

May 2021
Volume 29, Issue 5



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

- **May 5:** Monthly meeting, Woody's, Farmingdale, NJ, outdoors, weather permitting.
- **May 8:** PEDC drive through NJ Pine Barrens.
- **May 19:** Ice cream run to Sundae's, Wall, NJ.
- **June 20:** PEDC annual Father's Day show, Spring Lake Heights, NJ, 10 AM – 1 PM. BBQ afterward at Woody's.

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The ReinCARnation of an Austin-Healey 100

TOM VASH

WITH COMMENTARY FROM BOB PENSE
AND THE PEDC GARAGE SQUAD

PART 1 IN A SERIES

Prologue Tom Vash

It had to be three years ago or so that I found myself at Bob Pense's house, looking over the 1954 Austin-Healey 100 he had purchased several years before. At first glance it didn't look too bad. The car was sporting a scabby 30+ year old silver paint job, the body looked pretty straight without any glaring rust issues, and it was sitting squarely on its old but still inflated tires. Upon closer examination, however, it became quite apparent that this car needed, as I like to say, one

of everything. What lay ahead was a formidable task, to be sure, but not overwhelming, since Bob has been collecting Healey parts for the last 50 years. He has an amazing assortment and volume of new and used parts. Between us, we have a fairly comprehensive knowledge of the ins and outs of the Healey marque, Bob having owned and driven Healeys since he was a college student at Rutgers in the 60s, and myself having owned and driven Healeys since I was a college student at NJIT in the 70s.

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Together we currently own at least eight Big Healeys, with four of these currently roadworthy and driven regularly. Getting back to my appraisal of this 100, I took a look inside the cabin, and the first thing that jumped out at me was the heavy fabricated steel transmission cover and driveshaft tunnel welded onto the chassis in place of the removable lightweight aluminum and sheet steel originals. Uh-oh . . . what's up with that?

It was then that the full story of this car began to unfold.

How It All Began

Bob Pense

"Back in November of 2011, I was on one of my frequent visits to California to see a lady friend there and spent some free time perusing Craigslist for Austin-Healeys. I came across an ad for this 1954 Austin-Healey 100 in Manistee, Michigan. The car had originated in California, and while there it had been subjected to a Chevrolet V-8 engine swap. Somehow or other the car made its way to Michigan in the early 80s, and the new owner had promptly pulled and sold off the V-8. This guy worked at the local Datsun dealer, and when a wrecked Datsun showed up at the dealer, he bought the car and put the 1300 cc engine and transmission into the Healey. His wife actually drove the car in that configuration for 2 years, and then it spent the next 30 years or so in a pole barn awaiting restoration.

"As often happens, the guy finally realized that he was never going to get around to restoring the car and decided to sell. I had several phone conversations with the guy and, except for seeing a few photos, ended up buying the car sight-unseen. In December of 2011 my friend John Moore and I drove out to Michigan in my pick-up truck, rented a U-Haul trailer, and brought the car back to New Jersey. The seller had gotten the car running in the interim and, on the coldest day on record, was quite happy to be able to drive the car one last time onto the trailer.



Above: John Quelch works on the clutch bell housing.

Below: Scott Freund, with brushes and flashlight in hand, prepares to clean a few parts.

Previous Page: The "before" photo of Bob Pense's Austin-Healey 100.

All photos for this article courtesy of Tom Vash unless otherwise noted.



"Now that I was the proud new owner and in possession of the car, I applied for and received the British Motor Industry Heritage Certificate, which authenticated the car as being Healey #789, having been built on November 25, 1953, and originally painted in Carmine Red. I knew this was going to be a BIG project, but I am no stranger to big projects and was very happy just to have a Healey 100 back in my collection. In the ensuing years I was able to find and gather up many of the parts I would need to put this car back together again, but I couldn't find the time or space to do much else with it. When Tom saw the car and agreed to get involved with the project, it seemed like it might actually happen and, of course, the car is at Tom's shop now and the project is well under way."

Reality Sets In

After hearing the story, we popped the hood, and I looked with trepidation – nay, horror – at the modifications under the hood. There sat the mid-1960s 1300 Datsun motor and transmission, cobbled together with numerous other bits from the donor car, along with evidence and remnants of the previously installed V8 engine swap. The more I looked, the more I saw, and it quickly became apparent that this was not going to be a straightforward recommissioning effort, but a very involved metal-working endeavor.

The original firewall and structural supports had been largely cut away with a torch and replaced with a heavy steel plate that was welded to that fabricated transmission tunnel. The original right front motor-mount support member had been cut out and was AWOL, and two sets of crude motor mounts for the swapped-in engines were still welded to the frame. The original inner foot-well panels had been partially cut away, and the original clutch pedal and linkages were gone and replaced with the Datsun hydraulic set-up, along with many other unnecessary holes, brackets, and flotsam & jetsam.

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On the plus side, between us we had a correct original engine and 3-speed trans to use in the car, and in spite of the many poorly conceived and executed modifications, the car seemed to, as they say, have “good bones.” Bob really wanted to save this car, and I agreed to “help.”

Finally Getting Started

This was not going to be a quick turn-around by any means, and, of course, I was in the middle of another big project, so I was unable to start on it anytime soon. Several years passed, several other projects came into and out of my shop, and after finishing the repaint of Bob Arzberger’s GT6 this past summer, I told Bob Pense that his car was next, that I would spend the winter tackling the metalwork. Bob brought the car to my shop in the fall, and I went right to work. But where to begin?

Once the car was up on the lift I was able to examine more closely the condition of the bodywork. Like so many other LBCs, the tin worm thrives on Big Healeys, and it turned out that this car was no exception. After poking around with a screwdriver and grinder, it became apparent that many of the typical rust-prone locations on a Healey were indeed rusty on this car and had been previously “repaired” in the way things were done back in the day (Read: slathered Bondo over rusted-out metal). So I decided the first step in the process was to remove whatever paint and filler was on the car so that I could assess and address whatever I found. Thirteen coats of paint (!) and gallons of aged filler later, the car was back down to bare metal.

Getting Down to the Specifics

It turned out that the body needed the following metalwork:

On the driver’s side, the lower front fender needed a patch panel, and the bottom of the door hinge pillar needed repair. The outer rocker needed

replacing, both sides of the inner rocker panel needed major repair, and the bottom of the door shut pillar needed a small patch panel. The rear fender looked like someone had used a can opener to make a ragged cut from the bottom of the fender to nearly the top at the door shut pillar, and the dog leg as well as the inner structure behind the rear wheel needed patch panels.

