



# 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

- **October 1:** Monthly meeting, Woody's, 7:30 PM. PEDC's 25<sup>th</sup> anniversary celebration & free cake!
- **October 4:** Fall foliage drive to Frenchtown.
- **October 11:** Brits at the Village, Peddler's Village, Lahaska, PA.
- **October 18-19:** Storm King drive to New York state. See page 11 for details.
- **November 1:** British Car Parts Swap Meet. See page 3 for details.

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



## 17<sup>th</sup> Annual PEDC British Car Day

# Brits Take Ocean Grove by Storm

Ken Kyle

September 20th proved to be the perfect day for a car show, and Ocean Grove the perfect venue for it. With temperatures hovering in the mid-70s, low humidity, and hardly a cloud in the sky, an unprecedented throng of exhibitors and spectators took in a tightly packed show field of 152 cars at our sixth annual Brits on the Beach show, an event that only seems to get better with each passing year. As usual, Ocean Grove and its Chamber of Commerce did their best to make everyone feel welcome, with great shops, excellent restaurants, and, of course, a beautiful Victorian setting. Long-time attendees will have noticed that this was the first year in which no non-participating cars were present on the show field. Kudos to the Neptune Police for making this happen.



**Top:** A 2012 McLaren MP4; a 1973 Austin Mini that took 2<sup>nd</sup> in class; and a 1997 Caterham Super Seven, Superlight 40<sup>th</sup> Anniversary Model.

**Above and right:** Ian and Sue Robinson stand beside Bertie, their 1924 "Bullnose" Morris Cowley. Bertie stole our hearts and, not surprisingly, won the Other British Saloons/Sedans class.



*Continued on page 2 – Brits*





Shown are some of the cars that turned a few heads this year: **left and above**, the 1978 KG Faraday belonging to Christopher Meccia, a long-lost PEDC founding father; **below**, a 1976 Jensen Interceptor; and **bottom**, PEDCer Ralph Scarfogliero's 1956 MG/Jaguar custom that won the Other British Sports Cars class.

*Continued from page 1 – Brits*

Along with masses of MGs, tons of Triumphs, and an amazing amount of Austin-Healeys, the field included some rarely seen gems. Classes S and T, Other British Sports Cars and Other British Saloons, sound like afterthoughts, but they're really where a lot of the action was. In addition to bringing his awesome Jaguar D-type replica to Brits for a second year in a row, Ivan Nedds also brought along a 2012 McLaren MP4, a genuine British supercar capable of going toe-to-toe with the best the Italians have to offer. Class S also included three Aston Martins and no fewer than four Sunbeam Tigers. (We may have to give these guys their own classes if this keeps up.)

Another great Anglo-American hybrid, the 1976 Jensen Interceptor, also put in an appearance, its vast glass hatchback and fire-breathing Chrysler V-8 as impressive now as the day it was built.

Lindsey Parsons's perennial crowd-pleaser, his cycle-fendered 1952 Allard J2X, was there as well, but the runaway favorite this year was Ralph Scarfogliero's 1956 MG/Jaguar custom. With its highly modified MGA bodywork, Jaguar V-12 engine, and superb craftsmanship, this screaming red missile walked off with first place in Class S. Who says you can't make a hot rod out of two or more British cars?

And let's not forget Class T. It was no surprise to anyone when Ian and Sue Robinson's 1924 Morris Cowley, affectionately known as Bertie, took first place in that class. In his own humble way, Bertie was the star of the entire show, and his sturdiness and longevity stand as a tribute to the skill of the long-departed British engineers and craftsmen who designed and built him.

For Carol and me, the high point of this year's show had to be meeting three

of the original seven founding members of the PEDC, all of whom had been out of touch with the club for many years. Jim Lowda, who came up with the idea for the club in 1989 along with the late Frank Clarici, brought his 1967 MGB and took third place in Class I. Ted Robinson, who was instrumental in getting us in touch with these long-lost former members, brought his stunning 2003 Aston Martin Vanquish down from Vermont.

*Continued on page 3 – Brits*





# MOTORCAR GARAGE'S 3<sup>RD</sup> ANNUAL BRITISH CAR PARTS SWAP MEET

Saturday, November 1<sup>st</sup>  
10 AM

Motorcar Garage  
42 N. Pine Ave  
Maple Shade, NJ 08052  
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 1<sup>st</sup>.

~Pete Cosmides



*Continued from page 2 – Brits*

And Christopher Meccia, cousin of current member Mark Meccia, drove his 1978 KG Farfadet all the way here from Ashland, VA. If you saw this vehicle at the show, you realize what an accomplishment that is. If you didn't, some explanation is in order. A KG Farfadet is a British-built three-wheeler that used a Citroen 2CV engine and other parts, sort of a Morgan trike with Gallic attitude.

A fourth original member, Gerry Brinckman, was also at the show with his 1964 MGB but left before Carol and I could catch up to him. We've learned some interesting things from these guys about the club's early days that we'll share with everyone in a future article, but for now I'd just like to mention that they explained how the club actually started up

informally in 1989—not 1990 as we had previously thought, based on the date of the first club newsletter. So that makes the PEDC a quarter century old. (Be sure to attend the October meeting for birthday cake!)

