

February 2013

Volume 21, Issue 2



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

- **February 6:** Our monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM.
- **February 28:** 2013 membership dues are due. See membership form on last page (unnumbered page).
- **March 9:** Motorcar Garage 10th Anniversary Open House & Tech Session, Maple Shade, NJ, 10:00 AM. See page 7 for details.

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2013 PEDC Membership Form

*"It's not just a club;
it's an attitude."*



U.S. Grand Prix ~ F1 Finally Gets a Home in the USA

Art Becker



Turns Three, Four, and Five at the new Austin, Texas U.S Grand Prix track, October 2012. *Photo courtesy of Art Becker.*

When the announcement was made that Formula One (F1) was coming to the United States, I was a bit skeptical. We haven't had a dedicated F1 track since the last race at Watkins Glen in 1980, and there hasn't been a F1 race since 2007, when Lewis Hamilton won at the Brickyard. I was beginning to think Bernie Ecclestone just had no desire to have another grand prix race here.

Thinking about F1 in the USA brought back memories of going to Watkins Glen "back in the day," the late 1960s and early 70s—memories of the "bog" and tear gas being used in an attempt to bring order to the crazy

antics of some of the race fans late in the evening, and bartering with the mechanics in pit row after the race to purchase memorabilia and F1 car parts that were spent or going to be retired at the end of the season.

Watkins Glen was the last race on the schedule in those days, and the mechanics would sell stuff to the crowd for a few US dollars. Imagine that after the race you could just go to the pit area and garage unescorted and for no charge. Those were the days. Jackie Stewart, Ronnie Petersen, Jochen Rindt, François Cevert,

Emerson Fittipaldi, Mario Andretti, and many I can no longer remember competed in that era. I remember the high pitch of the exhaust on the 10-cylinder Matras; you could hear them from anywhere you were around the track. The smell of Castrol oil and gas in the air was intoxicating to a young enthusiast. A ticket price of ten bucks for general admission—how good was that?

They weren't all good memories, though, as a lot of great drivers were killed in F1 and sports car racing in that era. I was at the Glen when

Continued on page 2



The F1 British Connection

So why are we talking about Formula One (F1) racing in a British car club newsletter? Well, it's been said that F1 is basically a playground for Ferrari and a small group of British racing car constructors, and a strong case can be made for considering the Brits to be the dominant force in F1 throughout its history. Consider the following. Since the start of modern grand prix racing in 1950, the F1 World Driver's Championship has been won 14 times by 10 different British drivers, more than any other nationality. The F1 Constructors' Championship, awarded since 1958, has gone to British teams 33 times, again more than those of any other nationality. Even non-British teams often are dominated by British talent and build their cars in Jolly Olde England. Take for example the vaunted Red Bull team, world champions for the last three seasons and licensed by F1's sanctioning body, the FIA, as an Austrian team. Their Team Principal (an F1 team's head honcho), Christian Horner, is an Englishman, as is their Chief Technical Officer, the brilliant Adrian Newey, and the team itself is based in Milton Keynes, England.

But what about an F1 connection to British production cars? Well, McLaren makes cars for the street, if you want to consider the \$240,000 McLaren MP4-12C a "production car" in the ordinary sense. A better example would be Lotus, which won seven Constructors' Championships back in the 1960s and 70s and is now back in F1 with a promising new team. And there's more. Lotus won most of those championships with the legendary Ford Cosworth DFV engine, and while that engine's development was bankrolled by Ford, its design was 100% British, by Cosworth Engineering of Northampton, England. The DFV was the dominant F1 powerplant for nearly two decades, winning 155 of 262 races entered.

And finally, the whole bleedin' F1 show has been run for most of the past 35 years by diminutive British gazillionaire Bernie Ecclestone, who pretty much owns all the commercial rights to the sport. (He's the guy at every race who looks like Moe Howard with white hair and tinted glasses.) So there you have it. I rest my case.

~ Ken Kyle

Continued from page 1

François Cevert was killed and Jackie Stewart withdrew from the race. Safety wasn't a real priority in those days as the risk associated with grand prix driving was part of the mystique of the sport. Thankfully that has changed and so has the sport.

My skepticism changed to enthusiasm as the Circuit of the Americas' founders finally inked a deal with Bernie, and construction of the new dedicated F1 track at Austin was underway. Austin, Texas sounded like a great spot for the track. It was way south, so it would be warm, and it is the home of Stevie Ray Vaughan (my all time favorite guitar man), so this was a no-brainer to make the decision to buy some tickets and attend the race. Now I needed some

other enthusiasts to attend with me. I enlisted my son, Wes, and my son-in-law, Chris. When I approached them with the idea that we should go, it didn't take much convincing. They were in.

All three of us are big fans of Fernando Alonso and Ferrari. I even had my two-and-a-half-year-old grandson running around the house screaming, "Fernando Alonso," as my daughter asked me, "who is Lucas talking about?" I did the right thing asking my wife, Joann, if she wanted to attend with me, and I attempted to act a bit surprised when she said she had no desire to go to a dusty track in the middle of nowhere and watch a bunch of loud cars go around a track. Exactly the answer I had anticipated!

Continued on page 13 – F1

Above: Spanish F1 racing driver and two-time World Champion Fernando Alonso, currently driving for Ferrari, here shown winning the 2011 British Grand Prix. *Photo courtesy of wikipedia.com.* **Right and below:** Alonso at the 2012 U.S. Grand Prix, still driving for Ferrari, on the track and on the driver parade lap. *Photos courtesy of Art Becker.*



From the Driver's Seat

Mark Berkowsky, President

I'd like to think the driving season is right around the corner, but I guess it's only February. However, it's not too early to start planning for this year. In addition to holding our regular meeting in January, we held "The Gathering" to start filling in the 2013 calendar of events. This newsletter and our website <http://www.pedc.org> will announce to our members the events that will be coming up. We have had volunteers step forward to help organize various events, but we still need some sponsors and hosts.

Our Shows

One of the highlights of the year is our Father's Day car show in June, organized by Ken and Pat Wignall. Following the show will be a picnic at the home of Paul and Mary Johnson. Ken and Pat are also coordinating our annual April car show with the owner of the Shore Antique Center in Allenhurst. Our "Brits on the Beach" show in Ocean Grove is scheduled for Saturday, September 21st. Planning for the show is in progress, and Show Chairman Bob Canfield is looking for volunteers to lead the various subcommittees. A non-PEDC show that we are talking about attending again is in Lewes, Delaware, in the beginning of May. A number of us attended last year and made it an overnight weekend, with other members taking the Cape May Ferry for the day. Our members won several awards, including Best in Show by Andy Moutenot.

Our Drives

We have planned several drives, even though some do not have firm dates yet. Barry Shandler has offered to organize and host the "Monmouth Madness Rally" in April. The rally begins with Barry providing clues and directions for drivers to follow. Better line up a co-pilot now to write down the answers as you drive through the course. Due to the complexity of the

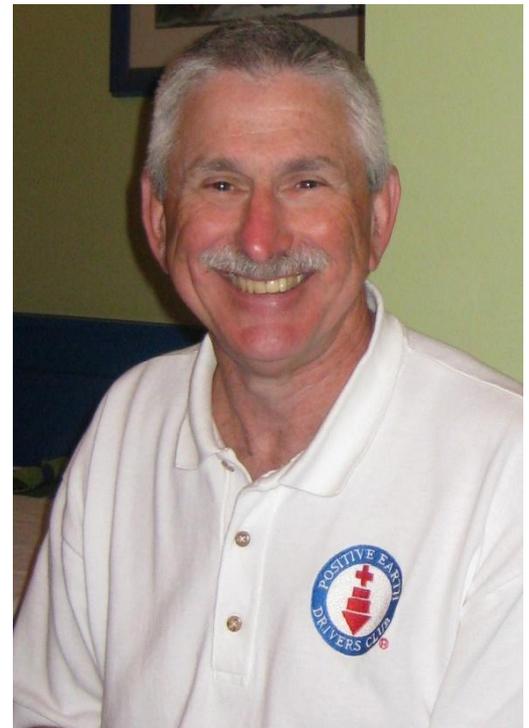
drive, the size of the group will be limited. Be sure to sign up early, as soon as the call for entrants goes out.

