



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

- **April 1:** Monthly meeting at Woody's, 7:30 PM.
- **April 11** Ladies' Victorian Tea, 1:30 PM, Toms River, NJ.
- **April 12:** Shore Antique Center Classic British Car Show, Allenhurst, NJ, 12-3 PM.
- **April 16:** Ice cream run to Gil & Bert's, Cranbury, NJ.
- **April 25:** Drive to Edison Museum, West Orange, NJ.

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



Bertie Saves the Day

Ian Robinson

SATURDAY, FEBRUARY 7TH WAS THE big day for bride Kayla Fish and Dr. Rich Magliula as they were to be married at Wayside United Methodist Church in Ocean, NJ. Kayla, desperately in search of a 1920s getaway car in keeping with the '20s theme of their wedding, reached out to the PEDC through its website, and Webmaster Martin Vickery responded by sending an e-mail blast to the club membership. Having a '20s car and being recently retired I volunteered for the assignment. This would be fun, and the '24 Morris Cowley (aka Bertie) was perfect for the part.

In an e-mail exchange followed by a phone call Kayla told me that she loved the car and described her situation: about to graduate from Rutgers University and engaged to Rich, a qualified veterinarian with a dream of starting a veterinary practice. Bob Canfield quickly committed to being Bertie's wingman for the event, and Ken and Carol Kyle volunteered to record the event for *The Terminal Post*.

The day of the wedding came, and fortunately for central NJ it turned out to be a good one with afternoon temperatures around 40 degrees. The PEDC crew assembled at the bride's home in Long Branch with the plan to drive in open-top Bertie to the church, around 5 miles away. Concerns about the bride's arriving windblown nixed that, and the backup plan was for us to convene at a nearby intermediate school and transport Kayla to the church. Plans changed again, and Kayla and the bridal party would go straight to the church instead. No worries, we were here to help in any way that we could.

The PEDC crew proceeded to the church, where the Kyles had to peel off after taking their photos. Wingman Bob in his MGB was committed to stay to the conclusion. There was a lot of snow pack around the

Continued on page 2 – Bertie

Above: The newlyweds surrounded by family and friends. Faithful Bertie awaits. Photo by Ian Robinson.



Right: Ian and Bob waiting for the bride to emerge from her home in Long Branch, NJ.

Below: A happy couple.
Photo by Ian Robinson.



Continued from page 1 – Bertie

church, and despite our wearing heavy jackets the cold started to kick in. Bob and I decided to head into the small church lobby, where we met with Kayla's family—all lovely people—with Kayla shaking and very nervous. The wedding ceremony went quickly. Soon enough the doors opened and the wedding party was heading out. Bob and I headed out to the cars in anticipation.

After a short delay for family photos the newlyweds emerged and were ready to be transported to their reception at a nearby Doubletree. This was our moment! The rear seats of the Cowley are somewhat cramped quarters, but the newlyweds were able to squeeze in before a quick photo shoot (thanks, Bob) and head off to the Doubletree following the bride's family SUV. It was a very happy ride, conversing with Rich and Kayla, watching the cameras in the lead car, and responding to cheers and horn blasts from passing cars with Bertie's Lucas King of the Road bulb horn!

This was truly a great day, and I have to thank Bob, Ken, and Carol for their support. ■

See pp 9-10 for Bertie's technical specs and more photos.

Above: Ian and the groomsmen, the bride's brothers.

Below: Ian and Bertie's big moment, to transport Rich and Kayla from the church to their reception.
Photo by Ian Robinson.





Philadelphia Auto Show

Jon Spare

I'VE WANTED TO ATTEND a major manufacturers' automobile show for most of my life, but I only recently seized an opportunity to attend such an event. Fortunately the stars aligned and there were no conflicts derailing my efforts to get there. The 2015 Philadelphia Auto Show held at the Pennsylvania Convention Center exceeded my expectations. My son Nathan and I arrived late afternoon on a Friday. We were initially impressed with the cavernous size of the main exposition hall. The Convention Center lies between Arch and Race Streets with the entrance at the intersection of Arch and 11th Streets. The far west end borders Broad Street in the vicinity of City Hall with Billy Penn's statue perched above. That makes the Convention Center about three blocks long. This entire massive indoor area was filled with cars from just about every manufacturer on Earth.

Nathan and I started on the 11th Street side, walking past BMW, Mini, and Volvo to find ourselves in the Buick

section. Nathan asked me where the Buicks were, which I found humorous and then asked one of the Buick reps. She just responded, "Right here," obviously not getting the joke. All the manufacturers had most of their new models on display, and attendees were permitted to get inside, look under the hood, and check out the trunk of most of them. The really expensive ones were roped off or up on a revolving pedestal. We were not able to sit in any Bentleys, Rolls Royces, Lamborghinis, or Ferraris. We could check out a Corvette Stingray in an up-close-and-personal style, but that ultra-performance package known as the Z06 was off limits as it revolved on its mirrored pedestal.

Camp Jeep

Walking westward on the north side of the display area, we came upon Camp Jeep, an obstacle course with ramps, hills, and rough terrain designed to show the capabilities of the Jeep vehicles. The line to ride along this course moved

swiftly, and within 15 minutes we climbed aboard a Jeep Cherokee. I urged the driver to try and get some "air" going over the apex of the hill, but he declined. The Cherokee seemed very capable negotiating the 30 degree inclines both up and down. It has an automatic function that maintains a controllable speed on the decline without having to ride the brake.

Virtual Reality

Another interesting demonstration involving audience participation was Toyota's driving simulation designed to show the detrimental effects of typical distractions we face every day. I wore virtual reality goggles and a headset and started off in my Camry or Corolla (like you can really tell the difference). The brakes lacked any real feel, but I easily controlled the car until the steering didn't respond as I felt it should while negotiating a sharp left turn. I crashed, though not due to the distractions thrown at me.

British Power

Although this show is primarily a way for new car makers to show off their wares, it does not exclude the classic vehicle. Many

customizing companies showed off their products. Late 60s and early 70s American muscle were well represented. Additionally, automobile museums had their prized vehicles on display, including the Simeone Foundation Automotive Museum. A noteworthy car that caught my eye was a 1954 Austin-Healey 100-4 BN1. Powered by only a four-cylinder engine with a 2.7 liter displacement it produced an average speed of 104 mph in a 30-hour endurance test. Not bad for only 90 bhp. Also among classic British vehicles were a 1954 MG TF Midget 1500 and a 1971 Triumph TR6.

New York Auto Show

Even though the Philly show has come and gone for this year, the New York International Auto Show runs from April 3-12. If any of my review piqued your interest, I encourage you to attend. I may even go too, barring any conflicts that may arise. If you're truly interested in cars, you're sure to enjoy yourself. ■

Above left: 1954 Austin-Healey 100-4 BN1. **Middle:** 1954 MG TF Midget 1500. **Right:** 1971 Triumph TR6. Photos courtesy of Jon Spare.

