



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

- **September 6:** Monthly meeting at Woody's, 7:30 PM
- **September 12:** PEDC dinner-theater outing, Beach Haven
- **September 14:** Ice cream run to Sundae's, Beachwood
- **September 17:** PEDC War of the Worlds drive
- **September 20:** PEDC goodie-bag stuffing party
- **September 23:** PEDC 26th annual British Car Day, "Brits on the Beach" 2023
- **September 27:** Ice cream run to Ice Cream on 9, Howell
- **September 30:** PEDC drive to Fox Hollow Vineyards, Holmdel

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AS MENTIONED IN MY

last article, I helped my nephew Todd locate and buy a running, rust-free, clean, and complete 1974 MGB GT on Bring a Trailer (BaT) for \$8200. After shipping the car from Kentucky for \$800, I had to limp it into my nephew's garage with the engine leaking oil and barely running. Although the car had been well maintained up until 2006, and it was shown running in the auction video, it was barely running and leaking oil badly now. I made a couple of visits to Todd's house to see if I could stabilize the car well enough for a drive from the Philly suburbs to NJ, but I could not get the car to run reliably. It appeared to be running very rich, but I couldn't adjust the carbs sufficiently to keep the plugs from fouling.

Some History

The car had been auctioned twice on BaT: first in the summer of 2020 and again in fall of 2022. In the 2020 auction it was presented as a non-running project because the cylinder head had been removed for a rebuild in 2006 and never reinstalled. The 2020 auction showed a clean car with a rusted cylinder head and engine block. There was a disorganized pile of parts encompassing all the stuff removed with the cylinder head. The car sold for \$7K

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Engine with cylinder head removed, **above**, and cylinder head in need of repair, **right**.



Passing Along the Love of Classic British Cars to a New Generation

PART 2 OF 4

RUSS SHARPLES



Continued from page 1 – GT

in 2020, a bargain, giving the new owner a great pandemic project. The second auction was just 14 months later, and the car was presented as running and driving.

Apparently, from the photos, the owner had installed a different "refurbished" cylinder head and reassembled the engine to running condition. What was odd was that it had been driven only 25 miles from the mileage shown in 2020. The seller's explanation was that he didn't want to drive it on the 18-year-old, badly cracked tires and didn't want to pay for new tires just to sell the car. This made sense, but Todd and I knew there was a risk that the car would need a lot of work to become a reliable driver. We had hoped it would be usable on arrival and that this work could be done bit-by-bit over the next year. In short, we wanted to avoid the dreaded "might as well" that compounds the timeline and budget of any project, e.g., "since we took that apart, we *might as well* take this apart too" I told Todd that it would be best to use the car first and then see what needs to be improved. However, it was beyond my skill set to diagnose the running issues and get the car drivable.

Enter the Garage Squad

Luckily, I was able to schedule a visit with the PEDC Garage Squad to come to PA and check out the car. We expected that it might need the usual bushings and rubber parts, maybe brakes, and maybe a carburetor rebuild. Black spark plugs confirmed that the engine was running

rich, and no amount of fiddling with the carbs corrected that.

We decided that pulling the carbs for a rebuild was required. We also confirmed that the brakes, although working, were partly seized up, all of the suspension bushings were shot, and the kingpins were worn. The car came with annual maintenance records showing the mileage steadily increasing from new in 1974 to 26K in 2006 when the records stopped. Therefore, we trusted that the 26,447 miles shown on the odometer was accurate, which means most of the parts on the car were factory original. As you might expect, factory original rubber parts don't last 49 years, and they all needed replacing. Fortunately such work has become routine for the Garage Squad team. They went to work disassembling, examining, and making parts lists from the Moss catalog of all the little bits needed.

First Surprise

Our first surprise came when we pulled the carbs off the intake manifold. I had noticed



an odd drip of engine oil on the heatshield below the front carb (see above). There is no engine oil anywhere in this area, so what's a puddle of it doing on the heatshield? I wiped it off, but it reappeared, dripping from the carb gasket. Upon removing the carbs, the Garage Squad found the intake manifold had puddles of oil in it. Although baffling to me, Bob Canfield immediately diagnosed this as a sign of bad valve-guide seals on the intake valves. When the engine is running and the cylinder is sucking in a new charge of air and gas from the carburetor, it is sucking hard enough that if the intake valve guides and

seals are worn, oil will be sucked down from the valve cover into the intake manifold. This diagnosis meant that maybe the cylinder head on the car was really just an old head that the seller had, not actually "refreshed." Although we could have simply installed new seals on the guides, since Todd was planning to use this car as his daily driver we *might as well* pull the head and assess how worn the valve guides actually were.

The Work Begins . . .

Since the head had just been assembled onto the

Continued on page 3 – GT

Welcome New Members

These members have joined since July 2023:

- ♦ John Kelly, Farmingdale, NJ, 1980 MGB
- ♦ Frank & Stacey Girard, Lawrenceville, NJ, 1960 MGA 1600
- ♦ Nathan Todd, Chesterfield, NJ (welcome back), 1973 MG Midget
- ♦ Edward & Nancy Poian, Yonkers, NY, 2018 F-type Jaguar, 2022 E-Pace Jaguar
- ♦ Joseph & Anne Marie Jakositz, Toms River, NJ, 1966 Sunbeam Alpine
- ♦ Bill & Wendy Foley, Marlboro, NJ, 1952 Jaguar XK 120 OTS (roadster), 1958 Jaguar XK 150 S OTS



Continued from page 2 – GT

car by the previous owner, it was easy to undo the 18 or so bolts and take the thing off. This would also allow us to directly assess the condition of the engine block which had been pictured as having a complete layer of surface rust in the 2020 auction. Luckily, the block and cylinders looked fine, and Bob volunteered to take the head home and check the valve clearances before installing new seals. Of course, since we had removed the entire top half of the engine at this point, we *might as well* paint the engine compartment since it looked significantly less presentable than the rest of the car (see right).

