



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

- **January 3:** Monthly meeting at Woody's, 7:30 PM.
- **January 13:** The Gathering, Woody's, 1:00 PM.
- **May 26 – June 3:** Drive Your British Car Week. Mark your calendar.
- **September 15:** Our 21st annual car show, Brits on the Beach 2018, Ocean Grove, NJ.

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Move Over Nigel, Rosie's Back!

Mark Wintjen

After catching the British car bug a few years back with the purchase of my '78 red MGB, "Margaret," I decided that a low-budget Triumph Spitfire would be fun to mess with. I picked up a '78 model that had strong mechanics but was pretty rough cosmetically. I thought about using spray paint and giving it a World War II Spitfire camouflage paint motif. After getting the suspension and other odds and ends done on the Spitfire, Margaret's previous owner approached me about buying her back.

He wound up buying the car, and that freed up the cash to

do a full cosmetic restoration on the Spitfire, now called "Rosie." After many trips to the body shop, getting a new interior, all new chrome, new tires, and refinished wheels, Rosie went from a tatty cherry-red car with tan interior to a show-finish Damson red car with black interior. Rosie went on to take first place in class at the 2016 Brits on the Beach show and won several other awards.

A year later I decided that adding a lift in my garage would free up room for another British car. I convinced my wife, Maria, that a lift was much less expensive than adding another garage. (I think she

knew I was just trying to justify getting the lift.) Anyway, I got the lift installed and began searching for another car. I found a very nice '77 Pageant Blue MGB, "Nigel," and, with the help of my friend Joe Lippi, proceeded to update that car to its current condition.

Having seen several Triumph TR4s at shows I decided that a TR4 would be my next endeavor.

Continued on page 2 – Rosie

Left: Mark & Nigel, PEDC pub run to McDonagh's, Keyport, NJ, April 2017. **Above:** Mark & Rosie next to Joe Lippi & MG Midget "Lesney," at The Paddock, Wall, NJ, August 2016.

Continued from page 1 – Rosie

When fellow club member Rodney Ford told me that he was looking to sell his TR4, I decided I wanted it, which meant one of my current cars had to go, and that car would be Nigel.

An eBay listing brought me a gentleman from Queens, NY to look at Nigel. When he showed up he barely looked at the car and immediately asked about Rosie, which was sitting high on my lift behind my garage door. I told him Rosie was not for sale. Then, in a typical Queens accent, he asked "what's your not for sale price?" I threw out a number that I thought was easily 3-4 thousand dollars higher than it was worth. He asked me to take the car down from the lift, which I did, and he proceeded to stare at the car from every angle for about 45 minutes.

Then without driving it he said, "I'll take it." He got in the car and drove through



Staten Island over the Verrazano-Narrows Bridge, on to the Belt Parkway, and all the way to Howard Beach in Queens late on a Friday afternoon. I can't imagine what that was like!

A few weeks later I happened to notice that a maroon

Spitfire was for sale on eBay. Sure enough, it was Rosie! Once again, with the permission of my wife and the encouragement of Joe Lippi, I bid on the car. I won the bid—at several thousand less than what my buyer paid me for it! So, Joe, along with fellow club member Bill Miller,

Above: Mark's Pageant Blue RB MGB, Nigel, looking for a new home. *Photo by Mark Wintjen.*
Below: Mark leaves Ocean Grove in Rosie, having won the 2016 Brits on the Beach Triumph/GT6 class. See page 3 for more photos of Rosie & friends.

headed out to Queens to pick up the car. I understand it was quite an adventure. Rosie is now back on my lift in better condition than when I sold her, as the gentleman from Queens had the car professionally detailed. And so ends the story of Rosie (for now). You can't make this stuff up! Anybody want to buy a Pageant Blue MGB? ■

For all you MG enthusiasts, here's an official list of MG colors, including Mark's Pageant Blue: <http://www.mg-cars.org.uk/MGB/mgbpaint.html>. Here's their site: <http://www.mg-cars.org.uk/>.

Here's a list of Spitfire colors, including Mark's Damson: <https://triumphspitfire1500.co.uk/triumph-spitfire-colours/>.





ROSIE



MARGARET



DONNIE



NIGEL

THE WINTJEN FLEET: ROSIE AND FRIENDS

Top, left: Restored Rosie in Damson (Maroon), a Triumph color used on Spitfires in the early 1970s. Rosie is pictured at Cars & Coffee, The Paddock, Wall, NJ, August 2015.

Bottom, left: Mark's newest acquisition, September 2017, a beautiful TR4 now known as Donnie. *Photo by Mark Wintjen.*

Top, right: Margaret the red MGB during a PEDC drive to the New Jersey Vietnam Veterans' Memorial in Holmdel, NJ, August 2012. Margaret was sold to make way for Rosie.

Bottom, right: Nigel the Pageant Blue MGB at the Brookdale Community College food truck festival, Lincroft, NJ, June 2017. Nigel is looking for a new home.

