



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

- **July 5:** Monthly meeting at Woody's, Farmingdale, NJ
- **July 6:** PEDC ice cream run to Heavenly Havens Creamery, Allentown, NJ
- **July 15:** PEDC Upper Freehold Scenic Byway drive in and around Allentown, NJ. See page 15 for details.
- **July 16:** PEDC Garage Squad BBQ open to all PEDCers, Cream Ridge, NJ. Watch for details.
- **July 20:** Ice cream run to Belle's Ice Cream, Spring Lake, NJ
- **July 27:** PEDC ice cream run to Halo Pub, Hamilton Square, NJ

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Garage Squad Makes Repairs Virtually

MITCH FRIEDMAN



Recently Russ Sharples, John Quelch, and Bob Canfield were able to diagnose – through email – the charging issue I was having with my 1960 MGA 1600. I replaced the 4½-year-old battery last summer and noticed a few months ago that the ignition light was staying on. If I don't drive the car for a week, I plug in the trickle charger. The guys were able to advise me on how to remove the failed generator after I tested it with my 50-year-old meter. Then off to my bench I went to open it up. (Russ provided a perfect YouTube video.) As it turns out, the brushes were totally worn out, and there were metal fragments from the curly metal piece. Russ told me that the trickle charger wasn't getting the battery close to 100%, so I put on a 40-year-old battery charger to await the rebuilt generator. I cleaned it up, ordered replacement brushes (\$1.67), installed

the brushes, oiled it up, and installed it back in the car with a new belt.

For a week the MGA started and ran great! Then dead. I checked the new belt, and it was loose. I suppose that I just turned the generator enough to turn out the ignition light & give me a false sense of success, so I tightened the generator pulley as tightly as I could against the belt. Then I charged the battery overnight. It turns out that the flat fuse had gotten fried, and I didn't read the charger or the trickle charger correctly, so I thought that my 9-month-old battery had failed. I put the charger directly on the battery terminals for an overnight charge. The next morning, without trying to start the car, I pulled the battery and took it to my local NAPA

Continued on page 2 – Virtual Repairs

ABOVE: Mitch stands by his beautiful 1960 MGA at Brits on the Beach 2022. Photo by Carol Kyle.



Continued from page 1 – Virtual Repairs

Auto Parts. The guy there tested it on his fancy tester. The printout he gave me showed that my battery tested as good as the one on his shelf.

I asked Russ for assistance, and he said he could come over the next day, so I installed the battery in the car and made the car and garage ready for him. Russ focused on finding any “parasitic drain” that would slowly drain the battery. Everything tested OK, and the fully charged battery activated the

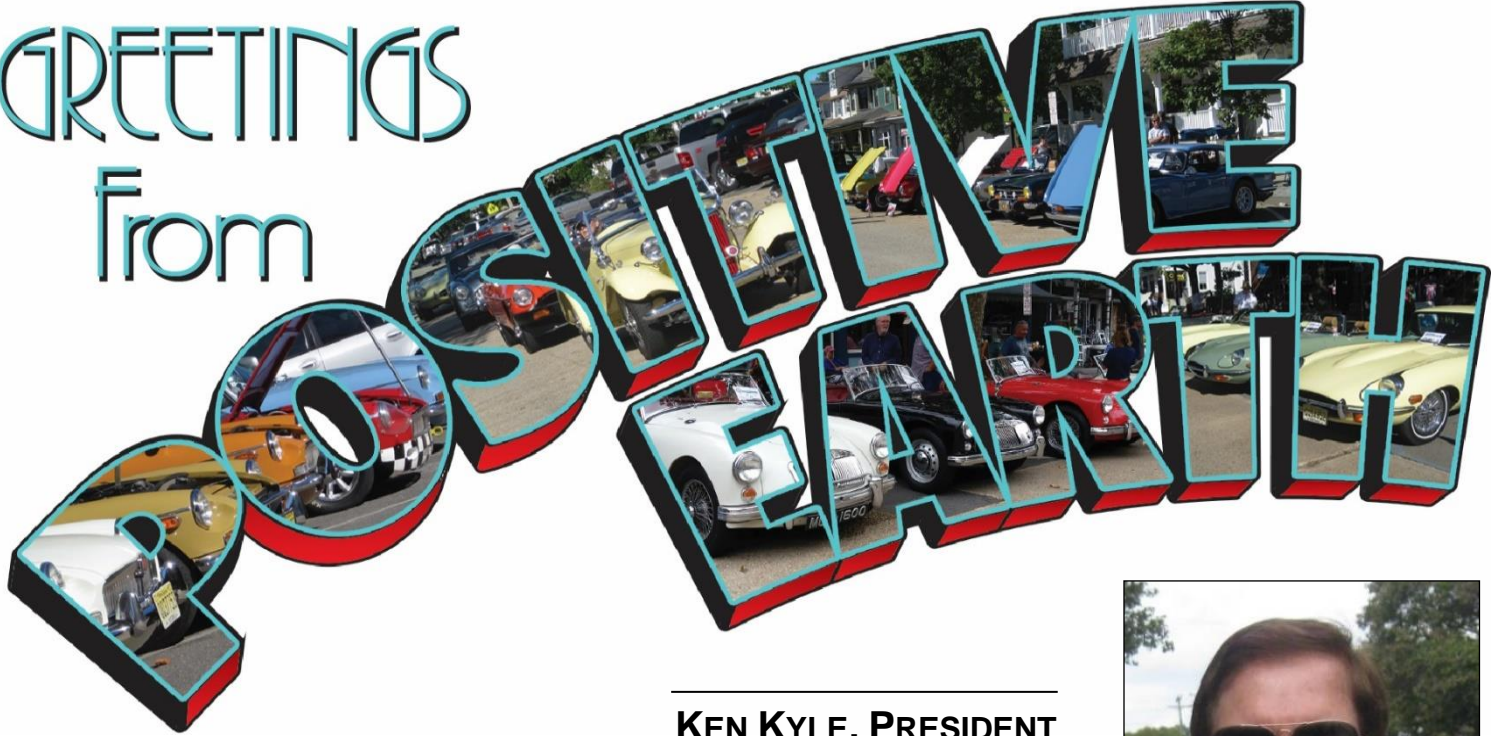
starter every time it was tested. Russ recommended installing a cutoff switch with new cables and provided me with the Amazon links (future Garage Squad project). The car starts every time, and two weeks later I now trust it. Thanks, PEDC Garage Squad! ■



