



# The Terminal Post

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

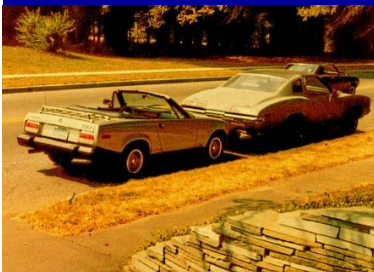
## Important Dates to Remember

- **September 2:** Meeting at Woody's, Farmingdale, NJ.
- **September 16:** Brits on the Beach Goodie-bag Stuffing Party, the Fords' house.
- **September 19:** Brits on the Beach, Ocean Grove, NJ. See page 2 for details.
- **September 30:** Ice cream run to Poppy's, Barnegat Light, NJ.

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



## Passing on the Car Gene

Ernie Caponegro

**I**n 1980, at the age of 23, I bought a 1980 TR7 as my first car, against the advice of my father. Now 35 years later it's going through a restoration. The interesting

part of my story is how this all came to be. My father was an officer in the Air Force. He was a car and airplane guy, loved fast cars and faster airplanes, and it rubbed off on me. In our house there were pictures of his biplane, his B52, and his 1956 T-Bird. The car was a black beauty, complete with a hardtop and continental spare. My father bought the car in the fall of 1955 as a wedding present to my mother.

Their May 1956 honeymoon was a drive to Florida for a stay at the Miami



**Top photo:** A couple of cool dudes (Ernie, right, and a friend) in Virginia Beach, VA, summer 1981. **Above:** Running on empty somewhere in Georgia, summer 1980. **Left:** My new TR7 the day I picked it up, June 27, 1980, parked by my 1973 Pontiac Grand Am. Photos courtesy of Ernie Caponegro.

Fontainebleau Hotel. Then, about nine months later, I showed up and found a place on the front bench in a car seat that looked like it was

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# OCEAN GROVE, HERE WE COME!

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

SATURDAY, SEPTEMBER 19, 2015

10 AM – 4 PM

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 fun day.



### BELOW ARE THINGS TO KNOW BEFORE YOU GO:

- ✓ This is a rain or shine event. No rain date.
- ✓ The registration fee is \$15 per car by September 12th and \$20 per car after September 12th.
- ✓ For a registration form, visit our website, [www.pedc.org](http://www.pedc.org). See also last page of August 2015 newsletter.
- ✓ Classes and the number of awards per class are determined by pre-registration.
- ✓ Enter Ocean Grove by way of Main Avenue, where it meets the light at Route 71/South Main Street.
- ✓ Our show field, Main Avenue from Central Avenue to New York Avenue, will be closed to traffic.
- ✓ Check in and registration is 9:30 AM – 11:00 AM.
- ✓ Judging is by participant's choice, 12:00 to 2:00 PM.
- ✓ The awards ceremony starts at 3:30 PM.
- ✓ A silent-auction-style drawing for door prizes is open to all registrants.
- ✓ Dash plaques for first 130 cars registered. Goodie bags for all registrants.
- ✓ Questions? Want to help out with the show? Contact Vice President & Show Chairman Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net), 732.620.2378 mobile.

**NOTE:** The show was sold out as of 8/18/15. Waiting list only. We've added two new classes this year: British Motorcycles and Sunbeam.





1957: One of Ernie's first rides in dad's 1956 T-Bird, here shown with his mom. Photo courtesy of Ernie Caponegro.

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straight out of the Spanish Inquisition. My sister arrived a year later, and my poor dad had to say goodbye to the T-Bird and hello to a boat Mercury wagon to transport his growing family. Still, many times I heard about my parents' two-week journey to Florida and how they saw America with the top down on the two-seater. That's where the genesis of my own quest for a sports car started.

## My Love for Cars Begins

My auto education began one September, though I can't recall the year. All I know is that I was in grade school and old enough to walk around by myself in a car showroom. Every September I joined my pop in the annual parade through car dealers, gawking at the new models—Ford, Chevy, Chrysler, Cadillac, whatever. We went to see them all. For those who don't remember, September was not only the start of football season but also car season. In those days car dealers rolled out the red carpet to entice folks to buy the new models. These intro celebrations included free beer,

sandwiches, chips, soda, and balloons. How I loved those visits! What kid didn't? We made the yearly pilgrimages every September, but dad bought a car only every five years. I got to sit in the driver's seats of some amazing cars—a Corvette split-window, a '67 Fastback Mustang, a '69 GTO, a '72 Eldo Caddy convertible, a '72 442, and more. But the closest I ever got to a foreign car was a Mercedes. It was a tank and not my style. After all, it was un-American to buy a non-American car, and there weren't many foreign car dealers in Bergen County anyhow, before the 1973 gas crisis.

As I grew older my dad talked about building some sort of kit car, perhaps reclaiming his youth. We looked at MGTD kits, Gazelles, and Cobra replicas. I even found a used Mustang, but, as my dad said, if it's used, it had to be a cherry, with a perfect body and low mileage. Sadly, building a car together never happened.

## Turning 17

The years passed quickly and my father's desire faded as college bills beckoned. I worked and saved every nickel I could, and now my 17th birthday approached. In a teenager's mind anything is possible, especially the official day of forthcoming freedom and that trip to motor vehicle for the driver's license. Being 17 also brings the illusion of maturity, independence, and unbridled optimism. I would soon have my driver's license with the open road in front of me. My dream? Any affordable rag top sports car that my pop would approve. So now I had my license and a bank account and I wanted a car. I needed a car, something to define me. So I searched and searched, read the papers, and went to car lots, but in 1974 it wasn't easy to find a car, never mind a cheap running convertible. I had to settle on driving my mom's car, but here I was lucky. How many 17-year-olds got to drive a shiny red convertible, a real chariot, a 1969 Oldsmobile 98? This car was huge! It floated as it cruised, and my friends said it easily fit six adults with room for three more bodies in the trunk. It was a neat looking car and I loved it, but it wasn't mine. Ten years later I would acquire it, but that's another story.