The best Brits ever could not have been a reality without the hard work of all the club volunteers who pitched in to plan and run the show. Show Chair Bob Canfield put his heart and soul into planning the show, only to inexplicably run off to some family wedding in another state on the big day. (Some nonsense about not wanting to get divorced, I think.) Fortunately, the stalwart Ernie Caponegro stood in for Bob on show day and things went off without a hitch. Many, many thanks to Bob, Ernie, and all the volunteers for a job well done! ■

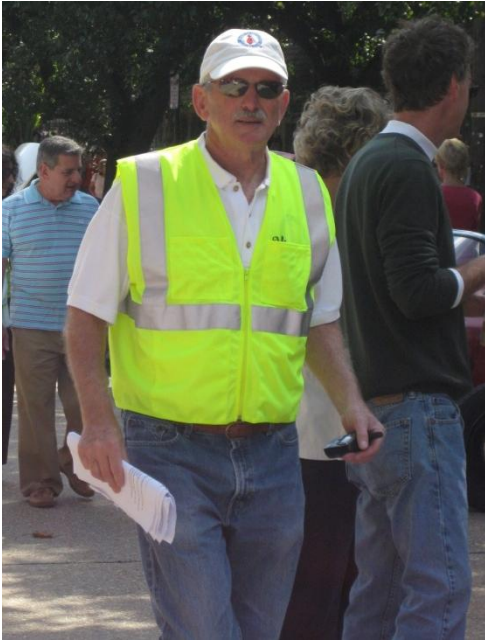
See pp 8-9 for more Brits photos.





## From the Driver's Seat

Mark Berkowsky, President



It was great! For those of you who were there, you know what I'm talking about. If you weren't, I'm sorry you missed it. This year's Brits on the Beach was the best. A lot of thank you's are due. The first one goes out to Bob Canfield, our show chairman, who made all the arrangements and organized the teams of volunteers to get the job done. And to Ernie Caponegro, who took over the reins the day of the show, in Bob's planned absence. And to all the volunteers who really came through for us. From the set-up to the take down and everything in between, there was someone or a group to tackle every task. I might be prejudiced, but this was the best-run car show on the East Coast. In addition to having our great members present, we also had a welcoming venue and perfect weather. The DJ was just right, playing appropriate music at the right volume.

Then there were the cars. We were sold out almost two months before the show, but, as was expected, there were last-minute cancellations and a few no shows. That allowed us to accommodate those day-of-the-show latecomers. In all we had 152 registered cars,

not including some of the vehicles that showed up at the gate. The field was filled to capacity but not overcrowded.

There were a couple of small glitches, mostly hidden. Set-up started late, since the Department of Public Works forgot to deliver the street barricades Friday night, but after Ernie made a phone call, they were delivered in about 30 minutes. The police came right away. With the help of a tow truck they removed two cars left on the street from the night before . . . and the officer stayed all day, just in case there were issues. And then there was HazMat. When he pulled up in his large special truck, the driver said that there was a reported hazardous material spill and asked if I knew where it was. All I could think was, *This is a British car show, and he wants to know where there was an oil leak?* I felt like saying, *Under every car here*, but I didn't. As it turned out it wasn't an oil leak but some antifreeze on the ground due to an overheated radiator. So, not a big deal, but another first for our show. And then our flag protocol had to be corrected.

We always display both the American and British flags at Brits on the Beach, and this time we were reminded that the American flag should be displayed to the left of any other flag—something I won't forget for future shows. Thanks to Reg Savoy, this was quickly remedied.

The comments from spectators and participants ranged from, "The best show on the East Coast this year—I wouldn't miss it!" to "I'm not a car guy, but just being here puts a smile on my face and makes me feel good." Our challenge now is to meet and exceed the quality and enjoyment of the show for next year. If you have suggestions, please send them to Bob or me. Before the show was over, we began assembling a list of minor improvements. The date of the 2015 show will be published soon; when it is, please put it on your calendar.

Again, thank you all for your support in making this year's Brits on the Beach an outstanding and pleasurable day!

See you at Woody's on October 1st. ■

Mark directs an unregistered Austin-Healey upon entering the front gate. We had a record number of 152 cars this year on the Brits on the Beach show field.



## From the Navigator's Seat

Bob Canfield, Vice President

### Move Like Jaeger

For the last 6-7 years I have been living with a sticky speedometer in my Spitfire. I guess it's nice to see what speed you've reached before stopping at the next traffic light, but I have adopted the ritual of tapping on the glass to jog the needle back to zero. When I drive the MGB I sometimes find myself automatically reaching to tap the speedometer before realizing I am in the "other car."

Since I had a spare set of gauges in a box I decided to pull out the Jaeger speedometer to see if it worked any better than the one in the car. After using some CRC Knock'er Loose® to loosen up the input shaft I ran it off a speedo shaft piece and my drill. The needle seemed to work pretty smoothly. Then I attempted to wipe down the dial as well as the odometer and tripometer dials. Big mistake. I smeared some of the numbers before realizing what was happening. Now I needed to back away from the speedometer and take it to a shop that could get it to look and work like Jaeger intended.

Since my new sales region now includes Connecticut, Rhode Island, and Massachusetts, I drive through the NYC/Westchester corridor a lot. I found information on the web about Nisonger Instruments, <http://www.nisonger.com>, in Mamaroneck, NY, so on my next trip through CT I took a detour off I-95 to bring my speedometer to them for a rebuild.

I had a nice chat with Peter Bayer, president of Nisonger, when I arrived. After registering my speedometer I spent some time talking with him about the company and looking through the shop. Nisonger has been the exclusive U.S. Warranty and Service Center for Smiths & British Jaeger Instruments since 1949. Over that time they have accumulated plenty of spare parts, both new and used, and the parts room is almost as big as the shop.

