



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 monthly meeting, outdoors, Woody's, Farmingdale, NJ
- **April 30 – May 2:** PEDC weekend trip to Lewes, DE to attend British car show.
- **May 5:** monthly meeting, outdoors, Woody's, Farmingdale, NJ
- **May 8:** Drive through the NJ Pine Barrens
- **May 15:** Drive to Deep Cut Gardens, Middletown, NJ
- **September 18:** PEDC 24th Annual British Car Day, "Brits on the Beach," Ocean Grove, NJ. Mark your calendars!

What's Inside

Greetings from Positive Earth, 5
Riley RMD Restoration, 8
PEDC Garage Squad Update, 12
PEDC 2021 Events Calendar, 15
2021 PEDC Regalia Prices, 18
Show Sponsor Ads, 19
Officers, Trustees, & Staff, 20
Classified Ads, 21
PEDC Magical History Tour, 24
Welcome New Members, 25
Feb 2021 Board Mtg Minutes, 26
PEDC Cash Flow Report, 27
February Meeting Minutes, 27
The Last Word, 28



Saved from the Dumpster 1965 Austin-Healey Sprite Mk III

HOWIE KATZ



I would like to thank the PEDC Garage Squad for their hard work and many hours spent getting

my Austin-Healey Sprite on the road again, as I am sure if it weren't for them the car would be sitting in my garage for years to come. I would also like to thank the members of the PEDC for providing a warm welcome to me

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as a new member to the monthly meetings and Brits on the Beach. Lastly, I would like to add a special thanks to Tom Vash who invited me to join the PEDC and for his wisdom regarding Sprites.

How It All Began

In 1994 my brother-in-law received a call that his friend was getting divorced and was going to push his 1965 Austin-Healey Sprite Mk III into a dumpster, as it wasn't running and had not been driven in years. Despite no experience with antique cars, I had great interest in acquiring the car, but my brother-in-law wanted to get it running and drive it around. He rented a car carrier to pull behind his truck, and we set out to pick the car up from his friend. As we pushed the car up the ramps, we found that due to its small size it barely fit onto the ramps and fell through the car carrier. We had to pick up the corner of the car to get it back up into position. After getting the car back to his house it sat in his yard for months under a tarp until he was able to get it started.

Transfer of Ownership

At some point in its life when its driver backed up at a gas station with the door open, the door got caught on a cement pylon. The leather strap that holds the door snapped, creasing the door and front fender. Eventually my brother-in-law no longer wanted the car and decided to hand over ownership to me around 1996. He drove the car to my house and later told me the drive out to me scared him so much and it hurt so much getting in and out of the car that he never wanted to see it again. I drove the car around for a short time, but it had been leaking oil significantly.

Continued on page 3 – Saved



THIS PAGE, top: British cars never get towed.

PREVIOUS PAGE, top: My son Justin, who is now 23, says he got a car for being the MVP of the game!

THIS PAGE, bottom: My daughter, Caitlyn, who is now 21, said she wanted the car when she grew up. Also shown is my son Aidan, now 14.

PREVIOUS PAGE, bottom: Who was in charge of putting the license plate on straight?

Photos & captions for this article courtesy of Howie Katz unless otherwise credited.



Continued from page 2 – Saved

I came across someone who worked on British road cars at his home, and he said he would look at the engine and fix the oil leak. Apparently this is not an uncommon problem, and we found the car had drilled holes in the oil cap to allow the engine to breathe as it was missing the PCV valve. I decided to restore the engine.

You Can't Make This Stuff Up

On the drive from Edison to Marlboro, NJ to drop the car off at the mechanic's house, while my wife followed from behind, we stopped at a light. Wires dangling from the Sprite's dashboard set the carpeting on fire. White billowy smoke poured from the car. After a few minutes of tamping down the flames I successfully put the fire out and continued to drive to Marlboro. A few miles down the Garden State Parkway the hood flew open and wrapped itself around the windshield over my head, bending the hood in half into a mangled mess. I was able to pull to the side of the road by looking out the side of the car, but the hood was completely destroyed, though still attached to the car. A New Jersey state trooper pulled up behind me, and I thought I was going to be ticketed. He went into his trunk and cut off a piece



of rope, and I tied the hood down and went on my way. When my wife and I got to the destination, we noticed that her car was covered in oil.

The Decision to Restore

After getting the car to Marlboro, the mechanic gave me a quote to take the engine out and completely restore it, and I agreed. After removing the engine, he told me that while the engine was out we could restore the whole car. He gave me an estimate as to what that would cost. I agreed. After that mechanic had the car for two years, I had the car in pieces transported to an MG shop off Route 33, and the owner said I could work on it myself with his direction, using his tools, and he would do the more difficult work. This went on for a year or two. The car was painted, the engine was installed, and the car was finally ready to be started. It started quickly but the mechanic said he did not like the way it sounded. He pulled off the oil sump and found damage. The clips holding one of the wrist pins in place had come loose, and the piston was partially disconnected so the cylinder walls were damaged

along with the crankshaft and the bearings. In short, the engine was destroyed.

Above: OK, who scratched my car?

Replacing the Engine

I came across a guy in Pennsylvania who raced Sprites and replaces the original engines with larger displacement ones, so he had a 1098cc engine available. He agreed that I could pick one up from him in Pennsylvania for \$100. I had him load it into the trunk of my car after draining all the oil. When I got home, my friend and I lifted it out of the trunk by hand and I had it installed into the Sprite. I drove it around for years until I tore my Achilles tendon and had a cast on my leg. I couldn't drive the car for five years, so it eventually would not start. I had discussed the car with PEDC'er Tom Vash for years, as he graciously offered to help me get it fixed. He eventually invited me to join the PEDC, and the rest is history. After five years of not running, the Sprite had its fuel pump and clutch master cylinder replaced (which was dry) by the PEDC Garage

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Squad. They also fixed a leak in the rear axle, replaced brake pads, and changed the oil in the gearbox, engine, and rear axle. If not for them, the car may not have seen the light of day again. The tachometer, which did not work after the car was rebuilt, is currently being looked at by Russ Sharples, who has great knowledge of wiring. I just received the missing part from Nisonger and hopefully will install it soon.