We are scheduling the Lighthouse tour that was postponed from last year. Jay Helt is organizing that drive and will also be investigating a drive to Martin Guitar in Pennsylvania. If you have any suggestions about either drive, let him know. Andy Moutenot will be hosting a drive—destination to be determined. Ken and Carol Kyle will be looking at a couple of possible drives—to Princeton, with a tour of the University campus or Morven, as well as a trip to Flemington, ending at Teaberry's for afternoon tea. Bob Canfield has a few possible drives planned also, including a run to WheatonArts in Millville and nearby Batsto Village in Hammonton; Northlandz train display in Flemington; and Camp Evans in Wall. Peter and Patty Linszky have volunteered to host a drive to Proprietary House in Perth Amboy. And last but not least, I will be scheduling a drive across the Delaware into Pennsylvania to enjoy the fall foliage and tour some covered bridges.

Other potential destinations include the Cape May Zoo, the Duke Estate, Frenchtown, the Wildwood Naval Air Station, and the Renault Winery. If you want to get involved, either with other ideas or to organize a drive, let me know.

Our Ice Cream Runs

The last type of event that is regularly scheduled is our ice cream runs. Just pick a good ice cream parlor, pick a date, and invite 160 of your closest LBC friends. So far we have invites to sample ice cream at the Carousel in Toms River, Hoffman's in Point Pleasant Beach, TK's in Cream Ridge, Jersey Freeze in Freehold, Gil & Bert's in Cranbury, Mrs. Walker's in



Lakehurst, What's the Scoop in Farmingdale, and Day's in Ocean Grove, as well as ice cream in New Egypt and on Long Beach Island.

And More . . .

Moss Motoring has scheduled the Motoring Challenge—drives and photography rolled into one. This event, which they're billing as an "epic scavenger hunt," will last all year and can be combined with all of our drives. It looks like a lot of fun and another good excuse to get in our LBCs and drive. For more details, visit the Moss Motoring website:

<http://www.mossmotoring.com/challenge>

I hope you will be able to join us at some of our events this year. We always have a good time and usually end with something to eat and drink. Our next regular meeting is February 6th at Woody's. See you there! @

From the Navigator's Seat

Bob Canfield, Vice President



shipped drums of products in to help save equipment in factories, utility substations, shipyards, and commercial buildings all over the NYC-NJ area. You can see a copy of the procedure at: http://crcindustries.com/ei/content/damage.aspx?PID=Panel2_4.

Joe took his power tools, one-by-one, out of the trash bin and coated them with a CRC moisture displacer. After a short time he plugged them in and found that most started right up. Now they may not last as long as they would have if they had not been through the flood, and the process works best when you get to equipment before it is dry and corrosion starts, but the power tools will not need to be replaced in the near future. It's a shame that there was nothing we could do to save the '69 Jaguar 2+2 from the insurance adjuster.

This is one of those procedures that you should keep somewhere so you can access it should another storm cause water damage to your electrical panel, furnace, washer/dryer, tools, etc. It can save you from having to replace a lot of belongings, using a few simple products. Yes, there are non-CRC products that will work, too. If you have any questions, please corner me after a meeting or event.

"Brits on the Beach" 2013

After the show last year I vowed to make 2013 even better, and to that end I have received some good ideas from show attendees. When some PEDC board members met recently, the following changes were adopted for the September 21, 2013 show:

- The price will change to \$15/car; \$20 day of the show. The gate will open at 10 AM and close at 11:30 AM, with an additional 30 minutes for any cars on the wait list to get in and settled. Judging will be from noon to 2 PM. Opening remarks and the Pledge of Allegiance will be at 1 PM. Awards will be announced at 3:30 PM.
- There will be committees for each task, including parking and gate; prize table; vote tallying; set up and tear down; registration table; show field set-up; and sponsor solicitation. I still need volunteers to head up the prize table as well as set-up and tear-down. Please let me know if you can help.
- There will be some class changes. We will add a class for MGB GT. We will split the big Austin-Healeys into two classes: Early (without roll-up windows) and Late (with roll-up windows). We will have a prestige class for those who have won their class the last two years. Cars in the prestige class will compete only among themselves. Finally, we will add a trophy for best boot display.

Please let me know if you have any further ideas or comments. We want to consider anything that improves our show. (Maybe we need someone to be in charge of weather!)

Saving Wet Equipment

A week after Hurricane Sandy, when my power returned, I heard that Joe and Maria Laudisi's home had been damaged by the storm surge off the bay. I called Joe to see if there was anything I could do. He said that not only had their regular cars been ruined, but also his Jag E-Type 2+2 had sustained water damage, and most of his tools and automotive test equipment were not working anymore. I made a trip with some CRC products to see if I could help him save anything.

About 25 years ago CRC (my employer) assembled a procedure to help salvage water-damaged electrical equipment. This procedure has been used all over the USA whenever severe weather damages motors, switchgear, and electrical controls. In the weeks following Sandy, CRC

Minutes of the PEDC General Meeting of January 2, 2013

Submitted by Jay G. Helt, Secretary

The meeting was called to order at 7:30 PM by President Mark Berkowsky, with 46 members present. A motion to accept the minutes of the November 7, 2012 meeting was made, seconded, and approved by all present.

Introductions. President Mark introduced our guest, Shirley Miller, the original owner of a 1987 Jaguar XJ6.

Treasurer's Report. Treasurer Andy Moutenot wired in from his cruise ship that we had total income and expenses for the year 2012 of \$7,998.30 and \$8,955.85, respectively, leaving a balance in the account of \$2,280.00.

Newsletter. Editor Carol Kyle reported that she needs submissions for member profiles, photos of ongoing restorations, and classified ads for cars or car parts.

Old Business. President Mark reported that Vice President Bob Canfield received a certificate for "Member of the Year" at our Christmas party, December 1, at the Breakers. VP Bob reported that we had a good turnout for the Christmas party, and that the staff at the Breakers took good care of us. Wayne Simpson told members about the Reliability Run that he participated in October 19th through the 21st. There were 15 cars participating, and all finished. The tow truck following the caravan was not needed. Run participants raised \$8,000 for the Shriners Hospital for Children in Philadelphia.

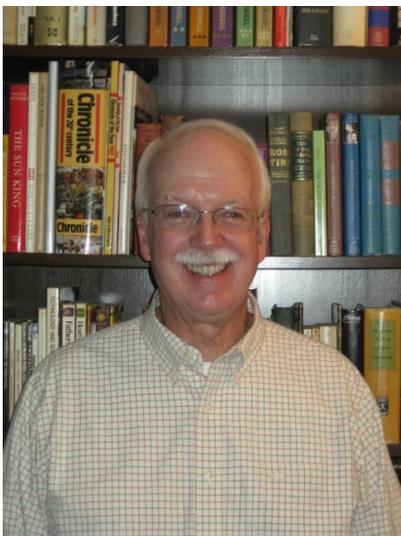


New Business. President Mark announced that our annual planning meeting "The Gathering" will be Sunday, January 13th, at Woody's, starting at 4:00 PM. All members are urged to attend and help plan activities throughout the new year, such as drives, ice cream runs, and shows. Barry Shandler announced that he will be organizing one or two rallies for the club, the first being sometime in May. VP Bob reported that our Ocean Grove show will be September 21st, and he is looking for new ideas and suggestions. He will be breaking the workload up among subcommittees and will need volunteers for these groups. The Keystone Region MG Club will be having their gathering on Sunday, June 9th, in Hellertown, PA. PEDC registration and dues for 2013 are due by February 28th. If not paid by then, you may not be included in the new directory. Karen Moutenot's father passed away. A card will be sent from the club.

