



## Important Dates to Remember

- **September 4:** Monthly meeting at Woody's, Farmingdale, NJ
- **September 6-8:** Overnight drive to Storm King, Mountainville, NY.
- **September 11:** BOTB goodie-bag stuffing party
- **September 14:** Our 22nd Annual Brits on the Beach car show, Ocean Grove, NJ.
- **September 19:** Ice cream run to Smylie's, Columbus, NJ.
- **September 26:** Ice cream run to Sweet Treats, Forked River, NJ.

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

## I STILL REMEMBER

the day I first saw my Glacier White 1974 MGB GT while I was a passenger in my parents' car. I had just received my driver's license, so I was constantly on the lookout for my first vehicle. For two years I rode to high school in the back of my brother's Opel GT. All his friends had British sports cars: Austin-Healeys, MGs, and Triumphs, but when I saw that BGT in a dealership lot, I yelled, "Stop the car!" Not only had I never seen one, but I also didn't know anything about it mechanically. Even though it was built in August 1973, with a model year 1974, it still had chrome bumpers. With less than 2,000 miles on it – for a price of \$3,400 – I was driving it a few days later to high school in my junior year. I drove it daily through my college years and worked on it myself whenever I could, mainly since I couldn't afford to pay someone to do the work. I loved that car enough to hang onto it even after getting a truck and



## I Lost That Loving Feeling

CRAIG COUTROS ♥



moving with several jobs in other states. The BGT got tucked away in various family garages for four years until I was able to bring it home.

## Feeling the Love

Eleven years later with a steady job and three

years of marriage, my wife and I were now caring for our first child in February of 1985. While I was driving around on the back roads of Englishtown, NJ, where I lived, I was thinking about being

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**Before & After**  
*The 1961 MGA 1600 that Craig bought in 1985, the birth year of his daughter, Stephanie, shown above. He vowed to restore it for her someday, and his dream finally came true in 2019.*

Continued from page 1

a father. I got that loving feeling again.

There it was sitting in a field surrounded by weeds up to the windows, saplings growing through the holes in the floor. After speaking with the owner, I was back within the hour with \$500 and a trailer. After all, other than buying diapers, what else do you buy a three-week-old baby girl but a 1961 MGA 1600 rust bucket?

### Restoration, My Way

Since I had minimal money to do anything, I started dismantling the car piece by piece. This is when I discovered the original black color under the faded yellow. It had a cool gray racing stripe from front to back, a cracked steering wheel held together with string, black vinyl seat covers over the original tan, and exposed wiring everywhere. Every bolt, washer, nut, and screw that didn't snap off from rust got wire-wheeled clean to metal, two coats



The cockpit in 1985, **above**, and in 2019, **below**. Note the nifty string holding the steering wheel together in the original.

of Rustoleum primer, and two coats of black before being tagged and labeled

(along with small hand drawings, indicating position),

sealed in plastic bags, and finally boxed by category. I don't remember much from the process, aside from spending hours into the nights progressing box by box. I do remember lifting the engine and trans out under a tree limb with a come-a-long and somehow getting it into my work shed.

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*Continued from page 2*

Since I had experience taking apart my Briggs and Stratton 2.5 hp engine, I was somehow now qualified to completely take this MOWOG 1600 engine apart.

I disassembled the carbs, generator, starter, distributor, and wiper motor. Then I cleaned and replaced what I could with rebuild kits. I took apart the engine and took it to a machine shop for whatever they do, then reassembled it, following the workshop manual procedures. I replaced all worn parts. I completely took apart the transmission and put in new synchros and anything else the book recommended. Then the next challenge was the wiring harness. I identified each wire gauge, color, tracer color, and terminals. I then placed my order, by the foot, with Rhode Island Wiring and then matched up from the original where each wire went. After I soldered all the terminals back on, I sent the taped harness back to RIW for braiding with original pattern material. The frame and suspension were wire brushed, painted, and assembled. Somehow, after two moves, I was still able to bring all the boxes and pieces to my current residence in 2001.

## Getting Serious

Things stalled for 11 years until my two

children were finished with college. In 2012 I made the commitment to blast-clean the frame and body and start the full restoration. Within months I dropped in the engine and trans onto the assembled rolling frame and attached the restored body. I chipped away, attaching loose pieces box by box. That's when it happened – I lost that loving feeling. For 5 years I looked at that car every day, feeling helpless and having the sporadic motivation of PEDC meetings, tech sessions, or car shows. These never lasted more than a few days at most. My little girl, now 32 years old, came to me and said, "Dad, I'm getting married, and I

want to drive the MGA in my wedding." No pressure, right? After accepting the fact that it wasn't going to happen, I thought I would inquire at the next PEDC monthly meeting if I could find a sedan – preferably a British one – to rent. As fate would have it, I was sitting with Zig Panek, the only person I knew longer than one meeting, telling him my dilemma for the wedding. It just so happened that on that stormy, rainy September meeting night, Zig had his dove gray with red leather interior Jaguar Mark IV sedan with him. One look at that car and it was a done deal. My daughter loved it. I still want first right of refusal when

he's ready to sell.

## Enter the Garage Squad

On my daughter's wedding day, in October 2017, Ziggy was at the house to pick up my daughter and me and drive us to the church. I showed him my stalled project. Another year passed and I was sitting with him at the November 2018 PEDC monthly meeting when he said, "You should contact the Garage Squad members – they could help you with your car." So at the next monthly meeting I did just that.

After the following November PEDC tech session in Farmingdale, John Quelch, Bob Canfield, and Paul Johnson followed me back to my house. All I wanted was some motivation and guidance.

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The full restoration, a labor of love.



Daughter Stephanie, circa 1990, stands inside the frame, **left**.