Gratitude

Who knew that as a twist of fate I would save a beautiful 1965 Austin-Healey Sprite Mk III from a dumpster and would have the pleasure and honor of meeting the great men of the PEDC Garage Squad and the wonderful members of the PEDC? Driving the Sprite will forever be accompanied by the memories I have of our car club. Thank you again for the warm welcome. ■

Top: Justin wanted to show how tall he was, comparing himself to a car.

Left: Love at first Sprite.



Left and below: Howie took 1st in class for Austin-Healey Sprites & MG Midgets at Brits on the Beach 2020, his first time showing the car with us. Congratulations! Photos and caption by Carol Kyle.



GREETINGS From



KEN KYLE, PRESIDENT

King of the LBCs

We all know that Elvis was the king of rock and roll, and Michael Jackson was the king of pop music. In the figurative sense, to be "the king" of something means to stand out above the rest of your kind, to be the best in class by a noticeable margin. So, what is the king of the little British cars? In my mind, it's always been the Austin-Healey 100/100-6/3000, collectively known as the Big Healey.

Those of you who know my preference for Jaguars may be surprised that I don't consider the E-type to be the king of the LBCs, but there's a good reason for this: The E-type is not an LBC. Oh, sure, it's a little car by today's standards. Just park one

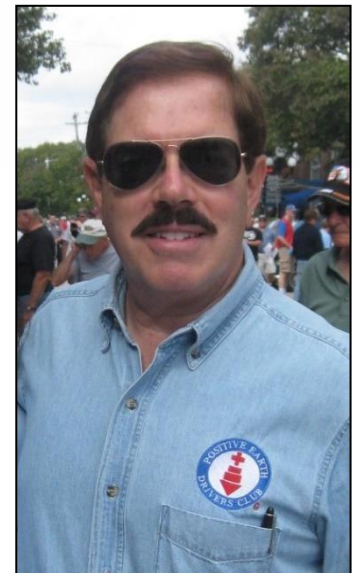
next to an F-Type, its modern equivalent, and the size difference is obvious. But let's compare the big Healey to the E-type as they appeared in 1967, the last year for both the Healey and the Series 1 E-type, the one with the covered headlights, triple SU carbs, and tiny taillights.

The E-type is nearly a foot and a half longer than the Healey, and its engine is more than 40 percent larger. It also cost about 50 percent more than the Healey when new.

Clearly these cars are in different classes.

So what is it about a big Healey that makes it so special? Well, first off, there's the styling. The original big Healey, the 100 of 1953, was part of a wave of new, streamlined British sports cars that appeared

after World War II, supplanting the prewar styling carried over by cars like the MG T-series. Some British attempts at streamlining, like the Jowett Jupiter and the Daimler Conquest, were ungainly to say the least, but the Austin-Healey 100 was different. It was indescribably graceful, from its pontoon fenders, neatly integrated into the hood and grille areas and swept back to meet the swell of the rear fenders, to its perfectly proportioned, rounded rear end. The 100 was sex on wheels in 1953 and, topped off by its racy, fold-down windscreen, it's a design for the ages. But the real purpose of this streamlining was to help it live up to its name in achieving a top speed at least 100 times per hour.



This may not sound very impressive today, but in 1953 it was a huge deal.

In fact, the big Healey was such a great car from the start that it changed relatively little over its 14-year lifespan compared to its primary rivals, the MGs and Triumphs. Park a 1953 MG TD next to a 1967 MGB, and the only thing they have in common is the badge.

Continued on page 6 – King



George Zabrycki (in cap) chats with the late Ray Carbone at the 2009 Holmdel, NJ Concours. Shown is George's 1966 Austin-Healey BJ8, Mark III.

Continued from page 5 – King

The differences between a TR2 and a TR4A are less dramatic (in fact, they're largely the same car under the skin), but still quite obvious. Put a 100 Healey next to a 3000 Mark III, and the uninitiated could be forgiven for thinking they're just minor variants of the same car.

The big Healey managed to stay ahead of its competitors for 14 years, not through major redesigns, but through evolutionary changes. Yes, it was always a bit more expensive than an MG or a Triumph, but well worth it if you could make the stretch. Starting with the original Austin-Healey 100 (known internally as the BN1), it featured aluminum body shrouds (the panels between the fenders that surround the hood and trunk lid) and employed a massive, 2.6-liter

in-line four engine giving 90 bhp and a three-speed manual transmission, both from the Austin parts bin. This trans was actually a four speed with its uselessly low first gear blocked off and the shift pattern reversed from normal practice, putting third at the upper left, second directly below it, first to the right of second, and reverse to the right of first. Although some purists love the BN1 for this quirk, most Healey aficionados prefer the BN2 of 1955, which introduced a true four-speed trans with a normal shift pattern.

In late 1956 the 100 was superseded by the 100-6, known internally as the BN4. The 2.6-liter four was replaced by a straight six of similar displacement, the fold-down windscreen gave way to a fixed one, the wheelbase grew by two inches, and the diamond-shaped grille became an oval, yet it was still basic-

ally the same car. The 100-6 also acquired two tiny back seats suitable only for very small children and packages, possibly to convince skeptical spouses that the car actually had some practical value. In 1958 the BN6 version of the 100-6 reintroduced the two-seat configuration alongside the BN4. Engine output rose to 117 bhp.

The straight six was enlarged to 2.9 liters and the big Healey was renamed the 3000 in 1959. Originally available as both an open two-seater (BN7) and an open 2+2 (BT7), the 3000 adopted front disc brakes and the 2.9 engine cranked out 117 bhp. The 3000 Mark II initially appeared with three carbs in mid-1961 but reverted to the easier-to-tune, two-carb setup after barely a year, making the three-carb cars rare birds indeed. The Mark II also offered optional power brakes for the first time. In 1962,

the side-curtain versions of the Mark II were replaced by the Mark II BJ7, which was a true convertible with a curved windshield, roll-up side windows, opening quarter windows, and a fold-down roof. Power output in the BJ7 rose to 136 bhp.

