



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

## Important Dates to Remember

- **March 6:** Monthly meeting, Woody's, Farmingdale, NJ.
- **March 14:** Irish dinner, St. Stephen's Green Publick House, Spring Lake Heights, NJ. See page 10 for details.
- **March 24:** Hatchet throwing, Stumpy's Hatchet House, Eatontown, NJ. See page 10 for details.

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## A Ground-up Restoration of My 1953 MGTD

JEFF MERLETTE



About two years ago I had some time on my hands. I went out into the garage and took a good long look at my LBC, a 1953 British Racing Green MGTD, sitting there under a dusty white tarp where it had sat for about 20 years. After taking the cover off I could see the potential and thought, "How hard can it be to tear this car apart and rebuild it?" A couple of weeks? Maybe a month or two at most? Although I had never rebuilt a car, in my line of

work I have rebuilt cranes, big excavators, and such, and I had difficulty understanding why buddies of mine, who had already done this ground-up restoration stuff on GTOs, Mustangs, and 'Vettes, told me to be prepared, as it will take years . . . if you're lucky. *Lucky* is a word I don't meet up with much.

*Photos for this article courtesy of Jeff Merlette.*

## Dismantling the Car

Anyway, naïve as I am, in early February 2017 I started to take the car apart, but no sooner did I start, than I was called away on a project, driving 60-foot-long pipe piles into the ground in South Amboy. (I am the owner of a pile driving company.) I found two local men who claimed to be antique car mechanics. They said they would be willing to dismantle the car for me,

*Continued on page 2 – TD*

*Continued from page 1 – TD*

being careful to take a lot of pictures along the way so we could re-assemble the car later on.

As the days went by I would check on the progress at the end of my day, although we rarely saw one another. But they seemed to be doing a good job, and in a few weeks the car was stripped down to the chassis and parts were loaded into boxes, envelopes, and any place they could find. I immediately had the chassis loaded onto one of my construction trailers and hauled it up to Peerless Coating Services in Hawthorne, NJ, where it was sandblasted and then powder-coated from end to end. They did a fantastic job, the cost was very reasonable, and the turnaround time was less than two weeks. The chassis was like new, except for any rubber bits left on it, which were now spots of molten glob. But I planned to replace the rubber anyway, so it was not a problem. I ordered the full replacement rubber kit from Moss and was ready. All this done in one month! So far so good.

### **Cleaning the Gas Tank & Radiator**

At the same time, I took both the gas tank and radiator down to Point Pleasant, NJ to Jim's Radiator Service. They steam-cleaned and flushed the radiator, pressure



Engine & trans being reinstalled on chassis, *above*.

testing for leaks, and chemically cleaned years of gunk out of the gas tank. When I got them back, they were spotless, and the price was quite reasonable. A word of caution: the gas tank came back without a hint of what the color was



Stainless steel gas tank straps, *above*.

*Continued on page 3 – TD*



*Continued from page 2 – TD*

before, due to the chemicals they used, but this was great since I planned to change the color from British Racing Green to Autumn Red (still an MGTD color).

## 25,000 Parts to Put Back Together

About this time I discovered that the two guys who had taken the car apart were gone. I also found out that they took only two photos of the car while they were dismantling it. So now I had about 25,000 parts, including bolts, nuts, washers, screws, gauges, fenders and running boards, electrical components, and do-hickies which I had no idea what they were or where they went on the car, all lying in boxes in my garage, kitchen, family room, and living room.

I discovered the almost total lack of photos as I was starting to reassemble the brakes, suspension, exhaust system, and gas line. Since I didn't take the car apart myself I was completely lost as to what went where—still am for that matter—but piece by piece I am putting the car back together (I hope properly) thanks to the internet. LBC restorer David Braun has a website, which has been invaluable.

## Engine Farce

The engine was next, and after making a lot of calls

I settled on a guy up in North Jersey. We started this project in February 2017, and by April I had the engine in the back of my pickup truck and headed north. I was still thinking about driving this car by the end of summer! Once we unloaded the engine at his shop, this man and I spent some time going over what needed to be done.

I wanted all wear parts replaced and the engine steam-cleaned and put back together like the day it was built, August 7, 1953. I asked him to replace the bearings, rings, pistons, push rods and rocker arms, clutch parts and rear seal, flywheel, starter and parts, water pump, and the two SU carburetors. I also wanted the generator to be rebuilt if it didn't test well.

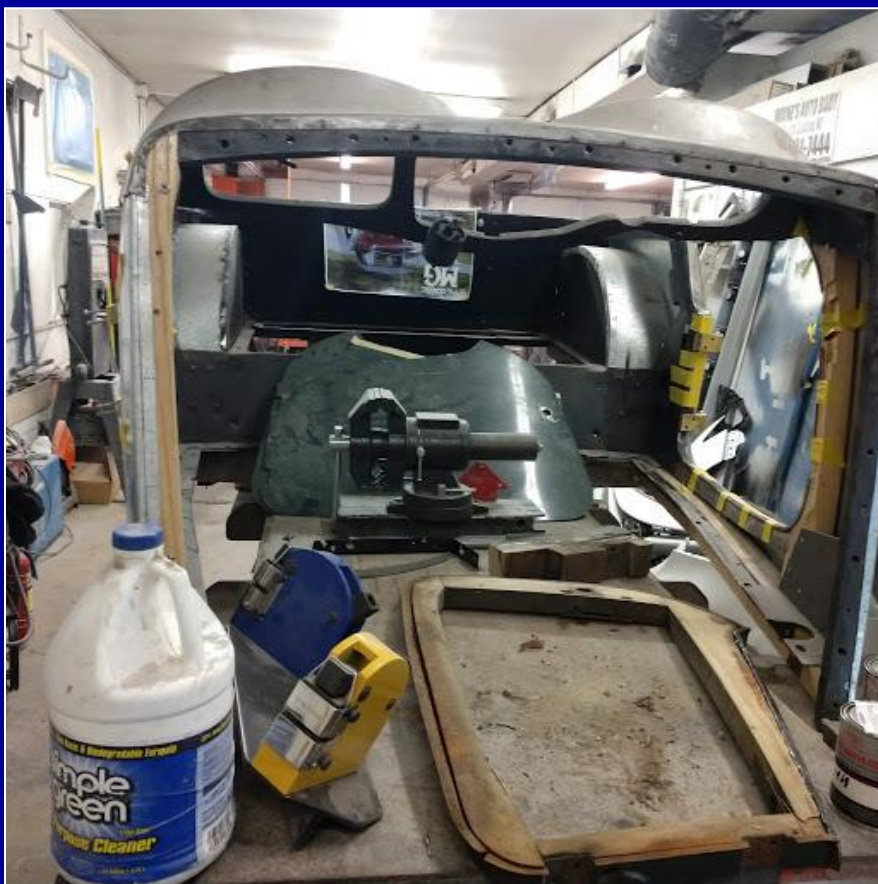
From April 2017 to January 2018 the engine sat in his shop untouched. Finally I got a call that the engine was ready to be picked up, and I shot up there. The engine was gleaming from the restoration.

