



## Important Dates to Remember

- **May 1:** Monthly meeting, Woody's, Farmingdale, NJ.
- **May 15:** Ice cream run to Mrs. Walker's, Lakehurst, NJ.
- **May 19:** Drive to Duke Farms, Hillsborough, NJ.
- **May 22:** Ice cream run to Jersey Freeze, Freehold, NJ.
- **May 25:** Drive to Cape May Zoo, Cape May, NJ.

## What's Inside:

From the Driver's Seat, 5  
Welcome New Members, 6  
From the Navigator's Seat, 7  
Ice Cream Run Schedule, 8  
April Meeting Minutes, 9  
British Day in Allenhurst, 14  
Rick Stoeber Open House, 16  
Victorian Tea at 600 Main, 17  
2019 Events Calendar, 18  
PEDC Regalia, 21  
PEDC Officers and Staff, 22  
PEDC Sponsor Ads, 23  
PEDC Classified Ads 25  
The Last Word, 26  
Brits on the Beach Reg Form



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



## The Garage Squad: Coming to a Town Near You

BOB CANFIELD

**SINCE THE GARAGE** Squad began taking on projects to help keep our members' little British cars (LBCs) on the road, we have not been very consistent at sharing our adventures with the club. Fellow Squader John Quelch and I have been eager for some time now to put something together for the newsletter, but, like Dr. Lucas himself, we have not lived up to our promises to illuminate our fellow PEDCers. In fact, we hope to compose a highlights column each month, with an occasional article written by the owners whose cars we help to revive, so stay tuned.

For those who may not know about the Garage Squad, we are a group of PEDC members who enjoy helping LBC owners get and keep

their cars running. After all, getting the cars running, driving them, and having fun in them is the very essence of what we do as a British car club. Our GS organization is very casual, so any project work that is announced draws those members who are interested and available for that particular car and project.

Although the Squad doesn't seek payment for its efforts, we occasionally refer work in specialty areas (such as carburetor rebuilds) to members who do such work for compensation. Having said that, we always accept snacks, sandwiches, coffee,

*In memory of Bud Moglia, who died 9 May 2013. His unforgettable 1937 Rolls Royce Limo is shown left.*

The Squad in action, working on Ernie Caponegro's TR7 engine. **From left**, Bob Moser, Rodney Ford, John Quelch, Chris Rorke, and Paul Johnson. *Photo by Bob Canfield.*



water, and soda (not to mention occasional home-baked goods) in payment for our services.

Below are summaries of our activities over the last eight months or so (a continuation of projects outlined in the April 2018 newsletter.)

*Continued on page 2 – GS*





Steve's TR250 dashboard.  
Photo by John Quelch.

Continued from page 1 – GS

### STEVE WEAVER'S TR250

Steve's 1968 TR250 was his brother's regular driver for many years. The car was brought to New Jersey from North Carolina where it had been sitting in a field for the last several years. After initial visits to develop a plan for bringing the car back to life, the Squad started the heavy work in September 2018.

A new distributor was ordered to replace the Delco unit that someone had installed long ago. A new mechanical fuel pump was installed to replace the incorrect electric pump someone had installed. PEDCer Wayne Simpson rebuilt the carbs, which were installed and piped to the new fuel pump. The obstructed fuel line between the tank and the pump was removed and cleared. After a tune-up, the engine started so we could cross "engine rebuild" off the list. After a pile of mouse mung was done blowing out of the exhaust, it ran very smoothly. The next steps were to strip the interior; replace the clutch and brake masters; replace the

brakes, hoses, and rear cylinders; have the calipers rebuilt; replace the pedal-box bushings; replace all hoses; rebuild the wiper motor; replace the motor and transmission mounts; and replace lots of rubber grommets.

Steve also was able to get some touch-up spray paint in the correct color so parts of the engine bay could be sprayed before things were reinstalled. Steve is also ordering interior bits and a new wood dash (see old dash in photo above). His goal is to be driving the car by 2020.

### CRAIG COUTROS'S MGA

Our first visit to see Craig's 1961 MGA 1600 was in November 2018. Craig had started the restoration about 34 years ago, and at that time he began with rebuilding the engine and trans. The painting and reassembly started in 2012 but stalled somewhere after that. The Squad was glad to help get Craig's energies focused back on the car.

Continued on page 3 – GS

Bob "Don't Forget the Lube" Canfield works on Craig Coutros's MGA while Bob Moser stands by, **below top**. Photo by John Quelch. **Below bottom:** All hands on deck at Craig's garage in February, including, **from left**, Paul Johnson, Rodney Ford, Mark Wintjen, Bob Canfield's head, Craig, Chris Rorke, John Quelch, Tom Vash, Jack Kelly, and Russ Sharples. Photo by Ken Kyle.