Saving the Best for Last

Art Becker

I have been a “car guy” most of my life. To be totally transparent

I really have to admit I have been a “British car guy” all of my life. In a previous article I recounted my initial infection with the British car bug that happened at age 18 when I purchased a 1960 Bugeye Sprite—the epitome of British engineering for 1960, a simplistic ride that broke down regularly and needed repairs as required with the most basic of tools and automotive knowledge. The ride was spartan and adventurous, never comfortable but always fun. Being very young seemed to steady the ride and provide mental comfort even when the top leaked or the road surface was rough. It was all about the romance of driving a sports car.

As time went by I purchased some other British vehicles. At the end of the 1960s I purchased a ‘69 Austin-Healey Sprite with wind-up windows, seats that actually had foam in them, a heater that worked (kind of), and a huge 1275-cc engine providing serious power. Life was good for me even if the British motor car industry was struggling. I went to college, got married, had kids, and there wasn’t much room for British cars. In 1975 I bought a TVR Vixen and moved up a few levels in the British offerings. It was a fun car, good looking, and provided a level of comfort above the Sprites. The improvements were nice but limited in scale.



Providing adequate heat to the occupants of the car in the winter was still an issue (maybe a dream), and single-speed blower motors were still in vogue. The heat in the summer was abundant when it wasn’t desired. It seemed that the 1960s British sports car formula for comfort was still in effect and being applied in the manufacturing process.

As I aged, my desire to drive a car with these somewhat prehistoric characteristics waned. I thought it hopeless to ever spend much time driving a true British sports car as I got older. Well let me tell you I was wrong! Last year, by chance, I happened to see a 1980 Triumph TR-8 for sale at a car show in Carlisle, PA. The car caught my eye primarily because of its American-born aluminum V-8. Triumph was one British marque I hadn’t owned, so I had to take a closer look despite the car’s being painted in some shade of ugly gold. I got past the paint work and really studied the

car. It isn’t particularly attractive, being a “wedge,” and with the lights on it looks somewhat hideous, but I wasn’t going to let the departure from “traditional British” styling get in the way of my evaluation. I sat in the car and immediately was impressed with the room afforded the driver and passenger. The driving position was comfortable, and the foot box actually accommodates size 12 shoes. Now we’re getting somewhere.

Above and below: Art joined the ranks of Wedge lovers with his recent LBC acquisition, a 1980 Triumph TR-8. *Photos by Art Becker.*

The gears in my brain started to turn when I saw a 5-speed transmission coupled with a V-8. Suddenly a news flash entered my head: “Hey, this car may have a chance of staying up with 75-80 mph traffic on the Garden State Parkway (GSP) without approaching redline on the tach.” A glance at the

Continued on page 5 – Best





**233 YEARS AFTER
BURNING DOWN THE
VILLAGE OF TOMS RIVER
THE BRITISH HAVE
RETURNED . . . BRITISH
CARS, THAT IS!**

The British Invasion!

A BRITISH CAR SHOW

MAY 31, 2015

11 AM – 2:30 PM

**Toms River Country Club
Washington Street
Toms River, NJ**

TROPHIES FOR
1ST, 2ND, 3RD PLACE

**Ken & Carol Kyle,
organizers**

kenkyle4@earthlink.net
carolkyle4@earthlink.net
732.551.9462

- Open to PEDC cars only.
- Space is limited; pre-registration required.
- No registration fee.
- No rain date.

**SEE PAGE 23 FOR
REGISTRATION FORM.**



Continued from page 4 – Best

speedometer displaying a top of 80 mph, and I was concerned. Upon inspecting the dash board I noticed the blower for the heater had 4 speeds! Is this possible? Could this beauty really have heat in the dead of winter such that the car could be a “car for all seasons”? More detailed inspection revealed some mention of AC on the dashboard. Are they speaking of alternating current or perhaps air conditioning? All my previous British cars had the typical manufacturer’s AC, i.e., wind down both windows in the summer. It became apparent to me, in discussing this matter with the seller, that AC was the real deal—air conditioning, as with refrigerant, Freon, the life blood of AC. That closed the deal. I had to take a test drive.

The test drive went very well. The car had great pick up, shifted nicely, the seats were comfortable, and I was comfortable in a British wedge-shaped gold car. Amazing! OK, the AC didn’t work, but that didn’t matter. The fact is it had AC, which was amazing. Once again it was all about the romance in my head. Hmm, an LBC with AC installed at the factory but not working. That’s OK, it’ll give me something to repair, and it made me warm and fuzzy that some British sports car tradition still remained in this modern machine. By the way, the hazard lights didn’t work, the driving lights didn’t work, the radio didn’t work, the electric antenna didn’t work, the windshield washers didn’t



A peek under the hood reveals the V-8 engine. Photo by Art Becker.

work, the suspension bushings were shot, the engine leaked oil as in the 1960s, and the water pump leaked. I’ll take it! Wow, a 1980 British sports car that kept up the 1960 tradition of needing repairs while having AC. It doesn’t get better than this.

I had the car delivered to my house, as I knew it wouldn’t make the drive home from Carlisle. When it arrived I rolled up my sleeves and did a lot of work. I am happy to report that the only things not working on the car are the AC and the clock. (The clock actually worked when I first got the car, so it died on my watch.)

The reality is that this is a comfortable and road-ready vehicle for today’s highways. I have had the pleasure of burying the speedometer on the GSP, keeping up with traffic with little effort. The car is roomy and comfortable. It’s a shame that this was the last hurrah for Triumph, as they closed their doors just two years after introducing this vehicle. I give it four-and-

a-half stars. The extra half star is for using AC Delco air conditioning system components. I have a shot at getting it operational this summer. Did I mention the bearing on the AC idler pulley was bad when I got the car? I have to get that fixed prior to evaluating the possibility of AC repairs. I will survive, as I still have traditional British AC—wind the windows down. If I want MAX AC, I will drop the top.

Friend and club member Pete Dow and I had the intestinal fortitude to take the TR8 to the February PEDC meeting with temperatures in the low 20s. Pete has an MGTF, and I guess I just wanted to show off the creature comforts of my car and demonstrate to Pete that there are British offerings that can be driven comfortably in the winter. I was gloating when I had to adjust the cabin temperature to a lower position and lower the blower fan speed to position 1. Wow, what a car! No kidding, this is a great British sports car. Try one, you’ll like it. ■

From the Driver's Seat

Mark Berkowsky, President



APRIL SHOULD BE THE BEGINNING of the driving season. I don't know about you, but I haven't even turned over the engine in our Spitfire yet. We have a drive and a show planned for this month, so I hope the weather changes quickly to a beautiful New Jersey spring. Having four seasons is one of the benefits of living in New Jersey. Since I grew up here I have many memories of the wonderful weather April typically brings.

