



# 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

- **June 3:** Monthly meeting
- **June 7:** Frenchtown drive
- **June 11:** Ice cream run
- **June 21:** Father's Day show
- **June 24:** Ice cream run
- **June 27:** McGuire AFB drive
- **June 28:** Laurita Winery drive

## What's Inside:

British Power: Cars & Coffee, 3  
Lewes DE British Car Show, 4  
MGTD & Juarez Memories, 6  
From the Back Seat, 6  
Wear Your PEDC Regalia Day, 7  
Rosie Restoration, 8  
Britfest 2015, 9  
Junkyard Dogs, 10  
From the Driver's Seat, 11  
From the Navigator's Seat, 12  
May Meeting Minutes, 13-14  
Welcome New Members, 13  
2015 PEDC Regalia Prices, 16  
Allenhurst Show, 18  
2015 Events Calendar, 19-20  
Classified Ads, 21  
PEDC Officers and Staff, 22  
The Last Word, 23  
BOTB registration form, 24

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



## ADO16s and the Austin America

Mike Browne



I have had British cars since 1973 when I bought a new MG Midget. I have loved them ever since, sometimes with the usual frustrations, but I have loved them nonetheless. I have had MGs (a TF, 2 Midgets, and 2 Bs), Triumphs, (a TR6 and a GT6), a Sunbeam Alpine, and a TVR2500M. For the last 15 years I have had an assortment of classic Minis.

I sold the British Racing Green/silver Mini over the winter and began a quest to find a replacement for the space it took up in my garage. My plan was to



look for a different Mini, although that plan wasn't etched in stone. I began searching the usual places online and found a few that had promise, but none that really "spoke to me." So I continued my search.

One day back in January I searched the web for "Austins for sale," since a lot of early Minis were made by Austin and Morris. The Austin America popped up.

*Continued on page 2 – AA*



*Continued from page 1 – AA*

At first I passed right over it, as I never had any plans or aspirations to own one of these cars. But then I clicked some of the web pages and found an Austin America with a very different and incredibly interesting history. Three ads for this same car showed up. Two of the ads were active, and one was an old one. The two that were current were posted at Hemmings and Hyman Ltd. Classic Cars in St. Louis, Missouri, <http://hymanltd.com>. The old one was listed with a classic and exotic car dealer in Midland, Michigan. Hyman Ltd. is a large dealer in classic and unusual collector cars. I contacted them about Austin Americas in general, and they gave me a very basic and brief history of the car.

### A Bit of History

I still wanted to find out more about the Austin Americas themselves before getting really serious about this one. I did some research and found that shortly after British Motor Corporation (BMC) started production on the Mini back in 1959 they decided to pursue developing a slightly larger, more sophisticated family sedan using most of the components, engine, suspension, etc., of the Mini. The project to develop these cars enlisted the help of three men who were proven and well known in the British car industry: Sir Alec Issigonis, who designed the Morris Minor and the classic Mini; Battista "Pinin" Farina, head of the Italian design studio

that would design the body; and Dr. Alex Moulton, who designed the highly innovative hydroelastic liquid suspension for the Mini.

The project was called the ADO16 or Amalgamated Design Office Project #16. These cars were sold under many names and marques starting in 1962. They included mostly models that were never imported to the USA, such as the Innocenti

Collectively, all of these cars were called the ADO16 series. In the UK ADO16 cars were by far the best selling cars from 1962 through 1974. During this time over 2.1 million of them were sold!

The Austin America was a 2-door model of this car series. 75% of them were equipped with automatic transmissions. In fact they were the first cars to be

the Austin America was marketed here in the states, over 59,500 cars were sold. Unfortunately, because of rust issues and mechanical issues with the automatic transmissions, they didn't compete very well with the VW. Because of this, BMC sold the last Austin America here in 1972.

### The Story Begins

Now, back to the Austin



The Austin's interior looks like new. Note the American style speedometer.

*Photos for this article courtesy of Mike Browne.*

IM3, the Riley 1300 and Kestrel, and the Wolseley 1100. The models that were imported here in varying numbers were the MG1100, in 1968 the Austin 1100, and from 1968 to 1972 the Austin America. The Austin Vanden Plas Princess 1300 was the most luxurious of all of them. Only the Austin America was specifically designed for the American market. Basically all of these cars were the same car with different grills and trim levels (much like our Chevrolet Camaro and Pontiac Firebird were).

marketed as "the perfect second car," directly competing with the highly successful VW Beetle. BMC's thinking was to offer these small cars (but larger than the Beetle) with automatic transmissions, because the VW didn't offer that as an option at the time. BMC was hoping that the Austin America would become popular with anyone, including women, who didn't want to have to shift gears, as was the case with most small cars at the time.

During the 4+ years that

America that is now in my garage. As mentioned, I really had very little interest in Austin Americas at the time. But this was truly an interesting little car, which is why "it kept calling my name." You see, it was a 44-year-old car and had only 903 original miles on it. You read that right, only 903 original miles! The seats were still wrapped in factory plastic, and the manufacturer's statement of origin (MSO) sticker was—and still is—on the

*Continued on page 15 – AA*





# British Power

**ON SUNDAY, APRIL 26th,** Russ Sharples (MGA) and Martin Vickery (shown **right**, next to his Caterham Seven) attended the Cars and Coffee NJ gathering at Moto Business Park in Millstone, NJ. Started out on the West Coast, these informal gatherings spread east and have become a popular way for car enthusiasts who lead busy lives to hang out together without having to give up an entire day to do so. According to Russ this particular Millstone event, which ran from 8:30 AM to 11:00 AM, drew an impressive 350 cars. All types of cars are welcome, including classic, exotic, antique, rare, hot rod, custom, retro rod, and others.