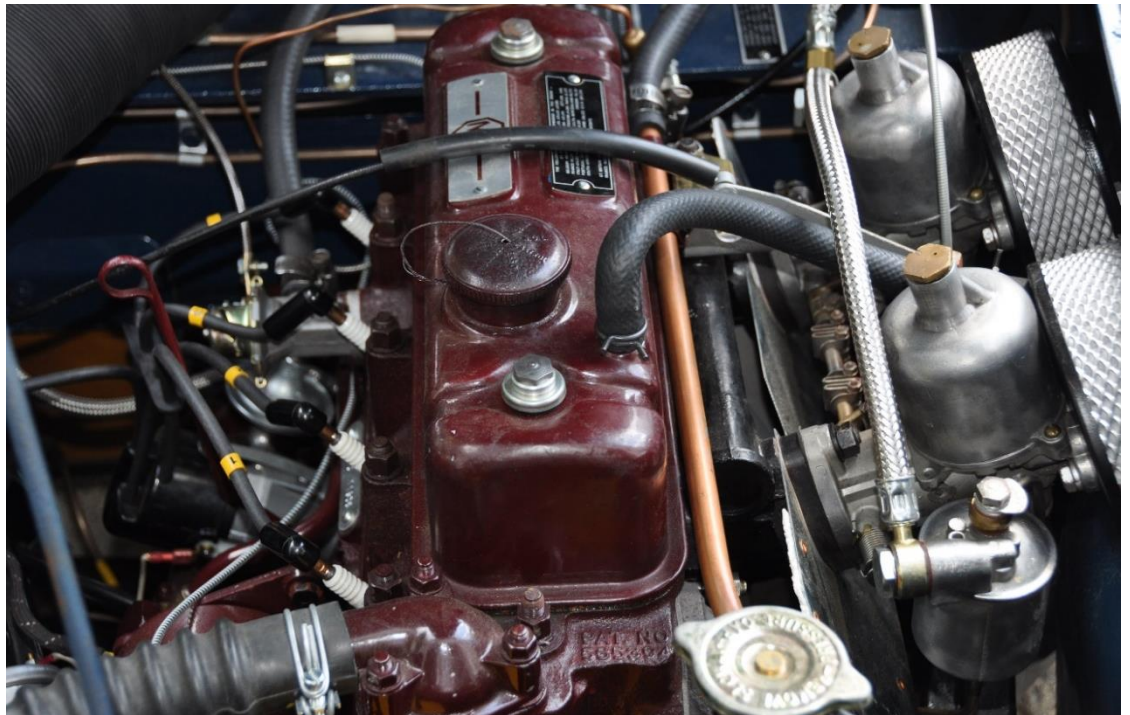
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I can still see the expression on their faces, offering to help. They scheduled a first-day session to come back and start work. That was all I needed for motivation. I sent out my gauges to Nisonger Instruments, installed the wiper motor and gears, fuse box & regulator, assembled tail lights, and started hooking up the harness in preparation for my first Garage Squad visit.

On a cold December 29th, the Garage Squad showed up with heaters for the first visit and helped me lift the car on jack stands. They also helped me finish front and rear brake installation. Rodney Ford tackled the leaking brake lines.

*Continued on page 5*

The original engine as received in 1985, **right**, and **below**, after restoration.



*Continued from page 4*

The bulk of the day was spent reviewing what was not done, done incorrectly, and what needed to be ordered. I started attending some of the other Garage Squad events over the coming weekends, learning and helping out as I could until the next visit. In the meantime I was working on getting fluids and oils changed and topped up, and the steering rack and radiator restored and installed.

## The Engine Starts!

On February 10, 2019 – the second visit of the Garage Squad – about 12 guys showed up to start the engine. It was very interesting how they could get an engine started with jumper cables to a battery and direct fuel feed to the carbs. The oil pressure and temp gauges were temporarily connected to monitor the engine. Bob Moser, Ken Saviet, and Chris Rorke all assisted in getting the carbs in place. Once they figured out that I had installed the distributor drive gear 180° wrong 34 years ago and that the fuel pump was faulty, the engine started. I just stood back and watched in amazement. Over the next few weeks I assembled the dash-board with beautifully restored gauges, switches, knobs, and cables, and I fixed leaks as they developed.

## More Tweaking

On March 10th, with a new battery and fuel

pump installed, we got the engine to run for 20 minutes per break-in recommendation. It was the craziest day so far. The dash was dangling, fuel was leaking, and the clutch was stuck to the flywheel so the gears would not shift. We had two options: pull the engine or, per fellow MGA owner Russ Sharples's suggestion, start the car in gear, rev up to 2500 rpm, then pop the clutch and slam on the brakes repeatedly. After several attempts it worked. I now had a working transmission and clutch. The windshield was pulled down from the rafters and cleaned, revealing the last inspection sticker from 1972. We determined that the master cylinder needed to be rebuilt and the vacuum advance was not working correctly. In between Garage Squad visits the distributor was shipped out to Advanced Distributors for refurbishing. I ordered wheels and tires from K&T Vintage.

Over the next month or two I needed the expertise of a few members. Special thanks to PEDC President Russ Sharples for his solo day of assistance, testing all electrical circuits, gauges independently. I learned a lot that day. Tom Vash came over to weld in 3-pt seat-belt brackets from Tom Clark, in addition to making weld repairs to my seat-frame rail brackets and the main tunnel. Paul Johnson helped one day with the

cockpit rail leather and vinyl coverings. On another day Paul helped me assemble both seats completely with the beautiful honey tan leather I chose for the interior, which, by the way, looks fantastic with the unique dark-blue body color that my daughter selected. (After all, it's going to be her car – eventually.)

On June 9th the fourth Garage Squad visit took place, with a restored fuel sender, fully assembled dash, a final check of the electricals, and bleeding of brakes. We started the engine only to find that another fuel leak had developed from the rear carburetor. In June I installed the windshield, main tunnel, floor boards, heater box, trunk, carpet, tires & wheels, air ducts, and heater control cables, air filters, and convertible top frame, while also fixing the fuel leak at the carb.

On August 4th the Garage Squad made its fifth visit. I needed help installing the nose grill, car plaques, and convertible top. With the Motor Vehicle requirement of having a convertible top installed and visible in the photos, we lowered the car from the jack stands, installed the driver's seat, started the engine, and rolled it out of the garage. After some minor carb and brake adjustments, I drove the car forward into 2nd gear and in reverse in the driveway. If all goes as planned, my MGA will be on the street very soon and driven to this year's Brits on the Beach show.

Special thanks to the PEDC Garage Squad and all its supporters for restoring my love for MGs. I never could or would have done it without you guys! ■

## SOME VENDORS CRAIG USED FOR HIS MGA RESTORATION

- ◆ **Rhode Island Wiring Service, Inc.**  
<http://www.rewire.com/>
- ◆ **Nisonger Instruments**, <http://nisonger.com/>
- ◆ **Advanced Distributors (rebuilt & repair)**  
<http://advanceddistributors.com/wordpress1/>
- ◆ **K&T Vintage**, <http://ktvintagecars.com/>  
(classic car restoration & repair)
- ◆ **Rustoleum Primer (paint)**  
<https://www.rustoleum.com/>

*Photos for this article courtesy of the author.*



## from the driver's seat

RUSS SHARPLES, PRESIDENT



### SEPTEMBER IS GOING TO BE A

busy month for me and the club! It starts off with the club meeting on the 4th. Those of you at the last meeting may remember a storm that knocked out Woody's power (and my power at home), so most of us still have to settle our tab from that night. Woody's has confirmed that all the order information was saved in the computers before the power went out. Jeri will have all our tabs ready when we arrive on the 4th. Then we have our club overnight drive to Storm King on September 6th - 8th; I'm keeping my fingers crossed for weekend weather like we just had. A few days later on Wednesday, the 11th, we have the stuffing party hosted by the Fords. Then three days after that it's Brits on the Beach on Saturday the 14th – the best car show in New Jersey, hands down!