Early Ice Cream Run

With that in mind, we have planned the first ice cream run of the year to Cranbury, Thursday, April 16th. I'm starting to doubt whether this was the right month to choose, so we hope the weather will cooperate. As most of you know, Nadine and I have lived in Cranbury for over 40 years, in southern Middlesex County, due west from much of the PEDC membership. Our local ice cream venue is called Gil and Bert's, named after the prior owners of the building.

About Cranbury

We are known as "historic" Cranbury, and we have fought hard to preserve its heritage, having been established in 1697. Our historic village is on the National and New Jersey Registers of Historic Places—quite a feat for a town with roughly 2,500 residents. It is surrounded by farmland on the west, with about 3,000 acres of it preserved to remain as open space. So a drive along our country roads will remain scenic and open, despite the intense development of our adjacent neighbors.

About Gil & Bert's

The owner of Gil & Bert's opened her little ice cream store as a part-time business from two windows on the side porch of her house, which is located on Main Street. This little venue became so popular in such a short time that it became a full-time business for the owner, and she now has many employees. People from surrounding communities regularly make the trek to Gil & Bert's for ice cream. Flavor names are unique, and they all taste great. [Who could forget Blue Tooth, British Banana Bonanza, and Coffeelicious? ~Ed.] Friendly service helps increase their popularity as well. It's no wonder that on early evenings in summer people line up down the block to sample the cold treats on Main Street.

In Cranbury, the house that you live in is known by the name of the previous or original owner. Craig and Beverly Gilbert were the prior owners, and Mrs. Gilbert was a well-known and highly thought of teacher in the local elementary school. So what could have been more fitting than to name the store Gil and Bert's?

Mark your calendar and join us for a treat April 16th. There are many great back roads to get here, so plan a fun drive.

Club Directory

We are on target to have our club

directory for 2015 published in time for our April meeting, even though it is so early in the month. Thanks to all those who have helped put it together, including Andy Moutenot, Bob Canfield, Carol Kyle, and Wayne Simpson. For those of you who sent in your membership renewals early, thank you. You saved Bob from sending out his reminders. If you were late, then you probably aren't reading this, since you are no longer on our distribution list. However, if some kind soul forwarded this to you, your membership form can be accepted at any time. You just won't be listed in this year's directory.

We expect to hand out the directory at our April meeting. Be sure to join us on the first of the month at Woody's. If you're reading this issue of the newsletter sent to you, you are a member in good standing. For those who have not renewed yet, you will not be getting a copy sent to you. If you did forget to re-up, it's never too late! Just send in a membership form and a \$15 check. See our website, www.pedc.org, for a current membership form.

Hope to see you on the road this month in nice, warm, dry, sunny weather. ■

Mark and Nadine at Gil & Bert's, June 2010



From the Navigator's Seat

Bob Canfield, Vice President

Bottomless Pits

I think the Connecticut-Massachusetts corridor got record snow this winter because Bill Belichick made a pact with the Devil for the big Super Bowl win. Even though central NJ was spared a lot of the heavy snow, we did have a very cold season. One of the after-effects of such a winter is a big crop of bottomless pits, known to most of us as potholes. I travel throughout Connecticut, Massachusetts, Rhode Island, and New York state for my job, and over the last few months I have seen (and run over) some huge ones. So far I have not ruined any tires or wheels, but I have seen plenty of hubcaps and people changing tires on the side of bad roads.

The NJ Department of Transportation (NJDOT) says they expect to fill over 300,000 potholes this year, which is about 40% more than annual averages. To help with this huge undertaking they have rented 13 Pothole Killers trucks and crews (www.potholekillers.com). These trucks can safely fill about 60% more holes per day with fewer people. Of course the expense to fill these holes will still be high. (NJDOT estimates about \$4M this year, and that's just for the state roads!)

So I guess we have to be more careful this spring in planning and checking the routes for our PEDC drives. One tool available is a new app developed by Justin Auciello (writer, surfer, traveler) and Dr. Wansoo Im of Verticies, LLC (a company that designs mapping solutions). The tool is a NJ Pothole Map (<http://mappler.net/njpothole>) that can help us avoid the NJ bottomless pits. It's one thing to be on the side of the road with a Lucas problem, but quite another if your LBC's frame and wheels are twisted.

If you end up a victim of a pothole, you will probably find that your insurance company will help with the cost to set things right again, after the deductible.

Filing a claim with the state, county, or municipality responsible for the road is worth pursuing, but very few claims are actually successful. You have to prove that the agency involved knew about the hole and did not respond in a timely manner. Given the severity of the pothole problem this year, I think "timely manner" can extend to August.

"It's one thing to be on the side of the road with a Lucas problem, but quite another if your LBC's frame and wheels are twisted."

I am finishing this article on the first day of spring, and the forecast is for some snow. I guess Punxsutawney Phil was right this year. Our club calendar shows the first drive of spring is not so far away—to the Thomas Edison Museum in West Orange. I hope by then the Pothole Killers have helped smooth out the roads we will travel.



Brits on the Beach 2015

We already have six cars registered and one trophy class sold. Registrations and sponsorship forms started arriving before I even had the spreadsheets ready! What I can really use from members is new ideas to improve the show. I know the tendency is to just hit replay and do what we've done in shows past, but we need to keep things fresh and look for original and innovative schemes. If you have any suggestions, please send them to me at joisuzu@optonline.net so that we have time to incorporate them into the show.

Brits 2015 registration and sponsorship forms are on the website. See also the last page of the newsletter for the registration form. Please keep your eyes open for anything you think might be suitable as a door prize for the silent auction or to be included in our goodie bags.

See you April 1st! ■

Fortunately Bob in his MGB and Ian Robinson in his 1924 Morris Cowley, known as Bertie, avoided potholes on February 7th when they served in their wedding duty roles. See also front page article.

Minutes of the PEDC General Meeting March 4, 2015

Submitted by Jay G. Helt, Secretary



The meeting was called to order at 7:35 PM by President Mark Berkowsky, with 40 members present. A motion to accept the minutes of the February 4th, 2015 meeting was made, seconded, and approved by all present.

Treasurer's Report

Treasurer Andy Moutenot reported that we have 126 members paid up and we are in terrific shape with a balance in the account of \$6,128.00. A motion to accept the report was made, seconded, and approved by all present.

Newsletter

Carol Kyle continues to seek submissions of articles and photos for future issues.

Regalia

Karen Moutenot could not make the meeting tonight, so Andy offered to take orders for her.

Past Events

Vice President Bob Canfield reported on the wedding run

with "Bertie," owned by Ian and Sue Robinson, on February 7th. The bride's father was very impressed with Bertie and the PEDC and made a donation to the club.

Old Business

President Mark announced that the membership directory is being printed this month.

Sunshine

VP Bob announced that Jack Kelly is having foot surgery.

New Business

Saturday, March 21st, will be the **Motorcar Garage Annual Open House & Tech Session** hosted by Peter Cosmides at 42 N. Pine Avenue, Maple Shade, rain or shine. For more info call 856.667.6657.