The passenger side was better. It only needed everything that the left side needed, except for the inner structure behind the rear wheel, which was sound. Oh, and the front crossmember of the frame had rusted through its bottom surface.

Then it was time to take a closer look at the firewall, foot-well area, and that massive transmission cover and drive-shaft tunnel. It turned out that these parts had been fabricated from 3/16” steel plate and were fully welded to the frame, so cutting them out was no small job, and cleaning up the frame once the panels were gone took quite an effort in itself.

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Craig Coutros, **top**, and Bob Canfield, **above & below**, at work with the Healey on the lift.



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It wasn't until the area was opened up that I was able to see that the rear transmission mounting member of the frame and the handbrake bracketry had been cut away. In place of the original transmission mounting member was more of the same 3/16" plate material as the tunnel, also welded in solid. It seemed like that plate could be left in place and used to support the rear of an original-type transmission, perhaps with some small amount of modification. So, for the moment, I left it untouched.

The Real Work Begins

This may sound like a ton of work to the uninitiated, but I have seen much, much worse over the years, so I was not at all discouraged as I enthusiastically set about the task of making the various repairs. Bob bought new outer rocker panels and new inner foot-well panels, and I was able to fabricate the rest of the needed repair panels as I went along. I also decided to use a different left rear fender, as I deemed the original too far gone to make a decent repair. I just happened to have a replacement 100 fender hanging on the wall of the shop that was straight and needed only a dogleg patch panel, so the swap was made and it fit like a glove.

Enter the PEDC Garage Squad

As the metalwork on the body was nearing completion, it was time to yank that Datsun motor out so I could gain access to the firewall, the inner foot wells, and the framing in the engine compartment. I reached out to Bob Canfield and John Quelch of the

now famous PEDC Garage Squad to schedule the guys to assist with the engine removal and to place the correct engine and transmission in the car.

With the right drive train in place, I could properly locate the needed right front motor-mount support (Bob had sourced a used replacement from fellow PEDCer Ralph Scarfogliero), and assess the rear trans mount situation. Once done, we pulled the Healey drive train back out and bolted it back into the test stand. By day's end the car was back on the lift and ready for its next phase of metalwork.

Bob Canfield

"Although I have never worked on a Big Healey, I was easily drawn into helping out with Bob Pense's AH100. With the car's strange history, and the determination of Bob and Tom to return the car to its original configuration, it felt like signing on to a worthwhile mission."

"During the first Garage Squad session we removed the Datsun engine and transmission that someone had installed years ago, and we temporarily installed a correct engine and transmission so Tom could mark the position of the missing motor and transmission mounts. He was then able to fabricate and weld in the appropriate mounts."

"During the next session I helped disassemble the front suspension, including the most stubborn cotter pins I have ever encountered. I remember working about an hour on one that had very tight access and feeling as if I had just reached the top of Mount Everest when I finally got it out. I also helped do

some disassembly and clean-up on the rear brakes and suspension. Every time we held a session at Tom's shop, the progress on the body and structure of the car was amazing. We all look forward to seeing this car back on the road, looking and sounding like it did when it rolled off the assembly line."

Art Becker

"I worked on the front-suspension disassembly of the 100 and really enjoyed it. It's interesting to see the design and detail of the suspension pieces in older cars. The lower spindle attachment mechanism was quite complex to remove and required specific knowledge on the proper procedure to remove it. Tom explained this to me as it was removed. I have a real affection for the AH100 and like the looks of the car. The Garage Squad is a great group of PEDC members who really have amazing knowledge and ambition. It's remarkable how much can be accomplished by the Squad in an afternoon."

Surprise, Surprise

When we placed the Healey drive train into position, it looked as if the 3/16" plate would work out as a rear trans support with only minor modifications. However, as I was making those modifications, I was able to see that in addition to the original mount having been cut away, large portions of the X-frame near the trans mount had also been cut away, leaving gaping holes in the frame. There was no way to access these issues with the plate in the way, so it had to be cut out. Using my own 100 as a guide, I was able to fabricate a new trans mounting member to replicate the original and weld it in along with the needed patch panels on the X frame.

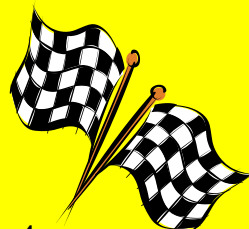
Next came the fabrication and fitment of the repair panels for the firewall and horizontal structural box that doubles as a plenum bringing fresh air into the cockpit. Once these repairs were in place, I was able to fit up the new inner footwell panels after cutting out what

