



The Terminal Post

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

Dates to Remember:

Jan. 6th 7:30 PM -
Membership Meeting at
Woody's Roadside Tavern,
Farmingdale NJ

Jan. 17th 2-4 PM -
The Gathering (club planning
meeting - set up 2016 schedule
of events) at Woody's Road-
side Tavern, Farmingdale NJ

Feb. 3rd 7:30 PM -
Membership Meeting at
Woody's Roadside Tavern,
Farmingdale NJ

March 19th 10 AM - Open
House/Tech Session at Motor
Car Garage, 42 N. Pine Ave.
Maple Shade NJ

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JANUARY 2016

VOLUME 24 ISSUE 1

Welcome from the PEDC's newsletter editor

Hello to all PEDC members! I am the newly appointed PEDC newsletter editor/publisher. I fell in love with British sports cars some 50 years ago after a very spirited ride with a crazy man at the wheel of a 1964 MGB. Rich was a college friend of my sister's and she asked him if he would give me a ride in the MG. What a ride! It was on some very twisty roads near Montclair State College and I had no idea a car could turn so fast and rear wheels could slide around so much. I had driven to see my sister in my father's Rambler Classic 770 (290 c.u. in. V8) which didn't quite handle like the MG. I remember on the way home thinking I have to get one of those "sports cars". The dye was cast and British cars were to be a large part of my life. I joined PEDC 3 years ago and decided this year it was time for me to volunteer to help in the operation of the club. I asked Mark if there was something I could do, you know, run for office, help with something and Mark told me why don't you become the newsletter editor. So I am the editor, see how easy that was? Mark didn't inquire about my skill set or knowledge base of editing or publishing newsletters so I thought it must be easy! So here I am with zero experience and limited computer ability. So now you guys know this is a real "DYI" effort and hopefully I will get better as time goes by. Each of you can really help me out by writing articles about your experiences with your LBC's. It isn't hard to do and it doesn't take much time. We all have something interesting to contribute so just write it up. My e mail address is artvr@aol.com. Looking forward to some good stuff coming from the members for future newsletters. Newsletters will be published the last full week of each month so you will have it prior to the next month's meeting.



Happy Motoring!

Art Becker

"British Invasion" Kick off showing Art Becker

On Saturday Nov 28 PEDC members had a premier showing of the "British Invasion" at the Vintage Automobile Museum of NJ in Point Pleasant. The event was well attended with approximately 45 members taking the opportunity to see a collection of LBC's which are on display and owned by PEDC members.

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Photo courtesy of Carol Kyle



PEDC members enjoying the "British Invasion"

BRITISH INVASION (Continued)

Bob Canfield provided some light fare to munch on and there was plenty of hot coffee. The weather held out despite the threat of rain and as you can see many members drove their LBC's to the event. Officers Russ Sharples and Ken Kyle were among the many that attended. If you missed this event you should make it a point to visit this exhibit which will be on display until January 9th, 2016. The museum is located at 1800 Bay Ave. Building 13, Point Pleasant NJ. It is a small venue but very quaint and well appointed. Everyone enjoyed themselves as it was a nice way to spend the afternoon with British car lovers.

Wayne Simpson's TR 7 with many LBC's in the line up





PEDC President Russ Sharples and his MGA (Photo courtesy of R. Sharples)

from the driver's seat

RUSS SHARPLES, PRESIDENT



Welcome to 2016! I am very pleased and bit surprised to find myself here, president of our club, and thoroughly involved in this hobby that is still a bit new to me. I think we have a terrific team of officers for this next term and I want to thank Mark, Bob, Andy, and Jay for providing us with such a smoothly running club. I hope that we can continue the spirit of welcoming, adventure, and fun that Mark and the other officers provided for the last four years.

Many of you know me from club drives and events, and the monthly dinners, but I realize that many of you do not have the opportunity to attend club events so I will take this opportunity to introduce myself and explain how I ended up at the PEDC.

I got my first British car, my first sports car, for free – my sister's boyfriend told me he had a Triumph TR4 in a neighbor's garage and if I could get it out, I could have it. It was up on blocks and the engine was seized. Most of the interior was gone, the instruments and trim were in the trunk, and there was bad rust everywhere. Luckily the brakes and clutch worked so a friend of mine and I were able to tow it home behind my mom's station wagon. As we were doing so I would periodically drop the clutch in 2nd gear and see if I could

get the engine to turn. (I wince thinking about the damage I could have done but I didn't know any better at the time.) At first the TR4 gave the wagon a strong jolt as the rear tires locked up and the whole car swung sideways. After a few tries though the engine broke free!

Once home we took the cylinder head off and took the pistons out and honed the cylinders with the engine block still in the car. We stuck it back together (I'm not even sure we replaced the head gasket – this was high school after all) and fired it up and it ran! I played with it for a summer, running it up and down our street and was impressed by how fast and nimble it felt. The transmission felt so precise and I felt totally connected with the mechanics of the car. However, the body work was way beyond my skills (I was a fiberglass hack at the time) and after about a year my mom said to get it out of the driveway and I sold it for \$100. I didn't have it long but those brief drives I took in it made a lasting impression of what a real sports car is like.

