



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

- **November 7:** Monthly meeting at Woody's, Farmingdale, NJ
- **November 10:** Tech session, Goodfella's, Farmingdale Citgo, 10 AM – 4:30 PM.
- **November 12:** Evening dinner drive to Galloway Township, NJ
- **December 8:** Annual PEDC Christmas/holiday party, Lakewood Country Club, Lakewood, NJ

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THE DRIVE OF A LIFETIME

FRANK MURATORE

"Hello Frank, it's Bill Miller. How would you like to take an 82-year-old grandma for a ride in your TR3?" That was the start of an adventure that put a smile on a few faces . . .

TIM DRAPER, AN AIRLINE pilot with Jet Blue, was searching online for a Triumph TR3. He randomly finds Bill Miller's phone number. Tim calls Bill and explains that he would like to hire a TR3 to take his 82-year-old mom, Nance-Ellen Draper, for a ride. Bill is accustomed to people calling him to buy or sell a car, so this was an unusual request. Tim explains that his military dad, now deceased, was stationed in Germany in the late 50s and that both his mom and dad had raced a Triumph TR3 in local events there. In fact he said they helped organize the German-American Sports Car Club

of Stuttgart. (See sidebar on page 2, "TR3 Memories.") Wouldn't it be a thrill if his mom could go for a ride in a TR3 after all these years?

Knowing I have a 1960 Signal Red TR3, Bill calls me and pops the question. My immediate reaction is, "Yes! This is going to be terrific." I contact Tim, he comes to my house, and we check out the TR3 and plan our ruse. Under the guise of picking up some Halloween goodies for grandson Max, Tim, along with his wife, Nicole, Max, and Grandma Nance will go to Delicious Orchards in Colts Neck. Bill and I will meet them in the Delicious Orchards

Grandma Nance-Ellen Draper settles in next to Frank Muratore, **above**, during a surprise TR3 run, conceived by Nancy's son, Tim, and PEDCers Frank Muratore and Bill Miller. *Photo courtesy of Tim Draper.*

parking lot and and park the Triumph alongside Tim's Honda Odyssey. When they exit the store, Nance will surely notice the shiny red TR3, at which time I will approach her and ask if she wants a ride.

It works perfectly as planned. Nance sees the car and at first is a little taken aback. Tim encourages her to take a

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closer look, at which time Bill and I approach the car. We start talking, and Nance tells us she used to race a TR3 in her youth while living in Germany. I invite her to sit in the car. At first she hesitates, but when Bill opens the door, she gets right in. I get in the driver's side, turn the key, push the start button, and off we go around the parking lot, out the driveway, and onto Route 34. A left at the light and we're on Route 537 cruising the back roads of Colts Neck. Nance is thrilled to be in the car, wind in her hair, and a big smile on her face.

We drive back to the parking lot to meet up with Bill and the Draper family. Nancy exits the Triumph and reminisces with Bill and me about her racing days in Germany, the German-American Sports Car Club, the trophies she won, and even driving on the old Nürburgring race track.

It was a great day for our little British cars—Nance smiling, the Draper family smiling, and Bill and I couldn't be happier. My TR3 is decommissioned now at its "winter home" in a garage in Green Pond, NJ, but we can't wait for spring to take Nance Draper out for another ride. Maybe she'll drive next time. ■



TR3 Memories

It all started in the summer of 1956. I picked up my first TR3 in Greenfield, Massachusetts after graduating from college and working in Boston. This was the car I dreamed of owning. Boston was a great place to live and work, not exactly a place to speed-race, but that was yet to come.

Planning on marrying the following year to a military man, I found my way to Heilbronn am Neckar, 30 miles outside Stuttgart, Germany. That's when it all started. We had shipped my little white TR3 with red interior over to Europe, and in a month we picked it up in Bremerhaven. Now we had the Autobahn all to ourselves, in my mind, although Porsches, Mercedes, and BMWs soon joined in the journey all the way back to Heilbronn, 645 kilometers (400 miles). Some cars were ahead of us and some behind, but it didn't make a bit of difference because it was just the fun involved on a wide-open road with no speed limit.

At this point knowing how to handle the TR3 began to sink in. My husband and I met other Army personnel and German friends who had sports cars, and we together with them founded the German-American Sports Car Club of Stuttgart. We were on our way to having more fun than one could hope for

in a lifetime. We planned different kinds of events, racing on small tracks against each other and gradually against other sports car owners from other small clubs.

We also had gymkhanas, my favorite event, and road rallies too. To show how into it we were, we used the Le Mans start for each event, which made it just more fun. Gymkhanas were great fun because they were timed events on a course laid out, and they really put your memory to task along with timed speed. I'm not sure if we have gymkhanas here in the U.S., but back at that time they were more popular in Australia, New Zealand, and Great Britain. For me they were a great challenge.

Competition was with Mercedes, BMWs, Porsches, Fiats, Simcas, MGs, Austin-Healeys, and Renault Dauphines. My husband and I had the only TR3, and we also ran a Mercedes 190 coupe. We even had a guy with a '57 Oldsmobile who joined but dropped out after his first try. Although he liked his car, as we did, it was just too big for our events, except for the road rallies.

I was lucky enough to win lots of 1st place silver trophies and German Beer Steins . . . just lots of luck, I'm sure. This was great, because there were only two of us girls in the club. All the guys were a little bit angry when I won, but, hey, they had their same

chance. My husband, on the other hand, was also a bit peeved when he didn't win, but it all worked out when he bought himself some trophies (always a joke in our family for the poor loser).

