

May 2014

Volume 22, Issue 5



# 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

- **May 3:** The British Are Coming car show, Lewes, DE. PEDC overnight outing.
- **May 7:** Monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM.
- **May 15:** 1<sup>st</sup> ice cream run of the season, TK's, Cream Ridge, NJ.
- **May 18:** War of the Worlds Rally, See page 10.
- **May 29:** Ice cream run to Gil & Bert's, Cranbury, NJ.

## What's Inside:

From the Driver's Seat, 3  
From the Navigator's Seat, 4  
April Meeting Minutes, 5  
Brick PAL Car Show, 8-9  
War of the Worlds Rally, 10  
Time to Order Your Regalia, 11  
The Faces of PEDC, 12  
Spring Brunch at The Mill, 13  
Ice Cream Run Schedule, 13  
Brits on the Beach 2014, 14  
2014 Calendar of Events, 15-19  
Classified Ads, 20-21  
PEDC Officers and Staff, 22  
The Last Word, 23  
Brits Registration Form, 24

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



## 6000-Mile Trip in a 1952 Allard J2X

Lindsey Parsons

*This article appeared years ago in an Allard Owner's Club online register, <http://www.allardownersclub.org>.*

I always wanted to drive across the entire country in an Allard. In 1953 I purchased a new Allard J2X and had gotten as far as New Mexico that summer, but there I ran short on funds and time to venture farther west. In 2001 I acquired another J2X, this time a 1952 edition (#3077). It seems I purchase an Allard every 50 years! When the possibility of making this trip arose again soon after acquiring the current car, I jumped at the chance. As I had successfully driven this car from my home in New Jersey to Florida and back in March of that year, I had good reason to believe the round trip to California could be accomplished with a reasonable degree of assurance.

I had about four months to prepare for the California trip, from the time the car returned from Florida to departure time for the West Coast. All but roughly 10 days of this was consumed in mechanical activities, which really cut short the time I had hoped I could use for road testing. I did get in some 800 miles on the car in five or six local round robins, to check it out along with my own personal equipment. The car appeared to be in first-class condition mechanically, and

*Continued on page 2 – Allard J2X*

**Above photo:** Here we are at a friend's farm on one of the check-out runs in NJ prior to starting off to CA. This turned out to be the exact dry-day dress for most of the trip. *Photos and captions for this article courtesy of Lindsey Parsons.*





*Continued from page 1 – Allard J2X*

I had worked out to my satisfaction what I would wear on the trip.

My car is entirely open, with a tonneau cover over the right seat and one of the small windscreens on the driver's side, as shown above. I knew from my memory of being seriously sunburned in my first long Allard trip back in 1953 that this was a major consideration. The problem here is head wear, as either long sleeves or sun blocker would handle everything else. The solution I came up with was a tennis visor over a light cloth aviator's helmet. This rig along with ear plugs worked fine. I simply substituted a heavily lined leather aviator's helmet for early morning runs in colder temperatures. A light GORE-TEX® jacket was also useful in early morning conditions. For rain protection, I discarded my old "dry rider" motorcycle suit and instead used a really neat light material "duster" that had a foldable hood attached. The thing could fold up and fit into one of its own pockets, and I had tried it out in my shower at home for several drenching minutes without detecting a single leak.

With this garment on and the hood up with goggles on, I managed to stay comfortably dry through even some nasty thunderstorms I encountered in the Midwest. Unfortunately, those few test

days before departure were not unreasonably hot and humid. I was therefore not prepared to experience the real heat of my first day out. Crossing Pennsylvania and on into Ohio that first day the temperature was in the high 90s with correspondingly high humidity. It wasn't just the ambient temperature that was so extreme in the Allard. The hot air pouring through various holes in the metal firewall for the pedals and Hurst shifter was torrid, and the largely bare metal floor was almost untouchable. I never had the time to figure out a decent insulating carpet.

Within the first few hours I had worked out a regimen that carried forth for the entire trip in hot conditions. I would purchase several large water bottles and store them in the emergency brake well beside the driver's door. One would be for drinking, the others for periodically drenching my helmet and shirt for its cooling effect. An alarming situation also arose with my right leg prosthesis (below knee amputation). The fiberglass sleeve of the thing was actually touching the shifter most of the time. The sleeve was getting so hot that it was uncomfortable to touch. Naturally the stump inside was slowly boiling. Much of the water I brought along was used to cool down this situation. All in all, I found that nine hours or so in these conditions was a very tiring experience. I never thought I would be wishing for rain, but I certainly did that first day. I did experience numerous hot days after this one though they were never so bad as that first one. One can get used to almost anything.

I drove most of the trip at my usual "5 over" the speed limit. This produced speeds somewhere between 70 and 75 mph most of the way. With the current 3:54 rear-end ratio, 3200 rpm translates

*Continued on page 6 – Allard J2X*

**Above:** Resting on the way to California. **Below:** This is my first Allard shortly after delivery in 1953.



## From the Driver's Seat

Mark Berkowsky, President

The bumper saga continues. After no answer for two days to my phone calls, I decided a trip to Don's Chrome Shop in Northeast Philly was in order. When I drove up I noticed that the gate in front of the overhead door was open—a good sign. I went around to the front door and tried the knob. It opened, so I entered the vestibule and went into the shop. The lights were on but no one was around. Finally Don came out of the back to meet me and apologized for not calling me. The front bumper was completed. Then he showed me the rear bumper, which was all prepped and ready for the chrome dip. The old holes and dent were filled and repaired. I took the front bumper with me. At least I could get that one remounted, as that was the one that would take more work. Thirty minutes into my drive home I got a call from Don. He was sorry, but he had given me someone's Mustang bumper. Mine was still in his shop. So, after a quick turnaround, I headed back to his shop, exchanged bumpers, and was on my way back to Cranbury.

### Looks Great ... Well, Not Quite

When I unwrapped the package containing my re-chromed front bumper, I was pleased at how nice it looked. I couldn't wait to mount the new underriders and license plate holder. It was now ready to be installed back on the Spitfire. However, I noticed a tiny air pocket on the front of the bumper. As I rubbed it, it got bigger and lengthened to one inch. I called Don and explained the problem, and he said he would take care of it.

