



# The Terminal Post

Newsletter of the Positive Earth Drivers Club, a nonprofit, all-marque British car club in Central New Jersey

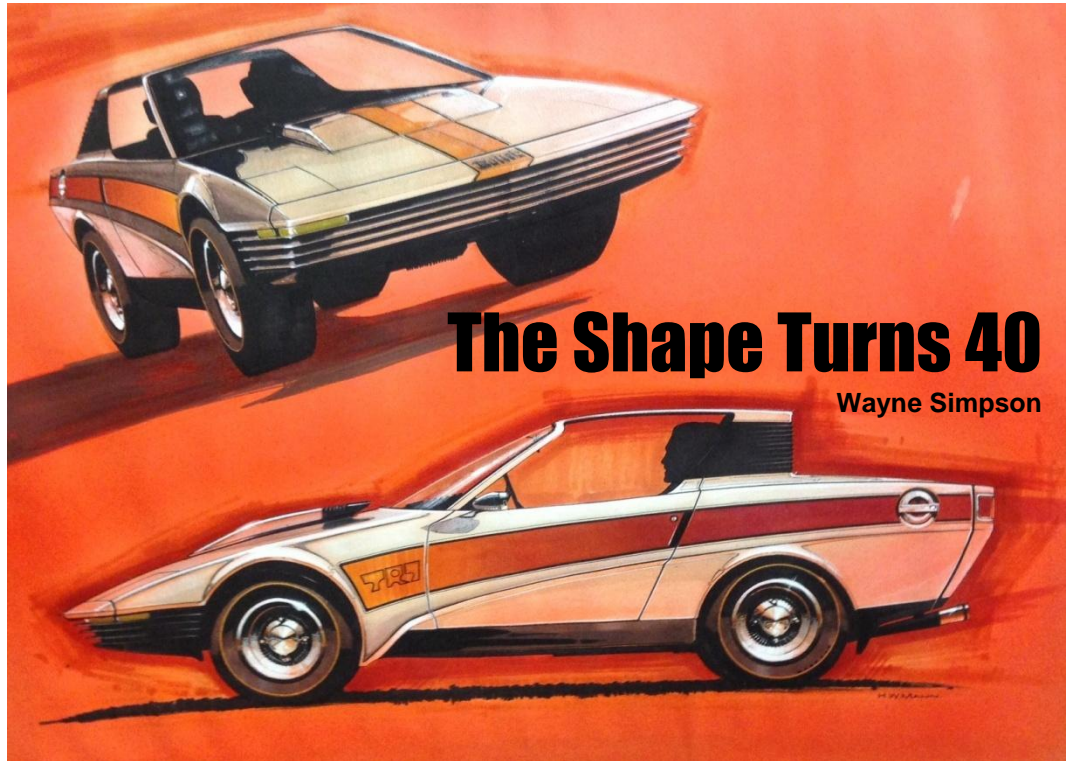
## Important Dates to Remember

- **July 1:** Monthly meeting
- **July 5:** British Grand Prix
- **July 15:** Ice cream run to Jake's Cree Mee Freeze
- **July 25:** Drive to Joint Base McGuire-Dix-Lakehurst. See page 14 for details.
- **September 19:** Our 18th Annual British Car Day, "Brits on the Beach," Ocean Grove, NJ.

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



## The Shape Turns 40

Wayne Simpson

**I**n January 1975 Triumph introduced "The Shape of Things to Come," their new TR7 sports car, to the American automotive press. Although the reception was positive, history has not always been kind to Triumph's iconic wedge car. Shaped as much by U.S. safety and environmental regulations as it was by stylist Harris Mann, the TR7 was born into what would become a perfect storm of labor troubles, economic pressures, and competition from abroad that would eventually sink both Triumph and MG and herald the withdrawal of the British from a U.S. market segment they invented and had once dominated. In the end, the TR7 would become the last mass-market sports car the British would produce for sale on our shores. In seven years they would produce more wedge cars than any

previous TR model, but when production ended in October of 1981, it signaled the end of an era.

So how do you mark such an occasion, 40 years later? Do you tie black balloons that say "over the hill" to the radio antenna and leave it at that? Not if you're the Triumph Wedge Owners Association (TWOA), the national single-marque club for the TR7 and TR8. Last year they took the opportunity to throw a party for wedge

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**Above sketch:** Mike Cook, former British Leyland Vice President of Public Relations and Editor of *The Vintage Triumph*, brought several early concept sketches from his Plain English Archive with him to the tech session in Dobson. This is the one that started it all for wedge cars.

*All images accompanying this article are courtesy of the Triumph Wedge Owners Association (TWOA) and are used with their permission. Photo captions by Wayne Simpson.*



*Continued from page 1 – The Shape*

car owners the likes of which hadn't been seen in over a decade. Selling calendars as a fundraiser, the TOWA brought former British Leyland stylist Harris Mann to the U.S. as the guest of honor at the 2014 Vintage Triumph Register (VTR) National Convention in Dobson, NC, where the TR7 and TR8 were to be the featured marques.

Harris's only duty would be conducting a tech session on the morning of the second day, where he would be interviewed by automotive author and historian Graham Robson. Robson led the session by giving us an overview of Mann's career, from a brief, recession-shortened stint here in America under industrial designer Raymond Loewy, to his days at Ford where he helped style the original Capri, and finally to Austin where he would remain until he left the company in 1983 after 15 years' service.

Harris's involvement with Project Bullet, which became the TR7, began when Triumph's proposal for British Leyland's new corporate sports car was accepted on the basis of its simple and presumably reliable engineering over a far more daring mid-engine design submitted by MG. Although Triumph's design was viewed by management as the clear winner, few were enamored of the look of the car, and Harris was asked to "do something about the styling." What followed were the now-famous series of

concept sketches and the job of translating those concepts into a full-size clay model of a vehicle that could actually be built with the resources British Leyland had at hand. This all happened very quickly, Harris recalls, and consisted mostly of the process of "me trying to convince Engineering that we should do something one way, and them trying to convince me that they couldn't." The end result was then handed off to Engineering, after which, Harris said, "I never saw it again."

Service in a club like TOWA does have its privileges. As vice president I was asked to see Harris and Robson back to the hotel after the tech session and treat

them to lunch, so club Secretary Dave Elsberry and I quickly searched the internet for a suitable venue. We found a nice place with an attached bar that looked promising, but no, our English friends were interested in lighter fare, so we ended up in a little dive across the street from the host hotel that we had been using as a cheap place to grab bites between events. Lunch for four at the local greasy spoon? \$24 on my Amex card. An hour of face time for Dave and me with two icons of British motoring? Priceless.