While we were under the hood speedily removing parts from the engine compartment and front suspension, Garage Squad interior expert Paul Johnson had gone to work on the interior. From the 2022 auction photos, the interior looked clean and presentable, but in person it smelled stale and both front seats had lost all their spring support. Paul immediately diagnosed this as rotted seat webbing, which was confirmed when he and Jim Lamb pulled out the seats. Pulling the seats revealed that the factory original rubber floor mats under the seats had basically dissolved, simply tearing apart as we tried to pull them up for cleaning.

We knew the seats needed new webbing, and it was also clear that the seat covers, which were intact and clean, had separated from the foam. Normally the covers are glued to the foam in key areas to keep them tight, but this glue



Engine bay prior to cleaning and painting, **above**.

pulls the backing off the covers allowing them to shift about and look limp. We consulted with Todd about what he was willing to spend on the seats and interior.

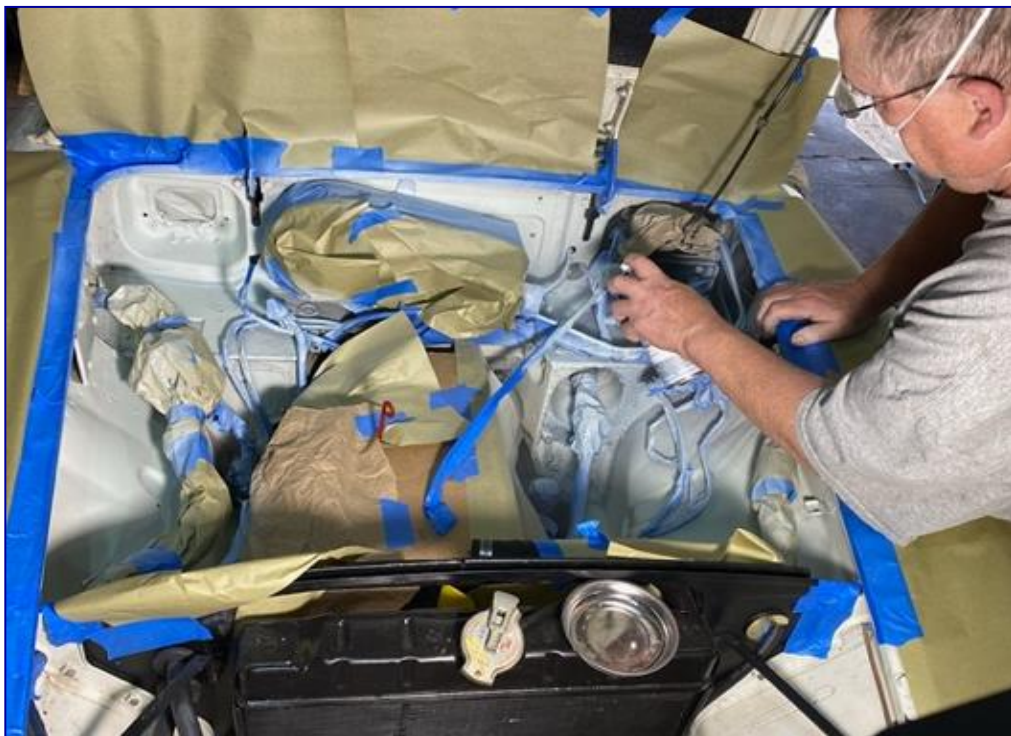
Since we weren't sure where the rank smell was coming from, and the seats were out, we *might as well* replace the covers and the foams along with new webbing. And with the seats out, should we clean the carpets? No . . . we *might as well* replace the carpeting. So off to Moss for a carpet kit, complete set of seat foams, webbing, and new door cards too. Jim and Paul dove back into the interior and stripped out the rest of the materials, dumping it in a big pile behind the car in the garage. In just six hours the Garage Squad had arrived, and, like hungry deer at a hedge, stripped off about a third of the car's parts. That was end of day 1 for the Garage Squad. We left Todd with detailed instructions about how to clean the front frame sections that mount the suspension so they could be

painted. Bob took the carbs and headed home, and the rest of the Squad headed back to NJ while we waited for parts to arrive from Moss.

Cylinder Head Rebuild

When Bob checked out the cylinder head at his house, he found the valves felt loose in the guides. He couldn't tell if they were out of spec, but since we already had the head off the engine, we *might as well* get it checked out at Bison Machine down the street. Bison confirmed that the valve guides were in-spec but just barely, so a complete rebuild was initiated. Meanwhile I returned to PA to help Todd clean the suspension and prep the engine compartment for paint. I finished stripping the final bits from the interior, which unfortunately still smelled bad even though all the carpets and upholstery were now gone.

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Continued from page 3 – GT

Second Surprise

This is when I stumbled across our second surprise – a mouse condo in the right rear quarter panel. I can't imagine what the mice chewed up to build this

ball, but it looked like it had been cloth and it reeked. There are blocks of foam in the GT C-pillars (on either side of the hatchback) for sound deadening, and the mice had been using the one on the passenger side as their

John Quelch, **above**, spray painting the engine bay. An empty shell of the interior and trunk, **below**. Photos for this article courtesy of Russ Sharples.

bathroom, so that was real nice too. Getting that stuff out of the car helped the smell, but it took a lot of scrubbing to clean up the crustiness in that corner of the car. We found one other smaller mouse nest under the glove box, clearly made from the sound deadening material used in the dashboard area. Finally, the inside of the car was starting to smell clean.

