



The Terminal Post

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

Important Dates to Remember

- **April 7:** Tentative PEDC monthly meeting, outdoors, Woody's, Farmingdale, NJ
- **May 8:** PEDC drive through the NJ Pine Barrens
- **May 15:** PEDC drive to Deep Cut Gardens, Middletown, NJ
- **May 19:** PEDC ice cream run to Sundae's, Wall, NJ
- **May 27:** PEDC ice cream run to Jersey Freeze, Freehold, NJ
- **September 18:** PEDC 24th Annual British Car Day show, "Brits on the Beach," Ocean Grove, NJ. Mark your calendars!

What's Inside

Greetings from Positive Earth, 6
Turning Away from Lord Lucas, 8
2021 PEDC Regalia Prices, 11
Why Join the VTR?, 12
PEDC A-H Owners Gallery, 14
Abbey Gets a New Plate, 15
PEDC 2021 Events Calendar, 17
Show Sponsor Ads, 20
Officers, Trustees, & Staff, 21
Classified Ads – Riley RMD, 22
The Last Word, 24
2021 PEDC Membership Form



1960 MGA Makeover

MITCH FRIEDMAN



WHY DIDN'T I JOIN THE PEDC a long time ago? Well, I cannot come up with an answer, but I've been to Brits on the Beach many times and have always enjoyed the cars and their owners.

My friend Ricky Isaacson has had a 1967 MGB in original Primrose Yellow since the late 70s, and he came with me to check out a 1980 MGB that the owner took \$2,500 for. I was hooked. That was 1992. In 1995 I stumbled upon a Mallard Green 1972 MGB with 42K miles that had been properly stored for five years. Four new tires/tubes and some basic work was all it needed and it was running for the summer. I planned the restoration (body & Brooklands Green paint) for the winter and have enjoyed the car since then. Our three kids learned to drive a clutch with this little

car, having fond memories around it.

My 1960 MGA

So now for the story about this Chariot Red 1960 MGA 1600. I didn't consider owning more than one classic LBC because I thought that would be extravagant. (PEDC Garage Squad members have multiple cars, right?) My wife, Adrienne, and I saw this car parked in a lot, and it got her attention. (She rarely notices cars.) Adrienne instructed me to check it out because it had a "for sale" sign on the wind-screen. I walked around it and took a few photos. On the way home she said that I should have this car and she would buy it for me. (Who is this woman who married me in 1982?)

It turns out the owner was local, so I drove my MGB over so we could talk cars. He was the second owner and had it for 40 years with 72K miles. He wanted fair market value, which was more than I was willing to part with. When I got home I told Adrienne that he wanted too much. When I got home the next day, the car was parked in my driveway and my bride handed me the title. WOW!

PEDC Garage Squad

So I had been enjoying driving the MGA when Bob "The Pirate" Arzberger told me about the PEDC Garage Squad. He noted that the Squad was rebuilding his car, so I stopped by one Sunday. Russ Sharples noticed me

Continued on page 2 – MGA

Continued from page 1 – MGA

as I parked the MGA and introduced himself as the PEDC President (and fellow red 1960 MGA owner) and proceeded to tell me everything (he wasn't even close!) that needed immediate attention. Bob Canfield suggested I come to the PEDC Farmingdale Citgo station event; however, Bob Goodwin (also a dentist, whom I've known for many years) had his car on the lift for hours. I had a chance to meet a few more PEDC members. Russ was going over Tom Comer's recent MGA find, and I took copious notes. I visited Tom's garage a few weeks later to see how to prepare my garage to make it easier for the Squad to work in.

Bob & John Quelch told me to stop by The Pirate's house the next Sunday. I don't think I had finished rolling to a stop in the street before John & Craig Coutros (also an MGA owner) had the car jacked up and the wheels off! John barked out a parts order and didn't stop until they were satisfied. The front end was "toe out," and they adjusted it with a rope (thanks, Lorraine Arzberger). It drove home like a dream. John said he caused The Pirate's heart attack when he gave him the initial parts list, so I should be prepared. I wasn't sure if he was kidding (now I know he is a jokester). Later that day John sent me the first (of four) parts orders for Scarborough Faire. (If you've never had a conversation with the owner, Cecelia, about the MGA, add it to your "bucket list.") Paint was ordered from Automotive Touchup.



Daily Wrenching

The log of Garage Squad events, below, concerning repair of my MGA is credited to John Quelch (with my editing):

15 JANUARY 2020

The work begins! Bob Canfield, Scott Freund, Mark Wintjen, Chris Rorke, Craig Coutros, Ken Kyle, and John Quelch were able to attend. They made tremendous progress, primarily focused on disassembly. They disassembled the rear brakes and pulled the half shafts (the O-ring was missing on one side, causing a significant leak). We cleaned everything up, finishing re-assembly on the left side, but not on the right as we were waiting for an axle gasket.

We changed the rear-axle rebound straps, which were really bad. We removed the brake master cylinder (leaking), and pedal assembly, which had

significant wear. We removed the heater to facilitate cleaning up and painting the shelf in the engine compartment. We drained the radiator, removed all hoses, removed the generator, and loosened all motor mounts in anticipation of changing them next time. We also removed the air filters, and Bob took the new ones home to be oiled. All front suspension parts were removed, including the bad shocks. Significant wear was present in the lower wishbone bushings. Bob took the kingpin and hub assemblies home to disassemble. Upon disassembling the right side, he discovered the kingpin and lower trunnion were significantly worn and needed to be replaced (added to Scarborough Faire parts order #2). He also discovered that the wheel bearings were worn and also needed to be replaced.

Continued on page 3 – MGA

The MGA ready for the PEDC Garage Squad, January 2020, **above**.

Previous page: My 1972 MGB and MGA

Photos for this article courtesy of Mitch Friedman unless otherwise credited.

Continued from page 2 – MGA

I was busy cleaning up and painting the shelf, and we are now awaiting the follow-up parts delivery.

19 JANUARY 2020

We made significant progress on the red MGA 1600 today! Bob Canfield, Scott Freund, Chris Rorke, Craig Coutros, Paul Johnson, Mark Wintjen, new addition Lenny Giles (driving his MGA, which was under-going its own restoration), and I were able to attend. We removed the radio and installed the freshly painted blanking plate. Chris and Scott installed the new motor mounts. We installed the right rear half shaft with new gasket and O-ring, securing the brake drum and doing a preliminary brake adjustment. We started on the rack gaiters, but the new outer clamps were missing from the order. Craig and Lenny installed the new brake/clutch master cylinder, the pedals (thanks to Tom Vash for welding the worn-out clevis pin holes), and the rubber dust excluders (both sides). We put the new bushings in the brake-pedal arms and installed a new cross bolt. Mark installed the crank handle brackets and disassembled the heater assembly, which he took home to clean up and paint. Paul installed the freshly painted valve cover with new rubber, chrome bolts, and gasket. I cleaned out the trunk, scraped the loose paint, and applied rust reformer in anticipation of putting color on it later this week. We started on the new carb overflow tubes and tightened the forward tappet cover, which was leaking. We removed the left caliper to replace the flexible brake line.

1 FEBRUARY 2020

Bob Canfield, Chris Rorke, Craig Coutros, Paul Johnson, Mark Wintjen, Woody Smith, Ken Kyle, Scott Freund, Frank Muratore, and John Quelch were able to attend this session. We were able to get the front suspension re-installed with



new lever shocks and new bushings on the "A" frames and the trunnions. We had to install a new trunnion and kingpin on one side due to wear. We installed new bushings and oil seals as well as new rack gaiters and tie-rod ends (which we had to machine down 1/4" to get

Above: The PEDC Garage Squad starts work on the MGA, January 2020. From left are fellow MGA owners Craig Coutros and Russ Sharples as well as John Quelch, Bob Canfield, Paul Johnson, Chris Rorke, and Scott Freund.