But the fun doesn't stop. One week later, it's America's British Reliability Run! There's still room, but you have to move fast to join us for 500 miles of top-down cruising (for the convertibles

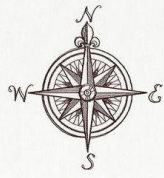
among us) from Pennsylvania, through New Jersey, to the Cape May Ferry and Delaware, on to Maryland, back to Delaware, and then back to our starting point in Pennsylvania. Five PEDC teams are participating in this year's run: Barry Shandler in his MGB; my wife, Pam, and me in our

MGA; Woody Smith and Jack Kelly in Woody's Aston Martin; Bob Canfield and Phil Licetti in Bob's Spitfire; and Art Becker and Pete Dow in Art's 2013 Bentley Continental GT. Check out the teams at <http://www.britishreliability.org/teams>, and feel free to make a donation to some or all of the them. Any amount is welcome through our online donation system.

September is one of the best seasons for British cars in New Jersey. These cars are naturally warm and cozy, so the cooler fall weather complements them nicely. As the fall colors come out, top-down cruising becomes especially rewarding. If you check our club events calendar, we still have a free weekend at the end of the month. Somebody should plan something! A lighthouse run? A drive around the Delaware Water Gap? The Cannonball Run to Manhattan Beach in Los Angeles? Ahh . . . that may be too far in a small British car (though Alex Roy and Zach Bowman have done it in a modern Morgan 3-Wheeler – Google it). This is the season for our British cars, so let's put some miles on the tires and get out and drive' em! ■

**Below:** Russ and Pam enjoying a fall drive in the MGA. **Above:** A stop during a summer drive. Photos courtesy of Russ Sharples.





## from the navigator's seat

KEN KYLE, VICE PRESIDENT



### The Best of Both Worlds

In my never-ending quest to uncover the weird and the wonderful in British cars past and present, I recently came across a new company called David Brown Automotive. Although its founder and CEO shares his name with the David Brown who purchased Aston Martin in 1947 and owned it until 1972, there is no family relationship between the two. This David Brown is a British industrialist, businessman, and entrepreneur who started David Brown Automotive in 2013 after a long career in which he created more than two dozen successful businesses, many of them from scratch. His stated purpose in founding DBA was to produce a comfortable, practical, long-distance grand tourer, combining the style of the 1960s and 70s with a contemporary power train and all of the modern conveniences we now take for granted in cars.

DBA's first product, the Speedback GT, debuted in Monaco in 2014 and fulfills this goal admirably. Styled by former Jaguar Land Rover designer Alan Moberley, the Speedback GT looks for all the world like a modern interpretation of James Bond's favorite car, the Aston Martin DB5. But unlike most retro-styled cars from recent years, this one actually works. Underneath, the platform and running gear are from the Jaguar XKR (produced from 2007 through 2015), but simply calling this car a rebodied Jaguar is doing it a great disservice. As someone who's very familiar with modern Jaguars, I can tell you that the only Jaguar bits I recognize on the inside or outside of this car are the center of the steering wheel (the airbag cover has a distinctive



shape) and the general layout of the controls on the center console. That's it. The entire body has been removed and replaced with new aluminum panels formed by hand, using traditional methods but which meet modern standards of fit and finish.

*"... but the Speedback GT takes things to a whole other level, more like a Bentley or Rolls-Royce."*

The pontoon front fenders, graceful roofline, and vertical taillights echo the shapes found on the original DB5. Even the Speedback's windshield is more vertical than that of the XKR to enhance the retro illusion, and the door and hatchback openings are

entirely different from the Jaguar's. DBA says that painting the Speedback GT involves an eight-week process.

Inside the car it's the same story. Aside from the aforementioned airbag cover and center console layout (but not the actual center console hardware itself, which is bespoke) there is no trace of XKR anywhere else in there. To be sure, the XKR is a luxurious automobile, but the Speedback GT takes things to a whole other level, more like a Bentley or Rolls-Royce. Nothing but the highest quality leather and wood veneer are used, and the interior abounds in custom-cast, chromed metal fittings where lesser cars make do with plastic. The Speedback's interior is clearly a place you could spend hours in without the slightest fatigue.

Naturally a car like this is not going to be cheap. DBA claims that it takes 8,000 man-hours to produce

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each Speedback GT, which is entirely believable, and of course virtually every aspect of the car's finish is custom-specified by the buyer. When the Speedback made its American debut at the 2015 Quail Motorsports Gathering, the announced price was an astounding \$753,000. The 2018 price in Britain was £520,000, which equates to a "mere" \$634,000 at the current exchange rate. At either of those prices, and with total production limited to 100 examples worldwide, it's highly unlikely that most of us will ever see one of these cars in person.



Still, it's nice to know that there is a British company using British materials and labor to produce a truly beautiful grand touring car that meets the highest imaginable standards of craftsmanship. I hope those 100 lucky buyers appreciate that. ■

Photo source of David Brown Automotive (DBA) badge, **above**:  
<https://www.davidbrownautomotive.com/story/>.



Photo source of DBA Speedback GT, **left**:  
<https://www.autocar.co.uk/car-review/david-brown/speedback-gt-0>

Click here for an interview with David Brown and designer Alan Moberley:  
<https://www.youtube.com/watch?v=q9zfiGPKN68>

### SAVE THE DATE

**ANNUAL PEDC  
CHRISTMAS/HOLIDAY PARTY**

**14 December 2019  
7-11 PM**

**Lakewood Country Club  
Lakewood, NJ**

~

**MORT RESNICOFF &  
FREDDA FINE, HOSTS**





## PEDC Anniversary Party: Celebrating 30 Years!

### ON THE FIRST WEDNESDAY

of the month, except December, you can expect to find a lively room full of British car enthusiasts eating, drinking, and carrying on, starting with the “pre-meeting” at 6:00 PM (sometimes earlier), then the meeting at 7:30 PM, followed by the “post-meeting” at 8:00 PM or so. As the meeting winds down, the party moves outside to the parking lot, where Woody’s co-owner Rob Johnson has marked off a section (with traffic cones) just for our little British cars.

Our PEDC meetings are not your typical meetings, as they embody more of a party atmosphere, ending with hugs goodbye and anticipation of whether the little cars will start for their journeys home. Most do, and rarely is there a problem.

Woody’s loves having our business, and we love giving it to them. Sure the meeting room gets a bit noisy, but, hey,

it’s a pub! Pubs tend to be noisy and, not surprisingly, they tend to be popular meeting places for car clubs of all kinds. Rob and his attentive staff – especially Jeri – have been very good to us, so much so that President Russ thought it would be fitting to hold our 30th anniversary party there. It worked out well, and on Saturday, July 27th, Woody’s put out a nice spread for us from 11 AM – 2 PM in their biergarten.