The Terminal Post

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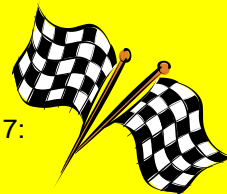
The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, maintain, restore,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

Welcome New Members

The following members have joined since November 2017:

- Thomas Tighe, Sayreville, NJ, MGTD
- Nancy deToma & Meg Smith, Teaneck, NJ, MGB
- Steven & Janet Cohen, Princeton, NJ, MGA, MG Midget
- Dr. Mary Ann O'Grady & George Markey, Toms River, NJ, Triumph TR7



Tire Shaving—Or How I Got That Shimmy Out of My TR3

Frank Muratore

WHEN I PURCHASED MY 1960

TR3A it had solid steel wheels, 25-year-old tires, and a really bad shimmy from the front end. The steering wheel shook so badly at 55 mph that you thought it was going to come off the steering column. I thought the car would look good with chrome wire wheels, so I purchased five Dayton wire wheels, new Michelin X radial tires and tubes, and had the front end aligned and checked for any worn parts (none found). You would think the car would ride as steady as a rock, but no! Between 55 and 65mph I still had a slight shimmy in the steering wheel. I had the wheels balanced again, but the shimmy was still there. Needless to say, after spending over \$3,000 for the conversion (new hubs, wheels, spinners, tires, tubes, mounting, and balancing) I was a little disappointed. The car looked great, but at highway speed it was still annoying to drive.

In June of 2016 I bought an Austin-Healey 3000 and joined the Austin-Healey Sports & Touring Club, <http://www.austin-healey-stc.org/>. Last February the club had a tech session at K&T Vintage Sports Cars in Allentown, PA. K&T is a high-end garage and restoration shop that specializes in Austin-Healeys. After reviewing some very impressive work, I watched owner Ken Beck demonstrate a unique machine . . . a tire shaver. Here's how it works: The wheel and tire are mounted to a hub that spins the tire. A guide, matching the profile of the tire, is then fitted to the machine. As the wheel spins, a razor-blade-like device slowly removes fine pieces of rubber from the tire. What is being shaved off are the high spots of the tire. It's a slow process as the blade crisscrosses the tread of the tire, shaving off fine bits of rubber.



Looking at the photos here, you would think this process is removing a lot of material from the tire. Actually, the shaved rubber is almost like saw dust. When the shaving is complete, the wheel is balanced on a high-speed balancer. Because the tire is true, there is little or sometimes no weight needed to balance it. My tires required only one 1-ounce weight. K&T charges \$30 for the shaving and \$10 for the balancing.

So was it worth \$80.00 and a drive out to Allentown, PA? You bet! When I am on the highway I generally drive the TR3 at 60mph (3000rpm), and there is absolutely no front-end shake or shimmy. If you tried everything else and you still have that shimmy, I would definitely recommend shaving the tires. You can also do the rear tires if you feel a vibration in your seat.

As far as I know, K&T is the only garage in this area that has the tire-shaving machine. For more information about K&T and a video on the tire-shaving process, go to the K&T website:

www.ktvintagecars.com. ■

Top Photo: Frank's TR3 at the Brookdale Community College 2nd annual food truck festival in June 2017, sponsored by the Lincroft Village Green Association, Inc. Frank won his class.

Tire-Shaving Photos: Frank's TR3 tires being shaved at K&T Vintage Sports Cars, Allentown, PA. *Photos by the author.*



COMING NEXT MONTH



Meet Midgie



Member Spotlight: The Gutweins



Update: The Healey Boys



TR6 Garage Squad Project



Big Win in Hershey for Bob Brown

Bob Brown bought his 1967 MGB (it's his first car) on 31 December 1977. He took it apart in 1983 and "FNALY" had it restored in 2001. At the suggestion of a fellow British car owner he first attended the Antique Automobile Club of America (AACA) Eastern Division National Fall Meet in Hershey, PA in 2014. This show, which is held in early October, is considered the largest antique car show (roughly 1,300 cars) and flea market in the world.

As a first-time entrant in 2014, Bob entered his MGB in the Open Sports Cars '61-'69 Class (Class 25B) in the Junior category. He won a Second Junior award that year, never expecting to make the minimum points for a trophy. He got another Second in 2015 and was fortunate to receive his First Junior in 2016. In 2017, at the 63rd annual show, he took a Senior award. Well done, Bob! ■



Top: Bob entering the show field at Brits on the Beach 2017. He won the MGB Chrome Bumper Class. Above, right: AACA poster, http://www.aaca.org/images/meet_brochures/2017_Hershey_Brochure.pdf.

Money may not buy happiness, but I'd rather cry in a Jaguar than on a bus.

~Françoise Sagan, French writer (1935-2004)



Tech Session Helps Unravel MGB Wiring Problem

Ken Kyle

A TECH SESSION WAS held for Greg Young's 1972 MGB at his home in Manahawkin on Saturday, September 30th. Greg reported that his car was blowing a fuse whenever he stepped on the brake when the turn signals were on, and that this also stopped several of the gauges from functioning. At first, it seemed as though there had to be some kind of short circuit occurring when both the brake lights and turn signals were energized, but the actual cause turned out to be something quite different.