After removing the license plate holder and new underriders, I went back the next day. When Don saw it, he guessed at the problem and agreed to correct it by re-dipping it. He would call me in a couple of days when it was done. By the end of the week, I hadn't heard from him, so I called. No answer again, but at least this time his answering machine picked up and I left a message. He called back and said

the correction was more complicated than he expected, so it wasn't completed yet. It should be done soon.

### Worth the Wait?

Then I thought I might as well get the rear bumper, while the front one was being repaired, since I had made arrangements with Bruce (my son-in-law) to remount them on the car over the weekend. No answer when I called Don back, but at least I left a message. The next day, Thursday, I was traveling south, so I went a little out of my way and stopped by to get the rear bumper. Don greeted me with, "It wasn't dipped yet." He was going to do both at the same time. No problem, I'll be back next week. Again, he was very apologetic. At that point, as I was driving away, I figured it would be another week until I got them. But at least they were still there, and I was confident that when these bumpers were finally completed, they would be good looking and high quality.

Out of the blue, on Saturday afternoon, Don called to tell me the bumpers were complete. He was traveling to Jackson to see a job on Sunday and would drop them off to save me another trip to Northeast Philly. He said he would call me on his way and we would meet near the intersection of routes 195 and 130. I suggested the parking lot at Home Depot, an easy landmark. (Now we affectionately call it Chrome Depot.) Sunday morning came as I awaited his phone call. Finally the call came, and he said he would meet me in an hour. The meeting happened. Into my van went the bumpers, and into his wallet went my money. He did discount the cost due to my inconvenience, which was a nice gesture.

### A Few Tweaks and We're There

When I got home, I called Bruce to come over to help get the bumpers back on the Spitfire. I unwrapped both bumpers and they looked great. We mounted the underriders and license

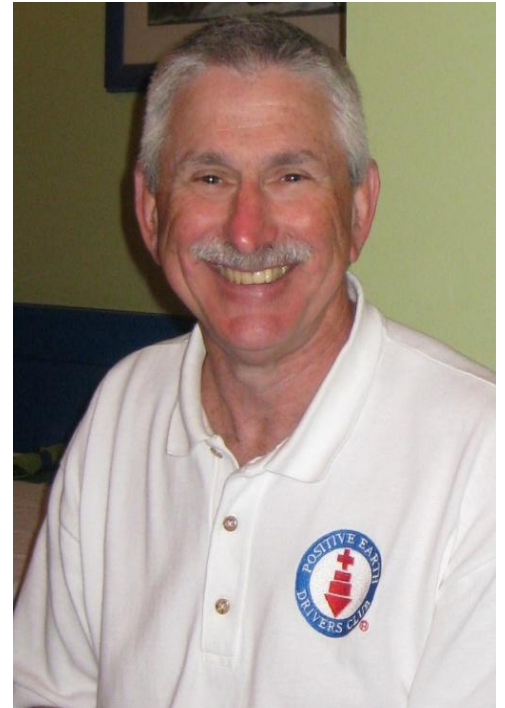


plate holders, which is an easy task since it was the second time doing this. Then it was out to the barn to reinstall the bumpers on the car. Three of the four bolts were easily connected. The fourth was a struggle since there was a little of the chrome on the end of the threads. But with a little chipping, the rear bumper was completely installed. On to the front bumper. I expected this one to be more difficult, as first we had to re-thread a bolt that had been partially stripped. The tap and die set that we borrowed did the trick, and we were able to continue. With a little pushing and adjusting, we tightened the nuts and it was done.

The effort was worth it, as I hope you'll agree when you see our Spitfire with its newly refinished bumpers. Even with the miscommunication with Don, I was very pleased with his work, which was completed in the time frame that he originally quoted. So if you need some chroming work done, just ask me for the details for Don's Chrome Shop.

Hope to see you at our next meeting on May 7<sup>th</sup> with our LBCs. ■



## From the Navigator's Seat

Bob Canfield, Vice President



### Petrol Conundrum

Through high school and into college I worked at a Sunoco station with my brothers and buddies. Sunoco used a pump that blended 102 octane and 86 octane (under the old RON octane rating system) to offer 6 octane gasoline options. All were leaded type fuels with no ethanol. Life was good and cars were simple.

Lead was introduced into motor fuel in the early 1920s under the name *ethyl gasoline*, which was owned by GM. It was found to offer some anti-knock properties in engines and also was discovered to help exhaust valves last longer by lubricating and cushioning the valve seats. In the 1970s the lead additive was phased out when it was recognized as a health and environmental hazard. Lead also caused damage to the new catalytic converters that were mandated on cars to further reduce automotive pollution. In 1996 the sale of leaded gasoline for motor vehicles was officially banned in the US. Today leaded fuel is limited to special applications such as race cars and boats, so our vehicles have to run on the unleaded fuels offered at gas stations.

A constant topic of debate among classic car enthusiasts is whether unleaded fuels will damage their classic car engines. The truth is that cars built before 1972 were not designed for unleaded fuels, but that does not automatically mean you need to re-work the valves. Older cars driven for years on leaded fuel have enough lead deposited on the valve seats to last 10,000 to 20,000 miles, as long as the valves were not re-ground since they last used leaded fuel. There are also fuel additives that can replace the lead. They are not as effective, but they do offer some protection to exhaust valve seats. (CRC makes one that I use.) Another consideration is how you drive the vehicle. If you have a fairly stock engine and drive it relatively easy, you are less likely to have any problems even if you never make any changes or use additives.

If you want some suggestions for your particular car, check this website for a marque-by-marque guide: <http://vea.qc.ca/vea/articles/unleaded.htm>.

### Brits on the Beach 2014

As of this writing I have 16 cars registered and 5 trophy classes sold. We are on target with last year's numbers at this time. The forms for registration and sponsorship are now

on our website. [See also last page of newsletter for registration form. Ed.] 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 never received their registration form and check. I ran into two avid British motorcycle guys at the April Cars & Coffee event in Asbury Park, and they asked if we had a class for motorcycles. My response was, "if we get enough registered." So we may actually have some company for George Lawton this year!