We couldn’t have asked for a nicer day too. For just \$12 per person (the club subsidized the other half of the ticket price), we enjoyed delicious burgers, hotdogs, and chicken, all grilled outside, under sunny skies, by one of the Woody’s line cooks. Some salads accompanied the meal as well as assorted beverages, including a cash bar for alcoholic drinks. Dessert included watermelon and two half-sheet cakes decorated by

our own Arlene LaVergne, who’s been creating delectable treats for over 30 years.

Fredda Fine organized a few games, which the ladies were especially drawn to, including the Corn Hole bean-bag toss. Teams consisted of Alice Albertalli, Nadine Berkowsky, Corinne Vash, and Fredda as well as Lynn Jackson, Donna Huy, Sookie McLean, and Marge Gryta. Both were formidable teams and scored lots of holes in one.

Many of the guys hung out in the parking lot admiring the little British cars, including a beautiful 1929 Bentley 4½ Liter Harrison Tourer that Tom Heckman drove out from his home in Newtown Square, PA.

Roughly 60 members attended, and most drove their British cars. Classic rock music from the 50s to the 70s filled the air, as President Russ captured

*Continued on page 10 – Party*

*Continued from  
page 9 – Party*

the spirit of our car club. He noted that we have survived all these years thanks to the efforts of our members, who come out to events, help organize and lead them, and show great enthusiasm, not only with each other but also with our new and prospective members.

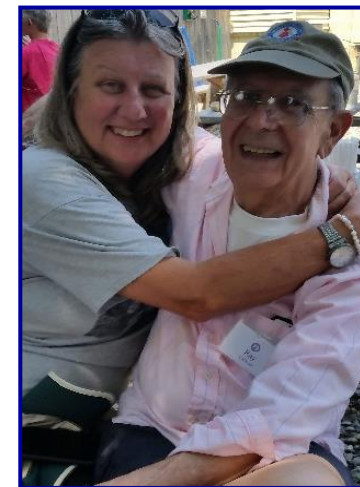
Long may our PEDC banner wave. What began in 1989 as a loosely structured club with just a handful of members has grown into a very organized, active club 188 members strong, at last count. Here's to another 30 years! ■



KEEP  
CALM  
AND  
EAT  
CAKE



**ABOVE:** Rick Stoeber catches some shade. Sookie McLean, Donna Huy, and Lynn Jackson plot their bean-bag-toss strategies. Dean & Arlene La Vergne. **BELOW:** Rodney Ford, Nadine & Mark Berkowsky, and Pat Wignall giving Ray Carbone a big hug. Pat & Ray are some of our oldest (in terms of membership, not age) members.



**BELOW:** Paul Johnson, Craig Coutros, and Bob Canfield. One of the cakes Arlene decorated for us with our club logo.



**MEMBERS SHOWN IN PHOTO ON PAGE 7 (IN ALPHABETICAL ORDER):** Tom & Alice Albertalli, Mark & Nadine Berkowsky, Bob Canfield, Ray Carbone, Tom Clark, Craig Coutros, Pete & Mickey Dow, Rodney & Kathy Ford, Randy Geck, Jim & Marge Gryta, Tom & Trish Gutwein, Tom & Mary Jo Heckman, Rich & Donna Huy, Charlie & Lynn Jackson, Paul & Mary Johnson, Jack Kelly, Bernie Kosinski, Ken Kyle, Dean & Arlene La Vergne, Phil Licetti, Duncan & Carol MacQueen, Serge Martynovych, Jack & Sookie McLean, Jeff Merlette, Andy Moutenot, Mort Resnicoff & Fredda Fine, Nancy Rorke, Russ & Pam Sharples, John Sprake & Elaine Whalen, Rick Stoeber, Tom & Corinne Vash, Martin & AnaCristina Tiago-Vickery, Ken & Pat Wignall, and Jeri (Woody's waitress).  
Not shown: Carol Kyle, Chris Rorke, and Mark Wintjen. *See more photos on page 11.*



### 30TH ANNIVERSARY PARTY

**TOP:** Cars starting to arrive, **from left:** Jim & Marge Gryta's MGB GT, Ken & Carol Kyle's F-Type Jaguar, Bob Canfield's Triumph Spitfire, Sookie & Jack McLean's MGB, Bernie Kosinski's TR6, Tom & Trish Gutwein's MGB, and Russ & Pam Sharples's MGA. **RIGHT:** More of the lineup included Andy Moutenot's 3-Wheeler Morgan, Tom Clark's MGTD, Mark Wintjen's Spitfire, and Mark & Nadine Berkowsky's Spitfire.

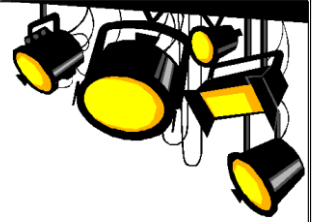


**ABOVE LEFT:** What's a PEDC event without a little mishap now and then? The Berkowskys got a jump start courtesy of Tom Clark's MGTD. **ABOVE:** Charlie & Lynn Jackson heading home in their TD. **LEFT:** Tom Heckman, second from left, captivates members with his Bentley. Looking on are Ken Kyle, Serge Martynovych, Andy Moutenot, Pete Dow, Tom Gutwein, and Russ Sharples.

# Minutes of the August 7, 2019 Meeting

Submitted by Carol Kyle for Secretary Art Becker

## THE NIGHT THE LIGHTS WENT OUT



### PRESIDENT RUSS SHARPLES

called the meeting to order at 7:30 PM. In attendance were 63 members, including two new members, Jeff Roscoe (1988 Jaguar XJS convertible) and Dennis Fenstermaker (1966 MGB). New member Tom Comer, 1960 MGA, had to leave before the meeting started. A motion to accept the minutes of the July 3, 2019 meeting was made, seconded, and carried.

### TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance is \$5,929.32 and membership has reached 188. A motion to accept the treasurer's report was made, seconded, and carried.

### BOTB REGALIA

President Russ urged Brits on the Beach volunteers to place their orders soon for BOTB bright-orange polo shirts with Regalia Manager Sookie McLean. Email her at [corina458@comcast.net](mailto:corina458@comcast.net).

### ELECTION

Russ stated that 2019 is a PEDC election year. The August newsletter outlined the process for electing new officers and the job descriptions for each, in accordance with our club bylaws. He noted that members wishing to self-nominate for any of the positions have until September 18th to do so. Contact Secretary Art Becker, [arttv@aol.com](mailto:arttv@aol.com), with your nominations.

Mort Resnicoff & Fredda Fine hosted a fun night, beginning with dinner at Tre Colore and ending with ice cream at Jake's Cree-Mee Freeze in Manalapan, NJ.

#### From left:

Tom Albertalli, Fredda, Ken Kyle, Nadine Berkowsky, Alice Albertalli, Trish & Tom Gutwein, Mort, Tom Tighe, and Mark Berkowsky.