Bob Moser went straight to work on the fuse block with a multimeter and quickly determined that the circuit in question was indeed drawing close to 30 amps when the brake pedal was pressed, instead of the two

or three amps that would be considered normal. The brake lights were coming on but only dimly, so a short somewhere in the wiring harness was suspected. As the car was conveniently up on jack stands for some brake work, the harness was examined where it ran along the bottom of the floor pan, but nothing was found amiss.

At about the same time, Bob Canfield was checking the wiring diagram and noted that the backup lights were also on the same circuit, so he and John Quelch decided to investigate this angle. They discovered that the backup lights weren't working at all, so they checked the connections to them and discovered that the wiring harness connector for the left backup light was attached to the light incorrectly. In a brilliant example of LBC

engineering, the connector used has three slots arranged in a "U" for only two wires (a hot wire and a ground) while the light has two blade terminals arranged in an "L." This design allows the connector to be installed so that the hot wire is grounded, which explained the blowing fuses. Greg remembered replacing the left backup light bulb a few months before, and it must have been at that time that he reattached the connector incorrectly and his fuse problems began.

However, after the backup light connector was correctly attached, a strange thing happened when the brake pedal was depressed. The brake lights were now bright and the fuse didn't blow, but the backup lights came on at the same time! Not only that, but the brake lights and

backup lights both came on when the car was shifted into reverse! The team quickly formed a consensus that the brake lights and backup lights had to be cross-connected somewhere in the wiring harness to cause this, and that it had probably been that way when Greg installed it in 2016. We removed the backup light bulbs as a temporary measure but it seemed clear that another replacement of the wiring harness would be needed to resolve the problem permanently.

Fortunately Greg and Bob Canfield kept thinking about the problem over the weekend, and early Monday morning Bob sent out an e-mail suggesting that it might be a misplaced connection causing the problem rather than a fault in the wiring harness. Greg also remembered Bob Moser commenting on Saturday about how the problem could be something as simple as connecting two similarly-colored wires together. Armed with these thoughts, Greg took another go at the problem himself and discovered that he had indeed connected the hot wires for the backup lights (dark green with brown stripe) to the wires for the brake lights (dark green with purple stripe) under the bonnet.

Continued on page 7 – Tech

Above: The team poses behind tables full of MG parts that Greg offered free for the taking.

Standing, from left: Paul Johnson, Peter Richardson, Peter Dow, Bob Moser, Art Becker, Greg Young, and John Quelch. **Kneeling:** Bob Canfield and Ken Kyle. *Photo by Cindy Young.*

Continued from page 6 – Tech

Once he corrected this, all his problems were solved.

There are a number of lessons to be learned from this tech session. The first is that putting multiple minds to work on the same problem can greatly improve your chances of solving it. Another is that the solving of one problem can sometimes reveal another one. If Greg hadn't put that backup light connector on wrong, he'd still be riding around with his brake lights and backup lights coming on at the same time. Was the blown backup light a case of Divine intervention? We'll let Greg decide that. For me, the best lesson is that working on an LBC with some fellow PEDCers is a great way to spend a Saturday morning. ■



Clockwise from top left: Bob Moser takes current readings. Greg gives a thumbs up to the team. Art Becker rewires the brake lights. Crumb cake, the official fuel of PEDC tech sessions, compliments of Joann Becker. (The Youngs also graciously provided bagels and coffee for our dining pleasure.)



Bob Canfield presents "Sparkies" (in-line sparkplug testers) to Greg Young, **left**, and Peter Dow, **above**, officially making them ace PEDC LBC technicians. Photos this page by the author.

From the Driver's Seat

Russ Sharples, President

Well, we have wrapped 2017 and are now starting a new year. It's still the beginning of December as I write this, and we have started with a strange winter season—I had to cut my grass on December 2nd! The good news though is that we get a longer driving season. I got my MGA out for a drive the weekend after Thanksgiving and I kept the top down. Sure it was a bit cold, but it was beautiful. Speaking of Thanksgiving, for the first time in years I went out shopping on Black Friday and got some great deals on tools at Sears (who would have guessed—and there weren't any crowds either). I have now equipped my garage with a new tool cabinet and tools to tackle all those winter projects I was talking about in the last newsletter. The parts from Moss have arrived, so I really don't have an excuse not to get all this work done: wiper motor, squeaky pedals, muffler, leather luggage straps, heat shields, side curtain bag, fuel sender, speedo fix, and paint chips. That is my list, and I'm putting it out there so you can hold me to it. Now I just need some time. The weekends have been full with family and holiday events, so I am looking forward to quiet time in the garage.

As we make our plans for the winter,

mark your calendar for The Gathering on Saturday, January 13th at 1 PM at Woody's. For those new to the club, and there are a bunch who joined in 2017, The Gathering is our annual club planning meeting. We gather at Woody's in our usual room and map out the main events of the coming year. This is how we build the calendar that shows up in the newsletter each month. We try to capture all the car shows and car events that we like to attend and fill in the weekends with drives and club social events. Then we sprinkle in some ice cream runs for good measure!