They receive gauges for repair, calibration, or both, from classic car people, boat owners and marinas, and motorcycle owners and shops. Peter said that after Hurricane Sandy he had quite a lot of marine gauges that had been submerged in water and in very poor shape. The shop is organized so that each bench has a specialty. One works mostly on electrical gauges and has the test instruments needed for that work. Similarly each bench has tools and test equipment aligned to the type of gauges they repair.

Before leaving, Peter offered me a few tips about caring for these classic instruments. He receives a lot of speedometers and tachometers that have heavy lubricant residues gumming-up the works. This can result from someone's trying to lubricate the mechanicals (many common lubricants such as WD-40® can gum-up over time) or from excess lubricant applied to the drive cable (rotation of the cable will push the lubricant into the back of the speedometer or tachometer). He also cautioned about letting solvents come in contact with any plastic internal components (such as the odometer wheels . . . lesson learned). I look forward to getting my rebuilt speedometer back and into the Spitfire. I wonder how long it'll take me to stop tapping the glass when I stop!



### Brits on the Beach 2014

As I finish writing this I have not yet talked to any of the show ministers to get feedback on the show, but from what my brother (the DJ) said, it was a great day and all who attended seemed to enjoy themselves. I want to thank all of the ministers and volunteers who donated their time and efforts to the show and to Ernie Caponegro for taking charge of things in my absence. Now we have to figure out how to improve on the show for next year. Maybe we can add an air show over the ocean! ■

Panini Bay Waterfront Restaurant, Tuckerton, NJ, our lunch stop after the Pine Barrens drive.





## Brits on the Beach 2014 Show Results

### Class A—Austin-Healey 100-3000

Sponsor: *I&E Insurance Agency, Point Pleasant, NJ*

- 1<sup>st</sup> Place: Joseph Cornell, 1956 A-H 100/4\*
- 2<sup>nd</sup> Place: George Zabrycki, 1966 A-H 3000 MKIII\*
- 3<sup>rd</sup> Place: Tom Mullen, 1958 A-H 100 BN6\*

### Class B—Austin-Healey Sprite/MG Midget

Sponsor: *Mort Resnicoff and Fredda Fine*

- 1<sup>st</sup> Place: Nick Ferrant, 1961 A-H Sprite\*
- 2<sup>nd</sup> Place: Tom Brabson, 1965 A-H Sprite
- 3<sup>rd</sup> Place: Joe Lippi, 1976 MG Midget \*

### Class C—Jaguar E-Type

Sponsor: *From Heart to Hearth, Ocean Grove, NJ*

- 1<sup>st</sup> Place: Jim Vollmuth, 1967 XKE\*
- 2<sup>nd</sup> Place: Ivan Nedds, 1973 XKE Series III
- 3<sup>rd</sup> Place: Richard Breton, 1969 XKE\*

### Class D—Jaguar XJS

Sponsor: *Charles Schirm*

- 1<sup>st</sup> Place: Frederick Bowe, 1991 XJS coupe
- 2<sup>nd</sup> Place: Laura Lee, 1995 XJS convertible
- 3<sup>rd</sup> Place: Roger Williams, 1996 XJS convertible\*

### Class E—Jaguar XK/XK8/XKR

Sponsor: *Friends of PEDC*

- 1<sup>st</sup> Place: Jerry Goldberg, 2006 XKR convertible\*
- 2<sup>nd</sup> Place: Ken Kyle, 2005 XK8 convertible\*
- 3<sup>rd</sup> Place: --

### Class F—Land Rover

Sponsor: *Jaguar Monmouth Land Rover Monmouth, Ocean, NJ*

- 1<sup>st</sup> Place: Arthur Herry, 1972 Land Rover Series III 88\*
- 2<sup>nd</sup> Place: Rich Eisenbeis, 1995 Land Rover Defender 90
- 3<sup>rd</sup> Place: Mike Crain, 1986 Land Rover 110 Ex Mod

### Class G—MG Pre-War, T-Series

Sponsor: *I&E Insurance Agency, Point Pleasant, NJ*

- 1<sup>st</sup> Place: Mort Resnicoff, 1950 MGTD\*
- 2<sup>nd</sup> Place: Ed Kinney, 1951 MGTD\*
- 3<sup>rd</sup> Place: Robert Elkin, 1953 MGTD\*

### Class H—MGA

Sponsor: *Friends of the MGA*

- 1<sup>st</sup> Place: Carl Erickson, 1957 MGA\*
- 2<sup>nd</sup> Place: Andy Moutenot, 1959 MGA\*
- 3<sup>rd</sup> Place: Russ Sharples, 1960 MGA\*

### Class I—MGB Chrome Bumper

Sponsor: *Peter Richardson*

- 1<sup>st</sup> Place: John Kosztyo, 1967 MGB\*
- 2<sup>nd</sup> Place: Peter Richardson, 1967 MGB-GT\*
- 3<sup>rd</sup> Place: Jim Lowda, 1967 MGB

### Class J—MGB Rubber Bumper

Sponsor: *British Parts Northwest, Dayton, OH*

- 1<sup>st</sup> Place: Richard Hammer, 1978 MGB
- 2<sup>nd</sup> Place: Barry Shandler, 1979 MGB\*
- 3<sup>rd</sup> Place: Bill Miller, 1979 MGB\*

### Class K—Classic Mini

Sponsor: *Ava Geissel*

- 1<sup>st</sup> Place: Michael Browne, 1996 Austin Rover Mini Cabrio\*
- 2<sup>nd</sup> Place: Frank Markowitz, 1973 Austin Mini
- 3<sup>rd</sup> Place: Tinyee Hoang, 1969 Austin Rover Mini\*

