



## Important Dates to Remember

- **February 7:** Monthly meeting, Woody's, 7:30 PM.
- **February 25:** Drive to Simeone Foundation Automotive Museum, Philadelphia, PA, "Best of Britain" show.
- **February 28:** Deadline for 2018 membership renewal.
- **March 15:** St. Patrick's Day Dinner at St. Stephen's Green Publick House, Spring Lake Heights, NJ, 5:45 PM.

## What's Inside:

From the Driver's Seat, 3  
From the Navigator's Seat, 4  
Meet Midgie, 10  
The Healey Boys, 11  
Austin-Healey Tach Repair, 12  
January Meeting Minutes, 14  
Member Spotlight: Gutweins, 15  
2018 Calendar of Events, 16  
PEDC Regalia, 20  
Classified Ads, 21  
PEDC Officers and Staff, 23  
The Last Word, 24  
PEDC Membership Form, 25  
Garage Squad Form, 26



## The Garage Squad Strikes Again

JOHN QUELCH

**O**ur story actually begins at the October 2015 PEDC monthly meeting, and pre-dates the creation of the Club's "Garage Squad," a group of mechanically inclined

members willing to volunteer their time and skills to help other members get and keep their little British cars on the road. At that meeting we had a guest, Debra Bennett, who was referred to us by Bill Miller. When Debra introduced herself, she explained that her husband had recently passed away and left her the Triumph TR6 they had both enjoyed for many years. She wanted to continue to drive it, but she was concerned about its safety and reliability. Debra joined the Club at



**Top:** Refurbished interior on Debra Bennett's TR6, shown above. Photos for this article courtesy of the author.

that meeting, and she has been a member ever since.

After the meeting Zig Panek suggested we arrange a tech session at the Farmingdale Citgo station. Zig has enjoyed a good relationship with

*Continued on page 2 – Squad*





*Continued from page 1 – Squad*

the owner, as his company vehicles are serviced there. The owner agreed to let us take over their lifts one Saturday morning later that month. Since this was the first tech session PEDC had scheduled in many years, it was approached with significant interest by the Club's officers. At the tech session, Debra's TR6 (among a number of other members' cars) was inspected, some adjustments were made, and a list of things that needed attention was compiled. Debra decided to have a local shop tackle the problems with her clutch, which was very difficult to disengage. They installed a new clutch kit, which did not solve the problem, and then proceeded to change out all of the clutch hydraulics. None of their solutions solved the problem with the clutch, so the car was then brought to two other area shops, neither of which was able to solve the clutch problems, nor the engine performance problems that surfaced during this series of events.

## Building on Successes

Fast forward to the spring of 2017, and Debra's TR6 was still not sorted. In fact, it ran worse than it had in October 2015, and the clutch made it very difficult to

drive. By this time, the Club's tech sessions had evolved into a loose confederation of members who referred to themselves as the PEDC Garage Squad. By the fall of 2017 the Squad had already completed a number of successful projects, including Woody Smith's Morgan, Bob Brown's award-winning MGB, Anthony Guerriero's MGA, and Pastor Greg Young's MGB.

## A Plan of Action

The Squad agreed to get involved with Debra's TR6, but the project needed to wait for some pressing family issues with Debra's mother and father to be resolved. Finally, on a Saturday morning in early October 2017, the Garage Squad was able to spend some time on the TR6 to assess its problems and plan a course of action. The car was in a garage at Debra's house. She was still driving it, but the combination of a rough engine and a very difficult clutch made it a less than pleasurable experience.

*Continued on page 6 – Squad*

**Left:** Bob Moser and Paul Johnson (partially in view in driver's seat) work on the interior.  
**Below:** A team effort, inside and out.





# From the Driver's Seat

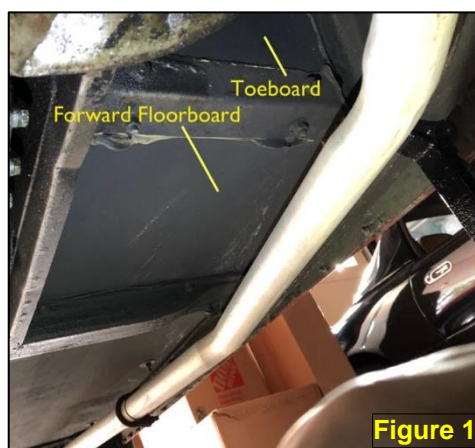
Russ Sharples, President

**WELCOME TO FEBRUARY,** the middle of New Jersey's winter. Winter for British car lovers means project season—that time of year when the weather is definitely not conducive to spirited drives in drafty cars with weak heaters. We can put our cars up on jack stands and start taking them apart with no worry that we will miss a great driving opportunity. Like Saturday, January 27th, for instance, when it was 60 degrees and bright sunshine outside. My MGA was 14 inches in the air on jack stands, of course, as it is supposed to be project season. It was actually warmer outside than in the garage, and I opened up the garage doors to let the bright sunshine and warm air flood my work space. I suppose working in 60 degree weather is preferable to 10 degree weather, but I would have loved to have taken the MGA out for a spin on a day like that.

Project one for this season is to install some heat shields on the underside of the car where the exhaust pipe gets close to the floorboards. While perusing the Moss Motors catalog last year in response to one of their sale notices, I found the "Supplemental Heat Shield" kit they offer for MGAs. This is a Moss-designed product made from heavy gauge stainless steel with an aluminized ceramic fiber "blanket" glued to one side. The kit is pricey at \$170 for two flat pieces of steel, but I realized that I have become reluctant to drive my car on long trips in the summer because of how uncomfortably hot the footwells get (I've measured 105 degrees down there). The last trip I took of this kind was the drive to the NAMGAR GT-41 event in Louisville, Kentucky, and it was a hot 800-mile drive to get there. NAMGAR's GT-43 will be held in Richmond, Virginia this summer, and I find myself feeling reluctant to take another hot drive. So if some fancy custom heatshields can get some of that heat out of my footwells, it will be worth it!

The Moss kit consists of two shields: one mounts on the firewall side of the

toeboard to block heat from the exhaust manifold down pipe; the other mounts on the underside of the section of floorboard between the driver's seat and the pedals. I have felt these forward floorboards while driving the car, and they do get hot with the exhaust pipe being the obvious source of heat. *Figure 1* shows these two surfaces with the adjacent exhaust pipe. With any luck, Moss will have found a solution in their design.



**Figure 1**

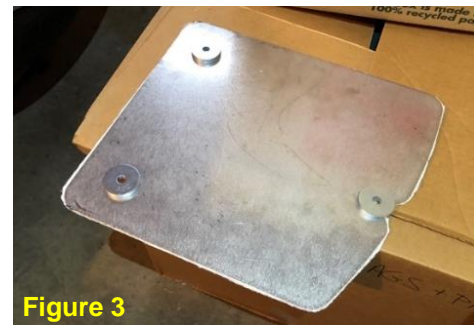
*Figure 2, below,* shows the floorboard heat-shield steel side, cross section, and insulated side. The Moss installation instructions said the shields could be installed directly to the floor or with spacers to produce an air gap. I chose spacers, using stacks of washers since Home Depot was out of the proper quarter inch spacers (*Figure 3*). Three bolts mount each shield, and installation is pretty easy and quick



**Figure 2**



(when the car is 14 inches above the garage floor). Moss provides all the hardware except for the extra washers I used as spacers.