On September 28th I went with my son, Tim, his wife, Nicole, and my grandson, Max, to Delicious Orchards in Colts Neck, NJ and had the surprise of a lifetime. Tim introduced me to Bill and Frank out in the parking lot. Bill had a neat little yellow MG he built from the ground up, and Frank had his bright red TR3 all shined up. What a beauty. I was introduced to Frank because Tim had arranged with Bill's help to get me a ride, with Frank, through the countryside of Colts Neck in my beloved TR3. What a thrill, rounding those curves and tooling down the straightaways in the open air. I thank Bill and Frank for the great ride I never thought I'd have again, but did, thanks to them. I'm so appreciative to them and to Tim.

Boy, what memories that brought back of the days in the late 50s and early 60s when I was 23 years old. Racing down the German Autobahn with no cares in the world, just taking it all in. What a life. Now at 82 I'm just wondering, could I do it again? Maybe it's not impossible, or is it? ■

NANCE-ELLEN DRAPER
Wall Township, NJ

Letter from the Editor

WHAT A YEAR IT'S BEEN. AS I WRITE this, I'm putting the finishing touches on the Halloween costumes that Ken and I plan to wear to Woody & Sue Smith's 2nd Annual PEDC Halloween Costume Party this Saturday, 27 October 2018. We're going as pastry chefs. (Since Ken and I have been known to crank out a few batches each year of scones, biscotti, and pumpkin bread, we thought it would be fun, for just one night, to be Chef Ken & Chef Carol.) Last year's party was a hoot, and this year's is bound to be even more exciting as the Smiths, once again, open up their lovely home to us for a night of good PEDC camaraderie.

Camaraderie is what we're all about in the Positive Earth Drivers Club, whether we're taking a drive together, working on the cars in a tech session, meeting up on an ice cream run, planning a club party, enjoying a dinner-theater outing, or polishing up our LBCs for the various shows we host or attend together. Whatever we do, our British cars are still the focus, and having fun in them and with each other is the ultimate goal. It's what sets us apart from most car clubs, so I've been told. We're known for being very sociable and welcoming to our new members, encouraging all to participate and assimilate into our happy little car-club family, now 178 members strong. In 2019 we'll be celebrating our 30th year together.

Although we don't have a club historian, our newsletters fill this role, capturing all the goings on of our club from month to month. The newsletters are proof positive that we exist, that we do things, and that we record what's been done, for posterity's sake.

Ken & me, **above**, during our PEDC weekend in Lewes, DE to attend a British car show hosted by the British Car Club of Delaware (BCCD).
Photo by Lynn Jackson.



We attribute our success with *The Terminal Post* primarily to you, our members, who keep sending us great material for each issue. Thank you so much. In fact, Editor Art Becker won a Vintage Triumph Register (VTR) award for best newsletter in 2017. Well done, Art!

The following members deserve credit for helping us publish this year's newsletters. To you we are forever grateful, for without your input we'd have no newsletters, it's just that simple. I hope you will consider writing for *The Terminal Post* next year. See page 7 for some topics about which you could write. Everyone's got a good British car story. Who knows? Maybe your article will grace the cover of our next issue in January 2019. Keep a good thought.

Carol Kyle

MEMBERS WHO WROTE ARTICLES (SOME WITH PHOTOS):

- ◆ Art Becker
- ◆ Mark Berkowsky
- ◆ Simon Bowditch
- ◆ Bob Brown
- ◆ Mike & Linda Browne
- ◆ Bob Canfield
- ◆ Ernie Caponegro
- ◆ Mike Ferguson
- ◆ Rodney Ford
- ◆ Tom & Trish Gutwein
- ◆ Rich & Donna Huy
- ◆ Paul Johnson
- ◆ Ken Kyle
- ◆ Joe Lippi
- ◆ Peter Madison
- ◆ Joe Marrone
- ◆ Steve & Theresa Mundt
- ◆ Frank Muratore
- ◆ John Quelch
- ◆ Ralph Scarfogliero
- ◆ Barry Shandler
- ◆ Russ Sharples
- ◆ Wayne Simpson and Bob Moser
- ◆ Paul & Marina Tamas
- ◆ Tom Vash
- ◆ Gary Watson
- ◆ Pat Wignall
- ◆ Mark Wintjen

MEMBERS WHO SENT PHOTOS:

- ◆ Bob Brown
- ◆ Bob Canfield
- ◆ Pete & Mickey Dow
- ◆ Dennis Drake
- ◆ Island John Gazarek
- ◆ John West Hunt
- ◆ Lynn Jackson
- ◆ Frank Muratore
- ◆ Chip Reilly
- ◆ Russ Sharples
- ◆ Sue Smith
- ◆ Paul Tamas
- ◆ Tom Vash
- ◆ Pat Wignall
- ◆ Mark Wintjen
- ◆ Greg & Cindy Young



“Trans-Plant,” Healey Style

MIKE FERGUSON

ON A RECENT GATHERING of the “Healey Boys” (Ray Carbone, Frank Muratore, Tom Vash, and me . . . and always looking for new recruits), conversation turned to opinions of best transmission fluids for our Big Healeys. Now, given my car is but a chassis undergoing metal restoration, I couldn’t relate to the discussion; after all, my car

has never run since I acquired it in 1988. But it did cause me to raise the question, “How can I test my transmission’s health pre-all-the-stuff-I-have-to-do?” Well, Tom had the answer. He has a 3000 engine (the “Plant”) and trans on a self-made test stand in his garage. A simple trans-swap, and let’s see what we get!

So the gauntlet was thrown down, and in late September I arrived at Tom’s with the timid but excited I-haven’t-run-in-40-years trans. Joined by Healey experts Ray, Frank, and Bob Pence (long-time

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Above: “Gentlemen, start your engine . . . and engage your transmission!”

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friend of Tom's and a member of the Austin-Healey Sports and Touring Club) the process began. And, other than swapping in Tom's later model throw-out bearing to match his pressure plate, all mated up well.