### FEATURED SPEAKER

President Russ introduced Dan Nocera, the New Jersey territory manager from Hagerty car insurance. Ernie Caponegro arranged for Dan to speak to us about the new programs and discounts Hagerty offers for classic cars. **Note:** After Dan's presentation Woody's had a power outage and was plunged into darkness. We managed, thanks to the light from our mobile phones. It got a bit warm with 63 members plus Woody's servers in the room, but everyone persevered until the meeting was adjourned!

### OLD BUSINESS

**TK's Ice Cream Run** – VP Ken talked about the run he and Carol organized in July. Fourteen members had dinner at Ninuzzo's and another 16 or so joined us afterward for ice cream.

**Battleship NJ Drive** – Bob Canfield stated that the group parked together on the pier, the tour guide was very knowledgeable, and Treasurer Mort had transmission trouble with his

MGTD, necessitating a tow home after the event.

**Dinner-Theater Outing** – Linda Browne talked about the event she planned, with dinner at Buckelew's and a great production of "Mama Mia!" at the Surfflight Theater. Twenty-four members attended.

**Jake's Ice Cream Run** – Treasurer Mort recapped the event he and Fredda organized. Ten members had dinner at Tre Colore, and another ten met up with us for ice cream afterward.

**PEDC 30th Anniversary Party** – President Russ recapped this special event he organized July 27th at Woody's. He noted that we had a good turnout of roughly 60 members. We had great weather, games, music from the 50s, 60s, and 70s, a BBQ, and two delicious cakes provided by Arlene LaVergne. [See article and party photos on pp. 9-11.]

*Continued on page 13 – August Minutes*

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### Greenbriar Oceanaire Show –

Mike Browne told us about the annual event he helped organize for his community in Waretown, NJ. He said the PEDC displayed 20 of the 170 cars. This was Greenbriar's largest event yet. Unfortunately, our LBCs did not outnumber the Corvettes, but we'll try harder next year!

### NEW BUSINESS

#### Ice Cream Shop of Manahawkin

**Ice Cream Run** – Trish Gutwein talked about the ice cream run she and Tom are organizing August 8th. Dinner is planned for Fusaro's Pizza and Pasta, with ice cream afterward.

#### “Colts Neck Crusher” Rally –

Barry Shandler, rallymaster, talked about the 90-minute gimmick and poker rally he has planned for August 11th, starting at Big Brook Park in Marlboro, NJ. The rally will take us on scenic roads, past beautiful homes and horse farms, and over a one-lane bridge. Each driver-navigator team will be given a list of questions. Trophies will be awarded to the four teams who answer the most questions correctly. Lunch will follow at Our House restaurant in Farmingdale, NJ.

#### Heavenly Havens Ice Cream Run –

President Russ talked about the run he and Pam have planned to Allentown, NJ, meeting first for dinner at La Piazza.



Barry Shandler, **right**, our rallymaster extraordinaire, planned a challenging “Colts Neck Crusher” rally August 11th.



Three PEDC car displays occurred in August. Mike Browne, **above**, stands beside the Union Jack during the Greenbriar Oceanaire show he helped organize. Ernie Caponegro and son Luke, **below**, shown at the Brick PAL show Ernie helped organize. Both events attracted 20 of our PEDC British cars. Great job, Mike and Ernie.



### 5th Annual Brick PAL Car Show –

Ernie Caponegro spoke about the show he is helping to organize on August 17th in Brick, NJ. He expects about 125 cars. The show starts at 10 AM, but cars may enter the show field as early as 8:30 AM. There is a \$10 donation per car, the proceeds of which will help fund Brick PAL programs for kids.

### Gil & Bert's Ice Cream Run –

Mark Berkowsky reminded members about the run he and Nadine have organized on August 22nd. Dinner is at Italian Touch, followed by a drive into historic Cranbury for ice cream.

### Complete Care at Laurelton Car Show –

VP Ken spoke about a show the PEDC has been invited to on Saturday, August 24th, in Brick, NJ. Complete Care is a rehab facility for short- and long-term patients who would love to see our little British cars. The show runs 1-3 PM, and there will be a DJ and trophies awarded. Hotdogs, soda, and ice cream are free to those who bring British cars.

### Sweet Treats Ice Cream Run –

Jack & Sookie McLean are hosting a run in Forked River, NJ on September 26th. Details will be forthcoming.

### PEDC 3rd Annual Halloween Party –

Woody and Sue Smith will be hosting their annual Halloween party. Watch for details, and get thinking about what costumes to wear!

### Brits on the Beach (BOTB) 2019 –

Show Chairman Bob Canfield talked about our big event of the year. Bob still needs door prizes and some trophy sponsors. He noted that for the second year in a row the show has sold out in mid-July (waiting list only in the event of cancellations). Contact him at [joisuzu@optonline.net](mailto:joisuzu@optonline.net).

### ADJOURNMENT

President Russ reminded members that the next general meeting is September 4th. He adjourned the meeting, in darkness, at 8:07 PM. ■



## MGTC and Allard Update

LINDSEY PARSONS

My green TC, **above**, is a different one than the old red one, **right**. I had experienced some damage on the red TC in the fall of 2018 and, after some consideration, decided to replace it with this one. The current green one is a 1947 model, a year earlier than the red one. I found it in Indianapolis and flew out there. I liked the car and purchased it immediately. I hated to be without a TC for more than a few weeks and, happily, I wasn't. This car is really in far better shape than the old red one, which, after 23+ years and some 24,000 local miles of my heavy use, was definitely showing its age. It needed a complete overhaul of most of its systems. That project, plus repairing the damage, appeared to be a painstaking and lengthy process. It looked like a perfect time to simply replace the old car with one newly restored.

I do miss my 1952 Allard J2X roadster, **right**, which is now in the hands of a California gentleman. He will be racing the car at the Laguna Seca classics this August, where I will see it again. It had become just too difficult for me to comfortably drive with my prosthesis, and I simply don't want to own a garage queen. I firmly believe that our classic cars should be driven as much as possible.

Here is the amusing full-page ad (see next page) that was placed in the "Sports Car Market Letter" and several other car publications for my Allard, which the California gentleman responded to. I had sold the car to the well-known classic car dealer and collector Mark Hyman, who published the ad. ■



Photos this page taken at our PEDC Father's Day shows in Spring Lake Heights, NJ – the green TC at the 2019 show, the red TC at the 2013 show, and the Allard at the 2012 show.



## 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, restore, maintain, 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 Roadside Tavern, 105 Academy Street, Farmingdale, NJ 07727. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. You don't need a British car to belong to our club, just a love of British cars. 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.

The ad for Lindsey Parsons's 1952 Allard J2X Roadster, **right**.

# This Car Will Change Your Life.



Well, it would have if you had called us sooner - over two hundred outstanding vehicles in an ever-evolving inventory.