It's now spring 1975 and my senior prom was coming up. I was still in hot pursuit of a sports car, anything with a rag top. Finally I found an old 1960s something British car and dragged my pop to see it. As we pulled up to the address, the car was neatly parked out front. It looked like the car from *Get Smart*, red, with the top folded down, and it had a stick shift—wow, I thought, something unique, and the price was right, something on the order of \$1100. That was a tidy sum in those days, especially for a decade-plus old foreign car, but this small red glove screamed freedom. I wanted it before I even opened

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the door. So I climbed into the car with visions of speeding down winding roads, sunglasses on, wind blowing through my hair, some young blond thing sitting next to me as I blasted through the gears. Totally delusional, right? As my father walked up the driveway the look on his face betrayed something almost prophetic. I was sitting behind the wheel already, and the seller had just given me the keys. I was quickly trying to start the car up but forgot to take it out of gear. The car lurched. Then the sounds of the starter and ignition grinding screamed trouble. My father smiled like the cat that ate the canary. He knew something.

The owner apologized and said that the car was working just fine yesterday, as he explained to my father. I had no reason not to believe this middle-aged man who explained that his wife just didn't want the car anymore, as he hurriedly opened up the hood and tweaked the wires to something that looked like a large lawnmower engine, but nothing happened. The dream died. I was crushed as I walked back to our car, my father's arm around my shoulders, saying, "not this time son." So the search was still on as I drove my mom's 98 "boat" to my senior prom. Soon after I was off to college. The two-seater sports car quest was on hold again.

## Saving for My Dream Car

Five years later I was on Wall Street and still looking for THAT car. The search was back on. For weeks I would stop by Rallye Motors in Paramus, NJ checking out the Jags, Triumphs, and MGs. Jags were great but out of my league. I was drawn to a green Triumph Spitfire and visited often. The sales people knew me by name and would leave me alone as



Keeping Ernie's 1980 vermillion TR7 polished is a family affair. **Above** Ernie at the 2012 Shore Acres Yacht Club car show. **Bottom** Ernie's youngest son, Luke, at the 2014 Brick Police Athletic League (PAL) car show. Photos by Carol Kyle.

I made my monthly visits. But one weekend I noticed a new TR7 being unloaded, and it caught my eye. There had always been TR7 hardtops in the lot but today a silver rag top rolled down the transporter. I walked out to look it over. Sure it was different from the Spitfire, but that Wedge and "the shape of things to come" grabbed me. I left the dealership to run home and get my father. Today was the day I thought: I had most of the money and just needed a bit of help. Pop was cutting the grass, and his first comment was, "Where the hell ya been? This is your job!" Well, after about an hour,

I finished the lawn, managed to get cleaned up, and now my dad and I were on our way to the dealership, my checkbook in hand. As we pulled into the dealership my father kept saying, "You're making a big mistake!" But I didn't hear him. I had spotted the new 1980 TR7 as they were moving it through the front doors to sit on the showroom floor. There it was—silver, the 25th Anniversary edition, whatever that meant. The top was down, and my

father was walking around the car just shaking his head. After a few minutes Ralph, the sales manager, had pulled out a courtesy car and I was off for a test drive. I drove up Route 17 getting into 5th gear, hitting 85 mph, and I was hooked. I pulled back in the lot with a big smile on my face and my hair all messed up, my father saying, "This is a mistake. It's a piece of junk. Wake up Ern. You're nuts. I'm going to bury you and that car in the same hole. This car will give you nothing but trouble!" "Sure pop, no problem," was my reply.

## Deciding for Myself

Did I listen? Nope. In the end it was my decision. I can still hear my father's words hitting me, but he capitulated, adding, "OK, you're 23, so you think you're a big Wall Street big shot? Go ahead, it's your money, piss it away, and don't say I didn't warn you." That was it. I negotiated a deal, my dad co-signed the note, and I wrote a check for \$6328.00, cleaning out my checking account. I remember that the final purchase price with taxes was \$9327.79.

One week later I picked up the car. Six weeks later, with less than 800 miles on the car, I was dropping it off for the first set of problems. Then another week or so later more issues

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surfaced. I got it back, and a few days later it was back in the shop again. Each time I was mortified as my father had to follow me for the ride. Every time he would say the same thing, “I told you not to buy this piece of crap, Ernest. That British car company is run by socialists who just don’t give a s---. Why don’t you ever listen to me?” “But dad, it’s under warranty,” was my standard reply. And so it went for the first two years that I owned the car, every few weeks in the shop. We even found out that the car had the clutch put in backwards, if that was even possible. Screws fell out, trim fell off, you name it; the car had problems. But I loved it. It was shiny, it was a rag top, it was a two seater, it purred (when it did run), no one else had one, and it was mine.

## Keep or Sell?

And so it went for the next six years. Then in 1986 I got the bug for something new. My Triumph had all of 22,000 miles on it, primarily because I took a train to work everyday, and the car found itself in the shop quite a bit. I decided to buy another problem child when I went for a 1986 Porsche 944 Turbo. In negotiating the new car the dealership offered me just \$1000 bucks for the Triumph. Wow, I thought, the car lost \$8000 in six years. The dealership responded, “British Leyland is gone and you’re lucky to get \$1000.” I declined. But even then I wasn’t so sure I would have sold the car anyhow.

I kept remembering how bad my pop had felt when he gave away his 1956 T-Bird. For the last 30 years he seemed to regret it and talked constantly of getting another, but responsibilities of middle age and a family came first. I always felt bad about that, and, besides, I didn’t even have a steady girl much less a family yet! And I thought, if British Leyland is



The Caponegro family at Brits on the Beach 2013. **Left to right** are Luke, Ernie, Ida, and Matthew. Ernest is in the driver's seat and did a great job, as always, detailing dad's car. Photo courtesy of Ernie Caponegro.

gone, maybe this car will increase in value, so why give away my first car? So I kept it.