Now, I need to take a moment to describe Tom's test stand (for those who didn't make his tech session earlier this year). It's a beautiful frame built to hold and run a Healey 6-cylinder engine and trans.

Besides having all the structural basics, you have what I might call an open-air/open-in-all-directions cockpit. Yes, a dashboard with all gauges (except speedometer . . .mmm), ignition key, gas pedal, clutch pedal, and "bucket" seat!

At the moment of truth the Healey engine roared as it is trained to do, and we were off to the virtual races. I must say that there is something unnerving about having 150 bph wailing away in front of you on a frame—without wheels or a firewall—with exhaust pipes literally next to your left foot, while you push a trans through its paces. My fear and excitement vacillated between an exploding trans and "this thing might start moving . . . fast!"

Well, here's the bottom-line: the results were very positive—a leaky front seal, a slight grinding into first and intermittently into fourth and reverse, the over-drive was spot on (even tested at the drive-shaft flange by Tom with a handheld tach/RPM tester), oil pressure perfect, visual inspection of gears showed very little wear. So, to rebuild or not to rebuild, that is the question. Consensus was split: it could run the way it is for years, why touch it (and who needs first gear in a Big Healey with all of that torque anyway, just start in second), vs



you've got it out, do it once and be done with it.

Time will tell which way I go. Odds are the latter, but at least for a couple of hours I had the thrill of experiencing the first bit of mechanical magic from the Healey I've owned for 30 years and never driven. So far, I really like the ride. The fun of having something mechanical of my car tested and to pass that test was a thrill. ■

Tom Pence, *middle*, and Frank Muratore, *right*, wonder if it's really a good idea for Tom Vash to have his finger in there. (Oh yeah, check out the "dashboard" too.) Photos for this article courtesy of Mike Ferguson.



Tooling About in the MGA

I think everybody who drives any distance in his or her British car knows to carry at least a few tools, and maybe even some spare parts. It's not that British cars are unreliable; it's just that their maintenance needs can be unanticipated and sudden. So you need to be prepared on the road to tinker, to analyze, and to get creative. You need to have a supply of the right tools and the right bits to patch your car back up to continue your trek or limp home. You want to avoid the dreaded flatbed at all costs.

This is the tool bag that I have carried in the trunk of my MGA for the past seven years (1). It's nestled between the spare tire and



from the driver's seat

RUSS SHARPLES, PRESIDENT



the right side of the trunk, though wedging it in there was a pain as it was a little fat. The problem with this bag is that it's a black hole that I have to dig through to find anything. The contents are all organized in plastic



baggies (2), but unless I'm lucky enough to have the baggie I need on top, I have to take out all the bags to find anything. This is what's in all those bags (3)—see next page. It's a lot of tools. I was never a boy scout,

but I still like to be prepared.

This past month while perusing Facebook I saw an ad for the Atlas 46 Yorktown Tool Roll. This thing

looked brilliant, so I clicked (first time a Facebook ad has ever worked on me). I almost bought it on first sight. Then I started to think about how I would organize

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my tools into the four pockets. The wrenches would obviously go in the wrench pockets, but would four pouches be sufficient to organize my other stuff? Off to YouTube to check some reviews, which were incredibly helpful, including one that pointed out how inconvenient it is to get at your wrenches on the bottom side when you have the pouches facing up and opened. OK—so the Yorktown Tool Roll is out, but I still liked this idea of a series of pouches that rolls up.

Searching for tool rolls on Amazon turned up the Bucket Boss Super Roll with six tool pouches (4). This looked perfect—five equally sized pouches (about 3"x 3"x13") and then one flat pocket (11"x 5"). This is how I load it up (5), starting from left: the flat pocket gets wire, test leads, a pocketknife, and a voltmeter; next is wrenches and my tire-pressure gauge; next is pliers, vice grips, and adjustable wrenches; then a pouch of squishy stuff like gloves and a spark tester; next is ratchets and sockets organized on a rail; and finally screwdrivers and my little container of odd bits,



screws, nuts, and bolts.

When it's all rolled up (6) it looks a bit fatter than my old bag, but when I drop it in place between the spare tire and the side of the trunk, it squishes in place easily



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WE WANT YOUR STORIES

- ✓ What's your favorite British marque and why?
- ✓ How'd you get interested in the British car hobby?
- ✓ Have you bought or sold any British cars lately?
- ✓ Do you have any British car stories you'd like to share (good, bad, or otherwise)? Everyone's got a good story!
- ✓ Got any nostalgic photos of you and your first British ride?
- ✓ Taken your British car for an interesting drive lately?
- ✓ Upgraded or restored your British car? Plan to do so?
- ✓ Got a British car repair or maintenance tip worth sharing?
- ✓ Did you attend a British car show this year? Win any awards?
- ✓ Any suggestions for washing and polishing a British car?
- ✓ Any tips for storing a British car over the winter?

Get writing! Ken and I would love to hear from you, and we know our members would too. So send us your stories & a few good photos. Send them to carolkyle4@comcast.net. And don't forget to send us your classified ads for British cars and British car parts & accessories. The ads run for three months and are **free** to members.

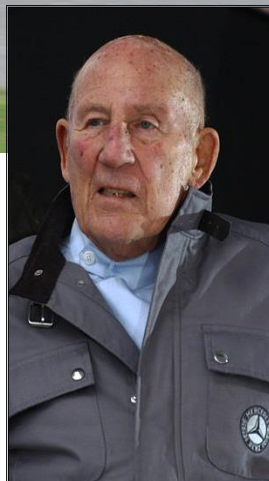
The deadline for newsletter submissions is the 20th of the month.

~

QUOTE OF THE MONTH

“Better to lose honourably in a British car than win in a foreign one.”