**Figure 3**

*Continued on page 5 – Driver's Seat*

## From the Navigator's Seat

Ken Kyle, Vice President



**LAST FALL I REALIZED THAT THE** ownership of three separate cars to meet my needs for British heritage, sportiness, and everyday usability was becoming unsustainable. What had started as a novel and attractive situation (“gee, which car should I drive today?”) had devolved into a burdensome one (“gee, which car needs to be repaired, serviced, cleaned, or otherwise fussed over today?”). Then my wife, Carol, pointed out that if I sold all three of my cars I could probably buy one really nice car, thereby simplifying my life considerably. I had to agree (as I always do when Carol suggests buying another car), but how could I find one car to satisfy all my requirements? Trying to find a single car that was British, a true sports or GT car, and suitable for use as a daily driver brought to mind a saying from my working career: “Fast, Cheap, and Good—you can have any two, but not all three at once!” In particular, I knew that finding a British car both reliable and comfortable enough to use as a daily driver would be the hardest part. Could the adjectives “reliable” and “British” ever be applied to the same car?

To get the requisite comfort and reliability in a British car, I quickly

concluded that I’d have to go for something new or nearly new, but this potential solution posed yet another challenge. There are not a lot of new British cars to choose from, and most of what’s available is so stupendously expensive as to be completely out of consideration. There is the modern Mini of course, but even the John Cooper Works version, as impressive as its

---

*“I’ve longed for a new Jaguar sports or GT car ever since I saw my first E-type in the early 1960s, but they’ve always been out of my reach.”*

performance is, lacks the presence of a true sports or GT car, at least to my eyes. Besides, my Better Half, whose cooperation is essential in these matters, gave the Mini a firm thumbs-down.

So where did that leave me? Right back where I always end up, of course. As many of you know, I’m a self-confessed Jaguarholiac, having owned five of these chronic heartbreakers in the past, all of them used. And as I explained back in the March 2016 issue of *The Terminal Post*, there is no cure for Jaguarholism. I’ve longed for a new Jaguar sports or GT car ever since I saw my first E-type in the early 1960s, but they’ve always been out of my reach. Might there now be a new F-Type I could stretch for? I was determined to find out. I knew that Jaguar had begun fitting their new 2.0-liter turbo four to the F-Type for the 2018 model year, but I initially blew off this development as unworthy of a Jaguar sports car. Now, however, I decided to give it a closer look.

I was pleasantly surprised to discover that the 296 bhp turbo four provides acceleration comparable to the base, 340 bhp, supercharged V6. In addition, the turbo four car is said to handle slightly better, owing to its lighter weight. The four- and V6-equipped cars

*Continued on page 5 – Navigator’s Seat*

Our new F-Type gazes across the Atlantic to the land of its birth.





*Continued from page 4 – Navigator's Seat*

are virtually indistinguishable in appearance as well, and about the only legitimate complaint the road testers could offer was that the four's exhaust doesn't sound as good as the V6's, a shortcoming I felt I could live with. All the reviews I read concluded that the four-cylinder F-Type is indeed worthy of the Jaguar name, and best of all, it's \$8100 cheaper than the base V6 model. I was sold.

Sold I might have been, but I still had three cars to unload before I could do anything about it. As I recounted in last month's column, selling my TR6 was relatively easy, but finding a buyer for a Mazda Miata in winter was a bit of a challenge. After shooing away the usual lowballers and scammers attracted to Craigslist ads, I was finally able to sell the car to a local buyer in early January. At that point I decided trading in my Infiniti G37x would be a better option than selling it myself, provided I could get a fair price for it. After surprisingly little wrangling, Carol and I were able to strike a deal, and we took delivery of our Caldera Red F-Type on the very last day of January. So far it's everything we hoped for and more: fast, sleek, comfortable, and stylish. It's every inch a Jaguar, and a true and worthy successor to the legendary E-Type. We look forward to taking it to as many club events as possible for many years to come. ■



**Figure 4**



*Continued from page 3 – Driver's Seat*

*Figure 4 shows the finished job.*

Without question, these are expensive heat shields. But I am optimistic that they will be effective. Moss doesn't make a heat shield that goes in the traditional location for an MGA, above the exhaust under the rear floorboard (under the driver's seat), so I am making one for that area myself. I haven't had any problem with the exhaust pipe damaging the floorboards, but I figure it can't hurt. That project is next, and I already bought

the supplies at Home Depot; that heat shield will cost me about \$15.

We had great turnout for The Gathering. In fact, we collected lots of ideas that you should see in our calendar in this issue. Some of these events don't have folks to lead them yet, so if you see one of these that inspires you, please let me or Ken know. As always, we are glad to discuss drive ideas and ready to help with their planning. Finally, don't forget that it's renewal time—if you haven't sent in your membership dues check, please do so by March 1st! ■





*Continued from page 2 – Squad*

In addition, Debra had a collection of new parts and a list of problems with the TR6. On that first Saturday, Wayne Simpson disassembled the Stromberg carbs, inspected and adjusted everything, and saw no serious issues. Bob Canfield and Russ Sharples inspected the ignition system, which appeared to have bad primary wires and possibly a bad distributor cap. Jack Kelly and I tackled some interior issues. We installed a new seatbelt on the passenger side (the accompanying driver's side belt was bad out of the box and had to be returned for replacement), worked on the visors, and diagnosed a horn problem. A new washer pump was installed, and a new bell crank was installed in the throttle linkage. When the team discovered the new part lacked threads in one of the holes, Bill Miller came to the rescue with a tap and die set.

### Clutch & Exhaust System

The Squad then did a thorough diagnosis of the clutch problem, discovering that the clutch pedal required significant effort. It engaged very close to the floor, and when the engine was running there was a distinct shudder in the pedal when engaged. Also, noises from the rear driveline and exhaust system were investigated, revealing possible bad universal joints or rubber mounts as well as two broken exhaust hangers. I had done some preliminary investigation and learned that there are major problems with aftermarket clutches for the TR6. In the week after our initial visit, Wayne spent significant time investigating the clutch problems. He concluded that most new clutch pressure plates now being sold for the TR6 are borrowed from other applications and require much more force to



The author installing new mounts on the wiper motor.

disengage than the OEM plates originally installed. He found a supplier that claimed to offer an assembly manufactured to TR6 OEM specifications.

### Moving to Rodney's Garage

The Squad concluded that the car would have to be moved in order to work on the clutch. Debra did not have the necessary tools, her garage was too small, and, most important, it lacked heat. Rodney Ford generously offered to host the next phase of TR6 work in his garage in Brick, and the Squad immediately accepted. This turned out to be a fabulous decision, as Rodney's garage is pleasantly warm, and he has all the important tools available. Further, after discussion it was decided to remove the transmission while leaving the engine in place.

Wayne took control of ordering the needed parts, including the OEM-style clutch he had found. The plan was to have a smaller Garage Squad contingent go to Debra's garage on November 4th to install new spark plugs, plug wires, a distributor cap, a rotor, and a new Pertronix coil. After installing the ignition parts, the car seemed to run better, so the Squad decided to pack up and let Jack pilot the car to Rodney's garage with Bob Canfield and Paul Johnson following. Unfortunately, after just a few miles, the car was running so poorly that they turned around and limped back to Debra's garage.

### Engine & Interior

During the following week Wayne,

*Continued on page 7 – Squad*

**Right:** Bob Moser and Paul Johnson doing prep work before installing new carpeting and underlayment.  
**Below:** Bob "Don't Forget the Lube" Canfield at work.



*Continued from page 6 – Squad*

Bob Moser, and Bob Canfield returned to troubleshoot the TR6's engine performance. It was found that the Pertronix electronic ignition module was not functioning properly. The old points and coil were reinstalled, and the car started and ran very well. Wayne then drove the car to Rodney's garage in Brick without incident, reporting that the engine ran fine. During the week preceding the first Saturday's work in Rodney's garage, Rodney removed the soft top and frame, seats, carpets and underlayment (except for the parcel shelf), dashboard support, speaker trim panels, and gearbox tunnel. The tunnel was found to be in much deteriorated condition, with the rear section over the hand brake being almost completely disintegrated. The soft top and frame were turned over to Bob Moser for repair, as a prior repair to the frame had failed. Fortunately only a small amount of surface rust was found in the floors, which was resolved with a quick sanding and a spot of rust converter.

