



# 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

- **March 7:** Monthly meeting at Woody's, 7:30 PM.
- **March 15:** St. Patrick's Day Dinner at St. Stephen's Green Publick House, Spring Lake Heights, NJ, 5:45 PM.
- **April 7:** Rick Stoeber's garage open house, Shrewsbury, NJ. PEDCers are invited.

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## WHEN I WAS ABOUT

fourteen, and on a dare, I drove a neighbor's 1963 Austin-Healey Sprite for the first time. I had never driven a stick before, and I was enraptured—or at least as enraptured as any boy of fourteen could be for a car, and that can be a pretty strong force. I knew that when I was old enough, this is what I might want to drive. I always had high expectations. That feeling never really went away. When I turned twenty-two I was able to scare up the \$2100 cost for a new 1975 "Mimosa Yellow" MG Midget, not only to rekindle that memory but also to give my father back his teal 1966 four-door Ford Fairlane Chick Magnet.

The Mimosa Yellow Midget was the only color available without waiting a month, an absolute eternity that I'm sure at the time I could not have endured! I wanted the car and was willing to accept the color as it was, even though it wasn't highest on the desirability chart. I drove it straight out of the showroom to the inspection station nonstop where, for its first state inspection, it failed for no brake or running lights. This should have been the first sign of things to come. Nothing serious, mind you. The manufacturer had somehow forgotten to put bulbs in the sockets. A minor oversight. Tea time on the assembly line?



## Good Things Come In Small Packages

JOE LIPPI



I drove about 110 miles to Pennsylvania with no lights—not a big issue for a twenty-two-year-old. Stuff happens.

Over the next six months the new Midget routinely broke down mechanically, electrically, mentally (if that's possible), and always in the most hostile of sites until it dawned on me that this was not the car to commute to New York with. It spent more time on a tow truck than it did running on its own power. One time my wife, Marie, and I had to lower the roof just to exit after both doors had jammed closed on the Long Island Expressway after a breakdown.

The car was possessed. Let us remember, folks, that this was 1975: no Moss Motors, no Roadster Factory, nor any of the numerous places one can request a needed part and have it in a few days. Nope, you were at the mercy of the few-and-far-between British Leyland dealerships where your "Qualified Parts Person" informed you your part will be available somewhere between two to three weeks after it arrives via tramp steamer from Great Britain. This wasn't going to work.

*Continued on page 2 – Good*

**Above photo:** Joe's "Lesney," named in honor of the English manufacturer of Matchbox toy cars. Photo courtesy of the author.





*Continued from page 1 – Good*

The Mimosa Yellow Midget took its last trip to Reedman's Corporation in Pennsylvania, after only six months of ownership, where it was traded in for a more conventional and durable Chevy. As a parting gesture, that MG blew out one of its rear tires, literally as it was pulling into the dealership off Route 1 in Langhorne as if hissing at me in ridicule.

Many years later, in 1999, while working a night shift, I discovered something new I had never seen before on the relatively new Internet in the days before proxy blocking. I discovered eBay, instant access at my fingertips. My God, I could find anything, and I did. Yes, I found a 1976 Glacier White Midget. You would think at this point that memory would have served me well. But the car beckoned, and somewhere down in the darkest regions of my being something

re-ignited. So, if I place a bid on this Midget and nobody outbids me, I could have all those disastrous memories come to be a reality again? What more could anybody want? Sure, why not! What stress?

My relationship with Lesney the Midget was a much better one than the first Midget I owned, which was named something that I will

refrain from putting into print. This is partially due to my lack of dependency on it and the abundance of parts now available. Now, although I always had a penchant for Midgets and owned several Midgets and Triumph Spitfires, the only way I would sell Lesney was to replace it with something I wanted more. After all, I was happy for some 18 years, but deep down I wanted

something older. I wanted something from the T-Series Midgets. Pre-war was untouchable, but post-war was within reach. There are and were some club members who had these cars, and I always envied them. It seemed that between college expenses and weddings it would be something always out of my reach.

One day about a year ago fellow club member Mark Wintjen said, and I quote, "There's a 1952 MGTD for sale on Craig's List in Pennsylvania at a decent price, and it looks pretty nice." Less than an hour later fellow club member Bill Miller's phone rang. Bill and I, together with Bill's trailer, were on our way to Pennsylvania to buy the car sight unseen. The MGTD, whom I refer to as Abbey, short for Abingdon, was a complete frame-off restoration, numbers

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**BEFORE AND AFTER:** Abbey, above, with new wheels. *Photo courtesy of the author.* Joe & Abbey, below, at the 2017 Lincroft Village Association Food Truck Festival car show.





Continued from page 2 – Good

matching, an all-original project completed in 2009, and it had been stored since. It needed servicing after having sat for a while but overall was in excellent shape. I still stay in touch with the previous owner, a Viet Nam veteran who has retired to Louisiana and couldn't take the car with him.

I've owned Abbey about a year, and I only recently added the wire-wheel conversion. She runs great, a little finicky about what she likes, but a pleasure to drive. Outside of the suicide door opening on the way to a club meeting at Woody's and Mark (Wintjen) having his life flash before his eyes, it has been relatively eventless. ■



**Above:** Lesney at the St. John Vianney High School (SVJHS) spring 2016 student car show, Holmdel, NJ. **Left:** Joe at Allaire State Park, Farmingdale, NJ during a PEDC fall picnic & birthday party. **Below:** Abbey alongside her MGTD brethren, Mort Resnicoff & Fredda Fine's (green) and Charlie & Lynn Jackson's (yellow), at the Equestra show in Howell, NJ.

## 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.

## Welcome New Members

The following members have joined since January 2018:

- Tom & Karen Goleskie, Clearwater, FL, MGB
- Louis Schneider, Red Bank, NJ, E-Type Jaguar
- Jerard & MaryAnne Basmagy, Middletown, NJ, MGB
- Peter Madison & Lorraine Skidmore, Princeton, NJ, Jensen Healey





## Goodbye, Jim Spring

14 October 1925 – 13 February 2018

### ABOUT JIM

James Joseph Spring, 92 (Jim to all of us), died February 13th at his home in Wall, NJ. He was born in Paterson, NJ, served in the U.S. Merchant Marines during WWII, and was a career seaman with Exxon Corporation, rising to the rank of 2nd Mate. Jim was a member of the Dennis A. Roland Chapter of the American Merchant Marine Veterans and was also a member of the VFW and the Elks. According to Jim's nephews, his passions were his merchant marine service and his love of British cars.

