

November 2014
Volume 22, Issue 11



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

- **November 1:** Motorcar Garage 3rd Annual British Car Parts Swap Meet, Maple Shade, NJ. See page 10 for details.
- **November 5:** Monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM.
- **December 13:** Christmas/holiday Party, Lobster Shanty, Point Pleasant Beach, NJ. See page 21 for details.

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



Exploring New Jersey's Scenic Byways

Russ Sharples



EARLIER THIS SUMMER my wife, Pam, and I were driving through Rocky Hill in Somerset County when she pointed out a sign and asked if I knew what it was. I didn't, but I noticed the America's Byways® label and asked my friend Google™. Google's first link was to <http://www.fhwa.dot.gov/byways>, a Federal Highway Administration website that provides the following description on its homepage:

"America's Byways
America's Byways® is the umbrella term we use for the collection of 150 distinct

and diverse roads designated by the U.S. Secretary of Transportation. America's Byways include the National Scenic Byways and All-American Roads.

"America's Byways are gateways to adventures where no two experiences are the same. The National Scenic Byways Program invites you to Come Closer to America's heart and soul"

*On the **About Us** page is the following: "The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal*

Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities."

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Above: A spectacular view on the Upper Freehold Historic Farmland Byway. All photos and captions for this article by Russ Sharples

Continued from page 1 – Byways

The federal website has spotty information on the actual Byways in each state but provides links to state-level resources. New Jersey has a rather complete site at <http://www.state.nj.us/transportation/community/scenic/byways.shtm>.

At this webpage you will find links to pages about each of the seven designated Byways. Each page includes a description and a PDF map. You don't need the map to drive the routes—at least for the two that I have driven—as each route is well marked.

Some of these roads are going to be immediately familiar. For example, the Palisades Parkway is one; Route 29 from downtown Trenton (scenic?) to Frenchtown is another. I have driven two so far that are close to me, as shown below.

Millstone Valley Byway

This route follows the Millstone River and Delaware & Raritan Canal. It follows River Road from

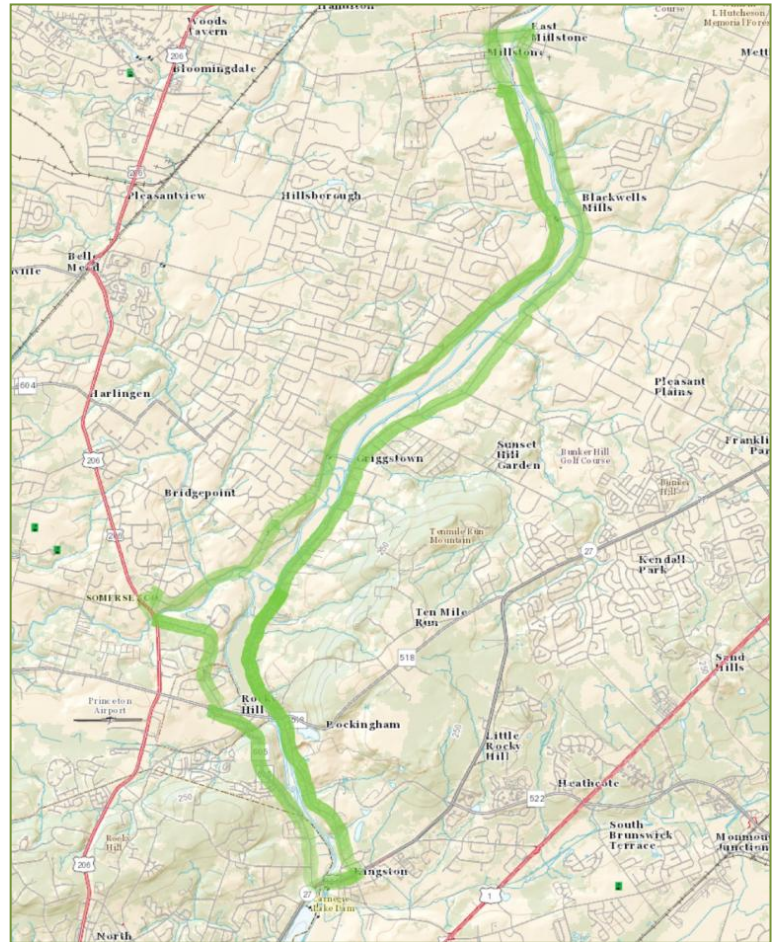
Kingston (north of Princeton) up the west side of these features to Millstone Boro where it crosses over to the east side and comes back down Canal Road. The route is well marked with the distinctive sign shown above, coupled with arrows informing you of where to turn next. For the NJ Byways they have the notion of connectors and spurs. *Connectors* are short-cuts across the Byway to other parts of the Byway. A *Spur* is an unconnected leg that usually leads to a historic site.

The Millstone Valley Byway is 27.5 miles and a great drive—shady, interesting along the river and canal, and a bit twisty, though there is some regular traffic on the roads. In the town of Millstone are a couple of places to visit for snacks and beverages, and some antiquing. Kingston and Princeton at the other end have well-known attractions.

Upper Freehold Historic Farmland Byway

I drove this route at sunset on September 8th. It was about 75 degrees and clear, really beautiful weather for a drive. Pam was busy that day so I brought along my dog, Belle, who is always up for a convertible drive in the countryside full of interesting smells. This Byway uses a different picture on its signs from the Millstone Valley Byway, but they are just as easy to spot while driving.

There is one intersection on this route marked as a "spur" to the left and right. The left turn is actually a



Above: Millstone Valley Scenic Byway map. **Below left:** Scenic Byways sign.

spur, but the right turn will continue the loop. This was a fantastic route: no traffic, twisty country roads, beautiful vistas, and several interesting-looking historical spots along the way (all closed on a Sunday night).

I haven't driven the other Byways in New Jersey, but I have checked out the routes and can summarize them as follows:

Bayshore Heritage Byway

This is the longest single route by far, stretching 122 miles from the Delaware Memorial Bridge to the tip of Cape May, following county roads across the bottom of the state: CR 540, 624, 623, 639, 650, 553, etc. It's not a

loop, just a meandering route.

Delaware River Scenic Byway

This is Route 29 from Trenton to Frenchtown—a beautiful road for sure but one we have probably all traveled.

