- 28 Tuesday, **PEDC's** 24th birthday.

November

- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.

December

- 6 Saturday, **PEDC** Annual Christmas/Holiday party. Jeanne Miller, organizer. Details TBD.

British by the Sea 2014

June 1, 2014

Mort Resnicoff attended the Connecticut MG Club's 27th annual gathering of British cars at Harkness Memorial State Park in Waterford, CT. This year 408 vehicles participated. At show's end a drone flew over the show field capturing the beautiful setting. Check out the video: <http://www.youtube.com/watch?v=3lhWBMKLt3A&feature=youtu.be>.

Mort & Fredda leave the 2014 Father's Day BBQ.



Ernie & Ida Caponegro

Shown below with their 1980 TR7 at our June 12th ice cream run to Hoffman's, Point Pleasant Beach, NJ, which Bill & Kim Geissel organized.



PEDC Nostalgia: Joe Grillo Racing His TR2

Weissglass Stadium, Staten Island, NY

july-august 1965



Photos courtesy of Joe Grillo



**GOT A
NOSTALGIC
PHOTO OF YOU
AND YOUR
FIRST BRITISH
RIDE?
E-MAIL IT TO
US WITH A
CAPTION, OR,
BETTER YET,
A SHORT
ARTICLE.**



Official PEDC Regalia for 2014 ~ Price List

Club Apparel

T-shirt, short-sleeve crew neck	\$17
T-shirt, short-sleeve crew neck with pocket*	\$19
T-shirt, long-sleeve crew neck	\$19
Golf shirt, short-sleeve	\$26
Denim shirt, long-sleeve, woven, button-down*	\$31
Denim shirt, short-sleeve, woven, button-down*	\$31
Sweatshirt, long-sleeve crew neck	\$27
Sweatshirt, long-sleeve hooded zip-up*	\$42
Sweatshirt, long-sleeve hooded zip-up (larger than XL)*	\$51
Wind jacket, long-sleeve hooded*	\$27
Wind jacket, long-sleeve hooded (larger than XL)*	\$32
Baseball cap, unstructured	\$14
Cabbie hat, wool or cotton	\$15
Visor	\$14

Other Club Items

Grille badge	\$20
Lapel/hat pin	\$ 4
Windshield sticker	\$ 1
Marque patch	\$ 5
PEDC logo patch	\$ 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 2nd logo.

Show your club spirit! To order the items above, 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. Shown above is the current price list:

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.



1968 Riley Elf Mk III, "Olive," is reluctantly for sale.

For someone who wants something . . . a little different. Too many cars. This is the one I use the least. A New Zealand car that was basically rust-free. Restored to its original build specs. Completed less than one year ago. I have the complete history of the car. Olive was the recipient of the coveted "Brian Owens Award" at Mini Meet East in Kingston, NY last summer. It is awarded to the Mini that is the most loyally restored to its original condition. That award is displayed in the British Transportation Museum in Dayton, OH. Olive was invited to participate at the Radnor-Hunt Concours last summer in Malvern, PA. She has won numerous best of show awards. Having owned a number of Minis and having attended Mini events, I have occasionally seen a Riley Elf, but never one that was restored. They were either "drivers" or had Honda V-Tek engines put in them. They are difficult to restore as parts specific to the Elf have to be imported from the UK, Australia, or New Zealand . . . and all parts are used parts, which have to be restored, refurbished, rechromed, etc. NOTE: This work is completed, and underneath is a Mini. All engine, suspension, brake parts, etc., are readily available right here in the USA. She's a unique, interesting car. It is estimated that fewer than 900 are left on the road in the world. Olive brings smiles wherever I take her. Linda and I want to see her go to a good home. Asking \$19,000. Much more than that was invested in the restoration. Call Mike, 609.618.7559.



1951 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. *Photo courtesy of seller.*

1971 MG Midget. 59,900 miles. Located in Point Pleasant, NJ. This MG has been in my family since it was purchased new, and it was maintained by my late father, a true enthusiast. The car has never needed restoration. Runs great—tuned and ready to go. New tires. \$5000 or best reasonable offer. Call or text Rich Leonard at (mobile) 703.888.6912. *Photo courtesy of seller.*



2013 PEDC Officers and Staff

Mark Berkowsky, President

mnberky@comcast.net

609.655.0071 home

908.715.1787 mobile

Andy Moutenot, Treasurer

kamouts@comcast.net

609.655.0554 home

Carol Kyle, Newsletter Editor

carolkyle4@earthlink.net

732.244.2045 home

732.606.6422 mobile

Bob Canfield, Vice President

joisuzu@optonline.net

732.292.1944 home

732.620.2378 mobile

Karen Moutenot, Regalia Manager

kamouts@comcast.net

609.655.0554 home

Ken Kyle, Newsletter Technical Editor

kenkyle4@earthlink.net

732.244.2045 home

732.551.9462 mobile

Jay Helt, Secretary

jay.helt@verizon.net

732.571.9200 office

732.614.6460 mobile

Martin Vickery, Webmaster

martin.vickery@gmail.com

732.856.7518 mobile

Nadine Berkowsky,

Sunshine Committee Chair

mnberky@comcast.net

609.655.0071 home



Official VTR Chapter
www.vtr.org

The Terminal Post

Editor

Carol Kyle

Technical Editor

Ken Kyle



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

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



1 Year Subscription for \$24.95 U.S. funds only. Canadian subscribers add US \$8 for postage.

Call us at: (888) 676-9747

Online: www.classicmotorsports.net



Positive Earth Drivers Club members:

CAR CLUB NEWS
www.britishmarquee.com

Subscribe to our print or on-line edition, and get 37% off — and FREE classified ads!

One year (11 issues), print: \$16 (regular price \$26)
One year (11 issues), on-line: \$12 (regular price \$19)
Go to our website today and download a free sample copy!

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 • (401) 766-6920

The Last Word: Get Out and Drive 'Em!



Fancy meeting you here! Russ and Pam Sharples chat with Mark and Nadine Berkowsky in Hightstown, NJ right before we queued up for the Covered Bridge tour of Bucks County, PA June 1st.



Brits on the Beach 2014: 17th Annual British Car Day

***Presented By
Positive Earth Drivers Club***

***at Historic Ocean Grove, NJ
Saturday, Sept. 20th, 2014***

***Judging by Participant's Choice
Classes and number of awards per class to be
determined by pre-registration
Dash Plaques for the first 130 cars registered
Silent Auction style drawing for Door Prizes
Music from all eras
Rain or Shine!***

Registration: 10:00 - 11:30 AM
Judging: 12:00 - 2:00 PM
Opening Remarks: 1:00 PM
Door Prizes: Throughout the day
Show Awards: 3:30 PM
**Complete Information and show
news at www.PEDC.org, call us
at (732) 620-2378 or e-mail
show@PEDC.org**

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

Brits on the Beach Show Registration Form

Please make checks payable to "PEDC" and mail to:
PEDC Car Show, 1216 Mohegan Rd, Manasquan, NJ 08736



Vehicle 1 Year _____ Make _____ Model _____ (\$15 by 9/13, \$20 on
Vehicle 2 Year _____ Make _____ Model _____ the day of show)

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

Name: _____ Signature: _____
Address: _____ City: _____ State: _____
Zip: _____ Phone: _____ E-Mail: _____ Date: _____