SOLD 1952 ALLARD J2X ROADSTER

**HYMAN LTD.**  
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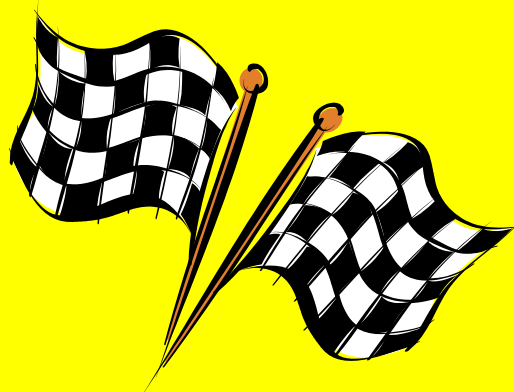
INTERNATIONAL NETWORK | AVOIDANCE OF "NO-RESERVES" | MECHANICAL AND COSMETIC PREPARATION | TRADES, FINANCING AND SHIPPING

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## Welcome New Members

The following members have joined since July 2018:

- Tom & Laura Comer, Farmingdale, NJ, MGA
- Dennis & Patti Fenstermaker, Lavallette, NJ, MGB
- Mitchel & Adrienne Friedman, Holmdel, NJ, MGA, MGB
- Lenny & Patricia Giles, Spring Lake Heights, NJ, MGA
- Dian & Iva Komitski, Jackson, NJ Triumph GT6 (2)
- Bernie & Susan Kosinski, Middletown, NJ, TR6
- Jeffrey & Helene Roscoe, Lavallette, NJ, Jaguar XJS
- Nick & Marlene Trocchia, Oceanport, NJ Jaguar XE 30T





## 7th Annual Greenbriar Oceanaire Car Show 2019

MIKE BROWNE

**O**n Monday, August 5th, Greenbriar Oceanaire in Waretown, NJ held its 7th annual car show. This was the 5th year the PEDC was invited. Gina's Cafe provided the usual BBQ with soft drinks, hot dogs, hamburgers, sausage & peppers, and chips. Candiqueen's, an ice

cream parlor and candy shop in Barnegat, NJ (and one of our PEDC venues for ice cream runs), sold Italian water ice. WBNJ 91.7 provided the DJ. Luckily the weather cooperated, bringing out about 20 PEDC cars, which is the average for this Monday car show. But alas! The Corvette guys

must have beaten the bushes, because they outnumbered us by quite a margin. Sigh . . . . The club provided canopies for shade, and the PEDC banners were unfurled and displayed. It was a nice, laid back day, with lots of good conversations among good PEDC friends. I do hope everyone enjoyed the day.

Next year's show will be on the first Monday of August, so please keep it in mind. If you have never been to this show, I hope you'll join us if you are available. I look forward to seeing all of you again. Thanks to those who came out to support the annual Greenbriar show. It is much appreciated! ■



**CLOCKWISE FROM TOP LEFT:**  
Pete Dow and his TR6. Jack & Sookie McLean. Tom Vash's Austin-Healey 3000 Mk II. Greg Young, Pete Dow, and Tom Vash (left to right). Greg Young's MGB with Union Jack accoutrements. See page 17 for more photos.



**ABOVE:**  
Rodney Ford discusses his TR8 with fellow TR8 owner Art Becker and Andy Moutenot. Ken Kyle, Charlie Schirm, and Stuart Ducker alongside Charlie's F-Type Jaguar Convertible.

**LEFT:**  
Wayne Simpson's TR7 and Jon Spare's TR8. Gary Watson's Riley 1.5 and Andy Moutenot's Three-Wheeler Morgan.

**RIGHT:**  
Nice lineup with Rodney Ford's TR8, Pete Dow's TR6, Sookie McLean's MGB, Tom Vash's A-H 3000 Mk II, Ken Kyle's and Ted Fiore's F-Type Jaguars, and Gary Watson's Riley 1.5



## BRITS ON THE BEACH GOODIE-BAG STUFFING PARTY



11 September 2019, 6 PM

**RODNEY & KATHY FORD, HOSTS**  
61 Robbins Street, Brick, NJ



RSVP to Rodney by 9 September: [fordneynj@aol.com](mailto:fordneynj@aol.com), 732.840.3468,  
so he & Kathy know how much pizza to order. Please bring a beverage of your choice.

Face-stuffing with pizza at 6 PM. Goodie-bag stuffing at 7:30 PM. Come on out and help us stuff the  
~150 welcome/registration packets as well as the goodie bags for our show on Saturday, 14 September 2019.



### A LOOK BACK AT BRITS ON THE BEACH 2009 – 2018 OCEAN GROVE, NJ

2009 – Phil Schneider & his MGTC  
2010 – Bud Moglia & his Rolls Royce  
2011 – Jack Kelly & Bob Canfield  
2012 – Marc Meccia & his Morris  
2013 – TR3 Class  
2014 – Robinsons & "Bertie"  
2015 – Stuart Honick & his TR6  
2016 – Benzes & their E-Type Jaguar  
2017 – Mini Class  
2018 – Mary J, Alice A, & Jeanne M

~



# Our 22nd Annual PEDC British Car Day Brits on the Beach

**SATURDAY, 14 SEPTEMBER 2019**

**10 AM – 4 PM  
OCEAN GROVE, NJ**

## **WHAT YOU SHOULD KNOW BEFORE YOU GO:**

- ◆ This is a rain or shine event.
- ◆ As of mid-July, the show was sold out. Contact Show Chairman Bob Canfield if you are still interested in registering. He'll put you on the waiting list. There is a good chance you'll get on the show field in the event of cancellations.
- ◆ Classes & the number of awards per class are determined by pre-registration. We expect ~150 cars this year.
- ◆ The registration fee is \$20 per car.
- ◆ Our show field, Main Avenue from Central Avenue to New York Avenue, will be closed to traffic.
- ◆ Dash plaques will be given to the first 135 cars registered. Goodie bags will be given to all registrants at check-in.
- ◆ Silent-auction-style drawing for door prizes will be open to all registrants.
- ◆ Check-in and registration is 9:30 AM – 11 AM.
- ◆ Judging is by participant's choice, 12 to 2 PM. The awards ceremony starts at 3:30 PM.

**Questions? Want to help out? Contact PEDC Show Chairman Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net).**

*This is our 11th year in Ocean Grove, a lovely seaside resort at the Jersey Shore, listed in the National Register of Historic Places. It's been a great venue for us, with its quaint shops and eateries. The beach & boardwalk are just two blocks from the show field. Stroll the town and view their beautiful Victorian architecture, including the Great Auditorium built in the 1890s. Admission is free for visitors and spectators. DJ Rich Canfield will provide live music from all eras for all ages, so bring the family for a day of fun!*

## Colts Neck Crusher Rally – the Best Ever

BARRY SHANDLER

ACCORDING TO THE 14 PEDC CARS PARTICIPATING in the 23-mile Colts Neck Crusher road rally, this was the best rally in recent years because of the beautiful mansions, narrow tree-lined roads, one-lane bridges, and green pastoral scenery. Rallies should take you on roads that are both new to you and also interesting, and this one fit the bill.