The next regular meeting is Wednesday, February 6, 2013, at 7:30 PM. The meeting was adjourned at 8:20 PM. @

From the Treasurer's Desk

Andy Moutenot, Treasurer



Our current balance in both the checking and savings accounts as of January 18, 2013 is \$2,565.38. As a comparison, for the corresponding period one year ago our cash balance was approximately \$900 higher. Membership dues are coming in at a slightly higher pace than one year ago. This is mainly the result of a larger membership than previous years.

Once again, as a friendly reminder, please submit your membership form and dues to remain current for both the newsletter and membership directory.

Just think, we are only two months away from the first day of spring. It won't be long before pitchers and catchers will be reporting to spring baseball training and our LBCs will awake from hibernation. @

Meetings at Woody's ~



Above: President Mark Berkowsky, left, and Vice President Bob Canfield, right, remind members at our annual planning meeting, "The Gathering," of the 2013 deadline for membership dues: February 28th. **Right:** Some of our active PEDCers at our January meeting, include, left to right, Linda Browne, who handled our regalia for six years (2006-2011), former First Lady Kathy Ford (2008-2011), and current First Lady Nadine Berkowsky, who also serves as our Sunshine Chair.



QQ Plates in New Jersey

Russ Sharples



I just learned something that I had been told by classic car owners but was never able to confirm: cars in New Jersey with QQ plates do not need to have a front plate. I suspect many of you already know about this, but, if not, below is an article with a reference to the NJ legal code that states this: <http://www.examiner.com/article/not-sure-if-nj-law-requires-a-front-license-plate-on-a-historic-car-i-find-out>. Here is the NJ legal citation: http://lis.njleg.state.nj.us/cgi-bin/om_isapi.dll?clientID=207256&Depth=4&TD=WRAP&advquery=%22historic%20motor%20vehicle%22&headingswithhits=on&infobase=statutes.nfo&rank=&record={E82C}&softpage=Doc_Frame_Pg42&wordsaroundhits=2&x=27&y=14&z. I've printed out the code and intend to carry it with me in case a police officer stops me. You may want to do the same. @



QQ plates are a matter of preference in NJ. **Above,** Russ's 1960 MGA, shown at our 2012 "Brits on the Beach" show. Without their QQ plates are, **far left,** an Austin-Healey at the 2012 Monmouth County Concours d'Elegance in Holmdel, NJ and, **left,** John and Jeanne Miller's TR3 during our 2010 lighthouse run to South Jersey.

ANNUAL MOTORCAR GARAGE OPEN HOUSE AND TECH SESSION

OUR 10TH ANNIVERSARY

~
Saturday, March 9, 2013

10:00 AM

Maple Shade, NJ



Motorcar Garage

Repair-Maintenance-Restoration

British Car Specialist

Peter Cosmides

42 North Pine Ave.
Maple Shade, NJ 08052

Phone: 856-667-6657



www.Motorcar-Garage.com

BRITISH MOTOR TRADE ASSOCIATION

Please join me and fellow club members for my annual shop Open House and Tech Session. Donuts and coffee are on the house. The topic of discussion will be British car wiring/electrical. I want a chance to defend the often maligned Lucas wiring. Note that I've moved the event from the usual February date to March. By then we hope to have some nice early spring weather so that we'll see more British cars out for the day. I hope to see you there. ~ Pete Cosmides



Photos from our 2012 "Brits on the Beach" show in Ocean Grove. **Above, left**, LBCs entering the show field, led by an MGB sporting four grille badges. **Above, right**: Joe and Maria Laudisi's lovely 1969 primrose yellow Jaguar XKE 2+2, which took 3rd in the Jaguar E-Type, Series 1-3 class. **Right**: a 1961 Morris Minor 1100, owned by Chuck Miller, took 1st place in the Other British Saloons/Sedans class.

The Road Rally: A Preview of Coming Attractions

Barry Shandler

Are you looking for a new way to enjoy your LBC? Do you have a competitive nature? Do you enjoy a challenge? If your answers are “Yes,” then we have just the right activity for you—the road rally.

Recently I joined the PEDC and found that the club has not sponsored any road rallies in recent years. Being a rallymaster in my local car club, Regency at Monroe Car Club, Monroe Township, NJ, for the last five years, I offered to volunteer setting up and running one or two road rallies this year. (It is the foolish calf who leads himself to the slaughter.)

How it Works

For those who do not know what a road rally involves, let me explain. The typical road rally consists of 30-40 LBCs, each with a driver and navigator. Only two people are allowed per car. The cars are numbered and then line up. A few minutes before the start, each car is given a set of route instructions and questions to be answered by observing physical objects along the route. The cars leave at 30- to 45-second intervals.

Usually two types of route instructions are used: for new rallyists the route instructions are given by street

names. For more experienced people the instructions are given by physical objects, such as “turn right after the red mailbox.” The questions are all based on physical objects, such as Q: What place are people dying to get into? A: A cemetery (from passing a cemetery on the left of the road). Another example: Q: What does George do? A: Landscaping (from a sign on the right-hand side of the road advertising George’s Landscaping Company).

“The rallymaster tries to select the most scenic roads on which to travel”

The Route

Usually the route is 30-50 miles long and lasts 1½ to 2 hours. The rallymaster tries to select the most scenic roads on which to travel—consistent with the roads not being too busy—and tries to pass or stop at significant places, museums, beautiful spots, etc. The goal is to take you on roads and to places you might not be familiar with, such as covered bridges, one-lane roads, horse farms, and other beautiful, fun surroundings.

A premium is placed on the driver’s and navigator’s sense of observation and their ability to follow the route. Trophies are given to the first- through fourth-place winners and are based on which car answers the most questions correctly. The rally ends up at a restaurant, where participants can discuss the rally and its results over lunch.

Save the Date

The first rally, the “Monmouth Madness Rally,” will be held Sunday, April 28th. If that goes well, a second one is planned for Saturday, August 17th. We’ll continue advertising the rally in *The Terminal Post*; however, when we send out an e-mail blast announcing the rally, you must sign up quickly, because these events are always sold out. There is a limit on the number of cars that can participate. For questions or comments, please contact Barry Shandler, bshandler@comcast.net, phone 732.521.1985. @

Leading the pack on our July 2012 drive to Deep Cut Gardens in Middletown, NJ are Rodney and Kathy Ford in their TR7, followed by Bob Canfield in his Spitfire, Mike and Linda Browne in their Mini, and Andy and Irene Ribaldo in their TVR.



Update: Ken's Wignall's Daimler SP250

Ken Wignall's Daimler SP250 on the trailer coming home from being painted British racing green (BRG), **right, top and bottom**. Ken's is the same model as the one Jay Leno is building right now; however, Ken's is painted and running, the seats are complete, and the chrome bits are out for replating. This winter Ken plans to fit the interior. We hope to see Ken and Pat out in the Daimler this year! Here is the link to Jay Leno's project:

<http://www.jaylenogarage.com/segment/restoration-blog/restoration-blog-1962-daimler-sp250/index.shtml>

Photos courtesy of Ken Wignall.



Two handsome red MGBs. The chrome-bumper model, **below, left**, belongs to Reg and Rie Savoy, shown at Woody's prior to our drive to the Grounds for Sculpture, June 2012. The rubber-bumper model, **below, right**, belongs to Mark Wintjen, shown during our August 2012 drive to the NJ Vietnam Memorial and Museum in Holmdel, NJ.