35 years later I found myself thinking fondly of those TR4 sprints down my street. My wife Pam and I had purchased a used Miata years before and that was fun to drive but it was still missing that mechanical connection I remembered from the TR4. I started looking for a TR4 again. A web search turned up one at a dealer in Hopewell but that car had been sold. Listed as available was a 1960 MGA. I visited the dealer and sat in the MGA and was surprised to find that not only did I fit well, but it was comfortable! The real pleasure was the test drive. While I was initially worried about driving a car with manual brakes and steering, I almost immediately got this huge grin on my face. There is something in the sound, the view over the hood, the feel of the controls, the look of the cockpit, that is just magical. We bought the car.

Pam's first turn behind the wheel lasted about 20 seconds. She drove about a 100 feet and as soon as she tried to turn into a side street she gave up and said "nope". She has since learned to start and drive the car but she favors driving our Miata. The MGA is my love. The great thing is that after 4 years and 17K miles I still get that huge grin every time I drive the car. Whether it is a short trip for ice cream or a 500 mile odyssey, I just love the adventure of driving a 55 year old British car.

So here we all are at the Positive Earth Drivers Club, a social club of people who share a common love of British cars, old and new. I'm looking forward to 2016 and hope to see many of you at our events or at least hear and read your tales of the fun you have with your British car.

We have a few housekeeping items:

Our first meeting of the year will be Wednesday, Jan 6th at 7:30pm with dinner beforehand.

Membership dues for 2016 should be paid in January. The cutoff date for being listed in the Member Directory is Feb 29th. There is a membership form on page 22. You are welcome to pay by cash or check at the Jan 6th meeting.

The Gathering – our annual club planning meeting – is open to all and will be from **2pm-4pm on Sunday Jan 17** at Woody's Roadside Tavern. Come early and grab lunch beforehand. If you can't make the meeting please send me your ideas for club events!

MGA "third brake light for safety"

by Carl Erickson

I have always wanted a third brake light on my MGA as the stock lights are low and dim. Many times I've had someone at a red light tell me my brake lights aren't working, when I know they are.

After a lot of parts searching I found a light fixture, Moss part # 116-115, that looked like it could be screwed into the leather covered wood that surrounds the cockpit. I didn't want to make it a permanent installation if I could help it.

I spotted a selection of magnets in an Ace Hardware. The largest one had a lot of magnetic strength and had a hole in the middle to feed the wires through. The only problem is whatever the magnet is made out of is very hard and I didn't have a bit that could get through it. There is enough room near the center hole to get one hole through just the chrome plated steel piece. I made it sturdy by gluing the light to the base. It is possible to cut a groove in the magnet so the wire can be flush with the bottom of the magnet. After applying a piece of pressure sensitive felt it was ready to wire. The light comes with eight feet of wire. I grounded it to the frame and ran the positive lead to the brake light sending unit. The wires are fed through the trunk, so it can be stowed in the trunk when the car is on display. It makes for a nice, neat and safe addition to my car that can be removed easily to show the car.



Photo courtesy of Carol Kyle



Photo courtesy of Carl Erickson



Photo courtesy of Carl Erickson

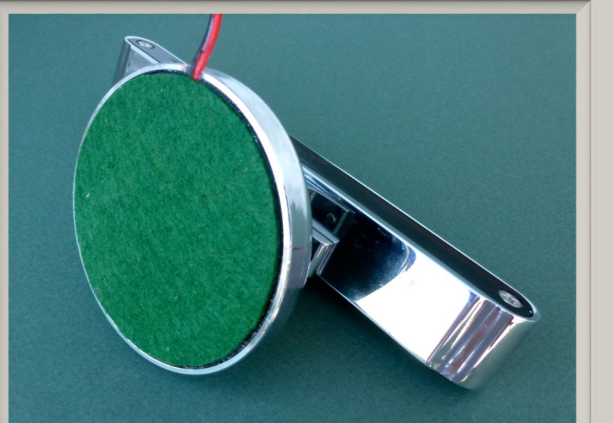


Photo courtesy of Carl Erickson

From the Navigator's Seat - Ken Kyle - January 2016

Before firing up the old word processor to write this column for the first time, I really had to think hard about what I wanted to say. As most of you know, I've written many articles for the newsletter over the past six years, and I can truthfully say that most of those came easily to me. I had a topic to cover, and I knew what I was going to write about it. But this time it's different, addressing the membership as an officer. Past officers (who shall remain nameless) have told me that coming up with something meaningful to say in the newsletter every month was the hardest part of the job, so I faced this task with some trepidation.

First off, I want to thank the outgoing officers and my fellow trustees for inviting me to run for vice president, and I want to thank you, the membership, for electing me to that position. I truly consider it an honor, and I'm especially happy to be serving alongside President Russ Sharples, Treasurer Mort Resnicoff, and of course my wife, Carol, as Secretary. (Yes, you're right: I better say that.) I promise you we'll do our best to make a great club even better.

And, speaking of making a great club even better, I want to extend a special thanks to our outgoing officers, Mark, Bob, Andy, and Jay, for their exemplary leadership over the past four years. They are directly responsible for perpetuating the PEDC as the very special car club it is and, having observed them close up as newsletter technical editor and a trustee for their entire tenure, I know what a hard act they will be to follow. Fortunately for me as well as the club, Bob Canfield has agreed to continue on as Brits on the Beach show chairman, leaving me free to concentrate most of my efforts on the vice president's other major duty, that of events coordinator.