## Starting a Family

By the end of the summer of 1987 I was married, and the TR7 was now parked in the garage next to my 86 Porsche in our new home in Brick, NJ. My wife, Ida, couldn’t drive a stick, and both cars were manuals. So the TR7 sat, waiting for me. By the time we decided on a regular car, we needed a back seat, as my son Ernest was born in 1989. Now the Porsche was gone, replaced with a family Chevy Blazer, but the TR7 was still here. The years rolled on, as one car came in and another went out, but the TR7 sat there waiting. Ida and I took an apartment in Jersey City so that Ida’s mother could watch the kids (son Matthew came along). We both worked in NYC and spent weekends at the Brick house.

## Losing My Dad

Then I lost my dad in 1996 and any chance to build a car with him that we had talked about so often. And still the Triumph sat in the garage waiting. After 911, we decided to change our lives, so we left Jersey City, sold the house, and came back to Brick (by now we had three sons, Ernest, Matthew, and Luke). But the TR7 wasn’t running, so I moved it to my office where it sat wrapped up . . . still waiting. The kids grew like weeds, and my eldest son, Ernest, started to tinker around with the TR7 as he was fast approaching driver’s age. We got it running, and he learned how to drive with a clutch. Then he was off to college.

## Joining the PEDC

In late 2009 PEDCer Wayne Simpson stopped by, having spied the car wrapped up outside my office, and we were introduced to the Positive Earth Drivers Club (PEDC). We found a working TR7 through the PEDC newsletter and bought it. The orange

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## Are You Up For It?

Since 2002, we've raised over \$160,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now, we're at it again!

On October 16<sup>th</sup>, up to 40 classic British cars will leave Quakertown, PA on a 3 day, 600 mile drive to raise money for St. Christopher's Foundation for Children in support of their C.O.R.E Palliative Care Unit.

Please consider making a tax deductible donation\* in support of one of our teams or better still, get yourself a co-driver, jump in your Little British car, and join us! It's fun, you'll make new friends, and it's all for a great cause.

For more information:  
...on the web

[www.BritishReliability.org](http://www.BritishReliability.org)  
[facebook.com/ReliabilityRun](https://www.facebook.com/ReliabilityRun)

...by e-mail

[Yukon80@comcast.net](mailto:Yukon80@comcast.net)  
or call (267) 258-7071

\* Our teams pay 100% of their expenses, so 100% of your donation goes directly to the charity.

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TR7, which some of you may have seen, gave us the opportunity to enjoy the car, meet some great new people, and, on club drives, visit parts of New Jersey that we never knew existed. My son Ernest loved little British cars (LBCs), and I always wanted to do something with him as my father had talked about doing with me for 45 years—fix and restore a car. Ernest picked up an MG and, like my father before me, I told him not to buy this particular car, but he did, and the MG was a disaster. Funny how history repeats itself! But, little by little, Ernest has been restoring the MG, and we have worked on it together, even pulling out the engine and completing a top-end engine overhaul. It's been a learning process and something I have enjoyed with him.

### Restoring My Original TR7

Now Ernest is working full time piloting ships, and when he gets home we want to drive with the club every chance we get, so we decided to restore the original silver 1980 TR7. We looked at a few restoration shops and found

Auto Tech out of Long Valley, NJ, [www.fixbrit.com](http://www.fixbrit.com). I had contacted a few places and wanted to find a shop where the owner had done TR7s before, and could cater to our particular needs.

John, the owner, and I have spoken many times in the last two years, and from our conversations I felt his shop was the best place for this particular car, thus arrangements were made. In June, John arranged for a flat bed to pick up the silver TR7. Throughout the restoration process John plans to take photos and show us the progress of the car's rebirth.

We look forward to spring 2016 when, I hope, we'll see my first brand new car reborn at the ripe old middle age of 36. It will rejoin our other TR7 and MG, and my family will get together to enjoy the open road in our LBCs at the same time. On that day, I hope my father will be watching, but I'll bet we'll hear him say something like, "Hey Ern, how the hell did you get them to work?" ■

**Below:** Joe Lippi's Midget, "Lesney," and Mark Wintjen's Spitfire, "Rosie," at Cars and Coffee in Millstone. Photo courtesy of Mark Wintjen.



# The Riley—"As old as the industry, as modern as the hour."

DUANE ADAMS

Connecticut MG Club Librarian

*This article appears with permission of the author. It originally appeared in a publication for his club's June 2014 "British by the Sea" gathering, at which Riley was the featured marque. A big thank you to new PEDC member and Riley owner Gary Watson for bringing the article to our attention.*

**THE RILEY CYCLE COMPANY,** Ltd. was founded on May 23, 1896. The company was definitely a family business. William Riley, the founder, was joined by his brothers Basil and Herbert and his five sons. As was true with many of the early automobile companies, Riley started with bicycles and progressed to motorcycles and then automobiles. The earliest motorcycles, the Royal Rileys, were little more than bicycles with a gasoline engine attached. As these vehicles developed, they began to look less and less like motorcycles and more and more like automobiles.

William Riley at first had no desire to enter the automobile industry, and it was his son Percy who secretly built a four-wheeled quadricycle in 1899. It wasn't until 1905 that the first proper Riley, the Vee-Twin Tourer, was produced. The most unusual feature was the Riley designed engine. The Vee-Twin was the first automobile engine to make use of mechanically operated intake valves. Several years later Benz patented this feature but could not collect royalties from British automobile companies as they claimed they were using Riley's technology.

Riley introduced another innovation that had other automobile companies beating a path to Riley's door.



The "detachable wheel", something we perhaps would refer to as a spare tire, was patented by Riley and produced windfall profits for the company. At one time over 180 manufacturers were being supplied by Riley. Riley was also the first company to equip their automobiles with tool kits.