~ Sir Stirling Moss (1929 -)
British Formula One racing car driver



TOP: The recordbreaking 1952 Jaguar XK120, as seen in 2008. At Autodrome de Montlhéry, a steeply banked oval track near Paris, Moss was one of a four-driver team who drove the factory-owned Jaguar XK120 fixed-head coupé for seven days and nights at the French track. **LEFT:** Moss in 1958 at 31. **ABOVE:** Moss in his winning 1961 Lotus-Climax at the German Grand Prix. **RIGHT:** Moss in 2014 at 85. Info, photos, & quotation: https://en.wikipedia.org/wiki/Stirling_Moss.



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because I think the pouches just slip past each other. I put the soft stuff in the middle pouch because that one gets squished between the adjacent pouches and needs to get small to let the roll get thinner. And now when I unroll it I know exactly where my screwdrivers are and where my wrenches and ratchets are. It's wonderful.

Winding Down the Year

This November newsletter is the last of the year, so I hope you all have a great finish to 2018. December is a quiet month for drives, though who knows what the weather will allow. Maybe we will get some impromptu drives. The big event in December is our Christmas/holiday party on Saturday, the 8th. Mort and Fredda have found us a more spacious venue and a faster way to play our gift exchange so that we have plenty of time and space for dancing, eating, and socializing! Join us—you'll be glad you did.

I look forward to seeing you on the road in the new year, and if you break down, I'll be able to quickly find the tools to help! ■

Photos for this article courtesy of Russ Sharples.

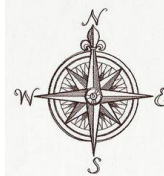
Congratulations, Art Becker and Martin Vickery

The Vintage Triumph Register (VTR), of which the PEDC is a chapter, gave Editor Art Becker a 2017 newsletter award and Webmaster Martin Vickery a website award. Kudos to both for a job well done. The PEDC is proud of you and thanks you for your service!



from the navigator's seat

KEN KYLE, VICE PRESIDENT



Another Fun Year

As usual, I'm going to use my last column of the year to review the wide variety of activities that filled our club calendar in 2018.

ICRs Ice cream runs led the way in popularity again this year with a record-breaking eleven of them held in locations spanning the club's prime territory, including three new venues: White Dotte in Southampton, the Ice Cream Shop of Manahawkin, and Smylie's in Columbus. We continue to boldly go where no ice cream runs have gone before to bring the enjoyment of ice cream on a hot summer night in an LBC to as many of our members as possible. This year's ice cream runs were hosted by Russ and Pam Sharples, Mike and

Linda Browne, Mark and Nadine Berkowsky, Tom and Alice Albertalli, Tom and Trish Gutwein, Mort Resnicoff and Fredda Fine, Peter and Mickey Dow, Jack and Sookie McLean, Steve and Teresa Mundt, and Carol and me.

Shows The PEDC hosted two shows in 2018 and was a major presence at four others. Pat Wignall came through for us once again with a Father's Day Show in Spring Lake Heights (followed, as usual, by our Father's Day BBQ, hosted this year by Pat and husband Ken); and, of course, Bob Canfield chaired the mother of all shows, Brits on the Beach. The 2018 Brits was the club's 21st annual British Car Day show, and the tenth such show to be



held in Ocean Grove. It's hard to believe that a show like this could get better every year, but this one does, owing to the dedication of Bob and his merry band of volunteers. In addition to these PEDC-hosted shows, our club turned out in force at these other venues: The Shore Antique Center British Day in Allenhurst (facilitated by Pat Wignall); the British Car Club of Delaware's "The British are Coming...Again!" show in Lewes, DE (facilitated by Carol Kyle); the Brick PAL Show (facilitated and organized by Ernie Caponegro); and the Greenbriar Oceanaire Car Show in Waretown (facilitated by Mike Browne).

Drives Club drives were plentiful this year, with eight completed and a ninth planned as of this writing. Peter Dow took us on drives to the Simeone Museum in Philly and through the Pinelands; Bob Canfield staged drives to the

WheatonArts glass museum in Millville and the InfoAge Science History Learning Center in Wall Township; Russ Sharples took us back in time on the Magical History Tour created by fellow member Roger Williams to celebrate Revolutionary War sites and events in and around Princeton; Gary and Pat Watson made their drive hosting debut with a memorable run to the Mount Mitchill Scenic Overlook and the Twin Lights in Highlands; and Carol and I led drives to Beneduce Vineyards in Hunterdon County and Tir Na Nog Kitchen and Irish Pub in Cherry Hill.

Still to come: a special evening drive to Vincenzo's Italian Restaurant in Galloway for dinner on November 12th, hosted by Jack and Sookie McLean. See this month's club calendar for details, and watch for an email blast. This will probably be the last club drive of the season, so don't miss it!

Tech Sessions Tech sessions reached a new level this year with the establishment of the Garage Squad, a semi-official band of club members dedicated to helping fellow members get their LBCs roadworthy and having a good time while doing so. Despite their

Pete Dow led our first drive of the 2018 season to the Simeone Museum. Here we are in the front lobby, gathered 'round a 1930s-era American Bantam.



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IMPORTANT NOTE:

If you need help with your little British car, contact Bob Canfield, joisuzu@optonline.net, or John Quelch, johnr.quelch@gmail.com.

If you'd like to get your car up on a lift at the tech session November 10th, at the Farmingdale Citgo, contact Bob, joisuzu@optonline.net, and cc: Zig Panek, treeexpert@yahoo.com.

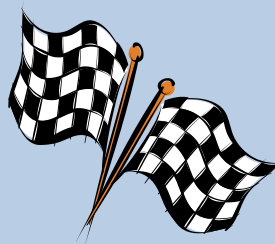
Veteran Brits on the Beach Noodler Mark Wintjen keeps a close watch on the parking situation, **above**. A great PEDC turnout for the Brick PAL car show in August with 19 cars, some shown **below**.