Soon I will be reaching out to members to take the ministry roles for show activities—parking and gate, raffle table, registration table, set-up and take-down, and ballot tabulation. If you are interested in taking command of one of the activities please let me know. As usual I am looking to get some new members involved. Also, I 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. ■

Mark Berkowsky, Andy Moutenot, and Bob enjoy an LBC moment at the Brick PAL show April 6<sup>th</sup>.



# Minutes of the PEDC General Meeting April 2, 2014

Submitted by Jay G. Helt, Secretary

The meeting was called to order at 7:30 PM by President Mark Berkowsky, with 48 members present. A motion to accept the minutes of the March 5, 2014 meeting was made, seconded, and approved by all present.

## Treasurer's Report

Treasurer Andy Moutenot reported that there was a balance in the account of \$4,955.69, with 127 members paid up for 2014.

## Newsletter

Carol Kyle asked for submissions from members for future newsletters.

## Regalia

President Mark reminded everyone to get their orders in to Regalia Manager Karen Moutenot for regalia to be delivered at the next meeting.

## Old Business

Approximately 18 members showed up for Colonel Jon Spare's retirement ceremony at Joint Base McGuire-Dix-Lakehurst on Saturday, March 8<sup>th</sup>.

A fun St. Patty's Day dinner hosted by Ken and Pat



Rodney Ford adjusts the visors on his 1980 TR7 Spider at the Brick PAL car show. The PEDC had a good turnout with 13 cars, more than any other car club invited to the event.

Wignall was held at St. Stephen's Green on Wednesday, March 12<sup>th</sup>.

## New Business

**Sunday, April 6<sup>th</sup>**, Ken and Carol Kyle will host a brunch at The Mill, Spring Lake Heights. The event is limited to 20 guests.

Ernie Caponegro reminded everyone that **Saturday, April 12<sup>th</sup>**, will be the Brick Police Athletic League (PAL) BBQ and car show. The cost is \$5 per car, and there will be prizes. All proceeds will go

to kids' programs sponsored by the Brick PAL.

**Sunday, April 27<sup>th</sup>** is our annual Shore Antique Center Car Show hosted by Pat Wignall. The show will be from 12 to 3 PM and will include a live band and FREE BEER!

**Saturday, May 3<sup>rd</sup>**, will be our annual trip to the Lewes, DE British Motorcar Show.

**Sunday, May 4<sup>th</sup>**, will be the Classic Car Show in Point Pleasant Beach.

**Sunday, May 18<sup>th</sup>**, will be our next rally run by Rallymaster Barry Shandler. Details to be announced.

Vice President and Events Coordinator Bob Canfield reminded everyone that there are still orphan drives looking for coordinators to volunteer for them.

**Saturday, September 20<sup>th</sup>**, will be our annual Ocean Grove car show, Brits on the Beach. VP Bob will need a little extra help this year as he will be in Knoxville, TN for a family wedding. There are registration and sponsorship forms available, and he is adding a new Jaguar class for the XK8 and XKR.

## Projects

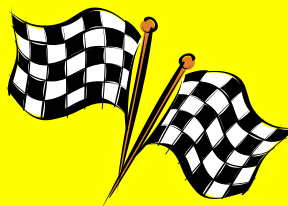
John "Call me Jack" Kelly's MG is now drivable and receiving the final "tweaks." President Mark's bumpers finally arrived and are on the car.

The next regular meeting will be Wednesday, May 7<sup>th</sup>, at 7:30 PM. The meeting was adjourned at 8:30 PM. ■

## Welcome New Members

The following members have joined since March 2014:

- Peter & Mickey Dow, Little Egg Harbor, NJ, MGTF
- Perry Lesofski, Brick, NJ, Triumph Spitfire
- Jonathan Panek, Farmingdale, NJ, MGB (welcome back)
- Joseph & Stephanie Ricotta, Fair Haven, NJ, Triumph Spitfire





*Continued from page 2 – Allard J2X*

to a speed of 71 mph. I tried not to exceed 3500 rpm (78 mph) for any appreciable time although I hit well over 4000 (88 mph) on some passing events out West. As my speedo was covered by the tonneau cover and the odometer was not the paragon of accuracy in any case, I never really did get a good reading on gas mileage. My best guess is that the car was averaging something between 12 and 15 mpg on the interstates.

I tried to cover 500 miles or more each day. The trip therefore took six days each way. To do this, I would get a good early start by running the car for a few hours before the sun came up. This way I could get the most benefit from the cooler weather and park the car for the day in the early afternoon when the temperatures were hottest. Indeed, the morning I departed from Winnemucca, Nevada the outside temperature was 36 degrees! A heavy shirt, cashmere sweater, GOR-TEX® jacket, and lined leather aviator's helmet made that morning one of the most comfortable I encountered throughout the entire trip. I might add here that to witness a wonderful sunrise while driving completely alone across that Nevada high desert in an open sports car is an experience that is unforgettable.

The entire way to Monterey the car's drive train functioned perfectly. It was easy to start either hot or cold, ran coolly, and developed as much power as even the most demanding driver could wish for. Little more than a conscious thought to do so was required to pass other traffic. In fact, one did have to be somewhat careful not to throttle too aggressively in these conditions so as not to appear to be "racing" and offend the passed car. I felt a certain responsibility to the marque not to disgrace it by juvenile over-exuberance. The trip was taking its toll on the old .050 aluminum body work, however. This manifested itself rather drastically in Nebraska when the fuel neck broke off at the tank, having reached this critical point due to constant small migrations of

the rear body work because of road roughness. It became necessary from this point thereafter to fuel the car through the rear removable hatch and then stop up the gaping hole in the top of the fuel tank with a child's soft, malleable rubber ball! Apart from drawing some curious stares at fuel stops, this proved to be an acceptable procedure for the

An amusing incident occurred at the Laguna Historics when I was introduced to the former World Driving Champion Phil Hill. Having learned I had driven there from NJ, he took a long look at me and the Allard and announced with a smile, "You must be crazy!"

After a delightful week at Monterey I



At Monterey

rest of the trip. No other adverse event occurred outbound.