### Class L—Morgan

Sponsor: *From Heart to Hearth, Ocean Grove, NJ*

- 1<sup>st</sup> Place: David Hoder, 1957 Morgan +4\*
- 2<sup>nd</sup> Place: Dennis Mosesman, 2012 Morgan 3-Wheeler\*
- 3<sup>rd</sup> Place: --

### Class M—Triumph, TR2-TR3B

Sponsor: *NJ Triumph Association, Gillette, NJ*

- 1<sup>st</sup> Place: Mohammed Sadiqulla, 1962 TR3B
- 2<sup>nd</sup> Place: Ray Homiski, 1960 Triumph TR3A
- 3<sup>rd</sup> Place: Jean Paul Gagnon, 1961 TR3A

### Class N—Triumph, TR4-TR250

Sponsor: *Triumph Rescue, Bally, PA*

- 1<sup>st</sup> Place: George Lawton, 1964 TR4A
- 2<sup>nd</sup> Place: Bill Murphy, 1961 TR4
- 3<sup>rd</sup> Place: Scott Erichsen, 1966 TR4A\*

### Class O—Triumph, TR6

Sponsor: *NJ Triumph Association, Gillette, NJ*

- 1<sup>st</sup> Place: Clifford Besett, 1974 TR6
- 2<sup>nd</sup> Place: Bill Geissel, 1975 TR6
- 3<sup>rd</sup> Place: Joseph Zagami, 1971 TR6

### Class P—Triumph, TR7-TR8

Sponsor: *Delaware Valley Triumphs, Colmar, PA*

- 1<sup>st</sup> Place: Jon Spare, 1981 TR7 V8\*
- 2<sup>nd</sup> Place: Wayne Simpson, 1980 TR7\*
- 3<sup>rd</sup> Place: Jeffrey Shapiro, 1980 TR8\*

### Class Q—Triumph Spitfire, GT6

Sponsor: *British Parts Northwest, Dayton, OH*

- 1<sup>st</sup> Place: Rich Kohlhepp 1973 Spitfire\*
- 2<sup>nd</sup> Place: John Ricci, 1978 Spitfire\*
- 3<sup>rd</sup> Place: Mike Paserchick, 1979 Spitfire

### Class R—TVR

Sponsor: *TVR Car Club of North America, Kintnersville, PA*

- 1<sup>st</sup> Place: Candace Kennedy-Hess, 1964 TVR Griffith
- 2<sup>nd</sup> Place: Tony Hess, 1971 TVR 2500 Vixen
- 3<sup>rd</sup> Place: Ben Roth, 1985 TVR Tasmin

\* indicates a PEDC member

Continued on page 7

## Brits on the Beach 2014 Show Results (Continued)

### Class S—Other British Sports Cars

Sponsor: *British Wiring, Bally, PA*

1<sup>st</sup> Place: Ralph Scarfogliero, 1956 MG/Jaguar\*

2<sup>nd</sup> Place: Lindsey Parsons, 1952 Allard J2X\*

3<sup>rd</sup> Place: Edward Kaczmarek, 1965 Sunbeam Tiger



### Class T—Other British Saloons/Sedans

Sponsor: *Jay and Susan Helt*

1<sup>st</sup> Place: Ian Robinson, 1924 Morris Cowley\*

2<sup>nd</sup> Place: Tom Chowning, 1975 Daimler 420DSL (Limo)

3<sup>rd</sup> Place: Marc Meccia, 1960 Morris Minor\*



Congrats to long-time PEDCers Marc Meccia, **far left**, entering the show field in his 1960 Morris Minor, which took 3<sup>rd</sup> in the Other British Saloons/Sedans class; and Lindsey Parsons, **left**, whose crowd-pleasing 1952 Allard J2X took 2<sup>nd</sup> in the Other British Sports Cars class. *More Brits photos on pp 8-9.*

## Goodbye Margaret, Hello Rosie!

Mark Wintjen

I RECENTLY PURCHASED A 1979 TRIUMPH SPITFIRE that needs some help but runs pretty well. Just after I bought the car I got a call from the gentleman who sold me my 1980 MGB four years ago. He asked if I wanted to sell it back to him. Sure enough we came to an agreement and the MGB went back to him. It worked out well for me as it freed up garage space. There are now only six cars in the family between daily drivers, weekend cruisers, and the new Spitfire addition. Now I will focus my time working on the Spit (we call her Rosie). Here are some photos of the new Spitfire and one of me with the previous/new owner of the MGB, which, by the way, we called Margaret! ■ *Photos courtesy of Mark Wintjen.*





## Remembering Brits on the Beach 2014 ~



More photos on page 9; captions on page 24.



## Remembering Brits on the Beach 2014 (Continued)



Captions on page 24.





President Mark Berkowsky called the meeting to order at 7:35 PM with 46 participants in attendance.

**Treasurer's Report.** Andy Moutenot reported that the treasury had a total of \$6,320.82 in the club's checking account.

**Newsletter.** Carol Kyle was once again congratulated for another outstanding newsletter issue. She reported that the October issue was being processed and that she expected to take lots of pictures at the show in Ocean Grove. She again urged members to submit material for upcoming newsletters.

**Website.** The club's webmaster, Martin Vickery, had nothing to report except that the site had gotten enhanced interest as the show was getting closer.

**Regalia.** Karen Moutenot reported that she had regalia available, and a few members bought new shirts.

### Old Business

Bill Geissel reported on a car show held this summer in Freehold Township. It was a Don't Forget the Vet show in

honor of our veterans. There was a good turnout. Joe Grillo was awarded 1<sup>st</sup> place, but he couldn't fit the trophy in his MGB.