Finding ways to use our antique and classic cars and to share them with each other and the world is one of the two primary functions of our club (the other being helping each other with our cars, i.e., tech sessions). This means that The Gathering is an important club function, and we need the contributions from as many members as possible to come up with a calendar that satisfies our diverse interests. Have you got an idea for a drive? Come to The Gathering and share it with the group! It all starts with the ideas; you don't have to own it or lead it, just throw it out there and we will stick it on the calendar. There is a ton of experience



"I have now equipped my garage with a new tool cabinet and tools to tackle all those winter projects I was talking about in the last newsletter."

in our members who can help assemble and lead the drives when the time comes. Did we do a drive in the past that you enjoyed? Let us know, and maybe we can do it again. Do you want longer drives? Shorter drives? More rallies? Cooler weather drives? Come to The Gathering and make your wishes known. Our club is thriving, with 193 members, 35 of whom joined in 2017. This success is due directly to the actions and involvement of our members—the fact that you come out to our monthly dinners and participate in our drives and shows. It is our involvement in this club that makes it valuable, so I encourage you to "invest" in your club by joining us at The Gathering on January 13th. If you are out of town on that date or otherwise unavailable, contact Ken or me to share your suggestions. Thanks for your support over the last two years. I'm looking forward to serving you in 2018! ■

Russ and Pam at Shawnee Inn, PEDC Pocono run 2017. Photo above courtesy of Russ Sharples.



From the Navigator's Seat

Ken Kyle, Vice President

Selling the TR6

Well, it's gone. In the early evening of Saturday, November 18, 2017, a big, white, enclosed car carrier pulled up on my street and took our TR6 away in the dark of night for a 1200-mile journey in the company of a 1936 Buick and a 1967 Pontiac GTO.

Selling the TR6 proved easier than I expected, but it was still a lot of work. Even though the TR6 is a handsome, traditional British sports car with a gutsy straight six under the bonnet, very much in the mold of the big Healeys, it gets comparatively little respect in the market place, and the abundance of \$12,000 "drivers" is a further drag on prices for good condition models. To get decent money for a high-quality TR6, you have to find a buyer who understands the wide gulf between a condition 3 car and a condition 2 car and is willing to pay for the difference up front rather than ending up spending far more in the long run to bring a less expensive car up to spec.

My Millennial Buyer. I advertised the car on the internet, stressing the quality and thoroughness of the previous owner's restoration and the effort he expended to keep the car as close to original and stock as possible. I also detailed the improvements I put into the car myself. I got only one serious bite from that ad, but what a bite it was. An out-of-state 24-year-old contacted me and told me that he was very interested in the car. Yes, that's right: A 24-year-old guy wanted to buy my 1974 Triumph TR6. Maybe there's hope for the Millennials after all. It turned out that his father and uncle are really into them, and he's always wanted one of his own. After numerous e-mails and phone calls we arrived at a price, and he wired me a deposit to hold the car for him until he could come to New Jersey to inspect it in person, which I really wanted him to do.

My Second Buyer. A couple of days later I got a call out of the blue from a perfect stranger in the local area who learned about my car from a PEDC member. I explained that I had already taken a deposit on it, but this buyer insisted on coming to see the car anyway in case the deal fell through. Figuring that it might be a good idea to have a Plan B, I agreed to show him the car. He was at my house about two hours later. This local buyer turned out to be about my age with cash for a new toy burning a hole in his pocket. As I showed him the car and described its features and everything that had been done to it, he fell in love with it. He didn't even want to drive it or have it inspected by a mechanic. He just wanted to buy it. I explained again that I had a deposit already and had to give that buyer the chance to see the car. He asked me what price we'd agreed on, I told him, and then he offered to meet that price if the deal with the other buyer fell through.

Deal's On. I then called my young buyer and told him what was happening. I explained that there could be no further negotiations when he saw the car, since I now had a firm offer



"He didn't even want to drive it or have it inspected by a mechanic. He just wanted to buy it."

from a local buyer who had already seen the car. I then offered to send his

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Continued from page 9 – Navigator's

deposit back as soon as the bank opened. But this 24-year-old had also fallen in love with the car, if only through photos, and said he would call me as soon as his travel arrangements were made. He called me back later that day to say he'd be flying to Philly on Friday and driving to my house from there, with an ETA of noon.

True to his word, this young buyer arrived at noon, and we quickly bonded as I showed him the car. I already knew he was polite, intelligent, and well-spoken from our phone and e-mail contacts, but in person he was even more impressive. He told me his parents are both physicians and he himself is currently in dental school, a classic example of the apple not falling far from the tree. I showed him the car and let him take his time examining it. He took some photos with his phone and sent them to his dad (who unfortunately could not accompany him), then called him to discuss the car.

I took my buyer out for a ride and showed him how the overdrive works and then pulled over to let him drive the car back home. When we turned on my street, I told him to park the car on the street in front of my driveway. We got out, talked a few more minutes, and shook hands on the deal. Then something really bizarre happened.

Uh Oh. When I got into the car to pull it into my garage, it wouldn't move. Perhaps it didn't want to leave my possession or, more likely, it just wanted to mess with me one last time, but it wouldn't go forward or backward; it was very firmly stuck. I jammed my hand under the carpet at the back of the tunnel and felt the emergency brake cables moving back and forth as I worked the handle, but still the car wouldn't budge. I immediately offered to cancel the deal and return the deposit, but my young buyer wouldn't have it, so I rolled out my floor jack and lifted the right rear tire off the ground.

