



The Terminal Post

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

Important Dates to Remember

- July 9.** Saturday through Sunday, the 10th, PEDC Pocono Drive
- July 13.** Wednesday, PEDC ice cream run to TK's, Cream Ridge, NJ
- July 16.** Saturday, Cars & Coffee at The Paddock
- July 17.** Sunday, PEDC drive to the NJ Vietnam Veterans' Memorial in Holmdel, NJ.
- July 20.** Wednesday, PEDC ice cream run to Heavenly Havens Creamery, in Allentown, NJ.
- July 30.** Saturday, PEDC Mid-Jersey Monster Rally

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MG 2016. On the road with 1000 fans!

By Russ Sharples



Pete Cosmides and I made the roughly 800 mile trip from New Jersey to Louisville Kentucky for MG 2016. This is the every -5-year meeting of 4 MG "registers": NAMMMR, NEMGTR, NAMGAR, and NAMGBR. I think we are all familiar with the last three but I had to ask what is the NAMMMR - this is the North American Midget, Magna, and Magnette Register for the cars MG built before World War II. While each of these organizations holds one or more meetings each year, every 5 years they all get together in one place for a massive MG fest. The stats for this year: about 800 cars, about 30 were pre-WW2, about 100 were T-series, about 200 were MGAs and 400 were MGBs. There were a few MGFs, the car made by Rover group in the 1990s, and the balance was other British

cars. There were about 1000 people in attendance and it was nice to see some kids, teens, and millennials there, especially as the latter group were MG owners.

While those numbers may sound overwhelming, what is so nice about these events is that we are all MG fans and talking to virtually anyone is easy and everyone is willing to talk about their MG passion, where and how they got their car, their first memory, their longest road trip, etc. Speaking of longest trip, there were a few folks from Louisville but pretty much everyone else had to drive at least a couple of hours to get there. The longest distance was a woman who drove her MGB from Vancouver, Canada, to San Francisco where she met up with an MGA buddy and the



drove out together. She traveled 3400 miles and he got the longest MGA distance of 2700 miles. There were two women who drove in from Phoenix AZ in their MGA and they got a distance award as well, and I think they should have received a bravery award for driving an A in that heat.

Pete drove out with a group from the South Jersey/PA area and I drove out with an MGA owner from North Jersey. We both took two days each way. Going out, I drove across the Commodore Barry Bridge, on back roads



through Pennsylvania and Delaware into Maryland, and then across the top of Maryland to Hagerstown where we got on I-68 to US 50 to Parkersburg, WV, and our first night stop. This day was hot all day and I-68 was a tough slog but the cars made it up the hills. The next day we had about 6 hours of driving on back roads through Ohio in the most perfect driving weather: sunny and about 60°! Our final run into Louisville was on I-64 and another tough slog in the heat. By the time we reached the hotel parking lot the MGAs were idling rough with the ethanol fuel boiling in the carbs in the heat.



Above: Dave Godwin's car "RIP", top: "Blue Car", both from the Around-the-World team.

The event was held at the Crown Plaza Expo Center in Louisville and MG fans took the place over – we even had an MG race car in the lobby (*cover – picture courtesy Chris Roop*). All the conference rooms in the hotel were taken up with regalia sales, vendor sales, tech sessions, and MG related talks. Notable attendees were John Twist doing his rolling tech session in the parking lot, Barney Gaylord (The MGA Guru), and the around-the-world-in-MGs group led by Dave Godwin.

Arguably though it was the hardware in the parking lot that we all came to see and that did not disappoint. A new experience for me was seeing the dozen or so MGs, a car made from 1995 to 2005 (*above left*). This is a mid-engine design that used a 1800cc 4 cylinder engine producing between 110 and 157 hp. This car is just as modern as you would expect a late 1990's design to be. They



are rare in the USA because they were never sold in North America. The left hand drive models I saw were sold in Germany and imported under various arrangements meaning no federalization was required. There were also a number of right hand drive models present. And of course there was literally every kind of MG T, A, B, BGT, and pre-war MG you could think of, including two police cars.

The parking lot was also loaded with countless trailers including one that was a pair of MGB boots welded together with an insulated ¼ keg cooler built into one side with the beer tap mounted next to the right tail light!

The cars really came out for the show on Thursday in the Louisville river front park. While it was a hot day, plenty of shade was available because the interstate overpass went right through the middle of the park and provided a ton of



shaded space for vendors and hanging out. In the grassy fields on either side were the cars.

The rarest cars, in my view, were the four 1920's era MG Midgets (*below*), the MG model that started it all. A couple of these were beautifully restored. I had never seen one and you have no idea what small is until you see one up close.

There were a couple of spectacular police cars: an MG P series (*left bottom*) and an MGA. There were some other just amazing MG luxury cars like the 1935 MG KN "Pillarless Saloon" and the 1935 MG PA Airline Coupe (*both shown on the next page*).