Kathy and Rodney Ford reminded all about their annual pizza and goodie-bag stuffing party set for September 17<sup>th</sup>. Vice President Bob Canfield replied that he will have enough lube on hand.

VP Bob reported that the show was sold out and a waiting list was being populated.

Ken Kyle reported on a drive he and Carol hosted to the Laurita Winery in August with 13 cars participating. The club was invited back on Labor Day, and VP Bob organized this event with 15 cars participating. [See article on pp 14-15.]

VP Bob reported on the annual Allaire State Park Rolling Iron show. Allaire had a full lot that day, and it was an enjoyable afternoon.

## Minutes of the PEDC General Meeting September 3, 2014

Submitted by Ernie Caponegro for Jay G. Helt, Secretary

He also talked about monthly events, including another possible drive to The Backdoor Garage in Sea Girt.

A reminder was made to all that the 31<sup>st</sup> Annual Antique & Classic Boat and Car Show will be held in Point Pleasant on Sept 13<sup>th</sup>. It was agreed that the folks who run the show should reach out to us earlier if they want to advertise the PEDC's participation in the press and if they want us to get the word out to our members in advance.

Remaining comments concerned the final preparations for our upcoming show in Ocean Grove September 20<sup>th</sup>.

The meeting was adjourned at 8:24 PM. ■

**Top photo:** The PEDC lineup at Laurita Winery, Labor Day 2014.  
**Right, top to bottom:** Jack Kelly's MGB-GT, Jack & Sookie McLean's MGB, Joe & Maria Laudisi's Austin-Healey, and Nick Ferrant's Austin-Healey Bugeye Sprite looked great with the vineyard as a backdrop. Participants in each car received two free bottles of Laurita wine, of their choice, and a free wine tasting.







## PEDC Drive to Storm King Sculpture Garden

**SATURDAY-SUNDAY, OCTOBER 18-19, 2014**

**RUSS & PAM SHARPLES, HOSTS**  
**RSVP TO [RPSINET-MGA@YAHOO.COM](mailto:RPSINET-MGA@YAHOO.COM)**

This trip will be an opportunity for fall leaf viewing along some excellent driving roads in northern NJ and southern NY. The drive is 120 miles, about 3½ hours' driving time. Given its length, we plan this as an overnight trip. We will leave from Hopewell, NJ around 10 AM, stop for lunch along the way, and arrive at New Windsor, NY in the early afternoon. The leisurely schedule allows plenty of time to stop for photos and scenic views. After we get settled into our hotel rooms we can meet for dinner as a group or go our own ways.

On Sunday morning we will tour the Storm King Sculpture Garden, <http://www.stormking.org>. There is a \$15 admission per adult (\$12 for seniors), and hours are 10 AM – 5:30 PM. We can get lunch at Storm King and then leave in the early afternoon to drive back to NJ. A scenic route back to Hopewell will be provided, different from the route up, but folks are welcome to drive a faster, more direct route home. Because of the hotel reservations, this will be a rain-or-shine event. However, even in the event of rain, it will still be a nice drive in your daily driver. For more info, including maps of the route, hotel locations, and pictures of the area, click here [https://dl.dropboxusercontent.com/u/11775077/Storm\\_King\\_Proposal.pdf](https://dl.dropboxusercontent.com/u/11775077/Storm_King_Proposal.pdf).

The hotels listed below have limited availability the weekend of the 18<sup>th</sup>, so we recommend you make reservations promptly if you are interested in this trip. Below are some of the hotels we have found that still have rooms available, though there are plenty of other options in the area. None of these is of the bed-and-breakfast variety, as B&Bs all have 2-night minimums during this time. **Note:** Pam and I have booked a room at the Hilton Garden Inn Newburgh.

[Howard Johnson Inn](#), \$100/night  
95 Route 17K  
Newburgh, NY  
845.564.4000  
13 minutes from Storm King

[Econo Lodge](#), \$100/night  
310 Windsor Hwy  
New Windsor, NY  
845.561.6620  
10 minutes from Storm King

[Hilton Garden Inn Newburgh/Stewart Airport](#), \$219/night  
15 Crossroads Court  
Newburgh, NY  
845.567.9500  
13 minutes from Storm King

[Comfort Inn Stewart Airport](#), \$120/night  
5 Lakeside Drive  
Newburgh, NY  
845.567.0567  
17 minutes from Storm King

[Ramada](#), \$120/night  
1289 Route 300  
Newburgh, NY  
845.564.4500  
13 minutes from Storm King

**From wikipedia.com:** "Storm King Art Center, commonly referred to as Storm King and named after its proximity to Storm King Mountain, is an open-air museum located in Mountainville, New York. It contains what is perhaps the largest collection of contemporary outdoor sculptures in the United States. Founded in 1960 by Ralph E. Ogden as a museum for Hudson River School paintings, it soon evolved into a major sculpture venue with works from some of the most acclaimed artists of our time. The site spans approximately 500 acres and is located about an hour north of Manhattan." [http://en.wikipedia.org/wiki/Storm\\_King\\_Art\\_Center](http://en.wikipedia.org/wiki/Storm_King_Art_Center)



## Jeffreeze, West Creek, NJ ~ Last Ice Cream Run of the Season

**ART AND JOANN BECKER** organized our seventh and last ice cream run of the 2014 season on August 28<sup>th</sup>. Some gathered first for a bite of dinner at Calloway's in West Creek, NJ and then met the rest of the gang down the street at Jeffreeze for a fun night of PEDC camaraderie. The owner's dad roped off a section of the parking lot for us so that we could park the LBCs together. He also mentioned us on their sign out front, and even gave us 50% off on all of their ice cream treats. We had a great turnout with 19 of us in 12 cars. As always, the ice cream patrons enjoyed seeing our cars on display. We welcomed Wes, Art and Joann's son, who drove the family TVR, which made its last PEDC run that night before being subsequently sold.