At this point, the inside of the car was a tin shell, ready for new appointments (see below). Todd had scrubbed the suspension clean, ready for paint, and I had scrubbed and masked the engine compartment for a new coat of Glacier White. The car had arrived in the middle of September, the Garage Squad had started on it at the beginning of October, and now it was November. Warm weather is required for paint, and luckily the November weather cooperated such that John Quelch and I were able to lay down

two coats of color and one coat of clear in the engine compartment. Meanwhile Paul had rebuilt the seats with all new webbing, foam, and covers; the carpet kit had arrived; new tires had been ordered and installed on the wheels; and the head was done at Bison machine. On November 12, 2022 the Garage Squad swarmed in to put the car back together. Oh . . . if it were only so easy. ■

To Be Continued

Part 1 appeared in the August 2023 issue of *The Terminal Post*. Stay tuned for Parts 3 & 4, in this 4-part series, in the October and November 2023 issues. ■





KEN KYLE, PRESIDENT

Rovers and Land Rovers

When we look at the British car nameplates from the old days that are still in production, they're mostly high-end luxury makes like Rolls-Royce, Bentley, and Aston Martin, or niche brands like Lotus and Morgan. But there is one venerable name, Rover, that survives to this day in the form of Land Rover, perhaps the most famous brand of offroad-capable vehicles in the world.

How Rover Got Started

Like many mainstream British marques, Rover started out as a bicycle company. The Rover Safety Bicycle, introduced in 1885, established the pattern of the modern bicycle with front and rear wheels the same size and pedals driving the rear wheel via a chain. If you've ever ridden one of the old-fashioned high-wheeler bicycles that preceded the Rover Safety Bicycle, you know how dangerous they were. The company began producing motorcycles in 1902, and by 1904 they were making cars. Rover struggled financially during the 1920s and 1930s but managed to remain independent.

New management was brought in to turn things around, and they were successful in moving the brand upmarket to become known as a car for the aspiring upper middle class. During WWII they became involved with development of the gas turbine engine invented by Royal Air Force officer Frank Whittle.

After WWII

After the war Rover became interested in the possibility of using the gas turbine engine to power automobiles. Long before the famous Chrysler Turbine Cars of the 1960s, Rover built the world's first turbine-powered passenger car in 1950. This car, an experimental prototype called JET1 (see page 6), was a mid-engined, two-seat roadster. JET1 was driven to a speed of over 150 mph on a closed highway in 1952, and four more turbine-powered prototypes were built in various configurations. Ultimately, Rover did not put a gas turbine car into production, but they did work with the British Racing Motors (BRM) racing team to produce the Rover-BRM, a prototype racer that ran successfully in the 24 Hours of Le Mans in 1963 and 1965 (see page 6).



Enter Land Rover

Meanwhile, a combination of weak demand for its upmarket sedans and materials shortages in post-war Britain led Rover to develop a light utility vehicle similar to the Jeeps that had poured into the country during the war years, and in fact the first prototype was built on a war-surplus Jeep chassis. From the beginning, Land Rovers featured aluminum alloy bodywork since aluminum alloy sheet left over from aircraft production was one of the few materials not in short supply, thus endowing the vehicle with light weight and corrosion resistance.

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Continued from page 5 – Rover

The light green color (see below) seen on most early Land Rovers is also a result of surplus, in this case a surplus of aircraft interior paint. Though originally intended as a sort of truck/tractor combination with a center driving position and power takeoffs front and rear for driving farm machinery, it evolved into a more conventional vehicle for on- and off-road use with the steering wheel moved to one side, but retained the power takeoff features. This version entered production in 1948 and was planned to be in production only for a couple of years until car production could be restarted. Such was its phenomenal popularity around the globe, however, that it went on to spawn an endless variety of rugged, off-road-capable vehicles and is far and away the most successful model Rover ever developed.

The Golden Years

The 1950s and 60s were the heyday of Rover cars. The conservative yet handsome P5 sedan was introduced in 1958 with a 3-liter inline six having

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FROM TOP LEFT:

Rover JET1 prototype turbine car.
By Stephen Dickson - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=1632870>

Rover-BRM LeMans prototype.
By David Merrett from Daventry, England – Rover BRM – Gas Turbine Uploaded by oxyman, CC BY 2.0, <https://commons.wikimedia.org/w/index.php?curid=10560138>.

The First Land Rover. By Land Rover MENA - Land Rover Celebrates 65 Years Of Technology & Innovation, CC BY 2.0, <https://commons.wikimedia.org/w/index.php?curid=32376418>

BADGES, ABOVE:

The Rover Viking Longship Badge. By DeFacto - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=75063368>

Current Land Rover Badge.
Courtesy TATA Motors.

NOTE: Each photo source is given by the blue hyperlinks, above.

Continued from page 6 – Rover

an unusual F-head valve layout (overhead valves for the intake, in-block valves for the exhaust). Queen Elizabeth II was a big fan of the P5 and ordered several for her personal use over the years it was in production. The P5 was joined in 1963 by the P6, another stylish sedan that boasted advanced features like a De Dion rear suspension with inboard disc brakes and a modern, overhead cam four-cylinder engine of 2.0 liters, later increased to 2.2 liters. Both of these cars were aimed at what the Brits refer to as the “executive saloon” market. The twin-carburetor version of the P6, known as the 2000 TC, was marketed in the U.S. as well.