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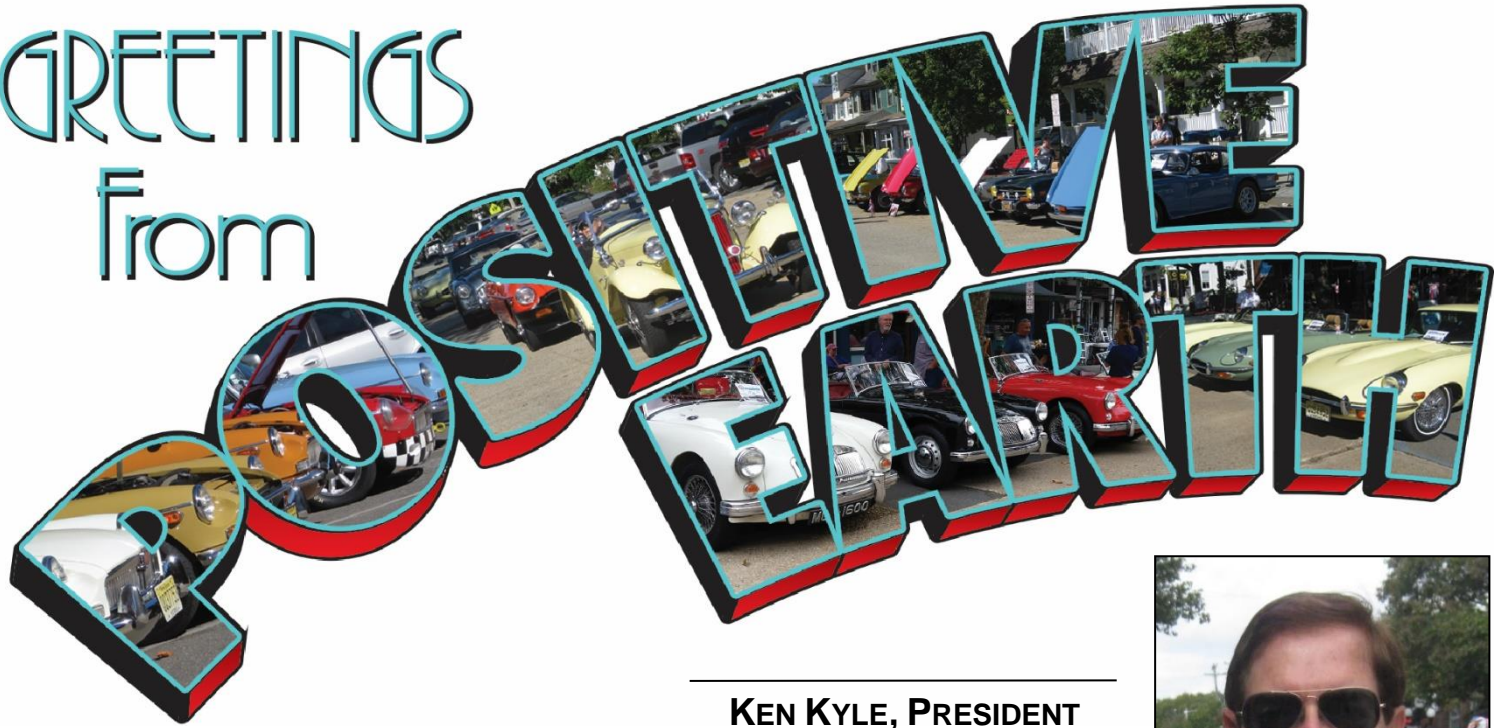
Welcome New Members!

The following members have joined since March 2021:

- William Morales, Howell, NJ, 1975 Triumph TR6
- Jeffrey Roy, Rumson, NJ, 1967 Austin-Healey Sprite
- Jeffrey & Norma Heller, Bordentown, NJ, 1958 Morgan +4
- Rex Cannoy & Sammie Willenborg, Salem, OR, 1965 Austin-Healey 3000, 1969 MGB, and 1972 Triumph TR6



GREETINGS From



KEN KYLE, PRESIDENT

The Racing Car That Made Jaguar Famous

In the past I've written about British manufacturers creating new examples of some of their rarest and most famous products, typically referred to as "continuation cars" (see the April 2018 issue of *The Terminal Post*), so of course I took note when Jaguar announced plans this year to crank out eight brand new C-types, 70 years after the originals made their sensational debut at the 1951 24 Hours of Le Mans and took first place overall.

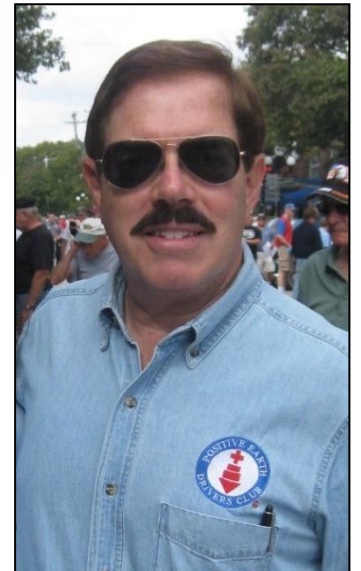
One of the most interesting things about the C-type is its name. In fact, its official designation was XK120-C, where the C stood for "competition," but it was commonly referred to as the C-type, leading most people

to think the "C" was a serial designation. Jaguar later took advantage of this misconception to call the car's successor the D-type, then took the nomenclature even further by using the E-type name on a street car (commonly referred to in this country as the XKE, another misnomer). Note that there never was an A-type or B-type Jaguar.

Actually, C-type was a much better name for Jaguar's first purpose-built racing car, as it had little in common with the street version of the XK120 other than its drivetrain. The C-type was designed in less than eight months specifically to race and win at the 24 Hours of Le Mans. In place of the XK120's box-section, ladder frame, it featured a complex space frame of round steel tubing that supported a streamlined, all-aluminum body with

covered headlamps that bore little resemblance to the street car. The rear suspension featured a transverse torsion bar in place of longitudinal leaf springs, and rack-and-pinion steering was used for the first time in any Jaguar. The C-type had a wheelbase six inches shorter than that of the standard XK120 and was almost a foot shorter in overall length. All of this produced a car almost 700 pounds lighter than the XK120 and, with the 3.4-liter engine boosted to 210 bhp from the stock 160 through the use of an improved cylinder head and higher compression, the C-type could reach a top speed of 144 mph – pretty amazing for 1951.

For the 1952 Le Mans, Jaguar tried to up its game by modifying the C-type with sharply tapered bodywork front and rear. These



changes were accompanied by a smaller radiator and remotely located header tank, which severely compromised the cooling system. As a result, none of the C-types entered that year lasted more than four hours before overheating. But in 1953, the C-type came roaring back with its bodywork and space frame reverting to the original configuration but lightened

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by over 200 pounds, along with a triple-Weber-carburetor-equipped engine now boasting 220 bhp, resulting in a top speed in excess of 152 mph. These improvements, together with the new car's revolutionary Dunlop disk brakes, enabled C-types to take 1st, 2nd, 4th, and 9th places at the 1953 Le Mans. The winning car averaged 105.84 mph, the first time in Le Mans history that any car averaged over 100 mph.

So, what will it cost you to park some of this greatness in your own garage? In 1952 you could buy one of the 54 C-types ever made brand new for £2327, about \$93,000 in today's dollars. A chunk of change to be sure, but a remarkable value compared to the prices of modern racing cars. Naturally, original cars rarely come up for sale now, but when they do, they can fetch up to \$7 million depending on condition and provenance. Jaguar's continuation cars, which promise to be true to the original 1953 cars in

every respect, are expected to go for around \$1.3 million each. The legendary Scottish racing team, Ecurie Ecosse, has just announced that it will be producing replica C-types for about \$700K a copy.