Welcome New Members

The following members have joined since September 2018:

- John & Janice Balasic, Keasbey, NJ, MG Midget
- Joe Bialous, Avon-by-the-Sea, NJ, MGB
- Terry Checki, Glen Rock, NJ, MGB GT, MG-TD
- Paul Hatten, Fort Lee, NJ, Austin-Healey 3000 Mk III Ph2
- Dennis & Silja Kelly, Asbury Park, NJ, Jaguar XK8
- Phil Licetti, Wall, NJ
- Larry & Lynn Styles, Princeton, NJ, Triumph TR3A, TR6, GT6



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unofficial motto ("Hey, it's not our car...") these guys have provided outstanding assistance to several members this year, and they work for beer and peanuts (or sometimes even just beer). Contact prime movers Bob Canfield or John Quelch if you'd like their help. Also, Bob Canfield and Zig Panek were able to arrange for Farmingdale Citgo to host two PEDC tech sessions this year, one in April and one coming up November 10th. Let Bob or Zig know if you'd like to get your car up on a lift on the 10th. See *left* for contact details.

Miscellaneous Some club activities do not fit into the traditional categories mentioned above. This year these special events included an open house and tour of Rick Stoeber's garage in Shrewsbury; afternoon tea at The Scone Shop in Brick, hosted by Carol Kyle; a dinner and theater outing to the Surflight Theater in Beach Haven, hosted by Mike and Linda Browne; a St. Patrick's Day dinner at St. Stephen's Green Publick House in Spring Lake Heights, hosted by Pat and Ken Wignall; and the Princeton Puzzler Rally, organized by Barry Shandler.

Parties Last but not least there were the parties. Rodney and Kathy Ford hosted this year's goodie-bag stuffing party at their home in Brick, and Woody and Sue Smith hosted both a pot-luck dinner in April and the PEDC's second annual Halloween costume party at their home in Wall. And still to come, our annual Christmas /holiday party, organized by Mort Resnicoff and Fredda Fine, will be held at the Lakewood Country Club on December 8th. This new venue promises to be a major improvement over the Lobster Shanty, and the price is still the same, so sign up now if you haven't already! ■

Minutes of the PEDC October 3, 2018 General Meeting

SUBMITTED BY ART BECKER, SECRETARY



PRESIDENT RUSS SHARPLES

called the meeting to order at 7:33 PM and welcomed a large turnout of 60 PEDC members.

Russ recognized new members **Joe Bialous**, who owns a 1968 MGB, and **Phil Licetti**, Bob Canfield's longtime friend.

Russ recognized three meeting guests: **Larry Styles**, who has a Triumph GT6; **Charles Leshner**, who has an MGB and an MGTD; and **Tim Draper**. Charles and Tim are both friends of Bill Miller, who told members that he had recently arranged a ride for Tim's mother in Frank Muratore's TR3. [See article on pp 1-2.]

A motion to accept the minutes of the September 5th, 2018 meeting was made, seconded, and carried.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance stands at \$5052.32. A motion to accept the Treasurer's Report was made, seconded, and carried. Mort reported that 2018 membership is currently at 176 members.

NEWSLETTER

Russ commended Editor Carol Kyle on the September newsletter issue. He mentioned that the PEDC received "Best Newsletter Award" from the Vintage Triumph Register (VTR).

OLD BUSINESS

Russ reported that the Comcast email issues with Mail Chimp have been resolved and thanked Webmaster Martin Vickery for his assistance.

Russ mentioned that the America's British Reliability Run (ABRR) starts tomorrow [October 4th] and four PEDC members have teams entered in the 650-mile drive for charity. This year's charity is the Shriners Hospitals for Children® "Wheels for Love" program. (Update on the ABRR – 27 teams brought in over \$42,000.00 for the Shriner's charity.)

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Russ discussed the 2018 PEDC “Brits on the Beach” show in Ocean Grove and said it was a huge success. The LBCs positioned on the corner of Main Avenue and Pilgrim Pathway, provided by Russ (MGA) and Island John Gazarek (MG Midget), for show goes to sit in were a big draw and very well received. Russ thanked Show Chairman Bob Canfield for an excellent job.

Russ discussed recent club activities:

- Sweet Treats ice cream run brought out six cars.
- BOTB goodie-bag stuffing party was a nice event, hosted by the Fords.
- Lighthouse drive, hosted by Gary Watson, brought out 13 cars. [See article on pp 16-17.]
- NJ Concours – Vice President Ken Kyle reported that out of a field of 109 cars, five Jaguars attended from the PEDC. [See photos on pp 14-15.]

Mike Browne, Randy Geck, Rich Huy, Ken Kyle, and Gary Watson, **below**, alongside Gary's Riley 1.5 during our lighthouse run in October.

NEW BUSINESS

Upcoming Events

VP Ken informed members of upcoming October calendar events:

- Tir Na Nog Kitchen and Irish Pub drive
- DVT “Magical Mystery Tour” to Princeton Battlefield Park.
- PEDC Halloween party hosted by the Smiths.

Ken mentioned there were open dates in November for someone to host a drive.



Mort provided information on this year's PEDC Christmas Party to be held December 8th. He encouraged everyone to sign up early. [See details on p 13.]

ADJOURNMENT

Russ reminded members that the next meeting is November 7th. The meeting was adjourned at 8:26 PM. ■

Mort & Fredda clowning around at Russo's Farm Market in Tabernacle, NJ during our Tir Na Nog drive, **left**. Nothing says fall like a table full of farm-market pumpkins!

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. Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Register (VTR), www.vtr.org.

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



PEDC

Christmas/holiday Party

2018

WHEN

Saturday, December 8, 2018
7-11 PM

WHERE—A NEW VENUE FOR US!