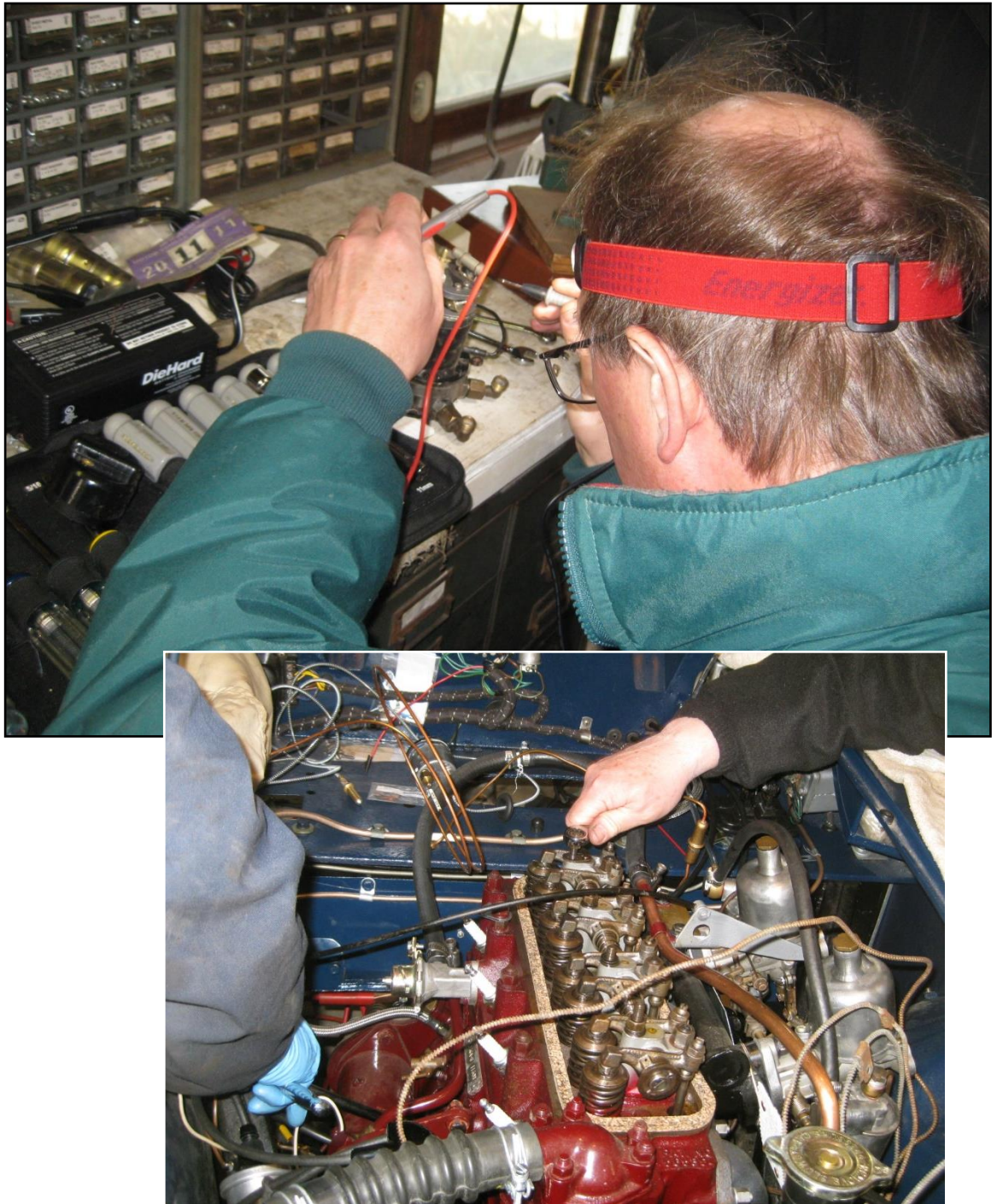


Continued from page 2 – GS

In early February, after a few visits, we had the brakes installed, had the carbs reinstalled, and managed to get the engine to run with a makeshift fuel supply. During our last visit in March we ran the engine for 20 minutes to break in the new rings. Then we fine-tuned the engine and had it running like a Swiss watch. The windshield and frame were retrieved from a shelf and cleaned up. A new rubber seal was installed on the bottom with lots of finesse, and Paul Johnson managed to polish the chrome back to a gleaming shine. The clutch was frozen and wouldn't release, so Russ Sharples came up with a plan to break it free by starting the engine in gear and then pressing the clutch pedal and hitting the brakes hard. On the third or fourth try, the clutch broke free and felt good. That saved us from pulling the engine and transmission . . . a great idea. (And, after all, it's not our car!) Craig is hoping to be driving the car this season, and I am reserving a spot for it at Brits on the Beach in September.

## JOHN MILLER'S JAG XJS

At the fall 2018 tech session at Farmingdale Citgo, John's 1993 Jaguar XJS was checked over for some annoying issues. The heat didn't work, the headlights wouldn't shift to high beams, the cruise control didn't function, the cigarette lighter didn't work, and the hood wouldn't latch down all the way.



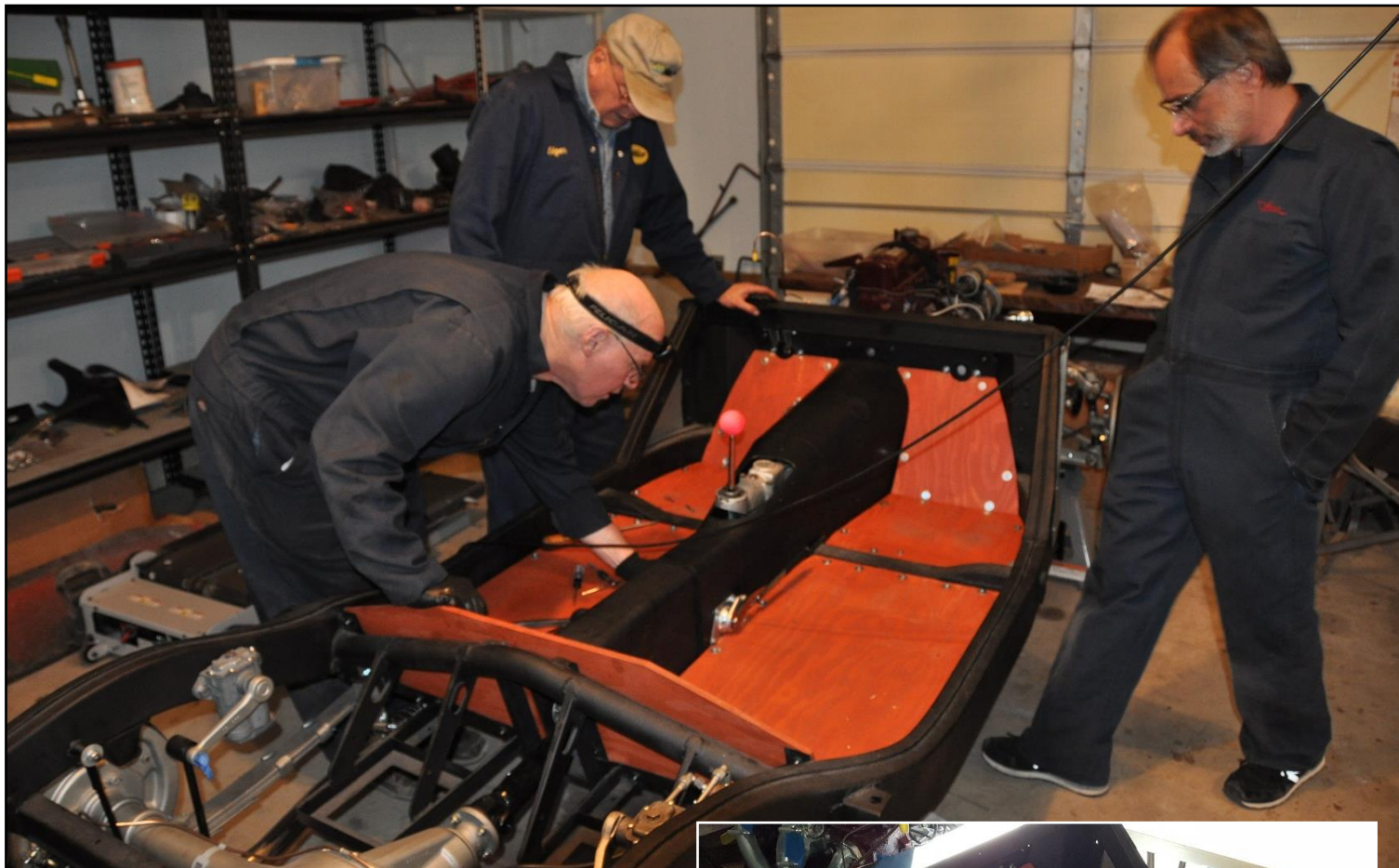
Russ spent some time diagnosing the electrical/electronic issues that scared away most of the Squad members (cruise control??!!), and managed to figure out the heat problem. In a session a few weeks later at my garage we were able to fix

the lighter and install a new hood-closing cable to get the hood lined up. Afterward John bought some cruise-control parts, and Bob Moser spent some time swapping out bits until the system came alive.

Russ Sharples working his magic on Craig Coutros's MGA, specifically, the SU fuel pump, **top**. Craig's engine with the valve cover removed, **above**. Photos by Ken Kyle.

Continued on page 4 – GS





Continued from page 3 – GS

### JOHN QUELCH'S MGA

This was another long-term project car that had been stalled for many years. The car was purchased new by John's father in 1958, and it was partially dismantled in 1968. The car went into storage until 2015, when John dragged it home and completed the tear-down to the bare frame. With some nudging by the Squad, the car started to come together. During the last five months new brake lines and hydraulics were installed; a rebuilt rear axle was mounted and rebuilt shocks were connected; front springs and rebuilt

kingpins were installed; and new floor boards were drilled for correct mounting bolts.

The rebuilt engine and trans were installed, and the Jet-Hotted intake and exhaust manifolds were bolted on. Soon John will be ready to have the body blasted and primed, and the engine may soon be ready to start up. Look for this car to be on the road in late 2019 or early 2020.