Another star of the show was MG EX 186, a car MG's competitions department built to race in Le Mans but that was never raced. Under threat of destruction in the UK, the car was moved to the USA where it was driven in the street for a time before its twin cam engine failed and it wound up in a barn for 15 years. It was found in 1982 and restored to original condition.

Perhaps my favorite car of the show was an 1967 MGB GT (next page). I've always loved the practicality of the BGT – the fact that you can easily through some luggage in the back and a take a weekend trip without fear of rain or cold. Summer heat is a problem with a BGT but this one out of Phoenix AZ has a beautifully integrated AC system. This is a car that can be driven anywhere any time! Of all the cars on the field, this is the one I would have picked to go home with me (and my MGA).





MG Ex 186 Le Mans Racer



1935 MG KN "Pillarless Saloon"



1935 MG PA Airline Coupe



1967 MGB GT with air conditioning and custom leather interior

Speaking of picking winners, it turns out that PEDC sent a couple of winners out to represent the club: Pete Cosmides and I both took first place in our classes, me for my 1960 MGA with solid wheels, and Pete for his 1975 early rubber bumper B roadster!



Russ



Pete

From the driver's seat

RUSS SHARPLES, PRESIDENT



(photos courtesy of R. Sharples)

Speaking of drives (the focus of my last column), as I write this I about to begin the final leg of my one week trip from central NJ out to the MG 2016 Event in Louisville KY. This was an amazing event, an all-MG car show of 800 MGs of all kinds in Louisville KY. I'm going to provide a separate article about that but what I want to talk about here were the different driving styles for getting to the GT (Get Together).

By far, most of the 821 cars were driven to Louisville but there were quite a few trailers. This meant that the first discussion point upon meeting someone over breakfast or wandering

about, after "What did you bring?" is "Did you drive it here?". I only spoke with a couple of people who trailered their cars. Some did it because the cars were exceptionally restored, true trailer queens. I love looking at trailer queens! They are a thing of beauty, more perfect than even a brand new car, every nook and cranny clean and shiny, a museum piece that I can look at up close. A couple of folks I spoke with brought their families in the tow vehicle (a minivan in one case) pulling their MG on a trailer in the back. I think this is great too because it is fun to have the kids at the show soaking up the car culture (speaking of kids, I was pleased to see some millennials at the show including three taking off from the parking lot in an MGB with one sitting on the shelf behind the seats just like we would have done in the 70's). Then there are folks who's health and comfort considerations preclude them from spending 12 or 20 hours in a hot, cramped, noisy car. Again, I'm glad these folks still choose to come and bring their pride and joy because it increases the participation.

Most folks made the trip in their car though, from all over, including some hot places. There were two

women who drove in an MGA from Arizona. Ouch. I had dinner with them and when I heard that I had to quit my whining about how hot my drive was (it was hot). Since most of these cars are roadsters, the next question is "top up or down?". Most folks drive top up in the hot sun but there is a substantial minority that is committed to top down all the time, even in moderate rain. The guy I was driving with was one of these and we were top down the whole 2 day trip out (800 miles). This worked ok in the mornings but in the afternoons of the two day trip we roasted. Sunscreen prevented tragedy but it was still unpleasant. We were lucky on the morning of the second day when it was 55° in the morning and it didn't hit 75° until nearly lunch time. That morning, driving through Ohio, was one of the best drives I have ever been on (Ohio route 41 from Peebles to Aberdeen is an absolutely fabulous LBC road – twisty, hilly, and a 55 MPH speed limit)! Unfortunately, I-64 into Louisville was an oven and we arrived wilted and cranky.

The final point of discussion is interstates vs. back roads. This is almost always a question of "technology" with the MGBs comfortable on the interstates and the T's and A's favoring the back roads. While my MGA

From the navigator's seat

KEN KYLE, VICE PRESIDENT

There's Help Out There

One of the things I enjoy most about LBC ownership is the marque club support. While the PEDC is great for socializing with your car and even moral support when something goes wrong with it, for serious tech support you're best off seeking help from a marque-specific club, or better yet, a club that caters to your specific model if one exists. For me that's 6-Pack, the national club for Triumph TR6 and TR250 owners. The help I've gotten from fellow members on the club's website forums has repaid my dues many times over. I simply cannot believe how much expert knowledge is out there just for the asking.