Palisades Scenic Byway

This is the Palisades Parkway from Fort Lee to the New Jersey border—another nice road that many of us have probably driven,

Continued on page 7 – Byways



letter from the editors



Beautiful, breezy
Grey's Beach
on Cape Cod Bay,
Yarmouth Port, MA,
September 2014.

IN JANUARY 2015 WE

shall have been members of the Positive Earth Drivers Club for five years, and what a great time we've had with all of you. Being newsletter editors has put us in touch with so many of you (roughly 100 of 152 members). Some of you we have known only through your e-mails and phone calls, many of you we have gotten to know well by attending most of our club events, and still others have become our good friends.

As we close out our third year as editors, with 33 newsletters behind us, we would like to thank the following members for taking photos and writing articles in 2014 (and, in some cases, writing just enough information for us to ghost-write your articles). We love hearing from you, and we know the rest of our members do, too.

Many thanks to the following 34 members who contributed to our 2014 newsletters:

- Art Becker
- Mark & Nadine Berkowsky
- Bob Canfield
- Ernie Caponegro
- Peter Cosmides
- Peter Dow
- Rodney & Kathy Ford
- Bill Geissel
- Joe Grillo
- Jay Helt
- Tinyee Hoang
- John West Hunt
- Ralph Knutsen
- Andy & Karen Moutenot
- Dick Nobile
- Lindsey Parsons
- Mort Resnicoff
- Andy Ribaud
- Peter Richardson
- Charlie Schirm
- Phil Schneider
- Barry Shandler
- Russ & Pam Sharples
- Wayne Simpson
- John Sims
- Ken & Pat Wignall
- Roger Williams
- Mark Wintjen
- Merrill Yeager

An extra-big thank you to Secretary Jay Helt, who, with discerning eyes, proofreads our newsletters before we go to press.

Carol & Ken

P.S. In keeping with PEDC tradition, there will be no newsletter in December nor will there be a monthly meeting at Woody's. In place of our meeting we'll be having an end-of-the-year Christmas/Holiday Party Saturday, December 13th. See page 21 for details. Look for the January 2015 newsletter December 27th.

From the Driver's Seat

Mark Berkowsky, President



There are a couple of random thoughts and remembrances of this year that I would like to share. As I write this the weatherman is predicting our first frost of the season. I don't think I'm ready to put the LBC away for the winter yet, but that day is coming sooner than I would like.

My big maintenance project this year was my bumper re-chroming experience. I shared the entire episode with you, and I am still getting compliments with the result.

We have had many drives and get-togethers that were a lot of fun. There are a few for me that stand out, including our Covered Bridge drive to Pennsylvania in June. We did a lot of planning for that drive and were so glad it paid off and had so much participation. We also made our annual PEDC weekend trek to Lewes, Delaware in May to attend their annual British car show. Taking the back roads down to Cape May and boarding the ferry for Lewes is always fun. We attended many ice cream runs, and I especially remember the one where I had an ice cream sundae that was way too big for one person. Next time when they advertise a "special" sundae I will ask what makes it so special.

And then there was our Brits on the Beach car show. I can't say much more, but it was the BEST ever! Bob and I just reviewed the paraphernalia that we use every year, and it is all intact, except for one red vest. If you were a parking attendant noodler and forgot to turn it in, it's not too late—please bring it to the next meeting or throw it in the mail to P.O. Box 325, Cranbury, NJ 08512. Also, the tent frame that didn't quite go together was reunited with the proper cloth top, so we should be good to go for next year. It really does easily fit!

Since this is the last newsletter of the year, a few reminders are included. We still have some events scheduled—or maybe soon-to-be-scheduled—as we are known for some last-minute planning. If you have a suggestion for an impromptu drive or dinner, just let us know and it can be set up very easily.

Our last meeting of this year will be November 5th at Woody's as usual. Our December meeting is replaced with our annual party, so make sure you mark your calendars for our Christmas party to be held at the Lobster Shanty in Point Pleasant Beach. See page 21 for details. It's a good way to end the driving season and say a temporary goodbye to those snowbirds in our group who go south for the winter. Please let Jeanne know that you will be attending and send in your money now so you don't forget. You could also bring it to our next meeting.

Let's hope the weather on November 5th cooperates and we will be able to drive to Woody's in our LBCs. Hope to see you on the road. ■



This was the year I decided to have the front and rear bumpers re-chromed on the Spitfire in time for the driving season. Photo taken during our War of the Worlds Rally in May.

From the Navigator's Seat

Bob Canfield, Vice President

Experience is the Best Teacher

I recently attended my 40th high school reunion in Bridgewater. When all of the old stories about our first cars and working at Corbo's Sunoco in Somerville started to flow, I was reminded how resourceful we were back then. Due to a lack of funds and experience we often relied on "creative mechanics" to keep our cars on the road. Here are some of the most memorable stories:

One. My first Spitfire engine rebuild (yes, there was more than one) did not exactly follow the Haynes manual. In my impatience I just bought some piston rings and crank bearings from a local parts guy. Somehow I missed the label that said the bearings were .020 undersized (my crank was not.) When it came time to fire it up, the starter could only groan. It took two of my friends sitting in the trunk going down a steep hill, and then popping the clutch in 3rd gear, to get the engine to crank. Two days later I threw a rod on my way to Seaside Heights. I drove it back home on 3 cylinders.

Two. I knew I was not going to be gentle in driving the Spitfire, so I decided I should have some spare parts on hand to speed up any repairs. I bought a junkyard engine, spare axle half shafts, spare wheels, and some

Rear-axle bearings/seals. That proved to be a good strategy since I ended up swapping engines four times (my last swap only took 2½ hours!) and broke three rear half-shafts trying to do burn-outs. I was glad that my car had tie-down eyelets in the front of the frame, because my buddies used to tow me home with a rope when I broke down. No AAA membership back then.

Three. Since the Spitfire was my only transportation for a few years I drove it in the winter through ice and snow. Living on the Watchung Mountains meant I had to climb some steep roads to get home. I remember sitting in a bar below the mountain (the drinking age was 18 back then) waiting for the roads to be plowed and sanded so I had a chance to get home. One evening I hit a patch of ice and slid uncontrollably into a curb, bending my right front suspension. The next day I did my best to straighten the A-Frame back by tying a rope around it and a telephone pole, and backing up quickly several times until it appeared straight. That was my education on frame work.