Below: Mitch in PEDC regalia and the MGA ready for Brits on the Beach 2020.

Continued on page 4 – MGA



Continued from page 3 – MGA

adequate adjustment on the alignment). We reinstalled the heater (which Mark Wintjen had done a fabulous job cleaning up and painting), and Craig installed the new yokes on the clutch and brake pedals. We reinstalled the radiator with new hoses. We installed new plugs and a new rotor and condenser – the new points did not fit, so we cleaned up the old ones. Chris, with his usual dogged determination on miserable jobs, was able to extract the broken body bolt in the trunk, enabling us to run a die through the captive nut and install a new body bolt. We installed the new spare tire hold down and wingnut. I had cleaned and painted the trunk, and it is now looking awesome.

14 FEBRUARY 2020

Bob Canfield, Scott Freund, Chris Rorke, Paul Johnson, Craig Coutros, Rodney Ford, Russ Sharples, Jim Lamb, Ken Kyle, and John Quelch finished up the work on my MGA. We finished up the front suspension (new bushings, new shocks, new tie-rod ends, seals, gaiters and brake hoses). We reinstalled the calipers and bled the brakes and the clutch. New fuel overflow tubes were installed on the fuel bowls, and the air filters were re-installed. Russ discovered some wiring issues in the rear light assemblies, and I am ordering some replacement assemblies. Mark cleaned up the dash, and we put a new channel for the release mechanism in the trunk. Some other small projects were wrapped up. We are awaiting the arrival of the lamp assemblies, and some bits from Clarke Spares & Restorations, including the new VIN plate. I took the MGA for a test drive and reported the brakes to be much improved. I am going to get the car aligned. I also installed the



Mitch with Squaders
Bob Canfield, *left*,
and Russ Sharples,
right.

lamp assemblies after receiving them from Scarborough Faire.

8 MARCH 2020

Russ Sharples, Bob Canfield, Paul Johnson, and John Quelch were present for this session. We found the valve cover to be leaking, a low oil level in the rear-carburetor dash pot, and a heater hose clamp that needed to be tightened because of a slight leak over the distributor. I just happened to have a spare (new) valve-cover cork gasket. The cover was cleaned to obtain a better seal, and the new gasket was installed. Two of the deemed redundant valve-cover bits were added to make sure that the screws didn't bottom out and would keep the gaskets properly compressed. Russ test drove the car after adjusting the idle.

7 AUGUST 2020

Jay at the Front End Shop found problems with the steering rack (driver's-side inner tie rod was loose), and the right front wheel had 6-8 broken spokes! The spare wheel/tire was in good shape, so it was used to get me

home to contemplate a plan, with advice from Jay, Bob Canfield, John Quelch, and Scarborough Faire's Cecilia. I was able to quickly acquire a new steering rack from Victoria British. (Thanks, John. Moss Motors wanted \$100 more.) Since the two new 60-spoke painted wheels were backordered at Moss, I had the tire on the broken wheel put on the spare (which would eventually become the spare) so I could participate in Brits on the Beach 2020 at Woody's in Farmingdale. Once I had the new wheels, I ordered two Firestone 165R15 tires from Coker Tire. Stafford Tire mounted them and did a static balance; no inner tubes were required for these new wheels! I moved the front tires to the rear to allow the new tires to take their rightful place and wait for the new steering rack.

18 & 25 OCTOBER 2020

The Garage Squad returned to my garage to install the new rack and original radiator.

Continued on page 5 – MGA

Continued from page 4 – MGA

A “string” alignment was performed, and the road test was successful.

10 NOVEMBER 2020

I returned to the Front End Shop to have the front end aligned. The mechanic recommended a lead hammer so as not to damage the ears on the spin offs. eBay had one at a fair price, so now it is in the trunk for the next tire change.

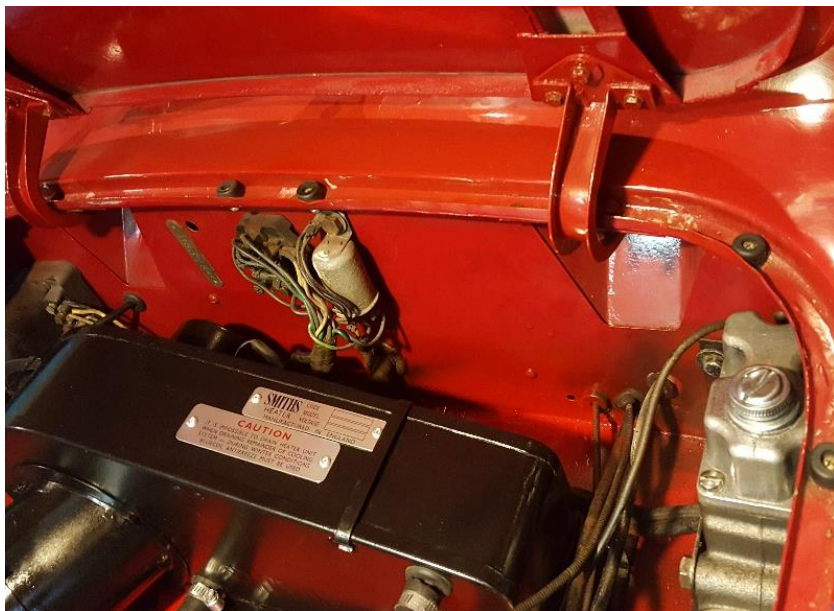
Thank You, PEDC Garage Squad!

Thank you to Garage Squad members Bob Canfield,

John Quelch, Scott Freund, Chris Rorke, Paul Johnson, Craig Coutros, Mark Wintjen, Woody Smith, Ken Kyle, Frank Muratore, Rodney Ford, Russ Sharples, Tom Vash, Jim Lamb, and Lenny Giles. They tirelessly, expertly, and happily spent seven days doing many projects on my 1960 MGA 1600. They also exponentially increased my working knowledge and love of British vehicles. I proudly showed off their work at Brits on the Beach 2020. ■



Looking under the hood, **below**, at the firewall in Mitch's MGA. Photo courtesy of John Quelch.



Mitch's Resources

SCARBOROUGH FAIRE

<https://www.mgexp.com/forum/mga-forum.2/scarborough-faire-print-catalog-question.3635966/>

AUTOMOTIVE TOUCHUP

<https://www.automotivetouchup.com/>

FRONT END SHOP

<https://frontendshopinc.com/>

VICTORIA BRITISH

(Moss Motors bought them in 2020)