Carol Kyle announced that the **PEDC Ladies' Victorian Tea** April 11th at 600 Main in Toms River has been sold out, but she has a waiting list if anyone is interested.

April 12th will be the annual

Classic British Car Show at the Shore Antique Center in Allenhurst.

April 16th will be our first ice cream run to **Gil & Bert's** in Cranbury, hosted by President Mark and Nadine Berkowsky.

VP Bob announced that this year's **Brits on the Beach** will again be in Ocean Grove on Saturday, September 19th. Bob also needs new ideas for trophies.

Mort Resnicoff announced a drive to the **Edison Museum** in West Orange on April 25th. Mort also announced that he and Fredda Fine are engaged, but no date is set.

Bill Miller has a black '63 MGB for sale if anyone would like to make an offer.

Our next regular meeting will be on Wednesday, April 1st, 2015.

The meeting was adjourned at 8:16 PM. ■

Above: Mort and Fredda, August 2014, during our drive to Laurita Winery, New Egypt, NJ



**PEDC DRIVE
TO THE
THOMAS A. EDISON
MUSEUM IN
WEST ORANGE, NJ**

SATURDAY, APRIL 25TH

**Leaving at 8 AM
from the Wawa
at Routes 33/34,
Wall Township, NJ**

**MORT RESNICOFF &
FREDDA FINE, HOSTS
MORTRES@POBOX.COM**

WE HOPE TO SEE YOU!

~

DETAIL OF EDISON'S LIBRARY



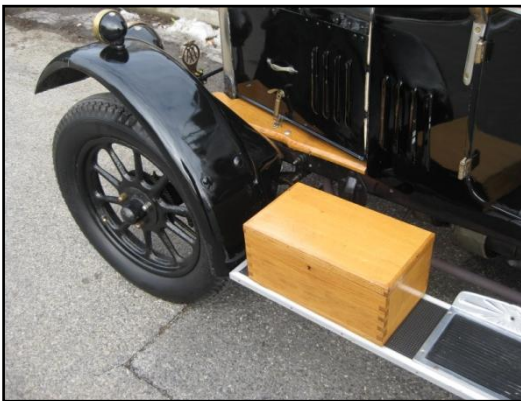
QUOTE OF THE MONTH

"No other man-made device since the shields and lances of the ancient knights fulfills a man's ego like an automobile."

~ Sir William Rootes
(1894-1964), Coventry motor manufacturer

Bertie's Technical Specs

Ian Robinson



ENGINE

Manufacturer	Morris Engines Ltd., Gosford Street, Coventry
Cylinders	4 in line cast en bloc with upper part of crankcase. Detachable cylinder head. Copper asbestos sandwich head gasket.
Bore and stroke	69.5 mm x 102 mm (2.734" x 4.016")
RAC rating	11.9 hp

Note from Ian: I am frequently asked how many horsepower the car has. This turns out to be a little complicated as the 11.9 hp RAC rating has no correlation to brake horsepower (bhp). RAC hp was used in Britain from 1910 to 1947 to determine the tax class of a vehicle and was calculated using the following formula:

$$RAC\ h.p. = \frac{D^2 \times n}{2.5}$$

where

D is the diameter of the cylinder in inches
n is the number of cylinders

Max hp (bhp)	27 @ 2800 rpm
Max torque (lb. ft.)	57 @ 1400 rpm
Cubic capacity	1548 cc
Valve gear	Side valves in L-head
Ignition	Spiral bevel magneto drive
Lubrication	Plunger pump operated by a single lobe on the camshaft. Main bearings and camshaft are pressure fed. Big ends and pistons lubricated by dippers fitted to the connecting rods splashing in troughs
Cooling	Thermosyphon, fan-assisted. Radiator manufactured by Osberton

GEARBOX AND CLUTCH

Gearbox	Three forward speeds and reverse
Clutch	Two driven plates

PRINCIPAL DIMENSIONS

Wheelbase	8' 6"
Track	4' 0"
Overall length	12' 9"
Overall width	4' 10"
Ground clearance	8½"
Weight	18 cwt (2016 lb)
Water capacity	29.5 pints
Oil capacity	9.5 pints
Petrol capacity	Scuttle tank: 5 gallons. Shell can on running board: 2 gallons (Imperial)

References

Much of this information was obtained from the 1965 book *The Bullnose Morris* by Lytton P. Jarmon and Robin Barraclough, published in London by Macdonald. Other information from Wikipedia.

More Bertie Photos ~



PHOTOS ON THIS PAGE: **Above left:** This is where the American term *dashboard* came from. **Above right:** The Morris badge. *Photo courtesy of Ian Robinson.* **Right:** Detail of Bertie's engine. Note fuel filler and grease gun on firewall. **Below:** Ian, Sue, and Bertie arrive at Brits on the Beach 2014, where Bertie won the Other British Saloons and Sedans class.

PHOTOS ON PAGE 9: **Top photo:** On wedding day, February 7, 2015, Ian queues up for the drive from Long Branch to Ocean Township. **Second photo:** Detail of Bertie's running board. **Third photo:** Quarter-spherical top of radiator shell gave the "Bullnose" its nickname. **Fourth photo:** Ian and Sue head into town, Lewes, DE, May 2014, to queue up for the parade down Second Street, after having won the class for British cars built between 1900 and 1956 amid stiff competition.



Camaraderie

Phil Schneider

ONCE UPON A TIME . . .

there was a group of car owners who drove small British cars and waved at each other as they passed. This behavior was referred to as *camaraderie*. This incident occurred over 60 years ago in a far off place called Ruidoso, New Mexico. A group of nontraditional rowdies who all owned MGTDs had traveled there from Holliman AFB, some miles away. There was a purpose for this visit, and it was a regional Sport Car Club of America (SCCA) automobile race, actually run on a dirt horse track. Messy but fun. There were quite a few entrants and even more viewers.

My TD wasn't a year old, and I was surprised that it ran out of fuel with nary a wink from the green low-fuel warning light (no fuel gauge). Parked conveniently a short distance away was a red TD that none of us recognized. It was pretty common knowledge that by moving a fuse one notch in the holder a key wasn't necessary to start the car, or, more important, in this case to activate the electric fuel pump. All that was necessary after that was to back off the flex hose that went to the carburetors and pump a little fuel into an empty beer can or two—just enough to get you to a filling station, mind you.

I was explaining this to a pleasant stranger while actually giving him a demonstration of this procedure on the red TD. Although he seemed quite impressed with this bit of wizardry he did ask me if I thought the owner of the TD might get a tad cranky with my pilfering (his word not mine) his fuel and molesting his car. I fortunately had a few beers which made me naturally more eloquent as I explained the almost brotherhood that existed between the owners of these wonderful little cars. Camaraderie!