Since 1960 Jim had been a resident of Spring Lake, NJ and was involved in many community activities over the years. He was predeceased by his wife, Florence; his son, James Jr; his daughter, Kathleen; a sister, Marge Fierro; and a brother, Frank. Jim is survived by many nieces, nephews, relatives, and friends.

### AN ORIGINAL PEDCER

Jim was one of our original PEDC members, going back to 1989 when the club was founded at the Jersey Shore. (They called themselves *Earthlings*.) Many of us enjoyed seeing Jim at our various club events over the years driving his 1960 DHC Morgan, and, more recently, his 2014 F-Type Jaguar convertible. About 20 PEDCers attended Jim's funeral on February 19th, a nice turnout, and seven also attended his burial service the next day at Brigadier General William C. Doyle Memorial Cemetery in Wrightstown, NJ. The chapel service included a U.S. Navy salute to Jim and presentation, to Jim's family, of the U.S. flag draped over Jim's coffin.

Soft spoken and always a gentleman, Jim was a pleasure to know. He will be sorely missed, especially by his PEDC friends. ■



**TOP ROW:** Jim in his iconic straw hat at the 2010 PEDC Father's Day show and at the 2014 Shore Antique Center show in his Morgan.

**SECOND ROW:** Jim at Brits on the Beach 2013 with good friend Pat Wignall and arriving at Brits on the Beach 2010 in the Morgan.

**THIRD ROW:** Cruising down Main Avenue in his F-Type Jaguar at Brits on the Beach 2014. **BOTTOM ROW:** With good friend Ken Wignall in Ken's MGB at Brits on the Beach 2013.

# Life Happens, But Keep Those Plans Alive!

MIKE FERGUSON

I'm going for the record, some record, any record. This article might not make the *Guinness World Records* [formerly the *Guinness Book of World Records*], but among PEDC folklore this probably has a place. I bought my 1963 Austin-Healey 3000 (BJ7) in 1988 when I wasn't even looking for a car, was a newlywed of one year, and bought the car on emotion (i.e., it looked great from 10 . . . let's make that 20 feet). Now, here we are 30 years later, the car has NEVER run and is stripped down to the chassis. What happened, or didn't happen, over those 30 years will weave its way into future articles; for now, suffice it to say, we're making progress on this restoration and thoroughly enjoying every minute. And that brings me to my topic for this month—metal fabrication and welding! Lots of it!

Once I got within screwdriver poking distance of the car (of course, after I bought it), I found rust and rust, and, yes, more rust. Besides that, there were holes, and holes, and more holes! In the early '90s I got smart and had a pro do the major frame, outrigger, floor, and inner/out sill work. When he used up my underwritten funds and I said STOP, he suggested I finish the rest of the "rusty

areas" with fiberglass, lots of fiberglass, and call it a day.

In his view, this car wasn't one to invest \$\$\$ in. Well, life happened, kids happened, living overseas happened, another kid happened, kids wanting to go to college happened, and more. Then, a few years ago, our youngest son, Joseph, asked, "What is that car in the garage that's under those blankets?" Never one to say no to that question, I unwrapped the sleeping BRG 3000, and my son's jaw dropped! "Why aren't we driving that?" he asked with a sense that Dad is not firing on all cylinders if he's left this sleeping beauty lie for so long. Motivated by his interest and recalling the priceless gift my father gave me when we rebuilt my first car—a 1969 Sprite—I explained the state of affairs (seized motor, seized brakes, lots of rust, and hasn't run since who knows when), we put on our work clothes, and we began to dismantle the car. What a joy to be doing that with my son, reminiscent of the past and poignant in the present.

When we started I didn't know we'd take on a ground-up restoration; it just became obvious and logical. Although I had done significant mechanical and electrical work in days of

yore on my '69 Sprite, '70 Rover 3500S, '66 Mustang, and '66 Chevy, bodywork—never mind welding—were places not to go. Well, it is time to go! Metal fabrication and welding . . . right, that's the topic here. (For any of you who grew up in an Irish Catholic family, you understand my rambling and digressions. My mom was a pro at this and taught us well.)

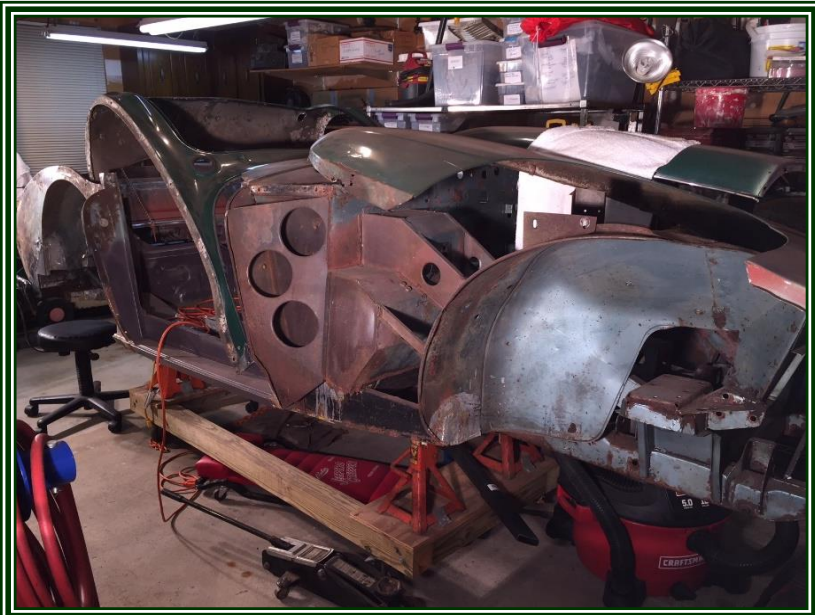
About two years ago the car was finally down to the chassis, and the ugly truth could no longer hide or be avoided. I knew the underwriter was no longer interested in funding my project, so throwing money at it wasn't an option, but, more important, I wanted to do it myself. All those years of component repair and restoration were good, but it's now time to do the whole thing, the entire kit and caboodle, ground up. So, armed with a new Lincoln 140C MIG welder, YouTube, some good skills from my dad the machinist, my brother the carpenter, PEDCer Ray Carbone the "Healeyologist," PEDCer Frank Muratore the motivator (he lets me drive his 3000), and PEDCer Tom Vash the evangelizer ("Mike, you can do no wrong, it's your car!"), my journey began and continues. So, now, on to fabrication and welding! Nice try. As John

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**Above:** 1988, love at first sight. Photo courtesy of the author.





