



## Important PEDC Dates to Remember

### Oct. 4 Wednesday

Membership Meeting, Woody's  
Roadside Tavern, Farmingdale, NJ

### Oct. 13-15 Friday-Sunday

PEDC Drive to the Poconos  
(see ad page 24)

### October 28 Saturday

PEDC "Halloween Party"  
(see ad page 15)

## Inside this issue

### From The Driver's Seat

13

### From the Navigator's Seat

14

### Events Calendar

21

### For Sale

23

### PEDC Election Ballot

25

## Brits on the Beach a Roaring Success

By Ken Kyle

Photos by Ken and Carol Kyle

The PEDC's 20<sup>th</sup> Annual British Car Day show, known since 2009 as Brits on the Beach, took place in Ocean Grove, NJ on Saturday, September 16<sup>th</sup>. Show Chairman Bob Canfield and his merry crew of volunteers put on yet another smoothly run event, and the beautiful weather that Bob always seems to get for us reigned supreme all day long. DJ Rich Canfield played British oldies throughout the day to complete the mood, Jon Spare's JROTC cadets from Long Branch High School put on a great color guard display to accompany the playing of our National Anthem, and Rich C followed that up with "God Save the Queen" to the gratification of all of us Anglophiles.



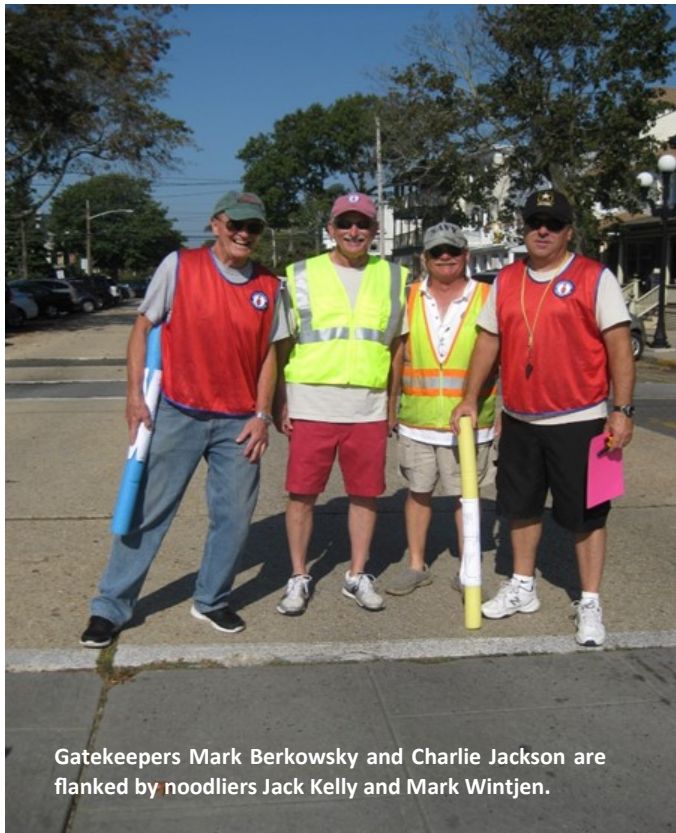
Gate queens for a day Nadine Berkowsky and Lynn Jackson.

## Brits on the Beach a Roaring Success (continued)

By Ken Kyle

Photos by Ken and Carol Kyle

This year, the show field was sold out by mid-July, a new record. The field was jam-packed with 144 registered cars and one registered motorcycle on show day even though 26 pre-registered cars failed to show up, which demonstrates just how deep our waiting list was. In addition, there were six brand-new British cars on display courtesy of Bentley and Jaguar Land Rover Monmouth, as well as a display of four non-registered, classic



Gatekeepers Mark Berkowsky and Charlie Jackson are flanked by noodliers Jack Kelly and Mark Wintjen.

British motorcycles. Of special note was the display presented by Ragtops & Roadsters, the well-known restoration shop in Perkasi, PA. They brought an exquisite 1957 AC Bristol fitted with a Rover aluminum V8 (see my column elsewhere in this issue for more about that engine), and a beautifully restored, pre-war SS Jaguar 100, the grand-daddy of all Jaguar sportscars.



SS Jaguar 100: First in a line of legendary sportscars.



Long Branch High School JROTC Color Guard parades the National Ensign.

Another highlight of the show was the presence of a genuine British racing car from 1972, a Lola T-240 Formula 2 car. Lola manufactured racing cars in Britain from 1958 through 2012, and this car is eligible to participate in vintage racing events.



## Brits on the Beach a Roaring Success (continued)

By Ken Kyle

Photos by Ken and Carol Kyle



"Island John" Gazarek's Midget took third in class.

1972 Lola T-240 looks fast standing still.

The registered cars competed in 17 trophy classes.  
Class winners were as follows:

### **A – Austin-Healey 100-3000**

1<sup>st</sup> – Martin Goldberg 1967 3000BJ8

2<sup>nd</sup> – Alice Ferrant 1958 100/6

3<sup>rd</sup> – Andy Moutenot 1967 3000 BJ8

### **B – Austin-Healey Sprite & MG Midget**

1<sup>st</sup> – Anthony Buzzanca 1973 Midget

2<sup>nd</sup> – John Gazarek 1969 Midget

3<sup>rd</sup> – Marc Meccia 1974 Midget



"Island John" Gazarek's Midget took third in class.

## Brits on the Beach a Roaring Success (continued)

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### C – Jaguar E-type

- 1<sup>st</sup> – Walter Parks 1972 E-type
- 2<sup>nd</sup> – Steven Mundt 1966 E-type
- 3<sup>rd</sup> – Altha Morton 1968 E-type

### D – Jaguar XJS and XK Series

- 1<sup>st</sup> – Al Oratio 1989 XJ-S convertible
- 2<sup>nd</sup> – Frederick Bowe 1991 XJ-S coupe
- 3<sup>rd</sup> – Russ Duka 2014 XKR-S-GT

### E – Land Rover

- 1<sup>st</sup> – Rich Eisenbels 1985 Defender 90
- 2<sup>nd</sup> – Peter Cosmides 1989 Range Rover
- 3<sup>rd</sup> – Tom Gutwein 2015 Range Rover Evoque

### F – MG Prewar through TF

- 1<sup>st</sup> – David Leckstein 1933 J2X
- 2<sup>nd</sup> – Joe Lippi 1952 TD
- 3<sup>rd</sup> – Matt Baiada 1953 TD

### G – MGA

- 1<sup>st</sup> – Martin Berlin 1958 MGA
- 2<sup>nd</sup> – Russell Sharples 1960 MGA
- 3<sup>rd</sup> – Rodney Mehrlander 1959 MGA



The E-type of new members Steven and Teresa Mundt.