Probably the best thing that ever happened to Rover was its purchase in 1965 of the design rights and tooling for the Buick/Oldsmobile 3.5-liter aluminum V8 engine from General Motors. I wrote in some detail about this engine in the October 2017 issue of *The Terminal Post*, which you can read at our website, www.pedc.org. Rover made a variety of improvements to this engine before putting it back into production, installing it first in the P5 and later into a version of the P6 known as the 3500S (see right). One very special Rover that used this engine was the P5B Coupe (see above), a four-door sedan with a lowered roofline that predated the current “four-door coupe” fad started by Mercedes-Benz in 2005 by a good four decades. Ultimately, various iterations of what became known as the Rover V8 were used not only in Rovers and Land Rovers, but also in the MGB GT V8 and the Triumph TR8. Engines were also sold to independent carmakers like Morgan and TVR for use in their cars as well.

Takeovers, Mergers, and Acquisitions

In a misguided attempt to revitalize the country’s auto industry, the British government more or less forced Leyland Motors, makers of Leyland

trucks and Triumph cars, to take over Rover in 1967, followed by the forced merger of Leyland and British Motor Holdings (essentially the old British Motor Corporation plus Jaguar) in 1968. The government then nationalized the whole mess in 1976, spun Jaguar off in 1984, and renamed the rest Rover Group in 1986 before selling it to British Aerospace (BA) in 1988. BA managed to unload it in 1994 on BMW, which spent billions of dollars on it without turning a profit (although they did revive the MINI brand, which they still own and make money on).

Finally, in 2000, a desperate BMW sold Land Rover to Ford for \$2.7 billion and its 80% stake in the rest of the company for a symbolic £10 to Phoenix Venture Holdings (aka the Phoenix Consortium), a group of private businessmen headed by ex-Rover Group executive John Towers. The Phoenix Consortium managed to run the company into the ground while enriching themselves, and in 2005 it went into receivership (that’s bankruptcy to us Yanks), and its assets were bought by China’s Nanjing Automobile Corporation. However, BMW still owned the rights to the Rover name, and Ford exercised the right of first refusal it obtained with the



FROM THE TOP:

Rover P5B Coupe. By Charles01 - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=4630494>

Rover 3500S European model. By AlfvanBeem - Own work, CC0, <https://commons.wikimedia.org/w/index.php?curid=16588930>

NOTE: Each photo source is given by the blue hyperlinks, above.

purchase of Land Rover to purchase the Rover name from BMW and reunite it with Land Rover. Ford didn’t fare much better than BMW in trying to make money on its British purchases and sold both Jaguar and Land Rover (including the Rover name) to India’s Tata Motors in 2008.

During this entire period, Rover continued to build upmarket sedans,

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Photo of the Month

1966 AUSTIN-HEALEY MK III BJ8

JOHN MINETTI

Photo courtesy of John Minetti

Continued from page 7 – Rover

including the Rover SD1, an innovative five-door hatchback produced from 1976 to 1986 and sold in this country in 1980 and 1981 as the Rover 3500. Fewer than 1300 examples were sold here due to poor name recognition and high prices driven by an unfavorable currency exchange rate. The SD1 was followed by the Rover 800, which was co-developed with Honda. Honda owned 20% of Rover Group at the time, and the 800 was heavily based on the original Acura Legend. The 800 was sold in the U.S. under the Sterling brand in 1987 through 1991 and initially attracted American buyers with its modern styling and British-flavored wood-and-leather interior. Over 14,000 were sold over here the first year, but poor build quality made the car almost sales-proof and fewer than 3,000 were sold to Americans in 1991. The Acura Legend, by contrast, enjoyed an

enviable reputation, but then it didn't have to cope with a recalcitrant labor force and Lucas electrics.

The Future

Jaguar Land Rover recently rebranded itself JLR for reasons that make sense only to its management. Land Rover has been split into three brands,

Range Rover, Discovery, and Defender, but JLR has promised Land Rover's loyal fans that it will continue to use the Land Rover badge on its most off-road-capable models. Parent company Tata Motors is investing \$19 billion into new models, which should ensure the production of new Land Rovers well into the 21st century. ■

RIGHT: 1991 Sterling 827 SL. By TKOIII - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=11745609>
3. NOTE: The photo source is given by the blue hyperlink.





2013

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

Brits on the Beach

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

SOLD OUT!
 waiting list
 only

- ◆ 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: \$30 per car. **Only online registration will be accepted.** Click here for wait list: <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 (since 2009) in Ocean Grove, NJ, 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. Even if you don't show your car, come on out and join us anyway!



Bringing My 1967 Austin-Healey 3000 Mk-III (BJ8) to a Body Motion Event

GUY ALBANESE

The Bodymotion Racing invitation flyer said all brand cars are welcome, so I thought I'd leave the 2016 Boxster at home and bring my restored/remanufactured 1967 Austin-Healey 3000 to the event. My Healey restoration was featured in the July 2019 issue of *Healey Marque*, the magazine of the Austin-Healey Club of America, so why not? There was also a method to my madness of a Healey at a Porsche event. Since my "Big Healey Restoration Project" included the remanufacture of the engine, transmission, and overdrive unit, I thought why not try to get the car onto the dyno to see how the horsepower changed. The Healey factory horsepower states it at 148 hp. The documentation is not clear as to whether the 148 hp is at the flywheel or the tires (tyres in the UK), so I figured that the horsepower to the wheels would be about 30% less to the flywheel.