**TOP ROW:** Eight of us gathered for dinner at Calloway's, including Jack and Sookie McLean in their MGB (not shown), Ken and Carol Kyle in their Jaguar XK8, Art and Joann Becker in their Aston Martin, Charlie Schirm in his Jaguar E-type, and Wes Becker in his dad's TVR. **MIDDLE ROW:** Ice cream lovers queuing up for delicious hard & soft ice cream on a beautiful summer's night. Welcome sign out front for our little British cars. **BOTTOM ROW:** From Calloway's we met up with Peter and Mickey Dow, who were waiting for us with their MGTF.

*Bottom-row photo courtesy of Art Becker.*

*See more photos on page 13.*





## CONTINUED FROM PAGE 12:

**TOP ROW:** Roaring into Jeffreeze was Dick Nobile in his sleek 1995 ERA GT. Making a more modest statement but beautiful just the same was Jack and Sookie McLean's MGB. **SECOND ROW:** It was great seeing John and Diane Brown again, this time in their MGB. Charlie Schirm's E-type always turns a few heads. **THIRD ROW:** Peter and Mickey Dow came out together for their first PEDC outing in the 1954 MG TF 1500 that Peter has owned since 1978. Art poses with the father of the owner of Jeffreeze. **FOURTH ROW:** The first wave of PEDCers arrives for ice cream, including, in front, Sookie McLean, Joann Becker, Mickey Dow, and, in back, Wes Becker, Ken Kyle, Jack McLean, Charlie Schirm, Peter Dow, and Art Becker. Arriving later, and not shown in these photos, were Bill and Kim Geissel (TR6), Pete and Patti Linszky (MGB), Peter Richardson (MGB-GT), and Wayne Simpson (TR7).







## PEDC British Car Display Laurita Winery ~ New Egypt, NJ

Carol Kyle



Breathtaking views, **above and left**, from the winery building, looking out over the great expanse of vineyards, which made a lovely backdrop for our British cars. **Left** is Al Kernagis, who went out to check on his MGB LE.

### KEN AND I LED A PEDC DRIVE

August 10<sup>th</sup> to the Laurita Winery in New Egypt, NJ. (See pp 17-18 in the September 2014 issue of *The Terminal Post*.) The winery was so happy to have us in August—even though some of the cars left a bit of automotive residue on the parking lot asphalt—that they invited us back for Labor Day Monday to be part of their Customer Appreciation Day celebration. VP and Events Coordinator Bob Canfield graciously accepted their invitation and got the ball rolling to organize what would become

*Continued on page 15 – Laurita*



Continued from page 14 – Laurita

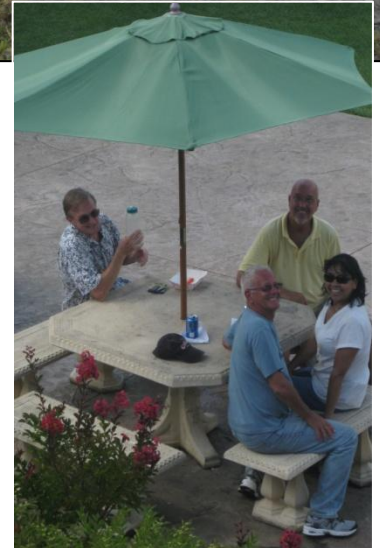
the second PEDC outing there within three weeks, which included another drive from Woody's to the winery through the backroads of Monmouth and Ocean counties. Most PEDCers chose to meet up at the winery with Bob, *et al.*, and were surprised to find that the PEDCers were to park around back, right up against the vineyard, rather than out front in the parking lot, where we fully expected to be. What a pleasant surprise, and what a beautiful backdrop for the cars!

With the promise of two complimentary bottles of Laurita wine for each car that participated, 15 LBCs came out in full force that day, plus two latecomers. This was an exclusive British-cars-only display, and we are hoping it might become an annual PEDC event, similar to our June Father's Day show in Spring Lake Heights, NJ and our April Shore Antique Center show in Allenhurst, NJ. By the way, as if two bottles of complimentary wine per car weren't enough, a free wine tasting was offered to each of us—and there were 26 of us at final count—which we felt was very generous of the winery.

Attending the event were PEDCers Nick Ferrant and family, with three cars (Austin-Healey Sprite, MGB, and MGB-GT), Al Kernagis (MGB LE), Ed & Laura Jones (Triumph TR7), Jack & Sookie McLean (MGB), Bob Canfield (Spitfire), Jack Kelly (MGB-GT), Joe & Maria Laudisi (Austin-Healey 3000), Reg & Rie Savoy (MGB), Ken & Carol Kyle (Jaguar XK8), Art & Joann Becker (Aston Martin), Peter Richardson (MGB-GT), Mike & Linda



Part of the LBC line-up, **top**. The winery building, **above**, made from two salvaged 150-year-old barns. Enjoying the view, **right**, are Jack Kelly, Al Kernagis, and Jack & Sookie McLean. Linda Browne poses next to Wayne Simpson's Inca Yellow TR7, **below**.



Browne (Mini), and Wayne Simpson (TR7). Arriving later were Martin & AnaCristina Vickery (Caterham Seven) and Curt & Altha Morton (E-type Jaguar).