### H – MGB Chrome Bumper

- 1<sup>st</sup> – Bob Brown 1967 MGB
- 2<sup>nd</sup> – Rick Stoeber 1969 MGC
- 3<sup>rd</sup> – Peter Richardson 1967 MGB-GT



Bob Brown and his '67 B know how to win trophies.

# **Brits on the Beach a Roaring Success** (continued)

By Ken Kyle

Photos by Ken and Carol Kyle

## **I – MGB Rubber Bumper**

- 1<sup>st</sup> – Richard Hammer 1978 MGB
- 2<sup>nd</sup> – Al Kernagis 1980 MGB LE
- 3<sup>rd</sup> – Carolyn Baranowski 1975 MGB

## **J – Classic Mini**

- 1<sup>st</sup> – John Kruczek 1961 Morris Minor
- 2<sup>nd</sup> – Lorenz Wollfe 1988 Mini 1000
- 3<sup>rd</sup> – Michael Browne 1996 Austin Rover Mini Cabrio

## **K – Morgan**

- 1<sup>st</sup> – Elwood Smith 1955 Plus 4
- 2<sup>nd</sup> – John Ignozza 1964 Plus 4
- 3<sup>rd</sup> – Dennis Mosesman 2012 3-wheeler

## **L – Triumph TR6**

- 1<sup>st</sup> – Cliff Besett 1974 TR6
- 2<sup>nd</sup> – Joe Marrone 1972 TR6
- 3<sup>rd</sup> – Ken Kyle 1974 TR6

## **M – Triumph TR7 and TR8**

- 1<sup>st</sup> – Michael Browne 1981 TR7
- 2<sup>nd</sup> – Bill Smith 1980 TR7
- 3<sup>rd</sup> – Jon Spare 1981 TR7 V8

## **N – Triumph Spitfire and GT6**

- 1<sup>st</sup> – LeMoyne Nesbitt 1977 Spitfire
- 2<sup>nd</sup> – Mark Wintjen 1978 Spitfire
- 3<sup>rd</sup> – John Ricci 1978 Spitfire



LeMoyne Nesbitt's Spitfire came all the way from Ohio to take first in class.

## **O – Sunbeam**

- 1<sup>st</sup> – Sy Block 1963 Alpine
- 2<sup>nd</sup> – Tom Hillmann 1967 Tiger
- 3<sup>rd</sup> – Edward Kaczmarek 1965 Tiger



Sy Block's gorgeous 1963 Sunbeam Alpine.



## Brits on the Beach a Roaring Success (continued)

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### P – Other British Sportscars

1<sup>st</sup> - Alexander Lynch 1962 Triumph TR3A

2<sup>nd</sup> – Rodney Ford 1966 Triumph TR4

3<sup>rd</sup> – Gerald Pagano 1973 Triumph Stag

### Q – Other British Saloons and Sedans

1<sup>st</sup> – Jim Vollmuth 1966 Jaguar S-Type

2<sup>nd</sup> – Zig Panek 1948 Jaguar MK IV

3<sup>rd</sup> – Tim Gladding 1959 Riley 1.5

In addition, the Karen Moutenot Trophy for Best in Show went to Sy Block this year for his beautifully presented 1963 Sunbeam Alpine Series 3.

After the strong turnout we had for this year's show, you'll want to be sure to get your registration in early for Brits on the Beach 2018. Don't miss it!

Editors Note: A very big THANK YOU for all the PEDC members who support, volunteer and attend this show.

**A VERY SPECIAL THANK YOU TO BOB CANFIELD FOR THE WONDERFUL JOB HE DOES AS SHOW DIRECTOR!!!**



Sy Block accepts the Karen Moutenot Trophy from Show Chairman Bob Canfield.

## My Excellent Adventure with Andy Moutenot's '67 Austin-Healey, or "How I Got to Brits on the Beach 2017 by Pushing"

Ernie Caponegro

Some of you may recall an article I wrote for the September 2017 Terminal Post about the British sports car infatuation I inherited from my father, who drove many of them while stationed in Europe. In 1980, I bought my first brand-new car, a Triumph TR7 which I still own. In 2010, I bought another TR7 with my son, Ernest, an MG owner. But I've always lusted after the more exotic and expensive Jags and Healeys. Since joining the club I've been able to drive a few such cars including some from Zig Panek's collection. As it happens, my orange TR7 could not be at our 2017 show because it was being painted *a second time* after club member Joe Lippi did the body work and Maaco did the paint. Maaco failed to match the original Vermilion Red (or, as my sons Luke and Matt like to say, Old Man Traffic Cone Orange) the first time, so I called their management and they agreed to repaint it. So what's this have to do with Andy's car? At the recent stuffing party at Mark Berkowsky's house, Andy and I are talking and he asks about my car. I tell him my story, and he says, "I won't be at



Ernie and his son Luke in Andy Moutenot's '67 Austin Healey



## My Excellent Adventure with Andy Moutenot's '67 Austin-Healey, or "How I Got to Brits on the Beach 2017 by Pushing" (continued)

Ernie Caponegro

the show, gotta go to a wedding -- wanna take my Healey?" I look at him, trying not to be that school kid whose father just threw him the keys to the family car for the first time. Pinch me! Drive his car? Very few car owners allow anyone to touch their cars, never mind drive them! That's like sharing your pants with someone who likes to go commando. I'm ecstatic. I've driven a few classic beauties previously but this doesn't happen every day. Andy and I have done business before and I appreciate his trust, but this is a special, fifty-year-old, near-concours car. I space out for a second, thinking about driving from Cranbury to Pt. Pleasant, then to Ocean Grove and back, about 100 miles, top down---oh yeah! Trying not to scream out like a giddy schoolgirl, I calmly reply, "Sure, Andy," and we set up the details. Then it's Friday and I can't wait to close the office. I text Andy and he replies, "going to dinner, leaving at 6:45." I arrive at 6:34, Andy pulls out the Healey, hands me the insurance card and garage door opener and provides a few details, says goodbye and then I'm off. I pull out of the driveway, discovering the telescopic steering wheel---how do I get this to stop moving? Where are the brakes?