Unfortunately, as it turned out, the engine was never rebuilt, not even steam-cleaned—just degreaser had been applied, and a paint job made it look really good. Once back in my garage, my helper, Frank, and I mounted the engine in an engine stand, where it sat for several months while other work was being done on the chassis. But over time as we looked at this engine, we became suspicious as to what had and hadn't been done.

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The engine, *above left*, and the two rear fenders, *above*, prior to restoration. The left-rear wheel well during restoration.



In the shop,  
**above.**  
Tub front,  
**left.**

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We saw pockets of dried-up grease on the engine, and one day we decided to open it up by removing the oil pan only to discover that *nothing* had been replaced except the water pump housing, due to a crack. Compression in one cylinder was near zero, so I suspected more internal problems awaited us.

## Engine Rescue

Frank and I knew of a shop in Edison, NJ, Fischer Automotive, which specializes in engine rebuilding (racecars mostly), but when I called Bob Fischer he said he had done old car engines before and could handle the job. I scheduled a date when we could bring the engine up to him.

Fischer Automotive spent about four months meticulously going over the entire engine, and they did an absolutely first-class job. The head was badly warped, and he machined it flat. He found that one cylinder was badly scored and honed out the cylinders. He also welded a small section of engine block that had been poorly repaired and replaced every wear part on that engine. I even convinced him to take two pounds of weight off the flywheel, which he did on a lathe, balancing it perfectly.

*Continued on page 14 – TD*



## from the driver's seat

RUSS SHARPLES, PRESIDENT

### Celebrating Britain – Is February Too Early?

We had our first drive of the season this past Saturday, February 24th. Members met up at the Wawa in Whiting, NJ and took some back roads across the state toward Philadelphia. Our destination was the Simeone Foundation Automotive Museum, a premier auto museum in the area featuring famous racing and sports cars all preserved as raced and kept in running condition. Given that I live well west of the start point, I just drove straight to the museum from home as did several other members, but I am confident that drive leader Pete Dow took the group on some nice roads through Ocean and Burlington counties. All in all we had about 15 or 20 members at the museum and 16 for lunch afterward at the Iron Hill Brewery in Maple Shade, NJ. It was a great trip!

It's getting to be a tradition to start the driving season off with a trip to the Simeone. The museum holds its "Best of Britain" show in February, and that is all it takes to get a British car club like the PEDC on the road. No antique cars made the drive this year, but a few members had modern Brits to bring, and there were some other car clubs there with antiques. The museum is near the Philadelphia International Airport, and a few years ago I made the trip in my MGA; however, this year I brought my daily driver.

The 2019 Best of Britain featured Bentley, and the Simeone was able to obtain a nice lineup of Bentleys from the 1920s and later. I expect most of us think of Bentley as the "sporty" side of Rolls Royce, i.e., still a huge luxury car and cruiser, but this is not the original and true Bentley. W.O. Bentley started the company in 1919 with an



£8,000 award for invention. His goal was "... to make a fast car, a good car, the best in its class." The one on the top of the next page is a recreation of a 1924 racer using a 1924 chassis, a handmade body, and an 8-liter, 6-cylinder engine. (This one is owned

by the Thompson family of Thompson Toyota fame.)

The Simeone Museum has several Bentleys of its own, from between the wars, including a 3-liter and a super-charged 4.5-liter. This was the first time I was able to get to the Best of Britain show on a day that was also a Simeone Museum "Demo Day." On Demo Day [typically the last Saturday of the month, weather permitting] the museum selects several cars from its collection, takes them out back into the parking lot, and runs them for a few laps. This Demo Day performance started with some background from Dr. Fred Simeone himself about the evolution of British car companies.

Unfortunately, it is a pattern that repeated itself over and over whereby a company would start up, become successful in building racing, sporting,

*Continued on page 6 – FTDS*

*Photo above courtesy of Russ Sharples*





Continued from page 5 – FTDS

and luxury cars, then fall on hard times and be absorbed into another company, either a British one (such as Rolls buying Bentley) or from somewhere else entirely (such as Tata of India buying Jaguar). It was the Rolls acquisition of Bentley that killed the sporting nature of the Bentley models. Nevertheless, the pre-WWII models that the Simeone has were some of the most successful Bentley racing cars of their day. It was a real treat to see

them out doing laps at speed in the back lot! That's Dr. Simeone driving the 3-liter, **below right**, and Curator Kevin Kelly, **below**, putting the supercharged 4.5-liter through its paces.

If you haven't had the chance to get to the Simeone Foundation Automotive Museum in Philadelphia, it is worth the trip. If you can get there on a Demo Day, all the better. Here's their website for more information:

<https://www.simeonemuseum.org/>. ■

Photos right and below courtesy of Russ Sharples



The crowd admiring the 1933 Squire Roadster, **below**. Photo by Carol Kyle. More photos on pp 12-13.



### 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.

## from the navigator's seat

KEN KYLE, VICE PRESIDENT

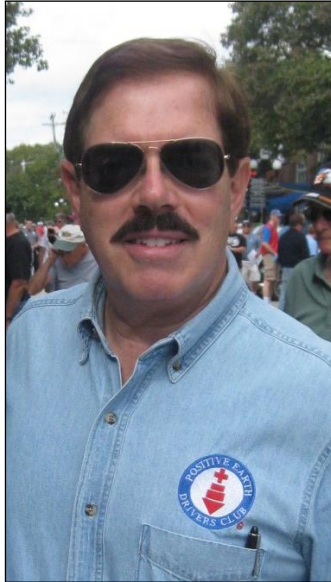
### An Icon Turns 60

What makes an automobile an icon? First, it has to be universally recognized. People with even rudimentary automotive awareness should know it on sight, or at least recognize its name. Second, it has to have brought a new level of innovation to the marketplace when it first appeared. Finally, it has to be admired and, yes, even *adored* by legions of devoted followers both during and after its production run. We're talking millions and millions of admirers here, folks!

### The Unforgettable T

So, what cars qualify for this exalted status? Obviously, the Ford Model T immediately comes to mind. With over 15 million units manufactured between 1908 and 1927, the T put America on wheels and remains a staple of car collections to this day. And although the Model T seems pathetically crude to us today, it was a work of engineering genius in 1908. Simplicity was the key to success for Henry Ford, so his car did without many basic components that we take for granted today—the T had no fuel pump, no water pump, and no oil pump.