## Removing the Transmission

Rodney, Bob Moser, Wayne, Peter Richardson, and I gathered in Rodney's garage on Saturday morning, November 11th, to remove the transmission and gain access to the clutch. We had already decided to replace the carpet and underlayment, as they were worn and Debra reported that the heat emanating from the floor and tunnel were very uncomfortable. Rodney's preparation work during the week allowed the Squad to get right to work jacking the car, unbolting the front universal on the driveshaft, unbolting the transmission mount, and supporting the engine from below. Once the Squad started to unbolt the bell housing, we discovered that the lower starter bolt was loose; apparently it had not been tightened when last removed. Once the bell housing was unbolted, the transmission came out without a problem. The clutch pressure plate was unbolted and removed, along with the clutch plate. No obvious problems were observed in the clutch assembly. Finally the

flywheel was examined, and we decided to remove it for machine work due to surface cracks and heat scoring.

Wayne secured the (extremely dirty) transmission in his Land Rover, and he, Bob Moser, and I met Bob Canfield at his house to scrub it down, remove the cross-shaft bushings in the process, and drain the very dirty oil from it. During the week between November 11th and 18th, Bob Moser and Wayne re-sealed the front and rear of the transmission, installed a new cross-shaft and bushings, installed the fork and taper pin, and installed a new bronze throw-out collar, which was machined to remove sharp edges to allow smooth travel. Finally, a new OEM throw-out bearing was pressed on the bronze collar, and the assembly was installed on the transmission. The resurfaced flywheel was retrieved from the machine shop, and it looked great! A new pilot bearing was installed, and the entire assembly was bolted in without any problems.

*Continued on page 8 – Squad*



Continued from page 7 – Squad

## Replacing the Transmission

On November 18th, Rodney, Bob Moser, Wayne, and I returned to Rodney's garage, now joined by Bob Canfield. Peter also arrived later in the morning to assist. First, the flywheel was torqued. Then the clutch plate and pressure plate were installed and torqued in place. The refurbished transmission went in with surprisingly little difficulty, and the bell housing bolts were re-installed and tightened. The rear transmission mounting bolts were reinstalled, along with the gear selector support and the driveshaft. New oil went into the transmission, and the differential was checked. Gear oil was added as necessary. Bob Canfield pulled the front wheels, examined the brakes, and treated the calipers with an anti-squeak product.

In the week between November 18th and 25th, Rodney and Bob Moser removed the exhaust system from the head pipes aft so the driveshaft could be unbolted and removed. New front and rear universal joints were installed on the driveshaft, the driveshaft was re-indexed to align front and rear universal joints, and it was then re-installed. The driveshaft splines had been incorrectly aligned by someone in the past, thus the front and rear universals were out of phase. With a lot of effort, the exhaust system was re-installed and properly aligned, with new center and rear rubber hangers replacing the broken ones. Peter and Wayne, with Peter up top and Wayne working underneath, removed the roll bar during the week so that new carpet could be installed on the parcel shelf. Bob Moser completed repairs to the soft top frame, making it ready for re-installation. Peter also cut the

new fiberglass rear transmission tunnel so it fit properly over the hand-brake assembly.

## Interiors Work

The Squad assembled on the Saturday after Thanksgiving, November 25th, now joined by Paul Johnson, who was asked to lend his expertise installing the new underlayment and carpet set. When the Squad arrived, they observed that Rodney had already fitted a fiberglass transmission tunnel he had donated from his parts collection. While Rodney, Paul, and Bob Moser proceeded with the interior installation, Bob Canfield, Wayne, and I focused our efforts in the engine bay.

A new rubber universal joint was installed in the steering column, along with a new ground strap. A new mounting cable tie for the windshield washer tank was installed. The battery and battery box were removed so that the area beneath and on the firewall could be cleaned, treated with rust converter, and painted. At the same time, Wayne discovered that the choke cables were too long and were not fully engaging when the choke knob was pulled. He shortened and re-routed the cables, resolving the problem. While doing these jobs, the Squad continued their examination of the car and discovered the engine oil and filter needed to be changed, new rack bushings were needed (the rack was moving laterally in the mounts), and a new set of rubber mounts was needed for the wiper motor as the existing set had perished. Bob Canfield also cleaned up the seats and prepared them to be re-installed. Unfortunately the interior team ran out of underlayment, and efforts to find more locally failed. Wayne was able to order another roll, which arrived during the week.

Continued on page 9 – Squad



Mark your calendar for  
26 May to 3 June 2018.  
It's British Car Week,  
so plan to get out and  
drive 'em. Here's more info  
about this event and other  
2018 British car events:  
<http://www.britishcarweek.org/>

## The Terminal Post

**EDITOR**  
Carol Kyle

**TECHNICAL EDITOR**  
Ken Kyle



*The Terminal Post* is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, maintain, restore, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at [www.pedc.org](http://www.pedc.org). Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Register (VTR), [www.vtr.org](http://www.vtr.org).

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



*Continued from page 8 – Squad*

In the week between November 25th and December 2nd, Rodney fabricated a bracket for a speaker trim panel to replace one that was missing. Rodney and Bob Moser installed the newly arrived underlayment on the floor and tunnel, and then they installed the tunnel carpeting and the dashboard support.

## Finishing Details

On Saturday, December 2nd, the Squad returned and got back to work. Bob Moser installed a new clutch slave cylinder to cross shaft rod and a new master cylinder to slave cylinder hydraulic line. The clutch hydraulic system was then bled and pronounced ready to go. The roll bar was re-installed, with Bob Canfield drawing the short straw and crawling under the car to secure the nuts. Bob also installed the new rack bushings, which actually went very smoothly.

Paul, Rodney, and Wayne completed the installation of the carpets, Alpine radio system, seats, speakers, and soft-top assembly. I installed safety wire on the steering universal, fitted the new wiper motor mounts, and installed new decals for the turn signal and high/low beam switches. Wayne installed a new prop rod bumper, while Bob Canfield changed the engine oil and filter and also installed two new waist seals (along the top of each door on the outside of the glass). Working together, the team put in a new trim piece around the windshield.

Finally, a faulty rear-running light bulb was replaced, and the car was lowered to the ground. Inexplicably (given the Squad never bled the brakes), the brake warning light illuminated when the key was turned on. After some research we discovered that the shuttle valve in the brake failure switch (PDWA) needed to

be re-centered, and after doing so that problem was resolved.

## TR6 Transformation

The Triumph was test driven and proclaimed to be much improved on all counts. We are still waiting for door seals and the driver's seat belt to be delivered so they can be installed. The TR6 was delivered to Debra on December 4th, and she was very pleased, as was her dog/co-pilot, Roadie.

This effort was all about members helping members. If you are a member and have issues with your little British car, or you have a stalled project and need help to get it moving, please reach out to Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net). He will coordinate with the Squad to see if its members can be of assistance. If you are interested in joining the PEDC Garage Squad, complete the interest survey (see last page) and send it to Bob. ■

## DEBRA'S TR6 MAKEOVER

- ✓ Repaired horn.
- ✓ Changed engine oil and filter.
- ✓ Replaced windshield washer pump.
- ✓ Replaced trim around windshield.
- ✓ Cleaned & reinstalled seats.
- ✓ Installed new seatbelts.
- ✓ Repaired soft top frame.
- ✓ Replaced rack bushings & wiper motor mounts.
- ✓ Replaced waist seals on doors.
- ✓ Replaced clutch assembly.
- ✓ Resurfaced flywheel.
- ✓ Replaced clutch slave cylinder to cross shaft rod.
- ✓ Replaced master cylinder to slave cylinder hydraulic line.
- ✓ Replaced spark plugs & wires.
- ✓ Replaced distributor cap & rotor.
- ✓ Overhauled carburetors.
- ✓ Replaced throttle linkage bell crank.
- ✓ Replaced transmission tunnel.
- ✓ Replaced front & rear universal joints.
- ✓ Replaced rubber universal joint in steering column.
- ✓ Cleaned & painted underneath battery box.
- ✓ Treated rust areas on floor, and replaced carpet & underlayment.
- ✓ Removed, scrubbed, refurbished, & reinstalled transmission.