Ernie's TR7 new paint "Old Man Traffic Cone Orange"

I didn't expect modern power brakes, but wow...I make adjustments, it's dark---where are the lights? The radio? Where the hell did fifth gear go? Oh yeah, it's overdrive, just flick the switch---what switch? Whoops, wrong switch, that's the wipers... Okay, can't hear the radio, just listen to the motor... Then while I'm cruising on Route 33 the phone rings; it's Bob Canfield. He knew I was picking up the car and had details about the show. I tell him, "Bob, I'll call you back, it's hard to hear." Cruising along, the top's up, rear window's down, the rush of air is coming in, and it's beautiful, but a funny smell of mothballs is overpowering or Andy had something that sure smelled like mothballs all over the car or in the garage. (I'm writing this article the next day after two showers and I can still smell them. Good thing my wife, Ida, is away, otherwise I'd be sleeping on the couch.) Now I'm on Route 34 and I pull into Brian's Auto, a classic/exotic used car lot, to invite owners and future PEDC members Brian and Gary to the show. I pull out onto Route 34 again and shift up into fourth gear. As I approach the light by Pt. Pleasant bridge, I go to shift down to third gear, but there's no clutch...NO CLUTCH? What the \*\*\*\*? PANIC!! I roll into the parking lot of a diner on 34, coasting towards the rear but I



## **My Excellent Adventure with Andy Moutenot's '67 Austin-Healey, or "How I Got to Brits on the Beach 2017 by Pushing"** (continued)

**Ernie Caponegro**

don't get far enough, so I get out and push this surprisingly heavy car wearing a suit and tie with leather shoes on. I start thinking maybe there's no clutch fluid in the master; it happened last year in my TR7. That must be it, please God, let no fluid be it... I go to the hood---where's the latch? How do you open it? Gotta be here somewhere...No luck, back to the driver side, look under the dash, remembering back when this happened with my 7 and the pedal was loose with no fluid in the master cylinder. That time I just opened up the hood, poured fluid in, pumped the pedal a few times, and all good. But one time before that the clutch cable broke, and I had to have the car towed... Oh God no, God no---please don't let it be a broken cable. So I bend down, look under the dash, and see some dangling rod behind the clutch pedal... NOOOOOO... Where my phone? I use the light, look again---no luck. Something's hanging and the clutch pedal is loose. So I call Bob C---"Bob you're not gonna believe it..." He replies, "AH, ERNIE? WHAT DID YOU DO TO ANDY'S CAR?" I explain and he replies, "well, maybe it's brake fluid." Look! He knows about my prior clutch problem! I tell him, "Bob, I can't find the damn hood latch and I'm pretty sure this dangling whatchamacallit here is something else." He tells me he's three minutes away and will be right over, so I stand in the parking lot with cars circling past me, their drivers staring at the idiot next to a fifty-year-old car in the dark. Bob pulls in and jumps out of his car, repair kit and a large bottle of brake fluid in hand, his ever-present smile on his face. He spouts out, "Ernie, did you screw up Andy's baby?" Oh God, I'm thinking, this happened in September 2015 when I drove Zig Panek's Jag back from our show and a tire blew on Route 33 a few miles from his house. His son came over with a spare and two hours later all was good. Zig said the tire was old. But damn, this clutch problem is something else. Did I do this? Please God, I hope it's easy to fix. Bob is crawling on the pavement, a light strapped to his forehead and looking like a coal miner, the light blinding me as he's talking. Bob puts his head under the dash, looks around, then acknowledges the broken bar behind the clutch pedal. "Open the hood up," he orders. "Bob, I can't find the latch, where the hell is it?" I reply. He mumbles, "Who knows Healeys? Ahhhh!" and pulls out his phone to dial Ken Wignall. I hope Ken is home watching TV. "Ken, its Bob Canfield," he says, explains the situation, and adds, "where the hell is the hood latch?" Ken explains and five minutes later the hood is open and we're looking around but find nothing. More talk with Ken and now we know what's wrong: a simple cotter pin thingy broke and the pushrod that connects to the back of the pedal will fall if there isn't enough pressure to hold it up. Simple enough, just keep pressure on the pedal to prevent the pushrod from falling, and I should be able to limp home tonight and get the car to the show tomorrow. Prayers answered! Thank God! Scary, but no disaster. I nurse the car home, wash and spruce it up, and cover it for the night.

Next morning I'm all set for Ocean Grove. I jump in the car, turn the key and...NOTHING. Then I remember Andy told me to turn off the trunk battery switch, which I forgot to do the night before. I drag out the battery jumper and boom, she's running. Now, how to put the top down? No luck, so I drive with the top up. On

## My Excellent Adventure with Andy Moutenot's '67 Austin-Healey, or "How I Got to Brits on the Beach 2017 by Pushing" (continued)

Ernie Caponegro

Route 70 now, first down shift, and the pushrod falls down. No clutch again and I'm coasting to the side of the road. I climb out of the car, stick my head under the dash and perform the same task done the night before. Holding the pedal in while trying to slide into the seat, I take off again. This happens three times before I finally pull onto the show field an hour late. I park in the Healey space, turn off the car, and the clutch pedal drops. I run over to see Bob Canfield about my duties---I missed the setup! Thirty minutes later I'm back to the car. Bob introduces me to other Healey owners for shop talk. Tom Vash, who owns several Healeys and has his racer with him today, comes over. I explain, he looks under the dash, and instantly he knows the problem and the remedy.

He asks, "Any tools?" I ask a few of the guys around me. Nope, none here. We need needle nose pliers, so we get DJ Rich to make an announcement asking if anyone has a pair. We wait but no luck, then suddenly this little sandy-haired Boy Scout about 12 years old comes over. Looking at the cars from above his brown-rimmed glasses he says, "Hi, you need pliers?" I say yes, do you have them? He pulls out from his shirt pocket a small pair of J-shaped needle nose pliers! Eureka! He says, "My dad owns the hardware shop down the block (I didn't even know there was one there) and he says you can borrow them, or pay \$3.99 and keep them." As a former Boy Scout leader, I reply, "Leave it to a Boy Scout to save the day!" I reach into my pocket and pull out my debit card and all the cash I had, just six bucks, and tell

him, "Son, give your dad four dollars, you keep two, thank you very much! Make sure you keep the two!" I hand the pliers to Tom, he fiddles about, and five minutes later he is flexing the clutch and it works! THANK GOD! And all it took to save the day was a boy scout and Tom Vash in his first year of Club membership!