Four. My car was indeed a positive-earth little British car (LBC), and back then I had no idea it could be easy to switch to negative ground, so I installed my cassette player and a CB radio, being careful that they did not



touch ground. The only problem was that every time I was adjusting one of them while I was touching anything metal in the car I received a nice shock for my inattentiveness. I was sure my LBC used this to get back at me. Maybe memories like these explain Kim's reaction when I first told her I bought my current Spitfire nine years ago. Fortunately I have learned some lessons about maintaining an LBC. It also helps that I do not rely on the Spitfire for daily transportation, so I have the whole winter to sort problems out in my garage.

Fall

It is sad this time of year to see that our club calendar has only a few events posted. Soon it will get too cold for any top-down cruising. Since I am the event coordinator for the club I want to sincerely thank everyone who sponsored or helped with a drive this season. We had more PEDC events than ever before to choose from, and I am sure next year will be just as busy.

Continued on page 10 – Driver's Seat

Bob pulls in next to Tom and Marcia Blackwell's 3-Wheeler Morgan during the brewery tour in August, which started in Red Bank, NJ.





Minutes of the PEDC General Meeting October 1, 2014

Submitted by Jay G. Helt, Secretary

The meeting was called to order at 7:35 PM by President Mark Berkowsky with 42 members present. A motion to accept the minutes of the September 3, 2014 meeting was made, seconded, and approved by all present.

Treasurer's Report.

Treasurer Andy Moutenot reported that we have 152

paid-up members and our current balance is \$5456.26.

Guests. President Mark introduced two of the club's founding members, Jim Lowda and Gerry Brinkman.

Newsletter. Editor Carol Kyle still needs articles and photos for future issues.

Website. President Mark

said that Webmaster Martin Vickery could not be present for the meeting but that he continues to do a fine job.

Regalia. Regalia Manager Karen Moutenot reported that she has lots of inventory with her for purchase.

Past Events

Treasurer Andy reported on the September 6th drive that

he and Karen hosted. Approximately 13 cars took the trip through the NJ Pinelands, and one stop was Batsto Village.

Vice President Bob Canfield reported on the eight cars that traveled to a Point Pleasant marina for a car and boat show.

Rodney Ford stated that 30 members showed up at the Ford house for the goodie-bag stuffing party. Everyone really enjoyed the desserts.

Brits on the Beach.

Show Chairman Bob Canfield reported on the great job Ernie Caponegro did filling in for him. The show was a huge success with 152 cars registered.

New Business. Ernie Caponegro announced that he and Ida are hosting a drive Saturday, October 4th, to Frenchtown, with a rain date of Sunday, October 5th.

John Kosztyo announced a drive to Peddler's Village in Lahaska, PA for the annual British car and bike show, with a PEDC lunch scheduled at the Porter-house Brew Pub.

Russ Sharples is hosting a possible overnight drive Saturday & Sunday, October 18th and 19th, to Newburgh, NY, a 3½ hour drive from Hopewell, NJ.

Saturday, December 13th, is our Christmas party, which is in lieu of a regular December meeting. Jeanne Miller is organizing the event.

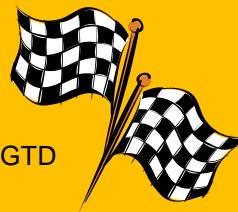
The next regular meeting is Wednesday, November 5th, at 7:30 PM. The meeting was adjourned at 8:25 PM. ■

Above: Our Storm King drive to New York state, Russ Sharples, host.

Welcome New Members

The following members have joined since September 2014:

- ❖ Richard & Peggy Breton, Ho-Ho-Kus, NJ, Jaguar S-type, MGB, MGTD
- ❖ Carl Erickson, Point Pleasant, NJ, MGA
- ❖ Ian & Sue Kessen, Plainfield, NJ, Austin-Healey 3000 MKI BT7
- ❖ John Nistad & Melinda Decker, Barnegat Light, NJ, Triumph Spitfire
- ❖ Joe & Linda Wilhelm, Morganville, NJ, Jaguar E-type, MGB, MGTC & TD, A-H Sprite



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though this one could be tough to get to in a little British car (LBC).

Pine Barrens Byway

This is really three routes: two loops (north and south) connected by the central route, totaling 130 miles. The north loop wraps under the Wharton State Forest on the north and south sides of the Mullica River. The southern loop goes around the Belleplain State Forest, and they are connected by the central route, consisting of CR 658, 623, 559, and Route 50. This looks to be a nice drive across what I suspect are some of the same roads that Andy and Karen Moutenot took us on for the Pine Barrens drive in September. I haven't driven it yet, as it would be an all-day affair from my neck of the woods, but it looks very nice if you're down that way.

Warren Heritage Scenic Byway

This route consists of 19 miles on Route 57 from a spot east of Phillipsburg up to Hackettstown. Viewing the road with Google Street View, it does not look like a very compelling drive,



mostly straight and flat. Given the distance from my home, it's not high on my list.

Looking at Adjacent States

Pennsylvania's website provides rather difficult documentation of where the scenic byways are. Not one of the eastern PA routes that I checked was a loop, meaning you have to find a way back when you are finished. Connecticut lists just two, one of which is the Merritt Parkway (a nice road but also hard to reach by LBC), and the other is in the northeastern corner of the state. Delaware lists just one that seems as if it might tie into a route in PA. It could be a nice drive, though it's just 12 miles long.