1910 Ford Model T, *below*. Photo source: [https://en.wikipedia.org/wiki/Ford\\_Model\\_T](https://en.wikipedia.org/wiki/Ford_Model_T). VW Beetle, *right*. Photo source: <https://pixabay.com/en/photos/vw%20beetle/>.

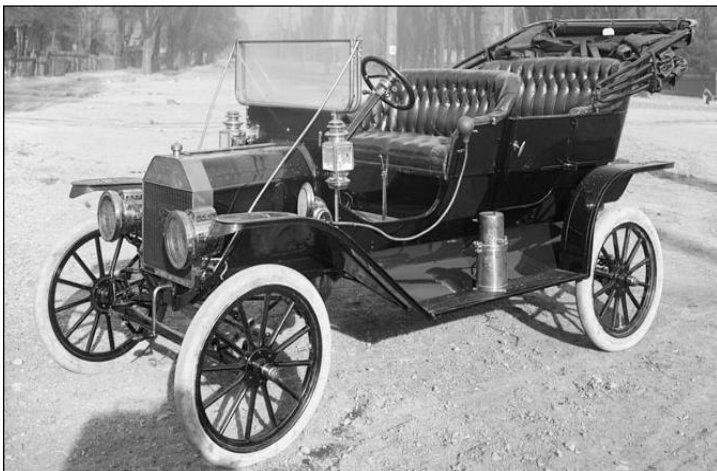


The magneto was built into the flywheel, and the car used a simple, pedal-operated, two-speed planetary transmission. By keeping things as simple as possible Ford produced a car that ordinary people could afford, one that was far more reliable than its more expensive contemporaries. So popular and affordable was the Model T in its day that some owners actually purchased extra cars before it went out of production so they could continue driving a T as long as possible.

### Buggy Over the Beetle

The Model T was the record holder for total number sold until it was displaced by another icon, the original Volkswagen Beetle. From 1945 until production ended in Mexico in 2003, more than 21 million Beetles were cranked out.

Like the Model T, the Beetle was a marvel of simplicity, cheap to produce and operate, yet offering room for a family of four thanks to its innovative rear-engine layout. Perhaps the most extraordinary thing about the Beetle is how it managed its dark beginnings of Adolph Hitler (along with Porsche), due in no small part to its clever design and styling. Today, 40 years after the last original Beetles were sold in the United States, a huge and dedicated community of owners, maintainers, and parts suppliers continues to thrive here and around the world.



### Mini Madness

And now we come to Britain's entry into this exclusive club, the Mini. The BMC Mini went on sale in August 1959, less than three years after development began in response to the Suez Canal Crisis of 1956, which had resulted in gas rationing in Britain. The idea was to produce a super economy car that used an existing engine (the ubiquitous BMC A-series) and could carry four people. Alec Issigonis, an engineering genius if ever there was one, came up with the "two-box" design that has been the standard for subcompact cars ever since.

His associate Alex Moulton contributed an innovative suspension employing rubber cones instead of steel springs.

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By placing the wheels at the corners of the car and mounting the engine transversely up front to drive the front wheels, Issigonis met the goal of seating four adults in a car only 10 feet long, and Moulton's clever rubber springs allowed the suspension to cope with a wide variation in load between an empty car (around 1300 pounds) and a fully laden one (about 2200 pounds). But there was another benefit to the Mini's innovative design, probably unintended: It handled like nobody's business. This led to factory performance versions, the Cooper and Cooper S models, and a long list of international competition victories, the most notable being outright wins in the legendary 1964, 1965, and 1967 Monte Carlo rallies.

The Mini started out with a wheezy 33 bhp, 848 cc engine, but the most powerful versions sported the 1275 cc A-series with 76 bhp. Over its long production run, the Mini came in a variety of body styles, including coupe, sedan, estate car, pickup, van, and cabriolet. And let's not forget the Mini Moke, which kind of defies description. It was manufactured or assembled in at least nine different countries and wore more than 15 different nameplates during its lifetime. By the time production ended in 2000, more than 5.3 million Minis had been produced, a paltry sum, perhaps, compared to the Model T and the Beetle, but easily the most of any British car in history.

Having never owned or even driven a Mini myself, I consulted the PEDC's resident Mini maven, Mike Browne, to find out exactly what it is that makes owners love them so much; in other words, what is the Mini mystique? His answer was succinct: They handle great, they put a smile on your face and the faces of everyone around you, they're simple cars with good parts availability, and they attract lots of attention. What could be better than that? So happy 60th, Mini. You've certainly earned your place among the world's most iconic cars. ■



**FROM THE TOP:** Mini maven Mike Browne's current 1996 Rover Mini Cabriolet during our 2015 PEDC overnight drive to the Eastern Shore of Maryland. Mike's former daily driver, a 1972 Mini during a 2012 PEDC drive. Mike's former 1968 Riley Elf Mk III, "Olive," at Brits on the Beach 2013. Olive won her class in 2012 & 2013. (The Elf is basically a Mini with a trunk.)



## And Farewell to a Couple of Other Icons



Recently the British car community lost two icons of the human sort.

### Mike Cook

passed away last November at the age of 85. Mike was involved in public relations in the United States for most of the great British marques from 1958 until he retired from Jaguar North America in 1991. After retirement he continued on as the manager of Jaguar's archives. While he served in that position I had occasion to speak with him by phone, finding him to be exceptionally knowledgeable and gentlemanly. He also served as magazine editor for two car clubs: Jaguar Clubs of North America and The Vintage Triumph Register. One of the greatest compliments I've ever received was when Mike quoted in *The Vintage Triumph* a phrase I coined in 2015 for *The Terminal Post*, "May your hoods and bonnets always stay down."

### John Haynes,

founder of Haynes Publishing Group, and creator of the legendary Haynes manuals, passed away this February at age 80. Whenever you haul out your grease-stained Haynes manual for another go at your LBC, you should think of John.

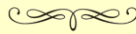
And so, Mike and John, as you drive off into the sunset, may your hoods and bonnets always stay down.

~ KEN KYLE



# Minutes of the February 6, 2019 Meeting

SUBMITTED BY ART BECKER, SECRETARY



## PRESIDENT RUSS SHARPLES

called the meeting to order at 7:30 PM and welcomed 58 PEDC members. Russ recognized new members Bob Pense, 1960 & 1965 Austin-Healey 3000, Austin-Healey 100-4, and Austin Princess; and Wayne Segal, 1997 Jaguar XK8 convertible. Russ also welcomed guest Evan Jenkins, 1967 & 1971 MGB.

Russ introduced member Mark Laura, who wrote an excellent article on his 1975 TR6, featured in the February newsletter.

A motion to accept the minutes of the January 2, 2019 meeting was made, seconded, and carried.

## TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance stands at \$4582.85. A motion to accept the treasurer's report was made, seconded, and carried. Mort reported that 2019 membership is currently at 125 members.

## NEWSLETTER

Editor Carol Kyle asked members to provide her with old PEDC club photos as PEDC will celebrate its 30th anniversary in 2019.

## SUNSHINE

No report.

## WEBMASTER REPORT

No report.

## REGALIA REPORT

Russ thanked Regalia Manager Sue Smith for her service and announced that Sue is stepping down. Sookie McLean will be PEDC's new regalia manager.



Post-holiday garb on Midgie at The Gathering in January. Snuggled around The Midge are, *from left*, Alison Geck, Rich & Donna Huy, Alice & Island John Gazarek, and new member Wayne Segal.

## OLD BUSINESS

Russ informed members of the 2019 PEDC events scheduled and discussed at the "The Gathering," our annual master-planning meeting held in January. Russ asked if anyone had any events they would like to host or organize. Bob Canfield suggested a drive up to North Jersey to see some of the American Revolutionary War historic sites.

Russ talked about recent PEDC Garage Squad activities assisting members with repairs to their LBCs.

## NEW BUSINESS

Vice President Ken Kyle discussed upcoming club events in February and March:

**Saturday, February 23rd, Drive to Simeone Museum, Philadelphia, PA.**

Ken asked host Pete Dow to provide details on the drive. Pete said Simeone is having a "100 Years of Bentley" event, which will feature many Bentley cars on display. After visiting the museum the group will go to Iron Hill Brewery for lunch. See the February newsletter events calendar for more details.

**Thursday, March 14th, Irish Dinner at St. Stephens Green Publick House, Spring Lake Heights, NJ.** Pat and Ken Wignall are the hosts, and VP Ken asked Pat to provide some information about this event. Pat commented that many of the items St. Stephens offers are authentic Irish dishes, and it's a real treat to attend. For more details see the newsletter events calendar. [See also ad next page.]

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Continued from page 9 – Minutes

**Saturday, March 24th, Hatchet Throwing Event at Stumpy's Hatchet House, Eatontown, NJ.** Hosts are Donna and Rich Huy. Rich provided information to members on this unique and first-ever event for the PEDC. It's a BYOB, so be careful throwing those hatchets. This should be an interesting and fun event. [See ad at right.]  
**NOTE:** The new date for this event is March 24th, moved up from the 31st.

#### ADJOURNMENT

Russ reminded members that the next PEDC monthly meeting is March 6th. He adjourned the meeting at 7:59 PM. ■

Get Your Green On!

## Annual PEDC Irish Dinner



St. Stephen's Green  
Public House  
Spring Lake Heights, NJ

~

Thursday, 14 March 2019  
5:30 PM

RSVP to Ken Wignall  
[ourxkz@hotmail.com](mailto:ourxkz@hotmail.com)

See page 18 for details.

**SUNDAY, MARCH 24, 2019  
2-4 PM (ARRIVE BY 1:45 PM)**

## Stumpy's Hatchet House

**22 Meridian Road, Eatontown, NJ 07724  
(732) 544-5069**

**Cost: \$40pp**

- Join us for hatchet throwing – a social throwdown!
- Our reservation is for two throwing pits, 10 people per pit.
- We must arrive 15 min before the start of the event for instructions.
- It's BYOB: wine & beer allowed but no hard liquor. There is no bar, but ice is available for beverages you bring with you.
- Light snacks for sale: chips, pretzels, soft drinks, water, iced tea, & Red Bull.
- The building is cool inside, so wear a sweatshirt. No open-toe shoes!
- Fill out the waiver at their website, <https://eatontown.stumpyshh.com>, and then pay at the door.

**RICH & DONNA HUY, ORGANIZERS**

**[luzerne1@aol.com](mailto:luzerne1@aol.com)**

Rich cell: (732) 567-2387. Donna cell: 567-6352

*RSVP so that we get an accurate head count.*



Battle axes were wielded in the Middle Ages in Britain by such notable figures as Richard I (Richard the Lionheart), King of England, here depicted.

Photo source: <https://www.pinterest.com/pin/541346817686412178/?lp=true>.

**Hatchet:** A short-handled ax often with a hammerhead, to be used with one hand.

Source: <https://www.merriam-webster.com/dictionary/hatchet>



PEDC  
1989 – 2019  
celebrating  
**30**  
YEARS

## 1989: Important U.S. & World Events

- ◆ The U.S. median household income was \$28,906, and the U.S. population approached 250 million.
- ◆ Vice President George H. W. Bush was sworn in as 41st President of the United States.
- ◆ In October the U.S. Junk Bond market collapsed, causing the Dow Jones Industrial Average to plunge 190.58 points in a Friday the 13th mini stock-market crash.
- ◆ In Alaska the *Exxon Valdez* leaked 11 million gallons of crude oil into Prince William Sound.
- ◆ U.S. troops invaded Panama in search of General Manuel Noriega.
- ◆ English scientist Tim Berners-Lee invented the World Wide Web server and browser while working at the European Organization for Nuclear Research (CERN).
- ◆ Tens of thousands of Chinese students took over Beijing's Tiananmen Square in a rally for democracy, and thousands were killed by the government in an effort to quell the protest.
- ◆ Salman Rushdie's novel *Satanic Verses* was published and stirred controversy among Islamic militants, who had a \$3M bounty on his head.
- ◆ 1989 was a turning point in political history because a wave of revolutions swept the Eastern Bloc in Europe, starting in Poland and Hungary, with experiments in power sharing, coming to a head with the opening of the Berlin Wall in November, and the Velvet Revolution in Czechoslovakia, embracing the overthrow of the communist dictatorship in Romania in December, and ending in December 1991 with the dissolution of the Soviet Union. Collectively known as the Revolutions of 1989.
- ◆ The Dalai Lama won the Nobel Peace Prize.
- ◆ *Field of Dreams* was a box-office hit.
- ◆ *Rain Man* won the Academy Award for Best Picture.
- ◆ Gretchen Carlson was crowned Miss America.
- ◆ Sir Laurence Olivier, Lucille Ball, Bette Davis, Salvadore Dali, and Sugar Ray Robinson died.
- ◆ British actor Daniel Radcliffe (Harry Potter) was born.
- ◆ Michigan narrowly defeated Seton Hall in overtime, 80-79, during the NCAA Basketball Championship.
- ◆ Two guys from Toms River, NJ, Jim Lowda and Frank Clarici, conceived of the idea to start a British car club at the Jersey Shore, which became known as the Positive Earth Drivers Club (PEDC).

SOURCE: <https://en.wikipedia.org/wiki/1989> (except for last item).