If you have never been to the Laurita Winery you are in for a treat, for it's in a beautiful setting, as the accompanying photos will attest, nestled in rural Ocean County, NJ. Numerous events are planned there through the year and are always well attended, so be sure to visit their website often to see what's going on:

<http://www.lauritawinery.com>. ■





## PEDC Pine Barrens Drive

Andy Moutenot



Recently Karen and I hosted a drive through the NJ Pine Barrens, an area we have grown to enjoy for its size, diversity, and quiet. We find this remarkable in a state as heavily populated as New Jersey. For many of us the Pine Barrens is just a big area covered in pine trees with few to no inhabitants, but the more time you get to explore the more you realize what a national treasure we have.

Our little band of explorers numbered 10 LBCs and one very pretty red Miata (shown left). We gathered at Buzby's General Store, arguably the epicenter of the Pine Barrens in Chatsworth, a village defined mainly by an intersection of routes 532 and 563. Once all were accounted for (with the exception of Pete Dow, who scrambled to catch up in his MG TF) we took off with our first stop at the village of Tabernacle, sometimes referred to as "The Gateway to the Pine Barrens." In the village is Nixon's, a small General Store where we stopped for cool drinks and to freshen up, as already the temperature was in the 80s and climbing fast.

Once back on the road we continued our trek into the Pine Barrens via Caranza Road, which took us to the monument memorializing Mexican aviator Emilio Caranza and his 1928 fatal crash while returning from New York to Mexico City. Caranza is a national hero in his home country, often referred to as "the Lindbergh of Mexico." His death was a national tragedy for Mexico. For the people of the pines, who discovered the crash and his body, visiting the monument has become a traditional event as each year representatives of the Mexican Embassy, a veteran's organization, and local citizens attend a service honoring him.

After touring the site we took off for Batsto, a historic village owing its existence to bog iron and glassmaking during the 100-year period from 1766-1867. When the bog iron and glassmaking petered out, Joseph Wharton purchased the site with the intent of damming up this as well as other properties he owned in the Pine Barrens and selling the water to Camden and Philadelphia. The venture failed, so he turned to other agricultural endeavors, including cranberries, which proved more successful. Incidentally, this is the same Wharton for whom the Graduate Business School at the University of Pennsylvania is named.

Getting back into our cars after a brief visit to Historic Batsto Village, it became apparent we were behind schedule, and although our last stop was to be Harrisville Village, an abandoned (some say ghost) town, it was decided to press on to lunch on Barnegat Bay in the bayside community of Tuckerton. Lunch was at Panini Bay Waterfront Restaurant, a cute eatery situated high on pilings overlooking the bay. After a leisurely (some might say dreadfully slow) lunch, we parted company, each heading home before the forecasted thunderstorm, which thankfully held off for most of us. Politeness precludes us from saying who stopped for ice cream and paid the price by getting drenched on the ride home! All in all, with the exception of the two "H's", heat and humidity, and one right turn that was marked left on the directions, we hope everyone had a good time and enjoyed a small taste of the NJ Pine Barrens. ■

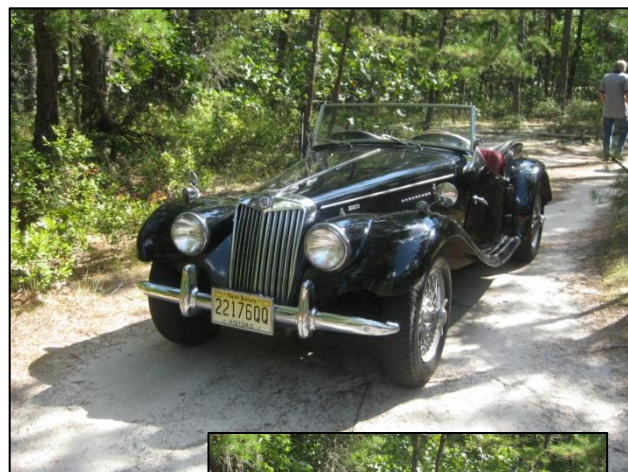
Our drive started without incident as we took the backroads through parts of Burlington and Ocean counties, with our first stop at Nixon's General store.

*Photos continued on page 17.*





The Caranza monument, **above**. Heading home after lunch, **left**, are Tom & Alice Albertalli and Ian & Sue Robinson. *Photos by Rodney Ford.* Peter Dow and his MG TF at the Caranza site, **below**. The cars were happy to be in the shade.



**Left, above:** Looking down at the LBCs from the restaurant. *Photo by Peter Dow.* **Left, middle:** A short stop at the Batsto Village Visitors Center. *Photo by Russ Sharples.* **Left:** Drive hosts Andy and Karen buttoning up the Morgan.



## 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.

### **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](mailto:bshandler@comcast.net)

for a copy of the extensive equipment list, pricing, and more pictures. A truly beautiful car in showroom condition.

*Photos courtesy of Barry Shandler.*





## Classified Ads (Continued)

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.



**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.*



**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](mailto:glass57@aol.com). *Photo courtesy of Mort Resnicoff.*



## Classified Ads (Concluded)

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### **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.