When I pushed on the wheel it turned freely. Ditto for the left side. When I got back in the car and tried again, miraculously it moved! It was a clear demonstration of what I like to call The Self-Healing Property of British Cars, a phenomenon I have witnessed many times over the years.

Success. I explained that one or both of the emergency brake cables had probably jammed in their sheaths and then released when the car was jacked up. We drove the car around the block just to make sure it was all right again, the buyer had another phone conversation with his dad, and the deal was back on. After a visit to the bank to shift funds, I sent him off with the title and a bill of sale, plus a folder full of receipts and a shop manual to keep him occupied on the plane ride home. Before he left, he asked me to explain the internal workings of the overdrive, so I gave him a five-minute tutorial using the illustrations in the shop manual.

His unfamiliarity and fascination with the overdrive made me realize what an archaic device it must seem like to today's drivers. Later I called the would-be local buyer to give him the bad news, which he accepted with good grace.

After the car left our neighborhood I e-mailed my buyer to let him know the TR6 was on its way and to give him some advice on fitting wire wheels and a factory hardtop, two things he told me he was interested in, and which I would have done myself given more time and money. I also sent him a link to the YouTube video of James May from *Top Gear* describing the TR6 as "the blokiest bloke's car ever built." Here's the video in case you've never seen it:

<https://www.youtube.com/watch?v=cBVMSHYDYfw>.

If ever there was a perfect description of the essence of a TR6, this is it, and it's how I'll always remember my car. ■

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. 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 November 1, 2017

Submitted by Carol Kyle, Secretary



President Russ Sharples welcomed 59 members to the last monthly meeting of the year. One guest was present, Ed Kinney's son, Eric. Russ thanked all members who organized and participated in recent drives and tech sessions.

A motion to accept the minutes of the October 3, 2017 meeting was made, seconded, and carried.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the current club balance is approximately \$5,000, much of that coming from tickets to the Christmas

party. Mort noted that the show income (roughly \$1200 derived from Brits on the Beach after all expenses have been paid) is used to subsidize the Christmas party.

Mort stated that membership has reached an all-time high: 191. Russ noted that in 2010 the member directory listed 95 members. Since then only 60 of the 95 are still members. Subtracting 60 from the current 191 means that the club has gained 131 new members since 2010 and has doubled in size. Russ suspects that Brits on the Beach has been the main way we have attracted the public to our club.

NEWSLETTER

President Russ thanked Art Becker for his service as newsletter editor for 2 years, noting that Art has accepted a position on the executive team as Secretary.

Russ also mentioned that Paul Johnson will be keeping a directory of parts and services for members to use as a reference. Members are encouraged to send names of suppliers they have used, with supplier contact details, to Paul, j5pmkaa@aol.com. [See page 10 of this newsletter for details.]

OLD BUSINESS

Elections. Russ noted that the election of officers was uncontested. Serving another 2-year term are Russ Sharples, president; Ken Kyle, vice president; and Mort Resnicoff, treasurer. Carol Kyle, outgoing secretary, was replaced by Art Becker.

Overnight Pocono Drive

Russ thanked Woody and Sue Smith for organizing a 2-night drive in October. Russ said the weather and roads were great, and the Smiths planned lots to do that weekend. Twenty-two members in 11 cars participated. Russ presented the Smiths with a framed group photo taken in front of the winery they visited.

Big Win for Bob Brown. Russ noted that Bob won a Senior Award at the annual Hershey, PA show. [See page 5.]

NEW BUSINESS

Impromptu Drive & Dinner

Jack and Sookie McLean are hosting an impromptu drive through the NJ Pine Barrens on Friday, November 3rd, to the Maplewood Inn, Hammonton, NJ.

Equestria Car Show

Tom Clark is involved in organizing a car show at his gated community in Howell, NJ. The show is Sunday, December 3rd, and includes an all-you-can-eat pancake breakfast for \$10pp. Watch for details.

Christmas/Holiday Party

Mort mentioned that we have 60+ members signed up for the party (45 have paid so far).

Russ adjourned the meeting at 8:29 PM. ■

Member Spotlight

Members

Rich and Donna Huy, Ocean, NJ

PEDCers Since

2017

LBCs Owned

1979 MG Midget, "Ruby"

About the Huys

The adventure with their LBC started in June of 2017. Rich and Donna recently became "empty-nesters" after their son was graduated from college and landed a job in Harrisburg, PA. What to do with their spare time? Why not get a fun car! And so the story begins.



A business acquaintance of Rich's, who knew that he was looking for a "fixer-upper" car, had a few that he was keeping. So, the MG was the car of choice, and it was delivered via a flat-bed tow truck. She was a little red convertible MG Midget that Donna instantly named "Ruby." At first glance it was obvious that the 6'4" giant of a man would have a little difficulty navigating the entry to such a tiny car. She was not yet a running machine, and that took Rich the better part of 3 months (working in his spare time). He was "hell bent" on getting her to the Brits on the Beach show in September. Once Ruby was running, the next step was getting her safely down the road. He had to address problems with the carburetor, master cylinder, clutch slave cylinder, brakes, and the infamous Lucas electrical system. SHAZAM, she was drivable! (If only that darn vacuum issue wouldn't keep rearing its ugly head.)