Although advance registration is required, there is no registration fee. However, donations are very much



appreciated to offset the costs of maintaining the Cars and Coffee NJ website, <http://www.carsandcoffeenj.com>, and for advertising. Besides coffee, breakfast items from a concession stand or snack truck are available for purchase.

*Top photo by Russ Sharples.  
Bottom photo courtesy of Martin Vickery.*





## "The British Are Coming ... Again!"

### 20TH ANNUAL BRITISH MOTORCAR SHOW, LEWES, DE

~  
Carol Kyle

**THE LEWES CHAMBER OF COMMERCE** and the British Car Club of Delaware hosted their annual British motorcar show at the Lewes Historical Society in downtown Lewes May 2nd. A contingent of PEDCers attended, via the Cape May – Lewes Ferry, and had a great weekend. Traveling together were President Mark and first lady Nadine Berkowsky with their 1979 Triumph Spitfire; Vice President Bob Canfield and friend Chip O'Reilly in Bob's 1966 Triumph Spitfire; Mort & Fredda Resnicoff in their 1950 MGTD; and Ken and I in our 2005 Jaguar XK8. At the show Saturday the group met up with Mike & Linda Browne in their newly acquired 1971 Austin America, which took 2nd in Category IV, 1969-1974; and Stuart Honick and his son in Stuart's 1976 Triumph TR6. Congratulations to Mike and Linda for their win, first time out with the Austin.

This year Rolls Royce and Bentley were the featured marques. There was also a Premier Class for last year's 1st place class winners and Best in Show winner. Unlike our Brits on the Beach show, which is organized by marque, the Lewes show is organized by decade. To give an example, in 2012 such disparate models as Andy Moutenot's 1994 Morgan +8, Ken Kyle's 1995 Jaguar XJS, and Mike Browne's 1996 Mini Cabriolet all competed in the same class, Category VI, 1981-2000. (By the

way, we were all thrilled when Andy took Best in Show that year!)

The quaint town of Lewes, Delaware, settled by the Dutch in the early 17th century, is a great venue for a classic British car show: it's just a short drive from the ferry; the grounds of the historical society provide a good backdrop for the cars; the locals are welcoming; and downtown is just a few blocks from the show field where plenty of shops and good restaurants keep show participants and visitors busy, especially since the merchants' spring sidewalk sale is held in conjunction with the car show.

Just before 3 PM, class winners start queuing up for the Winners' Circle parade down 2nd Street. Any of the British cars that participated in the show but were not class winners are invited to be in the parade, following the class winners. It was exciting to see our PEDCers strut their stuff down the parade route. Ken and I had a ringside seat near the reviewing stand, which enabled us to get some decent photos.

The Union Jack flew proudly that weekend, in keeping with the theme

*Continued on page 5 – Lewes Car Show*

Shown **above, top to bottom**, are Lewes Mayor Becker giving Mike & Linda Browne their class award; Mort & Fredda Resnicoff; Bob Canfield and Chip O'Reilly; Mark & Nadine Berkowsky; and, on the show field, Stuart Honick's TR6.

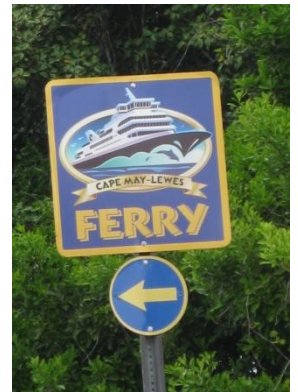






*Continued from page 4 – Lewes Car Show*

"The British Are Coming . . . Again!" while also commemorating a War of 1812 bombardment in which British naval vessels attacked, but did not destroy, the town. Incidentally, not to be missed if you visit Lewes is the Rose and Crown, a British-style pub in the Hotel Rodney where some of us PEDCers enjoyed before-dinner libations Saturday night. We hope to gather for dinner there next year. All in all it was a great weekend for British car enthusiasts. ■



**Clockwise from top left:** Our LBCs wait to board the ferry to Lewes. Lewes in bloom along the waterfront. Ferry sign. Can you find Bob's Spitfire? Photo by Bob Canfield. Premier Class winner, a beautiful Rolls Royce. Lineup of cars from 1969-72. Lewes in Bloom sign. Our PEDC poster girl, Fredda Fine (now Resnicoff), makes a statement in her Union Jack tights.





## Juarez Memories

Phil Schneider

In the Fall of 1953 I was stationed in southern New Mexico, scarcely 100 miles from Juarez, Mexico, which happened to be the finish line of the Carrera Panamericana (aka the Mexican Road Race). My CO was kind enough to give my buddy, Smitty, and me the day off to run down to the Juarez airport to watch the cars finish. The trip down in my red 1953 MG TD was uneventful, but the rest of the day was anything but. This was the year that the gull wing 300 SL ruled, but not before "buzzard bars" were welded in front of the windshield on the driver's side. That year Lincoln and Lancia also did well in their classes. And if I am correct, so did Siata. There was a great deal to see at the airport, including one thing that haunts me to this day. A Mexican civilian didn't move quickly enough for one of the Federales (Mexican federal police), and he was laid out by the officer with a vertical butt stroke. I don't believe the civilian was killed, but it was unsettling.

When it came time to leave the airport and head back to Alamogordo, things started to go sideways. The Mexican authorities saw a little red sports car and decided to direct us down Juarez Avenue, along with the competing cars. There was no common language, so we went as directed. Once on the main drag, we were surrounded by Mexican civilians, practicing a local ritual that neither Smitty nor I had ever seen. As we passed the people they showed their approval by beating the TD with long bamboo reeds. It was at this point that I decided to escape from the parade. I took a quick right into an alley and got out of Dodge as quickly as possible.