Ian Robinson, Barnegat, NJ.  
*Photos courtesy of Ian Robinson.*







## 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 |

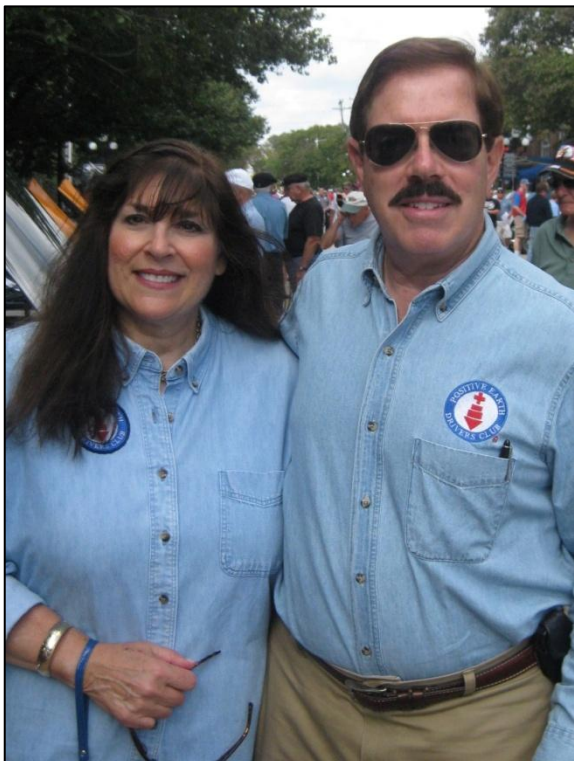
### Other Club Items

|                    |      |
|--------------------|------|
| 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 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.

Brits on the Beach—a good time to wear your PEDC regalia. Be sure to order yours for next year's show.





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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.

### 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. Details to be announced.
- 4 Saturday, Monmouth County Concours, Hop Brook Farm, Holmdel, NJ: <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, 18<sup>th</sup> Annual **"Brits at the Village,"** Peddler's Village, Lahaska, PA. Informal, popular-vote British car & bike show hosted by the Philadelphia MG Club, <http://www.phillymgclub.com>. Families welcome + lots of nearby shops and restaurants. Register here: [http://www.phillymgclub.com/images/PDF\\_Registrations/Brits14RegForm.pdf](http://www.phillymgclub.com/images/PDF_Registrations/Brits14RegForm.pdf). \$15 by October 1<sup>st</sup> or \$20 at the gate. **NOTE:** Contact John Koszttyo, [jonkozy@aol.com](mailto:jonkozy@aol.com), if you would like to be included in the **PEDC** lunch reservation at noon.
- 18 Saturday, to Sunday, the 19<sup>th</sup>, **PEDC Storm King Drive**. An overnight trip starting in Hopewell, NJ to visit a 500-acre outdoor sculpture garden near Storm Mountain, Mountainville, NY. Russ & Pam Sharples, hosts. See page 11 for details.
- 18 Saturday, Cars & Coffee at Fast Lane Motor Club, 618 Summerfield Avenue at Bond Street, Asbury Park, NJ, 8 AM – 12 PM. Indoors, rain or shine. Free coffee & donuts.
- 28 Tuesday, **PEDC's** 25<sup>th</sup> birthday.

### November

- 1 Saturday, 3<sup>rd</sup> Annual British Car Parts Swap Meet, Motorcar Garage, Maple Shade, NJ. See page 3 for details.
- 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. Details to follow.



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 **BRITISH MOTOR TRADE ASSOCIATION**

## Save the Date

### SATURDAY, DECEMBER 13

# PEDC Christmas/Holiday Party

JEANNE MILLER, ORGANIZER

[jal2024@verizon.net](mailto:jal2024@verizon.net)  
1.609.698.0667





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## 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.



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



Smokin' down Main Avenue in Ocean Grove are Scott, Jodi, and Golden Doodle Barney Ericksen in their 1966 TR4A, which took 3<sup>rd</sup> in the TR4-TR250 class this year. Congratulations!

### BRITS ON THE BEACH 2014 PHOTOS, PAGE 8:

**Top row:** An MGTD cruises past the TR6 class on its way down a soon-to-be-crowded show field. Art Herry is delighted to win a 1<sup>st</sup> place trophy for his 1972 Land Rover Series III 88. **Second row:** Ray Carbone plants a kiss on the cheek of and shakes hands with a surprised Rodney Ford for a job well done as a Brits parking attendant! Gatekeepers Nadine Berkowsky and Karen Moutenot take five from their busy schedule. Fredda Fine really knows how to dress for the occasion, sporting Union Jack tights. **Bottom row:** Bob Canfield's brother, Richard, and friend served as our DJs cranking out some great British Invasion tunes for all to enjoy. Bonnets up on the Triumph TR3's, which had some fine entries. A huge PEDC badge positioned next to the door prizes.

### BRITS ON THE BEACH 2014 PHOTOS, PAGE 9:

**Top row:** A rare MGC GT, a frequent visitor to our show. The Other British Sports Cars class is quite formidable, including this year, four Sunbeam Tigers, three Aston-Martins, a D-type Jaguar replica, a McLaren MP4, a Panther Kallista, a KG Farfadet, and others. **Second row:** Line-up of rubber-bumper MGBs. The Stars and Stripes and the Union Jack proudly flew over the show field. PEDC founding members Jim Lowda, left, and Ted Robinson, right, stand alongside Jim's 1967 MGB, which took 3<sup>rd</sup> in class. **Bottom row:** Roger Williams heads home in his Jaguar XJS, affectionately known as "Wooster." Mary Johnson wore Union Jack socks for the occasion. Wayne Simpson's Inca Yellow TR7, a familiar sight at our events, took 2<sup>nd</sup> in the TR7-8 class. Kudos to the ladies who worked the registration and door-prize tables. From left to right are Rie Savoy, Mary Johnson, Alice Albertalli, Kathy Ford, and Jeanne Miller.