The success of the Vee-Twin convinced William Riley that the company should concentrate on production of automobiles, so bicycle production ended in 1911. After World War I the Riley companies were restructured. It was also at this time that the Riley "Blue Diamond" badge was introduced. During the 1920s and 1930s Riley grew rapidly. They produced saloons, coupes, tourers, sports cars, and limousines. Riley at one point was producing more than a dozen different models. It was also during this period that the Riley 9 engine was introduced. The "9", with its hemispherical combustion chambers and twin camshafts set

high in the engine block, has been described as the most significant engine development of the 1920s. The "9" would continue to be developed and improved upon well into the 1950s.

Riley, along with other automobile companies, was impacted by the Great Depression. Their sports cars: the Imp, using a Riley 9 engine; the MPH, which was powered by a six cylinder engine; and the Sprite all enjoyed racing success. At the 1934 LeMans, Rileys finished 2nd, 3rd, 5th, 6th, and 12th and won the team prize. The Depression, racing costs, and a very extensive model line-up in which very few parts were shared, forced Riley to seek a partnership with another company.

While discussions with Triumph Motor Company were in progress, the Riley Company went into voluntary receivership in February 1938. On September 9, 1938 it was announced that Lord Nuffield (William Morris) had purchased Riley Motors Limited. Lord Nuffield sold his ownership of Riley to Morris Motors Limited and the company joined MG and Wolseley as part of the Nuffield Organization.

Riley was one of the few automobile companies to introduce new model designs after World War II. The RM series was

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## Riley Saloons and Coupes



**Above, left to right:**  
1939 12, the first Nuffield model.  
1950 RMD 2.5-liter drophead coupe.  
1935 12/4 Falcon.  
**Left:** 1937 12/4 Lynx Sports Tourer.  
*Photos and descriptions courtesy of wikipedia.com.*

## Riley Sports and Racing Cars



**Right:** 1930 Brooklands.  
**Far right:** 1936 12/4  
Sprite 2-Seater Sports.  
*Photos and descriptions  
courtesy of wikipedia.com.*

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introduced in 1945 under the “Magnificent Motoring” advertising theme. The RM series were lettered RMA-RMH and were produced until May 1959. The RMH is commonly referred to as “the last real Riley”. Riley’s role in the Nuffield Organization had been to compete against “sporty cars” as well as “luxurious cars”. This meant they were in competition with MG and Wolseley.

Starting in 1952 with the formation of the British Motor Corporation many models became little more than badge-engineered versions of Austin/Morris designs. Riley and Wolseley continued to be in competition with each other in the small car market. In 1957 BMC introduced the Riley One-Point-Five, and Wolseley the 1500. Both were based on the unused design that Morris had planned to use to replace the Morris Minor. While sharing their exteriors, the Riley

was marketed as the more performance-based option. The Riley was given an uprated engine, twin S.U. carburetors, and a close ratio gearbox. The One-Point-Five handled well with sports saloon styling and a well-appointed interior and was successful at mirroring the character of the earlier Riley saloons.

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**CORRECTION:** On page 21 of the August 2015 newsletter (Princeton Puzzler Rally ad) two photos were inadvertently misidentified. The photo on left was President Woodrow Wilson's home on the Princeton University campus, and the middle photo was of the current governor's home, Drumthwacket. ~ Ed.

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In the early 1960s the Mini-based Riley Elf was introduced, followed by the Riley Kestrel 1100/1300 which was based on the Austin/Morris 1100/1300.

The Riley brand was ended abruptly on July 9, 1969, a victim of British Leyland Motor Corporation's rationalization program. When BMW purchased the Rover Group in 1994, it acquired the rights to the Riley marque. ■



New member Gary Watson's 1959 Riley One Point Five at TK's during our ice cream run June 24th, **above**. Gary also owns a Riley RMD. He wears his "British by the Sea" shirt, **below**, from the 2014 gathering in Connecticut and is shown at the Greenbriar Oceanaire show in August, organized by Mike Browne in background.

## Remembering "Olive" the Riley Elf

Who could forget our little Olive? She stole our hearts and brought home quite a few trophies in the short time Mike & Linda Browne owned her from 2012 to 2014. Recently Mike heard from some folks in New Zealand, out of the blue, who had seen his ad for a fully restored Olive and well remember the car in its early years. Mike writes, "Somehow, an article on Olive must have surfaced in New Zealand lately because I have received three e-mails from New Zealand in the past two days concerning Olive. Each person knew of the car intimately." So piecing together Olive's history continues, even after Mike sold her. Incidentally, Olive is back with the person from whom Mike bought the car.



Brits on the Beach 2013



## from the driver's seat

MARK BERKOWSKY, PRESIDENT

### IT'S HARD TO BELIEVE THAT

summer is almost over. We were afraid that summer would go quickly this year since we had such a tough winter, and it has. The beginning of September brings the final planning for Brits on the Beach, which is coming up Saturday, the 19th of September. Bob Canfield, our show chairman, will share the details with you in his column (see page 11) and at our next meeting. As we have reached out to you in previous years, we are asking for your help again this year to make our Brits on the Beach show another great success. It's a showplace for spectators, who see our little British cars (LBCs) and typically say, "I had one of those," or "a friend of mine had one," or "I always wanted one." Our PEDC members agree that it's a lot of fun talking with people who appreciate and enjoy seeing our cars displayed together.

Ocean Grove will close Main Avenue, from Central Avenue to New York Avenue, to traffic so that we can display our LBCs and promote the club. Please take advantage of their downtown venue and enjoy the shops and restaurants surrounding our show. We already have a complete sellout, and a waiting list has been started. As usual though, several registrants will cancel, whether due to last-minute conflicts or mechanical problems with their cars. If you haven't registered for the show, let Bob know, and he'll put you on the waiting list.

We are hoping to do a few things differently this year to make the show more memorable. As always, if you have any suggestions, be sure to tell us. We find that we always get a few new members at the show or immediately thereafter, so we appreciate your ideas.