Over 70 wedge cars from as far away as Saskatchewan, Canada converged on Dobson for the VTR convention and were pretty much in evidence everywhere: in the hill climb, autocross, and hotel parking lots, and, of course, on the show field. Others who for one reason or another could not bring their cars flew in from even farther afield. One couple came all the way from Australia. Of course if that weren't enough for you, there were other "lesser" Triumphs on display among the over 250 cars that attended. There were 3 Gloria Southern Cross models from the 1930s and, yes, they all competed in the speed events. There was a rare Standard Vanguard Sportsman sedan, perhaps the only one left in the U.S. in roadworthy condition, as well as legions of the more familiar

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**Above:** Some of the cars that went on a group dinner drive. **Left:** Harris Mann, left, and author Graham Robson, right, fielding questions at the tech session. In seeing the concept sketch he created 40 years ago, shown on page 1, Harris remarked, "I wondered where those got on to . . ."

## IN MEMORIAM ~ ART HERRY, 1927-2015



**Above:** Art accepts the Land Rover class award from PEDC President Mark Berkowsky at Brits on the Beach 2014.

**Right:** Art waves as he enters the Brits 2014 show field in his lovely MGTD.

West Long Branch, NJ native Art Herry died June 7th. According to an *Asbury Park Press* obituary appearing June 10th, Art was predeceased by his wife, Nancy (Van Note), and is survived by a daughter and son-in-law, a granddaughter and grandson-in-law, and a greatgrandson. Art proudly served in the U.S. Navy aboard the USS Firedrake, which deployed to the Pacific during WWII, and then he retired in 2003 from Fort Monmouth, NJ after working there 50 years as a machinist. He also served for 68 years on the West Long Branch Borough and Chemical Truck Company No. 1 as a firefighter and chaplain. Art was a Civil War buff, having belonged to the North-South Skirmish Association, [www.nssa.org](http://www.nssa.org), for more than 50 years. He participated in Civil War Roundtables and devoted much of his time to Civil War history preservation.

Art loved classic cars, winning several awards at local car shows over the years. In 2013 Art joined the PEDC, and although not an active member, he did come out to a few monthly meetings. His 1953 MGTD and 1972 Land Rover Series III 88 were entered in our Brits on the Beach shows. In fact his Land Rover won its class at Brits 2014. Rest in peace, friend. ■



*Continued from page 2 – The Shape*

TR2-6 models, Spitfires, and Stags.

Once the tech session was over, Harris was on his own time, but he kept himself busy spectating at the driving events, taking pictures, signing the boot lids of cars, and hanging out with his new-found friends. It is sometimes the case that when you meet a celebrity the reality falls short of expectations, but this was not the case here. Our English friends, with whom we'd worked to get Harris here, told us to expect a humble, gentle, and fastidiously pleasant man, and this was exactly what we got. He

blended in wonderfully, seemed to genuinely enjoy himself, and in so doing brought joy to those he met.

Of course the 40th anniversary of the TR7 didn't go unnoticed back in the UK. A week after our party was over, the Brits threw one of their own, with a drive from the old Speke plant in Liverpool, where the TR7 was first built, to the British Motor Heritage Museum at Gaydon. Once there, the number of wedge cars rose to over 100. Harris Mann was among the guests of honor for the proceedings, and it did not escape our notice that, under his jacket, he was wearing the TWOA tee shirt

we had given him in Dobson, a subtle but welcome shout out to his friends in America. ■

See page 25 for more photos. See also page 10 for a PEDC Wedge Owners' Gallery of photos.

### **CORRECTION**

In the June 2015 issue of *The Terminal Post*, the name of Chip Reilly, who recently joined the PEDC, was inadvertently given as Chip O'Reilly. Our apologies, Chip. ~ Ed.

## AHCA-NE Region Celebrates 40 Years

Ralph Scarfogliero

**ON MAY 9, 2015 I ATTENDED THE** Austin-Healey Club of America—New England Region's (AHCA-NE) 40th anniversary, honoring their founder, well-known Austin-Healey collector Bill Wood. He has owned many famous Austin-Healeys, among them a 1966 Lemans Sprite Coupe, a Briggs Cunningham car, and no fewer than seven 100S's, including the Jackie Cooper 100S, which recently sold for \$1,012,000 at Amelia Island.

The club invited me to the anniversary gathering when they discovered I was the "kid" who sold Bill the Jackie Cooper car back in 1967 for \$1,500 after having owned it only 2 years. (See article in *British Marque Car Club News*, April 2015, page 33, "Healey Exhaust Notes.")

Roughly 50 members and their wives attended to honor Bill and his wife, Lynn, and family, including five of the original founding members. One of the members present was Don Paye, who owned the second Healey ever built, one of the first 25 all-alloy cars. Another member, Al Alfano, acquired the 1955 Earls Court black-and-pink show car, which he then restored. Also present was noted artist David Townsend of Rutland, VT. He makes the limited-edition 3D prints of the Cooper S car. Print number 1 was donated to the Healey museum in the Netherlands. Print number 2 was presented to Bill Wood by his club. Mr. Townsend can be reached at [david@sportscarart.com](mailto:david@sportscarart.com). I know I will be contacting him for one those prints.

Kudos to member Rick Neville for emceeding the afternoon's festivities, and thanks to him and current AHCA-NE President Peter Sturtevant for inviting me. After the luncheon the club went outside for a group photo session. See photo below. It was really great to see Bill after all these 48 years and meet some really nice members of the AHCA-NE. ■

For more information about the Austin-Healey Club of America—New England Region, visit their website: <http://ahca-newengland.com/about.htm>.

*Photo courtesy of Ralph Scarfogliero.*



# Greetings from the Eastern Shore of Maryland

*wish you were here*



*Russ Sharples*

**IN THE MIDDLE OF MAY FIVE** PEDC couples joined me and my MGA for an overnight tour of the Eastern Shore of the Chesapeake Bay in Maryland: Mort Resnicoff and Fredda Fine in Mort's MGTD, Tom and Alice Albertalli in their MGB-V8, Mike and Linda Browne in their Mini convertible (on their 35th wedding anniversary, no less!), Woody and Sue Smith in their Aston Martin DB7, and Ken and Carol Kyle in their Jaguar XK8. This trip promised scenic vistas of farmland, 10 bridges ranging from tiny covered bridges to massive steel structures, bald eagles, haunted swamps, and good food. The week before the trip all eyes were on the weather. It didn't look good. (I obviously hadn't greased the palms of the right weather gods.) We all exchanged e-mails with contingency plans to take our daily drivers, but no one backed out!