As your events coordinator, I want to fill the driving season calendar with the kinds of club activities that are going to make more members want to come out and participate.

To do that, I need to find out what sorts of activities interest you the most. We will of course be holding The Gathering early in the new year to establish a provisional calendar of events, and I've also got some ideas about surveying the membership, but what I'd really like is to hear from some of you directly about what kinds of events you'd like to see, and why. Perhaps you'd like to see more short drives, or maybe you prefer informal shows, or rallies. I'm also looking for new ideas for drive destinations, some places we may have overlooked in the past. My e-mail address and phone number are listed elsewhere in this issue; please feel free to e-mail or call me with any thoughts or ideas you may have. I'm looking forward to your input.

I also want to find ways to encourage more members to turn out for monthly meetings. When Carol and I joined the PEDC six years ago, we knew almost no one in it. Now we have dozens of friends in the club, mainly as a result of coming out to meetings and other events. I'd like to see that happen to more of our members. There we are, 579 words. I guess that wasn't so hard after all.



(photo courtesy Carol Kyle)

THE AMERICA'S BRITISH RELIABILITY RUN – AN AFFAIR TO REMEMBER

By Barry Shandler

(Photos courtesy of B. Shandler)

If you want a truly rewarding experience with your LBC, forget about ice cream runs, car shows and similar local runs as they pale in comparison to America's British Reliability Run just completed on Sunday, Oct. 18. This event consisted of 32 LBC's running a three day route caravan style of about 700 miles. Each of the teams solicited contributions to support the St. Christopher Children's Hospital and over \$23,000 was raised. It was sponsored by the Delaware Valley Triumph Club, Bob De Lucia Director, and PEDC

The route started on Friday at Quakertown, Pa. On the first day we drove to Watkins Glen, NY where sports car racing got its United States start in 1948. During the evening we had a presentation on the history of Watkins Glen from both a speaker and a film. The next morning we drove up Seneca Lake (one of the Finger Lakes) and across to Norwich, NY. There we visited the Northeast Classic Car Museum. This museum had the most fabulous restorations of cars of the 20's and 30's. The owner has the largest collection of air cooled Franklin brand



members Wayne Simpson, Bob Canfield, and Russ Sharples are part of the organizing committee, with participants coming from as far away as North Carolina and New Hampshire.

The PEDC mob consisted of: Pete Cosmides - Team GT, Russ Sharples/Dave Sharples – Team MG-A, Barry Shandler/Peter Nelson – Team Regency Ramblers, Bob Canfield/Jack Kelly – Team Spit and Stout, Art Becker/Pete Dow – Team Wedge and Wayne Simpson who was a big contributor to the planning but was unable to do the run.

cars in America.

That same day we drove to a place called "The Lotus Shack" in Chester, NY. All day long we wondered what is the "Lotus Shack"? I thought I was a Chinese restaurant since we were going to have dinner there. But no, it wasn't a restaurant. It was another private car collection, this time by an owner who collected Lotus Cars and had 12 of them including Elites, Elans and Elises along with a TR6, a ZR1 Corvette, some BMW's and an Alfa Romeo Spyder.

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THE AMERICA'S BRITISH RELIABILITY RUN – AN AFFAIR TO REMEMBER

By Barry Shandler

(Photos courtesy of B. Shandler)

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The most thrilling feature of this run was the roads we travelled on. These were mostly two lane roads through beautiful country at the height of the fall foliage season. The oranges, reds and greens were vivid in the sun and reflected off the many lakes we passed. The roads were selected not only for foliage, but for their physical driving challenges. Many of them had 90 and even up to 150 degree turns, with

ing experience. We enjoyed the camaraderie and friendship as well as the drive. We are looking forward to the announcement as to whether it will be held again next year.

Check out ABRR Hemmings report:

<http://blog.hemmings.com/index.php/2015/10/20/we-made-it-2015-americas-british-reliability-run/>



switchbacks and banked surfaces. The up and down hills were sometimes over 20 feet between top and bottom.

Driving these roads gave us the supreme LBC experience where you had to concentrate on shifting, watching for big American cars coming the other way, debris and pot holes on the road. The feeling of taking these turns without using brakes, only correct shifting gave all the participants a physical sensation you just don't get anywhere else and is the reason to own a LBC.

As for reliability, LBC's are usually very simple and do not break down easily. The group drove a total of 22,300 miles and only had two minor problems involving an ignition wire and a throttle cable. But just in case, we had a trailer with us with a Miata in it. When one of the cars broke down, the owner put his TR6 in the trailer and drove to the next destination in the Miata. His car was fixed overnight and he was on the road in his TR6 again. All in all, it was a very reward-



Minutes of PEDC General Meeting November 4, 2015

Submitted By Ken Kyle

The meeting was called to order by President Mark Berkowsky at 7:38 PM. There were 43 members present. The club welcomed new member Debra Bennett, who owns a Triumph TR6. She thanked the club for holding a tech session on her car on October 24th. The club welcomed a guest, Bill Buff, who is a friend of PEDC member Bill Miller. Bill Buff owns a Mini and is a vintage racer. The club recognized members Bob Soden, whose 86th birthday is today (November 4th), and Jim Spring, whose 90th birthday was October 14th. President Mark mentioned that Karen Moutenot, our Regalia Manager and wife of Treasurer Andy Moutenot, is recovering well after surgery two weeks ago and will be transitioning to a rehab facility soon. Get well cards may be sent to the Moutenot's home in Cranbury. A motion to approve the minutes of the October meeting was made, seconded, and carried.