With the help of some of their new-found club member friends (thank God), Rich was able to tweak things to get her a little more reliable. Rich and Donna have learned that the term *reliable* doesn't always pertain to British cars, LOL! But, boy is it FUN! Needless to say, they made it to Brits on the Beach in September. They were hoping for a win in the category of Biggest Guy in the Smallest Car. Rich was sure he was a *shoe in* (or should we say a *shoe horn in*) for that award.

Since then there have been impromptu drives, a couple of club meetings, and there are still some upcoming events for the holidays. They can't wait to see what adventures come up next. Even their 75-pound Labrador Retriever, Lincoln, likes to go for a cruise on a nice day.

Over the winter Rich will work on Ruby's hoses, cables, and connections. She is currently vacationing at Domenic's Auto Body in Beverly, NJ, awaiting her royal treatment of a fresh paint job, new gaskets, and a new windshield. Every British lady deserves the royal treatment!

Had the Huys known that their LBC could be this much fun and all this camaraderie could be had, perhaps they would have made the investment sooner. Rich and Donna have already made some great new friends with club members and look forward to making more in the near future. They thank you all for the opportunity to share their new-found passion. Cheers!

From the top: Rich and Donna at the PEDC 2017 Christmas party. Rich and Linc enjoying a fall ride. Ruby getting the royal treatment. Rich and Donna's selfie. *Write-up and last three photos courtesy of the Huys.*



Impromptu Sunday Drive



STARTING AT THE CROSSROADS of Routes 70 and 539/530 in Manchester Township, NJ, at the ever-popular Wawa (the gathering spot for many a PEDC drive) the Kyles led 21 members in 12 cars to Russo's Farm Market in Tabernacle, NJ. There we met Greg and Cindy Young in their MGB, and, by a stroke of luck, our entire group of 13 cars was able to park together, creating a great British car display. October 20th, was a good time of year to visit this landmark business, which has been serving the public since 1940. Most of us filled our trunks with Russo's fresh produce and home-baked goods. Some sampled the apple-cider donuts, made right before our eyes.



Participating in the drive were Tom & Alice Albertalli (MGB), Bob Canfield (MGB), Ernie Caponegro (TR7), Ted & Angela Fiore (F-Type Jaguar), John & Alice Gazarek (MG Midget), Randy & Allison Geck (MGB), Tom & Trish Gutwein (MGB), Rich & Donna Huy (MG Midget), Mort Resnicoff & Fredda Fine (MGTD), Charlie Schirm (E-Type Jaguar), Woody & Sue Smith (Aston Martin), and the forementioned Greg & Cindy Young (MGB). We saddled up and continued on to Tir Na Nog Irish pub in Cherry Hill, NJ for lunch in their library room. Former member Ernie Raeuber (Triumph Spitfire) & friend joined us there.

Impromptu Drive & Dinner

JACK & SOOKIE MCLEAN LOVE THE MAPLEWOOD INN in Hammonton, NJ. This popular restaurant has been serving awesome Italian food since the 1940s. So on Friday, November 3rd, they led a small group through the backroads of the NJ Pine Barrens. Following them in Sookie's MGB were Mort Resnicoff & Fredda Fine in their MGTD, and the Albertallis and Kyles in their Mazda Miatas. It was not a typical PEDC daytime drive, but we lucked out with a perfect mid-fall evening (one day before the clocks turned back to signal an end to daylight saving time). The weather was gorgeous, we saw a beautiful sunset during the drive, and we had a delicious meal. In fact, *ci siamo divertiti un mondo*, or, as the English say, we had a great time! Thank you, Jack & Sookie for hosting the event.



Left: Jack & Sookie.
Right: From the foreground are Fredda, Alice, and Sookie in front of Ken, Mort, and Tom.



Best British Cars of All Time Revealed: Do You Agree with the Winner?

<https://www.express.co.uk/life-style/cars/794333/best-British-car-ever-Original-Mini-Aston-Martin-DB5-Jaguar-E-Type>

At the final PEDC monthly meeting of 2017, 1 November, the election of officers took place for the 2018-2019 term. Sixty-one ballots were cast by members (including 58 present at the meeting and three who emailed in proxy ballots). This was an uncontested election; there were no write-ins. Serving for a second consecutive two-year term are the following members:

President Russ Sharples
Vice President Ken Kyle
Treasurer Mort Resnicoff

Outgoing Secretary Carol Kyle was replaced by new Secretary Art Becker.

Thank you to all who participated in the election at the meeting and to those who participated via proxy vote. The officers look forward to another great two years of serving you!