The club year will be coming to an end in a few months and so will the term of



your current officers. We have proudly served for four years—two 2-year terms—and in accordance with our by-laws we cannot serve again. We have been looking for volunteers to fill the open positions. Soon we will be

announcing the candidates for each office, but we can let you know now that the offices of president, vice president, and treasurer have been filled, as has the newsletter editor position. We are still looking for a club secretary, however. Please think seriously about helping the club continue to prosper and grow. Let any of the officers know if you'd like to serve as secretary. Your duties will include taking monthly meeting minutes, as well as quarterly board meeting minutes, and keeping an updated member e-mail list to correspond with members. You don't have to be a seasoned club member, as most of the current and proposed officers were "newbies" at the time they became officers. Serving the club as an officer is a great way to get to know other club members and make new friends. Speaking of which, we hope to see you at Woody's for our next meeting on September 2nd, which is still in the summer . . . so let's get out there and drive 'em! ■

Mark & Nadine during an ice cream run to TK's.





## from the navigator's seat

BOB CANFIELD, VICE PRESIDENT



### ABRR

In January, Wayne Simpson, Russ Sharples, and I signed on to the committee planning the 2015 America's British Reliability Run (ABRR). This is kind of like a 5K charity run, except in little British cars (LBCs) and covering about 600 miles over a weekend. Although it may sound a bit intimidating to some, there have rarely been any car problems over the years it has been run in the northeast U.S. This charity run is normally done every two years, and I have participated in two of these so far. Not only did everyone who participated have a great time, but we also managed to raise a good sum for the children's charities we chose each time. Running the event in October also means nice temperatures and some great foliage to enjoy.

This year, instead of trying to run the route in two days, we are starting on Friday, October 16, at noon, and ending Sunday, October 18, at noon. This should make the event seem less hectic and give everyone a chance to get back home on Sunday at a reasonable time. The route will have us mostly on county and local roads through lower NY State, around the Finger Lakes, through Norwich and Chester, and ending on Sunday at The Ship Inn in Milford, NJ.

Along that path we will spend time at Watkins Glen, the Northeast Classic Car Museum in Norwich, and The Lotus Shack in Chester, NY. More details are shown at the ABRR website: <http://www.britishreliability.org>. We have arranged good rates at hotels along the way, but in order to get the negotiated rate it is best to reserve by early September if you are interested in participating. We also have arranged some meals at a good price if participants choose to sign on to the plan. So far there are nine teams confirmed: three are PEDC members. It is still early, but we expect to have more than 20 teams this year. I really encourage you to consider signing up. Feel free to ask Wayne, Russ, or me for more information.

### Brits on the Beach 2015

As of this writing we are sold out. The last 30 spots went very quickly. We had only one casualty this year: I had to drop the Land Rover class, as only one vehicle signed up. But we did get a surprise last week. A member of a Monmouth County-based group of British motorcycle owners contacted me. He was able to get eight cycles signed up, so now we have an "LBM" class (little British motorcycles) for the first time. I wonder if *they* leak, too.

I have door prizes coming in from the usual suspects [Moss, Victoria British, and British Parts Northwest (who sent two \$100.00 gift certificates as well as goodie-bag stuff)]. I am still looking for more from local businesses, and I can always use more goodie-bag items. Please keep your eyes open for anything that will help fill our door-prize table or goodie bags that are handed out to each show registrant. Time is getting short! I have some volunteers signed on, and I can use the services of a few more. In particular I am still looking for someone to take charge of the door-prize table this year. If we all lend a hand, then no one person should be too burdened down. ■

Bob poses with Joe Grillo, left, and Ken Kyle, right, in front of Joe's MGB at the Winward Beach show in Brick, NJ. See page 17 for more photos.



# Minutes of the PEDC General Meeting, August 5, 2015

Submitted by TR6 Lover Bill Geissel

**THE MEETING WAS CALLED** to order at 7:31 PM by President Mark Berkowsky with 43 members present. Mark welcomed all members to the meeting. There were no new members or guests present. A motion to accept the minutes of the July 1, 2015 meeting was made, seconded, and approved by all present.

## Treasurer's Report

Treasurer Andy Moutenot was not present. In his place Pete Richardson reported that we are solid with funds and have a balance of \$6,067 in our account. He reported that this amount does not reflect our upcoming expenses associated with Brits on the Beach. Overall, expenses for the club have typically been driven by normal operating costs. A motion to accept the report was made, seconded, and approved by all present.

## Newsletter

Carol Kyle let members know that Art Becker has volunteered to manage the newsletter in 2016. Carol and Ken have appreciated members' support in sending them articles, photographs, and other newsworthy material during their 4-year stint as newsletter editors. Art has also asked for continuing support from members, encouraging them to kindly report on and send in photos of car club events, shows, and activities, or ongoing car projects. Carol reminded us that we cannot plagiarize in the club

newsletter. Members submitting material generated from outside sources (articles, photos, artwork, cartoons, etc.) need to get permission to use it.

## Website

No update was given on our club website, [www.pedc.org](http://www.pedc.org), but it continues to work nicely for us, thanks to the efforts of Webmaster Martin Vickery.

## Regalia

Karen Moutenot could not attend the meeting, but Pete Richardson offered to take regalia orders for her. He mentioned that several items members had ordered have arrived for pick up. He also mentioned that now is a good time to order new regalia in time for our upcoming car show.

## Membership Directory

Copies of the new 2015 PEDC Membership Directory were available at the meeting for anyone who has not yet received one, including new members.

## Past Events

Mort Resnicoff updated us on the ice cream run that he and Fredda hosted at **Jake's Cree-Mee Freeze** in Manalapan, NJ. Both the ice cream and dinner gatherings at Russo's on Route 33 in Millstone were well attended. All had a great time. Mort mentioned that many of us had seen a hot air balloon overhead while at Jake's and that he and Fredda saw it land in a field on the way home.

Mort also mentioned that he attended the annual **Pennypacker Mills British car show** in Schwenksville, PA. This is a great car show for anyone interested attending in the future.