The show is over--another great event. We clean up and I'm getting ready to drive the car when the Neptune police announce we have to get out in fifteen minutes or get ticketed---now isn't that nice? My son



PEDC member, Tom Vash, relieving Ernie's anxiety

Luke picks up a box of leftovers and waits in his car down the block. I attempt to start the Healey with Jack Kelly standing beside the car. I turn the key and... NOTHING. Then I remember I turned off the battery switch earlier, so Jack opens the trunk and turns the switch, I try again and... Still nothing. Jack, did you turn the switch? Yeah, he says, so I try again but still



## My Excellent Adventure with Andy Moutenot's '67 Austin-Healey, or "How I Got to Brits on the Beach 2017 by Pushing" (continued)

Ernie Caponegro

nothing. I jump out of the car, turn the switch back and forth again, pop back in the car and, boom, the car starts. Thank You God...

So will the clutch work or is a flatbed needed? I pull out in first gear, then shift to second, cruising down the block and honking the horn to departing members. I head to St. Stephen's Green Publick House with several club members for a fast beer and an hour later we're on our way back to Pt. Pleasant to drop Luke's car off at home as he wants to drive back with me and fulfill one of his dreams. Luke's wanted a Healey ever since he saw a one at a show back in 2011. It was a beautiful light blue 3000 and the owner allowed him to sit in the driver's seat. Luke was 11 at the time with a big smile on his face. He's been bugging me about Healeys ever since and today he gets to ride in one.

He can't wait—he's beaming as he opens up the door and slides in. It may be the closest he gets to having a Healey for now, but he's only 17 so anything can happen. Being a teenager, the first thing he says is, "Where's the radio?" It's an old AM unit behind the stick shift, so I say, "Sorry son, we'll have to talk and listen to the sound of the engine." He frowns. We pull out of our house onto Route 88. The gas gauge is shaking, so I get gas. Now we're off. The top is down, the wind

is blowing through our hair, my arm is resting comfortably on the left door, the car is in overdrive---and the Healey motor purrrrrs. Forty-five minutes later we're at Andy's home and I prepare to tuck his baby neatly away in the company of several Morgans who share sleeping space in the immaculate, eat-off-the-floor garage. Luke watches as I pull the car underneath the green Morgan that's on top of a car lift. I climb out of the Healey being careful not to hit my head on the Morgan's classic undercarriage. Luke sighs... We share a few words with Andy's house guests and say goodbye to the Black Beauty. Then we climb into my convertible BMW, put the roof down, and pull out of the driveway. I shift gears waiting to hear the roar of the motor...But, alas, nothing---so quiet. We're not driving the '67 Austin-Healey anymore. Instead, we would have to listen to the radio...



The "Healey's" at BOTB

# PEDC LBCs visit Greenbriar Oceanaire

Mike Browne Photos by Carol Kyle

Every year around the first Monday in the month of August, our community, Greenbriar Oceanaire in Waretown, holds its big annual car show. They hold it on Monday because our community revolves around our golf course and it is closed on Mondays which allows us to use the clubhouse parking lot for the car show. Every year, it has grown considerably. After all, how many car shows are there on Monday afternoon in the summertime?

This year the show was originally scheduled for Monday, August 7th, but it rained, so it was postponed until August 28th. Luckily, it was an absolutely perfect day weather-wise for a car show! Mid 70s, a slight breeze, and sunny. We set up two canopies for shade for our members. We could have set up a third canopy, but that is all we had on hand to set up. Next year, we will see if we can acquire another one. I didn't anticipate us needing more than two canopies...but we did! To those having to sit in the sun, I apologize. Next year, that won't be the case. There was also a BBQ set up for food for purchase. Some of us brought food and drink from home. My wife, Linda, gave two tours of our big, beautiful clubhouse during the course of the day. Next year she may be able to take PEDCers who wish on a drive around the community if we bring our regular car to do so. There was a DJ playing music suitable for a classic car show, which added to the great day.

We had 22 LBCs attend the show, a wide range of British cars including: 4 MGBs, 1 MGBGT, 2 TR7s, 1 TR6, 1 MGTD, 1 Mini, 2 TR3s, 1 Jag XKE, 1 Jag XKR, 1 Jag F type, 1 Riley One Point Five, 1 Range Rover Evoque, 1 Aston Martin, 1 big Healey, 1 MG Midget, and last but certainly not least (although it does only have 3 wheels instead of 4!) Andy's Morgan 3 Wheeler.

In total, there were 148 cars at the show. I believe that is about 18 cars more than last year's total. The organizers seem to think that the total might have been bigger IF the weather on the original date had been cooperative. Just when you think that we are a unique bunch restoring, driving, and enjoying quirky little British cars, there was a guy there who has restored 1950s and 1960s tour buses!! After talking to some people, I understand that he has 45 old buses!!! He had 2 of the completely restored ones at that show!! Now, I feel quite normal after seeing two restored tour buses!!

The show goes from 1pm to 6pm, but you can leave whenever you must. It's a relaxing, no pressure type show. I highly recommend if you are lucky enough to be retired, or have the ability to "play hooky" on the first Monday of August, that you travel down to Waretown (Exit 69 off the Parkway) and enjoy a Monday car show!!





## From the driver's seat

RUSS SHARPLES, PRESIDENT



October is upon us and with any luck, this will be a fantastic month for our Little British Cars (and the bigger ones too). The weather has been unusual this year with cool days in August and warm ones at the end of September – it hit 107 in San Francisco this past month! The Farmer's Almanac is calling for a mild, wet winter and the Weather Channel is saying that with the arrival of October this heat wave will end and we will get NJ's typical seasonal fall temperatures. Of course, this is not a weather report, it's a British car club newsletter, so what will make this a fantastic month for LBCs?

We often complain during the driving season about heat – how hot it is outside, how hot our cars are, how hot our engines get, watching that temperature gauge climb. This past June, the national MGA club, NAMGAR, held their annual meeting in Solvang, California and a group of 7 cars drove from Virginia Beach, VA, to Solvang, in what they called the Ocean-to-Ocean rally. A cross-country drive like this is a bucket list item for me but I don't know that I have the toughness to bear the heat. The group regularly encountered triple digit temps maxing out their MGA water temp gauges. The meet in Solvang began during a hot spell with many MGAs rolling into town with the temp gauge "pegged" (in an MGA, the oil pressure and water temp

share the gauge face so when the water temp rises over 230 degrees it starts reading on the oil pressure scale). The hottest I have ever had my engine is about 220 or 225, and under those circumstances, when it is about 110 outside, the temperature in the footwells can be 115 (I've measured it with a thermometer). I find this makes it pretty unpleasant to drive my car. Pam has zero interest in riding in the MGA on a 90+ degree day so I am lucky to get her out with me on a July or August drive. So the arrival of cool weather in October, with daytime temps in the 60s or low 70s, is ideal for these cars. They put out so much heat in the footwells that you don't need to run the heater to stay comfortable. If the sun is out, or it's a little bit cloudy, cool fall days are the best driving weather and these British engines just purr along at their perfect running temperature.