**LOOKING BACK: PEDC BRITISH CAR DAY 2006**  
Georgian Court College, Lakewood, NJ.  
**Top:** Show Chairman John Koszyto in front of his MGB. **Middle:** Curt & Altha Morton and Carl Mertens. **Bottom:** Altha alongside her E-type Jaguar.  
Photos by Ken Wignall.





## Demo Day

Simeone Foundation Museum, Philadelphia, PA  
Saturday, 23 February 2019



## Falling for the 1936 Aston Martin Le Mans

CAROL KYLE

The PEDC was one of several British car clubs attending the annual Simeone Museum "Best of Britain" show on Saturday, 23 February. This year's show featured 100 years of Bentley. Although the inside exhibits were very interesting, my favorite part of the event was dashing out to the back lot to witness Demo Day. I was lucky to get a ringside view of six beautiful British vintage racing cars from the Simeone collection in action. This 1936 Aston Martin Le Mans caught my eye and my camera lens, here shown. The car "was one of only two 2-liter cars specifically built for the 1936 Le Mans race" and was "in original, unrestored condition." Source: <https://www.simeonemuseum.org>.

More Simeone photos on next page





Posing with the 1933 Squire Roadster in the Simeone back lot are, from *left, back row*, Craig Coutros, Russ Sharples, Steve Mundt, Rich Huy, and Charlie Schirm. *Front row*: PEDC event organizers Pete & Mickey Dow, Bree Weld, and Donna Huy.

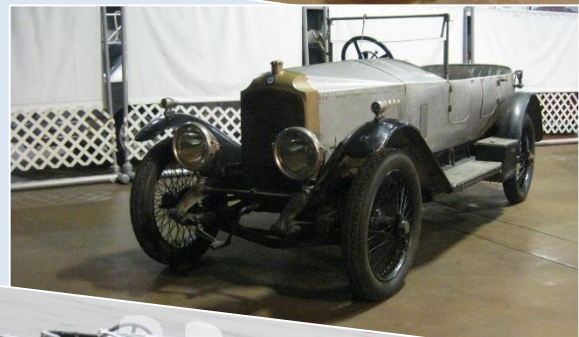


*From left, above*, are Bree Weld, Sue Smith, Mickey Dow, and Fredda Fine in front of a 1933 photo of Kay Petre (left side of photo). Petre was born in Canada, lived in England, and was an early racing-car star at the legendary Brooklands track in Surrey.

Source for Bentley, Vauxhall, and Jaguar SS100 info:  
<https://www.simeonemuseum.org/the-collection>



**Right, top:** 1927 Bentley 3-litre speed model, the only vintage Bentley to race in America pre-WWII. Original condition and unrestored.



**Right, middle:** 1921 Vauxhall 30/98E Velox Tourer. Original and unrestored.



**Right, bottom:** 1938 Jaguar 3.5-litre SS100. Restored in the 1980s.



*Continued from page 4 – TD*

This lighter flywheel should make the car more responsive on takeoff. Bob then reassembled the engine, including rebuilding the oil pump and replacing all seals and gaskets before applying MGTD red engine paint. The finished product is a beautiful engine both externally and internally.

### **Cleaning & Coating the Exhaust Manifold**

While I was at it, I sent the exhaust manifold over to GSD Coatings in

Cliffwood Beach, NJ, as it was rusty, pitted, and not very nice to look at, just functional. Before sending it over to them, I personally cleaned, wire-brushed, and sanded the surfaces as best I could. They ceramic-coated both the inside as well as the outside of the exhaust manifold, as I requested.

It may or may not be true, but I was told that coating the inside of the exhaust manifold is said to reduce heat in the engine compartment, as exhaust passes more quickly through the system.

GSD did exactly what I asked for, and the result is a beautiful manifold. Their prices are reasonable, their service is great, and the turnaround time was less than two weeks.

### **Reinstalling the Engine & Trans**

About this time, June 2018, I was pushing my helper to assist with installing the engine and transmission with clutch pressure plate, throw-out bearing, and linkage.

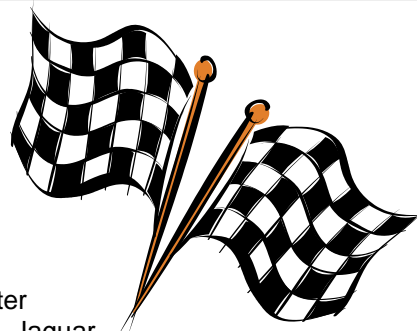
*Continued on page 15 – TD*

Outside view of front cowl, sandblasted, **left**. Inside view, **right**.

## **Welcome New Members**

The following members have joined since January 2018:

- Evan Jenkins, Colts Neck, NJ, MGB Roadster
- Wayne & Kathy Segal, Laurel Springs, NJ, Jaguar XK8
- Lee & Alice Hudson, Toms River, NJ, TR3A, Jaguar F-Type
- Tom & Nancy Dana, Toms River, NJ, Jaguar Series II E-Type Roadster
- Ernest Clerihew, Pittsford, VT, A-H Sprite, Hillman Minx, Mini Cooper, Jaguar
- Bob Pense, Martinsville, NJ, Austin-Healey 3000 MK III, A-H 3000, Austin Van Den Plas Princess MK II







*Continued from page 14 – TD*

I had purchased the Moss 5-speed conversion kit, and we planned to join the transmission to the engine by lining up both components perfectly on a wheeled cart and tightening the bolts a little at a time. All went well until we hit a point where the bolts would no longer bring the two pieces together, and the pilot bushing broke. This pilot bushing is extremely brittle and easy to break, so we had to halt the work and order another bushing from England. We didn't order two, and, of course, we broke the second one.

After re-ordering the second bushing, it arrived, and I took a flashlight and looked inside the engine. I saw a very worn, almost



invisible old bushing inside, which was causing the new pilot bushings to break when the two pieces met. Once this old bushing was removed, the transmission slid in with no effort. We installed the engine and trans with new motor and trans mounts. Because the bushings had broken and had to be ordered from England, it took five weeks just to bolt the transmission to the engine. Once this was done, however, setting the engine in the chassis took very little time. The bolt holes all lined up beautifully, with a little coaxing from a come-along. The Moss engine and trans mounts matched up perfectly.

*Continued on page 16 – TD*

Pre-restoration: driver's side door, **left**; bottom of running boards, **top left**; and engine hood, **top right**.



Continued from page 15 – TD

## Re-chroming Irreplaceable Parts

Now that the engine was installed, I had to get serious with the chrome radiator cover, headlights, bumpers, and other parts. Because the TD sat in my garage for about 20 years (a long story for another day), all the chrome on the car was badly pitted, but not damaged in any other way.