Russ Sharples attended the **Pittsburgh Vintage Grand Prix**. He advised that it was a great event, lasting a full week with 330 cars at the show (not just British, but plenty of Italian and German as well). The event featured a nice countryside tour/drive of the local area with great views, and it also included actual racing on real city streets. He personally saw a Lotus Super 7 wreck and ruin its suspension.

Carol Kyle discussed the **Red Bank car show**. She advised that overall it was a fun day and that a few of our club members received trophies for their cars. Parking had been a problem for some who pre-registered and thought they were guaranteed parking spots with other PEDCers, but all worked out and everyone enjoyed the show.

Carol also discussed the **Winward Beach car show** in Brick, NJ. Roughly eight PEDC cars attended. It was a beautiful night and all had a great time. Joe Grillo won a trophy for his righthand drive MGB.

## New Business

Mike Browne discussed the upcoming **Classic Car Show/Display at Greenbriar Oceanaire**, in Waretown, NJ.

It is the 3rd annual show and will be held on Monday, August 11th. The show is very laid back. He expects about 100-125 cars of all different types. It is open to all PEDCers, several of whom have attended in the past, and it has always been fun. It is a no-cost show, and there will be food available as well as a DJ. The show offers nice dash plaques.

Art Becker discussed the upcoming ice cream run that he and Joann will be hosting on August 13th to **Jeffreeze Ice Cream** in Manahawkin, with dinner beforehand at Calloway's Restaurant. Please attend. A great time was had by all last year.

On August 16th Allaire State Park will host the **Rolling Iron Antique Auto Show** in Farmingdale, NJ. This is a well-attended event with all different types of cars. Many PEDCers typically attend. The historic park village and antique train are a must see while at the show.

Barry Shandler has organized the **Princeton Puzzler Rally** set for August 23rd. The event is loads of fun, so please try to attend. Barry is the rallymaster, [bshandler@comcast.net](mailto:bshandler@comcast.net). [Note: The rally has since been postponed. Watch for details. ~Ed.]

August 30th will be a **"British Invasion" at Monmouth Executive Airport**. PEDC Stan Kryla is hosting a British cars &

*Continued on page 22 – Min*





**IAN ROBINSON**  
1964 MGB



**LINDSEY PARSONS**  
1948 MGTC



**JACK KELLY**  
1971 MGB-GT

## PEDC MG Owners' Gallery

PHOTOS BY CAROL KYLE



**PHIL SCHNEIDER**  
1947 MGTC



**DEAN LAVERGNE**  
1959 MGA



**JOE LIPPI**  
1976 MG Midget, "Lesney"



**MORT RESNICOFF**  
1950 MGTD, "Mobius"



**JOHN KOSZTYO**  
1967 MGB



**PETER DOW**  
1954 MGTF 1500



## 22nd Annual British Motorcar Gathering ~ Hellertown, PA

Photos by Russ Sharples



**O**n June 14th about 200 classic British cars gathered at Hellertown Reservoir Park in the beautiful Lehigh Valley of eastern Pennsylvania. The show was organized by the Keystone Region MG Club, Inc. Each year a few of our PEDCers attend this show, which features cars and motorcycles of all British marques. Attending this year, besides Russ, were Bob Canfield, Mike Browne, Wayne Simpson, and Mort & Fredda Fine Resnicoff.

According to Russ, the red Jaguar below was featured on Velocity Channel's *Chasing Classic Cars*, season 7 (current season), episode 18, which aired June 9, 2015: <http://www.tv.com/shows/chasing-classic-cars/here-kitty-kitty--3079209/> Here is a video clip from the episode: <http://www.velocity.com/tv-shows/chasing-classic-cars/videos/wine-glass-on-a-jaguar-motor>.



**Above:** Hillman. **Below:** MGA. **Right:** Magnificent Jaguar E-Type in and out, which recently sold for \$300K at auction.





## Hellertown Photos (Continued)

Photos by Russ Sharples



**TOP PHOTO:** Mort & Fredda Fine Resnicoff's 1950 MGTD, stands proudly among the other "T" series specimens. **ABOVE:** A handsome pre-war 1934 SS Jaguar with cockpit detail.



## Laurita Winery PEDC British Car Show ~ June 28, 2015

Photos Courtesy of Andy Moutenot



**Left, from left to right:** Ernie Caponegro, Mort & Fredda Fine Resnicoff, Andy & Karen Moutenot, and Mark & Nadine Berkowsky in front of the lovely vineyards. **Below:** Karen Moutenot and Ken & Carol Kyle.



**ON SATURDAY, JUNE 28TH,** Barbara Willis organized a club drive from Woody's (our monthly meeting place) through the pretty back roads of Monmouth and Ocean counties, ending at Laurita Winery in New Egypt, NJ. About a dozen cars

participated in the drive, meeting up with roughly 30 more cars that were already lined up against the beautiful backdrop of vineyards. It was a picture-perfect day.

Kudos to Barb for all her hard work to make this drive and show a huge success. All who participated had a great time and especially enjoyed receiving free wine tastings as well as two complimentary bottles of wine (two bottles per car and of our own choosing). The Laurita British car show evolved from a few club drives we had there in 2011 and 2014. We look forward to a second drive and car display on Labor Day. VP Bob Canfield, organizer, will send out details.