ABOVE LEFT: Mitch and the A. *Photo courtesy of Mitch Friedman.* **ABOVE RIGHT:** Mitch and fellow PEDCer and childhood friend Rick Isaacson at Brits on the Beach 2022. *Photo by Carol Kyle.* **BELOW:** Mitch’s stablemates, his 1972 MGB and 1960 MGA. *Photo courtesy of Mitch Friedman.*



GREETINGS From



KEN KYLE, PRESIDENT

Cobra Dreams

Over the years the use of American firepower has been a pathway to high performance for many specialty carmakers in the UK. Way back in the 1930s Railton used not just the straight eight engine but the entire chassis of the Hudson Terraplane and later the Hudson Eight to create high-performance cars clothed in coach-built bodywork. After WWII, Sydney Allard built cycle-fendered sports racing cars that dominated early SCCA racing when equipped with Ford or Mercury flathead V8 engines, or one of the new, overhead-valve engines coming out of GM and Chrysler. A Cadillac-powered Allard even took third overall at the 1950 LeMans race. By the early 1960s both Jensen and Bristol started dropping big Chrysler V8s into their cars with

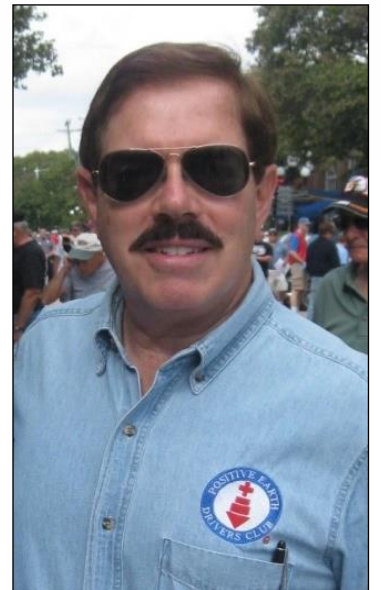
impressive results, and Gordon-Keeble used the Chevy 327 engine in their ill-fated GT. In last month's column I discussed the ferocious and legendary TVR Griffith with its Ford 289 engine. But the most famous Anglo-American hybrid of all is, of course, the AC Cobra, known as the Shelby Cobra in this country.

The Magic Formula

The Cobra formula was deceptively simple but produced amazing results. In 1961 Carroll Shelby approached AC Cars and asked them to make him a car that could accept an American-made V8 engine. Their Ace sports car had been using the 2.0-liter Bristol straight six, but that engine had gone out of production so they were already modifying the Ace to use a British Ford Zephyr

straight six displacing 2.6 liters, including revisions to the front bodywork. The main changes needed for the V8 were relocating the steering box and installing a stronger differential as used in the Jaguar E-type.

Meanwhile, Shelby searched for a suitable V8 to install in the car. He tried to get the Chevy 327, but they declined to sell him that engine because they didn't want competition for the Corvette. Ford, however, was eager for a sports car of its own and offered him their new, lightweight, 221-cubic-inch V8, also known as the Windsor engine for the location of its manufacturing plant. In early 1962 AC shipped their engineless prototype, serial number CSX2000, to Shelby in California, where the Windsor engine, now



grew to 260 cubic inches, was installed.

The Variants

Once the concept was proven, Cobra production was off and running. AC made complete cars with everything except the engine and transmission, and shipped them over to America where those Ford-supplied components were installed by Shelby.

Continued on page 4 – Cobra

Continued from page 3 – Cobra

The first 75 Cobras used the 260 engine, then another 527 cars were built with the 289-cubic-inch Windsor V8. After the first 126 cars were produced, rack and pinion steering replaced the original AC cam and sector steering box, resulting in more precise handling. The cars with rack and pinion steering were designated as the Mark II model, with earlier cars known retrospectively as the Mark I. All Mark I and II production cars bore serial numbers starting with CSX2001.

In 1965, production began of the Cobra Mark III. These cars featured 7-liter Ford V8s, either 427 or 428 cubic inches. The chassis was completely redesigned with input from Ford in the U.S. and the body was reshaped with a larger air intake up front and enormous fender flares front and rear. Competition versions of this car have serial numbers starting with CSX3001, and production numbers began with CSX3101. Unfortunately, these cars did not do well for Shelby and Ford financially and production ended in 1967.

Shelby American revived the Cobra in the late 1980s with the CSX4000 series, a modernized version of the 427-powered Cobra available in either aluminum or fiberglass. (Original Cobras were all aluminum.) Production of this series ended in 2009 with about 1000 cars sold. To this day, Shelby American still sells such “continuation cars,” as they’re known. The CSX6000 series has the 427 engine with coil-over suspension (originals had transverse leaf springs). The CSX7000

and CSX8000 series cars feature 289 engines and the original-style suspension. Innumerable variations of genuine Shelby Cobras exist, including competition cars, one-offs, and non-American-market cars, but for our purposes it comes down to three main categories: 289 Cobras, 427 Cobras, and continuation cars.

The Replicas

Although they were slow sellers when new, the original 289 and 427 Cobras were destined to become highly sought-after by enthusiasts. Since the 1980s prices for these cars have risen steadily, with good condition 289 examples selling for upwards of \$900,000 and 427s starting around \$1.3 million. Even Shelby’s CSX4000-series continuation cars go for well in excess of \$100,000. Needless to say, this has spawned a thriving market for replica Cobras.