The Bodymotion guys guided me to the dyno line. I was behind a Shelby Mustang, which was behind a relatively new Corvette, and eventually behind me were several high horsepower track cars and a truck. While I was waiting for my turn to go up on the dyno, many of the event's car-fan visitors came up to me and praised the restoration job on the Healey, which made me very proud. The Corvette was up on the dyno and "pulled" a tad less than 500 hp; next the Shelby Mustang was up, and it pulled over 600 hp. Now it was my turn, and Troy the dyno technician from Dyno-Dynamics drove the Healey up the dyno ramp. His assistant tied the car down with the heavy-duty lashing straps. Troy connected the data cable to the number-1 spark plug, and we were all set to go. I was concerned about reaching the red line on the engine's tach during the test, so I told Troy to keep the tach in the

orange zone. I really didn't want to blow the engine and have to rebuild it again. The Healey pulled 105 hp at the rear wheels at about 5000 rpms. After all the years of owning Austin-Healeys, I was delighted to learn the true horsepower to the wheels. I am assuming that since the remanufacture of my engine, it tested out with a few more horsepower than it would have when it left the factory in 1967, due to the increase of the displacement of the engine getting larger during the honing of the cylinders. ■



ABOVE: Guy, *left*, and his son, John, with Guy's Healey. Photo courtesy of Guy Albanese.

Minutes of the August 2, 2023 Meeting

SUBMITTED BY CAROL KYLE FOR ALLAN WYSMULLER, SECRETARY



PRESIDENT KEN KYLE began the meeting at 7:30 PM. In attendance were 44 members. A motion to accept the minutes of the July 2023 meeting, as posted in the August 2023 newsletter, was made, seconded, and carried.

Treasurer's Report

President Ken gave the report in Treasurer Dean LaVergne's absence. As of this date the club balance is \$6,215.08. Membership stands at 228 plus 182 spouses/partners for a total of 410 club members. A motion to accept the treasurer's report was made, seconded, and carried.

Special Topics

The club sent flowers to John and Patty Quelch upon the death of Patty's father and received a very nice thank you note, which President Ken passed around at the meeting.

Old Business

President Ken noted that the following PEDC events were held since the last meeting:

July 6: Russ Sharples hosted an ice cream run to Heavenly Havens Creamery in Allentown, NJ. Twenty people showed up in eleven British cars. A few classic Chevy friends joined in as well.

July 15: Ken & Carol Kyle led a drive of the Upper Freehold Scenic Byway in and around Allentown, NJ, ending at Ninuzzo Trattoria in Cream Ridge, NJ for a 3-hour lunch. Nineteen members in 10 British cars participated. Two other cars had to cancel at the last minute.

July 20: Ken & Carol also hosted an ice cream run to Belle's Ice Cream in Spring Lake, NJ. Twenty-five members in 13 British cars joined in. Afterward, a few of us drove up to the beach to admire the surf from the Spring Lake boardwalk.

July 23: The PEDC Garage Squad held a tech session at Jon Radin's shop in Cream Ridge, NJ. Twenty-five members attended in 13 British cars. Seven cars received attention from the Squad. Jon hosted a cookout for us on the premises too.

ABOVE: Part of the gang during our ice cream run to Belle's Ice Cream Shop, Spring Lake, NJ. See more photos on pp. 13-14.

July 27: Steve & Teresa Mundt hosted an ice cream run to Halo Pub in Hamilton Square, NJ. Eleven members, plus four guests, attended, and four British cars were there.

Re-scheduled Events

August 19: President Ken stated that the Brick PAL show, Brick, NJ, has been postponed again to sometime in late September or early October. Watch for details.

New Business

Upcoming PEDC Events

August 5: Bob & Eileen Hoernlein will host an autojumble car-parts flea market at their home in Beachwood, NJ. Bring your surplus British car parts or car-related items to sell or trade, or just stop by to hang out. Enjoy coffee & donuts in the morning, and hot dogs, beer, & wine at lunchtime.

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Continued from page 11 – Minutes

August 10: Jack & Sookie McLean will host an ice cream run to Sweet Treats & Ice Cream in Forked River on Thursday. [N.B. In addition to offering delicious ice cream, Sweet Treats also sells their own wonderful baked goods, which the owner shares with us *gratis*. Ed.]

August 17: Mark & Nadine Berkowsky will host an ice cream run to Gil & Bert's Ice Cream in Cranbury, NJ.

August 24: Dean & Arlene LaVergne will host an ice cream run to Nicholas Creamery in Rumson, NJ.

August 26: Bob Canfield will lead a drive to the Roebling Museum in the town of Roebling, NJ. The museum tells the story of the origins and growth of Roebling, NJ, a company town built by John A. Roebling's Sons Company, the builders of the Brooklyn Bridge and the founders of the Mercer Automobile Company in Trenton, NJ, among other achievements.

August 28: Duncan MacQueen is leading a drive from the Wawa in Brick, NJ to the National Guard Militia Museum of New Jersey at the National Guard Training Center in Sea Girt, NJ. The drive will end with lunch in Manasquan, NJ at Reef & Barrel. Duncan has arranged a group tour for us. Watch for details.

August 31: Mike & Linda Browne are leading their drive to Sweetwater Marina & Riverdeck in Sweetwater, NJ on the historic Mullica River. Watch for details.