Those of you who have taken in the various car events on the Monterey Peninsula during the week leading up to the famous Pebble Beach Concours will surely agree that this is truly a world class car experience. Suffice it to say I felt that the effort in driving the Allard out there was well rewarded by having the use of it while there. I was particularly delighted by the reception I received by the Allard racing community at the Laguna Seca historic races. Watching the various Allards at speed on the track certainly brought back many fond memories of past days at Bridgehampton and the Glen in the early fifties. I only wish I could have run my own car on the track, but, even if I had been an accepted competitor, thoughts of the 3000-mile return trip would certainly have mitigated my enthusiasm.

began the trip home. Again, the car ran flawlessly, although this time I did have several difficulties both with the weather and tires. The tire trouble occurred one bright morning just outside Elko, Nevada when I was making a very hard run on several large trucks. Foolishly I had allowed the car to creep up to something like 4200 rpm (93 mph) for quite a few minutes to distance myself from any traffic and resume my solitary run across the high desert. Suddenly the right rear tire broke up badly. About two feet of tread dislocated from the core and began to lash the lower inside fender guard. The car began to vibrate so viciously that I truly feared the entire already weakened rear end of the body would break off before I could stop the machine. Happily this wasn't the case, and the only damage was a badly bent-up rear inside fender guard and a totally trashed 600/16 Coker-built "Firestone."

*Continued on page 7 – Allard J2X*



A recent photo in the restored Allard.

*Continued from page 6 – Allard J2X*

I had no trouble replacing the torn thing with one of my spares and resuming the trip. I did, however, try not to exceed 3500 rpm (78 mph) for the remainder of the journey.

Weather troubles became evident the last two days on the road. My early morning driving at that point was hindered by very thick fogs on both those days. This is really a very nasty condition in a J2X. One must drive mostly looking around the moistened windscreen for any reasonable visibility. The old Lucas headlights have such profound leakage around the lighted periphery that all this light pollution playing against the fog hinders visibility far more than modern focused headlights do. I found the best procedure here was to tuck in behind a truck (when one could be found) and simply drive in close formation with him. Nevertheless, these early pre-dawn fogs do present miserable driving conditions. As for heavy rain, it was a problem only while slowing down and accelerating away from fuel stops.

At road speed the little wind screen deflects most of it over one's head. As I mentioned before, the coolness of the rain was welcome indeed!

I might add in concluding that it would be entirely impossible to relate just how many pleasant experiences I had along the way. The sight of this car motoring along certainly seems to bring smiles to many faces. Many times people would wave and give me the high sign when passed or passing. Probably a dozen times I was photographed while being passed. Most fuel and rest stops produced enjoyable experiences talking to people. Although few knew what the car was, they all seemed interested in my explanation. Having been asked on several occasions whether my Allard was a "kit car" resulted in my stock answer (delivered politely with a smile), "No, mine isn't. Is yours?" This often resulted in an astonished denial followed by amused conversation. I also had some very pleasant conversations at the various motels I stayed in. Some of my friends at home had expressed some fears that the Allard would be the object of undesirable attention while parked all

night unattended at these places. This was never the case. On the contrary, what attention the car received while parked for the night was universally pleasant. There was never any evidence of the car's being tampered with.

With the Florida trip and this California one, I had put some 10,000 miles on the car in six months. In the few next years I took round trips to Texas and Seattle along with many short trips and car rallies, including the famous "Colorado Grand" tour. Along the way the car got a good deal of wear and tear, adding about 15,000 more miles on the odometer. It was finally damaged in a rally in West Virginia a few years ago and, at that point, I had the car completely restored from frame up, adding a new British Racing Green paint job to replace the former bright red one. I have never desired to have a dedicated concours machine that spends most of its time in a garage or at some show with the owner going over it with a Q-tip. I do think, however, that I have the finest and most used original "driver" left of the entire fleet of 83 Allard J2X's ever built. Owning one of them is a real privilege. ■





## Brick Police Athletic League (PAL) Car Show

*saturday, april 12, 2014*



Photo caption on page 13



# 1<sup>st</sup> Annual Brick PAL Car Show ~ A Good Turnout for the PEDC

Ernie Caponegro

**A LONG SNOWY WINTER** was finally dismissed as the First Annual Brick Police Athletic League (PAL) Car Show launched on a perfect Saturday, April 12<sup>th</sup>. As this was our first show at the PAL, we invited local area car clubs and received positive replies from over 40 cars besides our own PEDC members. Unfortunately a few days before the event we had several cancellations, including members from the PEDC, who discovered their own problems after firing up their cars from a sleepy winter.

As it turned out it was a spectacular day, warm, sunny, and glorious. My family arrived at 8:00 AM to set up. My son Ernest drove our 1980 TR7, and my other sons, Matt and Luke, drove the family van. We noticed two cars already waiting for us, a 1983 Spartan and a 1968 VW Bug. Was this a good omen? By 10:00 AM we had several old 1930s Ford Bucket Hot Rods, a 1949 Jeepster, and a few of our own LBCs. With only nine in the parking lot, I started to panic.

The grills were set up and smoking; the burgers and hotdogs were ready; and the door prizes (rather the parking-lot prizes) were displayed. The only thing missing was the cars! Then, like the cavalry riding in to save the day, Andy and Karen Moutenot, Mark and Nadine Berkowsky, Rodney Ford, Barry Shandler, and Ken and Carol Kyle all drove in. I handed out Hagerty

goodie bags and registered the cars. Two old Mustangs cruised in, an AMC Javelin, a 55 Chevy, and more LBCs, including Wayne Simpson's TR7, a late model Jag, and a '72 Spitfire. Then Mort Resnicoff cruised in with his MGTD from Monroe Township, fresh from solving some earlier mechanical problems. This brought the total PEDC participation to about 13 cars, including Joe Grillo's MGB and Bob Canfield's Spitfire.

Just then a phone call from my wife, Ida, reported two more cars had called our office asking if they could still come. Fifteen minutes later two convertibles, a '71 Olds 442 and a '70 SS Chevelle, muscled their way in. Now it was 11:30 AM, and we had 25 cars in the lot. People began stopping by to look around and grab a burger.

The grills were now hot, and the BBQ was open. Members relaxed, talked, and enjoyed some bottled libations, celebrating the first official PEDC car show/BBQ of the season. A good time was had by all.

The Chevelle owners, from Old Bridge, told us about several shows up north. Conversations with other car owners reported assorted other happenings, including the annual big swap meet in Englishtown, and a Brick Township restaurant grand opening/car show, so a few of the hot rods left early.