While Smitty and I were congratulating ourselves on a clean getaway, nature was plotting against us. In 1953 the southwest was in the middle of a bad drought, which equated to dust storms whenever the wind blew. And the wind blew that night! We had no sooner started north on US 54, to return to Alamogordo, when the visibility dropped to a few feet in front of the car. A one-and-a-half-hour trip became five. The swirling red sand stripped the paint off the black A-arms in the front suspension. The windscreen was another victim and had to be replaced, fortunately covered by insurance. Oddly, the paint on the front fenders survived, but there must have been a good two inches of red silt that leaked through the none-too-tight side curtains. Ah, the memories! ■

### THE LUCAS MOTTO:

“GET HOME  
BEFORE DARK.”

SOURCE: UNKNOWN

### Coming in August

### THE “PRINCETON PUZZLER” RALLY

BARRY SHANDLER, RALLYMASTER

[bshandler@comcast.net](mailto:bshandler@comcast.net)

phone: 732.521.1985

Barry and Laura rallying in their 1979 MGB.



## From the Backseat

Joe Lippi

Since many members have given pet names to their LBCs, I have decided after 17 years to name my Midget “Lesney No. 19.”

It seems an appropriate name in light of my plate, which is MTCHBX. Hereforth please refer to it as Lesney . . . except for me, who will still launch expletives at it every time I bust a knuckle on it!



“Lesney” at Brits on the Beach 2013, *left*, and at the NJ Vietnam Memorial and Museum in Holmdel, NJ, August 2012, *above*.



## **“Wear Your PEDC Regalia” Day ~ May 6, 2015**



We had a great turnout at Woody's for our May monthly meeting. Nearly all attendees wore their regalia, including, **clockwise from top left**, Ken & Carol Kyle, Andy Moutenot, Paul & Mary Johnson, Ed Kinney, Wayne Simpson, and Mark Berkowsky. It was a good night to show our club spirit and gave a boost to regalia sales. Well done everyone! If you need a new baseball cap, golf shirt, T-shirt, sweatshirt, or windbreaker with our PEDC logo, contact Regalia Manager Karen Moutenot, [kamouts@comcast.net](mailto:kamouts@comcast.net).





## Rosie Restoration Nearly Complete ~

Photos Courtesy of Mark Wintjen



In August 2014 Mark Wintjen bought a 1979 Carmine Red Triumph Spitfire (affectionately known as "Rosie"). She ran well but needed some work. Here's what she's had done since last fall:

- ✓ The body was stripped down to bare metal and repainted in Damson, an original Triumph color used on Spitfires in the early 1970s.
- ✓ The interior was redone in black.
- ✓ The bumpers were rechromed.
- ✓ Weather stripping and body molding were replaced.
- ✓ Shocks, ball joints, front springs, and tie rods were replaced.
- ✓ A Monza exhaust system was installed.
- ✓ A custom wood dashboard, made by PEDCer Joe Lippi, was installed.

Mark says all she needs is a new top. Look for the new Rosie soon.



RESTORING  
YOUR  
LITTLE BRITISH  
CAR?  
SEND US  
SOME PHOTOS  
AND A  
FEW LINES  
ABOUT WHAT  
YOU'VE DONE  
OR PLAN  
TO DO.





## Britfest 2015 ~ Succasunna, NJ

Barry Shandler

**SIX PEDCers ATTENDED BRITFEST THIS YEAR, WHICH** is not a bad turnout considering many of us were at the Lewes, DE show. Britfest is sponsored by the MG Car Club, Central Jersey Centre, Inc., <http://www.mgccnj.org>. The venue is Horseshoe Park in Succasunna, NJ, a great place for a car show with plenty of room.

One car that caught my eye was a Jaguar XK-150 in a beautiful dove gray. When compared to the somewhat lean XK-120 and the somewhat beefier XK-140, this car really showed the evolution of the line. It had a really nice wood grain instrument panel and was a real beauty.

In my opinion the star of the show was an MGA Coupe, dark blue with a cream interior. This was a first-class restoration, including the trunk and engine compartment, which was spotless. The colors were a real standout.

Another interesting car was a black-and-tan 1951 Jaguar convertible that was immaculately restored. These older cars from a bygone era have an appeal all their own. I imagined myself tooling down the highway in one of these, looking for another car from which I could borrow some Grey Poupon!

I came across a silver car that I could not identify at first until I looked at the grill, which was unmistakably Morgan. The problem was that nothing about the car resembled any Morgan I have ever seen. It was a 2010 Morgan Aerostar. Only 10 of them were made for the USA. It looks like the Batmobile with a BMW engine and running gear.

This show also had a category for race cars, and four of them were present. Number 53 was the most interesting, a 1954 MGTD model.

Britfest was a very well-run show with about 150 cars of all types. There were 18 classes for trophies, which in fact were not trophies but ribbons—the kind that are awarded to dogs and horses, but they were a very nice alternative to trophies. I plan to award them at the PEDC "Princeton Puzzler" rally that I'm organizing in August. ■

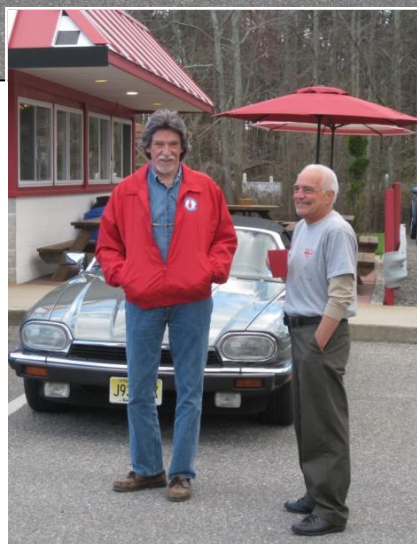
**SCENES FROM BRITFEST 2015:** Top row, left: Jaguar XK-150. Bottom row, left: MGA Coupe. Top and bottom rows, middle: 2010 Morgan Aerostar. Top and bottom rows, right: 1951 Jaguar convertible. Below: Barry stands alongside his MGB, next to Joe Lippi's MG Midget. *Photos courtesy of Barry Shandler.*