Lakewood Country Club
145 Country Club Drive
Lakewood, NJ 08701

COST

\$46 per person

RSVP

Mort Resnicoff & Fredda Fine, organizers
mortres@pobox.com or
fredda.fine@yahoo.com

HOW TO SIGN UP

Send in your check now to guarantee a seat. We've got 75 seats to fill, so we're counting on you to make your reservation soon. A fun night is guaranteed. Make out your check to "PEDC" and mail it to:

PEDC
P.O. Box 6700
Monroe Township, NJ 08831

DETAILS

■ Our club has exclusive use of this exciting new venue, with a beautiful ballroom and much larger dance floor than in year's past. ■ The cocktail hour and bar are in an adjoining area.



DETAILS (CONTINUED)

■ Returning by popular demand, for your listening and dancing pleasure, is world-renowned entertainer and DJ Rich Canfield. ■ The evening will begin with hors d'oeuvres and crudités, followed by a lavish and delectable buffet. We'll have new and exciting events, with ample time to dance and socialize. ■ We will be having our gift exchange again this year; however, we've designed it so that it doesn't take up a great deal of time but is still fun and interesting. Participation is entirely optional. Here's how it works: To add to the mystery, wrap your gift so as to disguise the contents (one per couple). How much you spend is optional, but most people spend about \$20 per gift. Each couple is given a number. When your number is called, you come up to the table and select a gift. There will be no "stealing" this year, but feel free to exchange gifts with any agreeable party any time during the evening.



New Jersey Concours d'Elegance

BUCKS MILL PARK, COLTS NECK, NJ

SEPTEMBER 29, 2018

The PEDC presented a display of British cars and handed out club literature at the inaugural New Jersey Concours d'Elegance in Colts Neck. At President Russ Sharples's suggestion, the theme of our display was Jaguars of yesterday

and today. Presenters Zig Panek, Charlie Schirm, Ken Kyle, and Steve Mundt assembled for a group photo, *above*. Their cars are lined up in chronological order on the show field, *below*. PEDCers Carl Erickson, Dennis Drake, and Frank Muratore also entered cars at the show. (See page 15.)





PEDC CARS DISPLAYED AT THE NEW JERSEY CONCOURS

Top row: Carl Erickson's 1958 MGA;
Dennis Drake with his 2006 Jaguar XKR.

Second row: Frank Muratore's 1960 TR3A;
Charlie Schirm's 1974 Jaguar E-Type.

Third row: Steve Mundt preens his 1966
Jaguar E-Type OTS; Zig Panek's 1969 Jaguar E-Type.
Theresa Mundt is in the background.

Bottom row: Ken Kyle's 2018 Jaguar F-Type.

NOTE: This concours is not the same as the Monmouth County
Concours d'Elegance, which was founded in 2008 and run until
2016 at Hop Brook Farm in Holmdel, NJ.

PEDC Lighthouse Run & Picnic

GARY WATSON



It was a beautiful sunny morning on September 22nd when 10 cars left Woody's Roadside Tavern in Farmingdale on their way to the Mount Mitchell Scenic Overlook in the Atlantic Highlands. The scenic drive brought us through winding roads, beautiful landscapes, horse farms, and river crossings. After an hour's drive we met up with fellow PEDCers at Mount Mitchell, bringing our totals to 13 cars and 23 members. We proceeded to the Overlook location, taking in breathtaking views of the New York skyline and Sandy Hook. A little distance away we all visited the inspirational and thought-provoking 911 Memorial dedicated to the 147 Monmouth County residents who lost their lives on that fateful day in our history.

On leaving Mount Mitchell we headed down to the Highlands to visit the Navesink Twin Lights, which is listed in both the NJ State and National Registers of Historic Places. Upon arrival we got out our folding tables and chairs and enjoyed a great picnic lunch of sandwiches, salads, fruit, and goodies. Members went through the museum, and some climbed the north light tower for an even better view of the surrounding area.

After our Twin Lights stop we then headed down Ocean Avenue, passing through the ocean towns of Sea Bright and Monmouth Beach, and then detoured over a couple of bridges to our last stop at Hoffman's Ice Cream in Little Silver. We indulged in some delightful ice cream and parted ways, looking forward to another PEDC adventure. ■



Above: One of the two Twin Lights. *Photo courtesy of wikipedia.com.* **Below:** Ken Kyle and Mike Browne stop by the impressive 911 Memorial, dedicated to the 147 Monmouth County men and women who lost their lives the day of the terrorist attacks, September 11, 2001. See page 17 for more photos.



Did You Know?

At 266 feet, this overlook in Atlantic Highlands sits on the highest natural elevation on the Atlantic Seaboard (excluding islands) from Maine to the Yucatan.

Source:
<https://www.monmouthcountyparks.com/page.aspx?id=2534>



TOP PHOTO: Gary & Pat Watson planned a most enjoyable day for us on September 22nd, starting with our gathering at Woody's. **Front row, left to right,** are Tom & Alice Albertalli, Randy Geck, Patti Linzsky, Pat, Jeanne Miller, Donna Huy, and Alison Geck. **Back row, left to right,** are Mike & Linda Browne, Rich Huy, MaryAnne & Jerard Basmagy, Gary, Ken Kyle, Pete Linzsky, Serge Martynovych, and John Miller. *Photo by Carol Kyle.*

MIDDLE PHOTOS: Beautiful vistas, *left* from the Mount Mitchell Scenic Overlook and *right* from one of the Twin Lights lighthouses, where we set up our picnic lunch, complete with delicious homebaked treats by Pat. *Photos by Gary Watson.*

BOTTOM PHOTO: The PEDC gang frames a gorgeous view of the New York skyline at the scenic overlook. Missing from the photo are Bill Miller, Wayne Simpson, and Mark Wintjen. *Photo by Carol Kyle.*



2nd Annual PEDC Halloween Party

WOODY & SUE SMITH'S HOME IN WALL TOWNSHIP WAS the setting for this year's Halloween costume party, complete with skeletal decorations from Charlie & Lynn Jackson's extensive collection. The costumes were quite imaginative this year, some with a British theme: Dr. Evil and Austin Powers (**Rich & Donna Huy**) and an English policewoman and gangster (**Ted & Angela Fiore**). History buffs would have loved hosts **Woody & Sue**, who made quite a statement as Cleopatra and a pharaoh, as well as **Art & Joann Becker**, who were deadringers for Roman Emperor Julius Caesar and his 3rd wife, Calpurnia.