### DEAN LAVERGNE'S MGA

Dean bought this car in good condition but had a few annoying issues to address. On a visit last fall to his garage we were able



to adjust some things and check his brakes. We also found that a trim piece on the passenger door jamb was missing, and we suggested that he consider replacing the starting cable sometime. On March 17th Dean brought the car to John Quelch's garage.

Continued on page 10 – GS

**Top photo:** From left, Bob Canfield, Bob Moser, and new member Ken Saviet examine the new floor boards in John's MGA. Photos by John Quelch.

## from the driver's seat

RUSS SHARPLES, PRESIDENT

### Finding My Way with My MGA – Part 2

This is the second of a series of columns I plan on a topic of vital importance to LBC owners – finding fun-to-drive roads and planning trips that use them. Last month I talked about my background in route planning from the maps and atlas days, to personal navigation devices such as TomToms and Garmins, to internet websites. This month we will dig into planning a route with these websites. If you want to follow along in the description below, you can download a file of detailed screenshots and instructions at this link: <https://bit.ly/2Xk4mEj>.

On Sunday, April 14th, we had the PEDC car show at Shore Antique Center. This was a fun afternoon organized by Pat Wignall, with the Shore Antique Center providing complementary British tea and snacks, and organizing a scavenger hunt for a \$100 gift certificate. However, getting there was easily half the fun for me. Normally it's a 45-minute drive straight east on RT 33 from East Windsor to Allenhurst, but I wanted to make a drive of it so I plotted a 75-minute drive through the back roads of Millstone, Freehold, and Howell townships. I started out using Google Maps ([www.google.com/maps](http://www.google.com/maps)) and just searching for my destination, "Shore Antique Center," which Google immediately found and stuck a pin on, on the map. Google displays on the left side of the screen a panel of information about the destination. At the top of the screen, under the picture of the location, is a set of buttons, the first of which is "Directions." Clicking this button switches to Google Maps "navigation mode," where it asks you to enter a starting point and assumes your search result, the Shore



A stop in Chatsworth, NJ, *below*, during a PEDC drive to Cape May.

Antique Center's full address, is the destination. I typed my home address in the starting-point field in the blue box in the top left corner of the page and pressed the Enter key. In a flash, Google redraws the map with a blue line marking the recommended route and gray lines showing alternatives.

### Choosing Alternatives

On the left side of the screen now there is the blue box at the top that shows the start and end points, and below that are three results panels, one for each route alternative (there are three in my example, but there can be more or fewer for different routes). The currently selected route, the blue line on the map, has the word "DETAILS" in its panel and summarizes that route: 47 minutes and 33 miles. Below that I can see the alternatives, one of which is to take I-195, which will require 51 minutes and

*Continued on page 6 – Driver's Seat*





*Continued from page 5 – Driver's Seat*

42 miles, obviously less efficient. Although not critical for this route, since we rarely want to drive on major highways in our LBCs, Google offers a useful feature in the dark blue options panel at the bottom of the blue address box. Clicking the word **OPTIONS**, which appears there, opens a panel that offers preferences to avoid highways, toll roads, and ferries. When I click the checkbox to avoid highways, Google immediately recalculates my route options and removes I-195 as a suggested route. I can now click the word **CLOSE** to close the options panel and leave this preference to avoid highways turned on.

Russ and Pam enjoying a backroads weekend drive, *right*. Photo courtesy of Russ Sharples.



### 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.

Google's database classifies a road as a "highway" on the basis that any road that is a "limited access" road, meaning it has on-ramps and off-ramps, is a highway. With this option turned on, Google's route planning software will avoid such roads to the extent it can. Already Google is routing me through the interesting twisty roads south of RT 33 in Freehold, but it still takes RT 33 out of East Windsor because it is not a "highway" in the database. I don't want to drive RT 33 at all since it's just a straight, boring road with lots of traffic lights.

### Manual Planning

This is where we start the manual route planning. Using the Google Maps zoom controls located in the lower right corner of the map,

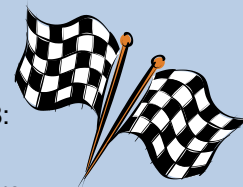
I zoom in on the part of the route using RT 33 coming east from East Windsor. I then position my mouse over the thick blue line and a circle appears on the line with a little text message: "drag to change route." That circle is a "waypoint," and by clicking and holding my left mouse button I can "drag" the route off of RT 33 and on to some of the twisty roads in Millstone Township, such as Perrineville Road. As I drag the route, the blue line snaps onto the nearest road to my mouse cursor and a little panel of text tells me the new route's time and mileage. If I like what I see, I can release the mouse button and the waypoint will be located on that new route using Perrineville Road.

*Continued on page 13 – Driver's Seat*

## Welcome New Members

The following members have joined since March 2018:

- Ken & Kim Saviet, Toms River, NJ, Jaguar XJ6L
- Peter & Mary Jennings, Sea Girt, NJ, Triumph Spitfire
- John Bradshaw & Kay Borger, North Brunswick, NJ, MGB, Jaguar XJS
- Charles & Rosemary Dzwonkowski, Red Bank, NJ, MGB
- John Sprake & Elaine Whalen, Flemington, NJ, MGC, MGB-GT



## from the navigator's seat

KEN KYLE, VICE PRESIDENT

### Old Fast vs. New Fast

Here's some fast talk for you. When it comes to cars, what constitutes fast? How do you define it, how do you measure it? And, most interesting, how has our concept of fast changed over the decades?

For me, there are two basic kinds of fast. There's top speed, and then there's acceleration. Top speed is more or less academic, since virtually all new cars are capable of speeds unsafe and illegal, not to mention beyond the ability of most drivers to cope with. Yet there is a segment of the car-buying public, albeit a small one, obsessed with top-speed stats, as witnessed by the plethora of exotic cars capable of hitting 200 mph plus. Every new Ferrari currently sold can go at least 199 mph, and the current record holder for highest top end in a "production" car is the **Koenigsegg Agera RS**, which has been clocked at 277.87 mph. The fastest British production car is currently the **McLaren 720S** at 212 mph, although the 1994 McLaren F1 was capable of 241 mph. Some supercar manufacturers are now openly talking about going after the



300-mph mark, for no apparent reason other than bragging rights.

In an age when the cheapest econoboxes sold in America can reach 100 mph and more,

it's hard to imagine a time when pushing the speedometer reading to three digits was considered something extraordinary, but it wasn't all that long ago. In Britain, 100 mph was referred to as a "ton," and "doing the ton" set your car apart from the rest of the field back in the day. Cars like the pre-war **SS100 Jaguar** and the **Austin-Healey 100** were so named to draw attention to their ability to reach the magical 100 mph mark, and the **Jaguar XK120**, likewise named for its claimed top speed, became the fastest production car in the world when it was clocked at 126.4 mph on a closed stretch of highway in Belgium in 1949. My, how times have changed!

*"The fastest British production car is currently the McLaren 720S at 212 mph, . . ."*

The acceleration kind of fast is far more meaningful than top speed because it's something you can experience and appreciate in everyday driving. There's something truly satisfying about charging up an empty Parkway onramp and merging seamlessly into the high-speed traffic at the end of it. The feel of the turbo kicking in on my **F-Type Jaguar** never gets old for me. With a 0-to-60 time of 5.4 seconds, my car is certainly quicker than most cars on the road today, but it pales in comparison to the quickest rides out there now.

*Continued on page 8 – Navigator's Seat*

Wickedly fast McLaren 720S. Photo source (and great video): <https://www.youtube.com/watch?v=nO4mLNpcY1o>.