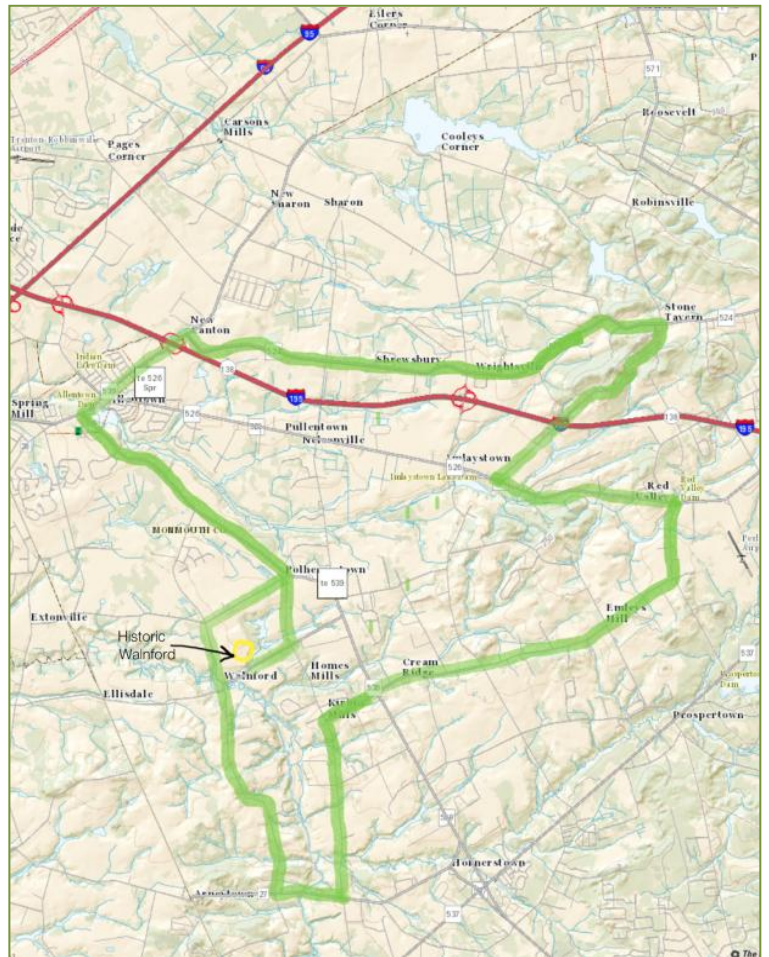
Luckily we are in New Jersey, and I can heartily recommend that if you find yourself with a free afternoon this fall, you should go check out the nearest NJ Byway for a nice drive. ■

Russ organized a memorable PEDC drive to New York state in mid-October to visit the Storm King Art Center, a 500-acre sculpture garden. He planned a beautiful route there and a different route home along scenic NJ and NY backroads. Watch for details in our January 2015 newsletter. ~ Ed.

Left: Approaching the Upper Freehold Historic Farmland Byway southbound on Old York Road.



Above: Canal Road headed south [along the Millstone Valley Byway]. **Below:** Upper Freehold Scenic Byway map, provided by the state of NJ





sharing a brew with the **cape cod british car club**

Ken Kyle

ONE OF THE BEST THINGS ABOUT being involved with the little British car (LBC) hobby and belonging to an organization like the Positive Earth Drivers Club (PEDC) is the opportunities it provides to make instant friends with fellow enthusiasts wherever you go. On a trip to Cape Cod in September Carol and I experienced this magic first hand. We had been trying to get to the famous Dunbar Tea Room in the historic town of Sandwich but were nearly thwarted by detours resulting from the town's 375th anniversary parade running through the center of town. We finally got close enough to the tea room to park the car and walk the rest of the way, but we had to cut across the main street where the parade was still going on. There was a contingent of cars from the

local Ford Mustang club in the parade, and I wondered aloud to Carol whether there had been any LBCs in the parade as well, leaving a trail of oil spots while their nervous owners fretted about the possibility of overheating as they crept along in the heat of the day, temperature gauge needles moving relentlessly toward disaster.

Later, as we drove back to our inn along scenic route 6A, Carol suddenly yelled and pointed to a small contingent of British cars parked, appropriately enough, at The British Beer Company (<http://www.britishbeer.com>) Sandwich Local, one of a small chain of British-themed taverns in Massachusetts and New Hampshire. I just about got the car up on two wheels as I dove for the

parking lot entrance. In the lot we found a Jaguar XJS coupe, two TR6s, and a very charming Lotus 7. As we were perusing these machines and, of course, taking pictures, the owner of the 7 came out so we naturally introduced ourselves and struck up a conversation with him. He turned out to be Bob Vogel, past vice-president of the Cape Cod British Car Club (CCBCC), <http://www.capecodbritishcarclub.org>, and he informed us that they had indeed been part of the Sandwich parade with a contingent of roughly nine cars thoughtfully placed near the front of the procession in hopes of avoiding an overheating debacle. Nevertheless, he said, it had been touch and go. As he donned a leather flying

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helmet (the preferred headgear of Lotus 7 pilots everywhere) and prepared to depart, he urged us to go in and meet the rest of the gang, something I intended to do anyway as I was secretly thrilled to have an opportunity to drag Carol into a British pub while we were on vacation.

Inside I stopped a passing waitress and asked if she knew where the owners of the British cars were. It turned out we didn't need any help finding them, for at the table she pointed to sat a man dressed as a British redcoat, complete with white wig and three-cornered hat. We went over, introduced ourselves, and explained that we belonged to a British car club in New Jersey. We were immediately welcomed as if we had been long-lost compatriots. The redcoat introduced himself as Mike Dallaire, current president of the CCBCC and owner of the aforementioned XJS, who was there along with his delightful wife, Pam, and two other couples who came

Clockwise from left: TR6s caught our eye. Cape Cod British Car Club (CCBCC) member Bob Vogel dons his Lotus 7 pilot's headgear before heading home. CCBCC President Mike Dallaire's XJS. **Previous page:** Mike in full redcoat regalia with his wife, Pam. Pub sign. Posing with Bob Vogel.

in the TR6s. In the course of about an hour, drinking and comparing notes, we discovered that the CCBCC and the PEDC have a lot in common. Both are all-marque clubs with fairly large memberships drawn from a broad area in and around their home turf, both have a high level of spousal participation, both contribute material to *British Marque Club News*, both love ice cream runs and club drives, both meet in taverns (although ours doesn't have a BSA motorcycle on display in the entrance-way), and both host a major fall show drawing participants from far and wide.

If anything, the CCBCC folks are even Brit-car-crazier than we are. Their big show, dubbed British Legends Weekend and held in October at Heritage Museums and Gardens in Sandwich, is actually a three-day event: on Friday evening they hold a Meet and Greet gathering at the Sandwich Lodge, their designated guest hotel (conveniently

located right next to the British Beer Company); on Saturday they offer a choice of either a traditional back roads tour or a tour of historic Sandwich; and on Sunday they hold the actual show at the Heritage, a wonderful setting. Mike and Pam generously invited us to come back for the show as their personal guests, but unfortunately we couldn't make it this year. We're seriously considering it for 2015 though, and anyone else interested in making the trek should let us know.