Some of you have heard this story before, but I'll tell it again for those who

haven't because it illustrates what I'm talking about so well. When I first got my TR6 it was idling too high. When adjusted downward, the idle would be too low. It simply refused to idle in the normal range, so I took it to a respected British car specialist, whom I'll call Mechanic A. Mechanic A performed a tune up on my car and returned it to me running worse than before. The idle was way too low and actually got worse as the car warmed up. On top of that, it was clearly running very rich. When I called Mechanic A to report this, he offered to have another look at it, but I could tell from what he was saying that he really didn't have a clue so I decided to seek help elsewhere. Mechanic B, who had experience with

TR6s, managed to reverse Mechanic A's most egregious mistake, setting the ignition timing eight degrees too far advanced, but the car now idled too high and still ran too rich. (The spark plugs were black when I checked them.) Finally, I took the car to Mechanic C, who had worked on both of my Jaguars for me. He was also unable to get the car to run properly and admitted as much, suggesting that I might want to get the carbs rebuilt and refusing to charge me for his time. He did however perform an invaluable service for me: He described exactly how the car responded when he tried to adjust the idle. Armed with that description, I sought advice from fellow 6-Pack members on one of the website's forums and quickly received some promising leads.

The most likely causes mentioned on the forum were sticking float chamber vent valves and misadjusted throttle bypass valves. I quickly ruled out the float chamber vent valves and decided to tackle the bypass valves. I discovered one of them was wide open and the other one was almost as bad, allowing far too much air to bypass the throttle plates and requiring the



From the driver's seat continued

will cruise all day at 65 it will roast my feet doing so with the engine turning 3800 RPM and the temp gauge hovering over 210°. Unfortunately we had to take a mix of back roads and interstates both out and back to be able to make the trip in a reasonable amount of time. This experience has led me to think seriously about a 5 speed conversion with a possible gear change in the differential too. Apparently this will make a real difference in RPM which translates directly to heat in the cockpit. Something to think about.

I did wise up on the return trip and while my driving companion had his top down I was top up in the heat on the interstates and this made the drive much more tolerable - still hot in the footwalls but more comfortable overall. I was very grateful that we never encountered stop and go traffic because that combination with top down, hot engine, and summer sun can kill a trip.

A drive to Louisville KY from NJ in a classic car is an epic drive even though it's just 800 miles and about 17 hours. But what this shows is that its actually pretty easy to do a 100 or so mile trip closer to home. Think carefully about top up or down and your tolerance for heat but these cars do work as long distance transportation and there is a real feeling of satisfaction when you get there, and back! We have lots of moderate drives in this club – take advantage of one to try your car out in way that its original owner would have done without a second thought.

*From the navigator's seat continued*

mixture to be set extremely rich just so the engine would run at all at idle. I dug out my old carb synchronizer and Stromberg jet adjustment tool, neither of which I'd used in over 30 years, and had the carbs properly set up in less than an hour. I haven't had to touch them since. Apparently Mechanics A, B, and C had no idea these carbs have adjustable bypass valves, but the folks on the 6-Pack website forum did and pointed me in the right direction free of charge.

Now I'm not claiming that you'll always get great advice from club forums. Some of the answers I've gotten to various queries were nonsense or close to it. Either the responder did not understand my description of the problem or just felt like putting his two cents in even though he had no idea what he was talking about. You do need to have some mechanical knowledge of your car as well as common sense to be able to sort out the useful responses from the useless ones, and there will be times when no one has any idea what's wrong with your car. I also found that the Jaguar Clubs of North America forum for my XK8 was not all that helpful, probably because those cars are so complex and hard to fix yourself that most owner-enthusiasts simply don't acquire much detailed technical knowledge about them. I did however learn how to reset the (frequently) malfunctioning power windows on my XK8, a process that involved raising and lowering the windows in a certain sequence, then running counter-clockwise around the car three times while beseeching the ghost of Joseph Lucas for help. (Actually I made that last part up. For an XK8, you must appeal to the ghosts of

Welcome New Members

The following members have joined since June 2016:

Michael and Stacey O'Neill, Point Pleasant, NJ,
1976 MGB

John and Alice Gazarek, Brick, NJ, 1969 MG Midget

Bill and Mary Gosser, Toms River, NJ,
1971 Triumph TR6

Joe and Marie Marrone, Sea Girt, NJ,
1972 Triumph TR6

Richard Welch, Point Pleasant, NJ,
1957 Morgan +4 (#3620)

Jackie Kennedy, Manasquan, NJ, no car yet but looking

“MID-JERSEY MONSTER RALLY”

SET FOR SATURDAY, JULY 30

WILL ALSO INCLUDE A POKER GAME WITHIN THE RALLY

This year’s rally will take place on Saturday, July 30 so save the date! We will be traveling small but interesting roads in the Central Jersey area. The rally starts in the parking lot of the Marshall Erickson Elementary School, 271 Elton Adelphia Road, Freehold, NJ (corner of Old Post Rd and Elton Adelphia Rd)

Cars should be at the parking lot at 9:30 am with the first car leaving at 10:00 am. The rally should last about 1 ½ hours and will finish at Baker’s American Grille, 801 NJ Route 33, Monroe, Township 08831. (corner of Route 33 and Perineville Road).