Member Spotlight

Members

Ernie and Ida Caponegro, Point Pleasant, NJ

PEDCers Since

2010

LBCs Owned

1980 Triumph TR7, 1980 Triumph TR7, 1980 MGB

About the Caponegros

I've been interested in two-seater sports cars for as long as I can remember; LBCs are in my blood. When I was a kid my father loved his Cessna and his '56 T-Bird, and I grew up with stories about sports cars and small airplanes. So when I was ready to buy my first new car, it had to be a sports car—no matter what.

In the fall of 1979 I was finally ready to make a statement by buying a 1980 Triumph Spitfire. However, as I entered the dealership I saw a new car, a convertible 30th Anniversary Edition of the 1980 TR7. I had seen TR7 hardtops before, but I was a ragtop man and the hardtop TR7 never impressed me. I asked a few questions and was guided around back where a Spitfire and a TR7 were side by side. The TR7 in silver was bold and sharp, it sliced the air, and it won me over. I went back inside and ordered one. From the second day I owned it, it had nothing but problems. We even discovered that the clutch had been installed backwards . . . but when you're 22 years old, driving with the top down, feeling the warmth of the sun on your face, and listening to the radio screaming as you pull up next to a car full of girls at a stop light, well, it makes up for all the aggravation and repairs!

In 1986 I bought a new Porsche, but I decided to keep my TR7 instead of trading it in when the Porsche dealer offered me a lousy \$1000 for it, even though it had only 28,000 miles on it. That Triumph sat in our garage for over 20 years before my son Ernest and I started to fix it up.

I found out about the PEDC in the late summer of 2009, when the club's then-Secretary, Wayne Simpson, drove past my insurance office on Route 88 in Point Pleasant and noticed my 1980 Wedge peeking out from its car cover. Wayne stopped in and invited my wife, Ida, and me to a meeting at Woody's, so we decided to check it out. We joined the club in January 2010. Sometime thereafter Wayne pointed out a classified ad in the club newsletter for a TR7 offered for sale by a nonmember. He knew that club member Pete Cosmides had worked on the car at his shop in Maple Shade, so my son and I drove to Cherry Hill to see the car, and I fell in love all over again. There we were, on a Memorial Day weekend, looking at a 30-year-old potential troublemaker. It was beautiful—bright orange color, great new wheels and tires, nice exhaust, new twin Holley carbs—and it sounded great. Ida loved it, too. So I made what I thought was a really low offer, they took it, and we had our second TR7. As I dropped the top and drove away, I wondered if I really stole the car or just bought another 30-year-old headache. Well, let's just say that my second TR7 runs better than the one I bought brand new in the fall of 1979.

Because of our cars and the PEDC, we've met some great people and gone on some great drives, while seeing parts of the NJ countryside that we never would have seen otherwise. Oh, by the way, my office constantly gets people who stop by inquiring about insurance and asking if the cars are for sale, so it's helped business, too. But the greatest benefit we get is when Ida and I put the top down and cruise with a dozen or so other cars from the club down a winding road to get ice cream or a meal at a restaurant or to see a museum. Our next project will be finding a Triumph Stag so we can have that back seat and allow Luke, our 13-year-old, to tag along. He wants to come with us all the time. @



Above: Ernie and Ida with sons Ernest and Luke at a May 2012 PEDC gathering, Shore Acres Yacht Club (SAYC), Brick, NJ. Missing is son Matt. **Below:** Ernie's 1980 TR7 strikes a great pose at the SAYC show. It should be noted that son Ernest polished the TR7 to perfection for his dad, and we all agreed that Ernest did a superb job!

Oil... Catch it if you Can

Ray Carbone

Ray is a founding member of the PEDC and has been a frequent contributor to The Terminal Post over the years. ~Ed.

As our LBCs age and accumulate mileage, ring wear causes increasing amounts of combustion blow-by to enter the crankcase. This condition is further exacerbated by oil vapor and gases produced by engine heat and operation. To eliminate this contamination, the noxious mix is safely directed into the rear carburetor air stream for elimination by combustion. This setup was the favored minimalist emissions control method of the LBC age, and the amount of blow-by produced by a new engine was well tolerated and very rarely interfered with reasonably efficient operation of the carburetors and intake manifold. Over the years, however, wear and age take their toll, and greater volumes of noxious oil vapor and blow-by are produced until they reach the point of impeding combustion and requiring compensating adjustment of both timing and carburetion.



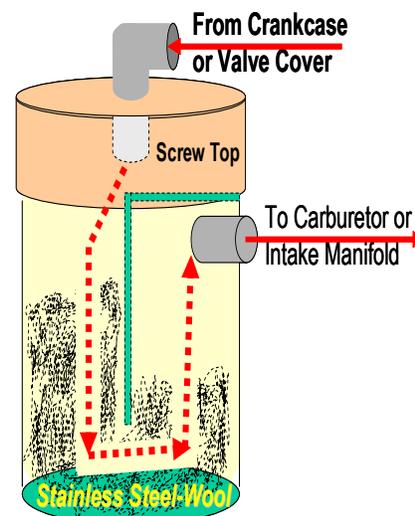
Ray's 1964 Austin-Healey BJ8 Phase 1, above. Photos and diagrams for this article courtesy of Ray Carbone.

Many LBC enthusiasts have rebuilt their engines to bring blow-by back to a combustion-tolerable production level, but this approach is both expensive and time-consuming. A quicker and much less expensive method of eliminating this gaseous mix is available. Although it requires periodic checking, this approach allows the rear carburetor to function without being encumbered by oily crankcase vapor and, therefore, without requiring compensating adjustments to achieve proper engine combustion.

The Catch

The method I favor is the installation of an oil catch can that intercedes between the crankcase/valve-cover and carburetor to condense and capture oily vapor for eventual manual removal. As depicted in the diagram, vapor enters at the top of the canister's first chamber and flows down and through the stainless steel mesh. The hot oil vapor is stimulated to condense by the cooler mesh and collect at the bottom

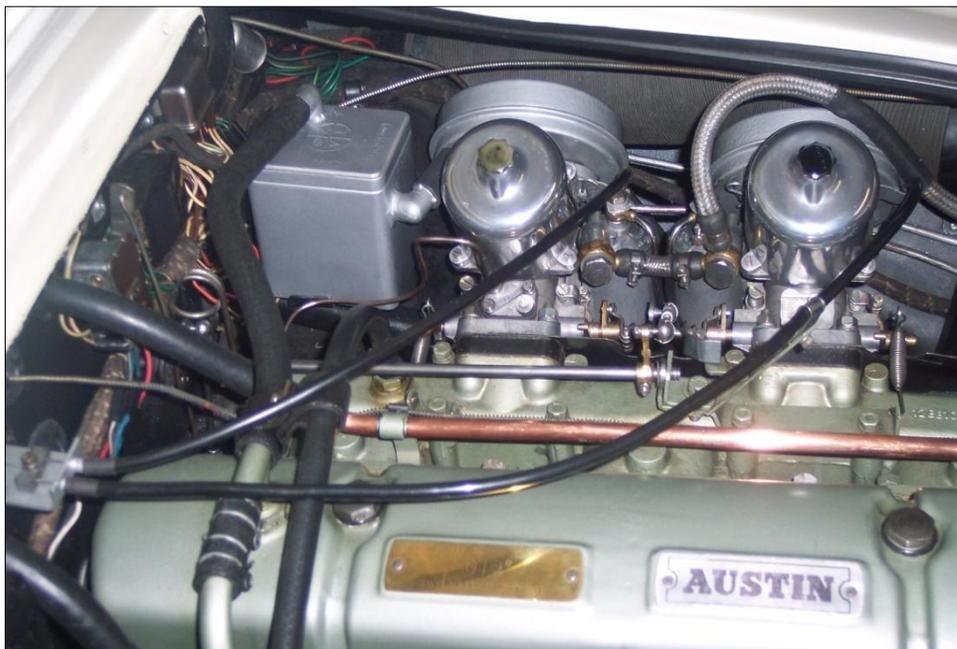
Oil Catch Can Design



of the container. Gases emerging from the mesh into the second chamber are then directed to the carburetor air stream for elimination via combustion. Although this method follows the original process for the elimination of crankcase gases, far less oily vapor is introduced into the carburetor air stream after catch-can separation.