From the top, left: SS Jaguar 100, XK120 Jaguar, E-Type Jaguar, and F-Type Jaguar.

From the top, right: Austin-Healey 100-6, Ferrari 275GTB, Koenigsegg Agera RS, and Lamborghini Huracan.

Jaguar (except F-Type), Austin-Healey, Ferrari, and Lamborghini photos courtesy of [www.wikipedia.com](http://www.wikipedia.com).

Source of F-Type Jaguar photo: <http://www.barrettjaguar.com/blog/2018-jaguar-f-type-engine-options-and-performance-specs/>.

Source of Koenigsegg photo: <https://www.pinterest.com/pin/561261172288925556/>

Continued from page 7 – Navigator's Seat

The most powerful F-Type available, the 575 bhp F-Type SVR, can hit 60 from a standstill in 3.2 seconds. And even that is overshadowed by most supercars, with models like the **Lamborghini Huracan** getting to 60 in less than 3 seconds. But how does my car fare in a historical context? Quite well, actually. Most of us remember the **Ferrari 275GTB/4** as one of the ultimate performance cars of the 1960s, turning in a 0-60 time of 5.3 seconds in its day. And no stock version of my car's illustrious ancestor, the legendary **E-type**, ever got to 60 in less than 5.7 seconds. Now in fairness, cars of the 1960s had trouble getting all their power to the ground with the tires available at the time, and running these cars on modern, high-performance tires would undoubtedly produce better times. But the fact remains that 5.4 seconds to 60 was once considered blindingly fast.

So where does that leave little British cars, with their 0-60 times typically ranging from 9 to 17 seconds? Amazingly, aside from some trepidation when pulling out into fast-moving traffic, their sedate acceleration is not really a liability. Somehow, their small size and low seating position combine with the sounds and smells of a bygone era of motoring and the directness of their controls to produce a sense of exhilaration at normal speeds that's all but absent in most modern cars. And when it comes right down to it, isn't the sensation of speed more important than actual numbers? If so, then I guess the old fast has something over the new fast after all. ■



## PEDC 2019 Ice Cream Run Schedule

- May 15, Mrs. Walker's, Lakehurst
- May 22, Jersey Freeze, Freehold
- June 6, Hoffman's, Point Pleasant Beach
- June 13, Jeffreeze, West Creek
- June 20, TK's, Cream Ridge
- June 26, Candiqueen's, Barnegat

- July 10, Heavenly Havens, Allenhurst
- July 22, Sweet Treats, Forked River
- July 25, Jake's, Manalapan
- Aug 8, Ice Cream Shop of Manahawkin
- Aug 22, Gil & Bert's, Cranbury
- Sept 19, Smylie's, Columbus



# Minutes of the April 3, 2019 Meeting

SUBMITTED BY SECRETARY ART BECKER



## PRESIDENT RUSS SHARPLES

called the meeting to order at 7:30 PM and welcomed 52 PEDC members. Russ recognized new member Ken Saviet – 1975 Jaguar XJ6L.

A motion to accept the minutes of the March 6, 2019 meeting was made, seconded, and carried.

## TREASURER'S REPORT

Treasurer Mort Resnicoff was not present; however, Mort provided a treasurer's report, which Russ presented. Our current balance is \$4800.00 and the current membership count is 171 members. A motion to accept the treasurer's report was made, seconded, and carried.

## NEWSLETTER

Carol Kyle was not present. Russ thanked Carol for another great PEDC newsletter.

## REGALIA REPORT

Regalia Manager Sookie McLean reminded members she had plenty of regalia offerings and to see her after the meeting for purchases or special orders.

## OLD BUSINESS

Pat Wignall reported on the gathering at **St. Stephen's** March 14th for an Irish dinner to celebrate St. Patrick's Day. It was a fun time for all. Rodney Ford got top leprechaun award.

Rich and Donna Huy reported on the first-ever **PEDC Hatchet Throwing Contest** held at Stumpy's Hatchet House in Eatontown on March 24th. Rich explained that it isn't as easy as it looks to throw a hatchet. He warned members not to mess with expert hatchet throwers Charlie & Lynn Jackson. Apparently, accuracy has no relationship to number of beers consumed. A good time was had by all who attended.

Russ informed the membership of recent **PEDC Garage Squad** activities assisting members with repairs to their LBCs. The Squad had a very busy March working on PEDC members' cars: an MGA, a TR6, and a GT6. [See feature Garage Squad article in this issue. *Ed.*]

## NEW BUSINESS

Vice President Ken discussed upcoming club events in April and May.

**Saturday, April 6** – Open house at Rick Stoeber's garage, Shewsbury, NJ.

**Saturday, April 6** – Open house at Pete Cosmides's Motorcar Garage, Maple Shade, NJ.

**Sunday, April 14** – PEDC invited to Shore Antique Center, Allenhurst, NJ, for a car display and indoor scavenger hunt.

**Saturday, April 27** – PEDC tech session at the Citgo station in Farmingdale, NJ.

**Sunday, April 28** – PEDC bus trip to the New York International Auto Show, New York City. Gary Watson is the PEDC host.

**Friday, May 3 to Sunday, May 5** – PEDC drive to the Lewes, DE British car show. Carol and Ken Kyle are organizing this event.

## ADJOURNMENT

The next PEDC membership meeting is May 1, 2019. The meeting was adjourned at 7:52 PM. ■



The PEDC gang, *left*, bound for Lewes, DE, with a lunch stop at the Lobster House in Cape May, NJ, May 2018.





New member Scott Freund.  
Photo by Bob Canfield.

*Continued from page 4 – GS*

We installed the new cable, fixed a headlight switch and wiring issue, lubricated the front end, and adjusted the wheel alignment so it was closer. Some further work is scheduled for the tech session in April at the Farmingdale Citgo.

### SCOTT FREUND'S TR6

Scott bought this car in 2018 as his Jersey Shore cruiser. He approached the Squad to help him with some annoying issues: the turn signals wouldn't self-cancel, the horn didn't work, and under load the engine sometimes had a stumble. Once we arrived at his garage he also asked about replacing the foam in the driver's seat. So the seats were removed for inspection and also to give us access to the

underside of the dash where lots of dangling wires and loose dash fasteners were found. With the seats out, Scott saw that the carpeting looked tired, so we agreed it should be replaced after coating the floors with POR15 and putting down Hushmat. Once the carpet and seats were out the vinyl interior looked tired, thus a discussion ensued about putting a new interior on the to-do list. That appeared to be going nowhere until Scott's wife, Sally, came into the garage to say hello. Once she joined the conversation, the discussion changed to "leather or vinyl?"

Meanwhile we also found that the steering donut,

Ernie's TR7 after the new paint job in 2017, *right*.

engine and transmission mounts, steering rack gaiters, rubber rebound bumpers, and rear brakes all were in bad shape and needed to be replaced. Upon further inspection we found that the Moto-Lita steering wheel had no horn-brush pencil and was being held in place by just a few threads of a nut, with the wrong threads.

Bob Moser managed to re-thread the steering column and machine the hub to hold a horn pencil. He also straightened out the steering-column cowl so that the turn-signal-canceling clip would now work. Russ Sharples spent some time diagnosing the wiring issues, and everything seems functional. Scott is now waiting for the new interior to arrive from England so the car can be finished and he can get it on the road. And we still need to look into his engine stumble problem.