It's amazing how easy it is to make new friends when you're into British cars. Perhaps British car ownership just attracts the right kind of people. Whatever the reason, do yourself a favor the next time you see a group of British cars in your travels and try to talk to their owners. To paraphrase Will Rogers, when it comes to British car enthusiasts there are no strangers, only friends we haven't met yet. ■



Goodbye Morgan, Hello Jaguar F-type

Ken Wignall

Jim Spring bids a final farewell to his 1960 DHC Morgan after it was loaded into an enclosed trailer for the trip to its new home with a fellow enthusiast in Atlanta, Georgia. There's no reason to be sad, though, as Jim is still in the PEDC with his replacement car, a black 2014 Jaguar F-type roadster. (He bought himself a birthday present for his 89th birthday.) Congratulations, Jim! *Above photo courtesy of Ken Wignall.*

Continued from page 5 – Navigator's Seat

Please watch for the announcement of The Gathering (sometime in January). As in the past few years this is the meeting where we lay out the blueprint for next year's events and rough-out the calendar. Start collecting your ideas and bring them along so we can put them into motion. Contact me at joisuzu@optonline.net if you have any questions or need help with an idea.

See you at the Christmas party! ■



Jim Spring's new Jaguar F-type roadster made its PEDC debut at our 2014 Brits on the Beach show in Ocean Grove, NJ, here shown heading down Main Avenue after the show.

3RD ANNUAL BRITISH CAR PARTS SWAP MEET

Saturday, November 1st
10 AM

Motorcar Garage
42 North Pine Avenue
Maple Shade, NJ 08052
Phone: 856.667.6657

All area British car clubs are invited and encouraged to join in on the fun of buying and selling British car parts and memorabilia. There will be no charge to sell or to browse; however, for this to be a success we need buyers *and* sellers, so please consider bringing some things of your own to sell.

The event will take place in the parking lot of Motorcar Garage, where we have plenty of space for you to set up a spot behind your car or truck. We supply the space; you supply the tarp or table for set-up.

Since the swap will be held outdoors, this is a fair weather event only. In case of bad weather please call 856.667.6657 for a "go/no-go announcement."

We hope to see you on November 1st.

~Pete Cosmides

Lucas Smoke

John Sims

THERE IS A SONG THAT I DO NOT care much for, with the lyrics “Who let the dogs out?” It can easily be modified to our common little British car (LBC) plaint “Who let the smoke out?” There is a story of Donald Healey, who was attending a Conclave some years ago marveling at the number of Healeys on display and their condition. He said (paraphrasing) that he was astonished to see so many of them as, when they were built, no one expected them to last more than three years or so. Given the state of the build—difficult or almost impossible places to perform maintenance or repairs, etc., one can readily believe him.

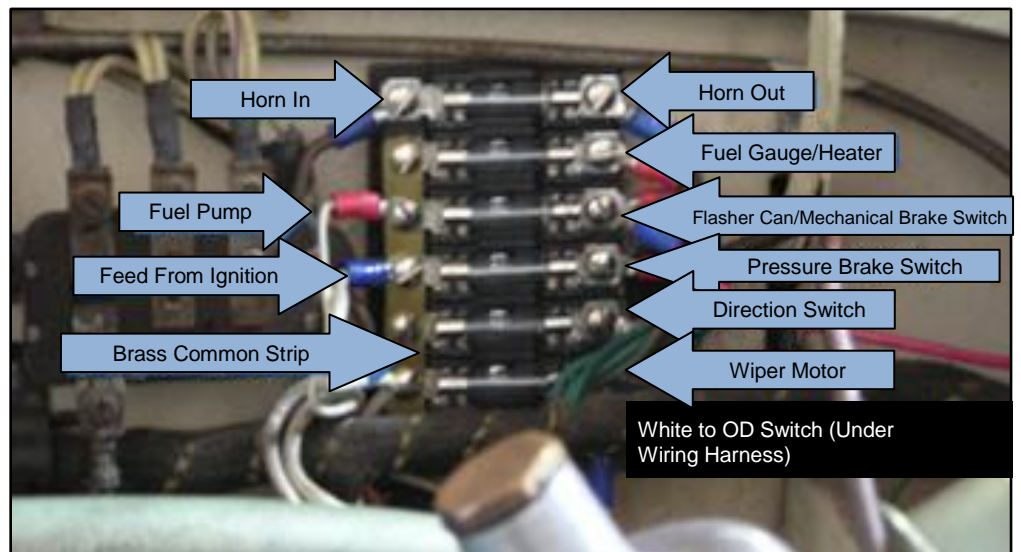
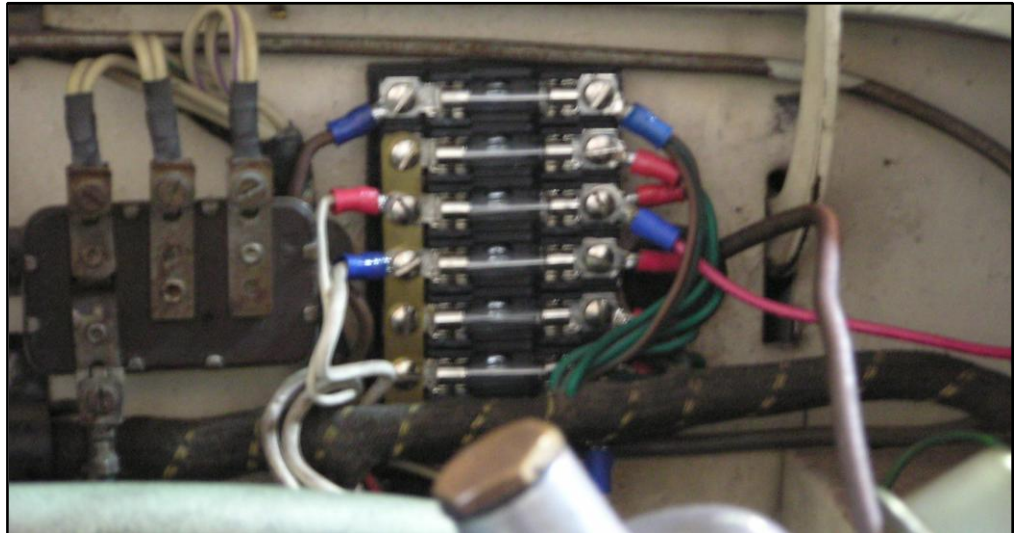
At roughly the same time, his son Geoff, who was in charge of production, was asked a rather esoteric question about a certain nut and bolt combination, and the placement and type of washers used, by a person who was concerned about Concours judging. His quick response was that he did not know or really care, as, on the assembly line, workers just picked whatever was closest in the parts bin and slapped it on. Shortcuts were commonly taken, and that is where this article is headed. Who but the British would use only two fuses for the entire car—one for the horns and the other for everything else? One would think that

Joseph Lucas would want to sell more fuses and would therefore insist on having fuses throughout the car rather than just two. These mysteries and others are why we are so enraptured with maintaining and repairing them.