Now that we are about to get the weather these cars love, we just need some drives! Woody and Sue Smith have planned a 2 night drive on the terrific roads in the Poconos. We did this drive last year as a 1 night drive and we all agreed that the area deserves more time. So Sue has accepted the challenge to plan a 3-day 2-night trip that looks just fantastic. But this is the only driving event the club has planned for October. As it stands now, we have the weekends of October 7<sup>th</sup> and 21<sup>st</sup> wide open. If you have an idea for a drive of any sort, a place to visit, a restaurant for lunch, an interesting road, talk to me or Ken and we would be glad to help you create an outing for the club members. We could head down to that aviator monument in the Pine Barrens, or go up to have lunch on Lake Hopatcong. Let us know and we can help.

In this issue you will find a ballot for our fall election of officers for the 2018-2019 term. There is a slight change from what I announced at the last meeting – Carol Kyle is stepping down as Secretary and Art Becker has agreed to run in her place. As in years past, there is just one candidate for each position so this election is uncontested. We still need as many members as possible to vote to complete our election process. You can vote via the ballot in the newsletter (see instructions on the ballot) or you can vote in person at our November meeting at Woody's Roadside Tavern. The officers appreciate your support these last two years and look forward to the opportunity to serve you for another term.

## From the navigator's seat

KEN KYLE, VICE PRESIDENT



### Saving the Buick Aluminum V8

In my August column I wrote about a British carmaker's attempt to emulate American manufacturers in the late 1950s by developing a miniature version of Chrysler's legendary hemi V8 to power its sports cars. Last month I described how some British car manufacturers took a different approach to V8 power by purchasing engines from the U.S. Big Three to install in their cars. This month I'll finish off the series by telling the story of one British carmaker who went all the way with the American V8 idea and purchased an entire engine production line from General Motors, moved it to the UK, and used it to produce one of the most famous and widely used "British" automotive engines in history. I'm referring, of course, to the legendary Rover V8.

In 1961 GM introduced the all-aluminum Buick 215-cubic-inch V8. This engine also found its way into Oldsmobile and Pontiac mod-

els, and over three quarters of a million of them were produced between 1961 and 1963. It was exceptionally light at only 318 pounds, and produced the magical figure of one horsepower per cubic inch in the turbocharged variant installed in the Oldsmobile Jetfire, a high-performance version of the F-85 compact. Unfortunately the engine was expensive to make and suffered from fluid sealing issues. Rather than fix these problems, GM did what GM always did: they abandoned a promising technical advance and went back to business as usual.

As it happened, the end of GM's production of the Buick 215 V8 in 1963 came about at the perfect time for Rover, which began looking for American V8 engines for its cars in 1964. They seized upon the Buick engine as the perfect choice, as it weighed less than many of the smaller, cast-iron engines it would replace and its relatively small displacement of 3.5 liters would be more suited to the European market than the typical large-displacement



## From the navigator's seat (continued)

KEN KYLE, VICE PRESIDENT

American V8s of the era. By 1965 they had concluded an agreement to buy the tooling, and off it went to the UK along with a retiring Buick engineer to help set it up.

Rover proceeded to make numerous changes to the Buick design. At GM, the block had been die cast around the iron cylinders, with sand cores used to create the water jackets; British foundries were not happy with this technique and resorted to sand casting the block and pressing the liners in afterwards. This resulted in a somewhat heavier engine, but a stronger one. Cylinder heads were also switched from die castings to sand castings. They also made changes to the valve train to decrease wear and of course decided to bless the engine with SU carburetors and Lucas ignition. Eventually they switched to Stromberg carbs and ultimately fitted the engine with various versions of Bosch and Lucas fuel injection systems.

The Rover engine was also bored and/or stroked numerous times over its life, resulting in engine capacities of 3.9 (sometimes also called a 4.0), 4.2, 4.3, 4.4, 4.5, 4.6, and 5.0 liters. These later engines benefitted from things like larger bearings, stronger cranks and blocks, and cross-bolted mains, but unfortunately some of them were prone to cylinder liners "dropping," or creeping down, which can cause overheating, high oil consumption, and worse if it gets bad enough. If that happens the cure is installation of new liners or a completely new block, neither of which is inexpensive.

Despite its flaws, the Rover V8 proved enormously popular in Britain and elsewhere and ended up in an incredible number of different cars. The original 3.5 L version powered Rover P5, P6, and SD1 sedans, the original Morgan Plus 8, the MGB GT V8, the Triumph TR8, the TVR 350i, and several Land Rover models. The 3.9/4.0 L likewise appeared in the Morgan Plus 8, the MG RV8, the Ginetta G33, several TVRs, and a number of Land Rovers. The 4.2 L was used in a top-spec Range Rover, the 4.3 in two TVR models of the 1990s, the 4.4 in Leyland trucks, the 4.5 in a TVR, the 4.6 in two Land Rovers and a TVR, and the 5.0 in a Land Rover and two more TVRs. In the ultimate 5.0 L version, TVR claimed a maximum power output of 340 bhp.

Production of the Rover V8 ended in 2005 after 40 years when

MG Rover Group went belly up. But as late as 2011, a company called Coscast in England was still manufacturing short blocks in 4.0 L and 4.6 L displacements. Quite a long life for an engine GM was going to can after three years, wasn't it?



Saturday Oct. 28th

### PEDC Halloween Party

Come on out to Woody and Sue Smith's house for a Halloween Costume Party. Costumes are not required but could be lots of fun. Sangria, beer and soft drinks will be provided and dinner will be catered by Taste of Italy of Tinton Falls. Cost is \$20.00/person. Please RSVP to the hosts Woody and Sue at 732-681-5618 by October 21st. Come on out and enjoy the evening with fellow PEDC members.



# Minutes of the PEDC General Meeting September 6, 2017

Submitted by Carol Kyle, Secretary

President Russ Sharples welcomed 50 members and welcomed back Greg Young, who has not been able to get to meetings or club events because of a medical problem. However, Greg is on the mend, and we were glad to see him.