One list I found online included over 120 replica manufacturers in 21 countries, with around 40 of them in the U.S., followed by the UK with almost 20. The variety of replicas available almost defies description. Some resemble the 289 Cobra, others the 427 or one of the racing variants. Most have fiber-glass bodies, but aluminum and even carbon fiber are available for those who can afford them. All of them have a tube chassis of some sort, but some have round tubes and others have square ones.

Many scrapped Jaguars have given up their independent rear suspensions to be

used in replica Cobras, but other rear ends are employed as well. Since replicas are generally sold as kit cars, you can have almost any engine you want. Most choose a Ford V8, but not just a 289 or 427. Windsor 302 and 351 engines are also popular, along with 351 Clevelands and 390, 428, and 429 big blocks. I’ve even seen a Chevy V8 in a Cobra replica. One of the amazing things about Cobra replicas is that there’s no stigma attached to owning one. Most of us wouldn’t be caught dead in a VW-powered MG TD replica (are there even any of those left around?) but everyone thinks a Cobra is cool, even a replica one. I think that’s because even the original Cobras were, in a sense, kit cars, and it’s well within the realm of possibility to build a replica that duplicates the look and feel of the originals while exceeding their performance.

A Matter of Taste

I have the highest respect for the outrageous performance of the 427 Cobra, but its body style is a little over the top for me. I much prefer the graceful, almost delicate shape of the 289, which looks like it wants to sprint away and leave you in the dust, while the 427 looks like it just wants to punch you in the face and be done with it. Nevertheless, I admit to being in the minority about this. I almost never see a 289 replica for sale in the aftermarket, even though I know a number of replica manufacturers make them.

Hawk Cars Limited

While researching makers of 289 replicas, I came across Hawk Cars Limited, a highly-regarded manufacturer of these cars in England with over 30 years’ experience. What I found interesting about the Hawk Cars 289 is that an MGB can be used as a donor car for many of the mechanical bits, as long as you keep the power down in the engine bay. You can even use the MGB rear axle if you don’t want IRS. If you do, a Jaguar IRS can be fitted. The stock MGB rear axle is stout enough to stand up to a Rover V8 or a detuned Ford 302. What amazed me even more is that Hawk Cars also makes a replica of the original AC Ace/Bristol body. This differs from the 289 Cobra body style in having no fender flares whatsoever, a larger grille opening, and a sort of “moustache” body line that sweeps over the top of the grille and under the headlights.

What’s more, you can use the MGB engine and transmission to build one of these as well. Although that may not seem like much power for a car like this, keep in mind that the original AC Ace used AC’s own anti-quat, 2-liter, inline six producing perhaps 100 bhp. Even the later Bristol six was good for only about 120 bhp. A well-tuned and lightly modified MGB engine should provide equal or better performance, and if that’s not enough for you, you can also install the 2.5-liter six from a Triumph TR6.

Continued on page 5 – Cobra

Continued from page 4 – Cobra

Based on a price list kindly provided by Hawk Cars' owner Gerry Hawkrigge, it should run you about \$26,000 in parts, plus shipping, a donor MGB and tires, and a paint job if gray gel coat doesn't suit you, to build your very own Hawk 1.8. Sounds expensive, but it's probably far cheaper than any used Cobra replica worth having. You can find more info here: <http://hawkcars.net/home/>. But if you're interested, act soon. Gerry tells me he's got a three-year waiting list. ■



BELOW, LEFT: 427 Shelby Cobra.

By Stahlkocher – Own work,
CC BY-SA 3.0, Photo source:
<https://commons.wikimedia.org/w/index.php?curid=724290>.

BELOW, RIGHT: RHD Hawk 289.

Photo courtesy of Hawk Cars Limited.

SOURCES FOR ABOVE LOGOS:

Cobra, <https://freebiesupply.com/logos/shelby-cobra-logo/>

AC, https://en.wikipedia.org/wiki/AC_Cars.



ABOVE: Glenn Stasky's beautiful LHD Hawk 289. Photo courtesy Glenn Stasky via Gerry Hawkrigge.

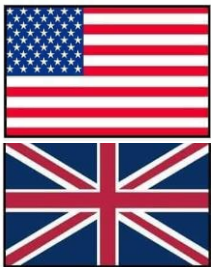
BELOW: Hawk 1.8/2.6 Ace replica. Photo courtesy Hawk Cars Limited.





PEDC Twelve in 50th Farmingdale Memorial Day Parade

CAROL KYLE



Memorial Day, the last Monday in May, is set aside to honor our military heroes who made the ultimate sacrifice in service to our nation. This year, May 29th, was a beautiful day, especially for the PEDC. We were invited, once again, to share our British cars in the 50th Annual Farmingdale, NJ Memorial Day Parade. Some of

our 12 cars were selected to transport dignitaries along the parade route down Academy Street, past Woody's, then turning left to continue along Main Street. Like many hometown parades, this one was a nice bit of Americana, with local veterans of foreign wars; a U.S. Navy color guard; Scout troops; local & neighboring fire engine companies and other first responders; Farmingdale

Continued on page 7 – Parade

FROM THE TOP: Jay Finley, MG TD. Howie Katz, Austin-Healey Sprite. J.R. May, MGA, leading Woody Smith, Morgan +4, and Bob Canfield, MGB. Barry Shandler, Jaguar XK. Bob in the B.



Continued from page 6 – Parade

Mayor James A. Daly and fellow elected officials; the Howell High School marching band with accompanying twirlers and cheerleaders; local pipe & drum corps bands; antique vehicles (one horse-drawn); pirates and clowns; and so much more. A respectful crowd of spectators cheered as their families, friends, and neighbors passed by, some throwing out candy to all who could catch it. Farmingdale Council Member and former PEDCer Patti Linzsky, whose husband, Pete, died last year, leaped out of her place in the parade to give me a hug while I was standing on the sidelines. I was deeply touched. We miss Patti and Pete.