*Continued from page 5 – Life*

Lennon said, “Life is what happens while you’re busy making other plans.”

I was going to complete this article with a great fabrication/welding story (and do some of the same on the Healey), but Mother Nature’s deluge of rain and a finicky sump pump had other plans for me. So, five hours later, after taking much of the basement contents to “higher ground,” fixing the sump pump, and bringing the tide down to an acceptable level (i.e., under the floor), it’s time . . . to sleep . . . and plan to fight (and write) another day. ■

**Above & left:** 2018, rust at first sight.  
*Photos courtesy of the author.*



## from the driver's seat

RUSS SHARPLES, PRESIDENT

**I SHOULD HAVE KNOWN**, as I went down into the basement woodshop, that a carpenter's hammer is not the right tool for this job. The thought went through my head that I should just leave it alone, let the MGA keep its secrets under the rubber boot over the pedal mount, but when you get into the middle of a project with an objective in mind, it gets hard to think rationally and stop. That kind of control comes with experience—knowing when the best course of action might be to just leave it alone.

You see, my MGA had a history of brake fluid leaks when I bought it. There was clear damage to the heater shelf paint from previous leaks. At some point in the past the master cylinder and brackets had been removed and that portion of the shelf had been repainted, leaving a paint seam and red overspray on the silver wiper motor. About 2 years into my ownership the master cylinder leaked again, removing the paint yet again on both the top and underside of the heater shelf. It's quite a mess, with a nice coat of rust on the bare metal. Someday I plan to strip the heater shelf down and repaint it nicely. I'm seriously considering changing to DOT 5 brake fluid at that time to avoid future paint problems.

So what does this have to do with a carpenter's hammer, you are wondering? Well, one of my winter projects has been to address the squeak/groan I hear when I depress the clutch pedal.



The clutch and brake pedals are mounted on a bolt with bushings, and parts like this need to be lubricated, ideally with grease. To protect these parts they are covered by a rubber boot, shown below, which is sealed to the heater shelf by a metal bracket and four bolts. Once you disconnect the pedals from the master cylinder plungers, you just undo those four bolts and the boot and its bracket should lift off. Easy, right? No.

What I found is that the whole assembly of painted metal and rubber and rust is solidly glued together. And by solid, I mean that the usual screwdriver (generic tool of choice) prying on the bracket did nothing. A paint scraper made only a little progress, but not enough. This makes complete sense given the ability of brake fluid to dissolve paint—it has turned the sandwich of steel-rubber-steel into one bonded assembly. Experience would tell one to not mess with that until the time is available to get all the other parts out of the way (like removing the engine)

so one has the space to carefully work around the parts and separate them. But experience wasn't with me in the garage that day, and I was now so determined to get these parts apart that I found myself headed into the basement to get my carpenter's hammer. You see, I had realized that if I could get the paint scraper wedged into where the gap was supposed to be, I could jam the claw of the hammer into the gap on top of the paint scraper and pry up

to separate the parts. Yea, that's exactly how it worked . . . ha! Not really. That bracket is bent now. And even though it is still solidly glued to the heater shelf, I bet the bend I put in it means it will leak like a waterfall when I drive the car in the rain.

In the end I spent two afternoons disconnecting the pedals, fruitlessly prying on the bracket assembly, and then re-assembling and re-adjusting the pedals (they were perfectly adjusted before—they probably aren't now) just so I could spend 30 seconds shooting some WD-40 up into the pedal mount from underneath in the hope that it would provide some lubrication for the squeak. But I did acquire a valuable piece of experience about when to leave rusty parts alone, and that is why we British car enthusiasts like to do this work ourselves: for the opportunity to grow and share our experience with others. Next month: the wiper motor experience. Stay tuned! ■

*Photos courtesy of the author.*



## from the navigator's seat

KEN KYLE, VICE PRESIDENT

**OVER THE LAST FOUR-AND-A- HALF** decades, I've bought and sold nearly three dozen automobiles. In almost every case when I've sold a car, I never saw or heard about it again. There are a number of reasons for this. In some cases I traded the car in to a dealer and therefore had no contact with, or even knowledge of, the next owner. In cases where I've sold cars privately it's usually been to total strangers with whom I've had no further contact. Even in those rare instances when I sold a car to a friend or acquaintance I preferred not to hear about it once it left my ownership. For one thing, I didn't want to end up experiencing seller's remorse, either because I wished I'd kept it or I thought the new owner wasn't taking good enough care of it. Also, I didn't want to hear any of those "that car you sold me did this..." complaints, since I've always done my best to disclose any known flaws in the cars I've sold.

When I sold my TR6 last November it was different. I think this is partly because the TR6 was the only car I ever owned that was an actual classic when I sold it. Not a blue-chip one by any means, but a classic nonetheless and a very nice example to boot. Sure, I've owned other cars that would go on to become classics long after I parted with them: my '67 Jaguar 340, '65 Austin-Healey 3000, and '65 Sunbeam Tiger certainly belong in this category, but they were just old cars when I sold them in the 1970s, and I never gave much thought to what happened to them after they went to their next owners. But with the TR6, even though I had tried to distance myself from it emotionally once I decided to sell it, I found myself wanting to know how it was doing after it was gone. And the new owner was just the right sort of person to make that possible.



Max was not the kind of guy I expected to sell the TR6 to. I fully anticipated passing it on to a fellow baby boomer who had owned one back in the 1970s (as I did) and wanted a clean, trouble-free example in which to re-live the glory days. Instead, I was contacted by a 24-year-old dental student from Florida who had caught the TR6 bug from his father and uncle and wanted to create his own glory days in my car.

*"If ever there was  
a perfect place  
to be in, in terms of  
British car ownership,  
that's where I am."*

Over the course of numerous e-mails and phone conversations I decided he could be just the right person to take over the TR6, and when he flew up to inspect the car in person, I became convinced of it. Here was someone who, like myself, saw the value in

keeping the car as true to its original character as possible. I tried to pass on as much of my TR6 lore and insight as I could to him, and told him he was welcome to contact me any time for advice or information.