### ERNIE CAPONEGRO'S TR7

Last summer Ernie's 1980 TR7 started to make an engine noise that sounded like a valve or rod issue. In the fall Ernie arranged

to get a local Point Pleasant shop to pull the engine. The Squad brought it to John Quelch's garage, put it on a stand, and disassembled it to diagnose the scary noise it was making. What we discovered was that at some point a small nut from the air-cleaner fasteners had come loose and dropped into the carburetor. We found it smashed into the aluminum head. On each stroke the piston was tapping it and making a noise that we were sure was something very serious. During the re-assembly process we did find that the distributor had some wiring issues, one water hose on the engine was in bad shape, and the clutch was worn down. All those problems were addressed. We replaced the air cleaners and installed new ARP head studs/bolts. The engine was returned to the shop to reinstall it, and Ernie drove the car a few miles before putting it into winter storage. Some fine-tuning will be scheduled this spring.

*Continued on page 11 – GS*







Paul Johnson in his garage with his 1955 MGTF, which has been a labor of love to restore. (Aren't they all?)  
Top photo by Bob Canfield.  
Above photo by John Quelch.



*Continued from page 10 – GS*

### **PAUL JOHNSON'S MGTF**

Paul has had the TF project for many years, but he hit a speed bump with some fitting of the body wood and metal bits, so he set it aside for about 12 years. By mid-May 2017 we had the engine started. We also started to work on getting the wood frame pieces to line up. By August 2018 the body began to take shape—with significant help from Tom Vash, who worked his

magic on various sheet-metal parts—and it looked like most of the hard alignment problems were behind us. Paul continued to work on the car, calling on the Squad when he needed extra hands to get things done. After one more Squad visit the car will be ready for some finishing body work, then paint. Those involved have really earned their woodworking badges!

*Continued on page 12 – GS*





Continued from page 11 – GS

### BOB ARZBERGER'S GT6

At the February meeting new member Bob Arzberger approached John Quelch. Bob bought a 1973 Triumph GT6 Mark III a couple of years ago from someone who had it in a garage for 12 years prior, so the car had not run in 14+ years. Fortunately it had been stored indoors. In late February a group of Squad members visited Bob's garage to go over the car and come up with a list of things it would need to get back on the road.

What we found was a fairly solid car with a few rust spots that need attention, and all of the things we expected to find mechanically (rubber hoses, brakes, master cylinders, steering gaiters, and engine mounts) all need to be replaced. We managed to get the engine started on some alcohol

spray (the gas tank and carburetor bowls were full of varnish, so some work was needed there also). We hope this car will be back on the road by fall.

From *left, above*, are Bob Arzberger, Chris Rorke, John Quelch, and Bob Canfield. *Right*, Dr. Bob examines the GT6 engine. Photos by Ken Kyle.



### MARK WINTJEN'S TR4

In the fall of 2018 John and I arrived at Mark's garage to check out why the TR4 was running poorly. After checking all of the usual things, timing, points, rotor, cap, wires, and plugs, we finally focused our attention on the carbs. They were rebuilt a short time before Mark bought the car, but after we found some nasty stuff in the sediment bowl

of the fuel pump we knew that the carb fuel bowls needed to be cleaned out. We returned a few weeks later with cleaned-out carbs, and Mark added a fuel filter to the line before the carbs to prevent another episode. Just when it seemed we had the problem licked, the engine started to run poorly again!

More diagnostics revealed that the condenser had failed. A replacement was installed, and the engine purred once again. ■



Mark's 1965 TR4 IRS, *right*, at the Marine Academy of Science and Technology (MAST) car show, June 2018. Photo by Ken Kyle.



Continued from page 6 – Driver's Seat

## Fine-tuning My Route

This route is very good until it gets to Farmingdale where it then goes back up to RT 33 and RT 66 east to Asbury Park. I want more twisty roads, and I can see Belmar Boulevard coming out of Farmingdale looks good, so again I use my mouse to grab the blue line on RT 33 and drag it down to Belmar Boulevard east of Farmingdale, dropping my new waypoint right near where it goes under the Parkway. Now Google is off of RT 33/66, but it thinks the best way to get from that waypoint to my destination is via RT 35 north – not in an LBC! Again, zooming in to study the map east of the Parkway I see that Gully Road and Jumping Brook Road look twisty and get me north, so I use my mouse to drag a waypoint from RT 35 over and drop it on Jumping Brook Road. This puts me back on RT 66, so now I drag the route from RT 66 up to Deal Road where I drop my final waypoint. This completes my now 40-mile, 70-minute route where those black circles are the waypoints (see map below).

It took just the Avoid Highways option and four waypoints to make this route, and the best part is that it was a fantastic drive! The weather Saturday morning was cool and gray, traffic was

light, and the MGA just zipped along in its perfect RPM range of 2500-3000 RPM. Car and driver were very happy.

## Summary Details of My Route

How I followed this route will be covered in a future column. One option, however, is very useful. When you are finished with your route design click the word DETAILS, which appears in blue on the route summary panel that appears on the left sidebar of the page. Clicking DETAILS will cause this summary to be replaced by a new panel, which summarizes the route in sections that can be expanded to see the turn-by-turn detail. At the top of this panel is green text summarizing the driving time, and to the right of that text are three icons:

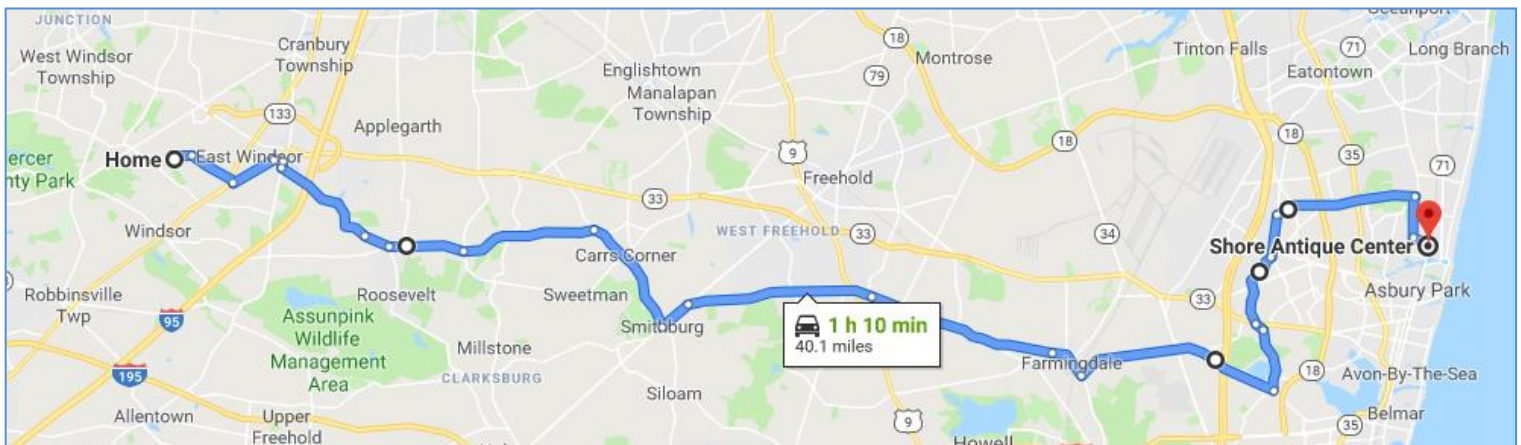
**The first icon** sends a link to this route to your cell phone, but this link does not include your waypoints so this is not a useful feature for us.

**The second icon** looks like a TinkerToy piece, and clicking it gives you a link that you can copy and send in email or embed in a document like this: <https://goo.gl/maps/Nru62sRqJNK2> (try it – that's my route!). This link does contain all the details and waypoints of your route, but, again, will not help you navigate while driving your car (you can open it on your phone, but it will lose the waypoints).