*E*

veryone loves Midgie, the 1969 Primrose Yellow MG Midget owned by John "Island John" and Alice Cassell Gazarek. The three joined our PEDC family in May 2016, just two days before joining us on our annual trek to Lewes, DE to attend "The British Are Coming . . . Again!" car show. Undeterred by a wet weekend in Lewes, Midgie made the trip again in 2017, also in

the rain. What a good sport. Little did John and Alice know when they attended their first PEDC monthly meeting that they would become active members and have so much fun with their new LBC, which has undergone a Midgie makeover right in John and Alice's driveway. In fact, John has chronicled each step with live videos, which he has posted to our PEDC Facebook Group Page so we can see Midgie's progress. Part of the makeover included bleeding the master cylinder, getting the clutch to disengage, working on the voltage regulator, rebuilding the starter, installing a new ignition switch, and replacing the front & back brakes, as well as cleaning, scraping, painting, and reinstalling various engine parts. The results speak for themselves—Midgie's lookin' really good these days, and we hope to see her, and John and Alice, on the road again soon.



**Top:** Island John and Midgie at the 2017 Greenbriar show in Waretown, NJ. **Middle:** Midgie waiting to board the Cape May – Lewes Ferry in May 2016 (in front of Andy Moutenot's Austin-Healey), Midgie in early spring, and in summer transporting a canoe. *Photos courtesy of John Gazarek.* **Above:** John, Alice, and Midgie at their first Brits on the Beach show in 2016. Midgie took 2nd in class in 2017.





# The Healey Boys

FRANK MURATORE, MIKE FERGUSON, AND RAY CARBONE



**Right:** Frank, Mike, and Ray at our January 2018 monthly meeting at Woody's. **Left:** Mike on noodler duty, watching over the Healey class at Brits on the Beach 2017. **Below left:** Ray entering the show field at Brits on the Beach 2014 and 2013 in his 1964 Austin-Healey 3000 Mk III BJ8, Phase 1. **Below right:** Frank and Ray in Frank's 1966 A-H 3000 Mk III BJ8, leaving the 2017 Greenbriar show. *Austin-Healey logo courtesy of [www.wikipedia.com](http://www.wikipedia.com).*



# Is Your Tachometer Reading Erratically?

## There may be an easy fix



---

FRANK MURATORE

---

**AFTER DRIVING MY 1966 AUSTIN-Healey 3000** last season I noticed the tachometer was giving me inconsistent readings. At the same road speed the tach was reporting different engine speeds at different times, varying as much as 500 RPM. I checked the speedometer with a GPS device and that checked out, so it must have been the tach. The only experience I had with tachometers was on my 1960 TR3. That car has a simple mechanical tach, that is, there's a cable from the distributor to the tach, which rotates like a speedometer cable. Simple, right? After doing a little research I discovered the Healey has an electronic tach. It uses impulses from the ignition coil to read the engine's speed. In my research I also found that a very common problem with the Healey tach is a faulty capacitor. (OK, this is where I stop. I don't know the difference between a transistor and resistor.) So I called Nisonger Instruments to see what they charge to rebuild a tach. They quoted \$175.00 plus shipping. Oh well, nobody told me to buy a 50-year-old car.

I was about to pack up the tach and send it out for repair when I talked to my friend, PEDC founding member and Austin-Healey aficionado, Ray Carbone. I told Ray about my tach problem, and he said, "The fault is probably with the capacitor; they tend to leak as they age and give an erratic reading. Easy fix, just change it." Easy for Ray, as he is an electronics engineer; I was an advertising major. Ray assured me it's not difficult and referred me to

John Sims's website, [www.healey6.com](http://www.healey6.com), for detailed instructions. I am familiar with the John Sims site, which has been very helpful with other of my Healey projects. I found the articles in question, read and re-read them, and decided to take the plunge. After all, how bad can I screw things up? If it doesn't work I can always send it to Nisonger Instruments, which I was going to do anyway.

After removing the tach from the dashboard, disassembly was pretty straightforward. The bezel

*"The fault is probably with the capacitor; they tend to leak as they age and give an erratic reading. Easy fix, just change it." ~Ray*

twisted off, releasing the glass, and two screws on the rear of the instrument released the tach from the case. My bezel came off easily, but the glass was stuck to the case and it took a little persuasion to get it out. (Obviously you need to treat the instrument very carefully at this point.) Following the instructions from the Sims website I identified the capacitor, which was clearly marked ".2µf". Keep in mind, I had

no idea what that means, but I figured I had the right part. I needed to find a new capacitor with a ".2µf rated at least 25 volts DC" (????). The obvious supplier would have been my neighbor Radio Shack, but as we all know, they are out of business . . . or are they? I went on Amazon and found a Radio Shack website that had the correct capacitor. You get two in a pack and they are \$1.00 (yes, I said \$1.00 for 2). I gladly paid the \$3.00 shipping cost, and in three days they were in my mailbox. What would we do without the internet?

The Radio Shack product was exactly as described in the Sims article, so I was feeling more confident. All I had to do was cut out the old capacitor and solder in the new one. Admittedly, I was a little nervous, never having soldered anything to a circuit board before. Luckily the capacitor was relatively accessible, so there was no need to disassemble the tach itself. Snip, snip, and out came the old unit. I left the leads of the old capacitor in place, so I was able to carefully solder the new one to the old leads rather than the circuit board itself.

Reassembly was just the reverse process, but now came the moment of truth . . . does it work? I installed the tach in the dashboard and attempted to start the engine; this proved to be the hardest part of the job. As we all know, our LBCs hate the cold, and my Healey is no exception.

*Continued on page 13 – Tach*



*Continued from page 12 – Tach*

Now, admittedly, I was doing this in an unheated garage, and the temp outside was 10 degrees! It took some doing, but the engine finally started (good thing I have a good battery). However, to my chagrin, the tach needle didn't move. Disappointed, I went in the house, admitted to my wife I failed at my latest project, and said I would pack up the tach and send it off to be repaired by someone who actually knows what he is doing. But wait! One more thing to check. Maybe the ignition wire feeding the tach has a polarity issue. I didn't think so, but it was easy enough to switch the wires, so I did. The gods must have been smiling on me that day, because that did it.

It worked. Of course I really won't know for sure if the tach is working properly until I get it on the road in the spring and run it under various

temperature conditions, but the act it reads at all is a major victory for me. This project was a great experience. For one thing, it was a good winter project since most of the work was performed on a bench in my warm basement. It gave me the confidence to attempt a project that I really had very little knowledge of and no prior experience with.