In addition to the normal rally in which many questions are asked as the cars travel the specified route, there will be a new added feature, that is a draw poker game. Each car will be handed a poker hand at the start, and at one place during the route, the car can exchange some cards, trying to build up a winning hand. At the end of the rally, the cars will be given one more chance to exchange cards and try for the overall winning hand.

Trophies will be awarded for the car who answers the most questions and a separate trophy will be awarded for the winning poker hand.

Registration is limited, so please send in your registration right away. If you have any questions or comments, please call Barry Shandler, (732)-521-1985 or bshandler@comcast.net. Each car will receive several rally updates by email after their registration is received. Registration closes July 22!

MID-JERSEY MONSTER RALLY REGISTRATION

SATURDAY, JULY 30 AT 9:30AM

NAME: _____

CELL PHONE: _____

EMAIL: _____

Car: _____

Entrance fee is \$15.00 per car

Checks made out to Positive Earth Drivers Club, P.O box 6700, Monroe Township, NJ 08831-6700.

Minutes of the PEDC General Meeting June 1, 2016

Submitted by Carol Kyle, Secretary

The meeting was called to order at 7:35 PM by President Russ Sharples. In attendance were 52 members and 1 guest, Pat Wignall's niece Emma. Russ pointed out that there were 19 little British cars (LBCs) lined up in the Woody's parking lot, which might be a club record. (See his panoramic photo below).

A motion to accept the minutes of the May 4, 2016 meeting was made, seconded, and carried.

NAMETAGS

President Russ asked new members to let him know if they need nametags, which he brings to each meeting and places on a table at the door to our meeting room.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported that our club membership stands at 159 and our club balance at approximately \$4,000.00. A motion to accept the treasurer's report was made, approved, and carried.

SECRETARY'S REPORT

Secretary Carol Kyle reported that all

member directories have been given out. She also thanked members for making a good effort to wear their regalia to the May meeting as a tribute to former Regalia Manager Karen Moutenot, who passed away in February. (See my photo right.)

Carol introduced new Regalia Manager Sue Smith for members who don't know her. Carol also gave an update on Newsletter Editor Art Becker, who had surgery last week and has a very long recovery ahead. Carol mentioned that Art's wife, Joann, said it is OK for members to send cards to their home and perhaps flowers in a week or so, but that Art is not taking phone calls or visitors yet. Carol mentioned that the club is still looking for a temporary newsletter editor until Art is able to resume the role in a few months. President Russ explained the details of the newsletter editor position.

SUNSHINE

Sunshine Chair Nadine Berkowsky stated that she sent a card to Art Becker from the club.

REGALIA

Regalia Manager Sue Smith explained how regalia sales work. She brings an assortment of regalia items to the monthly meetings and spreads them out on a table. If members see what they want, it's cash and carry. If they don't see what they want, they fill out an order form. Sue places the order and brings the items to the next meeting after they are received. Members pick up their regalia orders and pay for them then. Note: Items are not mailed to members; they must be picked up at meetings.

OLD BUSINESS

Overnight Trip to Lewes, DE. President Russ mentioned our overnight trip May 6th – 8th to attend the 21st Annual "The British Are Coming Again!" car show in Lewes, DE. A great deal of discussion ensued. The PEDC took home three awards: Andy Moutenot and Charlie and Lynn Jackson won their classes, and Jim Sauer took second in class. The trip was very successful, with great camaraderie, despite a weekend of rain and the





show's having been moved from downtown to the ferry terminal a few miles away.

Six LBCs and one daily driver (used to transport members back and forth to town for lunch) participated. Nadine Berkowsky even wrote a poem that captured the spirit of this fun weekend. (See June newsletter attachments sent out May 25th.) (See my photo below of our LBCs waiting to board the ferry to Lewes.)

The annual **Britfest** in Succasunna, NJ was held rain or shine on May 7th. Mike and Nancy Kusch attended as did Zig Panek, mentioning that there were a lot of no shows due to rain. In fact about 150 cars did not show.

3rd Annual Brick Police Athletic League (PAL) Show. Event organizer Ernie Caponegro spoke about the show. He noted that 15 other car shows were staged that day in the area, creating a lot of competition for the Brick PAL show. Of the 88 cars that had signed up, 44 showed. Of the 44 cars, 16 belonged to PEDCers, so our club had a good turnout that day to enjoy the BBQ and door prizes offered via raffle. Ken Kyle won the Car We'd Most Like to Drive award.

Brunch at The Mill. Mark and Nadine Berkowsky hosted a spring brunch at The Mill in Spring Lake Heights, NJ on Sunday, May 15th. Mark stated that 22 members attended. Some members headed down to Spring Lake beach afterward for a stroll on the boardwalk.