Treasurer Report:

In Treasurer Andy's absence, President Mark presented the treasurer's report. The treasury balance stands at \$4835.10. Current club membership is 154. A motion to accept the treasurer's report was made, seconded, and carried.

Newsletter:

Newsletter Editor Carol Kyle advised all members to begin sending newsletter submissions to incoming editor Art Becker. Carol stressed the importance of taking high-resolution photos so they can be blown up in the newsletter without appearing grainy. She also announced that there is one free ticket available to the PEDC Ladies' Tea she is hosting on Saturday, November 7th. At the urging of Vice President Bob Canfield, Carol agreed to continue on as unofficial club den mother. President Mark thanked Carol and Ken Kyle for all their work on the newsletter over the past four years.

Rodney Ford thanked the club for the get well card he received following his recent surgery.

Old Business: John Kosztyo reported that his Morris Minor pickup truck took a first in class at the Brits at the Village show in Lahaska, PA on October 10th.

Russ Sharples reported on the America's British Reliability Run held on 16-18 October. The actual route covered 561 miles, and all 33 teams participating finished the run, although one car was in the "trailer of shame" for about 12 hours until it could be restored to running condition. The tour encountered some rain near Elmira, NY, and there was frost on Sunday morning, but a great time was had by all. Stops were made at the Seneca Lodge in Watkins Glen, NY, where the cars lapped the original street racing course; at the Northeast Classic Car Museum on Norwich, NY; and at the Lotus Shack in Chester, NY, a private car collection whose owner provided a buffet dinner for the participants and encouraged them to sit in his cars, an offer they took full advantage of. The run ended at the Ship Inn in Milford, NJ for lunch on Sunday, where excessive beer consumption led to a decision to hold the next ABRR in 2016 instead of waiting the usual two years between events. This year's event raised almost \$24,000 for the St. Christopher's Hospital for Children in Philadelphia, with Art Becker and teammate Peter Dow being the top fundraising team with over \$1600 raised.

Bob Canfield reported on the tech session held on Debra

Bennett's TR6. The session was held at the Citgo station in Farmingdale, a venue arranged by Zig Panek, a long-time customer of the station. Nine British cars showed up, the PEDC banner was displayed, and Debra brought homemade crumb cake. Debra's car was given a thorough inspection, including being put up on the station's lift, and Russ Arnone's car got a turn on the lift as well. This was our first tech session in six or seven years and the station owner has invited us back, so let Bob know if you'd like to do one on your LBC.

New Business: An election for new club officers for the 2016-2017 term was conducted. President Mark announced a slate of nominees consisting of Russ Sharples for President, Ken Kyle for Vice-President, Mort Resnicoff for Treasurer, and Patti Linszky for Secretary. There were no additional nominations from the floor. The slate was voted in unanimously.

President Mark and Vice-President Bob thanked the club membership for supporting their efforts over the past four years, and Mark offered special thanks to Bob for providing him with technical support.

President Mark mentioned again that Art Becker will be taking over as newsletter editor. Wayne Simpson offered to help Art learn how to use Microsoft Publisher software.

President Mark announced that Karen Moutenot, Nadine Berkowsky, and Martin Vickery have agreed to stay on in their respective roles as Regalia Manager, Sunshine Committee Chair, and Webmaster.

Upcoming Events:

Jon Spare announced that his drive to McGuire AFB at Joint Base McGuire-Dix-Lakehurst will be held as planned on November 21st. An e-mail blast will be sent out shortly. Participants will need to supply Jon with their name, date of birth, and driver's license number and state at least one week prior to the event in order to obtain base access. The drive will start from Jackson Liberty High School (where Jon's Air Force Junior ROTC cadets will be having a drill competition that morning) at 10 AM and arrive at the base at 1 PM after a stop for lunch. There will be static aircraft displays and demonstrations at the base. Activities at the base will conclude around 3:30 or 4 PM.

Jeanne Miller announced that the PEDC Christmas/Holiday Party will be held on December 11th at the Lobster Shanty in Point Pleasant. DJ Rich Canfield will provide the music. Tickets are \$42 per person and the venue requires a minimum of 40 attendees. Those interested in participating in the Pirate Game gift swap should bring one gift per couple with a maximum value of \$15.

Rick Stoeber announced that he would like to host a garage tour of his shop sometime in January 2016.

Zig Panek suggested that the club hold a stick shift driving class to encourage interest in LBCs among younger people who have never experienced the joys of manual shifting. Zig also volunteered some sacrificial cars for the event.

The meeting was adjourned at 8:16 PM.

Drive to McGuire Air Force Base

By Jon Spare

On November 21st, 16 members (including me) met at Jackson Liberty High School on Hope Chapel Road. I chose the school as the rendezvous point for two reasons: convenience to both the participants' domiciles and destination, and my JROTC cadets were performing at a regional drill competition. I arrived there at about 7:30 AM to offer support and encouragement and watch their first three performances.