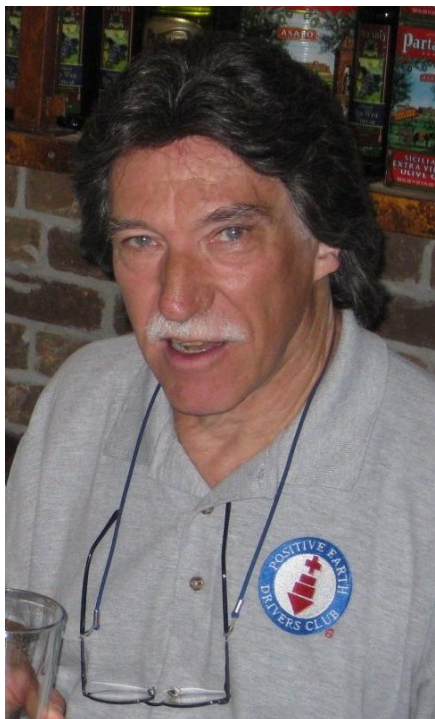
He explained to me very slowly that the car from which I had pilfered the gas was his and he appreciated my explaining the "camaraderie" among the owners but found he had a more pressing problem. I soon found out his name was Dave and also found out that he had left Las Cruces with a case of grape fruit juice but had neglected to bring something to mix with it. I recovered quickly and explained that we had come from Holliman with a gallon of Oso Negro gin and perhaps there was a solution to both of our problems. Within 30 minutes a bond was formed between Dave and the Holliman rowdies that was to last for the duration of our stays in southern New Mexico. Camaraderie!



COMING NEXT MONTH

*Adding Modern Sound
to a Vintage Car, Part II*
by Russ Sharples

Have You Ordered Your Regalia for the 2015 Driving Season?



Charlie Schirm (left), Rodney and Kathy Ford (middle), and Ed and Joan Kinney (right) sporting their PEDC regalia—Charlie, Kathy, and Joan in their short-sleeve golf shirts, and Rodney and Ed in their short-sleeve button-down denim shirts.



Official PEDC Regalia for 2015 ~ 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.



Our 18th Annual PEDC British Car Day Brits on the Beach

SATURDAY, SEPTEMBER 19, 2015

**10 AM – 4 PM
OCEAN GROVE, NJ**

- ◆ This is a rain or shine event.
- ◆ Our show field, Main Avenue from Central Avenue to New York Avenue, will be closed to traffic.
- ◆ Registration fee is \$15 per car by September 12th and \$20 per car after September 12th.
- ◆ Check in and registration is 9:30 AM – 11 AM.
- ◆ Dash plaques for the first 130 cars registered. Goodie bags for all registrants.
- ◆ Silent-auction-style drawing for door prizes is open to all registrants.
- ◆ Judging is by participant's choice, noon to 2 PM.
- ◆ The awards ceremony starts at 3:30 PM.
- ◆ Classes and the number of awards per class are determined by pre-registration. We expect ~150 cars this year.
- ◆ Questions? Contact PEDC Vice President & Show Chairman Bob Canfield, joisuzu@optonline.net.

SEE LAST PAGE FOR
BRITS ON THE BEACH 2015
REGISTRATION FORM.

This is our 7th year in Ocean Grove, a lovely seaside resort at the Jersey Shore, listed in the National Register of Historic Places. It's proved to be a great venue for us, with its quaint shops and eateries. The beach & boardwalk are just two blocks from the show field. Stroll the town and view their beautiful Victorian architecture, including the Great Auditorium built in the 1890s. Admission is free for visitors and spectators. DJ Rich Canfield will provide live music from all eras for all ages, so bring the family for a day of fun!



Wearin' o' the Green at St. Stephen's Green Publick House

Pat Wignall

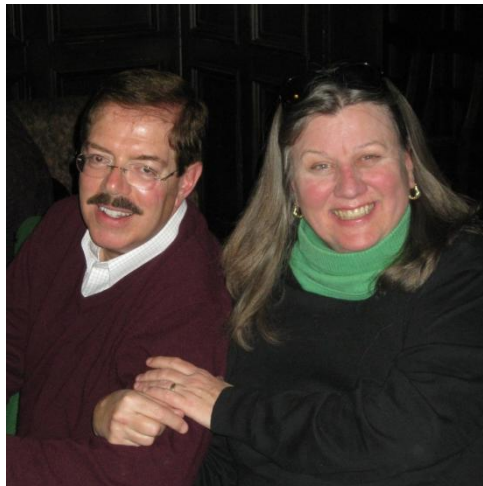


On Wednesday, March 11th, 13 PEDCers headed to Spring Lake Heights for the wearin' o' the green, to celebrate the

patron saint and enjoy a night of Irish food and drink. As luck would have it, afternoon temperatures shot up to 60 degrees and melted most of the frozen driveways of February. Everyone wore shades of green, and lucky guests even won fun green-themed giveaways brought along by yours truly. It was a great evening of friendship, fun, and lots of car talk.

St. Stephens also committed to donating a gift certificate as a door prize for our Brits on the Beach show in September. We look forward to lots more impromptu outings as the warm spring weather continues! ■

Above: Our gathering—which included several shades of green—included, from **left**, Jim Spring; Ken Kyle; Pat Wignall; Deborah Hensler, Charlie Schirm's friend; Charlie; Tom and Alice Albertalli; Rodney and Kathy Ford; and Paul and Mary Johnson. Not shown are Ken Wignall and Carol Kyle. **Below, left:** Ken Kyle and Pat share a laugh. **Below, right:** Charlie and Deborah enjoying a night of good PEDC camaraderie.



2015 Calendar of Events ~ PEDC and Beyond

PEDC events are in bold red. Other British car events are in bold black. **NOTE:** Since many NJ towns and organizations host cruise ins and car shows in conjunction with festivals, community days, and fundraisers, it's impossible to list them all here, so we have streamlined the newsletter calendar to include (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.

April

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 10 Friday (runs through Sunday, 12th), Kimber Festival 2015, Northeast Classic Car Museum, Norwich, NY. All MG enthusiasts welcome. For more info: <http://www.nemgtr.org/index.php/kimber-festival-2015/kimber-festival-info>.
- 11 Saturday, **PEDC** Ladies' Victorian Tea, 600 Main, Toms River, NJ, <http://www.600mainnj.com>. See also page 19.
- 11 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 12 Sunday, **PEDC** Annual Classic British Car Show, 12-3 PM, Shore Antique Center, 413 Allen Avenue, Allenhurst, NJ, 732.531.4466, www.shoreantiquecenter.com. Pat Wignall, organizer. Theme: Welcome Royal Baby #2.
- 16 Thursday, **PEDC** ice cream run, 1st of the season, to Gil & Bert's, Cranbury, NJ. Mark and Nadine Berkowsky, hosts.
- 25 Saturday, **PEDC** drive to the Thomas Edison National Historic Park, <http://www.nps.gov/edis/index.htm>, Mort Resnicoff & Fredda Fine, organizers. See page 8 for details
- 28 Tuesday, **PEDC** hotdog & ice cream run to Junkyard Dogs, Mantoloking Road, Brick, NJ. Ernie & Ida Caponegro, hosts.