Since then, Max and I have stayed in touch through e-mail. I've advised him on things like the function and location of the throttle bypass valves on the carburetors, and I've learned some things from him, too. It turned out I was wrong about the brakes jamming due to the emergency brake cables getting stuck. The problem recurred in Florida, and he was able to trace it to the replacement brake master cylinder by going on the owner forums I had told him about. The advice he found recommended installing washers between the booster and the cylinder itself. I reminded him that I sent the original master to him with the car and recommended he have it rebuilt by Apple Hydraulics or Whitepost Restorations, making sure to keep the red plastic band on it so as not to lose points in concours competitions. I sent him photos of my new Jaguar, and he told me about being flagged down by a Lamborghini driver who just wanted to tell him how much he loved the TR6. Other than working on the brakes issue, he's had no trouble with the car and has named it Carol, after my wife. We're both very flattered.

So, I've managed to stay in touch with the new owner of the TR6 and not end up with any sort of seller's remorse. I'm not at all sorry I sold the car because I know it's in good hands with someone who is enjoying it and taking good care of it, and I'm absolutely thrilled with the car I bought to replace it. If ever there was a perfect place to be in, in terms of British car ownership, that's where I am. ■



# Minutes of the PEDC General Meeting February 7, 2018

Submitted by Art Becker, Secretary



President Russ Sharples called the meeting to order at 7:30 PM and welcomed 38 members.

A motion to accept the minutes of the January 3, 2018 meeting was made, seconded, and carried.

## Treasurer's Report

Treasurer Mort Resnicoff reported the club balance stands at \$4159.79. A motion to accept the treasurer's report was made, seconded, and carried. Mort reported 2018 membership renewals were coming in and we currently had 120 renewals out of 193 memberships from 2017. Mort reminded members that 2018 dues are to be paid by February 28th.

## Newsletter

Carol asked members to submit articles to her about their cars or events they attended with the cars.

## Sunshine

Andy Moutenot informed the membership that Mark Berkowsky was recovering from surgery.

## New Business

Russ reported ~25 members attended "The Gathering" held at Woody's on January 13th to plan 2018 club events. He asked members to volunteer to host club events and drives.

## Events

Vice President Ken Kyle informed members of



upcoming February calendar events. On February 25th Pete Dow is hosting a drive to the Simeone Museum. Ken mentioned there were some calendar events in need of hosts/organizers. Contact Ken if you are interested in hosting an event. Pete Dow reported he may change the Pineland's drive to a lighthouse drive. Ernie Caponegro reported the Brick PAL car show will be May 19th. Mort reported the PEDC Christmas party has been moved to a new venue, the Lakewood Country Club. The party will be held on December 8th.

## Breaking News

Ken and Carol brought their new Jaguar F-Type to the meeting. Ken reported the car was running great and was

very comfortable, smooth, and a joy to drive.

Rodney Ford reported he ordered new carpets for his TR8 from England and they were shipped overnight without issues to his house.

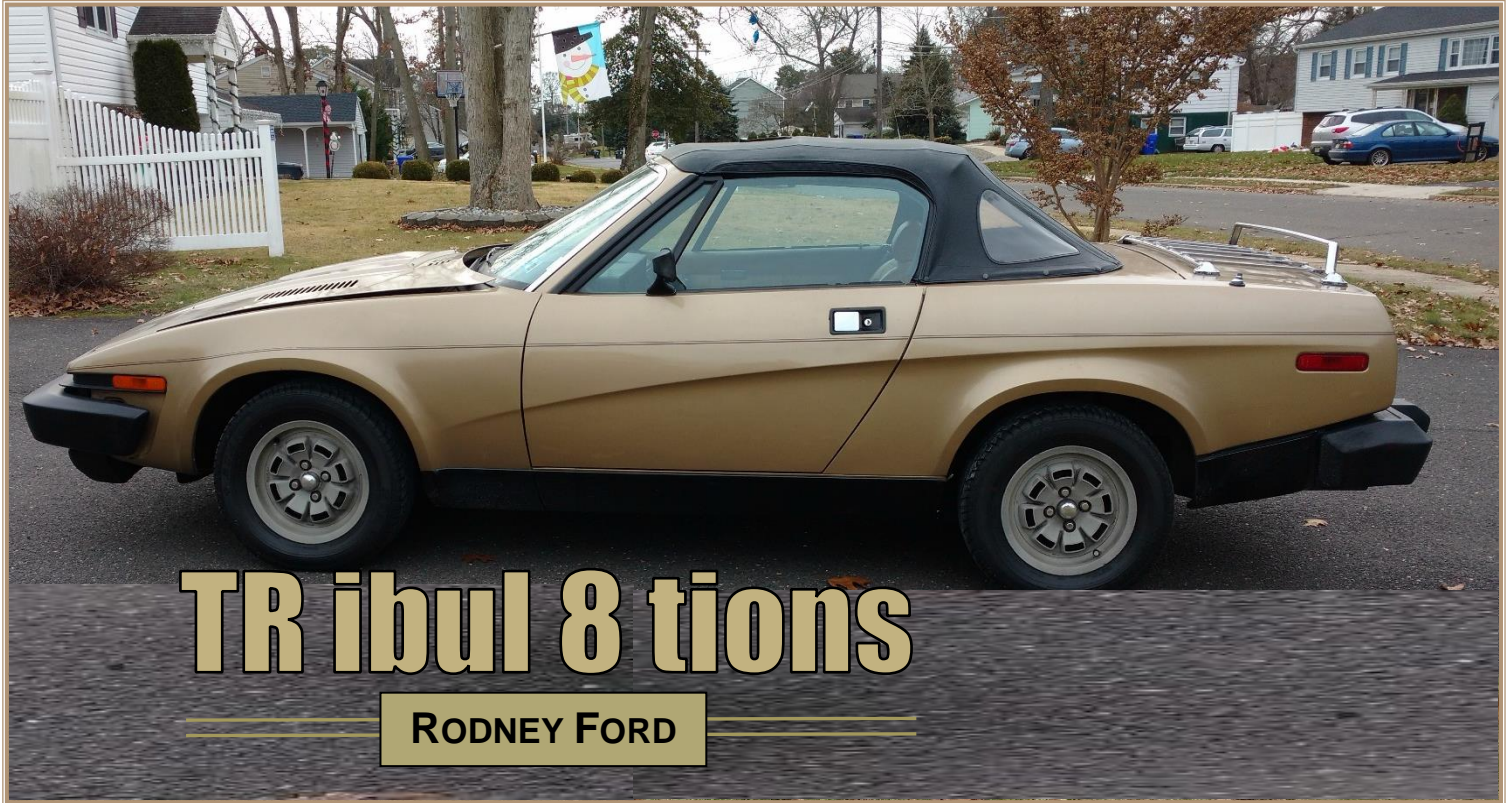
## Adjournment

Russ reminded members the next meeting is March 7th. He adjourned the meeting at 7:52 PM.■

**Above:** Art Becker & Pete Dow in Art's TR8, BOTB 2015. **Below:** Rodney Ford in his TR4, BOTB 2017.







**WHEN I DECIDED TO SELL MY TR4A AND LOOK FOR** a TR8, I knew that the 4's oil leak would need to be fixed. So, a little over a year ago, with help from a group of club members (now known as the Garage Squad), we took on the task. The rear main seal was replaced. The clutch was problematic and took quite a while to sort out. Last October it was sold to a fellow club member. The TR8 search could then get serious.