Around 1:30 PM we awarded the 15 parking-lot prizes, including gift baskets and



**Above:** Andy and Karen Moutenot pose in front of their Morgan, which won the Most Classic prize.

several \$25 gift certificates from area restaurants. Meanwhile our PAL Directors got together and talked shop, picking out our favorite cars for the awards. As it turned out that late arrival, the Blue Olds 442, won the Most Complete Award. The red 1949 Jeepster won Most Rare, and the Moutenots' Morgan won the Most Classic prize.

I'd like to thank participating members for coming out and helping the Brick PAL raise over \$532 for local kids and getting us off to a good start for what we hope will be an annual event. Not a bad start for our first try!

After we cleaned up, my son Ernest and I drove over to that other show on Mantoloking Road in Brick at a burger shack called Junkyard Dogs. We parked our Triumph as the sole representation of British muscle next to two Vintage 1967 Split Window Vettes,

a 1959 Caddy, and the Ford Bucket Hot Rods. We walked inside and discovered a remodeled burger hut complete with vintage car bench seats and a 1950s hot rod motif similar to Arnold's, right out of a TV episode of "Happy Days." We met the owner, who thanked us for stopping by, explained that Junkyard Dogs would be serving ice cream soon, and invited the PEDC to visit. Do I hear a possible ice cream run in the future? All in all it was a nice ending to a beautiful top-down day . . . and I think we found a unique place for a club cruise for a burger and a malt. Stay tuned! ■

---

*The Brick PAL, a nonprofit organization, serves the Brick community by providing recreation for local kids as an alternative to juvenile crime. They offer fitness programs, run a summer camp, and host other social activities. For more info: <http://www.brickpal.org/index.html>.*

---

## Aliens to Figure into PEDC "War of the Worlds" Rally

*Earth Attacked by Martians, Land at Grovers Mill*

DRIVERS BEWARE ON MAY 18!

Barry Shandler



"Good heavens, something's wriggling out of the shadow like a gray snake. Now it's another one, and another. They look like tentacles to me. There, I can see the thing's body. It's large, large as a bear and it glistens like wet leather. But that face, it . . . Ladies and gentlemen, it's indescribable."

And so it was on that Halloween Eve, October 30, 1938, when Orson Welles and his *Mercury Theatre on the Air* staged a mythical presentation of a Martian invasion—death rays and all—based on science fiction novelist H.G. Wells's 1897 *War of the Worlds*. It caused a national panic because, although there were several disclaimers during the broadcast, many people did not hear them and thought the invasion was real.

"Ladies and gentlemen, I have a grave announcement to make. Incredible as it may seem, both the observations of science and the evidence of our eyes lead to the inescapable assumption that those strange beings who landed in the Jersey farmlands tonight are the vanguard of an invading army from the planet Mars. The battle which took place tonight at Grovers Mill has ended in one of the most startling defeats ever suffered by any army in modern times . . ."

The driver-navigator teams in our May 18<sup>th</sup> PEDC rally will visit the actual site of the alleged Martian landing in Grovers Mill, NJ and be immersed in the event and the lore. Each team will receive an e-mail describing the event, to prepare them for the spine-tingling experience.

There will be another change as well from the rallies of 2013. For this rally, some of the road directions will not be given as street names. Some will be referred to by articles along the road such as "first right after the white rabbit." So come out and be part of this learn-and-drive experience.

Space is limited to 30 cars. Please fill out the form below and send it in now with the \$5 registration fee. Any questions, please contact Barry Shandler, Rallymaster, at 732.521.1985 or [bshandler@comcast.net](mailto:bshandler@comcast.net). ■

**NOTE:** The above quotes are excerpts from "The War of the Worlds" radio broadcast, Columbia Broadcasting System, Orson Welles and *Mercury Theatre on the Air*, Sunday, October 30, 1938, 8:00 to 9:00 PM. Read text here: <http://www.sacred-texts.com/ufo/mars/wow.htm>. ~Ed.

Photo **above** from our 1<sup>st</sup> 2013 "Monmouth Madness" rally. Shown are Dick Nobile's Jaguar E-Type, followed by Peter Richardson's MGB-GT and Pete Linszky's MGB.

### PEDC WAR OF THE WORLDS RALLY, SUNDAY, MAY 18, 2014

Name of Driver \_\_\_\_\_ E-mail Address \_\_\_\_\_

Name of Navigator \_\_\_\_\_ E-mail Address \_\_\_\_\_

Driver Cell Phone Number \_\_\_\_\_ Navigator Cell Phone Number \_\_\_\_\_

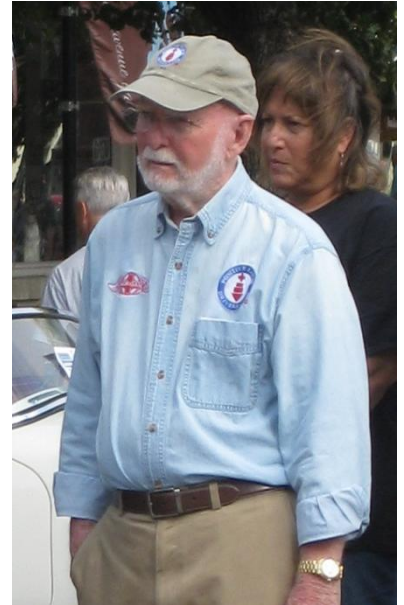
Car Details: Year \_\_\_\_\_ Color \_\_\_\_\_ Marque \_\_\_\_\_ Model \_\_\_\_\_

**Rally entry fee:** \$5 per car. **Make check payable to:** Positive Earth Drivers Club (PEDC). **Registration deadline:** Monday, May 5, 2014. Cut out registration form and mail it with your \$5 check to: Positive Earth Drivers Club (PEDC), P.O. Box 325, Cranbury, NJ 08512. **NOTE:** You can also bring this form and your check or cash to our meeting at Woody's on May 7<sup>th</sup>.

If questions or concerns, contact Rallymaster Barry Shandler, [bshandler@comcast.net](mailto:bshandler@comcast.net), phone, 732.521.1985.