A motion to accept the minutes of the August 2, 2017 meeting was made, seconded, and carried.

Russ stated that he uploaded to the TV screen in the meeting room some photos from Woody Smith's trip to a British car museum in England.

## TREASURER'S REPORT

Treasurer Mort Resnicoff stated that the club balance is \$5404.71. He noted that Brits on the Beach expenses have not been paid yet. Membership stands at 181. A motion to accept the treasurer's report was made, seconded, and carried.

## NEWSLETTER

Newsletter Editor Art Becker stated that he needs articles by September 24th for the October issue. Russ mentioned that new member Bob Horré will write an article.

## OLD BUSINESS

**Elections.** Russ stated that there will be an election of officers at the November meeting. The election process was described in the September newsletter. He noted that the current team of officers is running for a second 2-year term and that members interested in running for office must submit

their names to the club secretary by September 20th. Members can vote in person at the November meeting or send in a ballot, which will be in the October newsletter.

**New Hope Show.** Steven Mundt reported on the New Hope, PA auto show, noting that many of the cars left early.

**VTR National Meet.** Rodney Ford talked about the Vintage Triumph Registry (VTR) National Meet in Princeton, NJ, August 16th-20th. He noted that Wayne Simpson organized the TSD rally and Barry Shandler organized the gimmick rally. Rodney talked about the meet, which featured roughly 250 Triumphs, and PEDC's participation. He noted that at the banquet Saturday night our website won an award [kudos to Webmaster Martin Vickery]. Rodney said that he won the TR7 autocross, Wayne Simpson won the TR7 class in concours, and Jon Spare won an award for a combination of results in autocross and concours.

**ICR to Candiqueen's.** Mike and Linda Browne reported on an ice cream run they organized on August 23rd in Barnegat, NJ with dinner first at Doyle's Pour House. Seventeen cars + a Model A were part of the car display at Candiqueen's.

**Detailing Session.** VP Ken Kyle reported on the session he organized August 26th at Show Shine Detailing in Wall, NJ. Thirteen PEDCers attended. Most of the attendees said they thought they knew everything there is to know about detailing their cars but that they learned a lot from session

host Sean McDonagh. Sean discussed paint types, defects, sealants, decontamination, and towel types. He also discussed some rinsing and drying techniques. After the session Sean joined six PEDCers for lunch at St. Stephen's Green in Spring Lake Heights, NJ. Another car detailing session is planned for next year.

## Greenbriar Oceanaire Car Show

Mike Browne discussed the annual car show that his retirement community hosted Monday, August 28th. Of the 148 classic cars displayed, 22 were PEDC cars (beating out the Greenbriar Corvette club this year). Mike said he was pleased with the turnout, especially for a Monday, and he is already helping to plan next year's show.

**ICR to Sweet Treats.** Linda Browne spoke for Jack and Sookie McLean, who organized our first-ever ice cream run to Sweet Treats in Forked River, NJ, August 30th. Linda mentioned that besides serving ice cream, Sweet Treats had all sorts of candy, cakes, and gelato for sale. They even put out platters of cookie samples for PEDCers.

## Overnight Drive to Pennsylvania.

Drive co-organizer Mort Resnicoff discussed the drive he and Bob Canfield planned August 12th-13th to visit two museums: the National Museum of Industrial History in Bethlehem and America on Wheels in Allentown. Nine PEDCers participated in the drive, which included some great roads, according to Mort. He also noted that drive participants enjoyed dinner and live music at Grumpy's BBQ on Saturday night.



# Minutes of the PEDC General Meeting September 6, 2017

Submitted by Carol Kyle, Secretary (continued)

Russ presented framed photos to Jack Kelly (to give to Bob Canfield) and also to Mort Resnicoff for organizing the overnight drive to Pennsylvania last month. The photo used was taken of the PEDC gang in front of the National Museum of Industrial History on the grounds of the defunct Bethlehem Steel Corporation.

## NEW BUSINESS

### **ICR to Hoffman's Ice Cream**

Ken stated that he and Carol will be hosting an ice cream run to Point Pleasant Beach, NJ on September 7th with dinner first at Frankie's Bar and Grill.

### **Drive to Frenchtown, NJ**

Ken mentioned that he and Carol have planned a Sunday drive September 10th to the Frenchtown Inn in Hunterdon County. The route starts at Woody's and continues mostly on backroads. He noted that there would be a rest stop halfway to pick up other cars.

### **BOTB Goodie-bag Stuffing Party**

Mark Berkowsky talked about the BYOB pizza party that he and Nadine are hosting on September 13th at their home in Cranbury, NJ. Dinner is at 6 PM, and goodie-bag stuffing starts at 7:30 PM. Mark noted that John Miller may need some help loading his truck with supplies and equipment, etc., that he offered to haul to the car show in Ocean Grove on September 16th.

### **Brits on the Beach 2017**

Russ, in Show Chairman Bob Canfield's

absence, talked about this year's show in Ocean Grove, noting that it was sold out in mid-July with ~140 cars. He said that Bob has a waiting list and also reminded show volunteers to be on the show field by 8:30 AM to begin lining up the cars at 9:30 AM.

### **PEDC Poconos Weekend**

Sue Smith said she has 22 people signed up for the 2-night event she has organized for October 13th-15th. She noted that there is still room and that the inn can add more rooms if necessary. Sue said that the first day will include a vineyard stop.

### **Halloween Costume Party**

Sue Smith talked about the party she and Woody are hosting on Saturday, October 28th, at their home in Wall, NJ. Sue emphasized that costumes are not required as she handed out flyers with all the information. She also sent around a sign-up sheet. A Touch of Italy in Tinton Falls, NJ will cater the party. The cost is \$20 per person. Woody and Sue will supply wine and soda.

Ken noted that there are two weekends in October, 7th-8th and 21st-22nd, that are open on the club calendar in case anyone would like to step up to organize a fall drive or other event. If interested, let Ken know, [ken-kyle4@comcast.net](mailto:ken-kyle4@comcast.net).

**Christmas/Holiday Party** Treasurer Mort talked about the annual party that he and Fredda are organizing December 9th at the Lobster Shanty in Point Pleasant Beach, NJ. He stated

that we will be in a larger room this year with a nicer water view. As always the event will run 7-11 PM; the cost is \$46 per person. There will be dancing to the music of DJ Rich Canfield, and the pirate game will, once again, be part of the festivities.