May

- 2 Saturday, **20th Annual Lewes "The British Are Coming . . . Again!" British Motorcar Show**, Lewes, DE, 10 AM – 3 PM, sponsored by the British Car Club of Delaware (BCCD), www.bccdelaware.com. Prizes in six categories by year of manufacture: up to 1956, 1957-62, 1963-68, 1969-74, 1975-80, and 1981-2000. Winner's Circle parade at 3 PM. Merchants' sidewalk sale in town. No rain date. Car registration: \$15 before May 1st (\$25 after May 1st). Show Chairman: Mike Tyler, 302.645.7572. Featured marques this year: Rolls Royce and Bentley. To register visit <http://www.historiclewes.org/events/lewes-british-motorcar-show> or e-mail inquiry@leweschamber.com.



Andy Moutenot's (far left) and Russ Sharples's (left) 1960 MGAs proudly represent the PEDC at last year's British car show in Lewes, DE.

- 2 Saturday, **Britfest 2015**, Horseshoe Lake Park, Succasunna, NJ, sponsored by the MG Car Club Central Jersey Centre Inc., <http://www.mgccnj.org>. The first big British car show and vendor flea market of the new driving season in the Mid-Atlantic region. Open to all British vehicles, classic and modern. Cost: \$20 (\$15 if you register by April 15th). 9 AM – 3 PM, rain or shine. Vendors: \$25 per space. Featured marque this year: rubber bumper MGs. For more info contact Eliot Ganek, 973.762.8116, ejganek@yahoo.com or Charles Tregidgo, 201.791.6675, ctregidgo@gmail.com.
- 2 Saturday, **Drive Your MGA Day**, rain or shine, hosted by the North American MGA Register (NAMGAR). All MGA owners everywhere are called upon to drive their MGAs today, set aside by NAMGAR to promote getting these classics out on the road! For more info: http://www.namgar.com/events/calendar_details/namgars_drive_your_mga_day2.

Continued on page 16

2015 Calendar of Events ~ PEDC and Beyond (Continued)

May (Continued)

- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 9 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 9 Saturday, the **PEDC** is invited to the 2nd Annual Brick Police Athletic League (PAL), <http://www.brickpal.org>, car show & BBQ, 60 Drum Point Road, Brick, NJ, 10 AM – 2 PM. Burgers and hotdogs will be for sale. \$5 per car and advance registration is required. Ernie Caponegro, organizer, ineagency@gmail.com. Call 732.899.8177 to register your car.
- 13 Wednesday, **PEDC** ice cream run to Jersey Freeze, Freehold, NJ. Serving great ice cream since 1952. Tom & Alice Albertalli, hosts.
- 15 Friday (runs through Sunday, 17th), Carlisle Import & Kit Nationals, Carlisle, PA. Over 1,200 classic and high-performance vehicles; unbeatable car parts shopping; autocross; club gatherings; activities for the kids. Admission: adults, \$10, Fri-Sat; \$7, Sun. Event pass, \$15. Kids under 12, free. Gate times: Thurs-Sat, 7 AM – 6 PM; Sun, 7 AM – 3 PM. Deadline to register: April 13th. For more info: <http://www.carlisleevents.com/carlisle-events/carlisle-import-kit-nationals/default.aspx>.
- 15 Friday (runs through Sunday, 17th), **Out of the Woodwork**, hosted by the TVR Car Club of North America (TVRCCNA) in conjunction with Carlisle Import & Kit Nationals, Carlisle, PA (see above). For info, call Tony Hess, 610.346.9026, aghbop@aol.com, or visit <http://www.tvrccna.org/tvrccna.pl?page=woodwork2014>.
Note: 2015 information not yet available.
- 16 Saturday to Sunday, 17th, **PEDC** overnight drive to the eastern shore of Maryland, Russ & Pam Sharples, hosts.
- 23 Saturday, **Live Driving Demonstration and Racing Legends Days**, "Great Drivers: Caracciola, Nuvolari, Moss!" Simeone Foundation Automotive Museum, Philadelphia, PA, <http://simeonemuseum.org/events>, 12 noon. "Great drivers seem to pilot great cars[.] we recognize the acknowledged leading driver from Germany, Italy, and England and their winning cars, including the 1927 Mercedes Benz S-Type Sportwagen, 1934 MG K3 Magnette, and 1956 Maserati 300S."
- 24 Sunday, **PEDC** rally in the Princeton area. Watch for details. Barry Shandler, Rallymaster, bshandler@comcast.net.
- 30 Saturday, **37th Annual Cars and Motorcycles of England**, Oakbourne Mansion, Westtown, PA. Hosted by Delaware Valley Triumphs and the Delaware Valley Jaguar Club. Two shows in one: a judged, all-marque British car show (for info and registration forms, visit <http://www.dvtr.org>) and a Jaguar Clubs of North America (JCNA)-sanctioned concours. JCNA is celebrating its 50th anniversary year. For Jaguar concours, contact Charles Olson, 215.757.2028 or visit <http://www.jcna.com/clubs/main.php?club=NE33&Vref=NE33>.
- 31 Sunday, **PEDC** and Toms River Country Club (TRCC) "British Invasion!" British car show (**PEDC** members only), Toms River Country Club, 419 Washington Street, Toms River, NJ, 11 AM – 2:30 PM. Ken and Carol Kyle, organizers. See page 23 for registration form. No registration fee, but advanced registration is required. Trophies given for Best in Show, 2nd, and 3rd place. Questions? Contact Ken, kenkyle4@earthlink.net, 732.551.9462. **Note: The date has changed from May 30th to 31st.**

June

- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 3 Wednesday through Sunday, June 7th, **New England MG T Register (NEMGTR) Gathering of the Faithful (GOF) Mk 97**, Saratoga Springs, NY. Info: <http://www.nemgtr.org/gof-mk-97/gof-mk-97-schedule.html>.
- 7 Sunday, **20th Annual Red Mill British Car Day**, 56 Main Street, Clinton, NJ, sponsored by the MG Driver's Club of North America. Limited to 100 pre-registered British vehicles, classic and modern. Enjoy the car show and the picturesque Victorian village of Clinton just a short walk away. Contact: Richard Miller, 908.713.6251, mgdriversclub@hotmail.com.