Ice Cream Run to Jersey Freeze. Tom and Alice Albertalli hosted our first ice cream run of the season May 18th to a landmark ice cream parlor in Freehold, NJ. Although it was a chilly night, several LBCs came out for dinner first and then ice cream.

NJ Pine Barrens Drive. Pete Dow organized a 70-mile drive May 21st that attracted 10 LBCs and 18 people. Feedback from members confirmed that the drive was very enjoyable, as Pete stayed off the highways, concentrating on back roads. He arranged for lunch at the Sea Oaks Country Club in Little Egg Harbor.

Cars & Coffee at The Paddock. Stan Kryla hosted another C&C event at his car storage facility at Monmouth Executive Airport in Wall, NJ. Only five cars attended, fewer than usual but probably due to the rain.

Potluck Dinner. Woody and Sue Smith hosted our first-ever potluck dinner April 9th at their home in Wall, NJ. Sue thanked all who participated and brought their favorite dishes to share.

NEW BUSINESS

Vice President and Events Coordinator Ken Kyle reminded members that four non-PEDC British car shows in the region are coming up: Cars and Motorcycles of England in Westtown, PA, June 4th; Red Mill Day in Clinton, NJ, June 5th; A Touch of England in Ho-Ho-Kus, NJ, June 11th; and the British Motorcar Gathering in Hellertown, PA, June 12th. VP Ken then discussed upcoming PEDC events in June, as stated below:

1. **16th Annual British Car Display.** Sunday, June 19th, is our annual Father's Day show in Spring Lake Heights, NJ, hosted by the PEDC and Spring Lake Heights Recreation. Ken gave the floor to organizer Pat Wignall, who filled in the details. The show is 10 AM – 1 PM, followed by a BBQ at Paul and Mary Johnson's home in Wall, NJ. All are welcome, and admission is free. Members attending the BBQ were asked to sign a sheet indicating what they would like to contribute.

2. **Drive to the Stockton Inn for Dinner.** VP Ken stated that he and Carol are hosting a 1½ hour drive to the Stockton Inn on Sunday, June 26th. A backroads drive is planned from Woody's to the inn in Hunterdon County. RSVPs are due June 19th, as a headcount is needed to secure a dinner reservation.
3. **Ice Cream Run to Jake's and dinner at Knob Hill CC.** Mort and Fredda Fine Resnicoff are hosting our second ice cream run of the season June 29th to Jake's in Manalapan, NJ. Dinner is planned at the Knob Hill Country Club, in their grille room, and ice cream afterward. Look for an email blast for details. Please RSVP if interested in having dinner that night.

(See also the flyer they sent out with the June newsletter attachments May 25th.)

Ken also mentioned two non-PEDC events in June that will be hosted by PEDC members:

1. **Cars & Coffee at The Paddock.** Stan Kryla is hosting another C&C event June 18th, 9 AM – 12 PM. It's at his car storage facility, The Paddock.
2. **Steam Car Tech Session.** Rick Stoeber spoke about the steam car tech session he's hosting June 26th in his garage in Shrewsbury, NJ, starting at noon. Rick will be demonstrating the 1901 Locomobile Steam Carriage replica he built from an International Model Works kit manufactured in the

UK. He stated that 55 were made for the world market and only 10 are in the U.S. Coffee and donuts will be provided, and he will give rides to attendees. The event is rain or shine. [As an aside, Rick also mentioned the **Race of Gentlemen** gathering on the beach in Wildwood, NJ on June 4th (with weekend events on the 3rd and 5th). All types of vintage vehicles from 1940 or earlier, as well as motorcycles and hotrods, are welcome.]

Ken concluded by mentioning three additional PEDC events coming up later in the season:

1. **Poconos Overnight.** Sue Smith spoke about the overnight drive she and Woody have planned for July 9th – 10th, including a drive



along backroads from their home in Wall, NJ through Pennsylvania to the Pocono Mountains. She discussed the scope of the trip, where we will lodge, what sights we'll see, and what restaurants we'll visit. Sue needs a headcount ASAP so that we can get a hotel group discount.

2. **Grounds for Sculpture Drive Rescheduled.** VP Ken spoke on behalf of Bill Miller, who was not present, to relate that the drive canceled in May due to rain has been rescheduled for October 15th. (The rain date is the 16th.) [As an aside, Andy Ribaud mentioned that the Grounds for Sculpture would be hosting an **all-Lotus show** August 7th.

3. **PEDC Annual Christmas Party.** VP Ken said that Jeanne Miller has secured a date for us at the Lobster Shanty, Point Pleasant Beach, NJ for our Christmas party. It's Saturday, December 3rd, so mark your calendars.

MG2016. President Russ talked briefly about this upcoming event, which is held every 5 years and sponsored by the North American Council of MG Registers. It's a huge event (1500 cars) in which the three MG registers (MGA, MGB, and MG "T" Series) come together. This year the venue is Louisville, KY at a large conference center. Russ is going, so let him know if you are interested in attending.