## Ice Cream Run to Junkyard Dogs ~ April 26th



**FOR SOME PEDCers IT'S** never too cold to enjoy ice cream. Ernie Caponegro organized our second ice cream run of the season, starting at Junkyard Dogs on Mantoloking Road in Brick, NJ and ending at the Yellowbrick Road Ice Cream Carousel down the street. Joining in the festivities were Rodney & Kathy Ford (black TR7), John & Jeanne Miller (TR3), Ken & Carol Kyle (TR6), Charlie Schirm (Jaguar XJS), and Ernie & his youngest son, Luke (orange TR7).



We enjoyed good burgers and dogs, and Junkyard Dogs owner Bob even hoisted the Union Jack out front to welcome us. Though it was a chilly night in late April, we had a good time. The ice cream treats were delicious too.



## from the driver's seat

MARK BERKOWSKY, PRESIDENT

### LBCs Set Sail for Lewes

For those of you who missed the last meeting, here's a little information about our weekend trip to the British car show in Lewes, Delaware. As promised, four PEDC cars made the afternoon ferry from Cape May to Lewes, with a pleasant sail across the Delaware. It takes Nadine and me about 2½ to 3 hours to drive there from Cranbury, taking the back roads down through southern New Jersey. Unfortunately I had to attend a meeting in the morning so we couldn't leave early, but we arrived on time and had a quick lunch at the ferry terminal. After the ferry ride, those of us who stayed in Lewes checked into hotels, and we met for dinner at a nice seafood restaurant.

Saturday morning, after checking in at the show field with the Spitfire, Nadine and I walked into town and joined eight other PEDCers for breakfast at our usual place. Since we have had "interesting" service there before, we didn't know what to expect. This time we were seated at three tables, four, two, and four. Our meal was interesting, as the other six PEDCers were served their breakfast and given their checks while we waited to place our order—for the second time, since the first order was lost. So, after an hour and a half we started eating our breakfast, as everyone else was walking back to the show field. Not a great breakfast, but it gave us plenty of laughs.



The show was good with the standard setup, except they group the cars by year, not by marque. Bob and I observed all the good and bad parts of the show, with an eye toward borrowing ideas to make our Brits on the Beach show even better than it's been. We will

not be changing our format, but we tried to think of other unique ways to group the cars—maybe by color?

Dinner for our group Saturday night was very good again at a different venue. Lewes does have

a lot of very good restaurants. We took the ferry home Sunday afternoon. The drive back through the Pinelands was enjoyable, since it had warmed up and we were able to have the top down.

### Nadine's New Knee

In April Nadine and I took a trip to Disney World in Orlando, FL with our daughter and her family. After struggling to walk around Epcot the first day, Nadine decided that the offer of being pushed in a wheelchair was not bad after all, since her knees just wouldn't allow her access to the venues without great pain. After arriving home from that trip she made an appointment with the doctor and immediately scheduled knee replacement surgery. It was not a spur-of-the-moment decision since she had been reviewing her options, but the trip to Disney convinced her that the replacement was necessary.

Two weeks later we were off to the hospital at 5:15 AM for the surgery at 7:30 for a total right knee replacement. It's been one week as I write this and she has been doing great! We want to thank all the PEDCers for the kind words and encouragement during her rehab. We are hoping she will be off the walker and onto a cane by the next PEDC meeting. The more we talk to other

*Continued on page 21 – Driver's*

Photo op: Mark & Nadine in the Lewes, DE parade after the car show.





## from the navigator's seat

BOB CANFIELD, VICE PRESIDENT

### New Tires and a Shave

In late 2013, I "accidentally" bought a 1974 MGB from a local eBay seller. Although the car looked OK for a driver, I was impressed with the look of the wire wheels. I never owned a car with wires, and they certainly looked good against the MGB's bright red paint.

While sorting out some things on the car to make it safe and reliable I noticed that the tires were old and didn't match. Two of the wheels had loose or broken spokes. I picked up four nice used wheels from Ken Wignall and had a local shop mount the new tires and tubes as well as balance them. I was ready for the first distance drive, so I brought it to Jon Spare's retirement celebration at McGuire AFB with Jack Kelly in the navigator's seat. Once we got over 50 mph the steering wheel was jumping around as if I were driving on an old railroad bed. I knew my adventure with the wheels and suspension had just begun.

I replaced the front-end bushings and kingpins and added a sway bar. Then I consulted the web to research care and feeding of wire wheels. I learned that they require a lot more care than I thought and that they are a real pain to clean. I realize now that if wire wheels did not look so good



no one would put up with them (kind of like the Kardashians).

The nearest shop that seemed to understand how to smooth out my ride was K&T

Vintage Sports Cars, LLC in Allentown, PA. I dropped off the wheels, and about a week later I returned to pick them up and chat with the owner, Ken Beck. Ken has been involved with restoring and maintaining British cars and Corvettes for over 40 years. He started K&T Vintage Sports Cars, LLC in 2006 and has built a great

reputation for first-class work.