Upon talking with a car enthusiast who knows a lot more than I do about restoring a car, I was told to re-chrome the stuff that could not be replaced, or could not be reproduced accurately and correctly, and buy replacement parts where possible, especially if the old parts are dented, such as the bumpers, front and rear. I also had made inquiries over the previous year and found that the best chrome shops were in Pennsylvania for some reason. I called several shops and sent photos of what I needed to have re-chromed. I then received several responses back with quotes of over \$15,000, but these shops warned me that it would take a minimum of six months to a year to get all the parts re-chromed, and maybe longer.

At this time I was still trying to find a shop when my office manager did some checking and found a shop called Super Chrome



in Asbury Park, NJ. I was skeptical of there being a high-quality chrome shop so close to my home, so I decided to visit them and spent time in the back of the shop with the owner, who was passionate about his business and the quality of his work. I brought in two truck loads of parts over several weeks to be re-chromed. When the parts were ready I picked them up, and all of it looks incredible. What's more, it only took six weeks (not a year) and cost one-fourth what I was

being quoted elsewhere. The radiator shell was the crowning touch.

## Painting—A Long Process

During this entire stretch of time I had sought out a quality paint shop that would be willing to strip the car down to bare steel, make whatever minor repairs were needed, and then refinish the car. I have a vision of this car being MGTD Autumn Red on the

Hubcaps, **top**, and wheels, **above**, pre-restoration.

Continued on page 17 – TD



*Continued from page 16 – TD*

body tub, hood, firewall, and gas tank, and BMW Silver on the fenders, running boards, and wheels. I know that diehard MG fans would never paint their cars two tone, as the MGTD never came down the assembly line that way, but this color combination will make the car stand out and look great. Since I do not intend to ever “show” the car, simply DRIVE IT, while I am doing what I love, the car might as well look good.

But I found out when I was seeking out a body shop that getting an antique car painted in pieces, and needing a little tweaking, made finding a shop willing to become involved in this type of project nearly impossible. Most shops can do 25 cars in the time it takes to do just one MGTD, and it doesn't pay to do one old car like mine. There are shops out there that will do my type of restoration, although most want twice what the finished car is worth. Other shops refuse to work on this type of car restoration as we LBC owners are considered “too picky.”

## Finding a Good Shop

After calling and visiting about two dozen shops and being put on a waiting list at three shops with a possible date to do the job in six months to a year, one came to the forefront: Wayne's Auto Body in South Amboy. Although they specialize in race cars and high-end

classics, they have worked on small British cars in the past, including MGs.

In August of 2018 Wayne's flatbed truck picked up just the body tub, where most of the repairs needed to be addressed. Although the entire car had very little rust on it, there was some deterioration under the running boards and in the wheel wells. Also, one of the doors had a crease in it from flying open while I was driving the car, and both doors did not fit well. After replacing the skin on both doors, rebuilding the wood frames in each, and putting them back together with additional strengthening added, the doors are better than new and fit inside the door openings perfectly.

The car had both wheel wells replaced and steel installed in front of the gas tank where there was previously wood. The end product, once it's painted, will look the same as the wood but will hold up better over the next 100 years. The running boards seem to collect water and dirt, which leads to serious problems. For example, the lower wood rails were rotted in the joints on my car, so we replaced these wood parts while the body was stripped down. In the future I intend to keep this area very clean and dry where the running boards meet the body, as this will be an ongoing problem.

We are now ready for paint, which should begin in a week or two. Still to come is attaching the body, installing the new wiring harness,

fastening the various components to the firewall and dashboard, and finishing up the upholstery.

## Meeting My Deadline

There will be more to come in the next six months, once the paint is on and work can progress. I am now shooting for getting her on the road by August 7th, which is the 66th birthday for my LBC!

I still haven't given her a name yet. I'll have to think on that one. ■

## JEFF'S RESTORATION RESOURCES

- ❖ **Peerless Coating Services**  
Hawthorne, NJ  
<https://www.peerlesscoatings.com/>
- ❖ **Moss Motors**  
<https://mossmotors.com/>
- ❖ **Jim's Radiator Service**  
Point Pleasant, NJ  
<https://www.facebook.com/pages/Jims-Radiator-service/160330717321717>
- ❖ **David Braun**, [dave@dbraun99.com](mailto:dave@dbraun99.com),  
<http://www.dbraun99.com/>  
MG, Triumph, and LBC restoration
- ❖ **Bob Fischer, Fischer Automotive**  
Edison, NJ  
<https://www.facebook.com/FischerAutomotiveMachineInc/>
- ❖ **GSD Coatings**  
Cliffwood Beach, NJ  
<http://www.gsdcoatings.com/cmsms/>
- ❖ **Super Chrome**, Asbury Park, NJ  
<http://superchromenj.com>
- ❖ **Wayne's Auto Body**  
South Amboy, NJ  
<https://www.facebook.com/pages/Waynes-Auto-Body-Shop/164666977221969>

## 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

6, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

14, Thursday, **PEDC** Irish dinner at St. Stephen's Green Publick House, Spring Lake Heights, NJ, <http://www.ssgpub.com>, 5:30 PM. (Regular menu + early bird menu before 6 PM.) Wear your green and enjoy British fare and beer! RSVP to RSVP to Ken Wignall by March 12th, [ourxke@hotmail.com](mailto:ourxke@hotmail.com). See also page 10.

24 Sunday, **PEDC** outing to Stumpy's Hatchet House, Eatontown, NJ. Rich & Donna Huy, organizers. See page 10 for details.

### APRIL

3, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

6, Saturday, Rick Stoeber's garage open house, Shrewsbury, NJ, 9 AM – 12 PM. PEDC invited to attend.

6, Saturday, Pete Cosmides's Motorcar Garage open house, Maple Shade, NJ. See page 21 for details.

6, Saturday, **PEDC** Ladies' Victorian Tea, 600 Main, Toms River, NJ. Seating is limited to 12 (only 2 seats left). Carol Kyle, organizer, [carolkyle4@comcast.net](mailto:carolkyle4@comcast.net). See page 23 for details.

14, Sunday, Shore Antique Center British Day, Allenhurst, NJ, 12-3 PM. PEDC invited to display our cars. Additional details to follow. Pat Wignall, PEDC point of contact.

27, Saturday, **PEDC** tech session at Farmingdale Citgo, Farmingdale, NJ. Bob Canfield and Zig Panek, organizers.

28, Sunday, **PEDC** bus trip to the New York International Auto Show. Details to follow. Gary Watson, organizer.

### MAY

1, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

3-5, Friday to Sunday, **PEDC** overnight adventure to Lewes, DE to attend the 24th annual Lewes British Motorcar Show, "The British Are Coming . . . Again!", 11 AM – 3 PM, sponsored by the Lewes Chamber of Commerce, <http://www.leweschamber.com>. Carol Kyle, organizer

4, Saturday, Britifest, Horseshoe Lake, Succasunna, NJ. Sponsored by the MG Car Club Central Jersey Centre, Inc., <http://www.mgccnj.org>.