Impromptu Dinner at Ikko. Rodney and Kathy Ford are hosting another impromptu dinner at Ikko, Japanese restaurant and hibachi grill in Brick, NJ. The date is Wednesday, June 15th. Watch for an email blast with details.

MISCELLANEOUS

Ken Wignall mentioned that Jay Leno's Garage has posted a YouTube video of a Daimler SP250 that is worth watching.

President Russ reminded members that the next meeting at Woody's is July 6th and then adjourned the meeting at 8:32 PM.

15th Annual British Car Display in Spring Lake Heights



49 British cars graced the field at Spring Lake Heights on Father's Day for the Recreation Committee's 15th annual event held at Allaire Road Park. It was a perfect day for local dads and visitors who joined the Positive Earth Driver's Club to enjoy the lovely weather.

After the morning event, we were warmly welcomed at the beautiful home of Mary and Paul Johnson in Wall for a barbecue and swim! Thanks to all who joined us on this beautiful day!!



Official PEDC Regalia for 2016



Club Apparel	Price	Other Club Items	Price
T-shirt, short-sleeve crew neck	\$17	Grille badge	\$20
T-shirt, short-sleeve crew neck with pocket*	\$19	Lapel/hat pin	\$ 4
T-shirt, long-sleeve crew neck	\$19	Windshield sticker	\$ 1
Golf shirt, short-sleeve	\$26	Marque patch	\$ 5
Denim shirt, long-sleeve, woven, button-down*	\$31	PEDC logo patch	\$ 6
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		

* **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 Sue Smith, Regalia Manager, at suznsm@aol.com, or call her at 732-681-5618. All items are supplied to us through Fourth Gear, Ltd. Shown above is the current price list.

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THANKS!

Thank you to those members who contributed newsletter articles this month

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

The Terminal Post

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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 editor unless otherwise credited.

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PEDC PO Box 6700 Monroe Township, NJ 08831-6700

2016 Calendar of Events—PEDC and Beyond

PEDC events are in bold red. Other British car events are in bold black. NOTE: Since many NJ towns and organizations host cruise ins and car shows in conjunction with festivals, community days, and fundraisers, it's impossible to list them all here, so we have streamlined the newsletter calendar to include (1) our own PEDC events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member, and (4) select events where British cars are expected to feature prominently. Please note that the information below is subject to change.

July

- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 9 Saturday through Sunday, the 10th, **PEDC Pocono Drive**, details to be provided to registered participants. Hosts: Woody & Sue Smith.
- 13 Wednesday, **PEDC** ice cream run to **TK's**, CR 539, Cream Ridge, NJ, 7:30 PM. Dinner beforehand at 5:30PM if interested at Ninuzzo Trattoria, <http://www.ninuzzo.com/>. Please RSVP to hosts Ken & Carol Kyle at kenky-le4@comcast.net if joining us for dinner.
- 16 Saturday, Cars & Coffee at The Paddock car storage facility at Monmouth Executive Airport, Route 34, Wall, NJ, 9 AM-12 PM. Hosted by Paddock owner and PEDC member Stan Kryla.
- 17 Sunday, **PEDC** drive to the **NJ Vietnam Veterans' Memorial** in Holmdel, NJ. Drive will depart from Woody's parking lot and lunch will be at Huddy's Inn in Colts Neck. Hosts: Ed & Joan Kinney, 732-714-6767.
- 20 Wednesday, **PEDC** ice cream run to **Heavenly Havens Creamery**, 33 S. Main St. in Allentown, NJ, 7:30 PM. Dinner beforehand at 5:30 PM if interested at La Piazza, <http://lapiazzaristorante.com/>. Please RSVP to hosts Russ & Pam Sharples at sharplesrp@yahoo.com if joining us for dinner.
- 30 Saturday, **PEDC Mid-Jersey Monster Rally**, organized by Barry Shandler. See details and registration form elsewhere in this newsletter. Registration deadline is July 15th.