At about 9:45 AM, I began receiving text messages from members who couldn't find the school. The address posted on the school's website is 125 South Hope Chapel Road. Apparently though, some of the members' sat navs took them to a residence several miles south of the school. Once the initial confusion was solved, all expected participants arrived ready to start the drive. We departed shortly after 10 AM in nine cars, seven of them British. The other two were modern every day drivers – a BMW and an Asian compact SUV (a Honda CRV, I think). I rode in Wayne Simpson's Inca Yellow and highly visible TR7 and performed navigator duties. My LBC was safely tucked away in PA, which made it inconvenient to procure for the drive. Wayne and I led the other eight cars heading south on Hope Chapel Road taking us past the small house to where some of the members first went. I had a general idea of a route in my head, but I confess I improvised to arrive at our first destination, our lunch stop, at our reservation time. All nine vehicles stayed together in relative close formation. Wayne asked me to radio Barbra Willis and remind her that depressing the pedal to the far right will propel her top-down MGB at a faster rate. I tried with no response. She might not have heard due to the noise of the top being down. We all arrived safely and on-time at Tara's Tavern in the bustling metropolis of Cookstown, NJ.

After a filling and tasty meal (I had the Mushroom Swiss Burger) we were on our way to McGuire. I rode with Tom Albertalli to ensure his entry on the base. I had neglected to include his information to populate an entry access list for the security forces. We all sailed through the main gate and headed straight away to the passenger terminal. Shawn Jones, the Public Affairs representative for the 514th Air Mobility Wing, called my cell to inquire as to our whereabouts just as we came into his view.



Photo courtesy Ken Kyle

We parked our vehicles in the parking lot adjacent to Base Operations and walked over to Shawn. Due to a shortage of buses at the time, some of us had to hoof it out on the flight line to our first part of the tour, a static display of a KC-10 Extender. A van took half the group while the rest of us walked with Shawn. I cautioned everyone to remain close to Shawn, who was displaying his line badge with escort authorization. If they failed to heed my advice, they stood the risk of winding up face down on the concrete with an automatic rifle aimed at them.

Since it was a short walk to the KC-10, we all arrived there shortly and climbed the airstairs to board the wide-body tri-jet. Shawn informed me that although the jet was manned with maintenance personnel, no aircrew were immediately available to conduct a tour of the tanker aircraft. He hoped he could persuade a former 76th Air Refueling Squadron commander to fulfill this role. I dug down in my memory banks to recall as much as I could about this magnificent aircraft.

The KC-10's official nickname is the "Extender" for its capability of extending the range of other aircraft. Unofficially, it's known as "Big Sexy." Why? I guess because it's big and sexy. The KC-10 is basically a converted DC-10-30F (F is for freighter). McDonnell Douglas beat Boeing out in a competition for the next tanker in the 1970s. Boeing put up a B-747F derivative tanker.

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The Air Force wanted a large tanker with more of-fload capability than the KC-135 and able to deploy a fighter unit while carrying its support personnel and equipment. The fuel capacity of the KC-10 about doubles that of the KC-135. Additionally, the KC-10 is receiver capable, meaning it can receive fuel from other tankers in-flight. It also has a dedicated centerline drogue in addition to its flying boom. The KC-135 must be configured on the ground and is then committed to either drogue or boom refueling for that mission, not both. With build dates from 1979 to 1987, the Air Force procured 60 of these babies. There are 59 still in service as one burned on the ground at Barksdale AFB many years ago. The last DC-10 that McDonnell Douglas built was delivered to the Air Force. Groups of three to four cycled through the boom operator's compartment getting a pilot's perspective on tanker air refueling. From there, we went up front and cycled through the cockpit. From the KC-10, half the group rode while the remaining half walked across the flight line to a C-17. The back pedal doors were open with the ramp down so we entered the aircraft from the rear. The C-17 was manned with crew members from the 732nd Airlift Squadron. The first impression when walking on is the cavernous feel of the massive cargo compartment. It's capable of holding an M1 Tank. The C-17 Globemaster III is a very modern transporter with fly-by-wire flight controls, heads up display and a glass cockpit. In place of a typical yoke on most large transport category aircraft is a joy stick. This big bird does exhibit a bit of fighter like qualities. Its big claim to fame is its Short Takeoff and Landing (STOL) technology. The unique ability to land cargo on very short airstrips and then take off again is achieved through the utilization of propulsive lift aerodynamics and advanced composite structures for lighter weight, and of course big highly capable ceramic brakes. Once everyone got to see the cockpit, we all boarded a larger bus that took us out to the control tower located a ways out from the ramp and between runways 6/24 and 18/36. An elevator took us most of the way there, but we still had to climb a couple flights of stairs to get to the cab. Being a beautiful day weather-wise, the view was spectacular. Since it wasn't very busy, the controllers could talk with us and answer questions. We were able to see one aircraft land at least. When we first got there, the controllers offered us the opportunity to go out on the catwalk and walk around. Initially, most scoffed at the thought of walking around out-

side a high tower on a brisk November day. A few brave souls ventured out, and before I knew it, I think everyone made it out there. The control tower was the last stop on our tour, which totaled at least three hours if I recall correctly. We were then bused back to our vehicles. From there, we said our goodbyes and went our separate ways to our homes. Wayne and I made a slight detour though. We made a quick stop at the Class IV store on the Fort Dix side. Class IV is military speak for liquor. After purchasing a few bottles, we left the Joint Base and headed to Jackson Liberty High School, where my 1991 Buick Park Avenue, nicknamed "Betty" by my daughter, was still parked. Overall, I rated the tour successful. I believe it was both educational and interesting, and above all, no one broke down. For those that didn't get to go, there will hopefully be another opportunity next year.