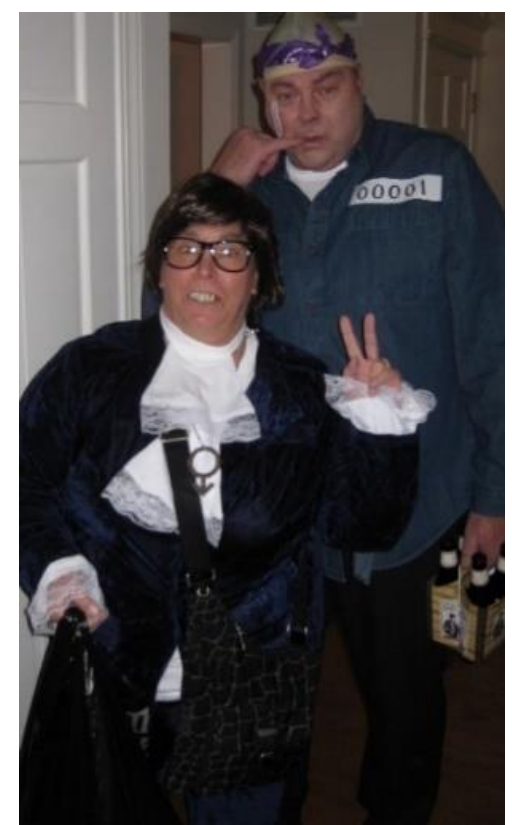
Mark & Nadine Berkowsky came as a very believable pirate and a sweet basket of flowers, the latter brilliantly executed. The aforementioned skeleton-loving **Charlie & Lynn** were Uncle Sam and the Statue of Liberty. **Stuart & Jennifer Ducker** wore colorful condiment costumes, and **Curt & Altha Morton** had a great idea in their Hummel figurines (yes, Curt wore traditional lederhosen).

Alice Albertalli was the ghost of witch Alice Parker from 1692 Salem, MA, pairing well with **Jack Kelly**, as the movie character Betelgeuse. Speaking of scary, both **Bob Canfield**, dressed in Garage Squad garb as slasher Jason from *Halloween* movie fame, and **Mort Resnicoff** really frightened us with their scary masks. It took awhile to figure out who was behind them. **Fredda Fine**, on the other hand, was a sexy bat; **Bree Weld**, a glamorous witch.

Jim & Marge Gryta were a hippie (Jim) and the Cat in the Hat (Marge). **Ken & Carol Kyle** dressed as pastry chefs, and **Rodney Ford** came as TV art instructor Bob Ross. Rod brought some delicious homemade chocolate Halloween bark to share. The event was catered by Taste of Italy in Tinton Falls, NJ. Not everyone wore a costume, but it didn't matter, as we all had a blast. Thanks, Woody & Sue! ■

See photos on pp 19-20.

2nd Annual PEDC Halloween Party (Continued)



2nd Annual PEDC Halloween Party (Concluded)





Fall Drive to Russo's Farm Market and Tir Na Nog Irish Pub

CAROL KYLE



en and I led our second fall drive through the NJ Pine Barrens to Russo's Farm Market in Tabernacle, NJ. Participating in the drive were Randy Geck (MGB), Mort Resnicoff & Fredda Fine (MGTD), Gary & Pat Watson (Riley 1.5), Ted & Angela Fiore (Jaguar F-Type), Ken & me (Jaguar F-Type), and Andy & Irene Ribaldo (Thunderbird). After our farm market stop we continued on to Cherry Hill for lunch at Tir Na Nog Irish Kitchen & Pub, where we had the library room to ourselves. The pub set up the tables as one gigantic square, rather than the typical long rectangular table, so this way we could all see each other. We had a nice long leisurely lunch. Although it was a bit overcast on Saturday, October 6th, with a few sprinkles here and there, we managed to have a great time together. Ken and I even got to use our Union Jack umbrella, this year's Brits on the Beach goodie-bag gift! ■

PEDCER CHIP REILLY, shown below during our PEDC Lewes, DE weekend getaway, got some great shots of the Brits awards ceremony this year. Cheering on Joe Lippi, **right**, who won the MG Pre-War through TF Class with his 1952 MGTD, "Abbey," are fellow TD owners Charlie & Lynn Jackson and Mort Resnicoff, who took 3rd in the class with his 1950 TD, "Mobius." Also shown are Pat & Ken Wignall in the back row. **Below, left**, Mort and Fredda enjoy the ceremony, Fredda in her signature Union Jack tights. **Below, right**, DJ extraordinaire Rich Canfield keeps the British Invasion tunes flowing to an ever-appreciative crowd.



Brits on the Beach Photos by Chip Reilly



PEDC EVENTS CALENDAR

We've still got some events coming up, so mark your calendars!



November 7, Wednesday:
Monthly meeting at Woody's, Farmingdale, NJ, our last one of the year.

November 10, Saturday:
PEDC tech session at Goodfellas, Farmingdale Citgo, 28 Main Street, Farmingdale, NJ, 10 AM – 4:30 PM. If you're interested in getting your car up on a lift, RSVP to Bob Canfield, joisuzu@optonline.net, and cc: Zig Panek, treeexpert@yahoo.com.