On Saturday, the 16th, the weather forecast was spotty in New Jersey, Pennsylvania, and Delaware, but it looked OK in Maryland. Just as I set out for the meeting point in Paulsboro, NJ an absolute downpour started at the end of my street in East Windsor. Although I had the sense to have my top up, the side curtains were in the trunk

and I just decided to press on. I know from experience that only a little rain comes in the sides of the car when driving at speed, but I was still in East Windsor navigating stop signs and 30 MPH speed limits during this storm. Fortunately it cleared up a few miles from home.

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**Above:** The lineup at Blackwater National Wildlife Refuge, Cambridge, MD: Russ Sharples (MGA), Mort & Fredda Resnicoff (MGTD), Mike & Linda Browne (Mini), Tom & Alice Albertalli (MGB), Ken & Carol Kyle (Jaguar XK8), and Woody & Sue Smith (Aston Martin DB Vantage). **Photo by Carol Kyle.** **Left:** One of the covered bridges we crossed. **Photo by Russ Sharples.**

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At the meet-up in Paulsboro there were similar tales of cloud bursts from earlier in the morning, but we were blessed for the rest of the drive south. Our route took us across the Commodore Barry Bridge from New Jersey into the “scenic” waterfront town of Marcus Hook, Pennsylvania. Most you probably don't think of Marcus Hook as a scenic waterfront community because it isn't. It's an oil refinery town. Luckily we got through it pretty fast and into the really nice roads of New Castle County, Delaware. Now these are nice roads for little British cars. In fact some of the roads were just like little British country lanes—about 1½ cars wide—quite the British driving experience.

After about an hour the narrow old roads of northern New Castle County gave way to Newark, DE and Maryland Route 213, which is a National Scenic Byway, and the Chesapeake City Bridge. Our route took us down nearly the full length of MD 213, stopping midway for a refreshing lunch at Molly Mason's restaurant before continuing on through historic Chestertown (unfortunately we had no time to stop and sightsee), some beautiful sweeping Maryland farmland, and on to our hotel in Easton.



**Above:** Gathering at the Wawa in Paulsboro, NJ, our starting point, are Linda Browne, Alice Albertalli, and Fredda Fine (soon to be Resnicoff). **Below:** Mort Resnicoff and Fredda check details before the drive. *Photos by Carol Kyle.*



**Below left:** You can see how narrow some of the country roads were in the northern part of New Castle County, DE. *Photo by Russ Sharples.* **Below right:** Some beautiful vistas of Maryland farmland. *Photo by Carol Kyle.*

We didn't have long to rest because we had an early dinner at 208 Talbot—a top-rated restaurant in the nearby town of St. Michaels. As I headed out to my car I checked the weather on my phone and saw an ominous line of angry red and yellow thunderstorms making their way across the Chesapeake Bay toward us. I figured we had about 1 to 2 hours until they arrived. Mort and I, having the cars with most complicated “weather equipment,” made our preparations before the 20-minute drive to dinner. Once we arrived and parked we buttoned up our cars carefully and headed inside.

Dinner was delicious with excellent service in a private dining room. 208 Talbot provided a great way for the group to relax and enjoy some great conversation after our drive. While we lingered as long as we could, unfortunately we found the rain had caught up with us when it was time to leave. Torrential downpour is an understatement. There was 4 inches of water in the street as we exited the restaurant. The powers that be kept Prince George Lucas at bay, however, and everybody got started and going, wading through puddles in

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the parking lot, and fording down the street. I was impressed that my defroster and wipers actually did the job for which they were named. Once back at the hotel we all gassed up the cars (Wawa right next door!) and turned in for the night.

Sunday morning threatened more rain but actually turned out to be a pretty nice driving day. The sun was behind thick clouds, so it wasn't too hot and it wasn't too bright. The Sunday route took us down through the Blackwater National Wildlife Refuge, a wetlands that is the largest bald eagle nesting grounds on the East Coast outside of Florida. When I had driven this route in March with my wife, Pam, we



**Above:** Saturday dinner at 208 Talbot in St. Michael's, MD proved to be all that we had anticipated—great food, service, and ambiance. We even had our own little private dining room, perfect for celebrating Mike and Linda Browne's 35th anniversary. Shown from front left are Fredda Fine, Susan Smith, Alice Albertalli, Linda, Russ Sharples, Mike, Tom Albertalli, Ken Kyle, Woody Smith, and Mort Resnicoff.

didn't see a single soul in the refuge. In fact we had the whole place to ourselves, which was a bit eerie. We did see a bald eagle though. This time, however, there were no eagles in sight, and about 1000 bicyclists were pedaling through on a charity ride. The refuge was a big improvement from its winter slumber when Pam and I were there, now with fresh green grasses growing up everywhere. It seemed like a great idea to stop right in the middle for a group picture, until about 30 seconds after getting out of our

cars when we became the prime food source for the resident insects. We got our picture and got back on the road, better able to enjoy the refuge at speed, dodging bicycles.

The next stop was the haunted Big Lizz bridge which has a big story but was actually just a small low bridge in the middle of a hot swamp with a couple of guys fishing off of it. We didn't stop to taunt Big Lizz, figuring that we had enough trouble just keeping

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**Above:** Beautiful façade of the restaurant 208 Talbot in St. Michael's, MD, definitely a town worth exploring on our next visit to Maryland's Eastern Shore.

**Right:** Driving through the Blackwater National Wildlife Refuge in Cambridge, MD. Just us six British cars and about 1000 female bicyclists sharing the road.

*Photos on this page by Carol Kyle.*





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six British cars running through all that humidity.

We wrapped up our trip with some fairly quick cruising up through Delaware to lunch at Irish Eyes in Milton, DE. After lunch our group split, with the southern NJ contingent taking the nearby Lewes Ferry over to Cape May and the northerners heading a short way up DE 1 to pick up DE 9 and drive through the Augustine Wildlife Area, another wetlands. Of course, heading north on DE 1 on Sunday afternoon meant we ran smack into 15 miles of stop and go traffic in the hot sun. Mort, Fredda, and I suffered in our 50+ year old rides, but Woody and Sue could pass the time in comfort in their modern Aston. Eventually the traffic broke, and we were able to

exit to DE 9 and pretty smooth cruising the rest of the way home.