Each of the teams consisted of a driver and navigator, and they were given a list of 82 questions. The teams' answers were revealed in objects they saw along the route. The objects were on houses, telephone poles, mailboxes, street signs, etc. The lowest score was 50 correct answers, and the highest score was 77 correct.

The four winning teams were as follows: first place, Steve and Theresa Mundt (E-Type Jaguar); second place, Mike and Linda Browne (Triumph TR7); third place, Rodney and Kathy Ford (Triumph TR8); and fourth place, Charlie and Lynn Jackson (MGTD).

As part of the rally we had a poker event, in which each car was given five playing cards for a poker hand. Later, at lunch, each team had a chance to turn in some of the cards in order to improve their hand. The winners of this event, with a flush, were Mike and Linda Browne.

For those of you who missed this fun event, you will have a chance next year when the PEDC does it again. ■

Rallymaster Barry Shandler, *shown right*, stands alongside the four winning teams: first place to Steve & Theresa Mundt; second to Mike & Linda Browne; third to Rodney & Kathy Ford (shown in back); and fourth to Charlie & Lynn Jackson. Congrats to all!



Island John & Alice Gazarek in Midgie. Where's Meteor Man?



Frank Muratore and brother in Frank's Austin-Healey 3000 BJ8.



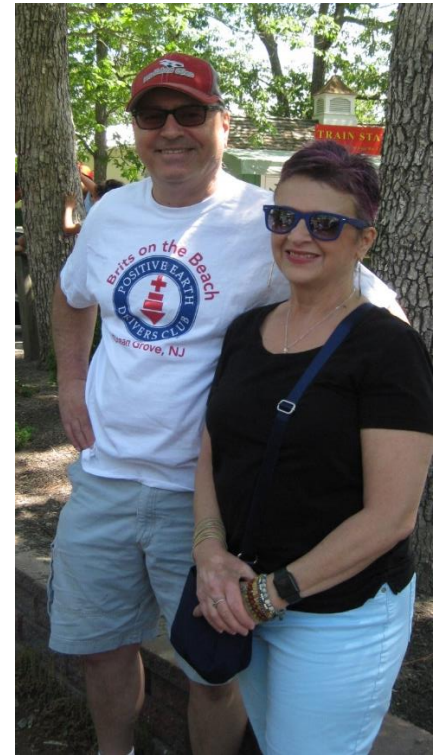
Eleven of the fourteen cars at Our House restaurant in Farmingdale, NJ, where we had lunch.

# Celebrity Midgie



In his quest for free tickets to see the Rolling Stones perform at MetLife Stadium in East Rutherford, NJ in early August, our own John "Island John" Gazarek and new sidekick Meteor Man hung out for a few hours until someone offered up the concert tickets. In the meantime, Midgie & MM gained a lot of attention, so much so that several people wanted their photo taken, including this beautiful gal in matching emerald green. *Photo courtesy of John Gazarek.*

# Do You Have Your Regalia for Brits on the Beach?



## 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

### SIZE

S-XL/XXL  
 S-XL/XXL  
 S-XL/XXL  
 S-XL/XXL  
 S-XL/XXL  
 S-XL/XXL  
 S-XL/XXL  
 One size fits all

### PRICE

\$17/\$19  
 \$19/\$21  
 \$19/\$21  
 \$34/\$36  
 \$31/\$34  
 \$31/\$34  
 \$26/\$29  
 \$14

### OTHER CLUB ITEMS

Tool bag, black  
 Grill badge  
 PEDC logo patch  
 Marque patch  
 Lapel/hat pin  
 Windshield sticker

### PRICE

\$24.95  
 \$25.00  
 \$6.00  
 \$5.00  
 \$4.00  
 \$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.

#### Women's

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

S-XL/XXL  
 S-XL/XXL  
 S-XL/XXL

\$17/\$19  
 \$26/\$28  
 \$34/\$36

**ABOVE, FROM LEFT:** Serge Martynovych sports a PEDC baseball cap and short-sleeve crew neck T-shirt. Greg Young, pictured with Cindy Young, wears an MG cap and a PEDC red short-sleeved polo shirt. Joe Pilato, shown with Donna Pilato, wears a PEDC Brits on the Beach 2018 T-shirt, which he purchased at last year's show.

## 2019 PEDC Calendar of Events

**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. Check this calendar often, as events are subject to change.

### 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. 500 acres of outdoor sculpture garden. Russ & Pam Sharples, organizers, [rspsinet-mga@yahoo.com](mailto:rspsinet-mga@yahoo.com).

8, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon. Bring a child, and he or she will receive a model of a British car! **Note:** British cars only. Event held only if no threat of rain. No rain date.

11, Wednesday, **PEDC** 2018 Brits on the Beach goodie-bag stuffing party at Rodney & Kathy Ford's house, 61 Robbins Street, Brick, NJ. What will Rodney's new dessert creation be this year? Come and find out! Face-stuffing with pizza at 6 PM, followed by goodie-bag stuffing at 7:30 PM. RSVP to [fordneynj@aol.com](mailto:fordneynj@aol.com) or 732.840.3468 by September 9th if planning to attend, so they know how much pizza to order. Please bring the beverage of your choice.

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). See page 19 for details.

19, Thursday, **PEDC** ice cream run to Smylie's Ice Cream Shop, 23203 Columbus Road, #F, Columbus, NJ, 08022, Steve & Theresa Mundt, [ssmundt@juno.com](mailto:ssmundt@juno.com), hosts. Ice cream at 7 PM, and, if you are interested, dinner first at 5:30 PM, Piccolissimo Italian Grille, <http://www.piccolissimogrille.com/piccolissimo-italian-grille/>, 23203 Columbus Road, Columbus, NJ 08022, 609.291.1033. RSVP to Steve, [ssmundt@juno.com](mailto:ssmundt@juno.com), by Tuesday, September 17th if joining us for dinner.

22, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon. Bring a child, and he or she will receive a model of a British car! **Note:** British cars only. Event held only if no threat of rain. No rain date.

26, Thursday, **PEDC** ice cream run to Sweet Treats & Ice Cream, 249 North Main Street (Route 9), Forked River, NJ, <https://www.facebook.com/sweettreatsnj/>, 7 PM. Jack & Sookie McLean, hosts. In addition to serving ice cream, Sweet Treats also has great baked goods and usually puts out a spread of samples for us. If interested in joining the McLeans for dinner at Applebee's at 5:30 PM, 404 South Main Street (Route 9), Forked River, let Sookie know by September 24th, [corina458@comcast.net](mailto:corina458@comcast.net), 609.276.1842.