# The Driving Season is Here! Time to Order Your PEDC Regalia



Several of our members wear their regalia to our monthly meetings at Woody's: Rodney Ford, shown **left** with Kathy Ford, wears our short-sleeve, woven, buttondown denim shirt; and Bob Canfield, **middle**, wears our long-sleeve, hooded, zip-up sweatshirt. Jim Spring, **right**, shown at Brits on the Beach 2013, wears our unstructured baseball cap and long-sleeve, woven, buttondown denim shirt, great with a pair of khaki pants,. N.B. We understand that showing our members wearing regalia may have led to a boost in regalia sales in 2013. We are hoping for the same outcome this year. Order your regalia now so that you're ready for the driving season. ~ Ed.



## 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
- Visor—a new item this year!

### 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.

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





## The Faces of PEDC



MGs are one of the popular marques in our club, and shown on this page are two fine examples. **Above:** Mort Resnicoff and Fredda Fine enjoy the festivities along Main Avenue at Brits on the Beach 2013. Mort placed second in the MG Sports Cars, Pre-War, T-Series Class. **Above left,** Mort and Fredda enter the show field. **Far left,** they arrive at The Mill for our Sunday brunch April 6<sup>th</sup>. **Below:** Mark Wintjen's 1980 MGB and Mark during our drive to the Vietnam Memorial in Holmdel, NJ, August 2012. **Left** is Mark's B at the Shore Antique Center classic British car show, April 2013.





## Spring Brunch at The Mill ~ Spring Lake Heights, NJ



We had a great turnout for our Sunday brunch at the Mill April 6<sup>th</sup> with 22 PEDCers present. Shown, left to right, are Barbara Willis, Bob Soden, Shirley Miller, Fredda Fine, and Mort Resnicoff.



### PEDC 2014 Ice Cream Run Schedule

- ❖ **May 15<sup>th</sup>**, TK's, Cream Ridge, NJ, Ken & Carol Kyle, hosts
- ❖ **May 29<sup>th</sup>**, Gil & Bert's, Cranbury, NJ, Mark & Nadine Berkowsky, hosts
- ❖ **June 12<sup>th</sup>**, Hoffman's, Point Pleasant Beach, NJ, Bill & Kim Geissel, hosts
- ❖ **June 26<sup>th</sup>**, Sundae's, Wall, NJ, Ernie & Ida Caponegro, hosts
- ❖ **July 10<sup>th</sup>**, Jersey Freeze, Freehold, NJ, Tom & Alice Albertalli, hosts
- ❖ **July 24<sup>th</sup>**, Jake's Cree Mee Freeze, Manalapan, NJ, Pete & Patti Linzsky, hosts

Come on out to our ice cream runs, which are loads of fun. If anyone would like to host an ice cream run for August or September, please let Events Coordinator Bob Canfield know, [joisuzu@optonline.net](mailto:joisuzu@optonline.net), and we'll get it on the calendar. We typically gather around 7 PM on a Thursday night. Sometimes we grab a bite of dinner first, so look for an e-mail blast a few days before for details.

#### PHOTO CAPTION FOR PAGE 8 – BRICK PAL CAR SHOW:

**Top row:** Joe Grillo and his RHD MGB. Luke Caponegro polishes dad Ernie's TR7 to perfection. **Middle row:** Barry Shandler's MGB looks great with the new picnic basket. Bob Canfield's Spitfire sits next to Wayne Simpson's TR7, both regular attendees at our events. **Bottom row:** New members Perry Lesofski, alongside his white Spitfire, and Jerry Goldberg, driving off in his Copper Black Jaguar XK8, joined in the festivities. It's great to see our new members participating.

**Right photos, from top:** The early spring view from our table at The Mill. Barbara heads out in her MGB. Charlie Schirm, Ken and Pat Wignall, and Reg and Rie Savoy enjoying their complimentary Mimosas. Joe Laudisi and Charlie Schirm talking shop after the brunch.







Brits on the Beach 2013

## Our 17<sup>th</sup> 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 14<sup>th</sup> 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](mailto:joisuzu@optonline.net), 732.292.1944 home, 732.620.2378 mobile.

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

This is our 6<sup>th</sup> 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!



## 2014 Calendar of Events ~ PEDC and Beyond

**PEDC events are in bold red. Other British car events are in bold black.** Also listed are events that welcome all marques, not just British, which we know you have enjoyed attending. Check the calendar often, as some events are subject to change.

### 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 Lewes Chamber of Commerce, <http://www.leweschamber.com/calendar/event>, and the British Car Club of Delaware (BCCD), [www.bccdelaware.com](http://www.bccdelaware.com). Show field opens 8:30 AM; **no cars admitted after 10:30 AM**. Prizes in six categories by year of manufacture: up to 1956, 1957-62, 1963-68, 1969-74, 1975-80, and 1981-2000. Only original British vehicles made 2000 or earlier will be accepted; replicas, kits, or reproductions will not. Awards given for Premier Class and Best in Show. Winner's Circle parade at 3 PM. Commemorative dash plaques given out. Merchants' sidewalk sale in town. Rain or shine. To register for the show, visit <http://www.historiclewes.org/events/lewes-british-motorcar-show> or e-mail [inquiry@leweschamber.com](mailto:inquiry@leweschamber.com).
- 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 big 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 registered by April 15<sup>th</sup>). 9 AM – 3 PM, rain or shine. Vendors: \$35 per space. Spectators: \$3. For more info contact: Eliot Ganek, 973.762.8116, [eiganek@yahoo.com](mailto:eiganek@yahoo.com), or Charles Tregidgo, 201.791.6675, [ctregidgo@gmail.com](mailto:ctregidgo@gmail.com).
- 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.bluemoonkruizers.freehosting.net/index.html>.
- 3 Saturday, **Drive Your MGA Day**, rain or shine, hosted by the North American MGA Register (NAMGAR). All MGA owners everywhere are called upon to drive their MGAs today, set aside by NAMGAR to promote getting these classics out on the road! For more info: [http://www.namgar.com/events/article/chapter/namgar\\_proclamation](http://www.namgar.com/events/article/chapter/namgar_proclamation).
- 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>. Rain date is May 11<sup>th</sup>.
- 4 Sunday, Classic Car Show, Papaianni Park, 100 Municipal Boulevard, Edison, NJ, 10 AM – 4 PM. Rain date is May 11<sup>th</sup>. A fundraiser for an elementary school that burned down. Expected are 500 cars. Cash registration at the door: \$15. DJ, food, and door prizes provided.
- 4 Sunday, Patterson Greenhouses Family Fun Day & Antique Car Show, 636 Adelpia Road, Freehold, NJ, 10 AM – 3 PM.
- 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, 8:00 -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** first ice cream run of the season 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; \$4, Sun. Event pass, \$15. Kids under 12, free. Gate times: Fri-Sat, 7 AM – 6 PM; Sun, 7 AM – 3 PM. Deadline to register was 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 2013**, at Import Carlisle, hosted by the TVR Car Club of North America (TVRCCNA). Starts at 10 AM. Food on site. Dash plaques/awards. 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.bluemoonkruizers.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.