One of the services he offers is tire truing and balancing. Ken explained that wire wheels right from the factory are usually not perfectly true. So it is common for an owner to find a local shop that mounts and balances the wheels on conventional equipment. The problem with using conventional equipment is that most balancers today use the center hub of the wheel and assume that the wheel and tire are symmetrical, and once mounted that the tire is reasonably round. Most classic British car steel wheels are lug-centered wheels, so the center hole in the wheel is not necessarily the center of the wheel assembly. In the case of wire wheels the only

proper way to balance them is by mounting them on the correct tube axles, so conventional balancing equipment will not offer the best results for wire wheels (as I found out the hard way).

The most interesting process that K&T offers is tire truing (shaving). The machine will shave the tire so that it is round and will run smoothly on the road. This compensates for wheels, tires, or both that are not true. The process is done before balancing, and the end result is a wheel that runs without

*Continued on page 21 – Shave*

Photos this page from the Lewes British car show May 2nd. Shown **below, from left**, are Bob's friend Chip O'Reilly, Bob, Ken Kyle, and Mike Browne.





# Minutes of the PEDC General Meeting May 6, 2015

Submitted by Carol Kyle for Jay G. Helt, Secretary



The meeting was called to order at 7:35 PM by President Mark Berkowsky. In attendance were 51 members. A motion to accept the minutes of the April 1, 2015 meeting was made, seconded, and carried.

President Mark asked if any guests were present. Zig Panek introduced his friend, Rick Stoeber, who signed on as a member after the meeting. Rick has a Rolls Royce Silver Spur, a Jaguar E-type Series 3 Roadster, and an MGC. He owns a restoration shop in Monmouth County.

## Treasurer's Report

Treasurer Andy Moutenot stated that our club balance is \$5,476.36 and that we are now 134 members strong. A motion to accept the treasurer's report was made, seconded, and carried.

## Facebook Page

Russ Sharples talked about the Facebook PEDC group page that he maintains for members only; it cannot be found by internet searches through Facebook. The page serves as a forum for members to chat and share British car experiences. E-mail Russ at [rpsinet-mga@yahoo.com](mailto:rpsinet-mga@yahoo.com) to join the group. We also have a public Facebook page, which Martin Vickery maintains.

## Newsletter

Newsletter editor Carol Kyle asked members to continue

sending her material for the newsletter.

## Regalia

Regalia Manager Karen Moutenot asked members to contact her for ordering regalia items.

## Old Business

**Victorian Tea.** Carol Kyle reported on the ladies' afternoon tea she organized in Toms River, NJ. The event went so well that she plans to organize a second one this year.

**Allenhurst Show.** Pat Wignall reported that the Shore Antique Center annual event was well attended with about 20 cars and that Kathy Ford won the basket of British goodies.

**Cranbury Ice Cream Run.** President Mark reported that the first ice cream run of the season to Gil & Bert's was well attended for a chilly night, with about 15 cars. Dinner was held at a new Italian restaurant in Cranbury.

**Drive to Edison Museum.** Mort Resnicoff reported that only two cars participated

but that the drive was enjoyable. Mort noted that lunch was very good at McLoone's Boat House in West Orange, NJ, right on the reservoir.

**Junkyard Dogs.** Ernie Caponegro reported on the ice cream run he organized in Brick, NJ. Only six cars turned out, but the chilly weather probably had something to do with it.

**Lewes, DE Car Show.** President Mark reported that four cars (seven PEDCers and one friend) took the ferry from Cape May, NJ to Lewes, DE to spend the weekend and attend the car show on Saturday. Two more cars (four PEDCers) attended the show and stayed for the day only. Mark noted that the weather was beautiful and that it was a good driving weekend. Mike Browne talked about his new LBC acquisition, a 1971 Austin America, with only 903 miles on it, which took second in class at this show. He noted that the car had never been titled, that it's like a brand new car.

**PEDC Brits on the Beach.** President Mark, speaking for Vice President and Show

Chairman Bob Canfield in his absence, suggested that we put paper under each LBC at the show in Ocean Grove to see what patterns form from dripping fluids—a kind of Rorschach test. Mark reminded members that the show will be held Saturday, September 19th.

**Britfest 2015.** Bill Miller talked about this annual show in Succasunna, NJ, where he grew up. About 200 cars were shown. It was a nice day, and six PEDCers drove together. Ribbons, rather than trophies, were awarded. Barry Shandler reported that he wrote a Britfest article for the PEDC newsletter. Mark Wintjen mentioned that entries were grouped by class, and, unfortunately for Joe Lippi, 5 Midgets were grouped up with ~25 MGBs instead of in a class by themselves or with the Austin-Healey Sprites.

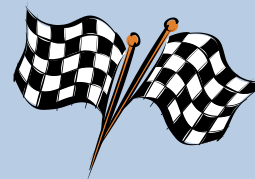
**Drive Your MGA Day.** Russ Sharples reported that he and another MGA friend took a drive around the Delaware Water Gap, ending up in Wallpack, NJ. It was an 80-mile route.

*Continued on page 14 - Minutes*

## Welcome New Members

The following members have joined since April 2015:

- John & Vivian Quinn, Ocean, NJ, TR3
- Rick & Marie Stoeber, Shrewsbury, NJ, Rolls Royce, Jaguar E-type, MGC







Continued from page 13 – Minutes

## Upcoming Events

**Brick PAL Show.** Ernie Caponegro talked about a show he is organizing May 9th in Brick, NJ. He expects about 100 cars. Prizes and three trophies will be awarded, there will be live music, and it's a BYOB event.

**Jersey Freeze Ice Cream Run.** Alice Albertalli spoke about the ice cream run to Freehold that she and Tom are organizing May 13th.