Other replica C-types have been around for years, and second-hand ones made by companies like Proteus and Realm can be bought for \$75-400K. Keep in mind, though, that none of these replicas exactly duplicates the originals. Typically they use a donor engine from an E-type, and the cheaper ones have fiberglass bodies. Replicas still too pricey for you? Then check out CMC's 1:18 scale C-type model, which can be had brand new for as little as \$460 if you shop around. These models contain over a thousand parts and feature opening doors, hood, and spare tire compartment, as well as an incredibly detailed engine and removable wire wheels with the finest spokes you'll ever see on a model. All you need to add is your own imagination. ■



TOP RIGHT: The 1953 Le Mans race was won by a Jaguar C-type similar to the one shown. Photo source: https://en.wikipedia.org/wiki/1953_24_Hours_of_Le_Mans

ABOVE: This Jaguar C-type raced in the 1952 Mille Miglia. Photo source: https://en.wikipedia.org/wiki/Jaguar_C-Type#/media/File:Jaguar_C-Type_1953.jpg

FOR MORE INFORMATION ABOUT JAGUAR'S CONTINUATION C-TYPE, CLICK HERE:
<https://www.jaguar.com/about-jaguar/jaguar-classic/authentic-cars/classic-continuations/c-type-continuation.html>. **Note:** Photo above, left, is from this website.

FOR MORE INFORMATION ABOUT CMC CLASSIC MODEL CARS USA, CLICK HERE:
<https://www.cmcmodelcarsusa.com/>.



ZIG PANEK
1948 Jaguar Mk IV Saloon



STEVE MUNDT
1966 Jaguar E-type Roadster



BRUCE ADAMS
1955 Jaguar XK140M OTS

PEDC Jaguar Owners' Gallery

PHOTOS BY CAROL & KEN KYLE

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KEN WIGNALL
1957 Jaguar XK140 OTS



JOHN RADIN
1967 Jaguar 340



JOHN VALDES
1971 Jaguar E-type 2+2 Coupe



ZIG PANEK
1967 Jaguar 3.8S



RICK STOEBER
1974 Jaguar E-type Convertible



CHARLIE SCHIRM
2017 Jaguar F-type Convertible



ROGER WILLIAMS
1996 Jaguar XJS Convertible



ALTHA MORTON
1968 Jaguar E-Type Roadster



KEN KYLE
2018 Jaguar F-Type Coupe

PEDC Jaguar Owners' Gallery

PHOTOS BY CAROL & KEN KYLE



KEN KYLE
2008 Jaguar XK8 Convertible



FRED BOWE
1991 Jaguar XJS Coupe



CHARLIE SCHIRM
1974 Jaguar E-Type Convertible



JOHN MILLER
1993 Jaguar XJS Convertible



JEFF ROSCOE
1988 Jaguar XJ-S Convertible



DENNIS DRAKE
2006 Jaguar XK-R Convertible

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was left of the old ones. I then fitted up the cover panel that closes off the space between the two footwells and the transmission. The final step was to clamp, tack weld, and otherwise secure everything firmly in place and weld 'er up. The last major tasks were to fab and fit a new two-piece sheet-metal driveshaft tunnel and handbrake mounting brackets and make the necessary repair to the front cross-member. With this work done, the major metalwork was complete. If not before, the car certainly has "good bones" now.

Re-Enter the Garage Squad

It was then time to turn our attention to the mechanical running gear, including the front and rear suspension, the steering box and connecting rods, and the brake system. Once again, the Garage Squad stepped up to the plate and made short work of disassembling the many components involved so they could be cleaned, inspected, and refurbished or replaced as needed prior to reassembly. Bob Pense found whatever parts he didn't already have through multiple sources, including Moss Motors, eBay, Norman Nock Healeys out in California, and a local shop that relined the no-longer-available brake shoes. Bob also used several other specialty vendors. As the last few pieces trickle in, we are well underway with the reassembly process.

John Quelch

"I have been involved with several aspects of the 100-4 project, including the dismantlement of the rear-axle mounting hardware. At some point in the car's history – likely when the V8 engine was installed – the rear axle was moved aft on the leaf springs, causing the road wheels to be off center in the wheel wells, so a repositioning of the axle was in order. We stripped the brake shoes, wheel cylinders, and adjusters, the Panhard rod and handbrake linkages, and the

rear brake lines and 3-way connector. Bob Canfield found a shop in Morganville, NJ (Industrial Brake & Clutch Exchange) that was able to reline the oil-soaked brake shoes, as new ones are no longer available for this early car. Bob Pense took the shoes in, and the shop did a great job."

Craig Coutros

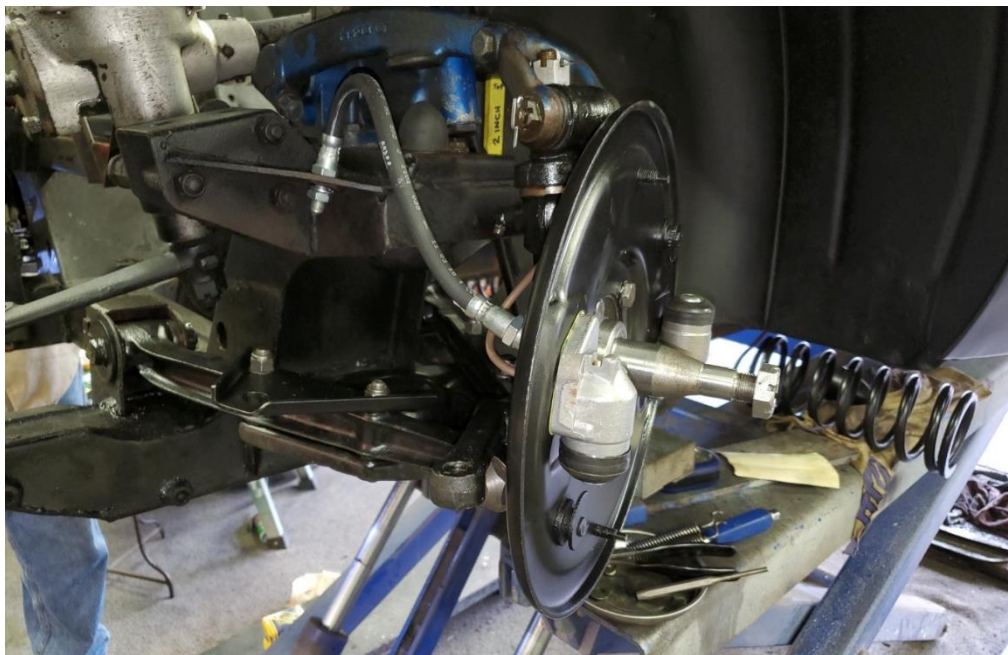
"I spent a lot of time working with Bob Pense on the reassembly of the front suspension, including the lower wishbones and spring seats. While installing the left-side wishbones, we discovered that one of the mounting brackets was not fully welded to the frame. Tom set up his MIG welder and made short work of the repair. Bob and I continued to install additional components, including the lower trunnions, after sorting through the several sets Bob had brought to the job to find a set where everything fit up properly. As it turned out,

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Top: Tom Vash and John Quelch check the position of the rear axle in the rear wheel wells.