Nearly 400 miles, no break-downs, no oily contamination of delicate wetlands, no speeding tickets, good food, and good friendship. It was a great way to spend a couple of days, and I want to thank the 10 PEDC members who joined me for making it such a fun trip. If you would like an electronic copy of the route guide, just e-mail me at [rpsinet-mga@yahoo.com](mailto:rpsinet-mga@yahoo.com) and I'll send it to you. ■



**Right:** A stop along MD Route 213 for lunch at Molly Mason's. **Below:** The gang poses for a photo before heading out of the Blackwater National Wildlife Refuge. *Photos on this page by Russ Sharples, including the one below, set on a timer.*





**SHE SAID, "YES!"**

**MORT RESNICOFF and FREDDA FINE** tied the knot Sunday, May 24, 2015, during a lovely outdoor ceremony at the Battleground Country Club, Manalapan, NJ. In attendance were several PEDCers, who were invited with their little British cars. It was a beautiful day for a wedding, and those of us who were there enjoyed being part of Mort and Fredda's special day. The *piece de resistance* was the wedding cake, featuring a replica of an MGTD!





**RODNEY FORD**  
1980 TR7 Spider



**WAYNE SIMPSON**  
1980 TR7



**ERNIE CAPONEGRO**  
1980 TR7

## PEDC Wedge Owners' Gallery



**JIM MUSTACCHIO**  
1980 TR7



**ART BECKER**  
1980 TR8



**JON SPARE**  
1980 TR7 V8



**RAY CARBONE**  
1979 TR7



**ED JONES**  
1980 TR7 Spider

**NOTE:** Other PEDCers own wedge cars, but those shown on this page represent ones for which we have photos from our own photo library. ~ Ed.

*Art Becker photo courtesy of Art Becker.  
Jon Spare photo courtesy of Jon Spare.*

*See also related wedge articles on pp 1-3 by Wayne Simpson and 11-12 by Jon Spare.*



## Cars & Motorcycles of England Show

JON SPARE

**I HAD PRE-REGISTERED FOR THE** Cars and Motorcycles of England Show in time to take advantage of the \$5 discount. The show fee was a mere 20 bucks—what a bargain! I've been garaging my shiny black TR7 V8 at my mother's garage in Pennsylvania due to an ongoing and slowly evolving home-remodeling project at my house. That's a story for another day, but suffice it to say that the Triumph's spot in the garage is filled with stored household goods. In any event, my car's location prevented me from rendezvousing with other PEDCers who were forming a caravan on a southern route to Westtown, PA.

I did reach out to Wayne Simpson's brother-in-law, Jim Mustacchio, to meet up with him mid-route, but Jim was leery of deviating from his programmed route for fear of getting

lost and arriving late. Jim, like me, had not previously been to Oakbourne Mansion, the venue for this event. As coincidence would have it, we arrived within about 5 minutes of each other, shortly after 9:00 AM. Overall, it was a pleasant drive to the show with little traffic on the road that Saturday morning. From Jamison, PA it took me approximately 50 minutes using primarily major highways, Route 202 being the predominant roadway.

Other PEDCers arrived shortly thereafter, and the field quickly began to fill. Fortunately for me, upon my arrival time, parking directors motioned me to park along a tree line, a perfect spot to set my folding chair in the shade. The registration tent hummed along like a well-oiled British motor. They quickly presented

my registration packet during my drive onto the show field. I tossed it in my trunk after parking and readied my car for display. At that time of the morning the sky was cloudy and a bit ominous, but I took my chances and put the top down. The registration form indicated that judging would begin at 10:00 AM. I didn't read it any more closely than that and assumed the judging was participant's choice, for which my car has done rather well.

About an hour or so later though, Wayne Simpson informed me it was a concours judging event, so I should put my top back up and place the scoring sheet (located in the registration packet) on the windshield. I quickly complied and lounged briefly

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**Clockwise from top left:** A Philadelphia Flyers and Mini Cooper S fan. My plaque for 1st place. The McLaren 650S turned a lot of heads, including mine. **Photo on previous page:** My TR7 V8 upon arrival on the show field. *Photos courtesy of Jon Spare.*

*Continued from page 11 – Trip Report*

in my folding chair to check e-mail messages on my phone. When I got up, I noticed the scoring sheet was gone and a green dot adorned my show placard. The judge had expeditiously scrutinized my car without my noticing him even though I was sitting only five feet away. Because I was unaware of the judging criteria, I entered my car in the TR7/TR8 class. I really should have entered it in the modified class. My car is far from stock, as its modifications include a rear end from a 1987 Thunderbird Turbo Coupe with disc brakes and a Crown Vic aluminum differential cover, Wilwood Dynalite four-piston brake calipers on the front, jet-coated Kirk racing headers, Edelbrock Performer intake manifold, a Holley 390 CFM four-barrel carburetor with a Moroso air cleaner,

and 15-inch Minilite aluminum wheels—all very obvious deviations from a stock TR8. Despite all of that, they awarded me first place in the concours TR7/8 class.

Next year I plan to enter in the modified class to see how well I do there. Five wedge cars were shown in total, with only four being judged in the TR7/8 class. Wayne's pristine Inca Yellow TR7 was relegated to the "Senior" class due to his many previous wins at this event. Overall, the show was great! The weather cooperated, with no rain whatsoever. If anything it was a bit too warm and muggy. Occasionally a refreshing breeze would appear but wouldn't last long enough. There were many interesting cars and motorcycles to admire. Among the newer models there that caught my eye were the McLaren 650S (way out of my price range) and a Mini Cooper S painted in Philadelphia Flyers' colors. The Flyers may have stunk this past season, but this paint job was the bomb! The standout PEDC cars in my humble opinion were Andy Moutenot's recently

acquired 1967 Austin-Healey 3000 and Mike Browne's 1971 Austin America. Andy's car looked perfect in every way. Mike purchased the Austin out of long-term storage, and technically he is the original owner. The car is all original, and there are still fewer than 2,000 total miles on the odometer.

I plan to return next year, Insha'Allah, and try my luck at the modified class. I hope those PEDCers who came out this year also come back in 2016, and those who didn't come out consider making the trek next year. ■

Delaware Valley Triumphs, Ltd. and Delaware Valley Jaguar Club hosted the 37th annual Cars & Motorcycles of England show at Oakbourne Mansion in Westtown, PA (near West Chester) on May 30th. The mansion was built in the late 19th century in all its Victorian splendor, rich in architectural detail, beautifully furnished, with views of a beautiful sprawling property. Today 93 of its acres have been turned into a public park, the perfect setting for a British motorcar show. Next year's show is June 4th, so mark your calendar and join your fellow PEDCers.



## Princeton Puzzler Rally ~ Coming in August

BARRY SHANDLER, RALLYMASTER

Photo of Blair Hall, Princeton University.  
Photo courtesy of Barry Shandler.

**O**

n Sunday, August 23rd, the PEDC will host its 4th annual rally, named the *Princeton*

*Puzzler* because it will take place in the historic Princeton area.