Positive Earth Drivers Club (PEDC)
Dedicated to the preservation and enjoyment of classic British cars

2017: A Busy Club Year with 46 Events

9 Drives—7 day, 2 overnight

- Simeone Museum, Philadelphia, PA, Peter Dow
- NJ State Museum, Trenton, NJ, Toy Exhibit, Bob Canfield
- NJ Pinelands, Peter Dow
- Grounds for Sculpture, Hamilton Township, NJ, Russ Sharples
- Weekend drive, Allentown & Bethlehem, PA, Bob Canfield & Mort Resnicoff
- Hunterdon County & Frenchtown Inn, Ken and Carol Kyle
- Fall weekend drive to Poconos, PA, Woody & Sue Smith
- Fall impromptu drive to Tabernacle & Cherry Hill, NJ, Ken & Carol Kyle
- Fall impromptu drive to Hammonton, NJ, Jack & Sookie McLean

8 Car Shows—7 day, 1 overnight

- Allenhurst, NJ, Shore Antique Center, PEDC invited, Pat Wignall, organizer
- Spring Lake Heights, NJ, PEDC Father's Day Show, Pat Wignall, organizer
- Ocean Grove, NJ, PEDC Brits on the Beach, Bob Canfield, show chairman
- Greenbriar Oceannaire, PEDC invited, Mike & Linda Browne, organizers
- Lewes, DE British weekend outing, Ken & Carol Kyle, organizers
- Equestra, PEDC invited, Tom Clark, organizer
- Laurita Winery, New Egypt, NJ, Dennis Drake, organizer
- Lincroft Food Truck Festival, Mort Resnicoff, organizer

9 Tech Sessions

- Bob Brown, MGB engine pull
- Greg Young, MBG rewiring of backup & brake lights
- Bob Canfield, Spitfire engine pull
- Show Shine Detailing car detailing demo, Wall, NJ
- Debra Bennett, TR6 clutch replacement
- Woody Smith, Morgan valve adjustment
- Mike Browne, TR7 exhaust system, etc.
- Farmingdale Citgo, PEDC LBCs on their lift
- Rick Stoeber garage tour, open house

10 Ice Cream Runs

- TK's, Cream Ridge, NJ, Ken & Carol Kyle
- Hoffman's, Point Pleasant Beach, NJ, Ken & Carol Kyle
- Gil & Bert's, Cranbury, NJ, Mark & Nadine Berkowsky
- Candiqueen's, Barnegat, NJ, Mike & Linda Browne
- Sweet Treats, Forked River, NJ, Jack & Sookie McLean
- Dairy Queen, Clarksburg, NJ, Gary & Pat Watson
- Jeffreeze, West Creek, NJ, Peter & Mickey Dow
- Jake's, Manalapan, NJ, Mort Resnicoff & Fredda Fine
- Heavenly Havens, Allentown, NJ, Russ & Pam Sharples
- Jersey Freeze, Freehold, NJ, Tom & Alice Albertalli

10 Miscellaneous Events

- Bus Trip to New York Auto Show, Gary Watson, organizer
- Irish Night, St. Stephen's, Spring Lake Heights, NJ, Ken & Pat Wignall, hosts
- Pub lunch run, McDonagh's, Keyport, NJ, Mark & Maria Wintjen, hosts
- Sunday Brunch, McLoone's, Long Branch, NJ, Mark & Nadine Berkowsky, hosts
- Spring Afternoon Tea, 600 Main Tea Room, Toms River, NJ, Carol Kyle, host
- Surflight Dinner & Theater to see "Newsies," Mike & Linda Browne, hosts
- Halloween Costume Party, Woody & Sue Smith, hosts
- Summer Kick-off Party, Andy Moutenot, host
- Christmas Party, Lobster Shanty, Point Pleasant Beach, NJ, Mort & Fredda, hosts
- Brits on the Beach Goodie-bag Stuffing Party, Cranbury, NJ, Mark & Nadine, hosts

Plus Other Car Shows That Members Attended in Small Groups:

- A Touch of England, Ho-Ho-Kus, NJ
- America's British Reliability Run (ABRR), Pennsylvania
- Britfest, Succasunna, NJ
- British Motorcar Gathering, Hellertown, PA
- Brits at the Village, Peddler's Village, Lahaska, PA
- Cars & Motorcycles of England, Westtown, PA
- Fall Fest, Liberty Village, Flemington, NJ
- New Hope Auto Show, New Hope, PA
- Red Mill British Car Day, Clinton, NJ
- Vintage Triumph Registry (VTR) National Meet, Princeton, NJ
- Winward Beach, Brick, NJ

NOTE: 46 events plus our 12 meetings (11 monthly + The Gathering planning meeting).



Top: Alice Albertalli interacts with Seward Johnson's 3-D creation based on Pierre-Auguste Renoir's painting *Luncheon of the Boating Party* (1881) at Grounds for Sculpture, Hamilton Township, NJ.

Middle: President Russ Sharples presents a thank-you gift certificate to Farmingdale Citgo owner Will Digise for hosting several PEDC tech sessions where members could get their LBCs up on a lift. Looking on, from left to right, are PEDCers Steve Mundt, Jack Kelly, George "Hobie" List, Woody Smith, Zig Panek, John Quelch, Bob Canfield (head showing), Chris Rorke, and John Gazarek. **Bottom:** Annual ice cream run to the ever-popular Jersey Freeze.