Photo courtesy Ken Kyle

PEDC “TR6 Tech Session” Bob Canfield

It's always good to be reminded how special our club really is. At our October 7th meeting a guest introduced herself as a TR6 owner who lost her husband, and wanted to continue driving the car they both shared. Debra was concerned about the car's safety and reliability, and had hopes that taking Bill Miller's advice and coming to the club would offer her some direction.

After the meeting Zig Panek, Russ Arnone and I spent some time looking over the car and driving it. Zig suggested we arrange a tech session at the Farmingdale Citgo Station that handles all of his work vehicle maintenance. He was able to secure a Saturday date to use the lift/tools/etc., so we were on the calendar.

October 24th at 10:30 members started to arrive. Debra pulled in with a homemade crumb cake, a bag of bagels, and a box of coffee in tow. Now it was officially a PEDC event. By 11:00 we had 11 members there, and the LBC's lined up along the west side of the lot started attracting a lot of attention.

I was overwhelmed that so many members came and offered help. The main consultants were John Quelch and Bill Geisel, both TR6 owners. We went down a checklist of items and also managed to lubricate, check for loose fasteners, and adjust a few things. In all we were there for about 3 hours, and after test drives by both John and Bill, were able to determine that the car was solid and safe. Except for some simple things like new weather stripping for doors and bonnet locating cones, the car was road-worthy. Debra Bennett came to the November meeting and signed up.

The people at Citgo were very accommodating, and afterwards offered to host future sessions for the club. I have been a member of the



club for 7 years, and this was the first tech session we have had in that time. Please let a PEDC officer know if a tech session might help another LBC owner.

See you at Woody's on January 6th!!

Bob

(photos courtesy Bob Canfield)

PEDC Represented at 2015 Monmouth County Concours

Ken Kyle

The 2015 Monmouth County Concours d'Elegance was held at Hop Brook Farm in Holmdel, NJ on Sunday, October 4th. Like last year's event it was originally scheduled for the previous day, but this year the organizers had wisely scheduled a rain date in advance and ended up using it as the skies over Monmouth County opened up every day from September 30th through October 3rd. After all that rain, many people, including myself, expected to find a very soggy show field on Sunday but the ground was in fact dry and surprisingly firm, with no sign whatsoever of ruts or any tires sinking into the ground. Unfortunately, the mere threat of such conditions was apparently enough to deter many would-be exhibitors, as only about 75 out of approximately 128 entries expected actually turned out. Nevertheless, the show's organizers managed to put on a first-class show, much to the delight of Monmouth County Concours fans and the show's beneficiary, 180 Turning Lives Around, Inc., for which the show raised over \$160,000. I counted nine British cars on the field, including a 1951 MGTD owned by the PEDC's own Charlie and Lynn Jackson, plus one Anglo-American hybrid, a 1959 Nash Metropolitan. British cars were well-represented among the awards winners as well, with the Preservation Award for 1949 and later going to a wonderful 1953 Jaguar XK120M OTS, the Most Elegant Foreign Car Award to a 1954 XK120 OTS, and the Rolling Sculpture award to a voluptuous 1950 Jaguar Mark V. Best of Show this year went to the fabulous 1929 Isotta Fraschini 8A owned by PEDC friend and Back Door Garage owner John Shibbes, who also took last year's top prize with his spectacular 1929 Duesenberg Model J. (We've got to get this guy to round out his collection with a prewar Rolls-Royce!)

This year, for the first time, Concours organizers invited the PEDC to display up to four cars outside the entrance to the show field. Unfortunately, the iffy weather and relatively short notice combined to limit our display to only two cars, Mark Wintjen's Triumph Spitfire and Joe Lippi's MG Midget. The rest of the club owes a debt of gratitude to these guys for spending an entire Sunday outside on a cool and cloudy day to hand out membership forms and spread the good word about the PEDC to all who came past. If we're invited to put up a display at the next Concours, we really need to try for a better turnout. Also, keep in mind that the show field itself is open to all cars up to 1974, so most of our cars would qualify and be welcomed to apply. I know I'll be thinking about it. ■
(more pictures on Page 13)



1954 Jaguar XK120 (photo courtesy Ken Kyle)

PEDC Represented at 2015 Monmouth County Concours (Continued)



Clockwise from upper left:
Charlie & Lynn Jackson's 1951 MGTD. 1953 Jaguar XK120M. Mark Wintjen and his 1978 Triumph Spitfire, Rosie. Joe Lippi and his 1976 MG Midget, Lesney. 1950 Jaguar Mark V.