For those who do not know what a PEDC rally is, here is the simple explanation.

The entered cars, each with a driver and a navigator, arrive at the rally start. They are then given a list of driving directions that will take them on a 25-30 mile course through interesting roads and beautiful scenery. Included with the route instructions are 50-60 questions to be answered about objects they will see during the route. When the cars finish the

route, they arrive at a restaurant for lunch and discussion about the rally. Trophies will be presented after lunch. The winning car will have answered the most questions correctly. Jamesburg, NJ is the starting point for the rally, and the Princeton area is the end point. Rally participants should plan to arrive at the starting point between

9:30 AM and 10:00 AM. At 10:15 AM the first car will go off. This is a fun event with an average of 25 cars participating. Participation is limited, so sign up early to guarantee your place in the rally. Questions? Please call me at 732.521.1985 or e-mail me at [bshandler@comcast.net](mailto:bshandler@comcast.net).

See registration form below.

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

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

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

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

**Rally entry fee:** \$5 per car. **Make check payable to:** PEDC. **Registration deadline:** Monday, August 10, 2015. Cut out registration form and mail it with your \$5 check to: PEDC, P.O. Box 325, Cranbury, NJ 08512. NOTE: You can also bring this form and your check or cash to our meeting at Woody's on July 1 or August 5. If questions, contact Rallymaster Barry Shandler, [bshandler@comcast.net](mailto:bshandler@comcast.net).

## PEDC Drive to Joint Base McGuire-Dix-Lakehurst



**SATURDAY, JULY 25, 2015**

Meeting place, time, route, and lunch venue will be announced.

**NOTE:** You must RSVP by Friday, July 17th latest. Your name, state of residence, date of birth, and driver's license number are required to get on this military base. Jon Spare, organizer. If interested, contact Jon at [jonspare@optonline.net](mailto:jonspare@optonline.net).

### GREENBRIAR OCEANAIRE CAR CLUB

presents

## CAR SHOW & MUSIC BY THE POOL

*Over 100 classic cars on display; 13 trophies awarded.*

**MONDAY, AUGUST 10, 2015**

The car show is 2-6 PM – plan to arrive by 1:30 PM to line up the cars. WBNJ 91.9 will be playing music during the show. Live music by the pool, 6-10 PM. Music by The Timeless Soundz Band.

Gina's Café will be open for burgers & dogs, grilled chicken, ice cream, & more, or bring your own food. You may also bring your own tables & chairs.

**RSVP TO MIKE BROWNE:** [CAPTAIN61NY@AOL.COM](mailto:CAPTAIN61NY@AOL.COM).

Greenbriar Oceanaire Golf & Country Club, Exit 69 off the Garden State Parkway, East on Wells Mills Road, Waretown, NJ.

*Rain date: Monday, August 31, 2015*

## from the driver's seat

MARK BERKOWSKY, PRESIDENT

**WEATHER. WHO SAID, "EVERYBODY** complains about the weather, but nobody does anything about it?" I think we should. Since our preference is to drive our LBCs on dry pavement, it's time we do something about rain on PEDC events. As I reflect on many of our drives and shows when the rain did not fall, we have been pretty lucky—especially for our Brits on the Beach show in Ocean Grove. Bob Canfield, our show chairman, has told me at past shows that he makes sizeable donations to The Weather Channel. But after our Father's Day show and BBQ was canceled due to a bad rain forecast, and the long-range forecast of rain threatens many of our upcoming events, I think it's time to do something about the weather.

There are two problems. The first is the weather forecast, and the second is the weather itself. So what do we do about bad forecasts? Fire the meteorologists? Find better forecasting mediums? Or ignore them and just look out the window? What do we do about the weather, and especially rain, on PEDC event days? Follow Bob's lead and send money to The Weather Channel? Pray to the weather gods? Talk nicely to Mother Nature? Create umbrellas large enough to cover our LBCs? Your help is needed. It's time we take action!

Send me your suggestions, and let's get rid of the rain and bad weather scourge that cancel our events. Let's get a petition together and send it to someone. Since we have so many presidential candidates, maybe we should ask them to do something about it . . . although, assuming Donald Trump's hair style is due to unscheduled wind, it would seem that even he can't do anything about the weather. By the way, after a quick Google search, I found that it was Charles Dudley Warner—and not Mark Twain, as commonly thought—



who provided the quote about the weather.

### Nadine's Recovery

For those of you who have asked, Nadine's recovery from knee replacement surgery is going well. In the last couple of weeks she has progressed from the use of a walker to a cane to walking unaided. We hope that she will be at our next meeting and you will see for yourselves how well she is doing.

### July Meeting

Our next meeting is July 1st. It's hard to believe it is summer already, but the temperatures have been in the 90s, so I guess it is here. Be safe on the roads and get out and drive 'em. See you at Woody's. ■

Our 1st annual PEDC car show at the Toms River Country Club, "The British Invasion," was a big success, with inclement weather being a huge factor. Organizers Ken and Carol Kyle kept a close watch on the weather reports right up until the morning of the show to decide whether to cancel, but luck was with them, as it turned out to be a beautiful day and everyone had a good time. Read about it in next month's newsletter.



## from the navigator's seat

BOB CANFIELD, VICE PRESIDENT

### A Piece of the Jersey Shore

On June 14th a small contingent of PEDCers, including Wayne Simpson, Peter Richardson, Russ Sharples, Mike Browne, Pete Cosmides, and me, drove to the 22nd annual British Motorcar Gathering in Hellertown, PA. Wayne's GPS guided us through some scenic roads that also included a challenging hill climb and a section of Route 212 that had pot holes big enough to swallow some LBCs.

This was my first time to this show, and I was impressed with the venue (Hellertown Reservoir Park) and the organization of the show. Aside from having a large field of MGBs, they attracted some unique cars in other marques. We saw a 1932 SS1 (before the name was changed to *Jaguar*), a couple of twin-cam MGAs, four round-tail Spitfires (including mine), an Aston Martin DB5, and two TR6s that were powered by drive trains from a BMW and a Lexus. It appeared that 180 cars were on the show field, a beautiful day that I was told they had arranged with The Weather Channel.

What I really wanted to focus on in this article is the trophies they handed out.



I took second place and was handed an octagonal piece of thin black slate with the show information (shown left). Packaged with it was a brochure explaining that the trophy was made by Capozzolo Brothers Slate Company, a nearby quarry. The brochure offers the history of the slate business in that area and directs you to their website, [www.capozzoloslate.com](http://www.capozzoloslate.com), where they outline other slate-made gifts and additional historical details.