Above: John practicing his drilling skills while Tom & Bob Pense look on.



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the spindle shafts we chose went together nicely on the lower trunnion, but when Tom was installing the upper trunnions later in the week, he discovered that the spindle shafts were oversized at the top and would not accept the upper trunnions. We ended up changing them out with another set we had on hand, requiring the disassembly of the lower parts yet again. The lesson learned from this experience was to pre-fit as many of

Top: Partial reassembly of the front suspension.

Above: Front suspension with wheel cylinders.

the parts as possible on the bench before installing them on the car to ensure proper fit.

“On my next visit, Bob Canfield and I continued the reassembly of the left-side suspension and brake hardware, including the steering arm, brake backing plate, wheel cylinders, brake lines, and rebound buffers before moving on to the rear of the car, where we installed the reconditioned handbrake hardware, Panhard rod, and new wheel cylinders. After several tries we got the rear-brake adjusters figured out and installed the brake shoes on the left side, but we found that the brake drum would not fit over the re-lined shoes. John Quelch came up with a viable solution that Bob Pense researched and confirmed as the proper fix. We hope to button up the rest of the rear brakes during the next session.”

While all of this was going on, we also took the oppor-

tunity to size up the engine and transmission. We figured out what we needed to do and what parts we would need to make it run again. There is a long story behind this motor, but we will save that one for another day. Suffice it to say that it had sat unused in Bob Pense's good care for the last 45 years, and it still turned freely. We pulled one of the spare transmissions I had out of its resting place of 40+ years, and we coaxed it back to readiness for service. When the rest of the mechanical running gear is back together, and the car is back on its feet, we will pick up where we left off with the motor and trans and see if we can get it to run on the test stand. In the meantime, we have managed to gather up the various bits we need to make that happen.

John Quelch

“We also did some work on the engine, which was on Tom's engine test stand along with the transmission. We removed the old water pump and replaced it with the new one Bob Pense had sourced from California. We pulled the correct 3-speed w/overdrive side-shifter transmission off the test stand, and with the trans now on the bench, we needed to address three observed issues: (1) The input shaft was stuck and would not turn, (2) The side shifter was also stuck and would not move the internal shift mechanism, and (3) the carbon-block style throw-out bearing was heavily worn and needed replacing. We were able to resolve these issues in a couple of hours. A new throw-out bearing was installed, and the clutch operating shaft was shimmed to center the throw-out bearing to properly mate with the clutch.

“Next, we removed the side-shifter assembly and cleaned all of its many components. This was a stressful endeavor when you really are not certain what will happen when you start removing bolts and covers

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on a transmission. (But, hey, it's not OUR transmission!) With the shifter assembly now removed, we had access to the gearbox internals and introduced lubricant onto the gears. Tom slid the clutch disc onto the input shaft and was able to break the gears free. We lubed and reassembled the shifter assembly, and it now shifts smoothly. The transmission is now ready to be reinstalled on the test stand and tested when we get the motor running."

Post Script

First of all, kudos to all of the PEDC Garage Squad members who have contributed to the project thus far, including Bob Canfield, John Quelch, Art Becker, Craig Coutros, Scott Freund, Paul Johnson, Chris Rorke, and Jim Lamb, just to name a few. We are now about five months into this project, and even though we have made significant progress on many fronts, there is still a lot more to do.

Along the way, Bob Pense and I talked many times about what the "finished" product will look like, and aside from the usual topics of color choice for the body and interior, we spoke at length about the level of restoration he would like to achieve. We both agreed that we would strive to keep this car as a driver and forego at least some of the attention to the minute detail that a full show-quality restoration would require. Our ultimate goal here is to bring this car back from the dead and get it back on the road, so that the unique driving experience that the Healey 100 provides can be enjoyed once again. ■



Top: Paul Johnson.

Below: From left, Squaders Tom Vash, Bob Canfield, Paul Johnson, John Quelch, and Scott Freund.
Photo by Ken Kyle.



SAVE THE DATE!

Brits on the Beach is back this year in Ocean Grove, NJ
Saturday, 18 September 2021, rain or shine
10 AM – 4 PM





Minutes of the General Meeting, 7 April 2021

SUBMITTED BY CAROL KYLE FOR SECRETARY ART BECKER

PRESIDENT KEN KYLE BEGAN the meeting on the outside deck at Woody's at 7:07 PM. In attendance were 31 members. A motion to accept the minutes of the 4 November 2020 meeting (posted in the January 2021 newsletter) was made, seconded, and carried. (Note: Because of the COVID-19 pandemic and our having to schedule monthly meetings outdoors, there were no meetings in January – March 2021.)

Our show chairman, webmaster, and sunshine manager were not present so there are no reports from them.

Treasurer's Report

Treasurer Dean LaVergne stated that there are now 193 memberships,

President Ken Kyle presents the PEDC 2020 Clubman of the Year award to Russ Sharples, *above*. The award is typically given at the club Christmas/ holiday party, but the party was canceled due to the ongoing pandemic.

Pete & Mickey Dow, *below*. Pete talked about the drive he is organizing next month through the NJ Pine Barrens, including new roads.



not counting spouses or partners, and that the club balance is \$7,250. (President Ken noted that five members passed away in 2020 and early 2021: John Brown, Ray Carbone, Peter Richardson, Garry Sholtis, and Joe Wilhelm.) Dean noted that Cheddar Up has been working well for renewal of club membership dues. A motion to accept the treasurer's report was made, seconded, and carried.

Newsletter

Newsletter Editor Carol Kyle thanked members for their contributions and encouraged them to keep sending her articles and photos for future issues.

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Regalia

Regalia Manager Sookie McLean noted that she has taken a few orders over the last few months via email and encouraged members to contact her for all their regalia needs.