Photos courtesy Ken Kyle



Official PEDC Regalia for 2016 ~ Price

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

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Victorian Tea at 600 Main

Carol Kyle

(photo courtesy of Carol Kyle)

Susan Notte, who owns the 600 Main Bed & Breakfast and tea room in Toms River, NJ, loves the idea that British car club gals want to gather for afternoon tea in her spacious Victorian captain's home, the Mathis House, built in the late 19th century. This was our second visit since April, and seven of the twelve afternoon tea attendees



Above: PEDC afternoon tea lovers shown in front row, left to right, are Carol Kyle, Altha Morton, guest Sue Shrott, Marcia Blackwell, Sookie McLean, Alice Albertalli, and Susan Smith. In the back row, left to right, are Pat Wignall, Maria Laudisi, Laura Jones, guest Debbie Hensler, and Rea Savoy. A few of us brought our own hats, but the rest borrowed ones from the tea room.

signed on again. We had another great time. If you have never visited this lovely tea room I urge you to do so, on your own or with a group of friends. Perhaps you might even organize a PEDC event there sometime. Susan's afternoon tea is an elegant affair, featuring tables set with linens, bone china, and silver. The servers are attentive and friendly and instinctively know how to set a leisurely pace so guests can linger over tea in a beautiful, relaxed atmosphere.

(continued on Page 16)

Victorian Tea at 600 Main

Carol Kyle

(photos courtesy of Carol Kyle)

(continued from Page 15)

A special feature of 600 Main is the tea selection process, which I have not observed in other New Jersey tea-rooms. Four loose teas are arranged in small dishes and passed around so that guests can enjoy the aroma of each one before ordering. These are the special teas of the day, and, not surprisingly, fall flavors were offered during our visit, though other black, green, white, and herbal teas were available from their extensive collection if we so desired. Once our pots of tea were served—and steeped to perfection, I might add—five delicate courses followed, consisting of a teacup-sized portion of potato leek soup, a celery salad served in a miniature martini glass, scones with lemon curd and clotted cream, tea sandwiches and savories, and an enticing assortment of mini sweets. In short, our afternoon tea was a visual treat of textures and flavors, expertly prepared by Susan and her kitchen staff. Incidentally, everything at 600 Main is homemade, including the curd and cream.

Before departing the tea room (we had a 2-hour 1:30 PM seating) we were allowed upstairs to tour the inn's five beautifully appointed rooms, since there were no guests staying that day. We saw the Lady Genevieve, Princess Victoria, Countess Stephanie, Lady Samantha, and Queen Alexa, and some of us were ready to book a room! Each has a private bath with modern amenities, three having been completely renovated recently. At the end of our half-hour impromptu tour we descended the grand staircase, back down to the spacious foyer with its lovely working fireplace, baby grand piano, antique cabinets, and impressive woodwork, all reminders of an elegant by-gone era. Here is their website for more information: <http://www.600mainnj.com/tea-room.htm>. ■



Above left: Debbie Hensler looking as beautiful as ever. **Above right:** A nice selection of sandwiches and savories on the bottom and sweets on the top for a table of five guests

Classified Ads

Classified ads for British cars and British car-related items of any kind belonging to PEDC members will be run for three issues and renewed for another three issues upon request. The ads are free for members.

Classified ads submitted by PEDC members on behalf of nonmembers selling British cars and British car-related items will be accepted and run on a space-available basis at the discretion of the newsletter editors for three issues only, with no renewal. The ads are free.

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.

Send ads to Editor Art Becker at:
artvr@aol.com.

British Cars For Sale

1967 MG Midget for sale. Complete car. Wire wheels, 1275 engine. Restoration started, 95% of metal work done, no bondo. Just needs paint and finishing. clear title. \$1000 or b/o to a good home. Car is in the Farmingdale /Howell area. For more details, Call John at 732-938-7276.

For Sale; 2003 Car Trailer Open 14', full floor car trailer with winch and battery. 4 wheel brakes (surge type brakes, needs no electrical control) This trailer has received regular maintenance since I purchased it new in 2003. Within the past year it has had new tires, brakes and lights installed. Everything is ready to go, needs nothing to use. Smaller length perfect for your Little British Car. \$2200. call Pete 856-667-6657 Located in Maple Shade, NJ

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PEDC Welcomes our New Members

PEDC welcomes our new members:

Serge and Eileen Montynovych, South River, NJ – 1951 MG TD, 1958 MGA

Gerald and Melissa Pagano, Rockaway, NJ – 1969 MGB GT, 1975 Triumph TR-6

Joe and Donna Pilatto, Vorhees, NJ – 1969 MGB GT

Matthew and Jessica Walker, West Keansburg, NJ – 1975 Triumph Spitfire

Thank you to our past PEDC Newsletter Editors

A hearty and well earned THANK YOU to our past newsletter editors Carol and Ken Kyle. They did a terrific job of informing, reporting and amusing our members with their journalistic and publishing skills. They set a high water mark for any club newsletter. You guys are the greatest!

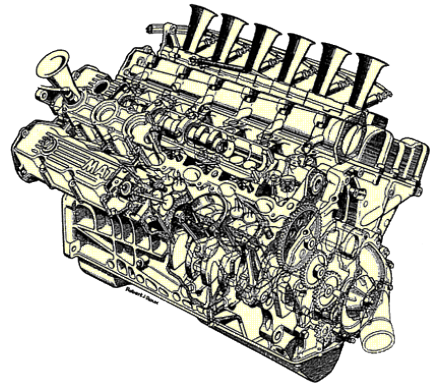


PEDC past newsletter editors Carol and Ken Kyle with a picture of their beautiful Triumph TR6.