**The third icon** is of a printer, and clicking that will offer you the options to print the turn-by-turn instructions, with or without an overview map, and this you can print out and follow while driving, if you have a navigator. These are classic computer-based, turn-by-turn instructions of the sort that say, for example, "turn right on to Dutch Neck Road, drive 0.5 mile then slight right onto Hickory Corner Road." They require careful odometer use to follow. Although precise and accurate, they are not intuitive. Unfortunately Google can't give directions as a person would: "drive to the end of the street and turn left at the stop sign. At the next stop sign turn right," etc.

Those are the basics of how to use Google Maps to create a route. The downside of using Google Maps is that you are limited to a start and end, and 10 waypoints in-between. For the route I planned from home in East Windsor to the Shore Antique Center in Allenhurst, it was fine, but for a decent drive it often is not enough. I'll address that next month when I cover the ultimate route-planning software. ■

The final route to Shore Antique Center, *below*. Photo of map courtesy of Russ Sharples.







**ON SUNDAY, APRIL 14th,** 28 PEDCers spent a few hours on the hunt inside Shore Antique Center in Allenhurst, NJ, enjoying British treats and camaraderie. Owners Chris & Rose Myer are thrilled to host our club each spring and very generously provided refreshments, a photo booth, and prizes to those who joined in their scavenger hunt for all things British. SAC is full of treasures, so the hunt is also fun for grabbing one-of-a-kind finds. First-prize winners Rodney & Kathy Ford completed the hunt in record time, winning a \$100 gift certificate! ■



## British Day at Shore Antique Center

PAT WIGNALL



## Rodney & Kathy Ford Win the Scavenger Hunt!

**CLOCKWISE FROM TOP LEFT:** Pat Wignall, Carol Kyle, and Mary Johnson clown around in the photo booth. Participants were given a strip of three photos to take home. Joe Lippi, Mark Wintjen, and Bob Canfield stand between Joe's MGTD and Mark's Spitfire. *Photo by Carol Kyle.* Russ Sharples talks to a spectator intrigued with Russ's MGA, while Island John Gazarek and his navigator, Joseph, look on. *Photo by Carol Kyle.* Rodney Ford accepts a well-earned 1st-place prize. He and Kathy found all 10 clues in under 30 minutes. Well done, Fords! *Photo by Russ Sharples.* See more photos on page 15.





**MORE PHOTOS  
FROM  
Shore  
Antique  
Center  
British Day**  
~  
**14 April 2019  
12-3 PM**



Jaguars made a good showing, including Ken & Pat Wignall's XK140 MC Roadster, John & Jeanne Miller's XJS, Ralph & Vera Scarfogliero's XK, Dennis Drake's XKR, Charlie Schirm's F-Type convertible, and Ken & Carol Kyle's F-Type coupe. MGs were represented by Joe Lippi's MGTD, Russ Sharples's MGA, Paul & Mary Johnson's MGB, Peter Richardson's MGB-GT, and John "Island John" Gazarek's Midget, "Midgie." Two Triumph Spitfires were present, Bob Canfield's and Mark Wintjen's, and Dennis Mosesman brought his 3-Wheeler Morgan. In daily drivers were Tom & Alice Albertalli, Rich & Donna Huy, Rodney & Kathy Ford, and Alice Cassell Gazarek & her mom. Red MGA fan and sixth grader Joseph (Jo Jo), shown above, served as Midgie's navigator.







*Clockwise from left:* Tom Vash and Craig Coutros, with Rick's 1957 XK140 Jaguar in the background on the right. The engine of an AC Ace displayed outside Rick's shop. Rick's Series III E-Type Jaguar, complete with PEDC sticker. A gull-wing Mercedes 300SL. Photos by Ken Kyle.

## Rick Stoeber's Garage Open House



**Saturday, 6 April 2019  
9 AM – 12 PM**

**Shrewsbury, NJ**

Rick Stoeber invited fellow PEDCers to his annual garage open house, along with members from the Monmouth County Antique Motoring Car Club (MCAMCC). Rick showed us the progress he's made on his Jaguar XK140 FHC, and other cars in his shop, including a rare 1954 Kaiser Darrin. Thanks, Rick, for an interesting session.

Nine PEDCers attended the event:  
Frank Muratore, Mike Ferguson,  
Ray Carbone, Tom Vash,  
Charlie Jackson, Craig Coutros,  
Mark Wintjen, Russ Arnone,  
and Ken Kyle.



# Victorian Tea at 600 Main



*Saturday, 6 April 2019,*

was a picture-perfect, early-spring day for enjoying afternoon tea—fit for a queen—at 600 Main tea room in Toms River, NJ. From 1-3 PM eight PEDC friends and four guests gathered to sample five delicious courses:

petite garden salad

~

cream of chicken & potato soup

~

white chocolate & blueberry scones  
served with clotted cream

~

tea sandwiches & savories  
(cucumber, egg salad, ham, and  
spinach & artichoke)

~

petite sweets  
(lavender cupcake, raspberry  
cheesecake bar,  
French macarons, fresh strawberry  
dipped in white chocolate, and  
chocolate-coconut nest  
filled with mini jelly beans)

~

and, of course, assorted  
loose-leaf teas  
to please every palate.



Participating in the event were Altha Morton, Pat Wignall, and friend Sue; Marge Gryta and friend Joanne; Shirley Miller and friend Lisa; Mickey Dow and her sister Sharon; Sookie McLean; Maria Laudisi; and Carol Kyle.

**Top left:** Three tiers of delicious afternoon-tea offerings graced each table. **Top right:** Sookie and Carol wore hats for the occasion. **Left, from left:** Joanne, Lisa, Shirley, and Marge.





## 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.

### MAY

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

3-5, Friday-Sunday, **PEDC** weekend in Lewes, DE to attend the 24th annual Lewes British Motorcar Show, "The British Are Coming . . . Again!", sponsored by the Lewes Chamber of Commerce, <http://www.leweschamber.com> in conjunction with the British Car Club of Delaware (BCCD). Carol Kyle, organizer, [carolkyle4@comcast.net](mailto:carolkyle4@comcast.net).

4, Saturday, Britfest, Horseshoe Lake, Succasunna, NJ, 9 AM – 3 PM. Sponsored by the MG Car Club Central Jersey Centre, Inc., <http://www.mgccnj.org>. To register: <http://mgccnj.org/wp-content/uploads/2019/01/Britfest-2019-Registration.pdf>.

4, Saturday, St. John Vianney High School Spring Car Show, Holmdel, NJ, 12-2 PM. The PEDC is invited to display our cars together. NOTE: Being part of this show is a good way to support the students and perhaps get them interested in little British cars.

4, Saturday, British Motor Club of Southern New Jersey (BMCSNJ), <http://www.bmcsonj.org/>, is hosting a British car show, 10 AM – 3 PM, at historic Smithville, NJ, <http://www.smithvillenj.com/>, to benefit the Samaritan Hospice. This is not a judged show; it is a social gathering. Suggested donation: \$5 per car. Contact Ed Gaubert, 856-751-7773, [president@bmcsonj.org](mailto:president@bmcsonj.org), for more information. NOTE: They start parking cars at 9:30 AM in the order in which they arrive.