The internet was a great tool, along with some good information and encouragement from PEDC'er and fellow Healey enthusiast Ray Carbone. The John Sims website is just a font of information, and although it focuses on Healeys, many of the tech articles can be applied to most British cars of that era. Check out [www.healey6.com](http://www.healey6.com), John's website. And if you need those hard-to-find electrical parts, there is always [www.radioshack.com](http://www.radioshack.com). Have fun. ■

**A-H TACH PHOTOS:** (1) Back of case showing the two screws holding in the tach and the coil wire. (2) Tach disassembled showing case, bezel, and glass. (3) The culprit capacitor. (4) The new capacitor soldered in place. *Photos courtesy of the author.*

## PEDC Directory of Parts & Services

Paul Johnson

There has been some talk among the membership that we need a directory of parts and services. The size of our club should enable us to put together a large and effective directory. I have decided to take on that challenge of putting it together with the help of all our members. Each of us has places we go to, to buy parts or have our cars serviced. This directory will be a constantly evolving document. Here's how I plan to set it up:

- Name of the company
- Contact person for any services
- Phone number
- Web page or email address
- What British marques they supply or service
- Names of club members who have used their services\*

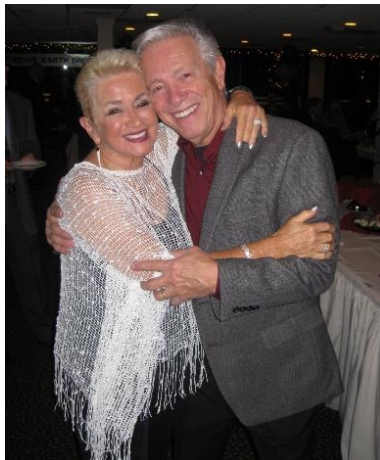
\*NOTE: This is not an endorsement but gives the name of the member to contact, to ask what their experience has been.

So please send me the companies you have used. Send your information to Paul Johnson, [j5pmkaa@aol.com](mailto:j5pmkaa@aol.com). Besides listing parts suppliers, the directory will also list various service providers for painting, interiors, welding, machining, convertible tops, and any other areas you think would be helpful to our members.



## Minutes of the PEDC General Meeting, January 3, 2018

Submitted by Art Becker, Secretary



### PRESIDENT RUSS SHARPLES

called the meeting to order at 7:30 PM and welcomed 45 members.

A motion to accept the minutes of the November 1, 2017 meeting was made, seconded, and carried.

### TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance stands at \$4135.06. Mort also stated that we are 193 members strong.

### NEWSLETTER

President Russ commended Editor Carol Kyle on the January newsletter issue. Carol set up a deadline for submission of newsletter articles. The deadline is 10 days before the membership meeting.

### SUNSHINE

Nadine Berkowsky reminded everyone to please contact her regarding any illness of a club member.

### OLD BUSINESS

**Elections.** Russ informed the members of a requirement to elect five "at large" trustees who with the four Officers make up the PEDC Board. The slate of at large trustees: Mark Berkowsky,

Ernie Caponegro, Bob Canfield, Charlie Jackson, and Woody Smith. A vote by the membership confirmed the slate of at large trustees.

### PEDC Email Platform

Russ announced the club email platform going forward will be Mail Chimp. This system was used in the past and offers the flexibility and continuity that is needed for electronic communications to PEDC members. All future newsletters, email blasts, and other club communications will be transmitted using Mail Chimp.

### Webmaster Report

Martin Vickery reported good traffic on the website and that all was running smoothly. He mentioned that the PEDC Facebook page may be adding to traffic visiting the club website.

### Regalia Report

Sue informed the members that PEDC grill badges are on order and will be added to the regalia sales. She mentioned there is a wide selection of regalia items and welcomed club members to contact her with any special needs or requests.

### Christmas Party

Russ thanked Fredda Fine for a job well done in chairing the Christmas Party. A round of applause from the membership followed. The party was a huge success and everyone who attended had a great time.

### Tech Session – Debra Bennett

Debra gave a sincere thank you to the "PEDC Garage Squad" who assisted in the numerous tech sessions to repair her TR6. She is very grateful for all the help.

### NEW BUSINESS

#### PEDC Gathering

VP Ken announced this year's gathering will be on Saturday January 13 at Woody's starting at 1 PM. Everyone is invited to lunch before the meeting. He reminded everyone that the gathering is for scheduling events for 2018 on the PEDC calendar.

#### New Cars in the Membership

Rodney Ford reported he purchased a 1980 Triumph TR8 and is currently working on it to bring it in line with his personal driving desires.

#### Breaking News

It was reported and confirmed by

### PEDC 2017 CHRISTMAS PARTY PHOTOS.

**Top, left to right:** Curt & Altha Morton, party organizers Mort Resnicoff & Fredda Fine, and Ted & Angela Fiore.  
**Below:** Art & Joann Becker.



Jack Kelly that he now has "working" windshield wipers on his MGB GT. A huge round of applause followed. Ernie Caponegro reported the brakes on his TR7 are now operational with new organic pads. Andy Moutenot thanked the PEDC members who assisted him in transferring cars to his new home in Rumson NJ.

Russ reminded members that the next meeting is February 7th. He adjourned the meeting at 8:03 PM. ■



## Member Spotlight

### Members

Tom & Trish Gutwein

### PEDCers Since

2017

### LBCs Owned

1980 MGB

2015 Range Rover Evoque

### About the Gutweins

Tom has owned three MGs, an Austin-Healey, a Triumph Spitfire, and a classic 1957 T-Bird. Trish had a Porsche 911 Carrera and has driven open-wheeled racecars. That's why she drives the MG most of the time. In 1980 Tom and Trish got married and sold all the cars. Like many newlyweds they needed the money. While reading the newspaper right after they bought a house in Westfield, NJ, Tom saw a 1980 silver MGB for sale. Of course he told Trish they were only going for a ride. It turns out the young girl who owned the B was afraid to drive it. In fact, it had only 700 miles on it. So they bought the car. What sold Trish was the air conditioning! When it turned time for a historical plate, Trish came up with a vanity plate "ITSA80."

Many years later Trish backed the MGB into one of their other vehicles. No damage occurred to the other vehicle, but the tail light on the B broke. She just taped up the light and did not dare tell Tom what she did. It took weeks to find a new tail light. When she went to replace it, the gasket was rotted, so she had to start the search all over again. Tom never noticed the tape job, by the way. Years later Trish told him. Fast forward 36 years. Trish saw a 2015 red Range Rover Evoque in the middle of the Freehold Raceway Mall. She told Tom to go look at it, which he did. Then they drove to the dealer and ended up negotiating a deal. Tom told them he wanted "that one at the mall" . . . the one with all the fingerprints on it!

The Gutweins have owned three sailboats over 30 years: a 26' S2, a Sabre 30', and a Sabre 40', hence, the license plate on the Evoque, SABRE40. Trips on these boats were all through Long Island Sound up to Nantucket. When Tom and Trish retired they lived and sailed on the 40' for five months all through The Sound. They anchored most of the time and used their dinghy to get to land. Sailing in the summer and skiing in the winter with the Short Hills Ski Club kept them pretty busy. The ski club owns a lodge in Waitsfield, Vermont, and Tom and Trish both have over 500 ski days at that lodge. Tom and Trish skied mostly Mad River Glen and Sugarbush. Skiing and sailing worked well until they took up golf. Since golf started to interfere with sailing, they decided to sell the boat. (They still miss sailing but have become avid golfers.) They are also world travelers, having visited Europe, South Africa (on safari), China, Japan, and Tahiti/Bora Bora. Future plans include a trip to Iceland.

In reminiscing about their ski trips to Vermont over the years, Tom and Trish remember driving their 1967 MGB one weekend when it got down to -30°F. Out of 46 members staying at the lodge that weekend, on Saturday morning the only car to start was their MGB, and they went skiing with the skis sticking out of the convertible window. Their current 1980 B leaves the garage only on nice days now.

Tom and Trish are thrilled to have found the PEDC and have started using their 1980 MGB more. It has only 38,000 original miles. While on a club drive last year they met Pete Cosmides, owner of Motorcar Garage in Maple Shade, NJ, who serviced the car, including a tune-up, and now they have been using their LBC more than ever. They took it out on a few PEDC drives last year and love the camaraderie the club members have. ■



**Top:** Tom and Trish man the door prize table at Brits on the Beach 2017.  
**Above:** Their 1980 silver MGB. *Photo and write-up courtesy of the Gutweins.*

## Calendar of Events ~ PEDC and Other

**PEDC-sponsored events are in bold black.** Since many NJ towns and organizations host cruise ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (1) our own **PEDC** events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

### FEBRUARY

- 7 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com/>.
- 25 Sunday, **PEDC** drive to the Simeone Foundation Automotive Museum, Philadelphia, PA, <http://www.simeonemuseum.org/>, to see the "Best of Britain" show (show runs February 17 to March 4). This year's theme is "Forgotten Fiberglass Racers." Peter Dow, organizer.