Continued on page 16

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

### May (Continued)

- 17 Saturday, **New Jersey Triumph Association (NJTA) Spring Run** on the beautiful rural roads of Sussex County, NJ. Event includes a stop at a very interesting attraction and ends with a sumptuous luncheon at a great restaurant. Non-NJTA member owners of vintage British sports cars of any marque are invited to participate. For more info contact Owen Kanzler, [www.njtriumphs.org](http://www.njtriumphs.org).
- 18 Sunday, **PEDC War of the Worlds Rally**. Barry Shandler, Rallymaster, [bshandler@comcast.net](mailto:bshandler@comcast.net), phone: 732.521.1985. See page 10 for details and registration form.
- 24 Saturday, **Live Driving Demonstration and Racing Legends Days, "80 Years of Jaguar,"** featuring five cars including an SS100 "Jaguar," C-Type, D-Type, XK-120, and E-Type, 12 noon, weather permitting, Simeone Museum, Philadelphia, PA, <http://simeonemuseum.org/events>.
- 29 Thursday, **PEDC ice cream run** to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, hosts.
- 31 Saturday, **18<sup>th</sup> Annual 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.
- 31 Saturday, Flemington Classic Car Show. For info: <http://www.downtownflemington.com/pub/gen/event/25573/fulltext>.

### June

- 1 Sunday, **PEDC spring drive** through five covered bridges in Bucks County, PA. Drive to start at Washington Crossing State Park. Mark and Nadine Berkowsky, hosts. Watch for details.
- 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 for adults. For more info: the MG Driver's Club of North America, [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.
- 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 nice 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 8<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).

*Continued on page 17*



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

### June (Continued)

- 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. 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, 8:00 -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 at Paul and Mary Johnson's home, Wall, NJ. Ken & Pat Wignall, organizers. Rain date: Saturday, June 21<sup>st</sup>.
- 15 Sunday, **Cats in the Garden VIII**, featuring only Jaguars, Van Vleck House and Gardens, Montclair, NJ. Sponsored by Madison Jaguar. 11:30 AM – 3:00 PM. Rain date: June 22<sup>nd</sup>.
- 18 Wednesday through Sunday, June 22<sup>nd</sup>, **New England MG T Register (NEMGTR) Gathering of the Faithful (GOF) Mk 95, The Final Survivor Challenge & 50<sup>th</sup> Anniversary Celebration**, Middlebury Inn, Middlebury, VT. For more info and to register: [https://www.nemgtr.org/index.php?option=com\\_content&view=article&id=403&Itemid=265](https://www.nemgtr.org/index.php?option=com_content&view=article&id=403&Itemid=265). Planned are a rally, a concours, a funkhana, tours, parties, a dinner cruise, an awards banquet, and more.
- 21 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>.
- 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.
- 28 Saturday, Live Driving Demonstration and Racing Legends Days, "Auto Racing: A Privileged Man's Sport," featuring four cars including a Bentley 4.5 Liter Supercharged (Tim Moore). 12 noon, weather permitting, Simeone Museum, Philadelphia, PA, <http://simeonemuseum.org/events>.

### July

- 1 Tuesday, Downtown Point Pleasant Beach Cruise In, Arnold Avenue, 5-9 PM.
- 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, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. For more info: <http://www.bluemoonkruizers.freehosting.net/index.html>.
- 8 Tuesday, Circus Drive In Cruise Night, 1861 Route 35S, Wall, NJ, 5-8 PM, <http://www.circusdrivein.com>.
- 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](mailto:ralph_eriksen@yahoo.com).
- 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 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>.
- 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](mailto:bhc166@aol.com).

Continued on page 18

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

### July (Continued)

- 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>.
- ? Sunday, Trenton Thunder Car Day at the Ballpark, Trenton Thunder (an affiliate of the NY Yankees) plays TBD (an affiliate of TBD), 10 AM to set up cars in parking lot. Game starts at 1 PM. Tickets: \$8 pp if groups of 20 or more. Tom Henninger, 609.394.3300, x111, [thenninger@trentonthunder.com](mailto:thenninger@trentonthunder.com). NOTE: No information at their website yet, <http://www.milb.com/promotions/index.jsp?sid=t567>. This could be a **PEDC** outing if someone would like to organize this.
- 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. Unveiling of Jack's 1971 MGB-GT?

### August

- 2 Saturday, **10<sup>th</sup> 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>.
- 2 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>.
- 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](mailto:captain61ny@aol.com).
- 5 Tuesday, Downtown Point Pleasant Beach Cruise In, Arnold Avenue, 5-9 PM.
- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 7 Thursday, through Saturday, August 9<sup>th</sup>, **37<sup>th</sup> 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 8<sup>th</sup> 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 10<sup>th</sup>, 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 10<sup>th</sup>.** 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>.
- 9 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars, all types.
- ? Sunday, **PEDC** 2<sup>nd</sup> 2014 Rally. Barry Shandler, Rallymaster, [bshandler@comcast.net](mailto:bshandler@comcast.net), phone: 732.521.1985. Watch for details.
- 12 Tuesday, Circus Drive In Cruise Night, 1861 Route 35S, Wall, NJ, 5-8 PM, <http://www.circusdrivein.com>.
- 13 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. Visit their website for more information: <http://www.downtowntomsvriver.com/cruisin/cruisin1.htm>.
- 16 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>.
- 16 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*