Thank you, PEDC Vice President Woody Smith, for organizing this year's parade details for our PEDC members and their cars. And a big thank you, as well, to Tom & Laura Comer for inviting PEDC members who were in the parade, were parade spectators, and are active PEDC Garage Squaders to their home afterward for a cookout. We had a really great time and appreciated their hospitality.

Participating in this year's parade were Bob Canfield, 1974 MGB; Tom Comer, 1960 MGA; Jay Finley, 1953 MG TD; John Gazarek, 1969 MG Midget; Howie Katz, 1965 Austin-Healey Sprite; Dean LaVergne, 1959 MGA; Phil Licetti, driving Woody's 1953 MG TD; J.R. May, 1958 MGA; Barry Shandler, 2007 Jaguar XK; Sue Smith, 2013 Jaguar XJ; Woody Smith, 1954 Morgan +4; and Mark Wintjen, 1978 Triumph Spitfire. A good time was had by all. ■



FROM THE TOP: Woody Smith in his Morgan +4. Sue Smith in her Jaguar XJ with Barry Shandler right behind in his Jaguar XK. Phil Licetti drives Woody's MG TD, with Tom Comer behind in his MGA and Mark Wintjen in his Triumph Spitfire. Tom in the A. Mark in the Spitfire. **LEFT, ABOVE:** John Gazarek in his MG Midget, "Midgie." Lucky Dean LaVergne got to transport a beauty queen in his MGA.

Gary & Pat's Picnic with a View

CAROL KYLE



"Nowhere else on the Eastern Seaboard have humans and nature conspired to produce such a vista with views of the Atlantic Ocean, Sandy Hook, and the New York City skyline from the top of the towers and grounds. But that is just one of the reasons people come to connect with the unique combination of lighthouse history, nature, and technology at Twin Lights State Historic Site. The Navesink Light Station, today known as Twin Lights, is also home to a museum and programs that connect visitors with New Jersey's nautical and commercial past."



WE'VE BEEN

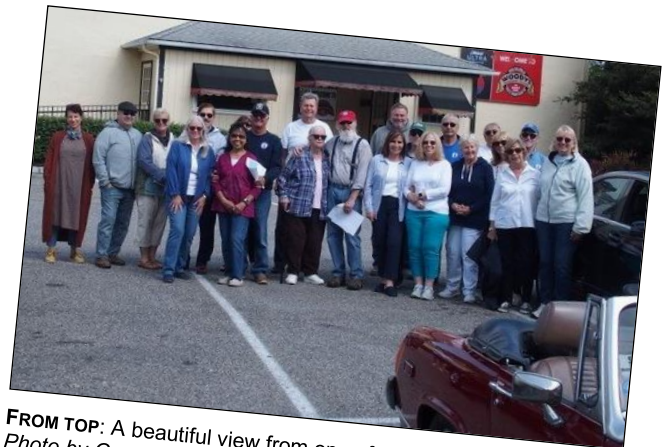
lucky with the weather this past spring, and that was evident on Sunday, June

4th, when Gary & Pat Watson led a group of 25 PEDCers in 11 British cars and two daily drivers from Woody's to the Twin Lights Historic State Site in Atlantic Highlands, NJ. It was a gorgeous day for a car-club drive and picnic overlooking Sandy Hook Bay, ending with ice cream and treats at the Chocolate Bar just a short ride down the coast, south to Little Silver, NJ.

Upon arrival at the lighthouses we met up with another four

members in two British cars and one daily driver, so altogether 29 members participated with 13 British cars, a fantastic turnout. This was Gary & Pat's second trip up to Twin Lights, having organized a similar successful PEDC drive in 2018. Members packed their own picnic lunches (some getting to show off their wicker picnic hampers strapped to the boots of their LBCs), and the Watsons supplemented members' lunches with a wonderful spread of fresh fruit, assorted desserts, and Pat's famous potato salad!

Continued on page 9 – View



FROM TOP: A beautiful view from one of the Twin Lights towers. Photo by Gary Watson. The group at Woody's just prior to saddling up for the drive. Photo by Paul Tamas.

SOURCE OF ABOVE QUOTE:
https://www.google.com/search?q=history+of+twin+lights&rlz=1C1GGRV_enUS751US752&oq=&aqs=chrome.1.69i59i450l8.215760117j0j7&sourceid=chrome&ie=UTF-8

Continued from page 8 – View

They even brought along plenty of paper goods to share, all set up on large folding tables that they packed carefully into their little Riley 1.5. A big thank you to Gary & Pat, who put their heart into everything they do for our car club!

After lunch, for those who wanted to participate, there was an excellent tour given on the history of the lighthouses and the historic site. Members got to climb one of the towers for incredible views of Sandy Hook Bay and the Atlantic Ocean beyond and explore the small museum on the premises.

Participating in the drive besides Gary & Pat in their Riley 1.5 were Tom & Alice Albertalli, MGB; Art & Joann Becker, Bentley Continental GT; Mike & Linda Browne, Mini; Dennis Carlson, Jaguar XK; Rich & Denise Dalfonzo, Mini; Jay & Debbie Finley, MG TD; Rich Huy, MG Midget; Mark Ingersoll & Debra Bennett, Triumph TR6; Ken & Carol Kyle, Jaguar F-Type; Jack & Sookie McLean, MGB; Woody & Sue Smith, Jaguar XJ; Paul & Marina Tamas, Triumph TR4; and Pete & Mickey Dow, John & Jeanne Miller, and Bert Canal in three daily drivers. ■

BELOW, LEFT: Jack & Sookie during the drive. We all loved their round wicker picket basket. *Photo by Paul Tamas.*