August

- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 4 Thursday, **PEDC** ice cream run to **Sundaes the Ice Cream Place**, Wall Township, NJ. Hosts: Woody & Sue Smith.
- 5 Friday through Sunday, the 7th, **Lotus Owners Gathering 36** in Princeton, NJ. See <http://www.lotusownersgathering36.com/> for details.
- 6 Saturday, **12th Annual Pennypacker Mills British Car Show**, Pennypacker Mills historic site, Schwenksville, PA, hosted by the Delaware Valley Classic MG Chapter (DVCMG), 10 AM–3 PM. \$15 registration before July 23rd, \$20 at the gate. Held in conjunction with the mill's "In the Good Old Summertime" Festival. For info: <http://www.dvcmg.com/events/car-show-info>.
- 8 Monday, **Classic Car Show/Display**, Greenbriar Oceanaire, Waretown, NJ. Open to all PEDC members. Contact Mike Browne, captain61ny@aol.com, if interested in attending.
- 13 Saturday and Sunday, the 14th, New Hope Auto Show at the New Hope-Solebury High School in New Hope, PA. See <http://www.newhopeautoshow.com/html/show.htm> for details.
- 14 Sunday, **PEDC Drive to Laurita Winery**, New Egypt, NJ from noon to 3 PM. All attendees who bring a British car will get a free wine tasting. Further details to be provided. Host: Barb Willis.
- 18 Thursday, **PEDC** ice cream run to **Gil & Bert's**, Cranbury, NJ. Hosts: Mark & Nadine Berkowsky.
- 20 Saturday, Cars & Coffee at The Paddock car storage facility at Monmouth Executive Airport, Route 34, Wall, NJ, 9 AM-12 PM. Hosted by Paddock owner and PEDC member Stan Kryla.

- 27 Saturday, **British Invasion at Monmouth Executive Airport**, Route 34, Wall, NJ. The day starts with a show of British cars at The Paddock car storage facility at the airport. Doors open at 9 AM. In the afternoon, the Wings of Freedom Tour will be open for visitors at the airport. See details at <http://www.collingsfoundation.org/event/wall-township-nj/>. An awesome display of WWII military aircraft will be available to walk through.

September

- 1 Thursday, **PEDC** ice cream run to **Jeffreeze Ice Cream**, Route 9, West Creek, NJ, 7 PM. Dinner beforehand at Callo-way's Restaurant, also on Route 9, in Staffordville, about two miles north of Jeffreeze, 5PM. Host: Peter Dow.
- 5 Monday, Labor Day, **PEDC Car Show at Laurita Winery** (Tentative)
- 7 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 11 Sunday, **Vintage Automobile Club of Ocean County, NJ, 37th Annual Car Show**, Bay Boulevard, Seaside Heights, NJ. A special area will be set aside for PEDC cars. Details to follow.
- 14 Wednesday, **PEDC** Brits on the Beach **Goodie-bag Stuffing Party**. Details to be announced.
- 17 Saturday, Cars & Coffee at The Paddock car storage facility at Monmouth Executive Airport, Route 34, Wall, NJ, 9 AM-12 PM. Hosted by Paddock owner and PEDC member Stan Kryla.
- 17 Saturday, our 19th annual **PEDC** British Car Day, known since 2009 as **Brits on the Beach**, Main Avenue, Ocean Grove, NJ. This is our big event of the year, and Show Chairman Bob Canfield has another great show planned. Mark your calendar! Watch for details. Questions? Want to volunteer? Contact Bob at joisuzu@optonline.net.
- 21 Wednesday, **PEDC** ice cream run to **Yellow Brick Road Ice Cream Carousel**, 1857 Hooper Avenue, Toms River, NJ, <http://www.ybriccream.com/>. Hosts: Ed & Joan Kinney.

October

- 1 Saturday, **Monmouth County Concours**, details to be provided. Rain date Sunday, October 2nd.
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 8 Saturday, **20th Annual Brits at the Village**, Peddler's Village, Lahaska, PA. Hosted by the Philadelphia MG Club, <http://www.phillymgclub.com/index.php/brits-at-the-village>. Show field opens 9AM. Rain date: Sunday October 9th.
- 14 Friday through Sunday, the 16th, **America's British Reliability Run**, <http://www.britishreliability.org/>, details to be provided.
- 15 Saturday, Cars & Coffee at The Paddock car storage facility at Monmouth Executive Airport, Route 34, Wall, NJ, 9 AM-12 PM. Hosted by Paddock owner and PEDC member Stan Kryla.
- 15 Saturday (rain date: October 16th), **PEDC** drive to **Grounds for Sculpture**, Hamilton, NJ. We will meet in the Freehold Raceway Mall parking lot near Dick's Sporting Goods at 9 AM. Tickets to the sculpture garden are \$18 for adults. There are four eateries on the grounds to choose from for lunch or snacks. Please RSVP to host Bill Miller at bmillerreoinnj@comcast.net or 732-778-3274 if interested.
- 22 Saturday, **PEDC Fall Foliage Drive to Frenchtown** in Hunterdon County, NJ. Organized by Ernie & Ida Caponegro.

November

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 19 Saturday, Cars & Coffee at The Paddock car storage facility at Monmouth Executive Airport, Route 34, Wall, NJ, 9 AM-12 PM. Hosted by Paddock owner and PEDC member Stan Kryla.

December

- 3 Saturday, **PEDC** Christmas/Holiday Party at The Lobster Shanty in Pt. Pleasant Beach, NJ, in lieu of monthly meeting. Watch for details. Organized by Jeanne Miller.