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

## 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 1<sup>st</sup>, 32<sup>nd</sup> 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 7<sup>th</sup>, **The Drive-In Watkins Glen, NY, the 17<sup>th</sup> 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](http://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://oystercreekinnnj.com>. Andy & Karen Moutenot, hosts. Watch for details.
- ? Sunday, 35<sup>th</sup> Annual Car Show, 9 AM – 3 PM, Bay Boulevard, Seaside Heights, NJ. Sponsored by the Vintage Automobile Club of Ocean County, More info: <http://vintageautoclubnj.org/vacAnnualShow.htm>.
- 10 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. Visit their website for more information: <http://www.downtowntomriver.com/cruisin/cruisin1.htm>.
- 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 12<sup>th</sup>. The concours is on Sunday.
- 17 Wednesday, or Thursday, 18<sup>th</sup>, **PEDC** Goodie-bag Stuffing Party for Brits on the Beach.
- 20 Saturday, our 17<sup>th</sup> annual **PEDC** British Car Day, known as **Brits on the Beach**, Main Avenue, Ocean Grove, NJ. See page 14 for details. This is our big event of the year! See last page of this newsletter or our website, [www.pedc.org](http://www.pedc.org), for registration form.
- 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.
- 20 Saturday, **British Motor Club of Southern Jersey Annual Car Show**, NJ Motorsports Lightning Track, Millville, NJ. For more info: <http://www.bmcsnj.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.
- 4 Saturday, Monmouth County Concours d'Elegance, Hop Brook Farm, Holmdel, NJ. For more details: <http://www.monmouthcountyconcours.com>.
- 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 drive from Hopewell to destination.

**NOTE: More October as well as November and December events continued in July newsletter.**

## 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 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.*

**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, which had two owners in New Zealand. The first had her from 1967 to 2001. The second bought her for his wife in 2001 and owned it until 2010. That owner accompanied Sir Edmund Hillary on his expedition to the summit of Mount Everest. When his wife died he sold it to a Mini importer in South Carolina. Since 2010 the car has changed hands three times, including me. 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 \$19K. Much more than that was invested in the restoration. Call Mike, 609.618.7559.



## Classified Ads (Continued)



**2 Cars, 1 Price: 1976 TR6 w/ Title + 1974 TR6 w/o Title.** Both cars offered together for \$3,000. Both stored indoors for several years and have been partially dismantled. Some parts missing. What you see is what you get. Many duplicate parts to sell or save for other TR6 projects. Both cars have rust issues. Both engines turn by hand, 4-speed trans. These cars could be the basis of a complete TR6 restoration or good parts cars. Stored in South Amboy, NJ. Selling strictly AS-IS. Make all offers known. Seller needs space for other projects, so these cars need to go to new homes now. Seller will consider selling separately. Call Bill Miller, 732.778.3274, to make an appointment, ask questions, or request photos. *Photos courtesy of Bill Miller.*



**1977 MGB Roadster Project.** Asking \$1100. Clear title, stored indoors for several years, and mostly complete. Has a 2004 Virginia inspection sticker. Engine turns by hand, 4-speed trans. A previous owner installed MGB-GT front fenders on this roadster. Some body work started with more needed. Too solid to part out. Odometer shows 9,571, which I am sure should be 109,571 or more. Stored in South Amboy, NJ. Selling strictly AS-IS. Make all offers known. Seller needs space for other projects, so this car needs to go to a new home now. Call Bill Miller, 732.778.3274 to make an appointment, ask questions, or request photos. *Photo courtesy of Bill Miller.*

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](http://www.getinsurancequotetoday.com)

[www.irarolloversnow.com](http://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: 800-826-1295 or 704-527-7873



Peter Cosmides

42 North Pine Ave.  
Maple Shade, NJ 08052

Phone: 856-667-6657

[www.Motorcar-Garage.com](http://www.Motorcar-Garage.com)

**BRITISH MOTOR TRADE ASSOCIATION**

**Motorcar Garage**

Repair-Maintenance-Restoration

British Car Specialist



## 2013 PEDC Officers and Staff

**Mark Berkowsky, President**  
[mnberky@comcast.net](mailto:mnberky@comcast.net)  
609.655.0071 home  
908.715.1787 mobile

**Andy Moutenot, Treasurer**  
[kamouts@comcast.net](mailto:kamouts@comcast.net)  
609.655.0554 home

**Carol Kyle, Newsletter Editor**  
[carolkyle4@earthlink.net](mailto:carolkyle4@earthlink.net)  
732.244.2045 home  
732.606.6422 mobile

**Bob Canfield, Vice President**  
[joisuzu@optonline.net](mailto:joisuzu@optonline.net)  
732.292.1944 home  
732.620.2378 mobile

**Karen Moutenot, Regalia Manager**  
[kamouts@comcast.net](mailto:kamouts@comcast.net)  
609.655.0554 home

**Ken Kyle, Newsletter Technical Editor**  
[kenkyle4@earthlink.net](mailto:kenkyle4@earthlink.net)  
732.244.2045 home  
732.551.9462 mobile

**Jay Helt, Secretary**  
[jay.helt@verizon.net](mailto:jay.helt@verizon.net)  
732.571.9200 office  
732.614.6460 mobile

**Martin Vickery, Webmaster**  
[martin.vickery@gmail.com](mailto:martin.vickery@gmail.com)  
732.856.7518 mobile

**Nadine Berkowsky, Sunshine Committee Chair**  
[mnberky@comcast.net](mailto:mnberky@comcast.net)  
609.655.0071 home

### 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](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 Register (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)



**Classic Motorsports**  
VOL. 1

**The New Magazine About Old Cars**

**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](http://www.classicmotorsports.net)**



**British Marquee**

**CAR CLUB NEWS**  
[www.britishmarquee.com](http://www.britishmarquee.com)

**Positive Earth Drivers Club members:**

*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!



Russ and Pam Sharples  
leave Brits on the Beach  
2013 after having won the  
MGA class with their  
1960.





# ***Brits on the Beach 2014: 17<sup>th</sup> Annual British Car Day***

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

***at Historic Ocean Grove, NJ***

***Saturday, Sept. 20<sup>th</sup>, 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](http://www.PEDC.org), call us  
at (732) 620-2378 or e-mail  
[show@PEDC.org](mailto: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: \_\_\_\_\_