Brits on the Beach 2021

President Ken filled in for Show Chairman Bob Canfield, stating that our show field is already at 61 cars so far – a record for us at this time of year. Ken noted that Eventbrite is working well for us regarding online show registrations and that members who want to enter cars in the show should register soon to avoid disappointment once registration is advertised to nonmembers.

Old Business – Club Awards

President Ken awarded a PEDC logo beer glass to Pete Dow for organizing a club drive to the Simeone Museum in February 2020, one to Gary Watson for organizing a drive to Navy Lakehurst



in March 2020, and one to Mort Resnicoff for organizing a drive to Pic-A-Lilly Inn in October 2020. Ken also presented a certificate of appreciation to Regalia Manager Sookie McLean and the 2020 Clubman of the Year award to Russ Sharples.

New Business

VP Woody Smith discussed upcoming events:

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Randy Geck, Regalia Manager Sookie McLean, and Jack McLean, *top*, enjoying dinner before the meeting. Sookie received a certificate of appreciation for her work handling regalia for the club.

Jack McLean and Rich & Donna Huy, *above*.

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April 11, Sweetwaters Coffee & Tea C&C Event – The PEDC is invited to Ocean County Mall, 8-10 AM, for this cars & coffee event. [Note: Because of inclement weather, the event was moved to April 18th.]

April 30 to May 2, Drive to Lewes, DE – Mort Resnicoff talked about the weekend drive he and Fredda are organizing. Eight or nine cars will be participating. Contact him if interested in joining the group.

May 5, Monthly Meeting – Outdoors at Woody's, weather permitting.

May 8, NJ Pinelands Drive – Pete Dow talked about the drive he is organizing, which includes new roads and a lunch stop. This is the first PEDC daytime drive of the season.

May 15, Drive to Deep Cut Gardens, Middletown, NJ – Rodney & Kathy Ford were not present but are organizing this drive. [Note: The event is postponed 'til further notice.]

May 19, Ice Cream Run to Sundae's in Wall, NJ – Woody & Sue Smith are hosting the first ICR of the season.

May 27, Ice Cream Run to Jersey Freeze in Freehold, NJ – Tom & Alice Albertalli are hosting this one. [Note: This event has been moved to June 3rd.]

June 19, Brick PAL Show, Brick, NJ – The PEDC is invited. The POC is Ernie Caponegro for those interested in attending. \$10 pp + BBQ and door prizes.

June 20, Annual Father's Day Show in Spring Lake Heights, NJ. Our annual show there. Rain date is June 27th. Woody noted that there will be a BBQ at Woody's afterward at \$10 pp in lieu of the usual BBQ at the Johnsons' home. President Ken thanked Paul & Mary Johnson for hosting the BBQ for many years; however, because



We had a beautiful night for an outdoor meeting on April 7th, [above](#). Attending were, [from left](#), Win Miller, new member since November 2020 Allan Wysmuller (Triumph TR250), Howie Katz, Mort Resnicoff, Dean LaVergne, Tom Heckman, and Chris Gilbert.

COVID-19 is still with us, a BBQ at a member's home would not be feasible this year.

July 30 to August 1, Weekend Drive to Woodstock, NY – Peter Madison is organizing this drive.

August 7, Car Show at Woody's. Rain date is August 14th. DJ Rich will provide the music. This car show (PEDC cars only) will be similar to the 2020 Brits on the Beach at Woody's car show but on a smaller scale. Registration will be required, but there will be no registration fee. Trophies will be awarded.

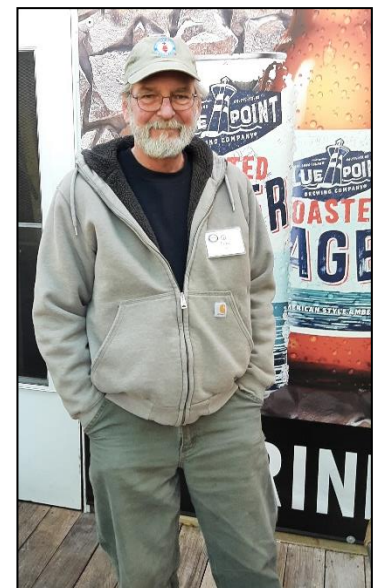
Miscellaneous Projects

Gary Watson talked about his Riley 1.5. Tom Heckman mentioned that the PEDC Garage Squad came to his home in Pennsylvania and went straight to work on his TR4A. He appreciated their work. Pete Dow is making progress with

his MGTF. Treasurer Dean noted that the Garage Squad practically lived at his house last year and that the neighbors were getting suspicious!

Adjournment

President Ken adjourned the meeting at 7:40 PM, reminding members that the next meeting is scheduled at Woody's outdoors on the deck on Wednesday, 5 May 2021. ■

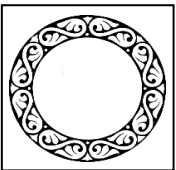


Tom Vash, [right](#), was glad to get out to a meeting.



From the Outside Looking In

CAROL KYLE



Occasionally I've attended a few PEDC Garage Squad tech sessions

just to take some photos. On Sunday, 25 April 2021, I accompanied Ken to a session at Tom Heckman's home in Pennsylvania to see what the Squad's been up to with Tom's 1965 Triumph TR4A. They've made some good progress reinstalling the overhauled transmission, among other things, and Tom hopes to get this little car on the road very soon. It's the newest addition to his impressive collection of British cars (and other cars).

I enjoyed seeing some of the TR4A's stablemates again, notably the 1929 Bentley 4½ Liter Tourer, which Tom brought to Woody's in 2019 when we had our PEDC 30th

anniversary party. There were a lot of PEDC LBCs in the Woody's parking lot that day, but, as I recall, Tom's car got most of the attention.

Continued on page 16 – Looking In

ABOVE, FROM LEFT: Tom Heckman, John Quelch, Jim Lamb, and Russ Sharples at work. Not shown: Bob Canfield and Art Becker.

BELOW: You have to be pretty flexible, both physically and mentally, to work on these little cars, as Tom demonstrates!





LEFT: Tom's 1929 Bentley 4½ Liter Tourer resides next to the TR4.

BELOW: Tom's pair of Rolls Royces. **Left** is the 1934 RR 20/25 Sport Sedan. **Right** is the 1914 RR Silver Ghost Alpine Tourer.