November 12, Monday:
PEDC evening drive to Vincenzo's Italian Ristorante in Galloway Township, NJ, for dinner. Here's their website: <http://vincenzosmithville.com>. We'll gather at the Wawa at Routes 70 & 539 in Whiting, NJ at 4:30 PM for a 5:00 PM departure. Vincenzo's is BYOB. RSVP to hosts Sookie & Jack McLean by Saturday, November 10th, corina458@comcast.net.

December 8, Saturday:
Annual PEDC Christmas/holiday party, Lakewood Country Club, Lakewood, NJ, 7-11 PM. \$46pp. See page 13 for details. Mort Resnicoff & Fredda Fine, organizers.



PEDC Dinner-Theater Outing

LINDA BROWNE



Brits on the Beach happened in Beach Haven, NJ on Tuesday night, August 21st. But instead of attending a car show, 28 PEDC members enjoyed a great dinner at Buckalew's Restaurant and Tavern; a fantastic play, *Saturday Night Fever*, at the Surfflight Theatre; and wonderful companionship. It was a successful night except for the downpour that greeted us as we exited the theater. Quick good-byes and a dash for the cars ended our night of fun.

Thank you to all who attended and for your quick response to our event announcement. Getting group theater tickets can be a little tricky, so we needed to get our reservation in early to guarantee seating. The same was true for the restaurant, so thank you all for your cooperation. It made it much easier to organize our trip. Hope to see you again for our night on the town next year! ■

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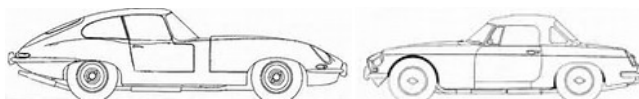
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1953 Morgan +4 Flat Radiator Very rare, 4-seater, beautiful condition with many updates, TR4A engine, 5-speed trans, alternator, electronic ignition, 2-tone red/burgandy, tan leather, gleaming chrome, expertly maintained. Asking \$44,000.

1969 MGC Excellent condition, BRG/Black/Black, 4Speed O/D, Wire Wheels. Runs strong! \$29,900 OBO.

1974 MGB Great condition, Blue/Autumn Leaf/Black, New Exhaust, Chrome Bolt-on Wire Wheels, Reduced to \$14,000 OBO.

1979 MGB Vermillion/Black/Black, Chrome Wires, Kent Prather Engine, 5-Speed Conversion. One of the best Late MGBs in the country, Asking \$15,000.

1977 MGB Chartreuse/Black/Black, restored by Bill Miller, better than NEW. Many photos. All invoices. Reduced to \$11,500 OBO.

1974 VW Super Beetle "Sun Bug" Convertible Owned since 1979, solid rust-free driver, garaged, service records, starts, runs, steers, and stops well, 4 speed. Asking \$13,900 OBO.

1952 MG TD Stripping for parts, Call with needs.

TR3A Parts Left over from a recent car sale, gauges, interior trim, windshield. Call with needs.

1994 Jaguar XJ6 Vanden Plas 96K miles, new front brakes, needs TLC. Asking \$7500 OBO.

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MGB. '65 rare pull-handle model. Body-on restoration of a rust-free Texas car. Done in '98 and kept in a garage ever since. No history except what I have done. New battery, clutch slave and master. New oil cooler. Lots of extras. \$12,500. Come see, drive, and make offer. Contact Marc, 732.551.8092 or minormec@optonline.net.
Photos courtesy of the seller.



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. 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.



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			Show your club spirit! To order the items listed here, contact Regalia Manager Sue Smith, at suznsm@aol.com or call her at 732.681.5618. All items are supplied to us through Fourth Gear, Ltd. The current price list is shown.	
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		



2018 REGALIA MOMENTS: Rea & Reg Savoy at our Father's Day show in June, *left. Above:* Ernest Caponegro, on leave from his commercial mariner duty abroad, enjoys a chat with Ken Kyle, *left*, and dad Ernie, *right*.

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The Next to the Last Word: Fix 'Em So You Can Get Out and Drive 'Em!

The Garage Squad, **below**, came to the rescue of fellow Squader Paul Johnson, who's been eager to get his MGTF in running order. Bob Canfield, Rodney Ford, and John Quelch jumped in on May 12th and made some good progress with Paul's engine. *Photos by Ken Kyle.*



**Bob Canfield,
Show Chairman**
joisuzu@optonline.net
732.620.2378 mobile



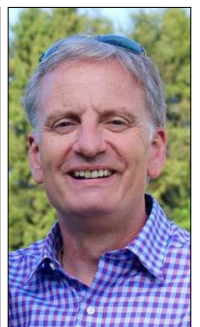
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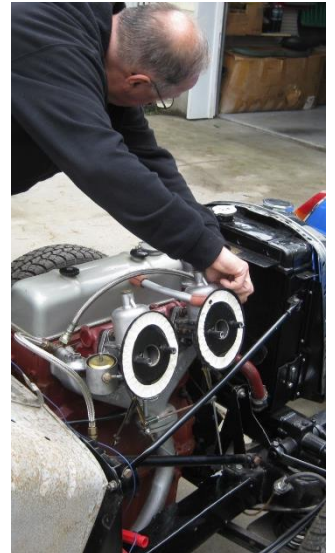
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The Last Word: Get Out and Drive 'Em!



Paul and Marina Tamas arrive at the Lobster House in Cape May, NJ, **above and left**, in their beautiful 1965 TR4. They met up with the rest of the PEDC gang for a fun weekend. Destination? Lewes, DE via the Cape May – Lewes Ferry to attend the British Car Club of Delaware (BCCD) annual British car show.