Finally, in early 1964, the ultimate version of the big Healey made its debut. The Mark III, aka the BJ8, had all the features of the BJ7 plus a more deluxe interior with a beautiful wood-veneered dash and a center console, but the real improvement in the BJ8 was a boost in engine output to 150 bhp, achieved through the use of a higher-lift camshaft and bigger carbs. Despite all these refinements, however, the BJ8 managed to retain the hairy-chested nature of its predecessors.

Unfortunately the British Motor Corporation foolishly decided that they could not, or would not, make the 3000 meet upcoming U.S. emissions regulations, even though the car was selling better than ever, with over 90 percent of production going to North America, so they dropped it after 1967 and tried to replace it with the ill-fated MGC. But that's a tale for another time.

Continued on page 7 – King

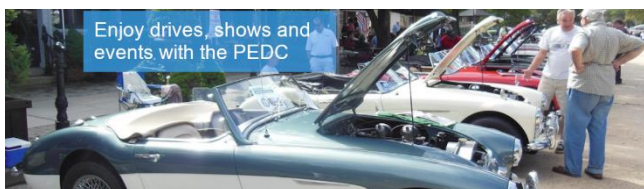


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And that, in a nutshell, is the story of Donald Healey's magnificent creation, the big Healey, and why it deserves to be called the King of the LBCs. Long may it reign! ■

Top, left: Alice Ferrant in her 1958 Austin-Healey 100-6 BN4 leaving Brits on the Beach 2019.

Top, right: Nick & Alice in the 100-6 at the start of a PEDC drive to the Cape May County Zoo, May 2019. **Above, left and right:** Joe Cornell in his 1956 Austin-Healey 100M (the high-performance version of the 100) entering the show field at the Windward Beach car show in Brick, NJ, July 2015.



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What's A Riley?

THE RILEY MARQUE IS

unfamiliar to most Americans, even those of us into British cars, but it has a storied past in the mother country. Starting out as a bicycle maker in the 1890s, the company moved on to motorcycles and engine manufacturing. The founder's five sons established a variety of related companies and eventually automobile production became the focus under the Riley (Coventry) Limited name in 1913.

Riley cars garnered a reputation for style, innovation, and performance throughout the 1920s and 1930s and were highly successful in a variety of competitive events, including the 24 Hours of Le Mans and the Monte Carlo Rally. Unfortunately the company overextended itself with a dizzying array of models, many of which had few parts in common, and slipped into insolvency in 1938. It was then purchased by the Nuffield Organisation, which already included Morris, Wolseley, and MG.

After WWII, Riley introduced its RM series, widely regarded as the last of the true Rileys before they became badge-engineered versions of other BMC brands. Only about 50 of the drophead coupe RMD model are thought to survive, making Simon and Gary's car truly rare. The Riley name-plate was last used by British Leyland in 1969. Today it lies dormant in the possession of BMW, unlikely ever to return.

~ Ken Kyle



Riley Restoration: 1951 LHD RMD

SIMON BOWDITCH

It started with a telephone call from Gary Watson, a fellow RMD owner and participant in our irregular New York Noggin and Natter gatherings, "I've been given the details of an RMD for sale on Craigslist in southern New Jersey. Pat and I are going to look at it tomorrow. Are you interested?" I replied that many photos should be taken so we could assess the condition, and the next day Gary sent over 20-30 photos from what was obviously a stalled restoration project.

After some debate and hearing our wives' concerns, we dropped the idea of buying it. Fast forward a month or two and Gary rang again to say that the owners had been in touch. We were the only people to visit the car, and it had to be moved by the end of the month since the barn was sold and had to be cleared out.

After further debate and negotiation with Gary's wife, Pat, Gary and I decided to go 50/50 on the car and restore it. All chrome work was present, and the top was in dusty but good condition. The engine was an unknown, but some paperwork indicated it had been restored at an earlier date. Gary made room by doubling up on his lift, so we borrowed his son's truck and rented a trailer. We then dashed down a day before the end of March, the sun shining on us despite the fact that it was March. The sky was clear and the temperature was an acceptable 60°F.

With everything packed on the trailer or back of the truck, we drove back to Gary's house and were able to push the car straight onto his lift so we could

Continued on page 9 – Riley RMD



PHOTOS ON PREVIOUS PAGE: EVOLUTION ~

Top, left, bringing the car to Gary's house, pre-restoration.

Top right, a new paint job in Wimbledon White, mid-restoration.

Bottom, ready for the road, full restoration.

THIS PAGE:

We've got some work ahead of us!

Photos for this article courtesy of Simon Bowditch.



Continued from page 8 – Riley RMD

inspect further. The wiring had been unceremoniously cut out of the car, so I undertook creating a new loom with the addition of flashers, relays, and fuses. We inspected the underside and made a list of parts needed that I could pick up at the Riley RM Club's National Rally that year while visiting the U.K. Over the next year Gary worked on stripping the panels, and I visited whenever I was in the New Jersey office. We replaced the spring rubbers and all the brake slave cylinders, and we restored the rear axle with new bearings (but not new seal, which would bite us once it was on the road). We stripped the windows out and removed any remaining trim ready for respraying. In the engine bay, we rebuilt the carburetors with new seals, the fuel pump and points, etc.

We dropped the sump and inspected the bearings, which were good. Gary jerry-rigged some wiring and the fuel line, and after soaking the cylinders with Marvel Mystery Oil, checking the compression (150 on all cylinders), we started it for the first time. It ran well, but it would be another couple of years before it would run on the road. To challenge us, Gary and Pat moved out of their house to rented accommodations and again a year later to a new house. Work on the car during this time was difficult, but we did get it to the point where it could be painted. So on moving to Gary's new home, it was resplendent in Wimbledon White.