Continued from page 15 – Looking In

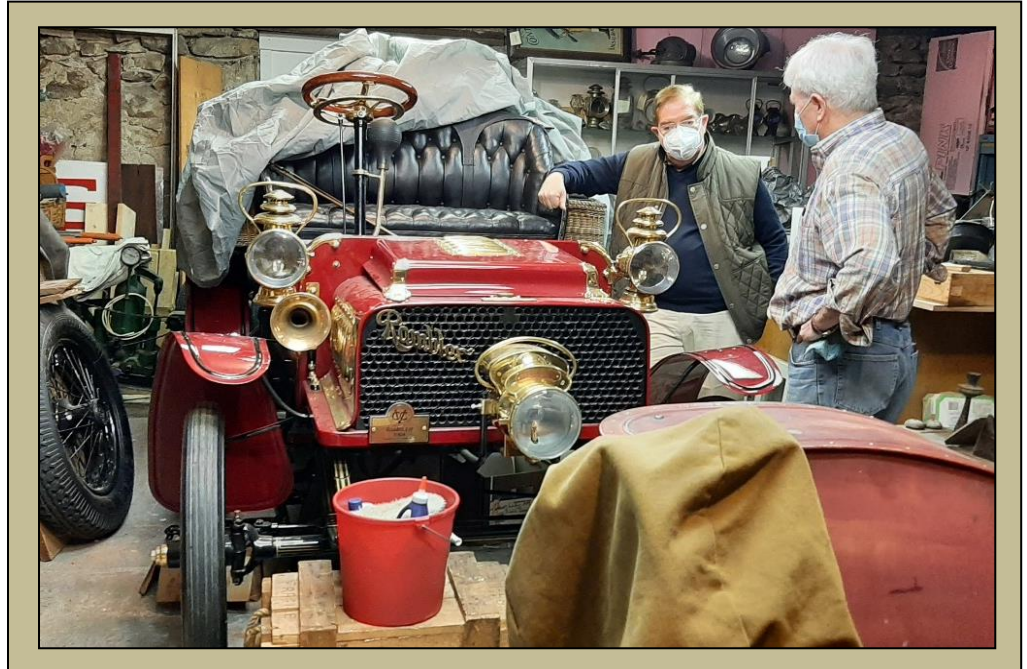
Just behind the TR4A and Bentley were Tom's two Rolls Royces: the one on the left (green) is a 1934 RR 20/25 Sport Sedan; the one on the right is his 1914 RR Silver Ghost Alpine Tourer, which won best in show at Brits on the Beach 2020. No trailer for this behemoth, which Tom drove about 80 miles to the show.

Continued on page 17 – Looking In



RIGHT:
Tom backed the Silver Ghost out of the garage to make room for the Squad. He put out donuts & coffee and later a nice lunch for all who attended the GS tech session.





Continued from page 16 – Looking In

In a separate garage, which is the original 18th century stone portion of Tom & Mary Jo's home, are two cars from the turn of the last century: a 1904 Rambler, **shown above**, and a 1912 Packard Model 30 with an extremely rare roadster body.

Present at the tech session were Bob Canfield, John Quelch, Russ Sharples, Jim Lamb, and Art Becker. Lenny Giles tried to attend but broke down on the way in his MGA. (Sounds like another Garage Squad project.)

As someone on the outside looking in, I can attest that these guys really love what they do. They're like surgeons in an OR: focused, dedicated, and determined to get it right . . . in spite of their motto, "Hey, it's not our car!" And they rarely take a break – even to enjoy the refreshments that Tom put out for us. ■

P.S. A big thank you to Tom for giving Ken & me the royal tour of his lovely home and interesting collections as well as supplying breakfast and lunch too!



LEFT: Bob at work under the bonnet.
BELOW LEFT: The Squaders conferring on a transmission problem. **BELOW RIGHT:** Bob and John discussing the wipers.





Regalia for All!

From left: Russ Sharples wears our popular baseball cap and short-sleeve golf shirt. Linda Browne wears a visor and nylon wind parka and Pat Watson wears a short-sleeve golf shirt. Charlie Jackson wears a long-sleeve denim shirt, as does Reg Savoy, shown with Bob Brown, both of whom are wearing baseball caps with our logo. The hats come in several colors.



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

PRICE

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

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

PRICE
\$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.

Cars & Crumpets 2021 Schedule

Gentlemen, start your engines,
and warm up your LBCs
to get ready to attend the
4th year of Cars & Crumpets.
The PEDC is invited.

WHEN: Sundays, 9 AM to noon

WHERE: Dunkin' Donuts
246 Littleton Road
Morris Plains, NJ

DATES:

- 23 May
- 13 & 27 June
- 11 & 25 July
- 8 & 22 August
- 5 & 19 September
- 3 & 17 October



FOR MORE INFORMATION,
VISIT: WWW.NJBCC.ORG.
HOPE TO SEE YOU THERE!

PEDC 2021 Ice Cream Run Schedule



- May 19, Sundae's, Wall, NJ, Woody & Sue Smith
- June 3, Jersey Freeze, Freehold, NJ, Tom & Alice Albertalli
- June 9, Jake's, Manalapan, NJ, Mort Resnicoff & Fredda Fine
- June 17, Jeffreeze Ice Cream, West Creek, NJ, Pete & Mickey Dow
- June 23, TK's, Cream Ridge, NJ, Ken & Carol Kyle
- July 1, Heavenly Havens, Allentown, NJ, Russ & Pam Sharples
- July 14, Sweet Treats, Forked River, NJ, Jack & Sookie McLean
- July 21, Ice Cream Shop of Manahawkin, NJ, Art & Joann Becker
- Aug 12, Belle's, Spring Lake, NJ, Ken & Carol Kyle
- Aug 19, Gil & Bert's, Cranbury, NJ, Mark & Nadine Berkowsky
- Aug 26, Nicholas Creamery, Fair Haven, NJ, Dean & Arlene LaVergne
- Sept 8, Halo Pub, Hamilton Square, NJ, Steve & Therese Mundt
- Sept 23, Miss Mindy's, Bayville, NJ, Bob & Eileen Hoernlein
- Sept 29, Ice Cream on 9, Howell, NJ, Rich & Donna Huy

BELOW: TK's ice cream run 2017.
From left, Linda Browne,
Fredda Fine, Alice Albertalli,
Barbara Willis, and Mike Browne.



2021 Calendar of Events

PEDC-sponsored events are in bold red. Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (1) our own **PEDC** events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

MAY

5, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM. 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!

8, Saturday, PEDC spring drive through the Pine Barrens, Pete & Mickey Dow, hosts. Watch your email for details.