15, Wednesday, **PEDC** ice cream run to Mrs. Walker's Ice Cream Parlor, 22 Union Avenue, Lakehurst, NJ, 7 PM. We'll pick up our ice cream to go and drive a few blocks west to Lake Horicon, where we can park together overlooking the water. Dinner at 5:30 PM, for those interested, at Luigi's restaurant, across the street from Mrs. Walker's. RSVP to Gary & Pat Watson, hosts, [gwatts56@aol.com](mailto:gwatts56@aol.com) or text 908-670-4638 by May 10th if joining us for dinner.

18, Saturday, **PEDC** drive to Duke Farms, Hillsborough, NJ, <https://dukefarms.org/>. We'll depart from Woody's at 9:30 AM for a 2-hour, 60-mile drive. Once parked we'll have a 15-minute, ¾-mile walk on flat, paved paths into the park for a picnic at the Orchid House. A park shuttle is available. Walking paths for exploring after lunch. RSVP to organizers Russ & Pam Sharples, [rpsinet-mga@yahoo.com](mailto:rpsinet-mga@yahoo.com), if you'd like to join us. See also ad on page 24.

22, Wednesday, **PEDC** ice cream run to Jersey Freeze, <http://jerseyfreeze1952.com/>, 120 Manalapan Avenue, Freehold, NJ. Serving great ice cream since 1952, plus hamburgers, hot dogs, and more. Dinner at 6:00 PM, ice cream at 7:30 PM. No need to RSVP. Tom & Alice Albertalli, hosts.

25, Saturday, **PEDC** drive to the Cape May Zoo, <https://www.capemaycountynj.gov/1008/Park-Zoo>, in Cape May Court House, NJ. This is a first-class zoo with over 500 animals of all kinds, free parking, and free admission! We'll take a drive on mostly back roads through the Pinelands, enjoy the zoo for a couple of hours, then head over to a nearby restaurant for lunch. RSVP to hosts Ken & Carol Kyle by May 20th if you'd like to join us. **Rain date: Sunday, May 26th.**

25, Saturday to 2 June, British Car Week, <http://www.britishcarweek.org/>, an annual awareness week aimed at classic British car owners to get out and drive 'em and, by doing so, to help create awareness of the classic British car hobby.

***Continued on page 19***



## 2019 PEDC Calendar of Events ~ Continued

### JUNE

1, Saturday, Cars and Motorcycles of England, historic Hope Lodge, <http://www.historichopelodge.org>, Fort Washington, PA. Show sponsored by Delaware Valley Triumphs, Ltd, <https://www.dvtr.org> and Delaware Valley Jaguar Club, <https://delvaljaguarclub.com>. An all-marque British car & motorcycle show and national Jaguar concours. The field opens at 8:30 AM. Judging starts 10 AM. Enjoy the gardens, the museum, live music, food, and a craft beer tasting!

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 rain or shine** open house and tech session at the home of Tom & Corinne Vash, Millstone, NJ, followed by an ice cream run to the Clarksburg DQ less than a mile to the east. The Vashes have plenty of space for parking at their place, and bringing your LBC is definitely encouraged (weather permitting)! The open house will run from 1:00 to 6:00 PM, and Tom & Corinne will provide BBQ and baked beans along with beer, wine, and soft drinks. You're welcome to bring a covered to dish to share if you'd like. Tom's collection of antique tools and other curiosities will be on display. The tech session will run from 2:00 PM to 4:00 PM. Tom will demonstrate and discuss various body work techniques he's using on Paul Johnson's MGTF. At around 6:00 PM, we'll head over to the DQ for ice cream. RSVP to Tom, [tomvash@aol.com](mailto:tomvash@aol.com), or 609.259.3833 if you'd like to join in the fun!

2, 32nd Annual British by the Sea car-show gathering, hosted by the Connecticut MG Club, <http://www.ctmgclub.com/>, 10 AM – 4 PM. 350 British cars, trucks, & motorcycles expected. Harkness Memorial State Park, Waterford, CT. Featured marque: 60th anniversary of the classic Mini made between 1959 and 2000.

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 at The Hermitage, a national historic landmark, 355 North Franklin Turnpike, Ho-Ho-Kus, NJ, 9 AM – 3 PM. Sponsored by the New Jersey Triumph Association (NJTA), <http://www.njtriumphs.org>. **Rain date: Sunday, June 9th.**

9, Sunday, 2nd Annual Marine Academy of Science & Technology (MAST) student car show, Oceanport, NJ, 10 AM – 3 PM. Food & beverages. Music & entertainment. Trophies (PEDC LBCs in Classic Imports Class). Spectators free. Donations appreciated! Register here: <https://mastcarshow2020.eventbrite.com>. \$16 in advance or \$20 cash at the door. Email [mastcarshow@gmail.com](mailto:mastcarshow@gmail.com) for more informaton. Proceeds benefit the MAST Shell-ECO Marathon Racing Team. **Rate date: Saturday, June 15th.** *NOTE: Being part of this show is a good way to support the students and perhaps get them interested in little British cars.*

9, Sunday, 26th Annual British Motorcar Gathering, Hellertown Reservoir Park, Hellertown, PA, sponsored by Keystone Region MG Club, Inc., <http://www.keystonemg.com>, 9 AM – 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. Ken & Carol Kyle, organizers. Dinner beforehand, for those interested, at nearby Ninuzzo's Trattoria.

*Continued on page 20*



## 2019 PEDC Calendar of Events ~ Continued

### JUNE (CONTINUED)

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. Mort Resnicoff & Fredda Fine, organizers.

### JULY

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

6, Saturday, Rebels & Redcoats Classic Car Show, Washington Crossing Historic Park, Washington Crossing, PA, 10 AM – 2 PM, American & French cars vs. Classic British & German cars for one revolutionary car show! For more info and to register: [www.washingtoncrossingpark.org/events](http://www.washingtoncrossingpark.org/events). Roger Williams, [woosterxjs@verizon.net](mailto:woosterxjs@verizon.net), PEDC liaison.

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, Saturday, **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.

27, Saturday, **PEDC** 30th Anniversary Party at Woody's, 11 AM – 2 PM. Price: \$12pp and includes a BBQ menu of hotdogs, burgers & all the fixins, grilled chicken, salads, watermelon, cake, soft drinks, iced tea, and coffee. Cash bar. RSVP to Russ Sharples, [rsinet-mga@yahoo.com](mailto:rsinet-mga@yahoo.com). **Rain date: Saturday, August 3rd**. See ad on page 24.

### 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: Monday, August 26th**. 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. Barry Shandler, rallymaster. **Rain date: Sunday, August 18th**.

17, 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).

*Continued on page 21*



## 2019 PEDC Calendar of Events ~ Concluded

### AUGUST (CONTINUED)

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, and our 11th year in Ocean Grove! 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. **Rain or shine.**

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.

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

*Continued on page 22*



## Official PEDC Regalia for 2019 ~ Price List

CLUB APPAREL	SIZE	PRICE	OTHER CLUB ITEMS	PRICE
<b>Men's</b>				
T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19	Tool bag, black	\$24.95
T-shirt, short-sleeve crew neck with pocket	S-XL/XXL	\$19/\$21	Grill badge	\$25.00
T-shirt, long-sleeve crew neck	S-XL/XXL	\$19/\$21	PEDC logo patch	\$6.00
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$34/\$36	Marque patch	\$5.00
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$31/\$34	Lapel/hat pin	\$4.00
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34	Windshield sticker	\$1.00
Sweatshirt, long-sleeve crewneck	S-XL/XXL	\$26/\$29		
Baseball hats	One size fits all	\$14		
<b>Women's</b>			Show your club spirit! To order the items listed here, contact Regalia Manager Sookie McLean, <a href="mailto:corina458@comcast.net">corina458@comcast.net</a> , 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.	
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		



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## 2019 PEDC Calendar of Events ~ Concluded

### 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.

## Ads for PEDC Show Sponsors

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



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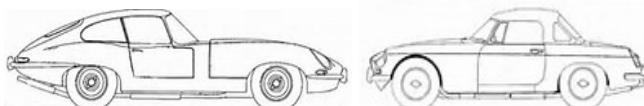
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**1969 MGC** Excellent condition, BRG/Black/Black, 4-speed O/D, wire wheels. Runs strong! \$29,900 OBO.