I immediately started thinking about possibilities for uniquely "Jersey Shore" trophies for Brits on the Beach. I ruled out using Salt Water Taffy, Pork Roll, and pictures of the Sopranos or the *Jersey Shore* cast. I am still thinking of offering a plaque that shows a Jersey jughandle layout or lists the exits on the Garden State Parkway. Maybe we can find a way to use some beach sand, or pieces of a local boardwalk that was

torn up during Hurricane Sandy. If you have any ideas please let me know. It would be great to hand out trophies at Brits on the Beach that have something representative of our area.

### Brits on the Beach 2015

As of this writing we have 65 cars registered and only 3 trophy classes sold. The Tigers East Alpines East club, [www.teae.org](http://www.teae.org), was excited to hear that we will have a Sunbeam class this year. So far they have 5 cars registered and are hoping to get many more. The registration and sponsorship forms are on the website. I will start looking for prizes for the silent auction and goodies to put into the welcome bags, so please keep your eyes open for anything that will help. Soon I will be asking for volunteers. It would be nice to have some new faces helping out this year! ■

"LUCAS DENIES  
HAVING INVENTED  
DARKNESS,  
BUT THEY  
STILL CLAIM  
'SUDDEN,  
UNEXPECTED  
DARKNESS.'"

SOURCE: UNKNOWN

# Minutes of the PEDC General Meeting June 3, 2015

Submitted by Barbara Willis for Jay G. Helt, Secretary



The meeting was called to order at 7:34 PM by President Mark Berkowsky, with 44 members present. One guest also attended, soon-to-be member Gary Watson from Jackson, NJ. He owns a Riley 1.5.

Mark thanked Carol Kyle for last month's minutes in Jay Helt's absence. Barb Willis will be taking minutes at the June meeting. A motion to accept the May minutes was made, seconded, and approved by all present.

## Treasurer's Report

Treasurer Andy Moutenot reported that we have a club balance of \$6,359.16, which includes dues at \$3,121.00 and pre-registration for Brits on the Beach. Total membership is 134. A motion to accept the report was made, seconded, and approved by all present.

## Regalia

Regalia Manager Karen Moutenot could not attend the meeting, so there was no news to report.

## Newsletter

Editor Carol Kyle has asked for members to kindly report on and send in photos for any British car club event, show, activity or car project for future newsletters.

## Website

President Mark reported for Webmaster Martin Vickery

that we continue to get good activity on the website.

## Membership Directory

President Mark reported that the new 2015 PEDC Membership Directory has been distributed by mail to all members. All members in attendance at the meeting received theirs.

## Past Events

Ernie Caponegro reported that the **Brick Police Athletic League (PAL)/PEDC Classic Car Show and BBQ** was a success, raising \$1,000.00 for the Brick PAL. Ninety-seven cars signed up, with 47 showing for the event, as it had rained part of the day. The PEDC was represented by 20 members. Ernie will arrange for us to do the event again next year.

The **ice cream run to Jersey Freeze** in Freehold, NJ May 13th was hosted by Tom and Alice Albertalli and was a success.

Ken Kyle reported on the successful **Toms River Country Club "British Invasion"** event May 31st. The weather was good with 23 cars present. Members of the country club judged the cars, with third place going to Carl Erickson's 1957 MGA, second place going to Mort and Fredda Resnicoff's 1950 MGTD, and Best in Show going to

George Zabrycki's 1966 Austin-Healey 3000 Mk III. [shown below at Brits on the Beach 2013]. We will be invited back again next year.



The **37th Annual Cars and Motorcycles of England** was held on Saturday, May 30th, and hosted by Delaware Valley Triumphs and the Delaware Valley Jaguar Club. Nine PEDC cars were present in addition to many rare cars.

**Mort and Fredda Resnicoff's wedding** was held on Sunday, May 24th, at Battleground Country Club in Manalapan, NJ with several PEDC members showing their cars in support of the newlyweds.

## New Business

The June 7 **drive to Frenchtown, NJ** in Hunterdon County has been postponed.

The June 11 PEDC **ice cream run to Hoffman's**

**Ice Cream**, Point Pleasant Beach, NJ will be hosted by Bill and Kim Geissel.

The June 21 **Father's Day show** at Allaire Road,

Spring Lake Heights, NJ will be held from 10 AM to 1 PM, followed by a BBQ hosted by Paul and Mary Johnson at their Wall Township home. The rain date is June 28th.

The PEDC **drive to McGuire Air Force Base** in Burlington County has been postponed until July 25th. The event includes a base tour and requires specific ID to enter the base. More information will follow.

The June 28th PEDC **Car Show at Laurita Winery** includes a scenic drive through Monmouth County to New Egypt, NJ, wine tasting, vineyard tour, and complimentary two bottles of wine per car. This event

*Continued on page 20 – Minutes*

# Brick PAL/PEDC Car Show

Ernie Caponegro

**S**ome months ago on a cold early March weekday afternoon I looked out my office window on Route 88 in Point Pleasant. I saw a light blanket of snow on our LBCs, two 1980 TR7s and a 1980 MGB, which seemed to be staring back at me, waiting for a spring day when their tops would be lowered and their carburetors would be cleaned by a heavy foot on the gas. So began my thoughts for this year's 2nd Annual Brick Police Athletic League (PAL) & PEDC Classic Car Show and BBQ. The PAL had asked for help last year, and our first show went off as planned, on a bright spring day, April 9, 2014. With 26 American muscle and



British cars showing up, that day's events included a BBQ and Chinese auction. For the 2015 show we wanted to keep the same elements (American muscle and British cars, a BBQ, and a gift auction), but we also wanted to add live music, increase the size of the show, and start planning earlier this year. So we invited some local car clubs and recruited a local band, the Jersey Cruisers.

Spring this year was late. The days had been cold and wet, but we had our fingers crossed for good weather. Our May 9th show was fast approaching. By the show date we had over 90 cars signed up, the BBQ grill was waiting outside, and we had close to \$1500.00 in donated gifts and certificates all wrapped and ready to distribute. But from the moment I woke up and ran outside to take the cover off my TR7, I knew I was going to be disappointed. A light mist hung in the air that Saturday morning as I pulled on the choke and fired up the car. I drove down Route 70 and passed other drivers who stared at me in my wet, top-down LBC through their wiper-swept windshields.