When I decided to start modifying my Healey as in a previous installment in this newsletter I decided to add fuses, but I wanted to keep the fuse block as close to original as I could. I experimented for awhile with modern fuses, but they just did not look right. So here we go. I found a six-gang fuse block

that looks as if it could have been on the car when it came from the factory. And, even better, the attachment holes fit perfectly with the welded nuts on the firewall. Below is the fuse block.

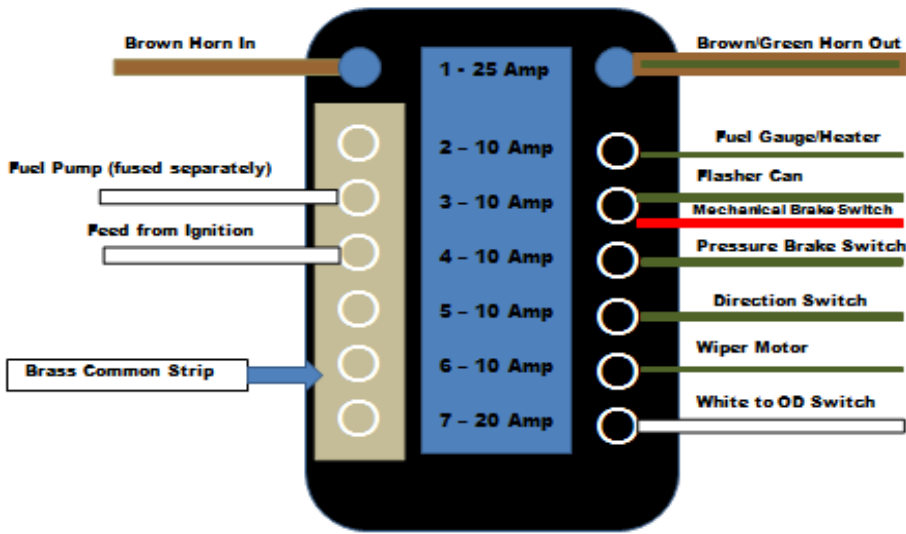
Prior to installation, the horns were wired to the old block with one fuse, and the second fuse had a hot lead going into it with a bunch of wires to other components coming out the other side. I separated that clump of wires and wired the new block, as shown below (bottom photo). See also the diagram on page 12.



WE WANT YOUR STORIES

Been on any interesting trips in your little British car (LBC)? Upgraded or refurbished your LBC? Any new LBC acquisitions or LBCs for sale? Awards won with your LBCs? Share your stories and photos with us. Send them to Carol Kyle, Editor, carolkyle4@earthlink.net. Classified ads for British cars (and British car parts and accessories) run for three months and are **free** to members. Deadline for submittals: 20th of the month.

New fuse Block Wiring

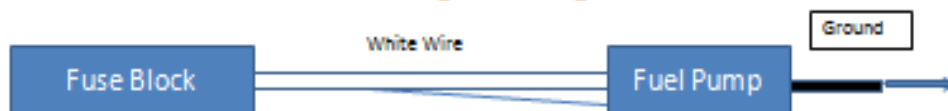


I did not fuse the fuel pump, since I had installed an in-line fuse when I put in an inertia cut-off switch that stops the fuel pump when the car is tilted or that 18-wheeler gives me more than a little bump in the behind. Below is that installation:

Fused Fuel Pump

Revisions to Wiring

Original Wiring



Revised wiring including a 10 amp fuse and an inertia switch



1. Remove the **white** wire at the fuel pump and clip off the circle fastener.
2. Install a male spade clip to the **white** wire removed from the fuel pump.
3. Remove the boot floor.
4. Run a **Red** wire through the wiring harness grommet on the left of the boot. The easiest way is to push it through the boot.
5. Attach a female spade clip to the **white** wire that was clipped from the pump. Attach it to the **Red** wire, using a male spade clip.
6. Clip the **Red** wire in the trunk area to the proper length and attach to the **in-line fuse**, using the proper set of spade clips.
7. Attach the other end of the **in-line fuse** assembly to one lead of the **Inertia Switch**.
8. Install the body of the **Inertia Switch** to the bulkhead, making sure that it is in a position that does not interfere with the closing of the boot deck moveable lid.
9. Attach a **Red** wire to the other lead of the **Inertia Switch** lead.
10. Run this line through the grommet as before. Install a circle clip on the **Red** wire, and install it on the proper lead of the fuel pump.
11. Dress all wires and plug components of the **Inertia Switch** together.

NOTE: the pump circuit grounds through the pump body to the frame.

Continued on page 13 – Lucas Smoke

Continued from page 12 – Lucas Smoke

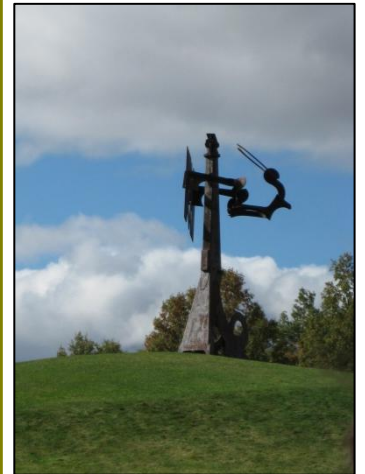


Luckily I have not had to test this in full operation other than to use the self-test button on the top of the switch. This will not help prevent someone bumping me or flipping over making a turn too fast, but it will ensure that the fuel pump will stop, thus not contributing to a flaming disaster.

These modifications and many others can be found on my website, www.healey6.com, on the Technical page, My Modifications section. ■

This article including the graphics, appears courtesy of PEDCer John Sims, The Email Mechanic©, www.healey6.com. ~Ed.