28, Saturday, British Car Festival at the Tinicum Park Polo Club, 961 River Road, Erwinna, PA 18920. Sponsored by The Jaguar Touring Club. Admission: \$10 per car. Tailgating encouraged! Prizes awarded. Gate opens 1 PM. Match starts 2 PM. For info, contact Laura Lee, [jagladylady1012@gmail.com](mailto:jagladylady1012@gmail.com), 973.895.9607. If inclement weather, check the polo hotline: 908.996.3321.

### OCTOBER

2, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM. Candidates for officers for 2020-2021 will be announced.

5, Saturday, **PEDC** drive through the NJ Pine Barrens. Details to follow. Peter Dow, organizer. **Rain date: Sunday, October 6th.**

6, Sunday, the PEDC is invited, along with other British car clubs, to participate in the British Challenge Cup Rally, a fun or "gimmick" rally. Registration is limited to 30 cars. The Austin-Healey Sports & Touring Club (AHSTC), <http://www.austin-healey-stc.org/>, is resurrecting the event, which was last held in 2001. The event kicks off at 11 AM with a drivers' meeting at the Westin Princeton Hotel at Forrestal Village, 201 Village Boulevard, Princeton, NJ, just off U.S. Route 1. The first car goes off at noon. Entry fee is \$10 per car. For more information and to register, contact event organizer Steve Jekogian, [stevejekogian1@gmail.com](mailto:stevejekogian1@gmail.com). Contact PEDC liaison Wayne Simpson, [wayne@last-chance-garage.com](mailto:wayne@last-chance-garage.com) if you plan to enter.

*Continued on page 24*

## 2019 PEDC Calendar of Events ~ Concluded

### OCTOBER (CONTINUED)

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

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

20, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon.

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



Jack Kelly and his date, *left*. Our Egyptian hosts Woody & Sue Smith, *above*. Chick magnet Tom & wind-up doll Trish Gutwein, *right*, getting into the spirit. Join us October 26th for our 3rd Annual PEDC Halloween Party!

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

27, Sunday, **PEDC** fall foliage drive through Somerset & Hunterdon counties. 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>. Election of 2020-2021 PEDC officers.

### DECEMBER

14, Saturday, **PEDC** annual Christmas/holiday party, 7-11 PM, Lakewood Country Club, Lakewood, NJ. DJ Rich Canfield, dancing, buffet dinner, cash bar. Mort Resnicoff & Fredda Fine, organizers, [mortres@pobox.com](mailto:mortres@pobox.com). See also ad on page 8.

## 2019 PEDC Officers and Staff

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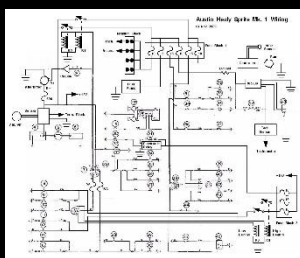
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- ♦ **ELWOOD "WOODY" SMITH**, [esmith0349@aol.com](mailto:esmith0349@aol.com)

COMING NEXT MONTH

### Brits on the Beach Recap: 11th Year in Ocean Grove



### A Potential Shocker by Ray Carbone



### Brick PAL 5th Annual Classic Car Show: PEDC Contributes 20 Cars Toward Record Turnout of 116



## 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. 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.

### 1953 MGTD

Owned 41 years. Complete body off, ground up, concours-quality restoration by Rob Medynski of original matching number car. Meticulously detailed. Engine rebuilt from bare block up (magna-fluxed, balanced, etc.) Drive train and running gear fully redone. Every last nut and bolt. Coachwork finished in period-correct nitrocellulose lacquer, Connolly hides, wire wheels, etc. If interested, please contact Terry: 917.392.5255



### 1974 MGB GT

Chrome bumpers – one of 1750 manufactured. Adult owned, driven from new. No rust, no accidents ever. Garage kept. Original paint, interior. New battery. Michelins, brakes, calipers, wheel cylinders, rotors, brake lines, clutch, Weber, wood steering wheel, Minotaur wheels plus original Rostyle wheels. If interested, please Contact Terry: 917.392.5255

### 1976 MG Midget

This is a "British rescue from the salvage yard" project. I just couldn't let a neighbor send this MG to the junkyard, so I bought it. It was running when parked, about 8 years ago. Floor pan and floor support on driver's side is severely rusted and will need to be replaced. I will work on it and try to get it started in early August. Am selling it because I don't need another car. I may be able to deliver it within a reasonable drive distance. Make an offer. Art Becker, arttvr@aol.com, 609.548.1983, cell.



### Parts for Sale

I'm helping a friend sell the following car parts owned by her late husband, who was a long-time LBC collector, restorer, and enthusiast. If you or anyone you know is interested, please contact me at 609.259.3833 or [tomvash@aol.com](mailto:tomvash@aol.com).

- ✓ 4 late-model Jaguar E-Type chrome wire wheels with 4 knock-offs and removal tool. Two of the wheels have usable tires, \$300
- ✓ 1 early-model Jaguar E-Type chrome wire wheel, \$50
- ✓ 1 MGB engine complete with twin SU carbs, alternator, etc., \$250 OBO
- ✓ 3 MGB transmissions \$100 each OBO

**NOTE:** Both the MGA and MGTD previously advertised in the newsletter have been sold!

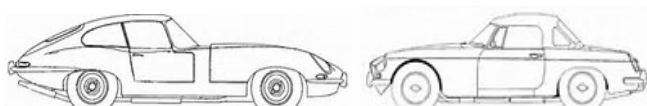
## Ads from PEDC Show Sponsors

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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#### CARS FOR SALE:

**1971 Lotus Europa S2.** Nut & bolt restoration by a known Europa specialist and certified aircraft technician. Repainted in original red color, all new chrome and interior, numbers matching engine, extensive website with photos and details of the 4+ year project, all receipts and invoices, several concours awards, additional zero-mile Europa engine and many additional Europa parts included in the asking price of \$30,000 OBO.

**1974 MGB.** Damask Red, rubber bumpers, dual SU HIF carbs, updated tan interior with leather seats, adult owned, sunny-day driver, solid body with an older repaint, new brake master cylinder, Crane electronic ignition, un-cracked dash. Starts easily, drives straight, and stops well. Odometer shows 63,200 miles and is believed to be correct. Lightly used the past few years and ready for a new owner. Asking \$7500 OBO.

**1974 VW Super Beetle Convertible.** "Sun Bug" special edition. Same owner since 1979, very nice driver with many maintenance records, garage kept. Starts easily, idles smoothly, drives straight, shifts and stops well. Asking \$9900.

**Miscellaneous.** I'm helping a client clean out a barn full of MG, Triumph, classic Mini, Austin-Healey, and other parts. If there is something you need, please call me, 732.778.3274, or email me, [bmillerreoinnj@comcast.net](mailto:bmillerreoinnj@comcast.net), and I'll see if we can supply. Many used body panels, dashboards, gauges, wheels, SU carbs, seats, suspension parts, NOS-NIB AMCO walnut/cloisonné shift knobs, glass, and more all priced to sell.

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