## **MISCELLANEOUS**

**MGB Parts for Sale.** Bill Miller stated that he has lots of inventory for sale, both rubber- and chrome-bumper MGB parts. Contact him if interested. [bmillerreoinnj@comcast.net](mailto:bmillerreoinnj@comcast.net).

**1960 TR3 for Sale.** Bill Miller mentioned that Ernie Caponegro introduced him to an insurance customer, a Robert Pirl, who is selling his Mayflower Blue TR3. The price is \$8,500. Bill noted that the car is not perfect, but it is a solid car. Contact Bill, [bmillerreoinnj@comcast.net](mailto:bmillerreoinnj@comcast.net) if interested.

Russ reminded members that the next meeting is October 4th. He adjourned the meeting at 8:30 PM.

# THANKS!

Thank you to those members who contributed newsletter articles this month

## Official PEDC Regalia for 2017



T-Shirt, Short Sleeve Crew Neck	S-XL/XXL		\$17.00/\$19.00
T-Shirt Short Sleeve Crew Neck With pocket	S-XL/XXL		\$19.00/\$21.00
T-Shirt Long Sleeve Crew Neck	S-XL/XXL		\$19.00/\$21.00
Gilden Golf Shirt Short Sleeve	S-XL/XXL		\$26.00/\$28.00
Izod Silk Wash Golf Shirt Short Sleeve	S-XL/XXL		\$34.00/\$36.00
Denim Shirt Woven Short Sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Denim Shirt Woven long sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Crew Neck Long Sleeve Sweatshirt	S-XL/XXL		\$26.00/\$29.00
Baseball Hats	One Size Fits All		\$14.00
Cabbie Hat Wool or Cotton/While Supplies Last	One Size Fits All		\$15.00
LADIES			
T-Shirt, Short Sleeve Crew Neck	S-XL/XXL		\$17.00/\$19.00
T-Shirt Long Sleeve Crew Neck	S-XL/XXL		\$19.00/\$21.00
Gilden Golf Shirt Short Sleeve	S-XL/XXL		\$26.00/\$28.00
Izod Silk Wash Golf Shirt Short Sleeve	S-XL/XXL		\$34.00/\$36.00
Denim Shirt Woven Short Sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Denim Shirt Woven long sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Hooded Sweetshirt	S-XL/XXL		\$34.00/\$36.00
Visor	One Size Fits All		\$14.00
OTHER CLUB ITEMS			
Tool Bag		Black	\$24.95
Grille Badge			\$20.00
Lapel/Hat Pin			\$4.00
Windshield Sticker			\$1.00
Marque Patch			\$5.00
PEDC Logo Patch			\$6.00

Show your club spirit! To order the items above, contact Sue Smith, Regalia Manager, at [suznsm@aol.com](mailto:suznsm@aol.com), or call her at 732-681-5618. All items are supplied to us through Fourth Gear, Ltd.

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## The Terminal Post

**Editor**  
**Art Becker**  
**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, maintain, restore, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at [www.pedc.org](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 Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Register (VTR), [www.vtr.org](http://www.vtr.org).

### PEDC Mailing Address:

PO Box 6700  
 Monroe Township, NJ 08831-6700



**Save the date**



**Holiday Party**  
**Saturday, December 9, 2017**  
**7 PM to 11 PM**

Lobster Shanty, 83 Channel Dr,  
Point Pleasant Beach, NJ 08742

**Make your reservation early so you won't be left out in the cold.**

***New this year***

We are moving to the Main Dining Room and we will have room for more guests. The Main dining room has three walls of glass and great views of the Harbor as well as a Beautiful Bar .

***And returning by popular demand, for your listening and dancing pleasure, the world-renowned Entertainer and DJ, Rich Canfield.***

The evening will begin with Hors d'oeuvres and Crudités followed by a lavish and delectable Buffet. Dinner will be topped off with dessert and a sumptuous Ice Cream Bar.

We will once again be having our exciting and mysterious gift exchange. (Practice your stealing skills.) One gift per couple. The suggested cost of the gift should be between \$20 and \$30.

The price is \$46 per person.

With our growing membership, the demand for seats will be great.

Make your reservation early by sending in your check now made out to PEDC and mail it to:

PEDC  
PO Box 6700  
Monroe Township, NJ 08831.



## 2017 Calendar of Events ~ PEDC and Beyond

**PEDC events are in bold red. Other British car events are in bold black.** NOTE: Since many NJ towns and organizations host cruise ins and car shows in conjunction with festivals, community days, and fundraisers, it's impossible to list them all here, so we have streamlined the newsletter calendar to include only (1) our own PEDC events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member and in which space has been set aside for British cars to park together, and (4) select events where British cars are expected to feature prominently. Please note that information below is subject to change.

### October

- 4 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://www.woodysroadside.com>. Wear your club regalia to celebrate the PEDC's 28<sup>th</sup> birthday!
- 13 Friday, through Sunday the 15th, **PEDC Pocono Drive**. Hosts Woody & Sue Smith have arranged a group rate for us at the historic Shawnee Inn, <http://www.shawneeinn.com/>, which includes two nights at the inn, two buffet breakfasts in their River Room, Saturday night dinner in the River Room, a hospitality/meeting room for our use, and all taxes as well as gratuities on meals. The total cost for the weekend is \$565.50 for two people in a room and \$478.75 for one person in a room. For reservations, call 1-800-742-9633 and tell them you are with the PEDC British car club. After you reserve your room please RSVP with Sue and Woody at 732-681-5618
- 14 Saturday, **20th Annual Brits at the Village**, Peddler's Village, Lahaska, PA. Hosted by the Philadelphia MG Club, <http://www.phillymgclub.com/index.php/brits-at-the-village>.
- 28 Saturday, **PEDC Halloween Costume Party** at the home of Woody & Sue Smith in Wall, NJ. Costumes not required. Sangria, beer, and soft drinks will be provided and dinner will be catered by Taste of Italy of Tinton Falls. Cost is \$20.00 per person, checks to be made payable to PEDC. Please RSVP to hosts Woody and Sue at 732-681-5618 by October 21st if planning to attend.

### November

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://www.woodysroadside.com>.

### December

- 9 Saturday, **PEDC Christmas/Holiday Party** at the Lobster Shanty, 83 Channel Drive, Pt. Pleasant, NJ, from 7:00 PM to 11:00 PM, <http://www.pointpleasantlobstershanty.com/>. Tickets are \$46 per person. Organized by Fredda Fine.