<https://mossmotors.com/victoria-british>

CLARKE SPARES & RESTORATIONS

<http://www.clarkespares.com/>

COKER TIRE

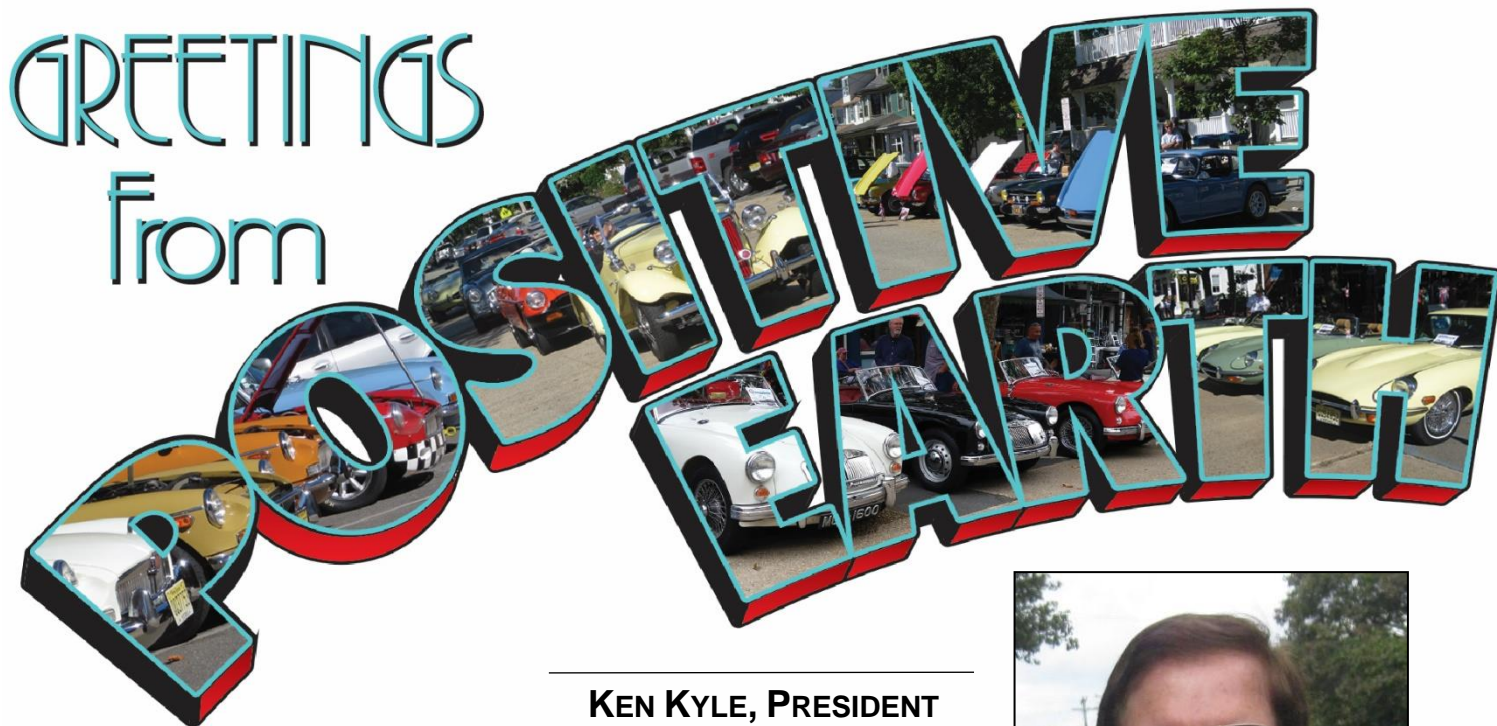
https://www.cokertire.com/tires.html?gclid=EAlaIQobChMI0dykivaE7gIvA4rICh1IXQFRE_AAYASAAEgKomvD_BwE

STAFFORD TIRE

<https://www.goodyear.com/en-US/tire-shop/Red+Bank+NJ+07701+US/000132847>

Minutes of the January 6, 2021 General Meeting

NOTE: Our January 2021 monthly meeting at Woody's was canceled due to the COVID-19 viral pandemic, so there are no meeting minutes to report. As soon as the weather breaks and we're able to hold an outdoor meeting, we'll send the details in an email blast. Stay tuned . . . and thank you for your patience.



KEN KYLE, PRESIDENT

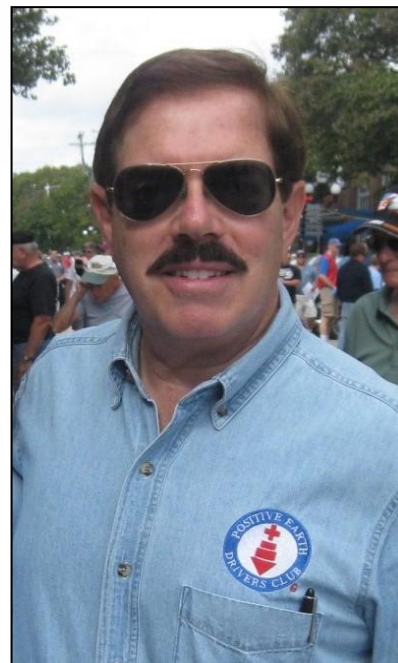
The Forgotten Jaguar

By the dawn of the 1960s Jaguar was riding high. Still basking in the glory of their five 24 Hours of Le Mans wins in the fifties and having acquired and integrated Daimler into their organization, they were poised to introduce two all-new models to the public in 1961. One of these, the E-type, became a legend in its own time and is still regarded as one of the most beautiful cars ever mass produced. The other, the Mark X sedan, is all but forgotten.

Most people think of Jaguar as a sports car manufacturer, but luxury sedans have always been a major part of their bottom line since their start in car making in the 1930s as SS Cars Limited, when they became well known for putting stylish bodywork on other manufacturers' ordinary sedans. Jaguar founder Sir William Lyons's strategy was to offer cars that looked far more expensive than they actually were, and he succeeded admirably with it. After World War II Jaguar resumed production of their prewar sedans,

all with pushrod engines. The Mark V sedan introduced in 1948 was essentially a slightly revamped version of these cars, but starting with the Mark VII in 1951, they began putting the double overhead cam XK engine in their sedans instead, a marked improvement. However, the styling of all big Jaguar sedans through the last Mark IX of 1961 continued to echo that of the prewar cars, modernized to some extent, but still featuring tall bodywork with large, upright grilles and long sweeping fenders. All of these cars were also body-on-frame construction and featured solid rear axles. Disc brakes were finally introduced on the Mark IX. Interiors were British-drawing-room traditional, with huge leather benches and acres of burl walnut veneer everywhere.

The Mark X was a complete departure from its predecessors in most ways. It was long, low, and wide, very wide, and featured unitized construction. It was available with the same three-carb 3.8-liter engine as the E-type, and carried a widened version of the E-type's independent rear suspension as well,



with limited-slip differential. When the E-type got the 4.2-liter XK engine in 1965, so did the Mark X, and it was renamed the 420G (the G standing for "grand saloon"). It was a car with great promise and should have been a hit. Yet Jaguar sold only about 24,000 copies in 10 years of production.

Why did this happen? First of all, it was probably too big. Even Sir William admitted that. With its 202-inch overall length, 76-inch width, and 4200-pound curb weight, it was

Continued on page 7 – Jaguar



Continued from page 6 – Jaguar

clearly aimed at the American market, where huge was the order of the day in 1961, but it was too big for the kind of people who liked Jaguars. At the same time, although it was long and low, it still clung to a bit of its predecessors' voluptuousness and appeared somewhat bulbous. And its forward-leaning grille gave it a shark-nosed appearance that took a bit of getting used to. Inside it retained the outdated drawing-room look, one of the last Jaguars to do so. Although they were headed in the right direction stylistically, they hadn't gotten there yet.

Does this mean the Mark X/420G existed in vain? Not at all. Jaguar learned from their mistakes and created a more compact and much better-looking full-size sedan, the XJ6, which they introduced in 1968. The original XJ6 salvaged the best styling cues from the Mark X, including the hooded quad headlights,

rounded rectangular grille, and tapered rear end, and incorporated them into a graceful and pleasing design that still looks good today. Even more significant, these styling cues continued to define all Jaguar XJ sedans from 1968 until 2009, an amazingly long run for any styling theme.