BELOW RIGHT: Gathering at Woody's before the drive. *Photo by Paul Tamas.*



FROM TOP: Beautiful view of the north lighthouse. *Photo by Gary Watson.* Partial lineup of our cars at Twin Lights, **from left**, Gary & Pat's Riley 1.5, Mike & Linda's Mini, Tom & Alice's MGB, Rich's MG Midget, Jack & Sookie's MGB, and Dennis's Jaguar XK. *Photo by Ken Kyle.*



PEDC Pine Barrens Drive

CAROL KYLE



WELLS MILLS COUNTY PARK, Waretown, NJ, (Ocean County) was the start point for Pete Dow's annual Pine Barrens drive, this year on Sunday, May 21st. Pete & Art Becker in Art's Triumph TR8 led eight more cars: Tom & Alice Albertalli, MGB; Mike & Linda Browne, MGB; Ken & Carol Kyle, Jaguar F-Type; John & Jeanne Miller, Jaguar XJS; Dennis & Elsie Mosesman, Lotus Evora; Charlie Schirm & Susan Kelley, Jaguar F-Type; and Bob & Eileen Hoernlein and Mickey Dow in their daily drivers. Along the way we stopped at the infamous Lower Bank Tavern in Egg Harbor City, NJ (Atlantic County) so that two more LBCs could join in the fun: Fred & MaryBeth DeSantis, TR3; and Guido Battaglini, MGB. So we were well

underway with 10 cars (Mickey had to leave the group), and then it happened. Pete had planned a stop at Batsto Village Visitor's Center in Washington Township, NJ (Burlington County). There we met up with Stuart & Claire Honick in their cool 1969 BMW 2002. Unfortunately, there was some huge flea market going on, so we weren't able to get near the Center; however, we were able to park along the road coming into the Village to allow drive participants to use the facilities as necessary. While we were lined up, someone smelled gasoline. Uh oh

It turns out the Millers' XJS was the culprit, so after a while (~40 minutes) and some diagnoses, Fred DeSantis, Art Becker, and Ken Kyle saved the day. Fred just happened to have a roll of electrical tape in the trunk of his TR3. Ken fashioned a gasket,

and Art fastened it in place on the gas tank. Good team work! It worked well enough to get John & Jeanne home safely.

In the meantime, the rest of us continued on our way, enjoying Pete's drive, and ending for lunch at a new venue for us, the Pitney Pub in Galloway, NJ (Atlantic County). Thanks, Pete, and Mickey, too, for organizing another great club drive. It was a nice day, in spite of an MGB mishap (oh no!) on the way home . . . but all is OK. ■

TOP: Ken Kyle, Pete Dow, and Bob Hoernlein at lunch. **BELOW:** Fred & MaryBeth DeSantis and their TR3. **BOTTOM:** Guido Battaglini & Fred waiting for us to get underway. **INSERT:** Guido's MGB behind the Millers' XJS. See also photos on page 24, "The Last Word."





Minutes of the June 7, 2023 General Meeting

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

PRESIDENT KEN KYLE BEGAN

the meeting at 7:28 PM. In attendance were 38 members. A motion to accept the minutes of the May 2023 meeting, as posted in the June 2023 newsletter, was made, seconded, and carried.

There were no reports from our show chairman, webmaster, or Instagram manager. There were no new members, but Bill Geissel was present with daughter Ava (and her Austin America) and son Will.

Treasurer's Report

Treasurer Dean LaVergne was unable to attend this meeting but passed on to President Ken the following: the club's account balance is \$6,424.33. Club memberships for 2023 now total 227 (408 with spouses/partners). Additionally, of the 140 available spaces for Brits on the Beach, 62 registrations have been received. A motion to accept the treasurer's report was made, seconded, and carried.

Old Business

PEDC Events Since Last Meeting

May 5-7: President Ken & Carol led an overnight drive to Lewes, DE to attend the British Car Club of Delaware's (BCCD) British car show. This year everyone brought a British car, no daily drivers. They started with 16 members in 8 cars, meeting 4 more members in 2 cars in Cape

Continued on page 12 – Minutes

Continued from page 11 – Minutes

May and another 4 members in 2 cars in Lewes. The PEDC took home 4 trophies, including Best Future Classic for Charlie Schirm's Aston Martin, 2nd for Fred DeSantis's Austin-Healey in the Austin-Healey Class, 3rd for Jay Finley in the Early MG Up to MG - A Class, and 3rd for Joe Letizia's TR3 in the Triumph Up to 1968 Class.

May 17: The first ice cream run of the season was hosted by Woody & Sue Smith at Sundae's on Route 35 in Wall Township, NJ. Twenty-five members showed up in 14 British cars.

May 21: Our PEDC spring drive through the NJ Pine Barrens was hosted by Pete & Mickey Dow. Twenty-one members in nine British cars took the drive. An updated (cleaner bathrooms) venue, the Pitney Pub, was a success (good move, Pete!).

May 25: Tom & Alice Albertalli hosted an ice cream run to Jersey Freeze in Freehold, NJ. Thirty people showed up along with ten British cars.

June 1: An ice cream run to the Ice Cream Shop of Manahawkin was hosted by Art & Joann Becker. Sixteen members brought out six British cars.

June 4: Gary & Pat Watson led a club drive to the Twin Lights State Historic Site in Highlands, NJ for a picnic lunch and tour, with ice cream and treats afterwards at the Chocolate Box in Little Silver, NJ. Twenty-nine people in 13 British cars participated.

PREVIOUS PAGE:

Beautiful photo of Joe Lippi's 1952 MG TD, "Abbey." Photo by Joe Lippi.

Canceled/Postponed/ Rescheduled Events

The Brick PAL all-marque car show, originally scheduled for May 13th, has been rescheduled to Saturday, August 19th. The PEDC miniature golf outing scheduled for June 8th was canceled due to insufficient interest at this time. The Dalfonzos will try to reschedule in the fall.