September 12: Mike & Linda Browne are hosting a dinner-theater outing to the SurfFlight Theatre in Beach Haven, NJ (Long Beach

Island). The event starts with a 2 PM matinee to see "Grumpy Old Men" and ends with dinner at Buckalew's at 5 PM. Tickets for theater + dinner are \$68.95 pp. The 20 seats that Linda reserved are sold out as of this date; however, if you are still interested, contact Linda for more information in the event of cancellations, lbrowne414@aol.com.

Upcoming Non-PEDC Events

August 23: "The British Invasion Years," an outdoor concert organized by the Manchester Township (NJ) Recreation Department, will feature live music at 7:30 PM at Harry Wright Lake. The PEDC is invited to bring along British cars to display. Mike Browne is our POC for this event. Contact Mike for more information: captain61ny@aol.com, and watch for an email blast with further details.

Brits on the Beach 2023

Registration for Brits on the Beach, which will be held this year on September 23rd, is sold out. Show Chairman Bob Canfield reminded members that he keeps a waiting list, so check with him (right up to show day) about cancellations. As of this afternoon, only one spot remained, and that is now filled. Registration is available **online only** by going to our website, <https://pedc.org/botb/>.

Other New Business

President Ken reminded members that the call for nominations for our upcoming election of new club officers has gone out and that the response to date has been practically nil. None of the current officers is running for reelection. Three are not eligible to do so, and the fourth has chosen not to run. If we cannot fill all four officer positions, the club will have to be dissolved at the end of the year. Any member, including spouses and partners, is eligible to run if they

joined the club on or after November 1, 2022. Ken urged all eligible members to consider running for office, stating that the deadline for nominations is September 18th. As well, Ken noted that the election process is explained in detail in his column in the August 2023 newsletter, which he urged members to read if they haven't already. Quite a bit of discussion ensued about the election.

Rick Stoeber noted that friend of the PEDC John Shibbles passed away recently. John had a passion for classic automobiles and in 2012 opened the Back Door Garage in Sea Girt, NJ. The PEDC had a few outings there over the years. John had an impressive collection of classic cars, which he entered in various concours d'elegance events throughout the country, including Pebble Beach, Amelia Island, Hershey Region, and Newport, RI. Source of above information for John Shibbles: <https://www.app.com/obituaries/asb296086>.

LBC Projects Progress

Tom Vash noted that Bob Pense's Austin-Healey 100/4, which Tom and the PEDC Garage Squad have worked on extensively, is out of Tom's shop now. Bob picked up the car and dropped off a new one in its stead: a 1967 MGB GT that he bought in 1970. Tom noted that the car rolls and that tires have air in them. A good start! Pete Dow's TR6 brakes and front calipers have been rebuilt and are just waiting to be bolted to the car and bled.

Adjournment

President Ken adjourned the meeting at 8:12 PM, reminding members that the next meeting is scheduled for Wednesday, September 6, 2023. A motion to adjourn the meeting was made, seconded, and carried. ■



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
eDenim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
eSweatshirt, 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.



Ice Cream Run Belle's, Spring Lake, NJ

CAROL KYLE

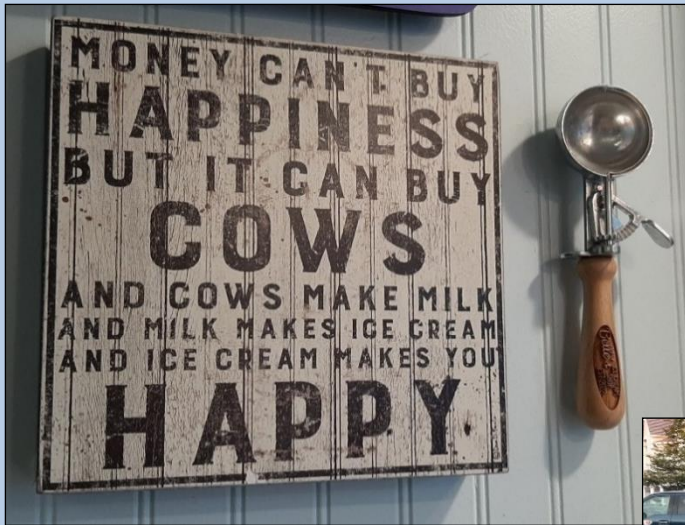
WHAT A FUN NIGHT WE HAD ON

July 20, 2023. Ken & I hosted our annual PEDC ice cream run to Belle's Ice Cream Shop in downtown Spring Lake, NJ. Twenty-five of us gathered in 13 British cars for two hours. A few of us drove down to the beach to see & hear the waves before turning in for the night. Below were the participants:

- Dennis Carlson (Jaguar XK)
- David Crump (Land Rover)
- Rich & Denise Dalfonzo (Mini)
- Rodney & Kathy Ford (TR8)
- Claire Gallagher (MGB)
- Randy & Alison Geck (MGB)
- Bill & Kim Geissel (TR6)
- Rich & Donna Huy (MG Midget)
- Ken & Carol Kyle (Jaguar F-Type)
- Jim & Aileen Lamb (MGB GT)
- Jack & Sookie McLean (MGB)
- John Minetti & guest (A-H 3000 BJ8)
- Ron Stucker and Joe Monreale (Jaguar XK)
- Tom & Trish Gutwein (Maserati)

Belle's has some really inventive flavors, especially for the kiddos – Birthday Cake, Cookie Monster, and Fruity Pebbles come to mind. For us adults, Spring Lake Sunrise, Spring Lake Sunset, Nutella Crunch, and Peanut Butter Blast were standouts. ■

LEFT: Jack & Sookie McLean by the Victorian clock on Third Avenue. See pp 11 and 14 for more photos.