July - PEDC member runs and rallies

- 9 Saturday through Sunday, the 10th, **PEDC Pocono Drive**,
- 13 Wednesday, **PEDC** ice cream run to **TK's**, CR 539, Cream Ridge, NJ,
- 17 Sunday, **PEDC** drive to the **NJ Vietnam Veterans' Memorial** in Holmdel, NJ.
- 20 Wednesday, **PEDC** ice cream run to **Heavenly Havens Creamery**, Allentown
- 30 Saturday, **PEDC Mid-Jersey Monster Rally**, organized by Barry Shandler.

See page 18 for the full events listing and page 9 for the Monster Rally entry form



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Sunshine Committee

If you know of a club member that is ill or needs some sunshine!!

Please contact
Nadine Berkowsky

mnberky@comcast.net,
609.655.0071 home

1947 MGTC

Multiple time class winner and one Best in Show at Brits on the Beach for sale; \$39,000 OBO. Recent work performed: total engine rebuild, 5 speed synchro transmission installed, 5 new tires—runs and drives better than new. New canvas, including tonneau cover; New Alfin brake drums.

All in all, a lovely little car that I would like to see stay in the area. Asking price does not reflect what I have in it. Phil Schneider 732-310-3673—note: I will discuss the extent of the work done to the car; just call me. Apr 16



1967 MG Midget

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.

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 re-newed 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 un-less otherwise noted.

Send ads to Martin Vickery
at: martin.vickery@gmail.com.

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Bill Miller Car Finder Cars for Sale - July 2016

1958 Austin Healey 100-6 BN6

A very Nice Driver, 6500 miles on rebuilt engine, Over-Drive Transmission, BJ8 Disc Brake Conversion, Moss Red Interior, Top & Tonneau. A great car ready for use. Asking \$46,900



1967 MGB Roadster Project

A running project in very Original Condition. Original BRG Paint! Asking \$2,900



1979 MGB Roadster Driver

A good solid Driver with Over-Drive Transmission, which has had a repaint in its original color, Leland White. Asking \$7500.



1977 MGB Roadster

I'm in the final stage of a complete Rotisserie Restoration on this Better Than New MGB. Virtually everything on this car is new or rebuilt. Repainted in original "Chartreuse", I have driven the car approximately 150 miles in the past week and it has performed great. I still need to have the new Black soft top installed and some trim to attend to but all will be completed prior to sale. You gotta see this car! Asking \$17,000.

If you have any interest in any of these cars please call, Bill Miller Car Finder LLC or email, bmiller-reinnj@comcast.net. I have many photos of each car that I will gladly provide, I am glad to answer any questions and eager to schedule inspections and test drives of these cars. Thanks for looking.



Brits on the Beach 2016: 19th Annual British Car Day

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

***at Historic Ocean Grove, NJ
Saturday, Sept. 17th, 2016***

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

Registration: 9:30 - 11:00 AM

Judging: 12:00 - 2:00 PM

Opening Remarks: 1:00 PM

Door Prizes: Throughout the day

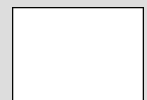
Show Awards: 3:30 PM

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

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

Brits on the Beach Show Registration Form

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



Vehicle 1 Year _____ Make _____ Model _____ (\$15 per car)
Vehicle 2 Year _____ Make _____ Model _____

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

Name: _____ Signature: _____

Address: _____ City: _____ State: _____

Zip: _____ Phone: _____ E-Mail: _____ Date: _____

Directions to Ocean Grove

From North: Take GSP South to Exit 100B, and go East on Rt. 33 (Corlies Ave.) to Rt. 71 (Main St.). Turn left, and take Rt. 71 one block to Main Ave, and turn right. Follow Main Ave. through the Gate into Ocean Grove and proceed straight to the show field.

From South: Take GSP North to Exit 100, and go East on Rt. 33, then follow directions above.

From West: Take I-195 East to the GSP North to Exit 100, and go East on Rt. 33, then follow directions above.

Trailing to the Brits on the Beach: A limited number of trailer spaces will be available on show day. Contact us for details.

Brits on the Beach 2016: 19th Annual all British Car Show At Historic Ocean Grove Saturday, Sept. 17th, 2016

Proposed Classes

(subject to change in response
to pre-registration)

Jaguar E Type
Jaguar XJS
Morgan (all)
Land Rover (all)
Austin Healey 100-3000
Austin Healey Sprite / MG Midget
Classic Mini / Moke
MG Sports Cars Pre War-T Series
MGA
MGB Chrome Bumper
MGB Rubber Bumper
Triumph TR2-TR3b
Triumph TR4-TR250
Triumph TR6 All (69-76)
Triumph TR7-TR8
Triumph Spitfire / GT6
TVR (all)
Other British Sports Cars
Other British Saloon / Sedan