**Eastern Shore of MD Drive.** Russ Sharples spoke about the drive he is planning May 16-17th. The 400-mile roundtrip drive starts in Paulsboro, NJ and continues over the Commodore Barry Bridge

into Delaware and Maryland.

**Toms River Country Club British Car Show.** Ken Kyle showed members an example of the show placard that will be printed for each of the 35 cars entered and also one of three trophies that will be awarded. There are 10 spots left, so contact Ken by May 17th if interested.

**"Princeton Puzzler" Rally.** Barry Shandler plans to organize his third PEDC rally, which will be August 23rd in the Princeton, NJ area. Look for details in the newsletter.

**Greenbriar Oceanaire Car Show.** Mike Browne mentioned that his adult community is hosting another classic car show on Monday, August 10th.

Participants have been asked to start gathering at 1:30 PM. This year the community is welcoming as many PEDC cars as would like to attend.

## Miscellaneous

**Lucas T-shirts and LBC Posters.** Mike Browne showed meeting attendees a sample T-shirt that he can order (as a group order) for anyone interested. Shirts are available in grey, tan, white, and light blue. He can also order car posters (also as a group order), which are available at [www.uniquecarposters.com](http://www.uniquecarposters.com). By placing a group order Mike can get these products for a discount. Contact him if you are interested.

**LBC Update.** Andy Moutenot told members that

he sold his red MGA and bought a 1967 Austin-Healey 3000 BJ8. Ken Kyle reported on his new 1974 TR6. He has replaced the redline tires with new ones. Mark Wintjen reported on his Spitfire, which is about to make her PEDC debut.

**Wedding Bells.** Mort Resnicoff and Fredda Fine will be married May 24th.

**Cars and Motorcycles of England.** Wayne Simpson reported that this annual DVT show, in Westtown, PA, will be held May 30th. It is two shows in one, including a judged concours for Jaguars. Expected are ~250 cars.

President Mark reminded members that the next meeting is June 3rd. The meeting was adjourned at 8:27 PM. ■



Continued from page 2 – AA

windshield. The MSO is what permits dealers to sell cars to other dealers without needing to issue a title for them. So, with my having been a history teacher for 33 years, I was determined to find out as much as I could about the history of this unique little car.

## The Plot Thickens

What I discovered is that there was an Austin/MG dealer in Florida who was going bankrupt, took this particular car out of stock, and put it into long-term storage. Now some of the car's history is conjecture on my part, of course, but I wondered why this particular Austin America was taken out of stock and put into long-term storage. A number of scenarios make sense at some level.

First, since most of these cars were equipped with automatic transmissions (which were problematic), and since this one had a 4-speed manual transmission, maybe the dealer wanted this one for himself. Second, maybe the manual transmission was difficult to sell since these cars were marketed as "the perfect second car" with an automatic transmission. Third, perhaps it was the last one in his inventory and he had a deadline to get the cars out of the showroom. Presumably many scenarios are possible if you think about it. Whatever the case may be, the car was put into long-term storage, though not in a climate-controlled storage

facility. Imagine being locked in a metal warehouse in Florida and neglected for 30+ years!

## The Next Chapter

Then the owner passed away, leaving his estate, including the little Austin America, to his son. Apparently the son had no interest in the car, so he wanted to "give" this car to a small classic car dealer in Virginia as part of a debt settlement. The dealer did not want the car unless it was running. It was then transported to Glenn's MG Repair in St. Petersburg, Florida, <http://www.glennsmg.com>. Glenn sent me quite a few pictures of the 30+ year old car with 72 original miles on it.

At that point, the car looked very tired and neglected. The paint was tired, the hydrolastic suspension was flat, the tires were flat, and it didn't run. It truly looked sad. With only 72 miles on the odometer, it was difficult to imagine what its first 30 years of "life" had been like. Glenn got the car running, and it was sent up to the dealer in Virginia. That dealer had the car for only a couple of months. He ended up selling it to another classic and exotic car dealer in Midland, Michigan, Rallye Imports, <http://www.rallyeimport.com>.

The car was used for advertising and for 8 years was driven back and forth from work to home when the weather was decent. This is where most of the 903 miles were put on the car. Then the car was sold to another dealer in

Michigan, who quickly sold it back to Rallye Imports. It was then sold with a bunch of other cars to Hyman Ltd.

## My Chapter

It took some convincing for me to actually "pull the trigger" on this car. Glenn from Glenn's MG Repair and especially PEDCer Pete Cosmides from Motorcar Garage in Maple Shade, New Jersey, <http://www.motorcar-garage.com>, convinced me that it was indeed a time-capsule car as far as originality was concerned. Both Pete and Glenn have ADO16 cars, and both happen to be MG1100s. That is why I bought the car from Hyman Ltd., and I'm glad I did. It's a wonderful little car!

In a sense, this Austin America has had a very long and neglected past. Even though the car was "calling my name" there were a few obstacles to overcome, including the fact that the car was in St. Louis and Linda and I were in Florida for the winter. I have bought cars sight unseen before, but I was a little apprehensive about this one. Pete recommended I ask a professional British car mechanic to inspect the car for me. He knows John Mangles, owner of All British Car Repair in St. Louis, MO, <http://www.themgdoc.com>, and suggested I contact him. I did, and for a nominal fee John went over to Hyman's, inspected the car, drove it, and gave me a detailed written evaluation. He gave it a

clean bill of health and told me over the phone that it was probably the most original 44-year-old car he had ever seen in that condition. Obviously a 44-year-old car has some "patina," which I fully expected—nothing you can do to change that.