Below, on page 12, is an implementation of an oil catch can as it appears on my 1964 Austin-Healey BJ8 Phase 1. A discarded metal Starbuck's Tazo® tea container was selected for its reasonable volume and wide mouth needed for the installation of a sheet metal partition (as drawn) fabricated from scrap to form two chambers. JB Weld was used to secure and seal the partition to the inside of the canister, as was the installation of two 3/4" x 90° plastic air fittings that enter each chamber as shown. Finally, two expanded stainless steel mesh pads were inserted

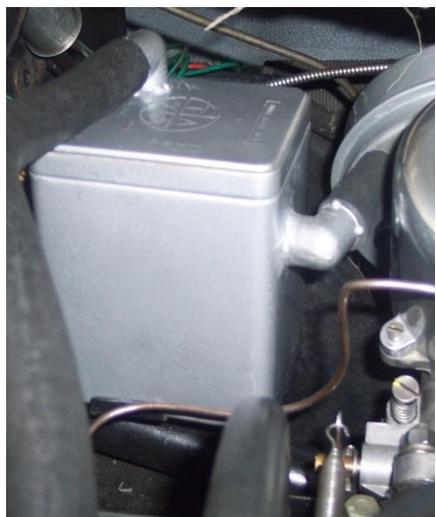
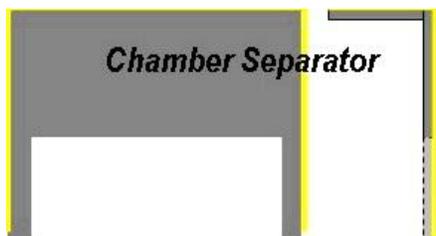
Continued on page 12



Continued from page 11 – Oil Catch Can

into the opening between the two chambers to stimulate oil vapor condensation. With the can buttoned up, a suitable mount was created to allow the can to be easily removed and emptied, and the hoses from the crankcase/valve-cover and carburetor air cleaner were

Catch can installation on Ray's '64 Healey, **top**, **below**, and **below**, **right**.



Stainless steel pads, **above**, **right**, inserted between the two chambers, **right**. Diagram of catch can chamber partition, **below**.



attached for operation. As a convenient addition, a small valve and tube can be fitted to the bottom of the unit to expedite drainage of the unit if removal and location turn out to be problems.

What about a PCV Valve?

Over the years many LBC enthusiasts have talked about connecting a positive crankcase ventilation (PCV) valve between the intake manifold and crankcase to create a slight vacuum to counteract blow-by pressure that commonly causes rear main seal oil seepage to appear on the garage floor. For those of you who have already identified a suitable PCV, an oil catch can can greatly extend the life of the valve by reducing, if not eliminating, oil-laden vapor from clogging the valve. A PCV implementation using an oil catch can can be accomplished by installing the valve in the tube normally attached to the carburetor air cleaner, with an additional

Continued on page 18 – Oil Catch Can

Continued from page 2 – F1

I did my due diligence and booked a hotel, a car, and flights to Austin for the three musketeers. I did this in April, and before you know it race weekend was here.

We arrived at Austin-Bergstrom International Airport, got our Hertz rental car, a GMC Acadia, and off we went. We headed to Rte 130 where the speed limit, according to the internet, is 85 mph. Boy, this was going to be exciting, almost a Texas autobahn at 85. The excitement lasted less than two minutes, as I was pulled over by a Texas Trooper doing 99 mph, and I hadn't gone five miles on Rte 130. The bad news was that the section of Rte 130 we were on in Austin has an 80-mph speed limit, so I got a ticket for 99 in an 80-mph zone. The Trooper was not happy or friendly. He instructed me to send \$305 to the Travis County courthouse and drive safely. We commuted on Rte 130 for an hour a day for three days and counted 19 Troopers with 19 other victims of the long arm of the Texas law. Needless to say we behaved ourselves for the balance of the trip.

The race track is very well designed and really challenges the cars and the drivers. There is a serious elevation change of 130 feet on the course. The grade change from pit straight to the Turn One left-hand hairpin is unreal. The race starts, and the cars climb up a hill right to Turn One; then they lose all the elevation going to Turn Two. It is quite dramatic to see the cars accelerate so fast up the hill,



Art and his son, Wes, and son-in-law, Chris, at the statue of the late, great Stevie Ray Vaughan. Photo courtesy of Art Becker.

and even more amazing is the trip down the hill into right-hand Turn Two. There are many areas that provide a great view from both the grandstands and the grass areas.

Turn Eleven is another very

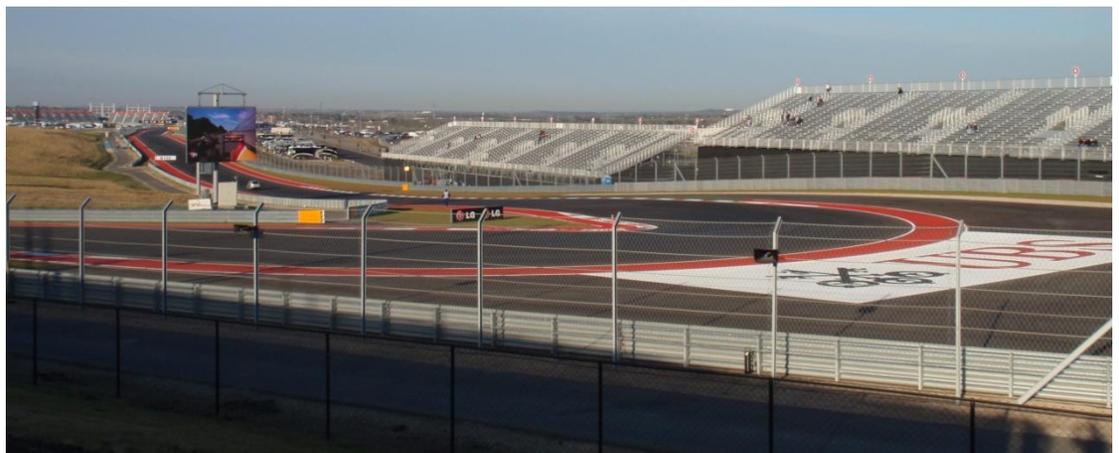
challenging left-hand turn that has the cars coming down a hill from Turn Ten into the Turn Eleven hairpin and then onto the long back straight where the cars exceed 190 mph. Our seats were in Turn Three, which was an excellent location as

it provides a great view of Turn Three into Turn Four and then into the uphill hard-right-hand Turn Five. We saw lots of action here with the cars really demonstrating their ability to manage high-speed S turns.

I never thought I would see the day that I would be cheering for Lewis Hamilton, but as he was catching Sebastian Vettel for the lead and thereby assisting Fernando Alonso in his bid for the championship, believe me, we were cheering. As it turns out, Hamilton would win and keep the championship struggle alive, giving Alonso his shot at the title in Brazil. We all know the outcome in Brazil, as Vettel took the 2012 championship at that race.

If you like Formula One racing and want to have a great time up close with the sport, head down to Austin in 2013. You won't be disappointed. The city of Austin was great. They had a lot going on for the fans, and everyone was as friendly as they could be. It's a nice town with nice people. Just watch the speed limit. @

Turn Eleven and back straightaway. Photo courtesy of Art Becker.