We began reassembly of the body-work. I was working in Virginia, so I could stop by to work on the car with Gary some weekends. We also got the chrome work redone, installed the windshields, and it started to look like an RM again. At times we had three generations working on the car, with Gary's grandson plus my son joining in the fun!

Continued on page 10 – Riley RMD

Continued from page 9 – Riley RMD

Then it was time to change the guard. Gary & Pat were moving to a smaller new house in the summer of 2019, so I undertook the task of taking the RMD to my house to finish the wiring and trim. So again the RMD was on the move, 150 miles north this time. Again we were able to borrow a rig to tow her and pushed her straight off into my garage, my RMB living outdoors under a car cover for the summer months at least.

By the end of the summer I was able to get the wiring fitted and tested. Then started the task of trimming the



inside. The original seats were good, having been recovered by the previous owner who was an upholsterer, but all the other trim needed recreating. I put in an order with Woolies in the U.K. for the head-lining material and used an indoor/outdoor carpet with modern underlay. I created all the patterns, which Gary now has to use on his RMD, the LHD cars being different to RHD. I also had to make a new top cover as there was no original.

Continued on page 11 – Riley RMD

LEFT: Three generations having fun together in the garage – my son, Adam, Gary, Gary's grandson, and me.

BELOW: Towing the RMD to my house to finish the wiring and trim.





ABOVE: Gary and I had a vision to restore this lovely car to its original condition. We are happy with the results.
BELOW: The RILEY license plate gives the car a nice touch.

Continued from page 10 – Riley RMD

up for sale. See the ad on pp 21-22 of this newsletter. She's not a concours car but a very sound runner and very reliable. ■

Then commenced the task of finding the last trim items. We knew we had them, but after four moves it was a challenge to assemble all the parts again, particularly with the COVID-19 pandemic preventing any meetings between Gary and me due to state restrictions. Our final expenses included a new set of tires and a new stainless exhaust. As a final touch I was able to get a "RILEY" license plate for the front, this being permitted in most U.S. states and the actual state license plate being required only at the rear.

My son, Adam, and I then proceeded to test around our local roads, extending the runs up to 30 miles. She ran beautifully, except for a few minor teething problems, which were shaken out – a couple of bulbs blown, a loose bullet connector, and the dreaded oil leak from the rear axle. After a couple of days' work, new seals are now in place and the brake linings have been refitted with new ones.

Sadly we can't keep her (neither Gary nor I have the garage space), so she is



WHEN THE COVID-19 SECOND

wave began after Thanksgiving, the Squad shut down its regular weekend work sessions and held a few Zoom meetings instead to cover interesting topics and stay in touch. We did resume some limited work when circumstances allowed. Large open spaces (like at Tom Vash's shop and Tom's Ford) allowed for safe wrenching that involved a limited number of Squad members. We also looked for any days that were warm enough to work outside, or at least with garage doors open.

JEFF MERLETTE'S MG TD

The Squad made several visits to Jeff's garage in October and November. We managed to reinstall the lower firewall on the inside of the car as well as test run the engine to make sure we had oil pressure. The good news was the engine had decent oil pressure. The bad news was we saw oil flowing from the seams in the oil pump. Upon inspection we found that the oil pump was assembled (by the engine rebuilder a couple of years ago) incorrectly. In order to correct the problems, we realized that we had to pull the engine.

On our next visit we first tried to unbolt the bell housing so we could pull the engine alone. We could not loosen some of the bolts, so we decided to pull the engine and gearbox together. We were then sorry we had installed the firewall to its correct position, because now it was impossible to remove the aftermarket 5-speed gearbox with it in place. When we finally got the engine and gearbox out, we could not wait to disconnect the gearbox so we could be sure the clutch was correctly installed. We discovered that the bell housing bolts were not all the same. Two of them were too long, and there was evidence that they were contacting the flywheel. We have concluded that perhaps the engine did not have any rust issues in the cylinders after all. It appears that the two longer bolts were clamping down on the flywheel, making the engine appear to be "seized."

Add this to the list of issues attributed to the motor shop! Once the new oil pump bits arrived, we returned to re-build the pump and install it. Given the very strange experiences we had already had with this car, we wanted to test the pump before we reinstalled the engine. We decided to just turn the engine over with the starter while it was still sitting on a make-shift bench.

PEDC GARAGE SQUAD UPDATE



Bob Canfield

To our delight (and surprise) we got good oil pressure with no leaks. During our next visit (once the Squad resumes normal operations), we plan to reinstall the engine and finally start it to break-in the cam. Once the engine is installed and running, we intend to move on to some electrical work on Jeff's new wiring harness.

HOWIE KATZ'S AUSTIN-HEALEY SPRITE
We returned to Howie's garage to

reassemble his rear axle (new seals), and install new rear brakes. We also had to install and bleed his new brake/clutch master cylinder and the new slave cylinder & hose. We had removed the pedal assembly and sand blasted and painted it. We also cleaned up the engine shelf (which had deteriorated paint due to the leaking brake master) and applied primer and paint. The seat base vinyl covers had to be re-fastened, and some suspension bits were inspected and adjusted. Though we still had some details to finish, Howie shined up the Sprite and drove it to Brits on the Beach (at Woody's) where he took first place in the Sprite-Midget Class. Well done! Several weeks ago Howie drove the Sprite to Tom Vash's shop when several Squad members were there to assist in an MGB engine swap. We managed to change the fluids and create another list of things that need further attention before the driving season arrives in 2021.

DEAN LAVERGNE'S MGA & MGB

In October we went back to Dean's garage to help him get his new MGA top frame sorted out. After checking online, Dean found that the frame would have to be "tweaked" a bit to make it fit.

(In this case, *tweaked* is another way to say "shaped," or "bent.") That day we also diagnosed his sudden loss of clutch pedal in his MGB that he had experienced on his way home from a pizzeria. It turned out his slave cylinder seal blew out. Dean ordered a new slave, new hose, and new valence air dam. We went back when the parts came in to install everything, and last word is that the car is running fine. Some additional maintenance work is planned for the MGB when time and COVID-19 precautions allow.