Several interesting cars were located around the country. Texas, Oregon, Tennessee, all nice, but how does one easily inspect a distant car? Then a car in central Pennsylvania popped up. This car had been at our show in September and at the VTR national event at Princeton in August, obviously a driver! I contacted the owner, who sent me pictures and description, good and bad. The owner had purchased another TR8 and was going to transfer plates to the new car once his sale car was gone.

There was, however, a snag: The Garage Squad was on to a new project, Debra Bennett's TR6 clutch problem, but that is another story that you may recall having read in last month's newsletter. Her car spent five weeks in my garage while repairs were made, so there would be no place for me to put a TR8 or any other car for that matter. The TR8 owner in Pennsylvania was very patient, and finally a date was set to view the car.

Mike Browne offered the use of his trailer. I picked up the trailer several days before the appointed date to check the

lights and tire pressures. Mike and I left Brick just before 9 AM and arrived in Harrisburg, PA at noon. An inspection and quick test drive confirmed the condition of the car. Hands were shaken and money was passed. The car title was registered in both the husband and wife's name. They had just returned from a vacation wedding; however, while they were away the wife had tripped and broken her ankle. She was not able to return to work due to the injury. In Pennsylvania, transfer of an automobile title requires a notary to witness all signatures. Just a few miles away a AAA store had a notary, so off we went.

But it's not as simple as it sounds. The wife had to be wheelchaired to the car and then wheelchaired into the AAA store. We waited about 15 minutes for the notary, and the paperwork was reviewed. First, my license, then the wife's, and finally the husband's. The notary said she could not complete the paperwork as the husband did not have a valid driver's license. It had expired! Evidently in the rush for the wedding the driver's license renewal was put aside. So now what?

The notary said Penn Motor Vehicle could do the notarizing once the license was renewed. So we wheelchair back to the car, back to the owner's house, pick up the license renewal papers, and off we go to Penn Motor Vehicle on the opposite side of Harrisburg. Then we wheelchair into the facility to get

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the license renewed, starting all over again with a new notary. "Sorry, we don't do that here." We wheelchair back to the car, head back to AAA (other side of town again), wheelchair into AAA, wait 30 minutes, get the paperwork notarized, wheelchair to the car and then back to the owner's house. Finally, around 4 PM Mike and I were able to secure the car on the trailer and head home.

The interesting thing was that during conversations with the owner prior to that day, he told me his wife would not get home from work until 4 PM, and I did not understand the significance of that. We would never have been able to complete the paperwork during normal business hours. We would have needed a second day to complete the transaction. Anyway, we made it home safely in spite of rush hour traffic.

A little about the car. The driver's seat frame had broken, and the seat had been replaced. It was the same color but a different pattern. New covers, foam, and diaphragms are on order. Also, the owner tripped while carrying a spade and put a hole through the top, so I plan to replace it in the spring. The door cards are tired, and new ones are on order. The wheels need refinishing. Some parking lot dings will be fixed. Various trim items will be replaced. Come on warm weather! ■



**Top:** The driver's seat cover is not the classic TR8 plaid pattern. A new cover is on order.

**Right:** I plan to replace the top, which the owner damaged accidentally.

*Photos for this article courtesy of Rodney Ford.*



## PEDC St. Patrick's Day Dinner ~ Get Your Green On

**When:** Thursday, March 15, 2018, 5:45 PM

**Where:** St. Stephen's Green Publick House, Spring Lake Heights, NJ

**RSVP:** Pat Wignall, organizer, pdurkin@msn.com.

Wear your green & enjoy traditional British fare and beer! RSVP by March 13th, as space is limited.

Below are scenes from last year at St. Stephen's: from left, Paul & Mary Johnson, Rodney & Kathy Ford, and Mort Resnicoff & Fredda Fine.





# When the "Right" Clutch is Wrong

WAYNE SIMPSON AND BOB MOSER

## YOU WOULD THINK THAT

selecting the proper parts for a clutch replacement would be the easiest part of the job, but in the case of the Triumph TR6, you would be wrong. Choose poorly and you will leave yourself with a clutch that's hard to depress, engages right at the floor, and behaves like a switch: either all on or all off. Such was the case with Debra Bennett's car. The clutch pedal effort was significantly higher than it should have been, the clutch engaged very close to the firewall, and as the pedal was released it would repeatedly stick and release, making a smooth launch nearly impossible. But the clutch was new, installed just last year. What could possibly be wrong?

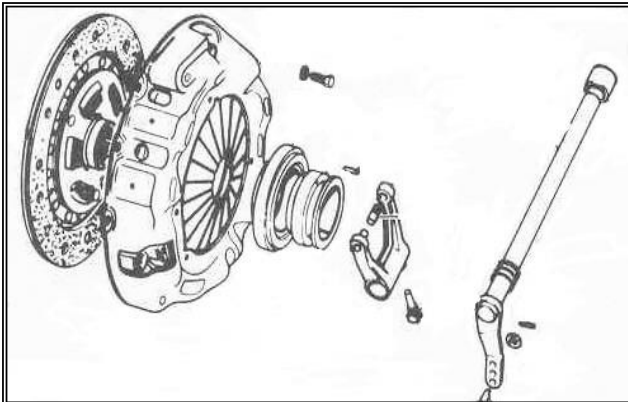
## Data Gathering

An internet search begun by John Quelch and picked up by us turned up the usual mix of facts and opinions on the subject of TR6 clutches, some of which agreed with our experiences and some that did not. Some information was anecdotal; however, some was supported with testing and hard evidence. Although it was clear that others were having the same sorts of issues as we were, it wasn't clear what the solution was.