Calendar of Events for 2013 ~ PEDC and Beyond

NOTE: If you know of a British car-related event, let us know and we will include it here. PEDC events are in bold red.

February

- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 28 Thursday, cut-off date for **PEDC** membership renewal. See last page of this newsletter for current membership form. The form is also available at our monthly meetings and our website: www.pedc.org.

March

- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 9 Saturday, Motorcar Garage Annual Open House & Tech Session, in conjunction with their 10th anniversary. Session Topic: British Car Wiring/Electrical. Hosted by PEDC'er Peter Cosmides, Motorcar Garage, 42 N. Pine Avenue, Maple Shade, NJ, www.motorcar-garage.com. An indoor event—rain or shine. For more information, call 856.667.6657. The session starts at 10 AM. Free coffee and doughnuts for all. Don't miss it!

April

- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 6 8th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. Trophies, door prizes, music all evening, fan-belt toss, and hula-hoop contests for the kids. <http://www.bluemoonkruizers.freehosting.net/index.html>. 1st and 3rd Saturdays from April to October.
- 13 Saturday, 14th Annual British & European Car Show, sponsored by the Williamsburg British Car Club in beautiful Colonial Williamsburg, VA. Registration is \$20 (\$25 at the gate). Camping & RV sites available through James City County. Contact: Roy Gavilan, 757.220.4774, rqmg65@hotmail.com, or visit their website: <http://www.wmbgbrit.com>.
- 14 Sunday **PEDC** brunch, Molly Pitcher Inn, Red Bank, NJ, <http://themollypitcher.com/dining-room>. The restaurant and bar in this historic hotel, built in 1928, overlook the Navesink River. PEDC host TBD.
- 19 Friday, Annual British Car Gathering, Shelton Vineyards, Dobson, SC, runs through Sunday, April 21st. Sponsored by the Triumph Club of the Carolinas. For more information and registration: www.triumphclub.org.
- 20 8th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. Trophies, door prizes, music all evening, fan-belt toss, and hula-hoop contests for the kids. <http://www.bluemoonkruizers.freehosting.net/index.html>.
- ? Sunday, **PEDC** Annual Classic British Car Show, 12-3 PM, Shore Antique Center, 413 Allen Avenue, Allenhurst, NJ, 732.531.4466, www.shoreantiquecenter.com. Ken & Pat Wignall, organizers. No firm date yet.
- 25 Thursday, **PEDC** first ice cream run of the season, TK's Ice Cream, Route 539, Cream Ridge, NJ, <http://tksicecream.com>. Ken & Carol Kyle, hosts.
- 28 Sunday, **PEDC** "Monmouth Madness Rally." Limit to the number of cars, so sign up early! Trophies awarded. Barry Shandler, organizer, bshandler@comcast.net, phone: 732.521.1985.

May

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 4 Saturday, 18th Annual Lewes British Motorcar Show, Lewes, Delaware, 10 AM – 3 PM, sponsored by the British Car Club of Delaware. For more information: <http://www.historiclewes.org/events/lewes-british-motorcar-show>. NOTE: This will be a **PEDC** overnight trip, May 3-5.



TK's Ice Cream, Cream Ridge, NJ is family owned and operated and has ample parking for our LBCs. Join us April 25th for our 1st ice cream run of the season. Photo from <http://tksicecream.com>.

Continued on page 15

Calendar of Events for 2013 (Continued)

May (Continued)

- ? Saturday, Britfest 2013, Succasunna, NJ, sponsored by the MG Car Club Central Jersey Centre Inc., <http://www.mgccnj.org>. The first British car show and vendor flea market of the new driving season in the Mid-Atlantic region. Open to all British vehicles, classic and modern. Cost: \$20 (\$15 if you register by April 15th). Vendors: \$35 per space. Spectators: \$3. Contact: Charles Tregidgo, 201.791.6675, ctregidgo@gmail.com. No firm date yet.
- 4 8th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. Trophies, door prizes, music all evening, fan-belt toss, and hula-hoop contests for the kids. <http://www.blumoonkruizers.freehosting.net/index.html>.
- ? Sunday, Classic Car Show, sponsored by the Point Pleasant Beach Chamber of Commerce, 12-4 PM. For more info: <http://www.pointpleasantbeachfestivals.com/classic-car-cruises>. **PEDC** cars will be gathering in a reserved space of the municipal lot at Arnold and Bay avenues. No firm date yet.
- 8 Wednesday, Toms River Cruisin' Downtown, 6-9 PM, Washington Street, Toms River, NJ, sponsored by Downtown Toms River and the Vintage Auto Club of Ocean County, <http://www.downtownomsriver.com/cruisin/cruisin1.htm>. Free admission and parking, live entertainment, contests. Hundreds of cars; staging begins 4-5 PM on Hadley Avenue, off Washington Street. Runs the 2nd Wednesday of the month, May through September.
- 9 Thursday, **PEDC** ice cream run to Jersey Freeze, Routes 9 & 33, Freehold, NJ. Tom & Alice Albertalli, hosts.
- 17 Friday (runs through Sunday, May 19th), Carlisle Import & Kit Nationals, Carlisle, PA <http://www.carsatcarlisle.com/ce/events/import>. Over 1,200 classic and high-performance vehicles; unbeatable car parts shopping; autocross; club gatherings; activities for the kids. Admission: adults, \$8, Fri-Sat; \$4, Sun. Event pass, \$15. Kids under 12, free. Gate times: Fri-Sat, 7 AM – 6 PM; Sun, 7 AM – 3 PM. Deadline to register: April 15th.
- 18 Saturday, **PEDC** drive to Princeton, NJ. Campus tour of Princeton University, <http://www.princeton.edu/main>. Lunch in town and shopping along Nassau Street and Palmer Square, <http://www.palmersquare.com>. Ken & Carol Kyle, hosts.
- 18 8th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. Trophies, door prizes, music all evening, fan-belt toss, and hula-hoop contests for the kids. <http://www.blumoonkruizers.freehosting.net/index.html>.
- 23 Thursday, **PEDC** ice cream run, New Egypt, NJ. PEDC hosts TBD.
- 25 Saturday, British Car Week, runs through Sunday, June 2nd. How do you participate? Just get out and drive 'em! Join British car owners and British car clubs from all over the U.S. to promote British car awareness. For more info, contact Scott Helms, sportycars@britishcarweek.org or visit this website: <http://www.britishcarweek.org>.

June

- 1 8th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM. Trophies, door prizes, music all evening, fan-belt toss, and hula-hoop contests for the kids. <http://www.blumoonkruizers.freehosting.net/index.html>.
- ? Sunday, 18th Annual Red Mill British Car Day, 56 Main Street, Clinton, NJ. Limited to 100 pre-registered British vehicles, classic and modern. Enjoy the car show and the picturesque Victorian village of Clinton just a short walk away. Cost: \$20 (\$18 if you register by May 20th). Spectators: \$9 adults. Contact: Richard Miller, 908.713.6251, mgdriversclub@hotmail.com or the MG Driver's Club of North America website: www.mgdriversclub.com. No firm date yet.
- ? Sunday, "Cars and Motorcycles of England," Oakbourne Mansion, Westtown, PA. Hosted by Delaware Valley Triumphs and Delaware Valley Jaguars. Two shows in one: a judged, all-marque British car show and a Jaguar Club of North America (JCNA)-sanctioned concours. For info and registration forms, visit <http://www.dvtr.org> for all marques and <http://www.jcna.com/clubs/main.php?club=NE33&Vref=NE33> for Jaguars. No firm date yet.
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- ? Saturday, "Touch of England" Vintage British Automobile & Motorcycle Show at the Hermitage Museum, 335 North Franklin Turnpike, Ho-Ho-Kus, NJ, http://www.thehermitage.org/events/events_recent.html. Sponsored by the NJ Triumph Association: http://www.njtriumphs.org/uploads/TOE_Flyer_Final_Version_2_2_12.pdf. No firm date yet.