So, the next time you're admiring a Jaguar XJ6, spare a thought for the Mark X, the car that brought Jaguar sedans into the modern age 60 years ago. It may not have been a hit, but it paved the way for cars that were. ■

PHOTOS ABOVE:

The Jaguar Mark X of 1961 (1) set the style for big Jaguar sedans for the next 48 years.

It was followed by the XJ6 Series I of 1968-1973 (2), the XJ Series II of 1973-1979, shown here with Euro bumpers (3), and the XJ Series III of 1979-1992 (4).

A major redesign on a new platform arrived in 1987 and was known internally as the XJ40 (5).

This evolved into the more rounded XJ of 1995-2003 (6), which acquired V8 power in 1997 to become the XJ8.

Finally in 2004, Jaguar introduced an all-new aluminum-bodied XJ8 (7) that recaptured the magic of the Series I car's styling one last time. This car remained in production until 2009.

PHOTO SOURCE:

- 1 https://en.wikipedia.org/wiki/Jaguar_Mark_X
- 2-4 https://en.wikipedia.org/wiki/Jaguar_XJ
- 5 [https://en.wikipedia.org/wiki/Jaguar_XJ_\(XJ40\)](https://en.wikipedia.org/wiki/Jaguar_XJ_(XJ40))
- 6 [https://en.wikipedia.org/wiki/Jaguar_XJ_\(X300\)](https://en.wikipedia.org/wiki/Jaguar_XJ_(X300))
- 7 [https://en.wikipedia.org/wiki/Jaguar_XJ_\(X350\)](https://en.wikipedia.org/wiki/Jaguar_XJ_(X350))

Turning Away from the Dark Side of Lord Lucas

RUSS SHARPLES



IN MY OCTOBER 2020 ARTICLE about installing LED headlamps in my 1960 MGA I mentioned the advantages of switching to LED brake lights. As soon as I bought the car in 2011 I became concerned about the brake lamps when I noticed how dim they are in daylight driving. This is a safety concern – dim brake lights combined with a small, low car and no third brake light raises the prospect of getting rear-ended. Therefore, a few months after buying the car I went shopping for brighter brake-light bulbs. My first choice was Sylvania 1157 SilverStar bulbs. Although these have the same power consumption as plain 1157 bulbs, they feature a special gas and glass coating to produce a brighter and whiter light. These bulbs produced an improvement but didn't make the needed difference.

At this time, in 2012, LED replacement lamps were just becoming available, but online only and from oddball overseas manufacturers. Some of the popular British car parts vendors had them too, but at pretty high prices (about \$30 each). I started shopping on Amazon and found a huge selection but with very mixed reviews. So I settled on a no-name-brand bulb that cost \$16 each and featured red LEDs (necessary for use with the red plastic lens). This lamp featured 36 LEDs total with 6 each on a 5-sided column and 6 more on a flat endcap. The design ensures that light goes out in all directions, just like the original incandescent bulb.

I expected that the bulbs would be designed to use a small portion of the 36 LEDs for the parking-lamp function and the rest for the brake-lamp function. This would produce the two different brightness levels analogous to the dim and bright filaments in the incandescent bulb. However, what I found was that all 36 LEDs lit up dim when the parking circuit was powered and brightly for the brake circuit. The good news was that the brightness of both functions was much brighter than the incandescent bulb, like 2 or 3 times brighter. Though I was worried that these bulbs wouldn't work well with the noisy electrical system in the MGA, the bulbs worked fine from the start and I was very happy with them.

This success sent me back to Amazon to buy more LED bulbs for the parking lights and turn signals from the same vendor. The results were not as good though. The front parking-light bulbs proved to be very low quality, lasting only a few months before they would basically burn out. Luckily they were cheap and easy to replace, so I bought a bag of 20 for less than \$1 a piece and just kept swapping them out.

The turn signals were the last task and the hardest. I knew that LED bulbs don't draw enough power to activate the bi-metallic contact in the standard flasher relay – the factory incandescent turn signal circuit will consume 50 watts compared to about 5 watts for LEDs – so an "electronic" flasher relay must be used. This part has

a couple of transistors in a circuit that will toggle a relay on and off at a steady rate independent of the load. I bought an electronic flasher relay from Moss and a set of LED 1156 bulbs in amber (front) and red (rear) and installed all the parts in my car. Although the electronic flasher relay looked out of place on the firewall, everything worked perfectly . . . until I started the engine. With the engine running, the relay simply would not flash. With the engine not running but the key on, it flashed perfectly. After checking all my wiring over and over again, I concluded that there was something about the electrical output from the generator that was causing this problem. I emailed Moss for support, but they had no real suggestions beyond checking the quality of grounds and wire junctions, which I had done. At the time I didn't know enough about the wiring of the car to try running it with the generator disconnected, so I gave up and just put the incandescent bulbs back in the turn-signal lamps and installed a conventional flasher relay. That was in 2012.

All was fine until this year when I installed the LED headlamps. While testing them I realized that the brake lights didn't work when the headlights were on. With the lights off, the brake lights worked fine, lighting nice and bright, but when the parking lights or headlights were on, the brake lights didn't light up, the bulbs just

Continued on page 9 – Lucas

Continued from page 8 – Lucas

stayed at the parking light brightness level. I mentioned above that the 36 LEDs on these 1157 LED bulbs lit up dim for the parking circuit and bright for the brake circuit. One could assume that there is just a resistor connected to the parking-circuit contact and no resistor (or a smaller one) connected to the brake contact. Testing the bulb on the bench revealed something much more interesting: there is a little power supply inside the bulb that ensures an appropriate amount of power is delivered to the LEDs. If you look at the specs for these bulbs online, the supply voltage range is specified as 9-30 volts for some of them. I know some marine applications use 24 volt power, while cars use 12 volts, and this spec allows one part to be used for either application.

Testing the bulb on the bench, I found that the current it drew varied with the applied voltage: 220 mA @ 12.25 volts, 260 mA @ 10.43 volts, and 400 mA @ 7.0 volts. This is not what you would find if there was just a resistor inside the bulb – the current would increase as the voltage increased, not the other way around. This odd result is due to the operation of the power-management circuitry inside the bulb.

You can find information about these circuits online, but the bottom line is that there is a little power supply built into the base of the 1157 bulb. By the way, I think the smaller 1895 LED bulbs that I use for the front parking lights lack this power supply

(they are just too small) and the widely varying voltage from the generator (up to 16 volts) stresses them, causing them to fail.

Further testing of the bulb on the car revealed that when the parking lights were on, the voltage at the parking-circuit terminal was about 1 volt higher than the voltage at the brake-circuit terminal. I concluded that the circuitry inside the LED bulb was being confused by the poor voltage levels delivered through the wiring harness to the bulb socket. Some straightforward testing revealed a 1-volt voltage drop at the junction in the wiring harness leading to the brake-light pressure switch. Pulling this bullet connector apart, replacing the tube, and polishing the bullets themselves eliminated this voltage drop. I then reinstalled the LED bulbs in the tail lamps, hoping all would be well, only to find that one bulb now worked as Lucas had built it – it just flickered dimly. Bench testing confirmed this bulb had died during all this diagnostic work. This sent me back to Amazon to search for replacement 1157 bulbs. Although my original bulbs were still available (for \$5 each now) I found a huge selection of much nicer looking products. I ended up buying a full complement of 1156 and 1157 bulbs from the iBrightstar brand, with red bulbs for the red-lens lamps and amber for the clear-lens front turn signals. I decided I was going to

sort out my turn signals once and for all.