### PEDC Welcomes New Members:

Sy & Valentia Block	Great Neck, NY	1963 Sunbeam Alpine 3, 1967 Sunbeam Tiger 1A
Gary & Janet Perrault	Butler, NJ	1969 MGB, 1969 MGC-GT, 1970 MG Midget
Paul & Marina Tamas	East Brunswick, NJ	1965 Triumph TR-4

## Classified Advertisements

Classified ads for British cars and British car-related items of any kind belonging to PEDC members will be run for three issues and renewed for another three issues upon request. The ads are free for members.

Classified ads submitted by PEDC members on behalf of nonmembers selling British cars and British car-related items will be accepted and run on a space-available basis at the discretion of the newsletter editors for three issues only, with no renewal. The ads are free.

Please let us know if you've sold what you were selling so the ads don't run needlessly.

NOTE: Neither the PEDC nor the newsletter editors are responsible for the content of these classifieds. All photos courtesy of seller unless otherwise noted.

Send ads to Art Becker at: [arttvr@aol.com](mailto:arttvr@aol.com)



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Sunshine Committee

If you know of a club member that is ill or needs some sunshine!!

Please contact  
 Nadine Berkowsky

[mnberky@comcast.net](mailto:mnberky@comcast.net),  
 609.655.0071 home



**Items for sale description:** I have been transferred and we are moving to the Boston area the week of July 31, 2017. I would like not to move some of my spare MGB parts and have the following available for pickup and a good home. Need to come as soon as possible. Call Ed Dzwil at 908-303-7606 or email: [edzwill@gmail.com](mailto:edzwill@gmail.com)

- Two 4 speed all syncro MGB trans (one is a 1972, the other ?) both are in great shape - \$0
- Several serviceable drive shafts for MGB - \$0
- Bins of various tail light assemblies - \$0
- 2 Webers that can be used or for parts plus the Pierce Manifold - \$25
- Mallory dual Point distributor - \$20
- Roll bar for an MGB - \$20 (Moss wants \$579 for a similar one)
- Stow away top frame and serviceable top - \$50
- Various knock offs for wires, both styles - \$2 each (Aug A)

**FOR SALE 1977 MGB.** Low miles. Mechanically and interior very good. Body needs attention. Owned car over 36 years. Driven only 6500 miles during ownership. Needs someone who would drive and enjoy car. Original window sticker goes with car. Price reduced to \$3500.

Joe Wilhelm 732-972-1849 (Aug A)

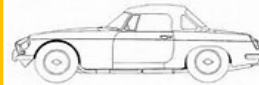
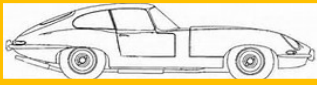
**1962 E-Type FHC**, flat floor, welded louvers, matching engine. One of first 100 cars to U.S. with build date Oct 18th, 1961. Car is excellent condition and has lots of early parts. BRG and biscuit interior & 5 speed. New rear brakes and recent electric work. Heritage Certificate. \$190K OBO. Reach out for pics. [cwbenzjr@comcast.net](mailto:cwbenzjr@comcast.net) (June B)



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**Parts for Sale:**

1973 Triumph TR6 Many parts Available, call with Needs

1971 Triumph GT6 Many Parts Available, call with Needs

**Look for us on Facebook: Bill Miller Car Finder LLC**

# PEDC Poconos Drive Oct 13-15

Come on out and drive that LBC up to the Poconos with other PEDC members. This will be a great time to enjoy your car and your friends.

There will be a group drive on some great back roads that your hosts Sue and Woody Smith have selected for your driving pleasure. Sue has set up a special hotel rate for **PEDC** members at the Shawnee Inn. You can call and make your hotel reservations 1-800-742-9633. **After you reserve your hotel room please RSVP with Sue and Woody at 732-681-5618.**

Stay tuned for details. See information on page 21.





# ELECTION BALLOT FOR PEDC OFFICERS 2018-2019

## HERE IS HOW THE VOTING WORKS

**Who Can Vote?** Each PEDC membership includes two members: a primary member and a spouse/partner member. To be a recognized member of the club, an individual's name must have been recorded on a membership form. NOTE: If you have left the name of your spouse/partner off your membership form, please correct this before the election. Each member must vote on a separate ballot. So, if both a primary member and spouse want to cast their votes, they need to fill out separate ballots.

**Is Voting Anonymous?** Voting is not anonymous, as the PEDC bylaws require that each voter be verified as a member in good standing.

**Can I Vote in Person?** Yes, members may also vote in person at the November 1, 2017 meeting, using ballots that will be provided at the meeting. If a member votes multiple times, only the last vote will be counted.

**What if a Member Can't Make the November Meeting?** Members can use this newsletter paper ballot (see below) to vote by proxy in advance of the election. Mail this proxy paper ballot to the official club mailbox: PO Box 6700, Monroe Township, NJ 08831-6700. You can also photograph this ballot or scan it and then email it to the club secretary at [info@pedc.org](mailto:info@pedc.org). The club secretary must receive all proxy ballots by October 31, 2017 for them to be counted in the election.

**When Are the Results Announced?** The ballots will be counted at the November 1, 2017 meeting and results will be announced that night. Members do not have to stay until the end of the meeting, as results will be published via email blast and also in the January 2018 newsletter (since there is no December newsletter).



## PEDC Official Proxy Ballot

This proxy ballot is to be used in the event you cannot be present at the November 1, 2017 annual meeting but wish to cast your vote. Please fill out the ballot and return it one of three ways: (1) print out the ballot and mail it to the official PEDC mailbox, PO Box 6700, Monroe Township, NJ 08831-6700; (2) scan the ballot and email the file to the club secretary at [pedcinfo@comcast.net](mailto:pedcinfo@comcast.net); or (3) photograph the ballot and email the file to the club secretary at [pedcinfo@comcast.net](mailto:pedcinfo@comcast.net).

**NOTE: All proxy ballots must be received no later than October 31, 2017 in order to be counted.**

### Instructions:

Please place a check mark next to the name of each candidate you wish to vote for. Candidates named are those whose nominations were received by the September 20, 2017 deadline. All current active members (one primary member and one spouse/partner) are eligible to vote on separate ballots.

Your Name (Please Print): \_\_\_\_\_

**President**      ☐ Russ Sharples

**Vice President**      ☐ Ken Kyle

**Treasurer**      ☐ Mort Resnicoff

**Secretary**      ☐ Art Becker