Non-PEDC Events Since Last Meeting

May 29: Twelve PEDC cars were invited to participate in the Farmingdale, NJ 50th Annual Memorial Day Parade. Vice President Woody Smith organized our cars in the parade. Some PEDC parade participants and spectators went to a BBQ afterward at Tom & Laura Comer's home nearby. President Ken thanked them for hosting a great cookout for our members.

Awards

Pete Dow and Gary Watson were presented with the coveted PEDC etched beer glasses for leading club drives.

2023 PEDC Membership

Ken urged members who still have not renewed their 2023 memberships to fill out a membership form and pay up before leaving the meeting. President Ken will give Treasurer Dean, who was not present, the forms and dues.

New Business

Upcoming PEDC Events

June 15: Pete & Mickey Dow will host an ice cream run to Jeffreeze in West Creek, NJ.

June 18: Ken & Pat Wignall will host our 20th Annual Father's Day British

car show from 10 AM to 1 PM at Joseph E. Robertson Park in Spring Lake Heights, NJ. A BBQ will follow from 1-4 PM at the home of Paul & Mary Johnson in Wall, NJ. The rain date is June 25th.

June 21: Allan & Nancy Wismuller will host an ice cream run to TK's Ice Cream in Cream Ridge, NJ at 7 PM.

June 28: Tom & Laura Comer will host an ice cream run to Four Boys Ice Cream in Farmingdale, NJ at 7 PM.

President Ken noted that registration for Brits on the Beach, which will be held this year on September 23rd, is open. Registration is available online only by going to our website and clicking on Events, then Brits on the Beach. As of June 6th, 62 of 140 spaces have been filled.

[NOTE: Click here to register: <https://pedc.org/botb/>. ~ Ed.]

Upcoming Non-PEDC Events.

The New Jersey Triumph Association (NJTA) will hold its "A Touch of England" British car show in Ho-Ho-Kus, NJ on June 10th. The Keystone British Car Club will hold its 29th Annual British Motorcar Gathering in Hellertown, PA on June 11th. The Friends of Washington Crossing Park will hold their 5th Annual Rebels & Redcoats car show at Washington Crossing Historic Park in PA from 10 AM – 3 PM on July 2nd, featuring American, French, British, and German cars representing the four countries involved in the Revolutionary War. Cars from 1997 and earlier are welcome.

Adjournment

President Ken reminded members of the next monthly meeting, July 5th. A motion to adjourn the meeting was made, seconded, and carried. ■



A Look Back at Brits on the Beach 2019



TOP ROW: TR3 Class. Spectators got to sit in Russ Sharples's 1960 MGA 1600 for a photo op. Tom Siwek and son Kevin in "Rose," Tom's 1960 A-H Bugeye Sprite Mk I. **MIDDLE ROW:** A 1953 MG Y-Type saloon follows a 1930 MG M-Type, the oldest car in the show, which took 2nd in class. Mark & Maria Wintjen lookin' good in their PEDC regalia. Sookie McLean, Gary Watson, Donna Huy, and Pat Watson show off commemorative T-shirts. **BOTTOM ROW:** Steve Mundt in his E-Type and Charlie Schirm in his F-Type. Our wonderful DJ's, Rich Canfield and Amy.

Photo of the Month



Pete Dow in his garage shop, **below**, with his MGA on the lift. *Photo courtesy of Art Becker.* One of Pete's sage signs says, "Better to have it and not need it than to need it and not have it."

Do **you** have a photo you'd like to share of you and your British car – at home, on the road, at a PEDC event, or at a non-PEDC event? As long as it's British-car-related, send it along to carolkyle4@comcast.net and I'll feature it in a future issue of *The Terminal Post*.



Welcome New Members

These members have joined since May 2023:

- ♦ Joann Parker, Freehold, NJ, welcome back
- ♦ Karen & Gary French, Ocean Township, NJ, 1979 MGB, welcome back



Coming Next Month!

PEDC 20th Annual Father's Day Show

KEN & PAT WIGNALL

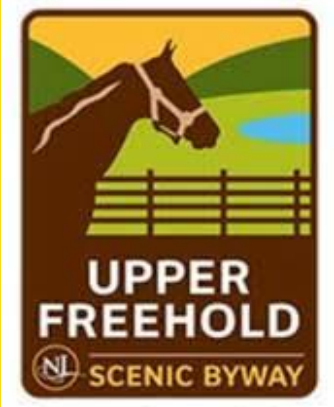
FIFTY OF OUR PEDC CARS WERE ON DISPLAY IN SPRING LAKE HEIGHTS, NJ



Mark Your Calendar

Please join us on July 15th for a 30-mile drive on some of the nicest back roads in western Monmouth County, the *Upper Freehold Historic Farmland Byway*, which is part of the New Jersey Scenic Byways system. Lunch afterward at Ninuzzo Trattoria, Cream Ridge, NJ.

RSVP to Ken & Carol Kyle if interested in joining us for the drive, lunch, or both: kenkyle4@comcast.net





Official PEDC Regalia for 2023 ~ Price List



CLUB APPAREL

Men's

CLUB APPAREL	SIZE	PRICE
T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19
T-shirt, short-sleeve crew neck with pocket	S-XL/XXL	\$19/\$21
T-shirt, long-sleeve crew neck	S-XL/XXL	\$19/\$21
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$34/\$36
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$31/\$34
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
Sweatshirt, long-sleeve crewneck	S-XL/XXL	\$26/\$29
Baseball hats	One size fits all	\$14

Women's

T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$26/\$28
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$31/\$34
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
Sweatshirt, long-sleeve, hooded	S-XL/XXL	\$34/\$36
Baseball hats	One size fits all	\$14

OTHER CLUB ITEMS

OTHER CLUB ITEMS	PRICE
Grille badge	\$25.00
Tool bag, black	\$24.95
PEDC logo patch	\$6.00
Marque patch	\$5.00
Lapel/hat pin	\$4.00
Windshield sticker	\$2.00

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. *Current prices.*



Refresh Your PEDC Regalia Wardrobe!