Continued on page 16

Calendar of Events for 2013 (Continued)

June (Continued)

- 8 Saturday, **PEDC** drive to the Wildwood Naval Air Station Museum, <http://usnasw.org>. PEDC host TBD.
- 9 Sunday, 20th Annual British Motorcar Gathering, Hellertown, PA. Sponsored by the Keystone Region MG Club, <http://www.keystonemg.com/hellertown.html>. An all-British car show that attracts 200+ cars from all over the Mid-Atlantic region. Car registrants vote for top three examples of each class and model of car, with more than 50 awards given. All makes of British cars and motorcycles, old and new, are welcome. Registration is \$15 at the gate (\$10 if you register by May 31st). The field opens at 9 AM. Judging: 11 AM – 1 PM. Activities for children and music provided all day. Visit website for more information or contact Mike Jones, 610.865.3419, show@keystonemg.com.
- 12 Wednesday, Toms River Cruisin' Downtown, 6-9 PM, Washington Street, Toms River, NJ, sponsored by Downtown Toms River and the Vintage Auto Club of Ocean County, <http://www.downtowntomsveter.com/cruisin/cruisin1.htm>. Free admission and parking, live entertainment, contests.
- 13 **PEDC** ice cream run to the Carousel, Toms River, NJ. Joe & Maria Laudisi, hosts.
- 15 8th Annual Saturday Night Car Cruise, hosted by the Blue Moon Kruizers Classic Car Club of Howell, Chick-Fil-A parking lot, Route 9, Howell, NJ, 5-8 PM, Trophies, door prizes, music all evening, fan-belt toss, and hula-hoop contests for the kids. <http://www.bluemoonkruizers.freehosting.net/index.html>.
- 16 Sunday, Annual **PEDC** Father's Day show, Spring Lake Heights, NJ, 10 AM – 1 PM. Picnic afterward. Ken & Pat Wignall, show organizers.
- 22 Saturday, **PEDC** drive to C. F. Martin & Co. Guitar Museum and Visitor's Center, <http://www.martinguitar.com>, 510 Sycamore Street, Nazareth, PA. Manufacturers of fine guitars since 1833. Jay and Susie Helt, hosts.
- 27 Thursday, **PEDC** ice cream run to Day's, 48 Pitman Avenue, Ocean Grove, NJ. PEDC host TBD.



Our Father's Day 2012 show in Spring Lake Heights, NJ, is always a great event, with a typical turnout of 40-50 cars. Shown are Lindsey Parson's and Phil Schneider's MG TCs.

July

- 10 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM. Note: The meeting was moved from July 3rd.
- 13 Saturday, **PEDC** drive to Northlandz to see the world's largest model train display as well as a large doll and doll house collection: <http://www.northlandz.com>. Bob Canfield, host. Note: The drive may be July 14th.
- 18 Thursday, **PEDC** ice cream run to Hoffman's Ice Cream, Point Pleasant Beach, NJ, <http://hoffmansicecream.net>. A Jersey Shore landmark since 1976. Bill & Kim Geissel, hosts.
- 27 Saturday, **PEDC** lighthouse run to Navesink Twin Lights, Highlands, NJ, <http://www.twinlightslighthouse.com>, and Sandy Hook Lighthouse, Sandy Hook, NJ, the oldest working lighthouse in the U.S., <http://www.lighthousefriends.com/light>. Lunch afterward at Bahr's Landing, serving great lunches since 1917, <http://bahrslanding.com>. Jay & Susie Helt, hosts.

August

- 1 Thursday, **PEDC** ice cream run to an ice cream parlor on Long Beach Island (LBI). Andy & Karen Moutenot, hosts.
- 3 Saturday, **PEDC** drive to Camp Evans, Wall, NJ, <http://www.campevans.org>, a national historic landmark. Former military base associated with Fort Monmouth and now the InfoAge Science/History Learning Center, dedicated to the preservation and education of information-age technologies and the pioneers of communications. Bob Canfield, host.

Continued on page 17

Calendar of Events for 2013 (Concluded)

August (Continued)

- 7 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 10 Saturday, New Hope Auto Show, New Hope-Solebury High School, New Hope, PA, <http://www.newhopeautoshow.com>. Continues thru Sunday, August 11th (Sunday is the foreign car display). Limit, 250 cars. \$25 to register (\$40 for 2 days).
- 17 Saturday, **PEDC** 2nd "Monmouth Madness Rally." Limit to the number of cars, so sign up early! Trophies awarded. Barry Shandler, organizer, bshandler@comcast.net, phone: 732.521.1985.
- 25 Sunday, Rolling Iron Antique Auto Show, Allaire State Park, Farmingdale, NJ, 8 AM – 3 PM, Registration: \$15 in advance or \$18 at the gate <http://www.allairevillage.org/events/calendar/aug.html>, \$5 per car for parking.
- 29 Thursday, **PEDC** ice cream run to What's the Scoop, Farmingdale, NJ, <http://www.whatsthescoopnj.com>, Peter & Patty Linszky, hosts.

September

- 4 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 12 Thursday, **PEDC** ice cream run to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, hosts.
- 15 Sunday, **PEDC** drive to Teaberry's, 2 Main Street, Flemington, NJ for afternoon tea, <http://www.teaberrys.com>. Ken and Carol Kyle, hosts. Reservations are required; seating is limited.
- 18 Wednesday, **PEDC** Annual Goodie-bag Stuffing Party at the Ford's house. Rodney & Kathy Ford, hosts.
- 21 Saturday, **PEDC** 16th Annual "Brits on the Beach" show, Ocean Grove, NJ, 10:00 AM – 4:00 PM. Our big show of the year! Watch for details.
- 26 Thursday, **PEDC** ice cream run to Mrs. Walker's Ice Cream, 22 Union Avenue, Lakehurst, NJ. PEDC host TBD.

October

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.
- 5 Saturday, **PEDC** fall foliage covered-bridge drive along the Delaware River, Pennsylvania side. Mark and Nadine Berkowsky, hosts.
- ? Saturday, "Brits at the Village," Peddler's Village, Lahaska, PA. No firm date yet. Annual British car & bike show hosted by the Philadelphia MG Club, <http://www.phillymgclub.com>. Lunch to be arranged by PEDC'er John Kosztyo.
- 19 Saturday, **PEDC** drive to WheatonArts, home to the Museum of American Glass, Millville, NJ, <http://www.wheatonarts.org>. Bob Canfield, host.
- 27 Sunday, party to celebrate the **PEDC's** 23rd birthday.

November

- 2 Saturday, **PEDC** drive to the Proprietary House Museum, <http://www.proprietaryhouse.org>, the former Royal Governor's Mansion, celebrating 250 years. 149 Kearny Avenue, Perth Amboy, NJ. Peter & Patty Linszky, hosts.
- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://woodysroadside.com>.

December

- 7 Saturday, **PEDC** Annual Christmas/Holiday party. Venue and time TBD. Jeanne Miller, organizer. Save the date!



Scenes from our 2012 "Brits on the Beach" show. **Above:** Mike Browne guides a Bugeye Sprite on the show field. **Below:** Dave Hutchison's beautiful Triumph Italia 2000 took 1st in the Other British Sports Cars class. *Photo below courtesy of Rodney Ford.*



Continued from page 12 – Oil Catch Can

tube extending from the valve to a fitting on the intake manifold. Since additional work is required beyond the implementation of a catch can, only those thoroughly versed on the subject of PCV implementation requirements should consider this effort.