CLOCKWISE FROM TOP LEFT:
Belle's has the right idea! Ron's Jaguar XK,
Ken & Carol's Jaguar F-type, and the Gutweins'
Maserati. Dave heads home in his cool Land Rover
past the Gecks' MGB, Claire's MGB, and the
Geissels' TR6. The Lambs arrive in their MGB GT.
Belle's logo welcomes all. Jack & Sookie in their MGB.
Plenty of parking on Morris Avenue for Dave's LR,
Ron's XK, and John's A-H 3000 BJ8.





PEDC Roebling Museum Drive ~ 26 August 2023

CAROL KYLE



Bob Canfield led a spirited drive from Woody's to the Roebling Museum in Roebling, NJ, a manufacturing town that sprung up in the early 1900s to house thousands of employees who worked in the steel and wire mill complex built by the John A. Roebling's Sons Company.

John A. Roebling, a German-born American civil engineer (1806-1869), emigrated to the U.S. in 1831. He designed and built wire-rope suspension bridges, including the famous Brooklyn Bridge in NY. His company also built the Golden Gate Bridge in CA. Roebling's flexible durable wire rope became a valuable engineering material, so much so that in 1848 he

Continued on page 16— Roebling



FROM THE TOP:

Eileen Hoernlein, Patti Cassarino, Judy Bohner, Ron Stucker, Tom Bohner, Ken Kyle, Bob Canfield, Serge Martynovych, Stuart Ducker, Jennifer Rogerson, and Rich Rosenthal. *Missing:* Bob Hoernlein, Carol Kyle

Rich & his Spitfire

Arriving at the museum

Serge in his MGA

A drive through one of the Roebling neighborhoods.

BBQ lunch in Cookstown

Continued from page 15 – Roebling

moved to Trenton, NJ to expand the business. Roebling's complex inspired the "Trenton Makes, the World Takes" motto that still appears today on Trenton's Lower Trenton Bridge along Route 29.

In 1867 Roebling started design work on the Brooklyn Bridge but unfortunately died two years later so never saw the bridge completed; however, his sons carried on with his plans, and the Brooklyn Bridge would open to traffic in 1883, the longest suspension bridge in the world at the time. The family grew their father's company to become the largest employer in Trenton and a world leader in the construction of suspension bridges.

The Roebling Museum tells the story of the origins and growth of Roebling, NJ. The Roeblings not only built the 70+ mill buildings, but they also built the town of Roebling for their employees, complete with housing, ball fields, an auditorium, a tavern, a hotel, and more. In the 1950s the steel and wire operation was sold and in 1974 closed down. Thus, a once-thriving manufacturing town came to an end. What was interesting about the Roebling Museum were the displays that really brought to life the community that lived and worked there in the early-to-mid 20th century. It wasn't just a museum full of tools and factory relics.

After the museum tour we drove through some of the old Roebling neighborhoods full of rowhouses, still occupied today and surrounding what was the former mill-complex property.

Thank you, Bob, for organizing the drive, for arranging for a docent to help us navigate through the museum, and for selecting a great place to enjoy a delicious BBQ lunch, Local Smoke, in nearby Cookstown, NJ. ■

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 <http://www.pedc.org>.

Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadside Tavern, 105 Academy Street, Farmingdale, NJ 07727. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. You don't need a British car to belong to our club, just a love of British cars.

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

COMING NEXT MONTH . . .

Brits on the Beach 2023 ~ Our 26th Year By Ken Kyle



Photo by Carol Kyle

PEDC Drive to National Guard Militia Museum of NJ By Duncan MacQueen



Photo by Eileen Hoernlein

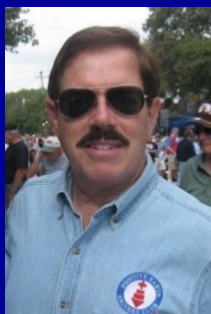
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Sunshine
Nadine Berkowsky

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.

SEPTEMBER

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

7, Thursday, PEDC ice cream run to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, hosts.

9, Saturday, New Jersey Triumph Association's (NJTA) "Fallfest" 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.

16, Saturday, British Car Club of Delaware, Inc. (BCCD) Annual Fall Car & Motorcycle Show – all British & all years, celebrating 100 years of MG. 9 AM – 2 PM. The show will be held at the Friends of Bellanca Airfield, Route 273 & Centerpoint Boulevard, between U.S. 13 and Old New Castle, DE 19720. Must pre-register before September 16th (\$25 registration fee); otherwise, the fee is \$35 the day of the show. Click here for more info: <https://bccdelaware.org/>.

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 9 for details.

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. Watch for details.

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.

9, 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 30th.

14, Saturday, PEDC "Full Moon Party" at Tom & Corinne Vash's house, Clarksburg, NJ. Watch for details.

2023 PEDC Calendar of Events (Continued)

OCTOBER (CONTINUED)

21, Saturday, MG Car Club Central Jersey Centre, Inc. (MGCCNJ), annual Britfest 2023. Celebrating 100 years of MG Cars. All British marques welcome. Pre-registration recommended: \$25 fee. Spectators: \$3; free for children under 12. Horseshoe Lake Park, 72 Eyland Avenue, Succasunna, NJ 07876. Click here for registration form and more information: www.mgccnj.org.

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

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 Surfflight Theater in Beach Haven, NJ (LBI) to see "A Christmas Story." Mike & Linda Browne, hosts. Watch for details.