**1974 MGB** Great condition. Blue/Autumn Leaf/Black. New exhaust. Chrome bolt-on wire wheels. Reduced to \$12,900 OBO.

**1974 MGB** Damask paint, new brakes, dual carbs, driver quality with newer interior. Stored near Asbury Park. Lightly used in the past 2 years. Asking \$8950 OBO.

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

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**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. Also, I'm helping to sell off a barn full of MG, Triumph, Mini, and Austin-Healey parts for a new friend in Eastern PA. Many parts now listed on eBay under my Seller ID, "whm12356". Call me with needs, and I'll see if we have what you want.

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**(732) 295-5584**

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



**All Forms of Insurance**





**PRICE: \$12 PER PERSON**

Includes a BBQ menu of hotdogs, burgers & all the fixins, grilled chicken, salads, watermelon, cake, soft drinks, iced tea, & coffee. Cash bar.

**RSVP TO RUSS SHARPLES**  
[RPSINET-MGA@YAHOO.COM](mailto:RPSINET-MGA@YAHOO.COM)

## *PEDC Spring Drive to Duke Farms*

1112 Dukes Parkway West, Hillsborough, NJ 08844

**SATURDAY, 18 MAY 2019**

RSVP to organizers Russ & Pam Sharples, [rpsinet-mga@yahoo.com](mailto:rpsinet-mga@yahoo.com).

Duke Farms: New Jersey's native landscape at its finest, with 2,740 acres, over 1,000 of which opened to the public in 2012 for self-discovery, outdoor activities, and education & research related to ecological sustainability. Built by American entrepreneur & industrialist James Buchanan (J.B.) Duke, founder of Duke Power and the American Tobacco Company.

**PLAN TO MEET AT WOODY'S, 9:30 AM, FOR A 2-HOUR BACK-ROADS DRIVE. PACK A PICNIC LUNCH!**

Some of the things to see during our visit and walking tour:

- ✓ Farm barn – houses visitor's center & café
- ✓ Orchid range – contains tropical & subtropical displays
- ✓ Coach barn – with its distinctive clock tower
- ✓ Old foundation of original mansion – overlooks great meadow
- ✓ Hay barn – houses outdoor sculpture garden
- ✓ Lake system – comprises 7 lakes on 75 acres
- ✓ Great falls – tiered waterfall off Duke Reservoir

## COMING NEXT MONTH



Annual PEDC Weekend  
in Lewes, DE



Can You Top This?  
Ray Carbone's  
Austin-Healey 3000 Mk III BJ8  
Gets a New Convertible Top



Someone Told Me It's All  
Happening at the Zoo.  
I Do Believe It.  
I Do Believe It's True!



Looking Back:  
Paul Johnson's  
PEDC 2002-2003 Show Photos

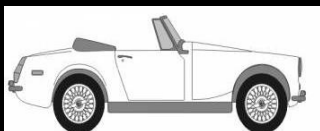
## PEDC Classified Ads

Want to advertise your British car, or British car parts or accessories, in the PEDC newsletter? 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.

Email your ad/photos to [carolkyle4@comcast.net](mailto:carolkyle4@comcast.net).

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.

YOU CAN'T BUY  
HAPPINESS  
BUT YOU CAN BUY  
CARS  
AND THAT'S KIND OF  
THE SAME THING



### FREE FOR THE ASKING

Joe Lippi has a complete pair of MG Midget doors with glass, a boot lid, and a top frame. The doors and boot lid will fit any year Midget and are rust-free. Interested? Contact Joe, [epcios572@aol.com](mailto:epcios572@aol.com).

### 1980 MGB FOR SALE (See below)

Beautifully restored 1980 MGB with chrome-bumper conversion, new muffler, new battery, 4-speed with overdrive, battery cut-off, external charging posts, chrome wheels, etc. Professionally restored & repainted 3 years ago. In perfect mechanical condition, used weekly, 48,000 miles. Contact Barry Shandler, (732)-521-1985, [bshandler@comcast.net](mailto:bshandler@comcast.net). Price negotiable.



### 1997 JAGUAR XK8 FOR SALE

Red convertible. Garage kept. Recently detailed. All maintenance records available. VIN# SAJGX2744VC015235. 50,000 miles, new tires. Asking \$10,000. If interested, call (609) 971-2711.

### GARAGE CAR-LIFT FOR SALE

Fully hydraulic and capable of lifting 6000 lbs. A pure delight when working underneath an LBC. Asking \$750. If interested, contact Andy, [kamouts@comcast.net](mailto:kamouts@comcast.net). NOTE: I will help with the dismantle or can recommend a fellow from Manahawkin, NJ who reinstalled my lift when I moved from one home to another. He will take down and re-assemble the lift for a reasonable price to an interested buyer.





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



**ABOVE:** Gary & Pat Watson in their yellow Riley One Point Five leading eight PEDC cars on a lighthouse run in Monmouth County last October. **BELOW** is the group gathered at Woody's before the drive. **Front row, from left**, are Tom & Alice Albertalli, Randy Geck, Patti Linszky, Pat Watson, Jeanne Miller, Donna Huy, and Allison Geck. **Back row, from left**, are Mike & Linda Browne, Rich Huy, MaryAnne & Jerard Basmagy, Gary Watson, Ken Kyle, Pete Linszky, Serge Martynovych, and John Miller.





# BRITS ON THE BEACH 2019



**22nd Annual British Car Day**  
**Sponsored by the Positive Earth Drivers Club (PEDC)**  
In historic Ocean Grove, NJ ▪ Saturday, September 14, 2019  
10 AM – 4 PM, rain or shine



**NOTE:** Space on our show field is limited to 135 cars. In previous years we have filled the show field to the point of overflow. For this reason we encourage you to register early and avoid disappointment.

- Registration: 9:30 – 11:00 AM
- Judging: 12:00 – 2:00 PM
- Opening Remarks: 1:00 PM
- Door Prizes: throughout the day
- Show Awards: 3:30 PM
- Visit [www.pedc.org](http://www.pedc.org) for more information.
- Call 732.620.2378 or email [show@pedc.org](mailto:show@pedc.org).

**Judging by Participants' Choice.**  
Classes and number of awards per class determined by pre-registration.  
Dash plaques given for first 135 cars registered.  
Silent-auction-style drawing for door prizes.  
Live DJ music from all eras.  
Free admission. All are welcome.

## Brits on the Beach Show Registration Form



**NOTE:** Fill out this form and mail it with your check (made payable to "PEDC") to: PEDC Car Show, 1606 Martin Road, Wall, NJ 07753

Vehicle 1 Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ (\$20 per car)

Vehicle 2 Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ (\$20 per car)

*I specifically do hereby release and indemnify the Positive Earth Drivers Club (PEDC), the show organizers, and the supporting sponsors, collectively and separately, from any and all liability and/or property damages incurred by me or my guest(s) while participating in this event. By signing, I indicate I have read and do agree to this release.*

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

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_

Zip: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_ Date: \_\_\_\_\_