RICK ISAACSON'S MG TD & MGB

In early October we returned to Rick's to reinstall the front spindles and brakes and reassemble the rear hubs on his MG TD. We also rebuilt his SU carburetors (and polished the domes

Continued on page 13 – Squad

Continued from page 12 – Squad

and intake manifold). We will return to Rick's as soon as COVID-19 allows, planning to bleed the brakes, re-install the carbs, and rehab the paint in the engine bay. Rick has the rehabbed wheels (with fresh paint and new tires) ready to install. On his MGB, we replaced the fan, re-installed the speaker in the left door, installed several new gaskets in light assemblies, and diagnosed the failed oil pressure sender unit.

ZIG PANEK'S TRIUMPH STAG

We spent some time at Zig's barn installing a new clutch slave on his Stag. We also suggested some further maintenance work on the engine to improve reliability. Once COVID-19 precautions permit, we need to go over the entire car, with particular attention to the brakes and suspension. We also spent some time on his 1948 Jaguar MK IV ignition system. We managed to get it running again.

MITCH FRIEDMAN'S MGA & MGB

The Squad went back to Mitch's garage to install a new steering rack. (A bad inner-tie-rod end was discovered by The Front End Shop when he brought it in for alignment.) Unfortunately, this is not an easy install because the radiator must be removed, and the front frame extensions are a tough obstacle. We had never done any work on his MGB, so we did a complete review of the car. We found the usual gremlins – needs new suspension bushings, trunnion seals, sway bar bushings, rear brake shoes, coolant hoses, and a tune up. Needless to say, John Quelch was delighted to assemble another nice shopping list. As of this writing, we still have to get back to get the MGB work done and also adjust the tension on the new rack in his MGA.

BOB ARZBERGER'S GT6

We returned to check on a fuel leak in the boot of Bob's GT6 in late October. We found a non-essential drain plug on one corner of the gas tank that had a

small leak. This was causing fuel to leak into the trunk area. After trying to seal it several ways, it was determined that it needed to go to Finger's Radiator & Tank Shop to have the drain welded closed. We also found that the car had a problem with the directional lights, a bad light base on one of the backup lights, and we installed new door waist seals.

A couple of Squad members returned in January to reinstall the gas tank and check some other electric issues. The car is due to make another visit to Tom's shop for a few things in early 2021.

HANK KIECHLIN'S SPITFIRE

Hank bought his Spit from a Holmdel seller in mid-2020. John and I spent some time in his driveway diagnosing a problem that caused the car to stall and resist restarting. We installed a new fuel filter, new fuel pump, and some new battery cables. After that the car seemed to run well, and a full review of the car was scheduled for a later date.

WORK AT TOM VASH'S SHOP

In late October, several Squad members went to Tom's shop to help with some work on **Bob Pense's Austin-Healey 100** and to do an engine swap for **Rich Marcucci's MGB**. We pulled the engine on the Austin-Healey and started removing some suspension bits. The MGB engine was removed, and the replacement was tested on Tom's engine stand. A few weeks later we returned to help install the new engine in the MGB. That project is complete, and Rich is back on the road.

Howie Katz drove his Sprite to Tom's one weekend while we were there so the fluids could be changed, and some other bits adjusted and diagnosed. **Hank Kiechlin** drove his Spitfire to Tom's on another Sunday so the car could get a full review. Once again, John had the opportunity to assemble a nice list of suspension bushings, brake bits, a differential seal, tie rod ends & rack boots, engine mounts, and tune-up parts. The plan is for things to be done in stages as

weather and time allow, probably back at Tom's shop in early 2021.

WOODY SMITH'S MORGAN

A few Squad members spent time helping Woody clean and paint his engine, replace the oil pan gasket, replace his fuel pump, install a new overflow tank, and reinstall his manifolds after they were coated at Bonehead Performance Coatings in Trevoze, PA. The car was finished quickly so Woody and Sue could head to Florida for a break from the winter chills. His cars are safely tucked away in storage until they return.

GARY & KAREN FRENCH'S MGB

We returned to the French's in November to change the engine mounts, install a new glovebox latch, complete a tune-up, and change the gear oil in the transmission and differential. While there, we found that the radiator needed to go in for some repair, and a new mud shield was ordered for below the radiator. As of this writing, the radiator is back from Finger's, and the parts are in, so we are awaiting a nice weather weekend to return and finish up.

BOB LYTTLE'S AUSTIN-HEALEY 3000

Bob, who is part owner of Tom's Ford in Keyport, bought a 1967 Austin-Healey 3000 a couple of years ago. He sent it to a body shop where it received a very nice paint job in Healey Blue, and then had some of the mechanics in the Ford shop install new brake lines and brakes, new exhaust, new carbs, and some other bits. But the 3000 still did not run well, and Mark Wintjen (who has been a loyal customer there for many years) suggested that the Squad come check it out. The car has been staying in the dealership shop while the work is in progress, so we are enjoying a nice big, warm, open shop (great during COVID-19 times).

Fortunately Bob Pense (a big Healey expert) joined us, and we found some strange things during inspection.

Continued on page 14 – Squad



FROM TOP, CLOCKWISE: Woody Smith's Morgan, Dean LaVergne's MGA, and Rick Isaacson's MGB had work done by the PEDC Garage Squad recently.

Continued from page 13 – Squad

The radiator was fastened at the bottom by two (instead of the correct four) long bolts and included spacers that were incorrect. The top of the radiator was pretty much held in place by the upper hose because the radiator mounts were too far from the brackets. Bob figured out that the radiator upper tank was assembled by a shop in the wrong position. Basically it was backwards. Once Finger's re-did the radiator, it was perfect, and all of the mounting holes lined up. We discovered that the generator was not putting out any current, so Scott dropped it off to Fred at Manasquan Generator in Spring Lake Heights. At the conclusion of our last visit in mid-January, the car was running nicely without any coolant leaks, and producing proper voltage. Next visit will be to tidy up some things and start some cosmetic fixes. ■

PEDC WEEKEND DRIVE ~ MAGICAL HISTORY TOUR

31 JULY TO 2 AUGUST 2021

HOSTS PETER MADISON &

LORRAINE SKIDMORE

See page 24 for details.