PEDC CHRISTMAS/HOLIDAY PARTY

JUMPING BROOK COUNTRY CLUB, NEPTUNE, NJ

FRIDAY, 2 DECEMBER 2023 7-11 PM

KEN & CAROL KYLE, HOSTS

kenkyle4@comcast.net, 732.551.9462 Ken mobile

carolkyle4@comcast.net, 732.606.6422 Carol mobile

SAVE THE DATE!

Source of cartoon: unknown

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: 1967 Austin-Healey MK3 3000 BJ8

2nd owner for 50 years. Original AM/FM SW Blaupunkt radio. Needs rugs & some interior work. No exterior rust. \$39,999. Contact Frank Cassarino, frankcass51@gmail.com. Photos 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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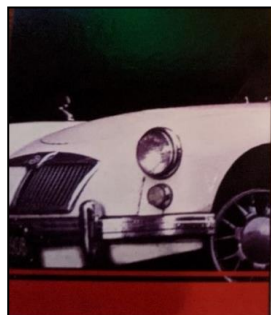
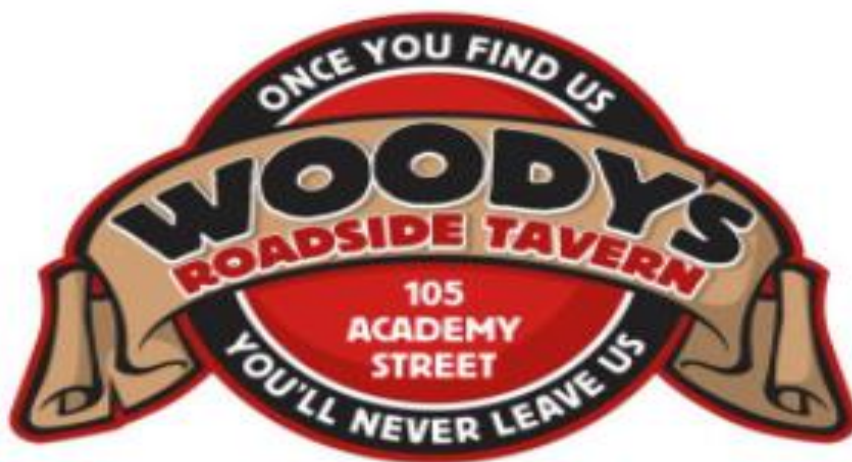
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PEDC Cash Flow Report for Period May to July 2023 ~

DEAN LAVERGNE, TREASURER

INFLOWS

Dues		
Dues: Dues 2023	<u>133.50</u>	
TOTAL Dues		133.50
Regalia Income		<u>96.00</u>
BOTB	60.00	
Total BOTB Inflows		<u>60.00</u>
TOTAL INFLOWS		<u>289.50</u>

OUTFLOWS

Father's Day		189.05
Sunshine Expense		191.20
TOTAL OUTFLOWS		<u>380.25</u>

NET INFLOWS (OUTFLOWS)

(90.75)

Notes:

7/31/2023 Bank Balance	\$6,424.33
7/31/2023 Membership Count*	230
7/31/2023 Eventbrite Receivables	\$3,567.38

*does not include spouses/partners



Show Chairman Bob Canfield, **above**, at Brits on the Beach 2018, alongside Russ Sharples's 1960 MGA 1600, set up for show visitors to climb into for a photo op in a classic British car.



Russ, **left**, with his MGA and a guest visitor to our 2018 show, Her Majesty Queen Elizabeth II.

Minutes of the PEDC Board (Zoom) Meeting

AUGUST 22, 2023

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

Board Members Present: Ken Kyle, Dean LaVergne, Allan Wysmuller, Steve Mundt, John Quelch, and Mark Wintjen

Board Member Absent – Woody Smith, Bob Canfield, Mike Browne

President Ken Kyle called the meeting to order at 6:00 PM.

AGENDA ITEMS:

PEDC Treasurer's Report – The cash flow report was presented by Treasurer Dean. The current club balance, as of August 22, 2023, is \$6,424.33 with 230 members, not counting spouses and partners, as of July 31, 2023. A motion to accept the treasurer's report was made by President Ken, seconded, and accepted unanimously.

PEDC Holiday Party – A discussion ensued regarding the annual holiday party with respect to the possibility of the club's dissolution if a full team of officers is not chosen due to a lack of nominees from the membership. Discussion centered around the club's contractual commitment to the venue, with payment in full required if the party is canceled on or after September 3, 2023. President Ken recommended holding the party regardless of the nominations. He asked the Board to approve a \$1500 subsidy for the party. Five Board members voted to approve, and one Board member opposed. Ken and Carol will be hosting the party.

PEDC Election of New Officers – President Ken made a strong point regarding the club's facing a "do or die" situation if the four officer positions are not filled. A few volunteers have submitted their names to fill the positions, with the exception of the presidency. Discussion ensued, and Mark Wintjen offered to run for president.

A motion to conclude the meeting was made by President Ken, seconded by Secretary Allan, and unanimously passed. The meeting was adjourned at 6:35 PM. ■



The Last Word: Get Out and Drive 'Em!

Gary & Pat Watson brought out their lovely 1950 Riley RMD, *above and below*, for Mike & Linda Browne's Sweetwater drive on Thursday, 31 August 2023. This was the first time that their RMD participated in a PEDC drive, and it looked so grand in the caravan of 13 British cars (+ one Lexus). It was a beautiful day for a drive.

The bottom photo was taken at Brits on the Beach 2022. The Watson's Riley took 3rd in the Other British Saloons and Sedans Class, first time entered at our annual show. Well done!