Conclusion

The implementation of an oil catch can on an LBC was found to be operationally effective, easily implemented, and very inexpensive both to create and to operate. Although I see little additional maintenance required by implementing an oil catch can, it must not be ignored as the excess oil collected by the unit must be eliminated periodically. As with all technology I have added to my LBC, this unit can be easily reversed or eliminated without leaving any evidence. As always, this is my experiment for purposes of interest only, and no suggestion or recommendation is extended. @



Ray's pride and joy, his handsome 1964 Austin-Healey BJ8 Phase 1, taking its place alongside all the other big Healeys at our 2012 "Brits on the Beach" show in Ocean Grove.



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Show your club spirit! To order the items below, contact Karen Moutenot, Regalia Manager, at kamouts@comcast.net or call her at 609.655.0554. All items are supplied to us through Fourth Gear, Ltd. Below is the current price list:



Official PEDC Regalia for 2013 ~ Price List

CLUB APPAREL	PRICE	OTHER CLUB ITEMS	PRICE
• T-shirt, short-sleeve crew neck	\$17	• Grille badge	\$20
• T-shirt, short-sleeve crew neck with pocket*	\$19	• Lapel/hat pin	\$ 4
• T-shirt, long-sleeve crew neck	\$19	• Windshield sticker	\$ 1
• Golf shirt, short-sleeve	\$26	• Marque patch	\$ 5
• Denim shirt, long-sleeve, woven, button-down*	\$31	• PEDC logo patch	\$ 6
• Denim shirt, short-sleeve, woven, button-down*	\$31	• Tool bag, mechanic, canvas*	\$22
• Sweatshirt, long-sleeve crew neck	\$24	• Picnic blanket, water-resistant, red plaid*	\$21
• Sweatshirt, long-sleeve hooded zip-up*	\$42	• PEDC clock (or marque clock)*	\$10
• Sweatshirt, long-sleeve hooded zip-up (larger than XL)*	\$51		
• Wind jacket, long-sleeve hooded*	\$27		
• Wind jacket, long-sleeve hooded (larger than XL)*	\$32		
• Baseball cap, unstructured	\$14		
• Visor	\$14		

* Denotes special-order item. All special-order item prices may include additional shipping costs if not ordered with a bulk club order. Add \$2 for club apparel in sizes larger than XL; add \$10 for a 2nd logo.



Tools for Lending

If you have a unique, seldomly used specialty tool that you would be willing to share with other club members, let us know, and we'll post it here. This is an opportunity for members to help members. Below are the tools that are available:

From Bob Canfield (Spitfire), joisuzu@optonline.net

- valve spring compressor
- small tubing bender
- compression/timing/dwell kit
- rear hub removal tool for Spitfire and GT6
- leather/vinyl hole punch set

From Richard Meyers (MGA), agentmanremjr@gmail.com

- 1-ton engine crane with load leveler
- 1,000-lb-capacity engine stand
- oxy-acetylene torch
- 17-piece heavy-duty slide hammer kit
- ½-inch-drive torque wrench
- clutch alignment tool (10 spline)
- wire-wheel hub removal tool
- valve compressor
- piston ring compressor
- U-joint removal tool
- camshaft tach-gear removal tool
- 3-jaw and bolt pullers

From Scott Erichsen (TR4), josco@optonline.net, manual tire changer

From Rich Kohlhepp (Spitfire), krak1904@hotmail.com, Triumph Spitfire spring compressor. Rich has manufactured a specialty tool to replace the coil over shocks on a Spitfire.

Above is a partial lineup of our 17 LBCs at the Shore Acres Yacht Club (SAYC) show in May 2012. Shown, **left to right**, are Rodney Ford's black TR7, Martin Vickery's red Caterham Seven, Fausto Lombardi's yellow TR6, Tom Albertalli's black MGB, and Ernie Caponegro's orange TR7.

Classified Ads

Want to advertise your LBC in the PEDC newsletter? E-mail your ad, and photo, to carolkyle4@earthlink.net. Classified ads are free to PEDC members and run for three months or until your car is sold. Please let us know if you've sold what you were selling so the ads don't run needlessly. Ads will be dropped from the newsletter after three months unless we hear from you. NOTE: Neither the PEDC nor the newsletter editors are responsible for the content of these classifieds.



1937 Rolls Royce 25/30 Limousine.

Painted from original black to garnet and black 30 years ago. Have performed regular maintenance. Features two jump seats and a table in the back seat, a glass partition, and an exterior trunk. At the 2012 Monmouth County Concours d'Elegance Show, the car won the Preservation Award for the pre-1948 automobile preserved in the most factory original condition without benefit of restoration. Offers accepted. Contact Barbara & Buddy Moglia at 732.449.8499, bbmoglia@verizon.net. Photo courtesy of Robin Moglia.

1950 MG TD. The car is located in Sea Bright, NJ and, yes, the garage it was stored in did get flooded during Superstorm Sandy. The car has been owned by the same adult enthusiast since 1979. Best described as a driver, a complete car that was reliable prior to the flood. Engine rebuilt approximately 4,000 miles ago. Rear-end ratio altered for better highway cruising. Side curtains and panels. Reprint of manual. Converted to negative ground. Owner is interested in selling strictly as is, due to other obligations. Asking \$5,900 OBO. Call Bill Miller, 732.778.3274, to make an appointment to see the car. The car is currently not drivable, and the owner is not willing to make any repairs. Clear title. Could be a great winter project. Photos courtesy of Bill Miller.



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Classified Ads (Continued)

1976 MGB. BRG/tan interior, soft top, tonneau cover, hood stick cover, all in very good condition. Fiberglass hard top included—needs paint. Four extra wire wheels included—need paint. Stored last several years in dry garage. Motor starts easily and runs well; clutch frozen. Interior in very good condition with little or no rust. Car looks great. Clear title. Selling as is, \$4000. Car is in Park Ridge, NJ. For more info, call 201.937.8328. NOTE: Photos available via e-mail.



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 1990 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, maintain, restore, 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 Roadhouse Tavern, woodysroadside.com, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM, and all British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Registry (VTR), <http://www.vtr.org>.

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

From the Back Seat

Rodney Ford

Here's an amusing article posted to a message forum of the Canadian Automobile Sport Clubs, Ontario Region (CASC-OR), the official sanctioning body of motorsports in Ontario: *Rally driver admits he has no idea what co-driver is talking about.* Here's the link: [I May Start To Take An Interest In Rally Again - CASC Ontario Region Message Forums.](#)@



POSITIVE EARTH DRIVERS CLUB

"It's not just a club . . . it's an attitude."

<http://www.pedc.org>



2013 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 28, 2013.

1. Please fill out this form even if you have made no changes since last year.
2. Make \$15 check payable to: PEDC.
3. Mail check and membership form to: Positive Earth Drivers Club (PEDC), P.O. Box 325, Cranbury, NJ 08512.
An alternative is to simply bring the filled-out form and your check to our next monthly meeting at Woody's.

Check One: **New Member** **Renewing Member**

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

***Name:** _____ ***Phone Number:** () _____

Spouse: _____ **Cell Phone Number:** () _____

***Street Address:** _____

***City:** _____ ***State:** _____ ***Zip Code:** _____

***E-mail:** _____

IMPORTANT NOTE: Our club newsletter is distributed via e-mail only. If you are unable to receive e-mail, please contact the club to make other arrangements to receive your newsletter.

Other Club Affiliations (VTR, NAMGB, etc.) _____

Little British Car (LBC) VEHICLE INFORMATION:

Make: _____ **Model:** _____ **Year:** _____

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

OPT OUT (Check if you **DO NOT** want your contact information published in the annual Membership Directory.)

Reminder: The club meets on the first Wednesday of the month (except December) at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, Phone: 732.938.6404. Meetings start at 7:30 PM, but come early for dinner or bring your British car and talk shop in the parking lot.