As our cars grow older, become less numerous, and get used less, the market for replacement parts becomes smaller and suppliers seek to "rationalize" parts to fit more applications. As a result they can supply a single part that "fits" a wider range of vehicles but with



The test rig, above. Photo courtesy of the authors. Diagram of a generic clutch assembly, below.



specifications that don't necessarily suit all of them. The literature made it fairly clear which clutch we wanted to buy for Debra's car, but rather than risk making a decision based on anecdotal evidence, we resolved to test as many clutches as we could prior to installation to be certain our decision was the correct one.

## Testing

To do this we designed a simple but elegant test rig (shown left) based on a 20-ton hydraulic arbor press in Bob's basement. Each clutch disk and cover set would be bolted to a suitable flywheel, then set on a digital scale with a 660-lb capacity. The press would then be used to force a TR6 release bearing down onto the clutch cover diaphragm, with a dial indicator measuring displacement and the scale measuring the force. In addition, we used a drift to place a small sideways force on the friction disc as the test progressed so that we could take note of the release point—that displacement at which the pressure plate lifted off the disc and "released" it.

We tested a variety of clutch sets, including several used and new old stock (NOS) original equipment (OE) components and aftermarket sets, and the data confirmed both our selection of the new clutch and the fact that the one most recently installed in Debra's car was an unfortunate choice. Data is presented in the table and graph below.

*Continued on page 13 – Clutch*

Continued from page 12 – Clutch

## Test Results

Clutches A-E were all 8½-inch units suitable for TR4, TR6, and TR7 models. Clutches F and G were 9½-inch units suitable for the V8-powered Stag and TR8 models. Clutches D and E were OE Borg and Beck brand units and can be regarded as what would have been installed on the car from the factory. Both released at .3 inch displacement and had similar force vs. displacement characteristics. The LuK brand clutch, B, required significantly more force to move any given displacement. Moreover, it required the most displacement in order to release the friction disc. This places the release point very close to the limits of travel of the TR6's clutch hydraulic system and accounts for the low release point of the pedal as installed. Clutch B is the one that was most recently installed in Debra's car. In our view, it is poorly suited to the TR6, yet this clutch cover is readily available from most suppliers including those that specialize in parts for classic British cars.

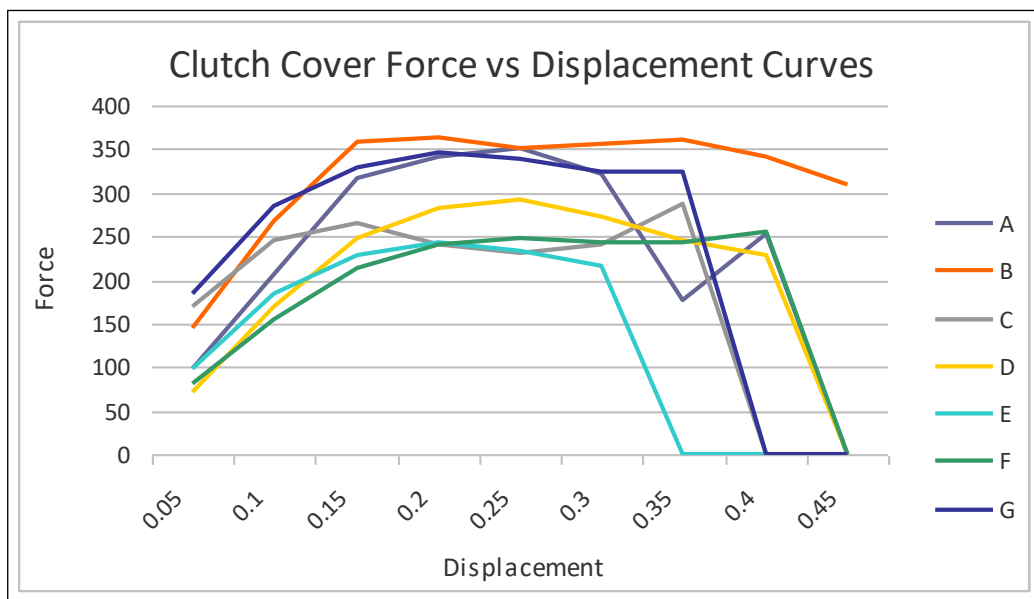
Of the currently available off-the-shelf replacement clutches, the Sachs brand clutch, C, was the softest (falling between the used and NOS OE clutches) and required the least amount of displacement (less than either of the OE units) to release the clutch. We conclude from this that the Sachs is the best currently available clutch for our purposes, and the LuK should be avoided.

This solved two of our three problems—the heavy pedal and the low engagement—but what of the sticky release? Several credible sources on the internet led us to believe this was the fault of the release bearing carrier. One recommended that any hard

## CLUTCH COVER FORCE VS DISPLACEMENT CURVES

- A - AP P/N LC 03JR 003B
- B - LuK 5A05A 122006212 (from 19-030 kit)
- C - Sachs 3082 100 041 04
- D - Borg & Beck Type 8 / 8½ (used)
- E - Borg & Beck Type 8 / 8½ (NOS - Unipart)
- F - Quinton Hazell (Stag/TR8)
- G - Borg & Beck 9 / 9½ (used, from 1971 Stag)

DISPLACEMENT (INCHES)	FORCE (POUNDS)						
	A	B	C	D	E	F	G
0.05	97	146	170	70	98	81	184
0.10	206	267	246	169	183	154	285
0.15	316	359	266	247	228	214	328
0.20	342	362	241	282	242	241	347
0.25	352	350	230	293	232	248	338
0.30	321	356	241	272	216	244	323
0.35	176	361	286	246		244	324
0.40	252	341		228		254	
0.45		309					
RELEASE POINT	0.300	0.395	0.196	0.300	0.300	0.290	0.235



corners on the carrier be rounded and any score marks in the transmission front cover tube be machined off to prevent sticking. A technical service bulletin on the Moss website went into considerable depth on the subject and went over the various aftermarket and OE carrier incarnations. They recommended

using a brass carrier, as fitted to TR3 models, but this was later replaced by a steel carrier in later models such as the TR6.