*Continued on page 19 – Brick PAL*

*Continued from page 18 – Brick PAL*

They must have thought, "Look at that fool getting wet." And it was then that I wondered if anyone would show up for the car show. I sat at a light, wiping the mist from my glasses, looking for that peeping sun, wondering where the hell it was. Then, strangely enough, just as I pulled into the empty parking lot at the Brick PAL, the sun popped out. It was 8 AM. I parked the car, and moments later as I opened the office I heard the noise of a flat bed and several cars pulling into our show field. One participant had brought in seven American muscle machines. By 9 AM we had close to 20 cars parked, and I was feeling somewhat optimistic, even if the weather still wasn't cooperating. It was cold and cloudy, but little by little, car owners ventured into our lot, everything from our PEDC friends in their LBCs to Tom Albertalli in his 1957 T-Bird (instead of the MGB), and even a 1929 American LaFrance fire engine, which, incidentally, would win The Most Unusual award.

The band tuned up and was starting to play as the crowd set up their seats, opened their picnic baskets, and poured the morning's libations. At 10 AM more cars continued to come in. I had hoped Andy Moutenot would be bringing his vintage Austin-Healey, but Andy didn't want to get it wet and decided to drive his equally impressive Morgan. Ken and Carol Kyle came with their new TR6, and even an old familiar face appeared, former PEDCer George Ruhnke with his TR3. Rodney and Kathy Ford came in their TR7, and Charlie Schirm and his friend Debbie Hensler came in Charlie's newly acquired Jaguar XJS. There were a few unique American machines too, including a few hot rods, a nice Monte Carlo, two 1957 Chevys, a '66 Vette, and a green Ford Fairlane, which may have taken a prize, though the owner left early when it started to drizzle.

By 12:30 PM the gift table was all set up; the crowd was into the music; the grill was smoking with the tantalizing aroma of onions, Italian sausage, and cheeseburgers; and 47 cars were on



the field. So with everything humming along, wouldn't you know, it started to rain harder. The band, fearing damage to their equipment, packed up and called it a day at 1:00 PM. Unfortunately, just as they finished putting the last drum and guitar away, the sun broke out, this time for good. I suspect our Brick PAL/PEDC car show and BBQ will always be a little different than traditional car shows. We want to create an event for people to have fun, spend a few hours talking about their car passions, and enjoy a meal and a nice BYOB drink. With this in mind, I remember Bill Miller talking at a monthly meeting and recalling how he traveled all the way to Pennsylvania for a car show, and won, and got only a ribbon. Well, we're not into ribbons. Our Positive Earth Drivers Club likes to drive and find interesting places to eat, so I talked with the Brick PAL, and we decided that the car awards we would give out would be unusual categories with memorable awards that show participants could truly enjoy (including gift certificates to various local restaurants).

We gave away four main prizes. Our first award was given to the one guy who got passionate about our show and brought seven cars. He won a nice bottle of wine. The next prize went to the Most Usual vehicle to show up, and this was a hands-down vote, the monster 1929 American LaFrance fire engine, itself worth the trip just to hear it fire up. The third prize went to the car that we'd most like to take a James

It's not always the little British cars that break down, we discovered. At this year's Brick PAL show the Best in Show winner, a 1966 Corvette, had its share of troubles on the way home. Jack Kelly (middle) and Ernie (far right) pitched in to help.

Bond girl out on a date in if that were possible, and that was Elwood Smith's Aston Martin DB7. The last prize was the car that we'd love to drive at least once, but would hate to pay for the gas. That car was a beautiful 1966 blue Corvette convertible complete with cast aluminum knock-off wheels and side pipes.

All in all, considering it rained and spoiled things a bit, it wasn't a bad day for our second time out. Our Chinese auction was a success, we felt, with over 25 gifts awarded. Several PEDC members went home with everything from a bottle of wine, to a basketful of Italian goodies, to baskets of car-cleaning products, to gift certificates from area restaurants, and to singing lessons won by Rodney and Kathy Ford. The best news is that we raised over \$1000 for the Brick Police Athletic League to help them with programs for local kids. So, a big thank you to all who supported us this year.

One last thing summed up the afternoon and had me laughing on the way home, something that should make us all feel better about our little British cars, and that is how easy it is to start an LBC when it's dead. With our

*Continued on page 22 – Brick PAL*



## 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](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.

Continued from page 17 – Minutes

proved to be a great success last year. Barb Willis, host.

Our **first rally for 2015** will be in the Princeton/Mercer County area, covering about 25-30 miles. More details will follow. Rally-master Barry Shandler asked members to recommend a restaurant for lunch in the area. He is expecting about 30 cars to participate.

**Brits on the Beach**, Ocean Grove, NJ is scheduled for Saturday, September 19, with 56 cars already registered, ahead of last year's pre-registration. A new Sunbeam class has been added this year. Trophy sponsors are

needed at \$50 each. The show should sell out at 140 spaces. Vice President and Show Chairman Bob Canfield asked for new ideas for the event.

October 16-18 is the **2015 America's British Reliability Run** covering 670 miles in 3 days from Quakertown, PA through scenic New York State, ending in Hopewell, NJ. The event raises funds for children in need, with more than \$150,000.00 raised over the last 14 years. Wayne Simpson and Russ Sharples will host the event for PEDC participants.

Russ Sharples noted that anyone wishing to join the **private PEDC Facebook page** needs to e-mail him at [rspsinet-mga@yahoo.com](mailto:rspsinet-mga@yahoo.com).



**Club members' new cars** include Mark Wintjen's 1979 Triumph Spitfire and Art Becker's 2013 Bentley Continental GT.

**Vice President Bob recognized Russ Sharples** for his work as lead on the drive he organized to the Eastern

Shore of Maryland last month. *[Russ is shown above in his 1960 MGA during this drive.]*

The next meeting is Wednesday, July 1 at Woody's in Farmingdale, NJ. The meeting was adjourned at 8:10 PM. ■



## 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.

**NEW THIS YEAR:**  
**SUNBEAM CLASS**

Questions? Contact PEDC Vice President & Show Chairman Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net). For a registration form, visit our website, [www.pedc.org](http://www.pedc.org). See also the last page of our April, May, and June 2015 newsletters for a 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 its 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!

## 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 included (1) our own PEDC events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member, and (4) select events where British cars are expected to feature prominently.

### July

- 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 & Fredda Resnicoff, hosts.
- 25 Saturday, **PEDC** drive to Joint Base McGuire-Dix-Lakehurst, <http://www.jointbasemdl.af.mil>, Jon Spare, organizer. Meeting place, time, route, lunch venue TBD. **NOTE:** RSVP by Friday, July 17th latest. Must supply your name, state of residence, date of birth, and driver's license number to get on base. Contact Jon if interested, [jonspare@optonline.net](mailto:jonspare@optonline.net).
- 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. This is a lot like our PEDC Father's Day show. For more info: <http://www.bmcsonj.org>.
- 26 Sunday Night Cruise Car Show, Woody's, Farmingdale, NJ, 4-8 PM, <http://woodysroadside.com>.