# 11th Annual Brick Township Summer Fest Car Show

Photos by Carol Kyle

The Time Capsule Cruisers hosted its annual show at Winward Beach on July 31st from 6-9 PM. Cars started gathering in the early afternoon, and by the time Ken and I met up with Bob Canfield and Joe Grillo at 4:30 PM there were already about 100 cars on the show field. Another 200+ would

show that evening. Also attending were Phil Schneider, Carl Erickson, Charlie Schirm and Debbie Hensler, George Zabrycki, and Joe Cornell. According to Phil, show organizers used to allow our British cars to park together; however, this is no longer the case, so it was everyone for himself. Still, we had a

nice evening hanging out in the "beer garden" and enjoying some great music. A vintage Good Humor truck provided classic ice cream offerings, which were a welcome treat on a hot summer's night. ■



**CLOCKWISE FROM ABOVE LEFT:** Bob Canfield, Ken Kyle, and Joe Grillo alongside Joe's 1977 righthand drive MGB, which won an award that night. Charlie Schirm's 1974 E-Type Jaguar. Phil Schneider and his 1953 Morgan +4. Joe Cornell arrives in his 1956 Austin-Healey 100/4 with George Zabrycki in his 1966 Austin-Healey 3000 Mk III. Not shown are Carl Erickson's 1957 MGA, Bob's 1966 Spitfire, and Ken's 1974 TR6.





## 58th Annual New Hope Automobile Show

Photos by Bill Geissel

This year's New Hope Automobile Show, held August 8th and 9th on the grounds of New Hope-Solebury High School, was well worth the price of admission (\$5) and parking (\$5) to see over 500 beautiful classic and antique automobiles, including many fine examples of British marques. Check this website for updates on next year's show, which is typically held in August: <http://www.newhopeautoshow.com>. It's a show not to be missed.

From Bill: "My TR6 landed 2nd in class (sporting the stock steel wheels & redlines). Some good friends of mine won the class with an all-original red TR6 that they bought new in 1974. I was friends with them back then and very vividly remember the car, which is still in unbelievably perfect condition."



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# Calendar of Events

**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.

## September

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 2 Wednesday to 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 to Sunday, the 13th, **Six Pack Annual Gathering**, [www.6pack.org](http://www.6pack.org), Seaview Stockton Hotel & Golf Club, Galloway Township, NJ. **PEDC**er Stuart Honick, Event Chairman, [drhonick@gofeet.com](mailto:drhonick@gofeet.com). For TR6 & TR250 fans.
- 11 Friday to Sunday, the 13th, Watkins Glen Vintage Grand Prix. Featured marque: Austin-Healey. For details: <http://www.grandprixfestival.com>.
- 12 Saturday, Cars & Coffee at The Grove, Route 35, Shrewsbury, NJ, 8-10:30 AM. Classic & exotic cars.
- 13 Sunday, 19th Annual Radnor-Hunt Concours d'Elegance, Malvern, PA, <http://radnorconcours.org>.
- 16 Wednesday, **PEDC** Brits on the Beach Goodie-bag Stuffing Party. Rodney and Kathy Ford, hosts. Watch for details.
- 19 Saturday, our big event of the year, 18th Annual **PEDC** British Car Day, known since 2009 as Brits on the Beach, Main Avenue, Ocean Grove, NJ. See page 2 for details. SOLD OUT! Waiting list only. Contact VP and Show Chairman Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net), 732.620.2378 mobile.
- 20 Sunday, **Fall Fest 2015, All-British Automobiles & Motorcycles**, downtown Summit, NJ. Sponsored by the Austin-Healey Sports & Touring Club, New Jersey Triumph Association, and Eastern New York MGA Club. 10 AM – 3 PM. Rain date: September 27th. Registration: \$25 (\$20 by September 12th). [http://cdndata.co/cdn/40409fce8d5a2241a769d92a9c527867c746c966/Fallfest\\_2015.pdf](http://cdndata.co/cdn/40409fce8d5a2241a769d92a9c527867c746c966/Fallfest_2015.pdf)
- 26 Saturday, **36th Annual "MGs on the Rocks" British Car Show and Parts Market**, sponsored by MGs of Baltimore Ltd.. Held at Rocks State Park, Maryland. For more info: <http://www.mgsofbaltimore.org/mgs-rocks-british-car-show>.
- 27 Sunday Night Cruise Car Show, Woody's, Farmingdale, NJ, 4-8 PM, <http://woodysroadside.com>.
- 30 Wednesday, **PEDC** ice cream run, Poppy's, Barnegat Light (on Long Beach Island), Jack & Sookie McLean, hosts.

## October

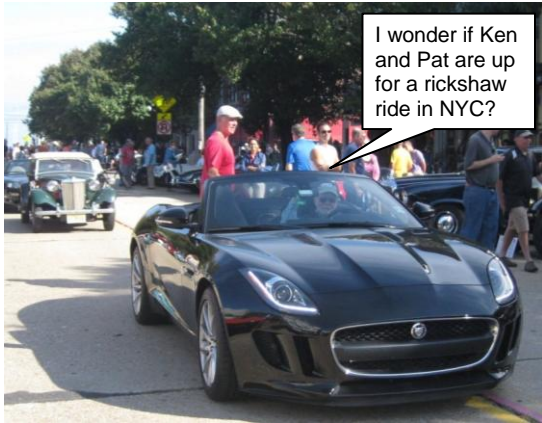
- 3 Monmouth County Concours d'Elegance, Hop Brook Farm, Holmdel, 10 AM – 4 PM. For more information: [www.monmouthcountyconcours.com](http://www.monmouthcountyconcours.com). Proceeds benefit Turning Lives Around 180, Inc.
- 4 Sunday, **PEDC** fall brunch at Rooney's, Long Branch oceanfront, followed 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, **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>.
- 16 Friday to Sunday, the 18th, Edison Concours d'Elegance, held on the historic grounds of Thomas A. Edison's home, Glenmont, set in Llewellyn Park, West Orange, NJ. For more information: [www.edisonconcours.org](http://www.edisonconcours.org).
- 16 Friday to Sunday, the 18th, **America's British Reliability Run**. See pages 6 and 11 for details.

## November

- 4 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 7 Saturday, **PEDC** Ladies' Victorian Tea, 600 Main, Toms River, NJ. Carol Kyle, organizer, [carolkyle4@earthlink.net](mailto:carolkyle4@earthlink.net).
- 21 Saturday, **PEDC** drive to Joint Base McGuire-Dix-Lakehurst, Jon Spare, organizer, [jonspare@optonline.net](mailto:jonspare@optonline.net).