The 1157 bulbs popped right in and worked perfectly with the fixed-up wiring harness. They are substantially brighter than the LED bulbs they replaced. One problem reported in the reviews of some LED bulbs is that the parking-light brightness is too bright, not producing enough of a contrast when the brakes come on. These lamps do not have that issue. Taking pictures to show bulb brightness is tricky because the camera will compensate for very bright light sources. The pictures **below** show the relative brightness in the form of the relative size of the illuminated area of my garage door. In these pictures I have an incandescent bulb in the passenger tail lamp and the iBrightstar LED bulb in the driver tail lamp. The picture on the **left** shows the parking lights, and the picture on the **right** shows the brake lights. Not only is the area of illumination much larger for the iBrightstar bulb, but it is also several times brighter.

The turn signals were another matter. I put the electronic flasher from Moss back in the car and installed the new iBrightstar bulbs all around, and, as before, they worked perfectly when the engine wasn't running, but the flasher

Continued on page 10 – Lucas



Continued from page 9 – Lucas

relay didn't flash at all when the engine was running. I knew it wasn't a ground problem as the ground doesn't change when the engine starts. I also determined it wasn't a matter of supply voltage because I was able to confirm with my variable bench power supply that the flasher relay worked just fine from 9 volts up to 15 volts.

As I now know a lot more about the MGA electrical system than I did in 2012, it was a simple matter to disconnect the generator, start the car, and confirm that the problem wasn't electrical noise from the generator. That left just the possibility of electrical noise from the ignition system interfering with the circuitry in the electronic flasher relay. During all this testing I noticed that if I revved the engine up to 3000 RPM, the flasher relay would start to flash. I took this as further evidence that ignition interference could be the issue. The electronic flasher is installed in a plastic housing, and I wondered if it were shielded by a metal can like the OEM-style flasher relay, would it make a difference? It turns out that the electronic relay is the same diameter as the OEM-style relay, so I was able to pry the guts out of an old OEM flasher relay (always keep your old parts) and install the electronic relay guts in the old can. Mounting this on the firewall gives the car a more authentic appearance, but unfortunately it didn't make the flasher relay work any better.

I had just one idea left that I had been reluctant to pursue – resistor plugs. I recall from the 1970s that resistor plugs were used to prevent radio interference. However, I have read that in older cars resistor plugs can reduce spark power and result in combustion problems, so I wasn't wild about installing them.

Out of options, I installed a set of resistor plugs of the same heat range from the same manufacturer. Upon starting the car, I found that I finally had a stable flasher relay at any engine speed! The next test was a test drive to see how the resistor plugs did.

I jumped in the car and took off on a 40-minute loop from my house. Everything was going great until about 15 minutes from home. The engine started to stumble, pop, and idle rough. By the time I got home, the car was barely drivable at low speed. I've had this problem before when the mixture is off and the plugs get fouled. So, after letting the engine cool a bit, I pulled the resistor plugs out and, sure enough, the back two were absolutely black. The front two were fine though. This made no sense – what could cause the mixture on the back carburetor to change suddenly in the middle of a drive? The car has been running perfectly since 2017 when I had gotten the carbs and distributor rebuilt by Joe Curto and Advanced Distributor Products, respectively. Step 1 was to put the clean non-resistor plugs back in, but I didn't even have to leave my street to tell that it made no difference. Step 2 was to check the choke and throttle mechanisms – all was good there too. Disappointed at this point, I put the car in the garage and decided that I would have to think about it a bit before I started fooling around with the mixture.

Some of you may be thinking about other ignition components like the points or condenser. The next weekend I started by going through the ignition system. I checked and adjusted the points

and changed the condenser, but no improvement. Before really diving into the carbs, I decided to pull the piston off of the rear SU carburetor and have a look at the jet. The problem was immediately obvious:



One of the felt gaskets that normally sandwiches the filter element for the air cleaner had been sucked into the throat of the carb. I have found from cleaning these things that they shrink over time and need to be stretched out so that they sit under the edge of the filter element where there is enough force clamping them in place. I removed both air cleaners and stretched these gasket rings out to their full size, cleaned everything up, reassembled it, and reinstalled the cleaned-up resistor plugs. The car has been running great ever since!

At this point I have now converted all the bulbs on my car to LEDs except for the four instrument lights – I just like the yellow glow of incandescent in these instruments. I am very pleased with the results. The brake and turn signals are bright and obvious day or night, and the headlights really light up

Continued on page 11 – Lucas

Continued from page 10 – Lucas

the roadway, all while saving up to 100 watts of power from the electrical system. ■

Photos for this article courtesy of Russ Sharples unless otherwise credited.

Russ's MGA on the way to Lewes, DE, May 2014, during a PEDC weekend trip to attend "The British Are Coming . . . Again!" car show. We made a stop in Chatsworth, NJ on our way south to catch the Cape May – Lewes Ferry.
Photo by Carol Kyle.



Official PEDC Regalia for 2021 ~ 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
\$2.00

Women's

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

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

\$17/\$19
\$26/\$28
\$31/\$34
\$31/\$34
\$34/\$36
\$14

Show your club spirit! To order the items listed here, contact Regalia Manager Sookie McLean, corina458@comcast.net, (609) 276-1842. All items are supplied to us through Fourth Gear, Ltd. Shown above are current prices.



Why Join the VTR?

WAYNE SIMPSON

As most of you are aware, the PEDC is an official chapter of the Vintage Triumph Register, or VTR for short. Founded in 1974 the VTR is the national association for Triumph owners and enthusiasts. As Triumph wound down operations here in the U.S. in 1981, they licensed the VTR to use the Triumph name and "world" logo, and they transferred the old factory-sponsored owners club, the Triumph Sports Owners Association (TSOA) into the VTR. Thus, VTR became the factory-authorized U.S. based Triumph club. But that's ancient history; what does the VTR have on offer now?

For the individual, the most tangible benefit of the VTR is *The Vintage Triumph*, our professionally printed color magazine. Published six times a year, TVT offers articles on the history of Triumph cars and the people who built them, technical articles, profiles of cars and their people, goings-on of the organization, and a classified section with ads free to members. Other benefits include access to our vehicle consultant program, experts on every Triumph or Triumph-related model from the pre-war cars to the TR7 and TR8 and everything in between, whether they were imported to the U.S. or not. Considering the purchase of a Dolomite Sprint, TR5,

or Renown? Our vehicle consultants cover them. What about cars that weren't Triumphs but had a lot of Triumph in them, like the Italia, Swallow Doretti, or Peerless? Yes, they cover those, too.

VTR membership also gives access to their annual National convention, a four-day, immersive experience with road rallies, scenic drives, an autocross, judged concours and participants' choice car show, tech sessions, and more. The National moves from place to place every year, and it was last in the Northeast in 2017 when it was jointly hosted by Delaware Valley Triumphs

Continued on page 13 – VTR



PHOTOS, ABOVE: Wayne & Mary Simpson entering the show field at Brits on the Beach 2013 in their 1980 Inca Yellow Triumph TR7. They took 2nd that year in the Triumph TR7-TR8 Class. **Insert:** PEDC Father's Day show 2011.

LOGO, ABOVE: The VTR "world" logo. Source: <https://vintagetriumphregister.org/>



Questions

about joining the Vintage Triumph Register (VTR)?

Contact PEDC VTR Liaison

Wayne Simpson

wayne@last-chance-garage.com

Continued from page 12 – VTR

(DVT) and the New Jersey Triumph Association (NJTA), held on our doorstep in Princeton, NJ. Did you go? If not, you missed a great time.

For the local clubs, becoming an official VTR chapter offers access to low-cost liability insurance to protect the clubs, their officers, and members from liability claims in the event of an unforeseen accident. This is why it's critical for our club to maintain chapter status; we simply couldn't afford to purchase a policy like this on our own.