In the end we elected to cover all bases, opting for the more expensive brass carrier, rounding

Continued on page 14 – Clutch



# More Healey Boys

JOE CORNELL AND GEORGE ZABRYCKI



## PHOTOS

**Left:** Joe and George at Brits on the Beach 2017. **Top & middle:** Joe's 1956 A-H 100-4 and George's 1966 A-H 3000 Mk III BJ8, both shown at a Winward Beach cruise night, Brick, NJ. **Below:** George at our 2017 PEDC Father's Day show, Spring Lake Heights, NJ.

Continued from page 13 – Clutch

edges, polishing the trans front cover tube (which was not scored), omitting the pin that prevents the carrier from spinning (as was the case with the earlier OE brass carriers—the steel ones had to be kept from spinning because a steel carrier on a steel tube would gall if allowed to spin), and coating the tube with copper anti-seize grease. Beware, however. Our new brass

carrier, costing over \$70, did not fit as it came from Moss. It was about .005 too small to fit over the tube. Fortunately Bob, a retired toolmaker, has a lathe in his basement and was able to enlarge the carrier for a perfect fit. Not everyone will have this advantage.

## Release Bearings

Finally, a word on release bearings. Unlike many release bearing designs, the Triumph bearing is designed

to be in constant light contact with the clutch diaphragm and spin all the time. Some years ago, there was an epidemic of release bearing failures in OE type bearings, including new bearings made by the OE supplier RHP. Many owners and mechanics lost faith in the OE type bearing and sought alternatives, none of which is totally satisfactory for various reasons. We were told by one supplier that failures in RHP brand bearings were

caused by worn tooling used in manufacture. RHP has since retooled their bearings, and new ones are again up to the task. We elected to go with an RHP brand bearing and are confident we made the right choice.

Overall the results are good. Debra's clutch now has a lighter pedal effort and engages smoothly somewhere near the middle of pedal travel. Job done! ■





**FRANK MURATORE**  
1960 Triumph TR3A



**PAUL TAMAS**  
1964 Triumph TR4



**RALPH SCARFOGLIERO**  
1955 Austin-Healey 100S Replica

## PEDC 2017 LBC Owners' Gallery

PHOTOS BY KEN & CAROL KYLE



**BILL BORDEN**  
1957 Morgan +4 Roadster



**NICHOLAS FERRANT**  
1958 Austin-Healey 100/6



**CHARLIE SCHIRM**  
1974 E-Type Jaguar



**JOHN MILLER**  
1958 Triumph TR3



**JOE MARRONE**  
1972 Triumph TR6



**WOODY SMITH**  
1954 Morgan +4



## Calendar of Events ~ PEDC and Other

**PEDC-sponsored events are in bold red.** 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.

### MARCH

- 7 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 15 Thursday, **PEDC** St. Patrick's Day 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! RSVP to Pat Wignall, [pdurkin@msn.com](mailto:pdurkin@msn.com), NLT 13 March 2018 to be included in the dinner reservation.

### APRIL

- 4 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 7 Saturday, PEDC invited to Rick Stoeber's garage open house, Shrewsbury, NJ, [ricksklassics@aol.com](mailto:ricksklassics@aol.com).
- 21 Saturday, **PEDC** potluck dinner, Wall, NJ, Woody & Sue Smith, [suznsm@aol.com](mailto:suznsm@aol.com), hosts.
- 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.**
- 28 Saturday, PEDC invited to the St. John Vianney High School (SJVHS) 3rd Annual Spring Car Show, sponsored by the high school's Classic Car Club. Registration starts at 10 AM. Show runs 12-2 PM at the high school.
- 29 Sunday, PEDC invited to Shore Antique Center, Allenhurst, NJ, 12-3 PM. 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 wins a prize. Pat Wignall, [pdurkin@msn.com](mailto:pdurkin@msn.com), point of contact.

### MAY

- 2 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM. "Wear Your Regalia Night" in memory of Karen Moutenot.
- 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, [carolkyle4@comcast.net](mailto:carolkyle4@comcast.net), organizer.
- 5 Saturday, Britfest, Horseshoe Lake Park, Succasunna, NJ (Roxbury Township). Rain or shine, 9 AM – 3 PM. Sponsored by the MG Car Club Central Jersey Centre Inc., <http://mgccnj.org/britfest-2/>. Celebrating the 50th anniversary of the Jaguar XJ. Door prizes & vendors. Food catered by Tastefully British, Pompton Plains, NJ.
- 9 Wednesday, **PEDC** ice cream run to Heavenly Havens Creamery, Allentown, NJ, <https://www.facebook.com/heavenlyhavenscreamery/>, Russ & Pam Sharples, [rpsinet-mga@yahoo.com](mailto:rpsinet-mga@yahoo.com), hosts.
- 12 Saturday, **PEDC** drive to the Museum of American Glass at WheatonArts and Cultural Center, Millville, NJ, <http://www.wheatonarts.org/>. Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net), organizer
- 19 Saturday, PEDC invited to Brick Police Athletic League (PAL) car show & BBQ, 60 Drum Point Road, Brick, NJ. All classic and collectible cars welcome. Ernie Caponegro, [ineagency@gmail.com](mailto:ineagency@gmail.com), point of contact.
- 20 Sunday, **PEDC** tech session & ice cream run to DQ, Clarksburg, NJ. Tom Vash, [tomvash@aol.com](mailto:tomvash@aol.com), host.
- 24 Thursday, **PEDC** ice cream run to Jersey Freeze, Freehold, NJ. Tom & Alice Albertalli, [tawvend@verizon.net](mailto:tawvend@verizon.net), hosts.

### 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.

Continued on page 17

# Calendar of Events (Continued)

## JUNE CONTINUED

- 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/>. Russ Sharples, [rpsinet-mga@yahoo.com](mailto:rpsinet-mga@yahoo.com), organizer.
- 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>.
- 6 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 7 Thursday, **PEDC** ice cream run to Jeffreeze, West Creek, NJ. Peter Dow, [ipdow@comcast.net](mailto:ipdow@comcast.net), 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, at the Hermitage National Historic Landmark, Ho-Ho-Kus, NJ, 9 AM – 3 PM. Sponsored by the New Jersey Triumph Association (NJTA), <http://www.njtriumphs.org>. Open to all British cars & motorcycles. Rain date is June 10th. Registration \$15 by June 2nd or \$20 afterward. Goodie bags, door prizes, vendors. Limited to 150 vehicles.
- 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.
- 16 Saturday, **PEDC** drive through the NJ Pine Barrens. Peter Dow, [ipdow@comcast.net](mailto:ipdow@comcast.net), organizer
- 17 Sunday, **PEDC** Annual Father's Day Show, Allaire Road, Spring Lake Heights, NJ, 10 AM – 1 PM. Pat Wignall, [pdurkin@msn.com](mailto:pdurkin@msn.com), organizer. BBQ afterward at the Wignalls' house. Rain date is Sunday, June 24th.
- 18 Monday to Friday, NAMGBR Convention, Gettysburg, PA, hosted by MGs of Baltimore, Ltd. Car Club. Tech sessions,
- 22 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, [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net), hosts.
- 27 Wednesday to Sunday, July 1, New England MG T Register (NEMGTR) Gathering of the Faithful (GOF Mk 102), Lebanon, NH, <http://www.nemgtr.org/>.