### MARCH

- 7 Wednesday, PEDC monthly meeting at Woody's, 7:30 PM.
- 15 Thursday, **PEDC** Irish dinner at St. Stephen's Green Publick House, Spring Lake Heights, NJ, <http://ssgpub.com/>, 5:45 PM. Wear your green and enjoy British fare and beer! Pat Wignall, organizer.

### APRIL

- 4 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 7 Saturday, Rick Stoeber garage open house, Shrewsbury, NJ. PEDC invited to attend.
- 21 Saturday, **PEDC** potluck dinner, Wall, NJ, Woody & Sue Smith, hosts.
- 22 Sunday, Shore Antique Center, Allenhurst, NJ, 12-3 PM. PEDC invited to a British scavenger hunt inside the shops and British car display outside. Shop, admire, and wander throughout the store. Clues will be given to find 10 British items. The first person who delivers all items will win a prize. Pat Wignall, point of contact.
- 25 Wednesday, **PEDC** ice cream run to Hoffman's Ice Cream, Point Pleasant Beach, NJ, <http://hoffmansicecream.net/>, a Jersey Shore landmark since 1976. This is our first ice cream run of the season. **NOTE: Need a host for this event.**

### MAY

- 2 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM. "Wear Your Regalia Night" in memory of Karen Moutenot. (Place your orders now with Regalia Manager Sue Smith, [suznsm@aol.com](mailto:suznsm@aol.com), to get ready for this event and the driving season.)
- 4-6 Friday to Sunday, **PEDC** overnight to Lewes, DE to attend the 23rd Annual Lewes British Motorcar Show, "The British Are Coming . . . Again!" 11 AM to 3 PM, sponsored by the Lewes Chamber of Commerce, <https://www.leweschamber.com/>. Carol Kyle, organizer.
- 5 Saturday, Britfest, Horseshoe Lake, Succasunna, NJ. Sponsored by the MG Car Club Central Jersey Centre Inc., <http://www.mgccnj.org>. Note: Details not yet available at their website.
- 9 Wednesday, **PEDC** ice cream run to Heavenly Havens Creamery, Allentown, NJ, <https://www.facebook.com/heavenlyhavenscreamery/>, Russ & Pam Sharples, hosts.





## Calendar of Events ~ Continued

### MAY CONTINUED

- 12 Saturday, Brick Police Athletic League (PAL) car show & BBQ, 60 Drum Point Road, Brick, NJ. All classic and collectible cars welcome. PEDC invited to attend. Ernie Caponegro, [ineagency@gmail.com](mailto:ineagency@gmail.com), point of contact.
- 19 Saturday, **PEDC** drive to the Museum of American Glass at WheatonArts and Cultural Center, Millville, NJ, <http://www.wheatonarts.org/>. Bob Canfield, organizer
- 20 Sunday, **PEDC** tech session & ice cream run to DQ, Clarksburg, NJ. Tom Vash, host.
- 24 Thursday, **PEDC** ice cream run to Jersey Freeze, Freehold, NJ. Tom & Alice Albertalli, hosts.



Brick PAL show

### JUNE

- 2 Saturday, Cars and Motorcycles of England, historic Hope Lodge, Fort Washington, PA, <http://www.historichopelodge.org/>. Show sponsored by Delaware Valley Triumphs, Ltd. <https://www.dvtr.org/>. Show field opens 8:30 AM. Judging begins 10 AM. Registration fee \$20 for cars before May 27th, \$25 after May 27th. Registration fee for motorcycles \$15. A Car Corral and Autojumble will be available. Rain date: June 3rd.
- 2-3 Saturday to Sunday, TVR Car Club North America (TVRCCNA) "Out of the Woodwork," in conjunction with the Original British Car Day, Adamstown, MD. For more info: <http://tvrccna.org/tvrccna.pl?page=woodwork2018>.
- 3 Sunday, 23rd Annual Red Mill British Car Day, Red Mill Museum Village, Clinton, NJ. Historic 10-acre museum grounds. Nearby Victorian main street with lots of shops and eateries. Rain or shine. Picnic basket competition! 100 cars only. Must pre-register: \$20 before 5/23 or \$25 after. For more information: <http://www.mgdriversclub.com/images/Red%20Mill%20Flyer.pdf>.
- 3 Sunday, 31st Annual "British by the Sea" car show, Harkness Memorial State Park, Waterford, CT, on the north shore of Long Island Sound. Sponsored by the Connecticut MG Club, [www.ctmgclub.com](http://www.ctmgclub.com) (a NAMGAR Chapter). Featured marque: Jaguar XK 120, 140, & 150. 350+ British cars, trucks, and motorcycles. For more information: <http://www.ctmgclub.com/BBtS.html>.
- 3 Sunday, **PEDC** drive to the Battleship New Jersey Museum & Memorial, Camden, NJ. The USS New Jersey is our country's largest and most decorated battleship, restored and maintained by the Home Port Alliance for the USS New Jersey, Inc., <http://www.battleshipnewjersey.org/>. **NOTE: Need a drive organizer for this event.**
- 6 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 7 Thursday, **PEDC** ice cream run to Jeffreeze, West Creek, NJ. Peter Dow, host.
- 8-10 Friday to Sunday, Race of Gentlemen, Wildwood, NJ. <http://www.hotrod.com/articles/recap-2017-race-gentlemen/>.
- 9 Saturday, "A Touch of England" Vintage British Automobile & Motorcycle Show. Sponsored by the New Jersey Triumph Association (NJTA), <http://www.njtriumphs.org>. NOTE: Info not yet available at website.
- 10 Sunday, 25th Annual British Motorcar Gathering, Hellertown, PA, sponsored by the Keystone Region MG Club, [www.keystonemg.com](http://www.keystonemg.com), 9 AM to 3 PM. 200+ vintage British sports cars. Rain or shine.
- 10 Sunday, Food Truck Festival and Car Show, Brookdale Community College, Lincroft, NJ. PEDC is invited to attend. Sponsored by the Lincroft Village Green Association. Mort Resnicoff, [mortres@pobox.com](mailto:mortres@pobox.com), point of contact.

## Calendar of Events ~ Continued

### JUNE CONTINUED

- 16 Saturday, **PEDC** drive through the NJ Pine Barrens. Peter Dow, organizer
- 17 Sunday, **PEDC** Annual Father's Day Show, Allaire Road, Spring Lake Heights, NJ, 10 AM – 1 PM. Pat Wignall, organizer. BBQ afterward at the Wignall's house. Rain date is Sunday, June 24th.
- 18-22 Monday to Friday, NAMGBR Convention, Gettysburg, PA, hosted by MGs of Baltimore, Ltd. Car Club. Tech sessions, TSD rally, funkana, parking lot parties, self-driving tours of battlefield and countryside, car show, & awards banquet. For more info: [www.mg2018namgbr.org](http://www.mg2018namgbr.org).
- 21 Thursday, **PEDC** ice cream run to TK's, Cream Ridge, NJ. Dinner at Ninuzzo Trattoria. Ken & Carol Kyle, hosts.
- 27 Wednesday through Sunday, July 1, New England MG T Register (NEMGTR) Gathering of the Faithful (GOF Mk 102), Lebanon, NH, <http://www.nemgtr.org/>.