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. Watch for details.

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!

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

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).

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.

19, Saturday, Brick PAL Show, Brick, NJ – The PEDC is invited. Ernie Caponegro is POC. \$10 pp + BBQ and door prizes.

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 at Woody's, 1-4 PM, \$10pp. Watch for details.

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

Continued on page 21 – Calendar of Events

2021 Calendar of Events ~ Continued

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/>. 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!

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/?rf=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. Watch for details.

27, 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. Rain date: 28 July, Wednesday.

30, Friday to 1 August, Sunday, PEDC overnight drive to Woodstock, NY. Peter Madison & Lorraine Skidmore, hosts.

AUGUST

4, 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!

7, Saturday, PEDC car show at Woody's. Rain date is August 14th. DJ Rich will provide the music. This car show (PEDC cars only) will be similar to the 2020 Brits on the Beach at Woody's car show but on a smaller scale. Registration will be required, but there will be no registration fee. Trophies will be awarded. Ken Kyle, organizer. Details to follow!

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.

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

Continued on page 22

2021 Calendar of Events ~ Continued

AUGUST (CONTINUED)

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/>. **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, show@pedc.org. Contact Bob for more information, or questions, or if you want to volunteer to help. See page x for details.

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 Hoernlein, hosts.

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

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.

2021 Calendar of Events ~ Concluded

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.

The Terminal Post

EDITOR
Carol Kyle

TECHNICAL EDITOR
Ken Kyle

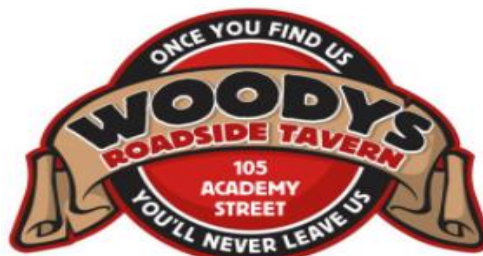


The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, restore, maintain, 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.

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 as space is available. Contact Show Chairman Bob Canfield, joisuzu@optonline.net to be a sponsor



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PEDC Officers

KEN KYLE, PRESIDENT
kenkyle4@comcast.net
732.244.2045 home
732.551.9462 mobile

WOODY SMITH, VICE PRESIDENT
esmith0349@aol.com
732.681.5618 home
732.619.8151 mobile

ART BECKER, SECRETARY
arttvr@aol.com
609.597.4966 home
609.548.1983 mobile

DEAN LAVERGNE, TREASURER
deanlav@yahoo.com
848.217.7092 home
732.580.7837 mobile



President
Ken Kyle



Vice President
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Art Becker



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PEDC Trustees at Large, 2020-2021

MIKE BROWNE
captain61ny@aol.com
609.971.2975 home
609. 618.7559 mobile

STEVE MUNDT
ssmundt@juno.com
609.581.8625 home
609.369.1190 mobile

JOHN QUELCH
johnr.quelch@gmail.com
732.995.3539 mobile

MARK WINTJEN
cptwintch@comcast.net
732.264.2577 home
732-841-7808 mobile



Trustee at Large
Mike Browne



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Trustee at Large
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Trustee at Large
Mark Wintjen

PEDC Staff

BOB CANFIELD, SHOW CHAIRMAN
joisuzu@optonline.net
732.620.2378 mobile
* also a Trustee at Large

CAROL KYLE, NEWSLETTER EDITOR
carolkyle4@comcast.net
732.606.6422 mobile

RUSS SHARPLES, IT MANAGER
rpsinet-mga@yahoo.com
609.721.2149 mobile

MARTIN VICKERY, WEBMASTER
martin.vickery@gmail.com
732.856.7518 mobile

SOOKIE MCLEAN, REGALIA MANAGER
corina458@comcast.net
609.276.1842 mobile

NADINE BERKOWSKY, SUNSHINE
mnberky@comcast.net
609.655.0071 home



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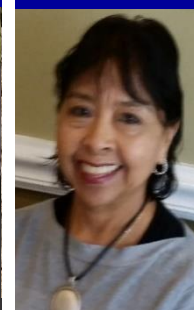
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Sunshine
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Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery.

PEDC Classified Ads ~ Free to Members

British Cars, British Car Parts, and British Car-related Items

If you'd like to advertise something, please send me your ad: carolkyle4@comcast.net. Ads run free for members for 3 months or until the car, or item, is sold. We can run the ad another 3 months if you let us know.



For Sale: 1972 TR6 (red)

This car was restored in California. It had a complete restoration, and I was in contact with the restoration shop and the owner who had it done. I have documentation on all the work performed along with receipts that total up to \$70,000. I also have about 100 pictures of the different stages of the restoration. I recently had it tuned up. Am asking \$25,000. Pictures do not do it justice. If interested, contact Joe Marrone, 908-415-8962. *Photos below courtesy of the seller.*

For Sale: 1973 TR6 (white)

Has an aluminum 1962 Oldsmobile 215 cubic inch V8 engine. I have documentation from the original owner who built the car, and we stay in touch. It took him 3 years to build it, and I have all the receipts that total up to \$30,000+. I just had the engine rebuilt at a cost of \$8,800.00. Zero miles on the engine. I have 60+ pictures of the restoration. Am asking \$25,000. If interested, contact Joe Marrone, 908-415-8962.



For Sale: Leftover Items

FROM A 1967 AUSTIN-HEALEY 3000 BJ8 I USED TO OWN.

- (1) Two new Brembo front-brake rotors for a '67 & earlier-model 3000 Healey. \$50 for the pair, firm.
- (2) One owner's manual for an A-H 100. (3) Some trim parts for a Healey 3000. **Contact:** Gary Shunk, gary.shunk1@yahoo.com



PEDC Classified Ads ~ Concluded



For Sale: 1979 MG Midget

93,056 miles. Runs well. Battery and starter both recently replaced. Top frame assembly needs replacement. Has some body rust. Asking \$3500. If interested please email pat@divielectric.com.
Photos courtesy of the seller.

For Sale: Car Rotisserie

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. The car rotates 360 degrees with the push of a hand and stops wherever you want it to.
Contact: Mike Ferguson, 732.996.8967.

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)



The Last Word: Get Out and Drive 'Em!

Ed & Joan Kinney
arrive at Brits on the Beach 2017
in Ed's 1951 MGTD, which
belonged to Ed's dad.