FROM TOP LEFT: Ken Kyle, Dean LaVergne, Dennis Carlson, Donna Huy, and Sookie McLean wear our ever-popular short-sleeve golf shirts (the orange ones are for Brits on the Beach show volunteers). Rea Savoy wears our short-sleeve crewneck T-shirt.



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.

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



Our 26th Annual PEDC British Car Day – coming soon!

Brits on the Beach

SATURDAY, 23 SEPTEMBER 2023
10 AM – 4 PM, OCEAN GROVE, NJ

- ◆ This is a rain or shine event.
- ◆ Our show field – Main Avenue from Central Avenue to New York Avenue – will be closed to traffic.
- ◆ Registration fee is \$30 per car. **Only online registration will be accepted. Click here to register:** <https://pedc.org/botb/>
- ◆ Silent-auction-style drawing for door prizes is open to all show registrants.
- ◆ Check in and registration is 9:30 AM – 11 AM.
- ◆ Judging of cars is by participants' choice, 12 noon to 2 PM.
- ◆ The awards ceremony starts at ~3:00 PM.
- ◆ Classes & the number of awards per class are determined by pre-registration. We expect 140 cars this year in ~20 classes.

Questions? Contact PEDC Show Chairman Bob Canfield, show@pedc.org, (732) 620-2378 mobile

This is our 14th year in Ocean Grove, a lovely seaside resort at the Jersey Shore, listed in the National Register of Historic Places. It's proved to be a great venue for us, with its quaint shops and eateries. The beach & boardwalk are just two blocks from the show field. Stroll the town and view their beautiful Victorian architecture, including the Great Auditorium built in the 1890s. Admission to Brits on the Beach is free for visitors and spectators. DJ extraordinaire Rich Canfield will provide live music from all eras for all ages – with plenty of British Invasion music – so bring the family for a day of fun. It's a wonderful way to spend the day in mid-September! Even if you don't show your car, come on out and join us anyway.

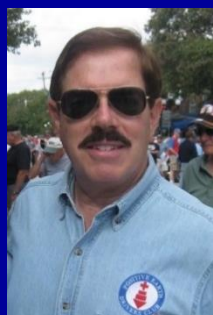
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Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery. Photo of Erika Larsen courtesy of Erika Larsen.

2023 PEDC Calendar of Events ~

PEDC-sponsored events are in **bold red**. Be sure to check this calendar often, as events are subject to change. Since many New Jersey towns & organizations host cruise-ins and car shows in conjunction with their festivals, fundraisers, and community days, it's impossible to list them all here, so we have included only the following: (1) our own **PEDC** events, (2) other British car events in New Jersey 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.

JULY

2, Sunday, 5th Annual Rebels & Redcoats car show, 10 AM – 3 PM, Washington Crossing Historic Park, featuring American, French, British, and German cars representing the four countries involved in our Revolutionary War. Classic show-condition cars from model years 1997 and earlier are welcome. River Road, Washington Crossing, PA. A rain or shine event.

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

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

7-9, Friday to Sunday, British Formula One Grand Prix, Towcester, Northamptonshire, England, https://www.formula1.com/en/racing/2022/Great_Britain.html.

15, Saturday, **PEDC** Upper Freehold Scenic Byway drive, in and around Allentown, NJ. Ken & Carol Kyle, hosts. Click here for more information: <http://njscenicbyways.com/>. See also page 15.

16, Sunday, **PEDC** Garage Squad BBQ open to all PEDC members, Jon Radin, host, Cream Ridge, NJ. Rain date July 23rd. Watch for details!

20, Thursday, **PEDC** ice cream run to Belle's, Spring Lake, NJ, <https://www.bellesicecreamshop.com/>. Ken & Carol Kyle, hosts.

27, Thursday, **PEDC** ice cream run to Halo Pub, 4617 Nottingham Way, Hamilton Square, NJ, <https://www.halofarm.com/halo-pub-hamilton-2/>. Steve & Theresa Mundt, hosts.

AUGUST

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

5, Saturday, **PEDC** autojumble car-parts flea market. Bring your surplus British car parts to sell or trade. Enjoy coffee & donuts in the morning, and hot dogs, beer, & wine at lunchtime at the home of Bob & Eileen Hoernlein, Beachwood, NJ, 9 AM to 1 PM (or whenever). [**NOTE:** New date from 8/19/23. ~ Ed.]

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

17, 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.

19, Saturday, the PEDC is invited to the 6th Annual Brick Police Athletic League (PAL) all-marque car show, 10 AM – 1:30 PM, 60 Drum Point Road, Brick, NJ 08723, www.brickpal.org. Proceeds from the show support local kids' programs, so the event is for a great cause! The PEDC POC is Ernie Caponegro, 732-295-5584. **NOTE: Must register in advance.** Click here to register (\$15): <https://brickpal.ticketleap.com/23carshow513/>. Music, food for sale, awards, and a 50/50. [**NOTE:** Date moved from May 13th due to weather. ~Ed.]

23, Wednesday, Manchester Township, NJ "British Invasion Night." Watch for details.

Continued on page 20 – Events Calendar

2023 PEDC Calendar of Events (Continued)

AUGUST (CONTINUED)

24, Thursday, PEDC ice cream run to Nicholas Creamery, Rumson, NJ, <https://www.nicholascreamery.com/>. Dean & Arlene LaVergne, hosts.

26, Saturday, PEDC drive to the Roebling Museum, Roebling, NJ, <https://www.roebblingmuseum.org/>. The museum tells the story of the origins and growth of Roebling, NJ, a company town built by John A. Roebling's Sons Company. Some of the most important technological achievements of the industrial age such as big bridges, telegraphs and telephones, electrification, deep mines, big ships, elevators, and airplanes as well as everyday objects were built by the Roeblings. Bob Canfield, host.