Fuel Pump Inertia Switch Installation (Moss Part Number 900-240)



Coming in January 2015:
THE STORM KING DRIVE



Remembering Brits on the Beach 2014 ~



CLOCKWISE FROM TOP LEFT: Gatekeepers Andy and Karen Moutenot greet veteran PEDCer Ray Carbone in his big Healey. Roaring into Ocean Grove is Ivan Nedds's show-stopping 2012 McLaren MP4. Barry and Laura Shandler enjoy their 2nd place award for rubber-bumper MGBs. PEDC founder Jim Lowda arrives in his 1967 MGB, which placed 3rd in class. Martin and AnaCristina Vickery arrive in their Caterham Seven.



Remembering Brits on the Beach 2014 (Continued)



CLOCKWISE FROM TOP LEFT: New member Milan Lazic enters the show field in his 1986 Panther Kallista. David Hoder's 1957 Morgan four-seater +4 won the Morgan class. Colorful lineup in the chrome-bumper MGB class, including a rare and very collectible MGC-GT. Ernie Caponegro's TR7. A Jaguar E-type coupe in the ever-popular British racing green. 1924 Morris "Bullnose" Cowley winner Ian Robinson accepts from President Mark Berkowsky a well-deserved 1st place award in the Other British Saloons/Sedans class.



Brits on the Beach 2014 Sponsors

The success of our big show of the year in Ocean Grove, NJ, Brits on the Beach, would not be possible without the support of our show sponsors. Thank you to all, and a special thank you to Land Rover Monmouth Jaguar Monmouth, Ocean, NJ for their continued support as a major sponsor and for providing the music for our show.

Charlie Schirm joined us in August for our drive from Woody's to Laurita Winery in New Egypt, NJ.

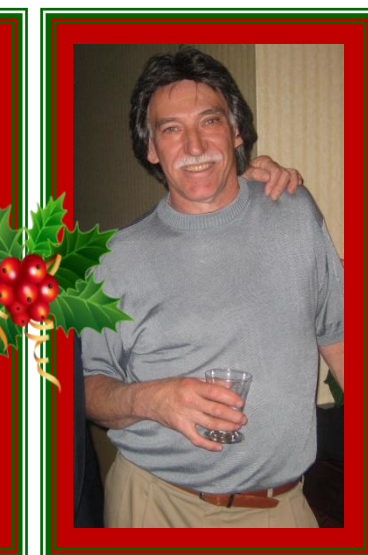
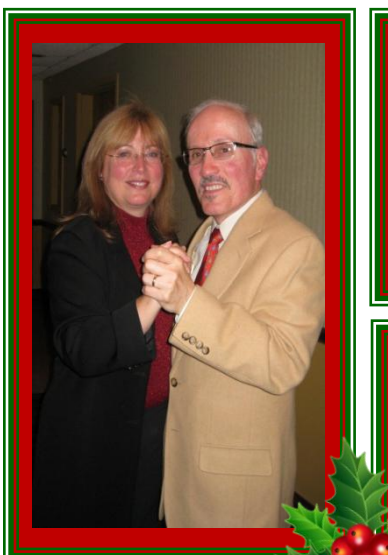
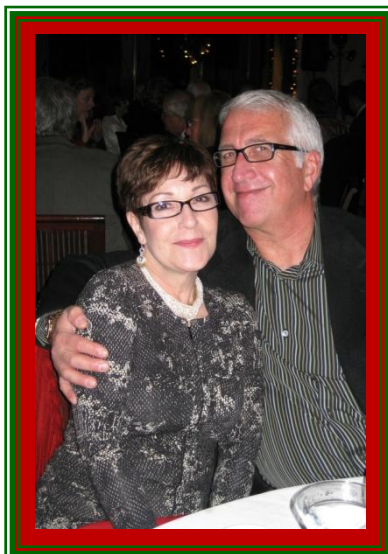
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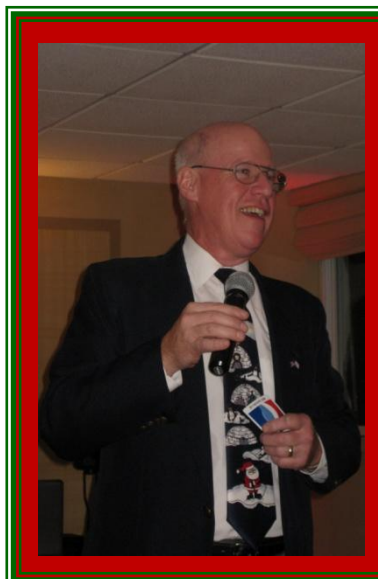
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- Rodney and Kathy Ford
- From Heart to Hearth, Ocean Grove, NJ
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- Jay and Susan Helt
- *Hemmings Motor News*, www.hemmings.com
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- Rock Auto, Madison, WI
- SEMA Action Network, www.semasan.com
- St. Stephen's Green Publick House, Spring Lake, NJ
- Stoner, Inc., Quarryville, PA
- Triumph Rescue/British Wiring, Bally, PA
- Van Wickle Auto Supply, Spring Lake Heights, NJ
- Victoria British, Lenexa, KS
- White Post Restorations, White Post, VA
- Woody's Roadside Tavern, Farmingdale, NJ





**Christmas/Holiday
Parties Past**



Clockwise from top left: From 2011, Mike & Linda Browne; Bill & Margarita Miller; Rodney Ford, who won a Union Jack handmade glass ornament; Nadine Berkowsky, who won a pair of Union Jack ornaments that also function as earrings; Charlie Schirm; and Gary Swart & Sally Stopper. From 2013, Ed & Joan Kinney. From 2012, emcee Bob Canfield and, in formal attire, Jack Kelly. From 2011, Curt & Altha Morton. Rea Savoy's 2012 pirate game win, a miniature Mini.

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.



1979 Rubber Bumper MGB. With its highly waxed finish and ultraclean condition, this MGB has won each of the last 3 years at Brits on the Beach as well as numerous other British car shows. It has a 5- speed manual transmission and is completely restored inside and out. The engine was rebuilt only 3500 miles ago by Kent Prather, a well-known LBC engine rebuilder. This car needs nothing done; everything works and is in new condition. For example, it has new Michelin tires and a new stainless exhaust system with resonator. No rust, no rattles, no squeaks. Please contact Barry Shandler at 732.521.1985 or bshandler@comcast.net for a copy of the extensive equipment list, pricing, and more pictures. A truly beautiful car in show-room condition. *Photos courtesy of Barry Shandler.*



1979 MGB. Fully restored, rust-free, fresh Brooklands Green paint, refinished Rostyle wheels, refinished bumpers, rebuilt engine (currently less than 300 miles but being driven regularly), 2 brand- new SU HS4 carbs, polished stainless exhaust, new brakes with drilled and slotted front rotors, new suspension bushings, lowering springs in front, lowering blocks in rear, new steering rack, powder-coated front cross-member, new black perforated vinyl seats, new interior panels, and new carpet. As nice underneath as it is on top. You could not build this car for the asking price of \$15,000. All receipts and invoices available. Call Bill Miller, 732.778.3274, with any questions, and then come see this beautiful car while you can! *Photos courtesy of Bill Miller.*

Classified Ads (Concluded)

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.