### JULY

- 6-8 Sunday, Formula 1 Rolex British Grand Prix, <https://www.formula1.com/>.
- 8 Sunday, 18th Annual British Invade Gettysburg British Motorcar & Motorcycle Show, Outlet Shoppes at Gettysburg (70 stores). Sponsored by LANCO MG Club, <http://www.lancomgclub.com/big.htm>.
- 11 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM. **NOTE: Date was moved due to July 4th holiday.**
- 12 Thursday, **PEDC** ice cream run to Evergreen Dairy Bar, Medford, NJ. **NOTE: Need a host for this event.**
- 15 Sunday, **PEDC** Princeton Puzzler road rally. Barry Shandler, organizer.
- 26 Thursday, **PEDC** ice cream run to Jake's Cree-Mee Freeze, Manalapan, <http://jakescreemeefreeze.com/>, Mort Resnicoff & Fredda Fine, hosts.
- 27-29 Friday to Sunday, NJ Historics Vintage Races. For more info: <http://www.njimp.com/njimp-2018-event-schedule/>.



2017 ice cream run to TK's in Cream Ridge, NJ. Shown **left to right** are Linda Browne, Fredda Fine, Alice Albertalli, Barb Willis, and Mike Browne.

### AUGUST

- 1 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 4 Saturday, 14th Annual Pennypacker Mills British Car Show, Schwenksville, PA, rain or shine. Hosted by Delaware Valley Classic MG Chapter. For more information: <http://www.dvcmg.com/events/car-show-info/>.
- 5 Sunday, **PEDC** drive to InfoAge Science History Learning Center, Camp Evans, Wall Township, NJ, <http://infoage.org/>. Bob Canfield, organizer.
- 6 Monday, Greenbriar Oceanaire all-marque car show, Waretown, NJ. PEDC invited. Mike Browne, point of contact.
- 8 Wednesday, **PEDC** ice cream run to Candiequeen's, Barnegat, NJ. Mike & Linda Browne, hosts. <https://www.facebook.com/candiqueensicecream/?rf=417130811764537>.
- 12 Sunday, New Hope Auto Show, 9 AM – 4 PM, <http://www.newhopeautoshow.com/the-show/>.
- 23 Thursday, **PEDC** ice cream run to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, hosts. <http://www.gilandbertsicecream.com/default.html>.





## Calendar of Events ~ Concluded

### SEPTEMBER

- 5 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 6 Thursday, **PEDC** ice cream run to Sweet Treats, Forked River, NJ. **NOTE: Need a host for this event.**
- 8 Saturday, **PEDC** drive to Howling Woods Farm, an animal rescue and wolfdog education center, Jackson, NJ. **NOTE: Need a host for this event.**
- 9 Sunday, **PEDC** Lighthouse Run and picnic. **NOTE: Need a host for this event.**
- 12 Wednesday, **PEDC** Brits on the Beach goodie-bag stuffing party. **NOTE: Need a host for this event.**
- 15 Saturday, **PEDC** 21st Annual British Car Day, "Brits on the Beach" car show, Main Avenue, Ocean Grove, NJ. Our big event of the year. Bob Canfield, show chairman, [joisuzu@optonline.net](mailto:joisuzu@optonline.net).
- 20 Thursday, **PEDC** ice cream run to Smylie's, Columbus, NJ. **NOTE: Need a host for this event.**
- 22 Saturday, **PEDC** drive to Frenchtown with a stop at Ringing Rocks Park, Upper Black Eddy, PA. This 128-acre park has a field of boulders with an unusual property: When the rocks are struck with a hammer or another rock, they make a ringing sound, similar to that of a metal pipe being struck. **NOTE: Need a drive organizer for this event.**

### OCTOBER

- 3 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 6 Saturday, **PEDC** to Sterling Hill Mining Museum, Ogdensburg, NJ, <http://sterlinghillminingmuseum.org/>. Underground mine tour—caves, fossils, minerals, and fluorescent rocks. **NOTE: Need a host for this event.**
- 11 Thursday, **PEDC** ice cream run to White Dotte Dairy Bar & Grill, Southampton, NJ, <http://whitedotte.com/>. Serving the community since 1952. **NOTE: Need a host for this event.**
- 13 Saturday, **PEDC** drive to Tir Na Nog Irish pub in Cherry Hill, NJ via Chatsworth & Tabernacle. Ken & Carol Kyle, hosts.

### NOVEMBER

- 7 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.

### DECEMBER

- 8 Saturday, **PEDC** Christmas party, Lakewood Country Club, Lakewood, NJ, <http://www.thelakewoodcountryclub.com/>. DJ Rich Canfield, dancing, buffet dinner, cash bar. Mort Resnicoff and Fredda Fine, organizers.



**British Marquee**

**CAR CLUB NEWS**

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

**Positive Earth Drivers Club members:**

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

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

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

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

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

British Automobile Repair and Restoration:  
New Jersey, Pennsylvania, and New York

**[www.Motorcar-Garage.com](http://www.Motorcar-Garage.com)**

856-667-6657 | Maple Shade, New Jersey



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

**Motorcar Garage, LLC**



Ernest M. Caponegro, CLCS, CSA®  
[ineagency@gmail.com](mailto:ineagency@gmail.com)

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

**(732) 295-5584**

2900 Route 88, Point Pleasant, New Jersey 08742

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

**All Forms of Insurance**





## Official PEDC Regalia for 2018 ~ Price List

CLUB APPAREL	SIZE	PRICE	OTHER CLUB ITEMS	PRICE
<b>Men's</b>				
T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19	Tool bag, black	\$24.95
T-shirt, short-sleeve crew neck with pocket	S-XL/XXL	\$19/\$21	Grill badge	\$20.00
T-shirt, long-sleeve crew neck	S-XL/XXL	\$19/\$21	PEDC logo patch	\$6.00
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$34/\$36	Marque patch	\$5.00
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$31/\$34	Lapel/hat pin	\$4.00
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34	Windshield sticker	\$1.00
Sweatshirt, long-sleeve crewneck	S-XL/XXL	\$26/\$29		
Baseball hats	One size fits all	\$14		
<b>Women's</b>				
T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19		
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$26/\$28		
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$34/\$36		
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34		
Sweatshirt, hooded	S-XL/XXL	\$34/\$36		

Show your club spirit! To order the items above, contact Sue Smith, Regalia Manager, at [suznsm@aol.com](mailto: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.



### REGALIA MOMENTS FROM 2017 ~

**Left,** Bob Canfield and Mark Berkowsky, in their PEDC baseball hats, troubleshoot a problem with Mark's Spitfire at the Shore Antique Center's British Car Day in Allenhurst, NJ.

**Below:** Mark & Nadine in Lewes, DE to attend a British car show, wearing PEDC sweatshirts. It's not too early to order your regalia. The driving season will be here soon!





## Classified Ads

Want to advertise your British car, or British car parts or accessories, in the PEDC newsletter? If so, e-mail your ad, and photo, to [carolkyle4@comcast.net](mailto:carolkyle4@comcast.net). Classified ads are free to PEDC members and run for three months. We'll run the ads free for another three months, but only if we hear from you. Please let us know if you've sold what you were selling so the ads don't run needlessly. NOTE: Neither the PEDC nor the newsletter editors are responsible for the content of these classifieds. All photos are courtesy of the seller unless otherwise noted. Classified ads submitted by PEDC members on behalf of nonmembers selling British cars and British-car-related items will be accepted and run as space is available, at the discretion of the newsletter editors. The ads are free for three issues only, with no renewal.



**1962 MGA MKII.** Professionally restored in 2000 and has traveled only a few hundred miles since. Includes side curtains & black top, which has not been up since 2001. Currently in for service to flush all fluids & install new battery. Chassis good. Car not detailed yet, but no evidence of chips, scratches, or dents. Chrome straight, bright, & not dented. If interested, contact Tom Hillmann, 201.315.3696, [tahillmann@gmail.com](mailto:tahillmann@gmail.com).