Does all of this pique your interest? Then go to www.vtr.org and click on **Join** to become a member. Being a member of a VTR chapter such as the PEDC does not automatically make you a member of the VTR; you still have to join and pay dues, but your membership will help maintain the PEDC's chapter status in addition to all the benefits listed above. Don't do the internet thing? No problem, just give me a call and I'll mail you a membership form that you can fill

out the old-fashioned way and send in by mail.

Already a VTR member? Great! Please make sure the VTR knows you're affiliated with PEDC as, again, this helps the PEDC maintain its chapter status. Go to www.vtr.org, log in (or register if you haven't already), and, under **VTR Member Info**, click **Edit Profile**. Make sure all your personal information is correct, and, under **VTR Chapter**, be sure to select **PEDC**. Note: You can select more than one club, so be sure to click on every chapter to which you belong.

And oh, by the way, if you happen to be a steady customer at The Roadster Factory and spend more than \$850 in any calendar year, TRF will pay your VTR dues. The late Charles Runyan was a long-time supporter of VTR, and this program is being carried on by his successors. Details are on the www.vtr.org Home Page.

If you have further questions, don't hesitate to ask. Drive safe! ■

SOME OF OUR PEDC VTR MEMBERS AND THEIR TRIUMPHS:

From top: Mark & Nadine Berkowsky, 1979 Spitfire; Art Becker & Pete Dow in Art's 1980 TR8; Pete Dow's 1974 TR6; Rodney Ford's 1980 TR7; and Roy Smith's 1968 TR250.



GEORGE ZABRYCKI
1966 Austin-Healey 3000 Mk III



HOWARD KATZ
1965 Austin-Healey Sprite Mk III



TOM VASH
1955 Austin-Healey 100

PEDC Austin-Healey Owners' Gallery

PHOTOS BY CAROL & KEN KYLE



NICK FERRANT
1961 A-H "Bugeye" Sprite Mk I



TOM SIWEK
1960 A-H "Bugeye" Sprite Mk I



GUY ALBANESE
1967 Austin-Healey 3000 Mk III



ANDY MOUTENOT
1967 Austin-Healey 3000 Mk III



TOM VASH
1962 Austin-Healey Sprite Mk II



ALICE FERRANT
1958 Austin-Healey 100-6



Abbey Gets a New Plate

Joe Lippi's beautiful 1952 MGTD, "Abbey," gets fitted with the historic plate that he used for many years on his 1976 MG Midget, "Lesney," so named in honor of the English manufacturer of Matchbox toy cars, Lesney Products. Abbey's name is a nod to Abingdon, Oxfordshire, where MGs were made until 1980. *Photos courtesy of Joe Lippi.*
MG logo: https://en.wikipedia.org/wiki/MG_Cars.



God Save the Queen!

One of the highlights of our Brits on the Beach 2018 show in Ocean Grove, NJ was a visit from Queen Elizabeth II, shown with Martin & AnaCristina Tiago Vickery, *far left*, and Rodney & Kathy Ford, *left*. The Queen was enamored with Russ Sharples's 1960 MGA, which Russ made available for show spectators to climb into for a photo op. That was a big hit!

WE WANT YOUR STORIES!

- ✓ What's your favorite British marque and why?
- ✓ How'd you get interested in the British car hobby?
- ✓ Have you bought or sold any British cars lately?
- ✓ Got any British car stories to share (good, bad, or otherwise)? Everyone's got a good story!
- ✓ Got any nostalgic photos of you and your first British ride?
- ✓ Taken your British car for an interesting drive lately?
- ✓ Upgraded or restored your British car? Plan to do so?
- ✓ Got a British car repair or maintenance tip worth sharing?
- ✓ Attended any British car shows in 2020? Win any awards?
- ✓ Got any ideas of how we can attract younger people to the British car hobby?

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

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

~

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. 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.

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

2021 Calendar of Events ~ PEDC

Below is our 2021 provisional events calendar. Please note that general PEDC meetings have been suspended until April at the earliest or whenever the weather warms up enough to permit outdoor dining. The scheduling of future events is predicated on the assumption that COVID-19 restrictions will be relaxed by late June or early July. At this time, very little information is available for non-PEDC events of interest to our members, so you will not see many of those listed. If you know of any British-car-related events with confirmed dates, please alert the newsletter editor. Thank you!

APRIL

7, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. A meeting will be held OUTDOORS, weather permitting. Come early for dinner or stay late to chat in the parking lot. And be sure to bring your British car! **Note:** In nice weather, parking is reserved for us with traffic cones along one section of the parking lot.

MAY

5, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. A meeting will be held OUTDOORS, weather permitting. Come early for dinner or stay late to chat in the parking lot. And be sure to bring your British car! **Note:** In nice weather, parking is reserved for us with traffic cones along one section of the parking lot.

8, Saturday, PEDC spring drive through the Pine Barrens, Pete & Mickey Dow, hosts.

15, Saturday, PEDC drive to Deep Cut Gardens, 152 Red Hill Road, Middletown, NJ 07748, <https://www.monmouthcountyparks.com/page.aspx?id=2518>. From the website: "Deep Cut Gardens is dedicated to the home gardener. The 54 acres of gardens and greenhouses are planned as a living catalog of cultivated and native plant materials to be observed through the seasons. Our renovated Parterre features 52 varieties of roses with over 180 bushes." Rodney & Kathy Ford, hosts.

19, Wednesday, first PEDC ice cream run of the season, Sundae's, <http://sundaesnj.com/>, 2211 Highway 35, Manasquan, NJ 08736 (Sundae's is actually in Wall Township, NJ.) Woody & Sue Smith, hosts.

27, Thursday, PEDC ice cream run to Jersey Freeze, <http://jerseyfreeze1952.com/>, 120 Manalapan Avenue, Freehold, NJ, Tom & Alice Albertalli, hosts.

JUNE

2, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. A meeting will be held OUTDOORS, weather permitting. Come early for dinner or stay late to chat in the parking lot. And be sure to bring your British car! **Note:** In nice weather, parking is reserved for us with traffic cones along one section of the parking lot.

9, Wednesday, PEDC ice cream run to Ice Cream Shop of Manahawkin, Art & Joann Becker, hosts.

14-17, Monday to Thursday, "MG 2021 International – Atlantic City & Gathering of the Faithful (GOF) Mk 108," at Harrah's Atlantic City. Sponsored by the North American Council of MG Registers. Click here for more information: <https://www.nemgtr.org/events/event/139-mg-2021-international-atlantic-city-gof-mk-108.html>.

17, Thursday, PEDC ice cream run to Jeffreeze Old-Fashioned Ice Cream, 381 Route 9, West Creek, NJ, 08092 <https://jeffreezeicecream.com/>, Pete & Mickey Dow, hosts.

20, Sunday, PEDC 19th Annual Father's Day British car show, 10 AM – 1 PM. Joseph E. Robertson Park, 1100 Allaire Road, Spring Lake Heights, NJ, 07762. Rain date is June 27th. Ken & Pat Wignall, hosts. BBQ afterward, 1-4 PM, at a location to be determined.

Continued on page 18

2021 Calendar of Events ~ Continued

JUNE (CONTINUED)

23, Wednesday, PEDC ice cream run to TK's ice cream, 331 Route 539, Cream Ridge, NJ 08514, <http://www.tksicecream.com/>. Possibly dinner beforehand for those interested at nearby Ninuzzo's Trattoria, <http://ninuzzo.com/>, if outdoor dining is available. Ken & Carol Kyle, hosts.

JULY

1, Thursday, PEDC ice cream run to Heavenly Havens Creamery, 335 Main Street, Allentown, NJ 08501, <https://havenscreamery.com/>, Russ & Pam Sharples, hosts.

7, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. By this point, we hope the COVID restrictions will be lifted and indoor dining will be feasible. Come early for dinner or stay late to chat in the parking lot. And be sure to bring your British car! **Note:** In nice weather, parking is reserved for us with traffic cones along one section of the parking lot.

14, Wednesday, PEDC ice cream run to Jake's Cree-Mee-Freeze Ice Cream, 337 Route 33 East, Manalapan, NJ, <http://jakescreemefreeze.com/>. Serving great ice cream since 1991. Mort Resnicoff & Fredda Fine, hosts.

22, Thursday, PEDC ice cream run to Sweet Treats & Ice Cream, 249 North Main Street (Route 9), Forked River, NJ 08731, <https://www.facebook.com/sweettreatsnj/?rf=709704469081836>, Jack & Sookie McLean, hosts.

25, Sunday, PEDC garage open house, tech session, & BBQ. Tom & Corinne Vash, hosts.

30, Friday, through 1 August, Sunday, PEDC overnight drive to Woodstock, NY and the Bethel Woods Concert Center. Peter Madison & Lorraine Skidmore, hosts.

AUGUST

4, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. Come early for dinner or stay late to chat in the parking lot. And be sure to bring your British car! **Note:** In nice weather, parking is reserved for us with traffic cones along one section of the parking lot.

7, Saturday, PEDC drive of the Upper Freehold Scenic Byway, Ken & Carol Kyle, hosts.

12, Thursday, PEDC ice cream run to Belle's, Spring Lake, NJ, Ken & Carol Kyle, hosts.

17, Tuesday, PEDC drive to Pic-a-Lilli Inn, 866 Route 206, Shamong, NJ 08088, <http://www.picalilli.com/menu.php>, Mort Resnicoff & Fredda Fine, hosts

19, Thursday, PEDC ice cream run to Gil & Bert's ice cream, 69 North Main Street, Cranbury, NJ 08512, <https://www.facebook.com/GilandBertsIceCream/>, Mark & Nadine Berkowsky, hosts.

21, Saturday, PEDC autojumble car parts flea market. Bring your surplus British car parts to sell or trade, and enjoy coffee & donuts in the morning and hot dogs, beer, and wine at lunchtime! 9 AM to 1 PM (or whenever) at the home of Bob & Eileen Hoernlein, Beachwood, NJ.

26, Thursday, PEDC ice cream run to Nicholas Creamery, Rumson, NJ, Dean & Arlene LaVergne, hosts.

28, Saturday, PEDC drive to Naval Air Station Wildwood Air Museum, Rio Grande, NJ, Bob Canfield, host.

Continued on page 19

2021 Calendar of Events ~ Concluded

AUGUST (CONTINUED)

30, Monday, the PEDC is invited to the annual Greenbriar Oceanaire car show. Mike Browne, POC (tentative date).

SEPTEMBER

1, Wednesday, **PEDC** monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. Come early for dinner or stay late to chat in the parking lot. And be sure to bring your British car! **Note:** In nice weather, parking is reserved for us with traffic cones along one section of the parking lot.

2, Thursday, **PEDC** drive to Sweetwater Marina & Riverdeck, Sweetwater, NJ, Mike & Linda Browne, hosts.

8, Wednesday, **PEDC** ice cream run to Halo Pub, Hamilton Square, NJ, Steve & Theresa Mundt, hosts.

12, Sunday, **PEDC** drive to the Radnor Hunt Concours, Malvern, PA, Peter Madison & Lorraine Skidmore, hosts.

15, Wednesday, **PEDC** goodie-bag stuffing party, 6-9 PM, Brick, NJ. Help us get ready, at the home of Rodney & Kathy Ford, for the big show on Saturday.

18, Saturday, **PEDC** 24th Annual British Car Day, "Brits on the Beach," car show, Main Avenue, Ocean Grove, NJ. Our big event of the year! Bob Canfield, show chairman, joisuzu@optonline.net. Contact Bob for more information, or questions, or if you want to volunteer to help.

23, Thursday, **PEDC** ice cream run to Miss Mindy's Homemade Ice Cream, Bayville, NJ, Bob & Eileen Hornlein, hosts.

29, Wednesday, **PEDC** ice cream run to Ice Cream on 9, Route 9, Howell, NJ, Rich & Donna Huy, hosts.

OCTOBER

2, Saturday, **PEDC** drive to Fox Hollow Vineyards, Holmdel, NJ, Mark & Maria Wintjen, hosts

6, Wednesday, **PEDC** monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. Come early for dinner or stay late to chat in the parking lot. And be sure to bring your British car! **Note:** In nice weather, parking is reserved for us with traffic cones along one section of the parking lot.

10, Sunday, **PEDC** drive to Old Hights Brewery, Hightstown, NJ, Steve & Theresa Mundt, hosts.

24, Sunday, **PEDC** fall foliage drive to Hunterdon County. Lunch at Sergeantsville Inn, followed by a drive to the Beneduce Vineyards and Winery for wine tasting (optional). Ken & Carol Kyle, hosts.

30, Saturday, **PEDC** 4th Annual Halloween Costume Party at the home of Woody & Sue Smith.

NOVEMBER

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

DECEMBER

4, Saturday, **PEDC** annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ – a new venue for us! DJ Rich Canfield, dancing, buffet dinner, cash bar, prizes, and more. Mort Resnicoff & Fredda Fine, organizers.

NOTE: Keep checking our events calendar each month in the newsletter. As the year progresses, often we add events, sometimes we delete them, and occasionally a date or some other information changes. We will do our best to keep you posted! Check your email blasts too.

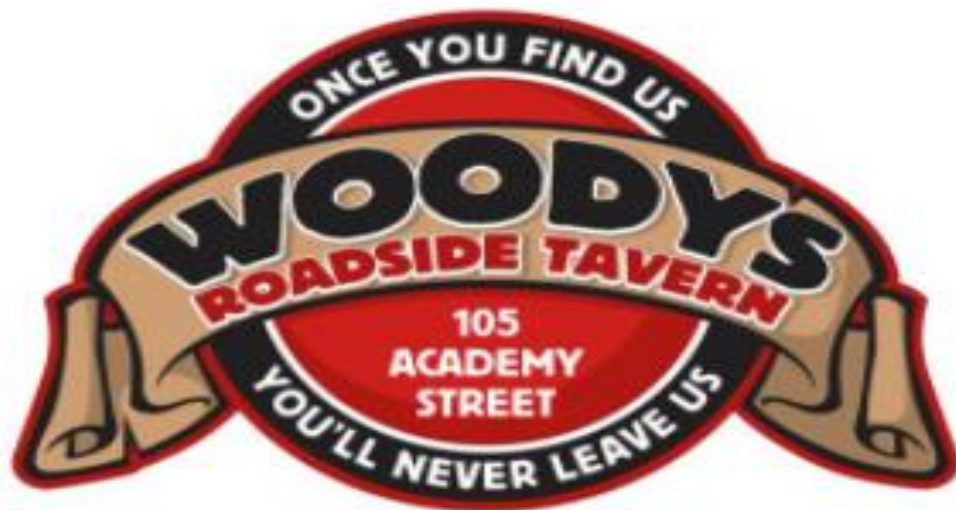
Ads from PEDC Show Sponsors



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.

Rick Stoeber's 1974 Jaguar E-Type Roadster V12, *below*, at our PEDC 2019 Father's Day show.