1958 Austin-Healey 100-6. Selling my beautiful white on red 1958 Austin Healey 100-6 due to space limitations. I purchased it from St. Louis Car Museum in 2010 as a fully restored vehicle and have driven it no more than a few hundred miles since. It was serviced by Motorcar Garage in 2012, and the carburetors and rear suspension were adjusted. They also ran a compression check and found that all cylinders were within specs. The car comes with both the recently renewed convertible top and original hard top (not shown), plus the original tonneau cover and side curtains. I am asking \$39,750 for the car. If you are interested or have questions, please call my mobile number, 609.994.8476, or e-mail me, irobinson10@comcast.net. Ian Robinson, Barnegat, NJ. *Photos courtesy of Ian Robinson.*



1952 MG TD. \$15,000 for the car or \$19,000 for the car and trailer. Contact Pelle Gaglione, 845.368.1188 mobile or glass57@aol.com. *Left photo courtesy of Mort Resnicoff.*



Brits on the Beach 2014



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.

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2014 Calendar of Events ~ PEDC and Beyond

PEDC events are in bold red. Other British car events are in bold black. 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.

November

- 1 Saturday, 3rd Annual British Car Parts Swap Meet, Motorcar Garage, Maple Shade, NJ. See page 10 for details.
- 1 Saturday, 19th Annual Pumpkin Run, Fleming's Auto Parts, 353 Zion Road (Route 615), Egg Harbor Township, NJ, flemingsshow@aol.com, 8:00 AM – 4:00 PM. \$8 admission for spectators; children under 12 free. \$20 for car corral—must call Harry first at 609.927.9541. **Pre-registration is not required.** Rain date: 11/8. Flea market: crafts, antiques, collectibles, tools, automotive-related stuff. Show cars & trucks: antiques, classics, street rods, lead sleds, customs, 50s cars, muscle cars, motorcycles, military vehicles, antique racing cars, and more!
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.

December

- 13 Saturday, **PEDC Annual Christmas/holiday Party**. Jeanne Miller, organizer. See details below.

Annual PEDC Christmas/holiday Party

When: Saturday, December 13, 2014, 7-11 PM
Where: The Lobster Shanty, Channel Drive,
Point Pleasant Beach, NJ

Cost: \$42 per person (includes hors d'oeuvres,
buffet dinner, music by DJ Rich Canfield,
and cash bar)

RSVP: Jeanne Miller, NLT November 30, 2014

- Make check payable to: PEDC
- Print & cut out the form below.
- Mail it with your check to:

Jeanne Miller
231 Mirage Boulevard
Barnegat, NJ 08005

- If questions, call Jeanne at 1.609.698.0667
or e-mail her at jal2024@verizon.net.
- You can also bring your check & form
to our next meeting at Woody's, November 5th.



If you are interested in participating in the pirate game, please bring along a \$15 wrapped gift (one gift per couple).

Name _____

Number in party _____ x \$42.00 per person = enclosed amount \$_____

Mail this form with your check by November 30th to:

Jeanne Miller
231 Mirage Boulevard
Barnegat, NJ 08005

2013 PEDC Officers and Staff

Mark Berkowsky, President

mnberky@comcast.net

609.655.0071 home

908.715.1787 mobile

Bob Canfield, Vice President

joisuzu@optonline.net

732.292.1944 home

732.620.2378 mobile

Jay Helt, Secretary

jay.helt@verizon.net

732.571.9200 office

732.614.6460 mobile

Andy Moutenot, Treasurer

kamouts@comcast.net

609.655.0554 home

Karen Moutenot, Regalia Manager

kamouts@comcast.net

609.655.0554 home

Martin Vickery, Webmaster

martin.vickery@gmail.com

732.856.7518 mobile

Carol Kyle, Newsletter Editor

carolkyle4@earthlink.net

732.244.2045 home

732.606.6422 mobile

Ken Kyle, Newsletter Technical Editor

kenkyle4@earthlink.net

732.244.2045 home

732.551.9462 mobile

Nadine Berkowsky,

Sunshine Committee Chair

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. 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.

Ernest M. Caponegro, CEO, CSA®
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WOODY'S, FARMINGDALE, NJ, JANUARY 2014.
Ernie and Ida Caponegro pose for a photo op after our annual planning meeting, known as The Gathering, where we put our heads together and plan out the club year with various events. Little did Ernie know that he would be stepping in as Brits on the Beach show chairman in Bob Canfield's absence this year! Kudos to Bob and Ernie for organizing a great show—our big event of the year and our best show ever by all accounts.

The Gathering 2015—come on out and bring along your ideas of things we can do next year as a car club. The date is to be determined but most likely will be in mid-January.

The Last Word: Get Out and Drive 'Em



Ed and Joan Kinney pass through the throng of Brits on the Beach 2014 visitors in Ocean Grove. Ed recently had his 1951 MGTD detailed just in time for the show. Lookin' good, Ed!

POSITIVE EARTH DRIVERS CLUB

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

<http://www.pedc.org>



2015 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 28, 2015.

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

Check One: ☐ **New Member** ☐ **Renewing Member**

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

***Name:** _____ ***Phone Number:** () _____

Spouse/Partner: _____ **Cell Phone Number:** () _____

***Street Address:** _____

***City:** _____ ***State:** _____ ***Zip Code:** _____

***E-mail:** _____

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

Other Club Affiliations (VTR, NAMGB, etc.) _____

BRITISH VEHICLE INFORMATION:

Make: _____ **Model:** _____ **Year:** _____

Make: _____ **Model:** _____ **Year:** _____

Make: _____ **Model:** _____ **Year:** _____

Make: _____ **Model:** _____ **Year:** _____

Make: _____ **Model:** _____ **Year:** _____

Make: _____ **Model:** _____ **Year:** _____

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

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

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