(photos courtesy of the Kyles)

A HUGE THANK YOU TO THOSE MEMBERS THAT CONTRIBUTED NEWSLETTER ARTICLES THIS MONTH!!!

**March 19, 2016
Saturday 10:00 AM**



Annual “Motorcar Garage” Open House and Tech Session

Please join me and fellow club members for my annual shop Open House and Tech Session. Donuts and coffee will be provided.

This year’s Tech Session will discuss common repair and restoration pitfalls.

Let’s hope for some nice early spring weather so we’ll see more British cars out for the day. I hope to see you here.

Pete Cosmides

42 N Pine Ave Maple Shade, NJ
www.motorcar-garage.com

856-667-6657

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The Terminal Post

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Art Becker

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The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December.

The goal of the PEDC is to preserve, maintain, restore, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at www.pedc.org. Annual club dues are \$15.00.

Meetings are held on the first Wednesday of the month, except December, at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Register (VTR), www.vtr.org.

NOTE: All photos in this issue of *The Terminal Post* are courtesy of the editors unless otherwise credited.

PEDC Mailing Address:

PEDC
PO Box 6700
Monroe Township, NJ 08831-6700



PEDC Officers (left to right) Vice President - Ken Kyle, President - Russ Sharples, Secretary - Carol Kyle, Treasurer - Mort Resnicoff (photo courtesy Carol Kyle)

In Memoriam - Jay Helt



Jay Helt, who served as PEDC secretary from 2012-2015, died at his home in Fort Myers, FL December 17th with his wife of 19 years, Susie, at his side. Jay served the PEDC with President Mark Berkowsky, Vice President Bob Canfield, and Treasurer Andy Moutenot. If this team were the Beatles, Jay would definitely be "the quiet Beatle." But behind his quiet demeanor was a very warm, witty guy with a heart of gold. Some of us well remember Jay the crooner, who seemed happiest with guitar in hand, belting out all the great rock-and-roll tunes of yesteryear. We were fortunate to enjoy Jay's performances a few times at Woody's, our monthly meeting place, as well as at other Jersey Shore venues.

Those of us who remember Jay know how much he loved restoring his MGs, most notably his 1952 TD in Clipper Blue, an original color that you seldom see. Jay's car really is a fine example of this marque. Plans were underway to restore a second TD, a '53, for Susie in a light sage green. Jay did most of the restoration work himself, incidentally. He belonged to the New England MG "T" Register, Ltd. (NEMGTR). In fact, he once told me that in 1990 he and fellow NEMGTR members shipped their cars to England, via ship, and met them there with plans to tour

the English countryside. Now that's really getting out and driving 'em! One can only imagine the logistics involved in planning and executing such a trip.

Jay was born in New York and lived most of his life in New Jersey. He had a private law practice and also worked as a certified public accountant. He is survived not only by Susie but also by a son, a daughter, two step-daughters, five grandchildren, and his beloved canine friends, Jessie and Lily. Rest in peace, friend. You will be missed. ■ ~ Carol Kyle



Photos by Carol Kyle



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2016 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 29, 2016.

Please fill out this form even if you have made no changes since last year.

Make \$15 check payable to: PEDC.

Mail check and membership form to: Positive Earth Drivers Club (PEDC), P.O. Box 6700, Monroe Township, NJ 08831-6700

An alternative is to simply bring the filled-out form and your check to our next monthly meeting at Woody's.

Check One: **New Member** **Renewing Member**

NOTES: (1) For membership renewal, please update this form with current information (especially your e-mail address) for club records. (2) ***Blue fields** are required information. (3) Providing your cell phone number is very handy for contacting you on club drives.

***Name:** _____ ***Phone Number:** () _____

Spouse/Partner: _____ **Cell Phone Number:** () _____

***Street Address:** _____

***City:** _____ ***State:** _____ ***Zip Code:** _____

***E-mail:** _____

IMPORTANT NOTE: Our club newsletter is distributed via e-mail only. If you are unable to receive e-mail, please contact the club to make other arrangements to receive your newsletter.

Other Club Affiliations (VTR, NAMGB, etc.) _____

BRITISH VEHICLE INFORMATION:

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Make: _____ **Model:** _____ **Year:** _____

Make: _____ **Model:** _____ **Year:** _____

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Make: _____ **Model:** _____ **Year:** _____

Make: _____ **Model:** _____ **Year:** _____

Privacy Statement: The PEDC collects information from members to service their memberships and further our purpose as a social club centered on classic British cars. The Club does not sell or otherwise distribute this information outside our membership. The Club publishes an annual Membership Directory containing members' contact information. The Directory is distributed to members only and is for private, non-commercial use only. Check the "Opt Out" space below if you do not wish your contact information to appear in the Directory.

OPT OUT (Check if you **DO NOT** want your contact information published in the annual Membership Directory.)

Reminder: The club meets on the first Wednesday of the month at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, Phone: 732.938.6404. Meetings start at 7:30 PM, but come early for dinner or bring your British car and talk shop in the parking lot.