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.

30, Friday, to 2 May, Sunday, PEDC weekend trip to Lewes, DE to attend the 25th Annual "The British Are Coming . . . Again!" car show at the Lewes ferry terminal. Co-sponsored by the Lewes Chamber of Commerce and the British Car Club of Delaware (BCCD). The show is Saturday, 1 May. Click here for more information and to register your British car: www.25thLewesBritishMotorcarShow.eventbrite.com. **NOTE:** Details on PEDC weekend plans to follow.

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.

15, Saturday, 31st Annual Spring Open House, 10 AM – 4 PM, Ragtops & Roadsters, Perkasi, PA, www.ragtops.com, 215-257-1202. All British car enthusiasts and friends are welcome to tour the shop, meet the staff, and see many cars under restoration. Registration is not necessary. Rain date: Sunday, May 16th.

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.

5, Saturday, 26th Annual Red Mill British Car Day, Red Mill Museum Village, 56 Main Street, Clinton, NJ 08809. Presented by the Austin-Healey Sports & Touring Club (AHSTC) – North New Jersey Region, 10 AM to 3 PM. Space is limited to 100 vehicles, so register early. **NOTE:** Must pre-register: \$20 before May 27th or \$25 after that date. Admission: \$10, which benefits the Red Mill Museum Village. Discount for seniors, veterans, and children. Picnic basket competition. Rain date is June 6th. To register, click here: 26th-Red-Mill-Flyer-2021.pdf (austin-healey-stc.org).

Continued on page 16

2021 Calendar of Events ~ Continued

JUNE (CONTINUED)

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.

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 Sweet Treats & Ice Cream, 249 North Main Street (Route 9), Forked River, NJ 08731, <https://www.facebook.com/sweettreatsnj/?f=709704469081836>, Jack & Sookie McLean, hosts.

21, 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.

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. See details on page 24.

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.

2021 Calendar of Events ~ Continued

AUGUST (CONTINUED)

7, Saturday, Cars & Motorcycles of England show at historic Hope Lodge, Fort Washington, PA. Organized and sponsored by Delaware Valley Triumphs Ltd. (DVT) and Delaware Valley Jaguar Club (DVJC). The show features an all-British-marque judged motorcar & motorcycle concours, *and* a nationally sanctioned Jaguar Concours d'Elegance. The combined show fields represent one of the largest British motoring shows on the East Coast with over 250 cars & motorcycles participating. Click here for more information: <https://www.dvtr.org/cmoe#!event-register/2020/6/6/cars-motorcycles-of-england>.

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.

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 – don't miss it! Bob Canfield, show chairman, joisuzu@optonline.net. Contact Bob for more information, or questions, or if you want to volunteer to help.

18, Saturday, Britfest, MG Car Club Central Jersey Centre, http://www.mgccnj.org/britfest_slide.html.

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

26, Sunday, **PEDC** rally by Barry Shandler, our rallymaster extraordinaire. Details forthcoming.

Continued on page 18

2021 Calendar of Events ~ Concluded

SEPTEMBER (CONTINUED)

26, **Sunday**, Fallfest, NJ Triumph Association (NJTA), <https://njtriumphs.org/shows-and-events>. **Note:** A tentative date.

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.



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.

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.

Interested in becoming a show sponsor? Contact Show Chairman Bob Canfield, joisuzu@optonline.net.



Dave & Nancy Pittman attended some of our 2020 ice cream runs in their MGB GT, Gil & Bert's in Cranbury, NJ, *above*, and TK's in Cream Ridge, NJ, *below*.



CAR CLUB NEWS

www.britishmarque.com

**Positive Earth
Drivers Club
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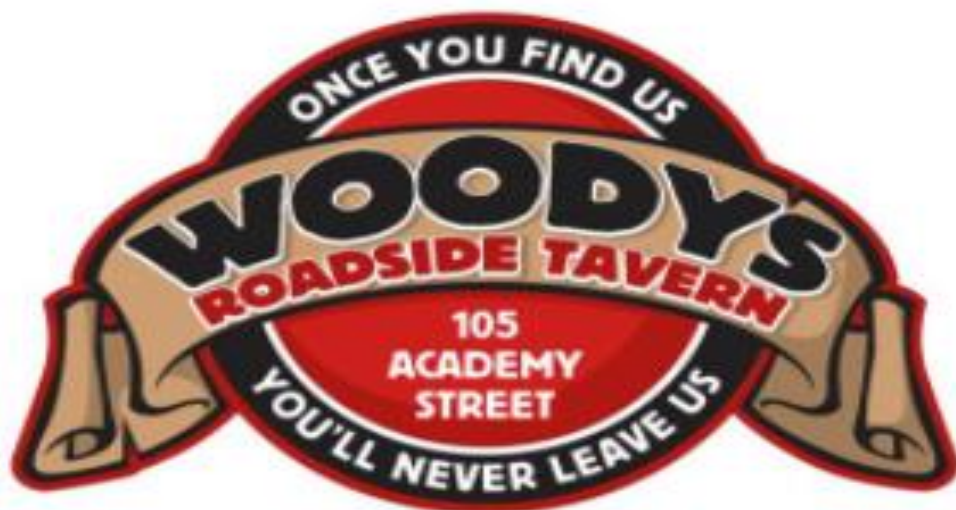
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Sunshine
Nadine Berkowsky

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 combine 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 pp 8-11 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



For Sale: Leftover Items

from a 1967 Austin-Healey 3000 BJ8 I used to own.