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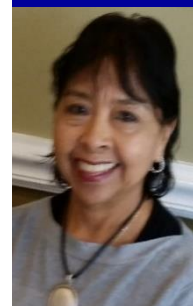
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Martin Vickery



Regalia Manager
Sookie McLean



Sunshine
Nadine Berkowsky

Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery.

PEDC Classified Ads

For Sale: 1951 Riley LHD RMD Drophead Coupe

- 2,443cc DOHC inline 4-cylinder engine
- Twin SU carburetors
- 100bhp at 4,400rpm
- 4-speed manual transmission
- Torsion bar front suspension - live rear axle
- 4-wheel drum brakes



The 1950 Riley RM Drophead Coupe offered here is a fine example of an upper mid-market post-WWII British car built to pre-war standards by a long-established and proudly independent automaker. The genuine wood interior trim, plush seating, cabriolet top with exposed landau bars, rear-hinged doors, and vestigial running boards combined to present a majestic car redolent of a golden but forever lost age. Developed just before WWII, the RM series' 2.5L 100-hp engine continued to feature Riley's signature double-cam, high in the block, valve train layout, which dated to the famed Riley Nine of 1926. The camshafts flank the cylinder bores in the block, operating inclined overhead valves via pushrods. The design enabled the engine's hemispherical combustion chambers, to be later replicated by Chrysler's famous hemi. The Riley RM was offered during 1948-1951, in 4-door Saloon, Sports Roadster, and Drophead Coupe (convertible in the U.S.) models. Only 502 RM Dropheads total were produced, for both home market and export. No wonder the LHD Riley RM Drophead is such a scarce car today!

Presented in a stunning Wimbledon White, this 1951 Riley RMD is not concours quality but is a very drivable, reliable, restored, and mostly original runner. The odometer reading is around 2900, which indicates that it has probably done over 100,000 miles – but only a few hundred in the last 10 years.

Restoration included the following:

- ✓ New brakes all around, including a new piston in the master cylinder and new slave cylinders and linings.
- ✓ New wiring harness, including the addition of flashers with relays and fuses with removable rear light assemblies.
- ✓ Headlights are sealed beam and a reconditioned generator & regulator were fitted.
- ✓ Steering gear was renovated and re-greased, with new gaiters.
- ✓ Old receipts show that the engine was rebuilt prior to our current ownership, so the bottom end was checked over. Cylinder compression showed as constant across all 4 cylinders.
- ✓ SU carburetors were cleaned and fitted with new seals.
- ✓ SU fuel pump was also restored with new points and diaphragm.
- ✓ A new fuel tank has been fitted.
- ✓ A new stainless steel exhaust was fitted together with period-correct cross-ply tires.
- ✓ The original top was renovated rather than replaced to retain originality.
- ✓ The interior is as original – black with refurbished original wood trim.
- ✓ New sound deadening and carpets have been fitted together with new trim from UK supplier.

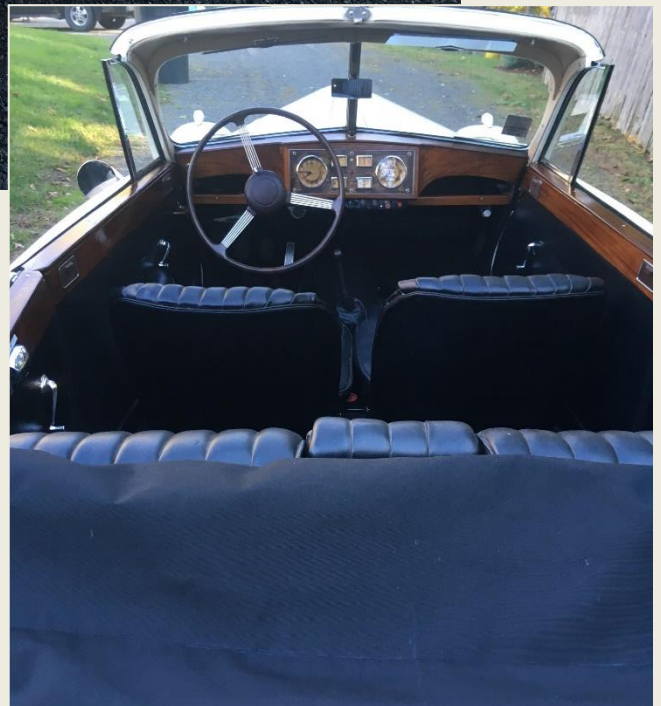
It has been on several shakedown runs and has performed very well without any issues, total mileage being 100K+ miles. All original chrome was used, some re-plated, other parts left with patina. Seeking offers around \$50,000. Contact PEDC members Gary Watson gwatts56@aol.com or Simon Bowditch shbowditch@aol.com.

See next page for more photos, and see next month's newsletter for a restoration article.

Photos this page and next page courtesy of Simon Bowditch.

PEDC Classified Ads – Continued

For Sale: 1951 Riley LHD RMD Drophead Coupe



Classified Ads

If you would like to advertise your British car or British car parts & accessories, please send your ad to:

Carol Kyle, Editor,
carolkyle4@comcast.net

Ads run free for members
for three months or until the car or item
is sold. We can run the ad another
three months if you let us know!

The Last Word: Get Out and Drive 'Em!



TOP: Ten years ago, March 2011, Ken & Carol Kyle led their first PEDC drive to the Simeone Museum in Philadelphia, PA to see their annual Best of Britain show. Tom & Alice Albertalli joined us in their lovely 1979 MGB LE, here shown at Woody's at the start of the drive. **ABOVE:** Tom & Alice during our ice cream run to TK's in Cream Ridge, NJ, June 2015.



POSITIVE EARTH DRIVERS CLUB (PEDC)

<http://www.pedc.org>

OFFICE USE ONLY

Date Paid _____

Check # _____

Cash \$ _____

2021 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 28, 2021.

1. **Please fill out this form even if you have made no changes since last year.**
2. Make \$15 check payable to: PEDC
3. Mail check & membership form to: Positive Earth Drivers Club, P.O. Box 214, Farmingdale, NJ 07727-0214.
An alternative is to simply bring the completed form and your check to our next monthly meeting at Woody's Roadside Tavern in Farmingdale, NJ.

Check one:	<input type="checkbox"/> New Member	<input type="checkbox"/> Renewing Member
------------	-------------------------------------	--

NOTES:

- (1) For membership renewal, please update this form with current information (especially your e-mail address) for club records.
(2) ***Red fields are required information.** (3) Providing your cell phone number is very handy for contacting you on club drives.

MEMBER INFORMATION				
*Name:			Cell Phone:	
*Email:			Home Phone:	
*Street Address:				
*City:		*State:		*Zip:
SPOUSE / SIGNIFICANT OTHER				
Name:				

IMPORTANT NOTE: The club newsletter, membership directory, and all announcements are distributed by email only. Upcoming events are announced at each monthly meeting; however, without an email address, you will not receive the newsletter or membership directory.

*** The PEDC is an official chapter of the Vintage Triumph Register (VTR), but individual PEDC members must join the VTR if they wish to belong to both organizations. Please indicate whether you are a current VTR member: Yes _____ No _____**

BRITISH VEHICLE INFORMATION				
#	Year	Make	Model	Runs?
1				
2				
3				
4				
5				
6				

Privacy Statement: The PEDC collects information from members to service their memberships and further our purpose as a social club centered on classic British cars. The club does not sell or otherwise distribute this information outside our membership. The club publishes a membership directory containing members' contact information. The directory is distributed to members only and is for private, non-commercial use only. Check the "Opt Out" space below if you do not wish your contact information to appear in the directory.

<input type="checkbox"/>	OPT OUT (Check if you DO NOT want your contact information published in the club membership directory.)
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