The bottom line is that I bought the car. I had Hyman ship the car directly to Motorcar Garage via enclosed transport for Pete to do what was necessary to get it back on the road. Even though it was like a 44-year-old "new car" it needed a lot of work just to get it roadworthy again. Below are some of the things the car needed:

- ✓ Tires, rubber seals, gaskets, hoses, belts, window seals, hydraulics (brake and clutch systems) had to be rebuilt.
- ✓ The fuel tank had to be removed and cleaned, and the fuel lines had to be replaced.
- ✓ The carb had to be rebuilt and adjusted.

Motorcar Garage did an absolutely wonderful job with the car. I think Pete enjoyed working on it since he has an ADO16 car. As a matter of fact, Hemmings is coming down to Pete's shop to do a story for their *Sports & Exotic Car* magazine on ADO16 cars, using our two cars for photos. It should be fun! [Note: We understand the Hemmings photo shoot went well and hope it might lead to a future article for The Terminal Post. ~ Ed.]

Continued on page 16 – AA





## 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 15 – AA

After having Minis for the past 15 years, I can say that the Austin America is much more comfortable and easier to drive. It has a larger trunk (boot) and a lot more room in the interior in general. It is very different from the Minis, even though the engine, and most everything underneath, is basically the same. Now I understand why the ADO16 series of cars were the best-selling cars in the UK from 1962-1974. They are very enjoyable cars to drive and ride in.

### Drive or Preserve?

Here is my dilemma: This little Austin America has a little over 1300 original miles on it, it's 44 years old, and I am the first person to



An under-the-bonnet view of Mike's "new" 1971 Austin America. *Austin logo courtesy of wikipedia.com.*

ever get a title for it. Should I drive it or preserve it? There are those who feel that this particular car deserves to be in a museum. As a former history teacher I can understand that. I think that the car has to be one of very few existing Austin Americas with such low mileage on the odometer. Sadly, estimates are that fewer than 100 Austin Americas can be found on the road today in the USA. It really is a shame, because the Austin America is truly a nicely designed automobile and under appreciated by the British car world. ■







## Our 18<sup>th</sup> 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.

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

Questions? Contact PEDC Vice President & Show Chairman Bob Canfield, joisuzu@optonline.net.

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!



## PEDC Rolls into Allenhurst for “All Things British” Event

Pat Wignall

**T**he 6th annual PEDC car gathering at Shore Antique Center in Allenhurst, NJ kicked off on a beautiful spring day with plenty of sunshine and 62 degrees.

Twenty cars looked great in the parking area next to the Center, which has merchandise from several vendors under one roof. Hosts Chris and Rose O'Connor Myer welcomed PEDCers with freshly baked scones from Cravings Bakery in Allenhurst, tea and fresh fruit. It was a mellow day to soak up the sun with friends and chat with visitors who stopped by during the afternoon. Sal Boyd provided wonderful music for the setting, and a great day was had by all. ■

P.S. Guess who won the basket of British goodies for guessing the most answers correctly about the birth date and estimated time of arrival of Royal Baby #2? Our own Kathy Ford won. Congratulations, Kathy! Royal Baby #2 turned out to be Princess Charlotte Elizabeth Diana, and she arrived May 2nd, 8:34 AM London time.

Photos from the April 12th Allenhurst show.





## 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.

### 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, [mgdriversclub@hotmail.com](mailto:mgdriversclub@hotmail.com).
- 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, HoHoKus, 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. Contact Emery Duell, [emeryduell320@gmail.com](mailto:emeryduell320@gmail.com), or NJTA website, [www.njtriumphs.org](http://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>. 200 vintage British cars (all makes of British cars & motorcycles, old and new, are welcome). A rain or shine event. Popular-vote judging. Awards & door prizes. Food & music. Wooded setting. Show field opens 9 AM. Judging 11 AM – 1 PM. Catered food or bring your own picnic lunch. For more information contact Mike Jones, 610.865.3419.
- 21 Sunday, 14th Annual **PEDC** Father's Day show, Allaire Road, Spring Lake Heights, NJ, 10 AM – 1 PM. BBQ afterward. Ken & Pat Wignall, organizers.
- 24 Wednesday, **PEDC** ice cream run to TK's, CR 539, Cream Ridge, NJ. Ken & Carol Kyle, organizers.
- 27 Saturday, **PEDC** drive to McGuire Air Force Base, Burlington County, NJ. Jon Spare, organizer.
- 28 Sunday, **PEDC** drive to Laurita Winery, New Egypt, NJ. Barbara Willis, organizer.
- 28 Sunday Night Cruise Car Show, Woody's, Farmingdale, NJ, 4-8 PM, <http://woodysroadside.com>.

### 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, **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>.
- 26 Sunday Night Cruise Car Show, Woody's, Farmingdale, NJ, 4-8 PM, <http://woodysroadside.com>. *Continued on page 20*



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

### 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 Adult Community, Waretown, NJ. **Open to all PEDCers**. Cars start to line up at 1 PM. Live music by a local band. Snack bar open, though you may bring your own food and drinks. Trophies may be awarded (TBD). If interested in attending please contact Mike Browne, [captain61ny@aol.com](mailto:captain61ny@aol.com).
- 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>. **Organizer TBD**.
- 23 Sunday Night Cruise Car Show, Woody's, Farmingdale, NJ, 4-8 PM, <http://woodysroadside.com>.

### 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, Vintage Triumph Register (VTR)-sponsored. 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 18<sup>th</sup> 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 17 for details and page 24 for a registration form.
- 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.monmouthcountyconcoours.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.
- 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 Pay 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, **19<sup>th</sup> 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 and December events will be listed next month. Stay tuned . . .



## 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.

*Continued from page 11 – Driver's*

members the more we realize how many of you already have replacement body parts. It is getting to be pretty standard—having members come to meetings with crutches, walkers, or canes. We are thinking we should offer replacement parts with the PEDC logo on them!