Continued on page 17

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2015 Calendar of Events ~ PEDC and Beyond (Continued)

June (Continued)

- 7 Sunday, **28th Annual British by the Sea**, Harkness Memorial State Park, Waterford, CT, hosted by the Connecticut MG Club. More than 360 British cars, trucks, and motorcycles in 35 classes expected. Featured marque: early Triumphs, TR-2000, Mayflower, and Renown. For more info: <http://www.ctmgclub.com>.
- 7 Sunday, **PEDC** drive to Frenchtown in Hunterdon County, NJ. Ernie & Ida Caponegro, organizers.
- 11 Thursday, **PEDC** ice cream run to Hoffman's Ice Cream, Point Pleasant Beach, NJ, <http://hoffmansicecream.net>, a Jersey Shore landmark since 1976. Bill & Kim Geissel, hosts.
- 13 Saturday (rain date: Sunday, June 14th). **A Touch of England** Vintage British Automobile & Motorcycle Show at The Hermitage Museum, 335 North Franklin Turnpike, Ho-Ho-Kus, NJ, <http://www.thehermitage.org>. Sponsored by the NJ Triumph Association (NJTA), <http://www.njtriumphs.org>. Limit to 150 cars. 9 AM – 3 PM. Registration fee: \$15 by June 5th or \$20 at the gate. Questions: contact Emery Duell, emeryduell320@gmail.com, or NJTA website, www.njtriumphs.org.
- 14 Sunday, **22nd Annual British Motorcar Gathering**, Hellertown, PA. Sponsored by the Keystone Region MG Club, <http://www.keystonemg.com/hellertown.html>. Note: The following information is from last year's show. An all-British car show that attracts 200+ cars from all over the Mid-Atlantic region. Car registrants vote for the top three examples of each class and model of car, with more than 50 awards given. All makes of British cars and motorcycles, old and new, are welcome. Registration is \$15 at the gate (\$10 if you register by TBD). The field opens at 9 AM. Judging: 11 AM – 1 PM. Activities for children and music provided all day. For more information: visit their website or contact Mike Jones, 610.865.3419, show@keystonemg.com. **Note: website not yet updated for 2015.**
- 21 Sunday, 14th Annual **PEDC** Father's Day show, Allaire Road, Spring Lake Heights, NJ, 10 AM – 1 PM. BBQ afterward (TBD). Ken & Pat Wignall, organizers. Rain date: TBD. A wonderful car display, usually with 40-50 cars.
- 24 Wednesday, **PEDC** ice cream run to TK's, CR 539, Cream Ridge, NJ. Ken & Carol Kyle, hosts.
- 27 Saturday, **PEDC** drive to McGuire Air Force Base (part of Joint Base McGuire-Dix-Lakehurst) in Burlington County, NJ. Jon Spare, organizer.
- 28 Sunday, **PEDC** drive to Laurita Winery, New Egypt, NJ. Barbara Willis, organizer.

July

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 5 Sunday, **Formula 1 British Grand Prix**, Silverstone, <http://tickets.formula1.com/en/3226-silverstone>.
- 11 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 12 Sunday, Lancaster County MG Club (LANCO), **15th Annual British Invade Gettysburg** British motorcar and motorcycle show, 9 AM, The Outlet Shoppes at Gettysburg (PA). Informal, non-judged show. 70 outlet stores. For more information: <http://www.lancomgclub.com/index.htm>.
- 15 Wednesday, **PEDC** ice cream run to Jake's Cree Mee Freeze, Manalapan, NJ, Mort Resnicoff & Fredda Fine, hosts.
- 19 Sunday, **PEDC** 1st Annual Christmas in July Santa Claus Run, a drive to deliver presents to sick or needy children who need cheering up. Bill Geissel, organizer. Watch for details.
- 25 Saturday, **British Motor Club of Southern NJ (BMCSNJ) ice cream social**, Five Points Custard, CR 540 & 547, East Vineland, NJ, 6 PM to dusk. For more info: <http://www.bmcsonj.org>.

August

- 1 Saturday, **11th Annual Pennypacker Mills British Car Show**, Pennypacker Mills historic site, Schwenksville, PA, hosted by the Delaware Valley Classic MG Chapter (DVCMG), 10 AM – 3 PM (voting at 12 PM). Held in conjunction with the mill's Good Old Summertime Festival. For info: <http://www.dvcmg.com/events/car-show-info>.
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.

Continued on page 18

2015 Calendar of Events ~ PEDC and Beyond (Continued)

August (Continued)

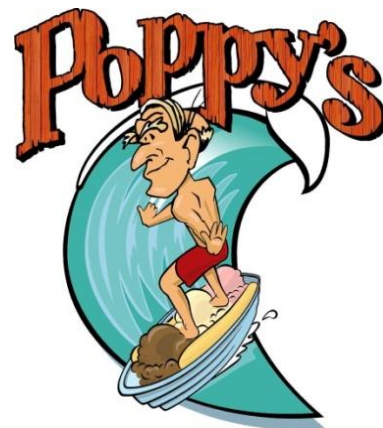
- 8 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 16 Sunday, 20th Annual Rolling Iron Antique Auto Show, Allaire State Park, Farmingdale, NJ, <http://www.allairevillage.org/index.html>. Parking fee: \$5 per car. Registration fee: \$18 preregistered or \$20 day of the show. For more information call 732.919.3500, ext 11. Rain date: August 23rd.
- 23 Sunday, **PEDC** drive to historic Batsto Village in Wharton State Forest, <http://www.batstovillage.org>. **Need host for this.** Friday to Monday (dates TBD), 33rd Annual Lime Rock Park Historic Festival, Lakeville, CT. More than 300 vintage racing cars on display. Non-stop racing on track 9AM – 6 PM, Saturday and Monday. Swap meet. For more info: <http://tickets.limerock.com/eventperformances.asp?evt=44>. Note: website not up to date for 2015.

September

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 2 Wednesday through Sunday, the 6th, **New England MGT Register (NEMGTR)**, **GOF Mk 98**, starts at noon, Clarion Inn (The Old Strasburg Inn), Strasburg, PA. For info: <http://www.nemgtr.org/index.php/events/events/event/82-gof-mk-98>.
- 10 Thursday through Sunday, the 13th, **Six Pack Annual Gathering**, www.6pack.org, Seaview Stockton Hotel and Golf Club, Galloway Township, NJ. **PEDCer** Stuart Honick, Event Chairman, drhonick@gofeet.com. Six Pack is a national club for TR6s and TR250s, Vintage Triumph Register (VTR)-sponsored.
- 11 Friday, through Sunday, September 13th, Watkins Glen Vintage Grand Prix. Featured marque: Austin-Healey. For details: <http://www.grandprixfestival.com>. **Note: Website not updated for 2015.**
- 12 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 16 Wednesday, **PEDC** Goodie-bag Stuffing Party for Brits on the Beach. Come on out for pizza and help us stuff the 150+ registration envelopes and goodie bags.
- 19 Saturday, our 18th annual **PEDC** British Car Day, known since 2009 as **Brits on the Beach**, Main Avenue, Ocean Grove, NJ. This is our big event of the year, and Vice President and Show Chairman Bob Canfield has another great show planned. Mark your calendar! Watch for details. Questions? Want to volunteer? Contact Bob at joisuzu@optonline.net. See also page 13 for details and page 24 for registration form.
- 30 Wednesday, **PEDC** ice cream run to Poppy's, Barnegat Light (on Long Beach Island), Jack & Sookie McLean, hosts.