## JULY

- 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. Ken & Carol Kyle, [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net), hosts.
- 15 Sunday, **PEDC** Princeton Puzzler road rally. Barry Shandler, [bshandler@comcast.net](mailto:bshandler@comcast.net), organizer.
- 21 Saturday to Sunday, **PEDC** overnight drive to Sterling Hill Mining Museum, Ogdensburg, NJ,
- 22 <http://sterlinghillminingmuseum.org/>. View fossils, minerals, and fluorescent rocks in underground caves. Mort Resnicoff, [mortres@pobox.com](mailto:mortres@pobox.com), organizer.
- 26 Thursday, **PEDC** ice cream run to Jake's Cree-Mee Freeze, Manalapan, <http://jakescreemeeefreeze.com/>, Mort Resnicoff & Fredda Fine, [mortres@pobox.com](mailto:mortres@pobox.com), hosts.

Continued on page 18



## Calendar of Events (Continued)

### JULY CONTINUED

- 27 Friday to Sunday, 29 July. NJ Historics Vintage Races. For more info: <http://www.njimp.com/njimp-2018-event-schedule/>.

### 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, [joisuzu@optonline.net](mailto:joisuzu@optonline.net), organizer.
- 6 Monday, PEDC invited to Greenbriar Oceanaire all-marque car show, Waretown, NJ. Mike Browne, [captain61ny@aol.com](mailto:captain61ny@aol.com), point of contact.
- 8 Wednesday, **PEDC** ice cream run to Candiequeen's, Barnegat, NJ. Mike & Linda Browne, [captain61ny@aol.com](mailto:captain61ny@aol.com), hosts. <https://www.facebook.com/candiqueensicecream/?rf=417130811764537>.
- 12 Sunday, New Hope Auto Show, 9 AM – 4 PM, <http://www.newhopeautoshow.com/the-show/>.
- 18 Saturday, **PEDC** drive to the Frenchtown Inn with a side trip to 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. Ken Kyle, [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net), and Mort Resnicoff, [mortres@pobox.com](mailto:mortres@pobox.com), organizers.
- 23 Thursday, **PEDC** ice cream run to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, [mnberky@comcast.net](mailto:mnberky@comcast.net), hosts.

### 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 in Jackson, NJ, and Iron Plow Vineyards in Columbus, NJ. Martin Vickery, [martin.vickery@gmail.com](mailto:martin.vickery@gmail.com), organizer.
- 12 Wednesday, **PEDC** Brits on the Beach goodie-bag stuffing party. Rodney & Kathy Ford, [fordneyni@aol.com](mailto:fordneyni@aol.com), hosts.
- 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! Door prizes, goodie bags, and DJ music by Rich Canfield. Admission is free. Lots of eateries and shops in this seaside Victorian town. For more info contact Show Chairman Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net).
- 20 Thursday, **PEDC** ice cream run to Smylie's, Columbus, NJ. Steve & Theresa Mundt, [ssmundt@juno.com](mailto:ssmundt@juno.com), hosts.
- 22 Sunday, **PEDC** Lighthouse Run drive and picnic. Gary Watson, [gwatts56@aol.com](mailto:gwatts56@aol.com), organizer.
- 29 Saturday, New Jersey Concours d'Elegance, Colts Neck, NJ.

### OCTOBER

- 3 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 5-7 Friday to Sunday, America's British Reliability Run (ABRR).
- 6 Saturday, **PEDC** drive to Tir Na Nog Irish pub in Cherry Hill, NJ via Chatsworth & Tabernacle, NJ. Ken & Carol Kyle, [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net), hosts.
- 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.**

### 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 & Fredda Fine, [mortres@pobox.com](mailto:mortres@pobox.com), organizers.

## PEDC Sponsor Ads

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**ABOUT SPONSOR ADS:** Commercial ads are available, upon request, to both PEDC member-owned and nonmember-owned businesses that provide sponsorship for our annual car show, Brits on the Beach. 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](mailto:joisuzu@optonline.net).



## PEDC 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 & TOOLS

- Craftsman ½ hp, 9" buffer/polisher kit, \$25
- Floor-jack cross beam, \$25
- Set of two steel car ramps, \$20
- Garmin NUVI 265W GPS nav device, \$20
- Set of 4 light-duty jack stands, \$10
- 25" x 30" galvanized steel drip pan, \$7
- 2-ton "bottle" jack, \$5
- 1500W electric space heater, \$5

Contact Ken Kyle, 732.244.2045, 732.551.9462, or [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net). All prices "or best offer."

**Items sold individually, or \$100 takes 'em all.**



### CAR ART FOR SALE:

Two MG posters, each approximately 24" x 36" in black metal frames. \$65 each or both for \$115.

**T-Series MGs by Bill Stroud**

**MG 50 Years of Sports Cars**

Interested? Contact Dick Welch, 973.769.0253 (cell)

## 2018 PEDC Officers and Staff

**Russ Sharples, President**  
[rsinet-mga@yahoo.com](mailto:rsinet-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**  
[arttvr@aol.com](mailto:arttvr@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

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

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

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



## 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 Regalia Manager Sue Smith, 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.

**Are you ready? Get out your regalia, and place your orders for new regalia now so that you will be ready for the 2018 driving season . . . it's almost here!**



Mort Resnicoff & Fredda Fine in their PEDC best: Mort wearing a long-sleeve crew neck T-shirt and Fredda wearing a long-sleeve, button-down denim shirt.





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

Ernie Caponegro's son Ernest drives dad's 1980 TR7 home from our 2017 Father's Day show in Spring Lake Heights, NJ. Next month Ernie writes about the ordeal he went through in 2017 to get the car repainted in its original Vermilion color.