### Membership Directory

The 2015 membership directory has been published and distributed. If you've been to meetings or our events, I have tried to give them out. Last week I did mail the directory to the rest of the members. If you don't receive it by meeting time, let me know and another one will be sent to you. Don't forget to check the calendar for this month. There are many events—drives, shows, and ice cream runs—planned. We hope to see you at some of them.

The next meeting at Woody's is June 3rd, and we hope the weather will cooperate to allow us to fill the parking lot with our LBCs. ■

*Continued from page 12 – Shave*

vibration. More information is available at <http://ktvintagecars.com/tiretruimg.html>.

So if your hands go numb holding the wheel of your LBC on long drives, I suggest a visit to K&T Vintage Sports Cars in Allentown, PA. Whether you have steel wheels, alloys, or wires, you will notice a much smoother ride after a nice shave. The MGB is like a different car on the road now!

As an aside, Ken has asked that we include a visit to his shop on our next club drive to the area. I am also trying to talk him into coming to our Brits on the Beach show in September to participate.

### Brits on the Beach 2015

As of this writing we have 50 cars registered and one trophy class 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 four cars registered and are hoping to bring many more.

What I can really use from our members is new ideas to improve the show. I know the tendency is to just hit replay, but we need to keep things fresh and look for original and innovative schemes. Please send along any suggestions so we have time to incorporate them into the show. The registration form is on the last page of this newsletter and also on our website, [www.pedc.org](http://www.pedc.org), together with the sponsorship forms. I will start looking for prizes for the silent auction as well as items to put into the goodie bags given to all show participants when they register the morning of the show. Please keep your eyes open for anything we can offer as door prizes or goodie bag items. Thanks. ■

Sunbeam Tiger, *below*, from Brits 2013. This year Sunbeam will have its own class.



**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](mailto:jay.helt@verizon.net).

*Photo courtesy of Jay Helt.*



## 2015 PEDC Officers and Staff

**Mark Berkowsky, President**

[mnberky@comcast.net](mailto:mnberky@comcast.net)

609.655.0071 home

908.715.1787 mobile

**Andy Moutenot, Treasurer**

[kamouts@comcast.net](mailto:kamouts@comcast.net)

609.655.0554 home

**Carol Kyle, Newsletter Editor**

[carolkyle4@earthlink.net](mailto:carolkyle4@earthlink.net)

732.244.2045 home

732.606.6422 mobile

**Bob Canfield, Vice President**

[joisuzu@optonline.net](mailto:joisuzu@optonline.net)

732.292.1944 home

732.620.2378 mobile

**Karen Moutenot, Regalia Manager**

[kamouts@comcast.net](mailto:kamouts@comcast.net)

609.655.0554 home

**Ken Kyle, Newsletter Technical Editor**

[kenkyle4@earthlink.net](mailto:kenkyle4@earthlink.net)

732.244.2045 home

732.551.9462 mobile

**Jay Helt, Secretary**

[jay.helt@verizon.net](mailto:jay.helt@verizon.net)

732.571.9200 office

732.614.6460 mobile

**Martin Vickery, Webmaster**

[martin.vickery@gmail.com](mailto:martin.vickery@gmail.com)

732.856.7518 mobile

**Nadine Berkowsky,  
Sunshine Committee Chair**

[mnberky@comcast.net](mailto:mnberky@comcast.net)

609.655.0071 home

### The Terminal Post

**Editor**  
Carol Kyle

**Technical Editor**  
Ken Kyle



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



**CAR CLUB NEWS**

[www.britishmarquee.com](http://www.britishmarquee.com)

**Positive Earth  
Drivers Club  
members:**

*Subscribe to our print or  
on-line edition, and  
get 37% off — and FREE  
classified ads!*

One year (11 issues), print: \$16 (regular price \$26)

One year (11 issues), on-line: \$12 (regular price \$19)

Go to our website today and download a free sample copy!

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 • (401) 766-6920



**1 Year Subscription  
for \$24.95**

U.S. funds only. Canadian subscribers add US \$8 for postage.

**Call us at:  
(888) 676-9747**

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



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

Peter Richardson departs  
Shore Antique Center, Allenhurst, NJ.  
Allenhurst is typically our first PEDC  
car-show event of the driving season,  
held in April and organized by  
Pat Wignall.

British Automobile Repair and Restoration:  
New Jersey, Pennsylvania, and New York  
**www.Motorcar-Garage.com**  
856-667-6657 | Maple Shade, New Jersey



British automobiles are our *passion*. Let us share the passion with you.

**Motorcar Garage, LLC**



Ernest M. Caponegro, CEO, CSA®  
InEAgency@gmail.com



**I & E Insurance Agency**  
& Financial Services

**(732) 295-5584**

2900 Route 88, Point Pleasant, New Jersey 08742

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

[www.irarolloversnow.com](http://www.irarolloversnow.com)



**Insurance-Investments-Advice**



Securities offered through Southeast Investments, N.C., Inc. Member FINRA, SIPC. Services offered through UN-affiliated entities  
OSJ: 820 Tyvola Road, Suite 104, Charlotte, NC 28217 PHONE: 800-828-1295 or 704-827-7873





# ***Brits on the Beach 2015: 18<sup>th</sup> Annual British Car Day***

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

***at Historic Ocean Grove, NJ  
Saturday, Sept. 19<sup>th</sup>, 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](http://www.PEDC.org), call us  
at (732) 620-2378 or e-mail  
[show@PEDC.org](mailto:show@PEDC.org)***

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

## **Brits on the Beach Show Registration Form**

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



Vehicle 1 Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ (\$15 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: \_\_\_\_\_