### 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 "In the 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>.
- 8 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars of all types.
- 10 Monday, Classic Car Show/Display, Greenbriar Oceanaire, Waretown, NJ. **Open to all PEDCers.** See page 14 for details. Contact Mike Browne, [captain61ny@aol.com](mailto:captain61ny@aol.com), if interested in attending.
- 16 Sunday, 20th Annual Rolling Iron Antique Auto Show, Allaire State Park, Farmingdale, NJ. Parking fee: \$5 per car. Registration fee: \$18 preregistered or \$20 day of the show. For more information call 732.919.3500, ext 11, or visit <http://www.allairevillage.org/index.html>. Rain date: August 23rd.
- 23 Sunday, **PEDC** Princeton Puzzler Rally, organized by Rallymaster Barry Shandler. Rally begins at 9:30 AM in Jamesburg, NJ. See page 13 for details. *Calendar continued on page 23.*

*Continued from page 19 – Brick PAL*

LBCs, it's easy—just push it a few feet or roll it down a hill, pop the clutch, and you're off. Interestingly, our Best in Show winner this year, the '66 Vette, was dead in its parking spot, and we all learned that day that it takes a lot more than American muscle to push-start an American muscle car, in this case a Corvette. It's too bad no one had a movie camera, because they would have seen six silver-haired, over-50 guys trying to start this monster Vette by pushing it around in the parking lot.

After a few attempts I thought a few of the guys were gonna have a heart attack. We all caught our breath. One guy who helped was a mechanic, and he crawled under the car to see what was going on. Finally, after almost 30 minutes of pushing it and then checking the electrical system, the car started. It seems some wires came loose, but folks, you had to see us old guys pushing around this big block Chevy monster. And for a car that was probably worth about \$70K, it was pretty comical. The Chevy owner didn't even have the right Insurance policy

to get it towed home, so he was lucky that enough of us stayed to help out. As the Vette pulled out, tires screeching, I finished cleaning up, closed the building, and put a few things in my car. I jumped in the seat of my TR7, put my left foot out the door, pushed a bit, and popped the clutch (only because I was curious). I laughed, and my TR7 purred. My orange Triumph may not go 0 to 60 in 5 seconds, but my heartbeat won't have to go from 65 to 200 to get my car started either . . . until next year, that is, when we do it all again! ■

# 2015 Calendar of Events ~ PEDC and Beyond (Continued)

## 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](http://www.6pack.org), Seaview Stockton Hotel and Golf Club, Galloway Township, NJ. **PEDC**er Stuart Honick, Event Chairman, [drhonick@gofeet.com](mailto:drhonick@gofeet.com). Six Pack is a national club for TR6s and TR250s. Contact Stuart if you are interested in going.
- 11 Friday, through Sunday, September 13th, Watkins Glen Vintage Grand Prix. Featured marque: Austin-Healey. For details: <http://www.grandprixfestival.com>. For info: Carole B. Pierce, Director of Events, [promowg1@gmail.com](mailto:promowg1@gmail.com).
- 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. Details to be announced.
- 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! Questions? Want to volunteer? Contact Bob at [joisuzu@optonline.net](mailto:joisuzu@optonline.net). See also page 21 for details and [www.pedc.org](http://www.pedc.org) for a registration form. Register in advance to reserve a spot for your LBC.
- 27 Sunday Night Cruise Car Show, Woody's, Farmingdale, NJ, 4-8 PM, <http://woodysroadside.com>.
- 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.monmouthcountconcours.com>, Hop Brook Farm, Holmdel, NJ, 9 AM – 4:30 PM. 135 collectible antique automobiles and motorcycles from 1900 to 1974. A charity event: proceeds go to 180 Turning Lives Around. **NOTE:** This year Bill Rothermel—a fixture at the finest concours events in the USA and considered a premier automotive historian, enthusiast, and orator—will serve as concours Grand Marshall.

Scenes from Monmouth County Concours 2012: a 1946 MGTC (the owner is from Langhorne, PA) and a 1926 Rolls Royce Phantom I (the owner is from Toms River, NJ). If you have not been to this concours, mark your calendar and be sure to attend this year, October 3rd. The PEDC has been represented here since the first show in 2009.



- 4 Sunday, **PEDC** fall brunch at Rooney's, Long Branch oceanfront, followed by a drive up to the Spy House, a haunted house in Port Monmouth, NJ. Ken and Pat Wignall, organizers. Watch for details!
- 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>. Show field opens 10 AM. A **PEDC** contingent often attends.

## November

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

## December

Saturday, PEDC Christmas/Holiday Party. Details forthcoming. Jeanne Miller, organizer.

## 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 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.*

**PARTS FOR SALE:** Mallory dual-point distributor, 4 cylinder, Mallory Part Number 2332001H, Moss Motors PN 143-180. Brand new, never used, in original box. Includes wires and installation instructions. For use on MG, Austin-Healey, classic Mini, Triumph, and most other LBCs except TR7. \$200.00. Contact John Quinn at [johncquinn@optonline.net](mailto:johncquinn@optonline.net) or voice or text at 732.500.2376.

**CLASSIC BODY-WORK TOOLS AND MATERIAL FOR SALE.** Approximately 12 lbs of lead, 2 paddles, and a body file. \$50.00. Contact John Quinn at [johncquinn@optonline.net](mailto:johncquinn@optonline.net) or voice or text at 732.500.2376.

**LBC FOR SALE:** 1978 MGB. Runs well, Weber carb, fan conversion, needs rust repair. \$3500.00 or best offer. Call Doug, 732.682.3909, Farmingdale, NJ.

Ernest M. Caponegro, CEO, CSA®  
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**MORE PHOTOS FROM "THE SHAPE TURNS 40" ARTICLE ON PP. 1-3. Above:** Harris Mann looks on as 9-year-old Sean Jensen settles in as a passenger for the autocross. Young Sean made it his mission to hitch a ride in as many wedge cars as possible. Papa Doug would win the stock TR8 class, but that's not him driving; that's TWOA President Jim Ten Cate.

**Below:** A 1930s Gloria Southern Cross charges up the hill during the hill climb.



## The Terminal Post

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**Technical Editor**

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*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](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.

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



Tom and Alice Albertalli in their 1979 MGB follow Woody and Susan Smith in their 1998 Aston Martin DB Vantage and Russ Shaples in his 1960 MGA on the way to the Eastern Shore of Maryland during a drive Russ organized in mid-May 2015. See Russ's story on pp 5-8.