- 2 New Brembo front-brake rotors for a 1967 and earlier-model 3000 Healey. \$50 for the pair, firm
- 1 owner's manual for an A-H 100
- some trim parts for a Healey 3000

Contact: Gary Shunk, gary.shunk1@yahoo.com



Classified ads continued on page 23

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!

PEDC Classified Ads – Concluded

For Sale: Car Rotisserie & Accessories, \$750

Live the life of auto restoration luxury. Be the talk of your street and the club. Add a rotisserie to your tool kit! This "gently and purposely" used CR-3000 unit has made my Austin-Healey 3000 ground-up restoration work as "easy" as it can be as well as a true pleasure to work on the car. The unit supports up to 3000 lbs – I've assembled everything short of the engine/trans and interior onto the chassis. Car rotates 360 degrees with the push of a hand and stops wherever you want it to.

Contact: Mike Ferguson, ah3k63@gmail.com, +1 732.996.8967

Rotisserie Features:

- Heavy-duty balancing system
- Securely locks at any angle
- Two 6,000-lb-capacity jacks to adjust working height
- Four 16" mounting arms
- Three-piece telescoping center bar adjusts to 25'
- Six 3" phenolic resin swivel casters
- Fully adjustable 360° movement
- Powder-coated finish
- All-terrain wheel kit

Specifications:

- Capacity: 3,000 lbs.
- Width overall: 58-7/8"
- Height overall: 77-1/8"
- Length overall: 258-1/4"
- Lifting height: 17-3/4" - 45-1/4"
- Shipping weight: 410 lbs.

Extra Accessories Include:

- Universal door brackets (two). I didn't need them on the Healey. They're too big for it, but, when needed, you got 'em!
- Custom-made & heavy duty Austin-Healey 3000 mounting arm connectors + two extra sets of mounting arms (three sets in total)

Photos courtesy of Mike Ferguson.



Universal door brackets

Mounting arm connectors



The PEDC Magical History Tour

Hosts: Peter Madison & Lorraine Skidmore

609-577-8361, petermadison645@gmail.com

The Magical History Tour is coming to take you away, coming to take you away, but not today. Join fellow PEDC members for the weekend of July 30 – August 1, 2021 when we take a trip up the Delaware River to the Catskills, the former Borscht Belt and now a popular weekend destination for those priced out of the Hamptons and the Hudson Valley. As motoring enthusiasts, we will drive Route 97 on Friday, a scenic destination road recommended by *Car & Driver* magazine that parallels the Delaware River. After lunch, zip lines are available if the group wants to race to the river. There will be travel to a variety of destinations, with enough indoor sights during the weekend that rainy weather will not deter the trip.

Saturday, July 31st

We will have a groovy time Saturday touring a historic music site (sex, drugs, and rock and roll?), a few museums, and an art gallery. Covered bridges abound, a vineyard beckons, and, of course, there are backroads to nowhere. For those who want to go their own way, the area offers golf, horseback riding, kayaking, and spa treatments. Or you can hock your ride for that Aston Martin you've coveted with a win at the Resorts World Catskills Casino. Music is a possibility Saturday night, at either the Bethel Woods Center for the Arts or at a local gig.

Sunday, August 1st

On Sunday we can attend and show our British cars at the Calicoon Center auto show, and have lunch at the BBQ competition there. Or we can take the backroads of PA, with a tour of industrial history at the National Museum of Industrial History (NMIH) in Bethlehem, PA, when U.S. manufacturing was the envy of the world, or visit the Steamtown National Historic Site in Scranton, PA, a national park for retired but active steam locomotives.

Accommodations

We'll stay at the Tennanah Lake Golf & Tennis Club, tennanah@frontier.net, the highest point in Sullivan County, NY. Sixteen rooms are being held for us until April 15th. Room rates are \$115 - \$135 per night, with onsite restaurant and outdoor dining at reasonable costs (\$18 - \$25 for a dinner entrée). To reserve one of these rooms, call Mary at 607-498-5001, preferably sooner than the April 15th deadline to reserve. Although you must provide a credit card to hold the room, your card will not be charged until the weekend we arrive. Cancellations are due 3 weeks in advance of July 30 if the trip is canceled due to COVID-19 restrictions.

Not Sure This Trip's for You?

Go online to the **Sullivan Catskills Travel Guide**, <https://sullivancatskills.com/brochures>, check out the Bethel Woods Center for the Arts, the Catskill Fly Fishing Center & Museum, or the Tennanah Lake Golf & Tennis Club. Then call me at 609-577-8361 with questions, and leave a message.

Here's the Plan

We will leave Friday, July 30th, 10:00 AM, from Bedminster, NJ and take Route 206 to Route 97 in Port Jervis, NY. Distance from Bedminster to the Tennanah Lake Golf & Tennis Club is 120 miles in just less than 3 hours, with a lunch stop midway at the Carriage House Inn at Barryville, NY.

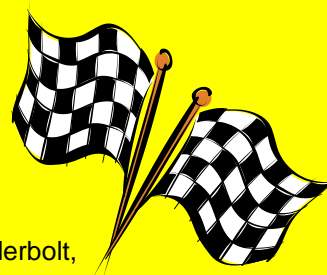
Important Notes:

- (1) You **MUST notify me** that you have made your reservation, and if you intend to bring your British car (so I can plan if we are to attend the Sunday car show). Visit the Travel Guide mentioned above and indicate if you have an activity preference, since the final agenda can be changed to suite participant interest.
- (2) **COVID Observations** – State and federal requirements during the weekend will be observed. While not required, vaccinations prior to July 30 are recommended for your own safety and to put fellow members at ease. ■

Welcome New Members

The following members have joined since January 2021:

- Gary & Janie Shunk, Howell, NJ
- Mark Mudrick, Burlington, NJ, 1953 MG TD
- Tim & Jane Smith, Burlington, NJ, 1960 Austin-Healey 3000, 1968 BSA 650 Thunderbolt, 1971 Triumph 750 Tiger, 1974 Triumph 500 Daytona, 1975 Norton 750 Commando



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.