4, Saturday, St. John Vianney High School Spring Car Show, Holmdel, NJ, 12-2 PM. The PEDC is invited.

11, Saturday, Brick Police Athletic League (PAL) car show & BBQ, 60 Drum Point Road, Brick, NJ. All classic and collectible cars welcome. PEDC invited to attend. Ernie Caponegro, point of contact, [ineagency@gmail.com](mailto:ineagency@gmail.com).

15, Wednesday, **PEDC** ice cream run to Mrs. Walker's Ice Cream Parlor, Lakehurst, NJ, Details to follow. Gary & Pat Watson, organizers.

*Continued on page 19*



## 2019 PEDC Calendar of Events ~ Continued

### MAY (CONTINUED)

19, Sunday, **PEDC** drive to Duke Farms, Hillsborough, NJ. Details to follow. Russ & Pam Sharples, organizers.

22, Wednesday, **PEDC** ice cream run to Jersey Freeze, Freehold, NJ. Tom & Alice Albertalli, organizers.

25, Saturday, **PEDC** drive to the Cape May Zoo. Details to follow. Ken & Carol Kyle, organizers.

### JUNE

1, 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> and Delaware Valley Jaguar Club, <https://delvaljaguarclub.com>.

1, Saturday, 24th 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. Spectator admission, \$10. See [http://www.austin-healey-stc.org/wordpress/wp-content/uploads/2019/01/Red-Mill-Flyer\\_2019-final.pdf](http://www.austin-healey-stc.org/wordpress/wp-content/uploads/2019/01/Red-Mill-Flyer_2019-final.pdf) for more information.

2, Sunday, **PEDC** tech session & ice cream run to DQ, Clarksburg, NJ. Details to follow. Tom Vash, host.

5, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

6, Thursday, **PEDC** ice cream run to Hoffman's Ice Cream, Point Pleasant Beach, NJ, <http://hoffmansicecream.net>, a Jersey Shore landmark since 1976. Rich & Donna Huy, organizers.

8, Saturday, "A Touch of England," Vintage British Automobile & Motorcycle Show, Ho-Ho-Kus, NJ. Sponsored by the New Jersey Triumph Association (NJTA), <http://www.njtriumphs.org>. NOTE: Info not yet available at website.

9, Sunday, the PEDC is invited to the 2nd Annual Marine Academy of Science and Technology (MAST) student car show. Rate date is Saturday, June 15th. Details to follow.

9, Sunday, 26th Annual British Motorcar Gathering, Hellertown Reservoir Park, Hellertown, PA, sponsored by the Keystone Region MG Club, Inc., <http://www.keystonemg.com>, 9 AM to 3 PM. 200+ vintage British sports cars. Rain or shine.

13, Thursday, **PEDC** ice cream run to Jeffreeze, West Creek, NJ. Peter & Mickey Dow, organizers.

16, Sunday, **PEDC** Annual Father's Day Show, Allaire Road, Spring Lake Heights, NJ, 10 AM to 1 PM. Pat Wignall, organizer. BBQ afterward at Paul & Mary Johnson's house, Wall, NJ.

20, Thursday, **PEDC** ice cream run to TK's, Cream Ridge, NJ. Dinner beforehand for those interested at Ninuzzo Trattoria. Ken & Carol Kyle, organizers.

26, Wednesday, **PEDC** ice cream run to Candiqueen's, Barnegat, NJ. Mike & Linda Browne, organizers.

30, Sunday, **PEDC** drive to Bowman's Tower, New Hope, PA. Details to follow. Mort Resnicoff & Fredda Fine, organizers.

### JULY

3, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

Continued on page 20

## 2019 PEDC Calendar of Events ~ Continued

### JULY (CONTINUED)

10, Wednesday, **PEDC** ice cream run to Heavenly Havens Creamery, Allentown, NJ.

<https://www.facebook.com/heavenlyhavenscreamery>. Details to follow. Russ & Pam Sharples, organizers.

13, 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>. Details to follow. Bob Canfield, organizer.

14, Sunday, Formula 1 Rolex British Grand Prix, <https://www.formula1.com>.

17, Wednesday, **PEDC** dinner and theater outing to see *Mama Mia!* at the Surflight Theater, Beach Haven, NJ.

Details to follow. Note: Date is tentative. Show runs from 16 July to 4 August 2019. Mike & Linda Browne, organizers.

22, Monday, **PEDC** ice cream run to Sweet Treats, Forked River, NJ. Island John & Alice Cassell Gazarek, organizers.

25, Thursday, **PEDC** ice cream run to Jake's Cree-Mee-Freeze, Manalapan, NJ, <https://jakescreemeeefreeze.com>, Mort Resnicoff & Fredda Fine, organizers.

### AUGUST

3, Saturday, 15th 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, Monday, Greenbriar Oceannaire all-marque car show, Waretown, NJ. PEDC invited. Rain date: 26 August. Mike Browne, PEDC point of contact.

7, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

8, Thursday, **PEDC** ice cream run to the Ice Cream Shop of Manahawkin, Tom & Trish Gutwein, organizers.

11, Sunday, **PEDC** Colts Neck road rally. Details to follow. Rain date: 18 August. Barry Shandler, rallymaster.

22, Thursday, **PEDC** ice cream run to Gil & Bert's, Cranbury, NJ, <http://www.gilandbertsicecream.com>. Mark & Nadine Berkowsky, organizers.

### SEPTEMBER

4, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

6-8, Friday to Sunday, **PEDC** overnight drive to Storm King Art Center, Mountainville, NY. Details to follow. Russ & Pam Sharples, organizers. 500 acres of outdoor sculpture garden.

11, Wednesday, **PEDC** Brits on the Beach goodie-bag stuffing party, Rodney & Kathy Ford, hosts.

14, Saturday, **PEDC** 22nd Annual British Car Day, "Brits on the Beach," car show, Main Avenue, Ocean Grove, NJ. Our big event of the year. Bob Canfield, show chairman, [joisuzu@optonline.net](mailto:joisuzu@optonline.net). Contact Bob for more information, for questions, or if you want to volunteer to help.

19, Thursday, **PEDC** ice cream run to Smylie's, Columbus, NJ. Steve & Theresa Mundt, organizers.

22, Sunday, **PEDC** drive through the NJ Pine Barrens. Details to follow. Peter Dow, organizer.

*Continued on page 21*



## 2019 PEDC Calendar of Events ~ Concluded

### SEPTEMBER (CONTINUED)

28, Saturday, new this year—**PEDC** Garage Squad Rally. Details to follow. John Quelch & Bob Canfield, organizers.