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

SEPTEMBER

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

9, Saturday, PEDC drive to High Octane NJ Cars and Coffee, Southampton, NJ. Peter Madison & Lorraine Skidmore, hosts.

9, Saturday, New Jersey Triumph Association's (NJTA) "Britfest" British car show, Veterans Park, Randolph, NJ. Click here for more information: <https://njtriumphs.org/>.

9, Saturday, British Car Festival, sponsored by the Jaguar Touring Club at Tinicum Park Polo Club, Erwinna, For more information, contact Laura Lee, 201-415-5239, jagladylady1012@gmail.com.

12, Tuesday, PEDC dinner theater outing to Surflight Theater, <https://www.surflight.org/>, in Beach Haven (LBI), NJ. Matinee, "Grumpy Old Men," at 2 PM. Dinner afterward at 5 PM. Mike & Linda Browne, hosts.

14, Thursday, PEDC ice cream run to Sundae's the Ice Cream Place, South Toms River, NJ. Bob & Eileen Hoernlein, hosts.

17, Sunday, PEDC "War of the Worlds" drive. Details to follow. Bob & Eileen Hoernlein, hosts.

20, Wednesday, PEDC annual Brits on the Beach goodie-bag stuffing party, 6-9 PM, Brick, NJ. Rodney & Kathy Ford, hosts.

23, Saturday, PEDC 26th Annual British Car Day, known since 2009 as "Brits on the Beach," Main Avenue, Ocean Grove, NJ. Our big event of the year! Show Chairman Bob Canfield has another great event planned. Contact Bob for more information, for questions, or if you want to serve as a volunteer on show day, joisuzu@optonline.net. See also page 17 for details.

25, Monday, the PEDC is invited to the annual Greenbriar all-marque car show, Greenbriar Oceannaire, Waretown, NJ. Contact Mike Browne, captain61ny@aol.com. PEDC cars park together. Rain date: October 9th.

27, Wednesday, PEDC ice cream run to Ice Cream on 9, Route 9, Howell, NJ, <http://www.icecreamon9.com/>. Dinner beforehand at Seasons Coal Fired Bistro, <https://seasonscoalfiredbistro.net/>. Rich & Donna Huy, hosts.

30, Saturday, PEDC drive to Fox Hollow Vineyards, Holmdel, NJ, Mark & Maria Wintjen, hosts.

OCTOBER

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

8, Sunday, PEDC drive to Old Hights Brewing Company, Hightstown, NJ, Steve & Theresa Mundt, hosts.

14, Saturday, PEDC full moon party, Tom & Corinne Vash, hosts, Clarksburg, NJ. Watch for details!

29, Sunday, PEDC fall foliage drive to Hunterdon County. Ken & Carol Kyle, hosts.

2023 PEDC Calendar of Events (Concluded)

NOVEMBER

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

NOTE: Election of club officers for 2024-25 will take place.

5, **Sunday**, **PEDC** fall rally. Barry Shandler, rallymaster. Watch for details.

DECEMBER

2, **Saturday**, **PEDC** annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ. Ken & Carol Kyle, organizers. Contact Ken to RSVP or with any questions: kenkyle4@comcast.net. DJ Rich Canfield, buffet dinner, cash bar. Don't miss it!

14, **Thursday**, **PEDC** dinner theater outing to Surflight Theater in Beach Haven, NJ (LBI) to see "A Christmas Story." Mike & Linda Browne, hosts. Watch for details.

SAVE THE DATE

FRIDAY, 2 DECEMBER 2023



PEDC CHRISTMAS/HOLIDAY PARTY

JUMPING BROOK COUNTRY CLUB, NEPTUNE, NJ

7-11 PM

KEN & CAROL KYLE, HOSTS

kenkyle4@comcast.net, 732.551.9462 Ken mobile

carolkyle4@comcast.net, 732.606.6422 Carol mobile

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 add another 3 months if you let us know.



For Sale:

1956 Triumph TR3

Rare "small mouth" body style, non-running project car. Stored indoors. Last ran about 27 years ago. Same owners for 45 years. Black with tan interior. Disc wheels. Odometer reads 57,768 miles. Body and frame appear solid, but floors need replacement and there's a dent in the nose. Car is complete but will require a full restoration, including an engine rebuild. Clean New Jersey title. Asking \$6,000. Contact Joann Parker, 609-713-6996. *Photo courtesy of the seller.*

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

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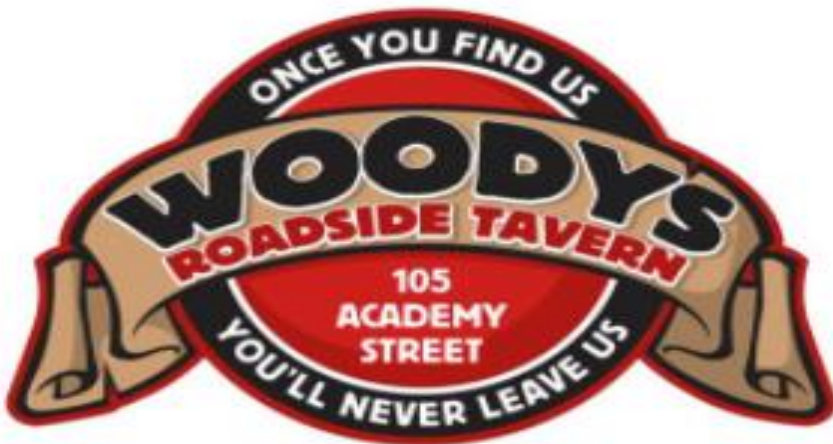
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The Last Word: Get Out and Drive 'Em!

Fred & MaryBeth DeSantis, **above**, arrive in their 1959 Triumph TR3 at the Lower Bank Tavern in Egg Harbor City, NJ to join Pete Dow's caravan, **below**, May 21st. From there we headed to Galloway Township for lunch at the Pitney Pub. A memorable drive, in spite of a few mishaps. Hey, they're British cars!