2017: A Busy Club Year (Continued)

Clockwise from top left: **Car Show:** Partial lineup at the all-marquee Greenbriar Oceanaire show, Waretown, NJ in August. Mike Browne organized the 22 PEDC cars that participated. **Lunch Run:** Mark Wintjen organized this event to McDonagh's Pub in Keyport, NJ in April. **Ice Cream Run:** From left, Pam & Russ Sharples, Steve & Theresa Mundt, Peter & Mickey Dow, and Pat & Gary Watson enjoying ice cream at our July run to TK's in Cream Ridge, NJ. **Early Fall Drive:** Partial lineup of our LBCs at the Frenchtown Inn, Frenchtown, NJ during a drive in September. **Halloween Costume Party:** Old McAltha had a farm & Curt the Cow Morton as well as Mark & Nadine Berkowsky bee-ing themselves at Woody & Sue Smith's home. **Lewes, DE Weekend:** Bob Canfield & Chip Reilly on the show field at the annual British car show.



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. 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. These ads are free. for three issues only. with no renewal.

2018 Calendar of Events ~ PEDC and Beyond

Below is a partial list of our upcoming events. Come on out to "The Gathering" at Woody's to help us flesh out our club calendar for 2018. Look for a more extensive calendar starting in February.

January 3, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

January 13 Saturday, The Gathering, our annual planning meeting, Woody's, 1:00 PM. Bring your ideas!

February 7, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

February 28, Saturday, cut-off date for PEDC membership renewal. See page 22 (unnumbered page) for current form.

March 7, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

April 4, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

May 2, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

May 4-6, Friday—Sunday, Annual PEDC overnight to Lewes, DE to attend "The British Are Coming" British car show.

June 6, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

July 4, Wednesday. Fourth of July. NOTE: Monthly meeting at Woody's to be rescheduled. Stay tuned.

August 1, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

September 5, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

September 12, Wednesday, Brits on the Beach goodie-bag stuffing party. Details to be announced.

September 15, Saturday, Brits on the Beach 2018, our 21st annual British Car Day and our 10th in Ocean Grove, NJ

October 3, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

November 7, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM

December, annual PEDC Christmas party in lieu of our monthly meeting. Details to be announced.



Official PEDC Regalia for 2018 ~ Price List

CLUB APPAREL	SIZE	PRICE	OTHER CLUB ITEMS	PRICE
Men's				
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		
Women's				
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 or call her at 732.681.5618. All items are supplied to us through Fourth Gear, Ltd. Shown above is the current price list.



It's Not Too Early to Think About Regalia

Sporting our popular grey, long-sleeved, crew-neck sweatshirt is Joe Laudisi, **above left**. Woody and Sue Smith, **above**. Woody's wearing a dark green version of Joe's sweatshirt. Tom and Trish Gutwein looking sporty in their short-sleeved golf shirts, **right**. Contact Sue to place orders now so that you'll be ready for the 2018 driving season: suznsm@aol.com.

Ads for PEDC Show Sponsors

Commercial ads are available upon request to both PEDC member-owned and nonmember-owned businesses that provide sponsorship for any PEDC show or event. Ads will run for a period of one year after the sponsored show or event and must be car-related. Ad size will be at the discretion of the newsletter editor and will appear on a space-available basis. (An exception to this is *British Marque Car Club News*, which does not provide sponsorship, but offers our members a discount on their publication. In return the PEDC makes this discount known to our members via newsletter ad.)

Interested in becoming a show sponsor? Contact Show Chairman Bob Canfield, joisuzu@optonline.net.

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PEDC 2017 Clubmen of the Year: Woody & Sue Smith

At the 2017 PEDC Christmas/holiday party, President Russ Sharples presented a well-deserved Clubmen of the Year Award to Woody and Sue Smith, who have been active members, especially in the last two years. They organized and executed two memorable overnight drives to the Poconos, a one-nighter in July 2016 and a full weekend in October 2017. In each case Sue planned several activities for us to enjoy during our weekend stays. Woody and Sue also hosted a potluck dinner in March 2016 and a first-ever PEDC Halloween costume party in October 2017 at their home in Wall, NJ. Sue has served as regalia manager since 2016, with lots of help from Woody, who dutifully carries in all that regalia baggage to our monthly meetings. Thank you so much, Woody and Sue, for a great job!

Incidentally, the clear glass trophy presented to the Smiths featured an etched line drawing, taken from a photo at Brits on the Beach, of Woody's 1955 Morgan +4.

The Last Word: Get Out and Drive 'Em



Anthony Guerriero makes his debut at Brits on the Beach in his 1959 MGA. Anthony and his partner, Louise Wright, joined the PEDC in July 2017.
Photo by Carol Kyle.



POSITIVE EARTH DRIVERS CLUB

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

<http://www.pedc.org>

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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 29, 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 & membership form to: Positive Earth Drivers Club (PEDC), P.O. Box 6700, Monroe Township, NJ 08831-6700. An alternative is to simply bring the filled-out form and your check to our next monthly meeting at Woody's.

Check One: _____ New Member _____ Renewing Member

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

*Name: _____ *Phone Number: () _____

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

*Street Address: _____

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

*E-mail: _____

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

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

BRITISH VEHICLE INFORMATION:

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

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

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

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