### OCTOBER

2, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

12, Saturday, **PEDC** drive to Info Age Science & History Center, Wall, NJ, and the Backdoor Garage, Sea Girt, NJ. Details to follow. Bob Canfield, organizer.

19, Saturday, **PEDC** tech session at Farmingdale Citgo, Farmingdale, NJ. Bob Canfield & Zig Panek, organizers.

26, Saturday, **PEDC** 3rd Annual Halloween Costume Party, Wall, NJ. Details to follow. Woody & Sue Smith, hosts.

27, Sunday, **PEDC** fall foliage drive. Details to follow. Ken & Carol Kyle, organizers.

### NOVEMBER

1-2, Friday to Saturday, **PEDC** overnight drive to the Classic Auto Mall in Morgantown, PA, and K&T Vintage Sports Cars in Bethlehem, PA. Details to follow. Bob Canfield, organizer.

6, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>.

### DECEMBER

14, Saturday, **PEDC** annual Christmas party, Lakewood Country Club, Lakewood, NJ. DJ Rich Canfield, dancing, buffet dinner, cash bar. Mort Resnicoff & Fredda Fine, organizers.

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Is there an event you would like to organize or host? Let VP & Events Coordinator Ken Kyle know, [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net), and we'll get it on the calendar.

APRIL 6, 2019  
SATURDAY 10:00 AM

### Motorcar Garage Open House & Tech Session

Please join my staff and me, and fellow club members, for my annual shop Open House and Tech Session. Donuts and coffee will be provided.

This year's session will discuss common repair and restoration pitfalls.

Let's hope for some nice early spring weather so we'll see more British cars out for the day. I hope to see you here.

**PETER COSMIDES**  
Motorcar Garage LLC  
42 N Pine Ave, Maple Shade, NJ  
[www.motorcar-garage.com](http://www.motorcar-garage.com)  
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## Official PEDC Regalia for 2019 ~ Price List

### CLUB APPAREL

#### Men's

T-shirt, short-sleeve crew neck  
 T-shirt, short-sleeve crew neck with pocket  
 T-shirt, long-sleeve crew neck  
 Izod short-sleeve, silk-wash golf shirt  
 Denim shirt, woven, short-sleeve button-down  
 Denim shirt, woven, long-sleeve button-down  
 Sweatshirt, long-sleeve crewneck  
 Baseball hats

#### Women's

T-shirt, short-sleeve crew neck  
 Izod short-sleeve, silk-wash golf shirt  
 Denim shirt, woven, short-sleeve button-down  
 Denim shirt, woven, long-sleeve button-down  
 Sweatshirt, hooded

### SIZE

### PRICE

### OTHER CLUB ITEMS

### PRICE

S-XL/XXL \$17/\$19  
 S-XL/XXL \$19/\$21  
 S-XL/XXL \$19/\$21  
 S-XL/XXL \$34/\$36  
 S-XL/XXL \$31/\$34  
 S-XL/XXL \$31/\$34  
 S-XL/XXL \$26/\$29  
 One size fits all \$14

Tool bag, black \$24.95  
 Grill badge \$25.00  
 PEDC logo patch \$6.00  
 Marque patch \$5.00  
 Lapel/hat pin \$4.00  
 Windshield sticker \$1.00

Show your club spirit! To order the items listed here, contact Regalia Manager Sookie McLean, [corina458@comcast.net](mailto:corina458@comcast.net), 609.276.1842. All items are supplied to us through Fourth Gear, Ltd. Current prices are shown. Placing an order with Sookie saves you shipping/handling charges.



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### CARS FOR SALE:

**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 \$39,000.

**1969 MGC** Excellent condition, BRG/Black/Black, 4-speed 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 \$12,900 OBO.

**1977 MGB** Chartreuse/Black/Black. Restored by Bill Miller. Better than NEW. Many photos, all invoices, reduced to \$10,000 OBO.

**1979 MGB** Vermilion/Black/Black. Chrome wires, Kent Prather engine, 5-speed conversion. One of the best late MGBs in the country. Asking \$15,000.

**1980 MGB** Carmine Red/New Tan leather interior/Black, never rusty, extensively updated, always garaged, quality re-paint in original color. REDUCED to \$9,500.00 OBO.

**1994 Jaguar XJ6 Vanden Plas** 95K miles, new front brakes, needs TLC. Asking \$7,500.00 OBO.

**PARTS FOR SALE: 1952 MGTD.** Stripping for parts. Call with needs. **TR3A parts.** Leftover from a recent car sale. Gauges, interior trim, and more. Call with needs.

## Ladies' Victorian Tea



Saturday, 6 April 2019  
1:00 PM

**600 Main tea room**  
600 Main Street (GSP Exit 82)  
Toms River, NJ 08753  
732.818.7580

Photo: <https://www.600mainnj.com/index.htm>



Interested in spending a relaxing afternoon with PEDC friends? RSVP today, as seating is limited. \$37pp (includes tax & 18% gratuity).

### RSVP TO CAROL KYLE

email [carolkyle4@comcast.net](mailto:carolkyle4@comcast.net)  
or text me at 732.606.6422

### ABOUT THE TEA

This sumptuous, five-course tea, all homemade on the premises, includes soup; salad; scone with clotted cream & lemon curd; tea sandwiches & savories; and sweets. Each guest gets her own pot of tea, steeped to perfection, from a large selection of tea offerings. Crisp linens, delicate china, and antique silver adorn each table. Since John and Susan Notte purchased the inn in 2012, opening their doors in 2013, their tearoom has continued to get high ratings and has been voted the #1 tearoom in New Jersey at [www.teamap.com](http://www.teamap.com).

### ABOUT THE INN

Built in 1898 as a sea captain's home, 600 Main has been lovingly restored over the years. The Nottes have devoted the entire first floor to the tea room, which comprises four separate areas, each boasting beautiful woodwork, antiques, and fireplaces. There is also a gift shop in the front parlor. After our tea, if we're lucky, we might just get a tour of the B&B's beautiful rooms upstairs.



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



Woody & Sue Smith, **above**, in their 1998 Aston Martin DB7 Volante, organized a wonderful weekend drive to the Poconos, PA in July 2016. Beautiful scenery, waterfalls, a spirited drive along winding roads, and a relaxing weekend with good friends were part of the event.



By the waterfall are, **from left to right**, Ken Kyle, Pete & Mickey Dow, Mort Resnicoff, Alice Albertalli, Fredda Fine, Sue & Woody Smith, and Ida & Ernie Caponegro.

Taking advantage of a photo op by the lake, **left**, are Mort & Fredda.

Most of us drove our daily drivers, **far left**. The weekend started out rainy, clearing as we got closer to the Poconos.