In Memoriam

It has come to our attention recently that long-time PEDCer Joe Wilhelm passed away in 2020. Our deepest sympathy to his wife, Linda, and family.



Correction

In the February 2021 issue of *The Terminal Post*, on the "Ads from Show Sponsors" page, the following statement appeared:

(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.)

NOTE: The statement is not true, as *British Marque Car Club News* is a sponsor of Brits on the Beach. They do also offer a discount on their publication, so please contact them if interested in subscribing!

Below is the link:

<https://www.britishmarque.com/britishmarque/subscribe.cfm>

	Positive Earth Drivers Club members:
	<i>Subscribe to our print or on-line edition, and</i>
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	www.britishmarque.com
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Minutes of the PEDC Board Meeting February 10, 2021

SUBMITTED BY ART BECKER, SECRETARY

BOARD MEMBERS PRESENT

Ken Kyle, Woody Smith, Dean LaVergne, Art Becker, Bob Canfield, John Quelch, and Mark Wintjen

Note: The meeting was held on the Zoom video-conferencing platform due to COVID-19 restrictions.

President Ken Kyle called the meeting to order at 6:10 PM.

AGENDA ITEMS

Brits on the Beach – President Ken asked Show Chairman Bob Canfield to update the Board on the status of the BOTB show. Show Chairman Bob confirmed Ocean Grove is on board with the show for Saturday, September 18th. Registration to the show is now open and can be accessed through the PEDC website with Eventbrite managing the online registration and payment. Early registrations are robust, and it is clear the online registration has been well received.

President Ken did note that he had received an email from a PEDC member who expressed concern and disappointment that the BOTB show was in direct conflict with other British car events on the same day. The Board discussed how difficult it is to have a standalone date for each car club event, especially in September with one weekend being Labor Day weekend. The Board agreed individuals must make their own decisions on which shows they desire to attend.

Treasurer Dean reported to the Board that payment from Eventbrite to the PEDC for BOTB registrations will not be processed until after the BOTB show date. This was in keeping with last year's modified agreement. The Board took no issue with this procedure.

PEDC Treasurer's Report – Treasurer Dean reported a current balance of \$6,361.74 in the PEDC treasury. We currently have 206 members, including 154 renewals as of today for the 2021 membership year. [Note: As of February 22nd, the number is 164.] It was noted that membership renewal for 2021 is due by February 28th and our membership number will change as of March 1st.

Father's Day Show – President Ken stated that our calendar for 2021 is in place; however, the dates and events listed are subject to COVID-19 status at the time of each event. The PEDC annual Father's Day show will once again be held at the Joseph E. Robertson Park in Spring Lake Heights, NJ on Sunday, June 20th. President Ken presented an idea to investigate the possibility of having our after-show Father's Day BBQ at Woody's. This would relieve the burden of a club member's having to host the after-show BBQ at their home with COVID-19 virus concerns still a possibility. The Board requested that President Ken open a dialogue with the owners of Woody's to see if this is something they would like to hold at their facility.

GENERAL DISCUSSION & COMMENTS

It was decided no phone calls would be made this year to members who have not renewed their 2021 membership. Multiple emails have been sent to the membership regarding renewal, and the renewal form is also in our club newsletter, *The Terminal Post*, and at our website, www.pedc.org. Membership renewal is the easiest it has ever been, as Cheddar Up is being used for simple online renewal and payment of dues.

Garage Squad leaders and technical experts Bob Canfield and John Quelch provided a rundown on recent Garage Squad activities of helping members with their LBC issues. The year 2020 was a banner year for the Squad's assisting members, and it is clear their hard work is much appreciated.

The meeting was adjourned at 6:53 PM. ■

See PEDC Cash Flow Report on page 27.

Coming in April!

Healey 3000 Restoration Project

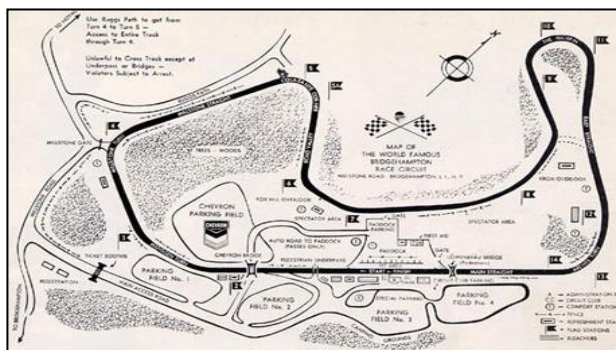
GAYTON (GUY) J. ALBANESE



A Walter Mitty Opportunity

Racing at Bridgehampton

PETER MADISON



PEDC Cash Flow Report for Period October to December 2020

DEAN LAVERGNE, TREASURER

Dues		
Dues: Dues 2021	1,290.00	
TOTAL Dues		1,290.00
Regalia Income		205.00
BOTB Income*		
Registrations	1,653.90	
TOTAL BOTB Income		1,653.90
TOTAL INFLOWS		3,148.90

OUTFLOWS		
BOTB Expenses		
BOTB Expenses 2020	386.05	
Regalia	209.50	
Total BOTB Expenses		595.55
Other Expenses		
Awards	80.96	
P.O. Box 2021	150.00	
Regalia Expense	164.65	
Sunshine Expense	159.60	
TOTAL Other Expenses		555.21
TOTAL OUTFLOWS		1,150.76

NET INFLOWS (OUTFLOWS)

1,998.14

Notes:

End-of-quarter Bank Balance \$6,087.23

End-of-quarter Membership Count 206



Minutes of the February 3, 2021 General Meeting

NOTE: Our February 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. ■

Enjoying our monthly meetings are Alice Albertalli and Kathy Ford, *left*; Zig Panek, Ernie Caponegro, and Bill Miller, *right*; and Rich & Donna Huy, *far right*.



The Last Word: Get Out and Drive 'Em!



Charlie Schirm arrives at Laurita Winery in his 1974 Jaguar E-type during a PEDC drive in August 2014.