### FOR SALE ~ CAR ACCESSORIES AND TOOLS

- 25" x 30" galvanized steel drip pan, \$7
- Craftsman ½ hp, 9" buffer/polisher kit, \$30
- Set of 4 light-duty jack stands, \$10
- 800 mA waterproof battery tender, \$12
- Set of two steel car ramps, \$20
- Floor-jack cross beam, \$25
- Bench-top drill press, 1/3 hp, 5 speeds, ½" chuck, \$30
- Drill press vise, \$10
- Shop-Vac wet/dry vacuum cleaner, \$20
- 2-ton "bottle" jack, \$5
- Garmin NUVI 265W GPS nav device, \$20
- 1500W electric space heater, \$5
- Mechanic's creeper, wood with steel wheels, \$10

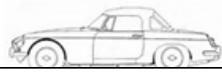
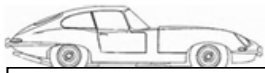
Contact Ken Kyle, 732.244.2045 or 732.551.9462, or [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net). All prices "or best offer."  
NOTE: Items sold individually, or \$150 takes 'em all.



## BILL MILLER CAR FINDER LLC

bmillerreoinnj@comcast.net • 732.778.3274

### Assisting Buyers & Sellers of Collectible Cars



#### CARS FOR SALE

**1977 MGB** Fully restored by Bill Miller, Fresh "Chartreuse" Paint, Refinished Bumpers, Rebuilt Engine, Dual SU HS4 Carbs, Polished Stainless Exhaust, New Top, Interior Panels, Carpet, Recovered Seats, ready for Spring Time Fun. \$12,500 OBO.

**1974 MGB** Refurbished by a previous owner and kept in great condition. Teal Blue and Autumn Leaf with Black Cloth Top, Nice Chrome with Small Over-riders, New Exhaust, Chrome Bolt-on Wire Wheels, New Tonneau, Garage Kept and Adult Owned. Asking \$19,500 OBO.

**2009 Ford Mustang GT** One Owner with less than 15,000 Miles. Candy Apple Red with Dark Charcoal Leather, 4.6L V-8, 5 Speed Trans, Factory 18" Alloy Wheels, Heated Seats, CD/AM/FM/Sirius. Adult owned and only used in Good Weather. Asking \$16,500 OBO.

#### PARTS FOR SALE

Many used MGB Parts available let me know what you need.

Look for us on Facebook: Bill Miller Car Finder LLC 



The Union Jack is everywhere! **Above**, Greg Young sports socks and cufflinks at the 2017 Christmas party. **Below, left**, Russ Sharples displays the 2018 goodie-bag umbrellas. **Right**, Amy, DJ Rich Canfield's assistant, proudly wears a t-shirt.

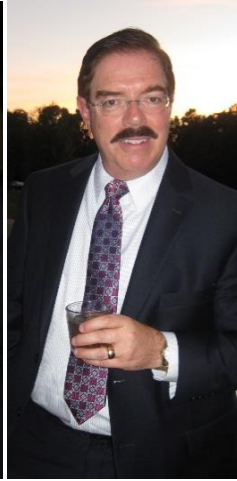




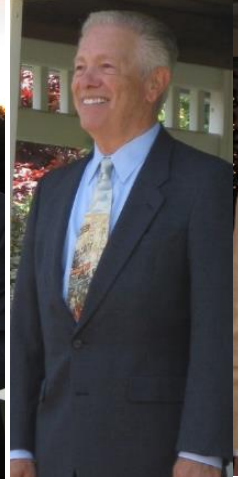
## 2018-2019 PEDC Officers and Staff



**Russ Sharples,  
President**  
[rpsinet-mga@yahoo.com](mailto:rpsinet-mga@yahoo.com)  
609.443.0975 home  
609.721.2149 mobile



**Ken Kyle,  
Vice President**  
[kenkyle4@comcast.net](mailto:kenkyle4@comcast.net)  
732.244.2045 home  
732.551.9462 mobile



**Mort Resnicoff,  
Treasurer**  
[mortres@pobox.com](mailto:mortres@pobox.com)  
609.860.0820 home  
732.241.4141 mobile



**Art Becker,  
Secretary**  
[artvr@aol.com](mailto:artvr@aol.com)  
609.597.4966 home  
609.548.1983 mobile



**Bob Canfield,  
Show Chairman**  
[joisuzu@optonline.net](mailto:joisuzu@optonline.net)  
732.620.2378 mobile



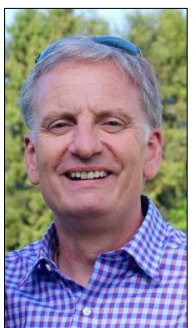
**Carol Kyle,  
Newsletter Editor**  
[carolkyle4@comcast.net](mailto:carolkyle4@comcast.net)  
732.244.2045 home  
732.606.6422 mobile



**Nadine Berkowsky,  
Sunshine Committee**  
[mnberky@comcast.net](mailto:mnberky@comcast.net)  
609.655.0071 home



**Sue Smith,  
Regalia Manager**  
[suznsm@aol.com](mailto:suznsm@aol.com)  
732.681.5618 home  
732.619.8152 mobile



**Martin Vickery,  
Webmaster**  
[martin.vickery@gmail.com](mailto:martin.vickery@gmail.com)  
732.856.7518 mobile

Brits on the Beach 2017







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

Leaving the Equestria show in December 2017, **above**, are Joe Lippi in his MGTD and Mark Wintjen in his TR4. Joe and Mark, **right**, arriving at the Brookdale Community College Food Truck Festival in June 2017 (this time Mark driving Nigel the MGB).

The PEDC was invited to their car show, sponsored by Lincroft Village Green Association, Lincroft, NJ.







## POSITIVE EARTH DRIVERS CLUB

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

<http://www.pedc.org>

OFFICE USE ONLY

Date Paid \_\_\_\_\_

Check # \_\_\_\_\_

Cash \$ \_\_\_\_\_

## 2018 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 28, 2018.

1. **Please fill out this form even if you have made no changes since last year.**
2. Make \$15 check payable to: PEDC.
3. 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 completed form and your check to our next monthly meeting at Woody's Roadside Tavern in Farmingdale, NJ.

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.

MEMBER INFO	
*Name: _____	*Home Phone: _____
*Email: _____	Cell Phone: _____
*Street Address: _____	
*City: _____	*State: _____ *Zip: _____
Spouse/Partner Name: _____	

**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				
#	Year	Make	Model	Runs?
1.				
2.				
3.				
4.				
5.				
6.				

\*More than 6 cars? Include additional info on back (and get some help!).

**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.



# POSITIVE EARTH DRIVERS CLUB GARAGE SQUAD / EDGAR TEAM INTEREST INVENTORY

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Email: \_\_\_\_\_

Cell: \_\_\_\_\_

My interest is (circle):      Very Strong      Strong      Medium      Tepid      I will help if really needed

I am familiar with the following vehicles (circle all that apply):

MG-T Series	TR-2	TR-7	Jag XK series	AH 100 4/6
MGA	TR-3	TR-8	Jag E-Type	AH 3000
MGB	TR-4/4A	Spitfire	Jag Other _____	AH Sprite
MGC	TR-250	GT6	Lotus	Sunbeam Alpine
MG Midget	TR-6	Land Rover	Morgan	Sunbeam Tiger

Other: \_\_\_\_\_ Other: \_\_\_\_\_

Other: \_\_\_\_\_ Other: \_\_\_\_\_

I am comfortable working in the following areas (circle all that apply):

Electrical	Interior	Body work	Wood work	Trim	Electronics
Engine External	Engine Internal	Carbs	Fuel Injection	Ignition	Exhaust
Clutch	Transmission	Brakes	Steering	Suspension	First Aid
Machine work	Welding	Handing tools to folks who know what they are doing			

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_