## December

- 11 Friday, Annual **PEDC** Christmas/Holiday party, the Lobster Shanty, Jeanne Miller, organizer. Watch for details.



When PEDC Treasurer Andy Moutenot isn't balancing the club's budget, he's busy with his vegetable garden, here shown with some nice specimens.  
*Photo courtesy of Andy Moutenot.*

## Summer Fun

When they're not driving their British cars, Jim Spring and friends Ken & Pat Wignall spend time cruising the streets of NYC via rickshaw, shown **right**.  
*Photo courtesy of Pat Wignall.*  
*Photos above by Carol Kyle.*

Note: Jim celebrates his 90th birthday in October!



## Official PEDC Regalia for 2015 ~ Price List

### Club Apparel

	Price
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

	Price
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.



## 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.*

### British Car Parts for Sale

**Mallory Dual-point Distributor, 4 Cylinder, Mallory PN 2332001H, Moss Motors PN 143-180.** Brand new, never used, in original box. Includes wires and installation instructions. For use on Austin-Healey, MG, classic Mini, Triumph, and most other LBCs except TR7. \$100. Contact John Quinn at [johnquinnzoot@gmail.com](mailto:johnquinnzoot@gmail.com), or voice or text at 732.500.2376. *Photos below courtesy of John Quinn.*



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### British Cars for Sale

**1957 Triumph TR3.** Comm. No. TS 17986 LO, up for adoption. Runs well & looks good at 10 feet. For photos and detailed condition report e-mail [johnquinnzoot@gmail.com](mailto:johnquinnzoot@gmail.com).

**1970 Jaguar E-Type Series II.** Fixed-head coupe. 4.2L engine. 4-speed manual transmission. Very original, un-restored condition. Matching numbers car. Jaguar Heritage Certificate. Mechanical refresh in 2011. Details and pictures available. Second owner for the last 24 years. 57,700 miles. Extra parts included. A true survivor, driven regularly. Serious inquiries, please. Asking \$54,750. Contact [70EType@comcast.net](mailto:70EType@comcast.net). *Photo below by Carol Kyle.*



**1975 Triumph Spitfire.** Recently replaced 1978 engine. Brakes overhauled although not driven for two years. Good paint but needs some work on interior and hood. Car in Eatontown. Offers accepted around \$1800. If interested contact Martin Vickery, 732.856.7518.

**1978 MGB.** Runs well, Weber carb, fan conversion, needs rust repair. \$3500 or best offer. Call Doug, 732.682.3909, Farmingdale, NJ.

Continued from page 12 – Min

coffee event in the morning at his storage facility known as The Paddock. The event will be held on the same day as the **Wings of Freedom Tour**, featuring WWII vintage military aircraft in the afternoon. Bob Canfield and Stan Kryla are the contacts. It is a nice event to attend.

Mark Berkowsky updated us on our club's upcoming car show, **Brits on the Beach**. In Show Chairman Bob Canfield's absence Mark stressed that much of the success of our prior car shows has been directly attributable to participation by our club members, who have volunteered to help. Bob especially needs volunteers the day of the show. Mark asked club members who plan to be in Ocean Grove for the show to contact Bob ([joisuzu@optonline.net](mailto:joisuzu@optonline.net)) if interested in helping out.

Russ Sharples updated us on the upcoming **British Reliability Run**, which will be held this fall. More details will be coming soon. The route includes Watkins Glen, NY, and there will be two classes:

## Worth the Wait

After two years in the garage, Martin Vickery's MGTD, **right**, makes its debut. Congratulations and safe travels to Martin and AnaCristina. We hope to see you on the road.

*Photo courtesy of Martin Vickery.*

The Vickerys, **below**, in their Caterham Seven after a fun day at Brits on the Beach 2013.

*Photo by Carol Kyle.*



a Touring Class and a Route Competitions Class. The event is held rain or shine. It's a charity event for a great cause. [See page 6 for details. ~ Ed.]

## New Projects

Dick Nobile mentioned that he has had some good success with "E-3" spark plugs, which he bought from Summit Racing and recommends. He has put them in his E-Type Jaguar, and they are working nicely.

The next monthly meeting will be on September 2nd at Woody's. ■



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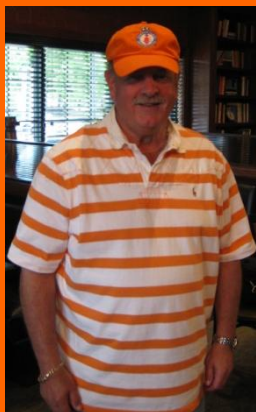
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### From the Back Seat

**Barry Shandler**

Here is some news about the MGB LE-50:  
<http://www.frontlinedevelopments.com/vehicle/mg-le50>.

<http://www.foxnews.com/leisure/2015/07/24/secretsmgbl/?intcmp=hpff>.

### From the Dickie Seat

**Bev Kugele**

The *Asbury Park Press* ran a story July 14th about a 102-year-old woman named Carlotta Ramsey Niles, mentioning that Governor Christie wrote Ms. Niles a letter to commemorate her latest birthday. Born in New York City, she has lived at the Jersey Shore since 1935. Her daughters are in their 80s, and she has numerous grandchildren and great-grandchildren. This is one active centenarian, as she still plays bridge and played tennis until she was 90. The photo accompanying the article shows her standing alongside her 1952 BRG MGTD, which she still owns and keeps under wraps in her garage. What a gal.



Bev, shown above, owns a 1953 BRG MGTD so was especially moved by this story.

## 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.





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

We've enjoyed seeing Evan Broadbelt's 1965 MGB roadster, "Enever," at some of our PEDC events. This year his 1966 MBG-GT, "Syd," has made his debut, first at Woody's and, shown here, at Hoffman's Ice Cream, Point Pleasant Beach, NJ, during our ice cream run in June. Syd Enever was the inspiration behind the MGA & MGB, having designed them for British Motor Corporation (BMC).