October

- 3 Saturday, Monmouth County Concours, <http://www.monmouthcountyconcoours.com>, Hop Brook Farm, Holmdel, NJ, 9 AM – 4:30 PM. Applications for automobiles from 1900 to 1974 are welcomed. Show field consists of ~140 antique cars and motorcycles.
- 7 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 10 Saturday, **PEDC** birthday party to celebrate Jim Spring's 90th birthday and the PEDC's 26th birthday. Jim is one of a handful of PEDCers with a continuous membership since the earliest days!
- 10 Saturday, **19th Annual Brits at the Village**, Peddler's Village, Lahaska, PA. Hosted by the Philadelphia MG Club, <http://www.phillymgclub.com/index.php/brits-at-the-village>. **Note: 2015 information not yet available.**



November

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

December

- Saturday, **PEDC** Annual Christmas/holiday party, in lieu of monthly meeting. Watch for details.

In
ENGLAND,
everything
stops
for
TEA



PEDC LADIES' AFTERNOON TEA

SATURDAY, APRIL 11, 2015, 1:30 PM

**600 MAIN, VICTORIAN TEA ROOM
TOMS RIVER, NJ**

\$32.00 (includes tax & gratuity)

The tea includes a petite salad; a small cup of soup; homemade scones, tea sandwiches, and petite desserts; and a pot of tea from an extensive tea selection, all set in a beautiful sea captain's mansion, the Mathis House, built in 1898, <http://www.600mainnj.com>.

RSVP to Carol Kyle, carolkyle4@earthlink.net,
732.244.2045 home or 732.606.6422 mobile

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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 your ad 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. All photos courtesy of seller unless otherwise noted.



1958 MGA Coupe. One of the best examples you will find anywhere. Car received a total ground-up restoration, fully documented. Speedometer does not work. Has less than 50,000 original miles. Lots of extra parts. Complete new interior. Asking \$20,000. Contact Paul, j5pmkaa@aol.com. Photo by Carol Kyle.



1966 Triumph TR4-A. Solid axle, electric overdrive installed by Quantum motor works. Motor rebuilt with mild cam, S/U carbs rebuilt, chrome headers, Abarth exhaust, Lucas flame throwers, new starter, alternator, regulator, electronic ignition, spin-on oil filter, electric fan, front shocks, front anti-sway bar, tires, factory AM radio works, FM/CD remotely installed. Dash hand-rubbed lacquer. Lots of extra parts, extra set of doors, windshield frame, steering rack, etc., etc. The car is a multiple show winner, placer. She is not a trailer queen but a very nice driver. I have had multiple British sports cars in one state of disrepair or another since I was 16. This TR I have had for 8 years and done most of the work to it myself. Moving on to other projects and do not have room for her anymore. Price: \$22,500.00. Contact: Scott Erichsen, 732.770.2639, josco@optonline.net. Photo courtesy of Scott Erichsen.

For Sale: 14' Car Capsule as seen in the Moss MGT catalog, page A13. Never taken out of the box. \$100 or best offer. Call Mitch at 732.272.2695 or e-mail maslss75@gmail.com.



1979 MGB. Second owner, original miles (58,000). Rebuilt high-performance original engine (stage 2 cam, etc.). Manual 4-speed transmission. Upgraded to Weber downdraft carburetor. New Monroe performance exhaust. New tires with original Enkei rally wheels. Newly installed NASA-designed hood louvers. Brand new Robbins Everflex convertible top—as close to the original as you can get on an MG. Black original tonneau cover in great condition. Burl walnut dashboard. New stereo system with auxiliary iPod port. New custom sage green metallic paint (less than 1 year old). Clean title. Asking \$7,500. Contact Jay Helt if interested, jay.helt@verizon.net. Photo courtesy of Jay Helt.

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From the Back Seat

Mike Browne

As you may or may not know, I am a huge Beatles fan. For the past three years Linda and I have been coming down to Sarasota, Florida. The Sarasota Classic Car Museum has advertised that it has Paul McCartney's Mini and a couple of John Lennon's cars, but every year when I have visited the museum the cars have been "out on tour," that is, until this year. Recently I hit the jackpot! Not only was

Paul's Mini there, but also John's Mercedes 230SL that he ordered with an automatic transmission (they were not offered with an automatic), and it is believed this one is the only one in existence. The museum also had John's last car, which was a Mercedes wagon. The interior of Paul's Mini was done by Radford. It's all leather, very nicely done, and has larger, higher-mounted Aston Martin tail lamps. It's painted a special color as per Paul's specs. I actually sneaked a touch of this car!

For more information about the Sarasota Classic Car Museum, click here: <http://www.sarasotacarmuseum.org>.

The Terminal Post

Editor
Carol Kyle

Technical Editor
Ken Kyle



The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 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.

The Last Word: Get Out and Drive 'Em



Nick Ferrant lookin' good in his 1961 Austin-Healey Bugeye Sprite (known affectionately in Britain as the Frogeye Sprite), arriving in Ocean Grove for Brits on the Beach 2012, **top**, and 2014, **bottom**. He won the Austin-Healey Sprite/MG Midget class both those years.

"[The Sprite] was intended to be a low-cost model that 'a chap could keep in his bike shed,'" Source: http://en.wikipedia.org/wiki/Austin-Healey_Sprite.



**Positive Earth Drivers Club
and
Toms River Country Club**



~ proudly present ~

The British Invasion!

A BRITISH CAR SHOW

on the grounds of the
Toms River Country Club
419 Washington Street, Toms River, NJ
Sunday, May 31, 2015, rain or shine
11 AM – 2:30 PM

Trophies will be awarded for Best of Show, 2nd, and 3rd places.

Space will be strictly limited to 35 cars, so you must pre-register. There is no registration fee. To register please fill out and sign the form below, and mail it to:

**Ken and Carol Kyle
19 Lincoln Avenue
Toms River, NJ 08753**

Name(s) (please print) _____

Address _____

E-mail _____ Phone _____

British Marque _____ Model _____ Year _____

I specifically do hereby release and indemnify the organizers, the Positive Earth Drivers Club (PEDC), and the Toms River Country Club (TRCC) collectively and separately from any and all liability and/or property damages incurred by me or my guest(s) while participating in this event. By signing I indicate that I have read and do agree to this release.

X _____ X _____ Date: _____
(driver signature) (passenger signature)



Brits on the Beach 2015: 18th Annual British Car Day

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

***at Historic Ocean Grove, NJ
Saturday, Sept. 19th, 2015***

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

Registration: 9:30 - 11:00 AM

Judging: 12:00 - 2:00 PM

Opening Remarks: 1:00 PM

Door Prizes: Throughout the day

Show Awards: 3:30 PM

***Complete Information and show
news at www.PEDC.org, call us
at (732) 620-2378 or e-mail
show@PEDC.org***

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

Brits on the Beach Show Registration Form

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



Vehicle 1 Year _____ Make _____ Model _____ (\$15 per car by 9/12,
Vehicle 2 Year _____ Make _____ Model _____ \$20 per car after)

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

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