



Newsletter of the Positive Earth Drivers Club, a nonprofit, all-marque British car club in Central New Jersey

Important Dates to Remember

- **April 4:** Monthly meeting at Woody's, 7:30 PM.
- **April 7:** Rick Stoeber garage open house, Shrewsbury.
- **April 14:** Tech session, Farmingdale Citgo Station.
- **April 21:** Potluck dinner, the Smiths' house, Wall.
- **April 29:** Shore Antique Center British car show & scavenger hunt, Allenhurst.

What's Inside:

Member Spotlight: Tamases, 5
From the Driver's Seat, 6
From the Navigator's Seat, 7
March Meeting Minutes, 9
Garage Squad Update, 10
Healey Boys Welding, 14
LBC 2017 Photo Gallery, 15
2018 Calendar of Events, 16
PEDC Sponsor Ads, 19
Classified Ads, 20
PEDC Officers and Staff, 20
PEDC Regalia Prices, 21
The Last Word, 22



The Long Winding Road

ERNIE CAPONEGRO



Some of you may recall a column I wrote in *The Terminal Post* (the September 2015 issue) about my involvement with little British cars (LBCs). My first interest was an MG, then a Spitfire, but years later when I finally had the money and independence, I discovered the TR7. It was the first LBC I bought despite my father's insistence that if I got into an accident he'd bury me and "that sh*t box" in the same hole. (My dad was a

colorful guy, owned a 1956 T-Bird that I adored, and had a real flair for turning a phrase that made his point, sometimes painfully.)

In 1980, after pleading for years with him to get an LBC, my fortune-telling father warned me about the countless problems I'd have owning a British car. Nevertheless I picked up a brand new 1980 Silver TR7, securing it only after I had saved the majority of the \$9400 from my first real job on Wall Street at the grand old age of 23. Dad let me do it by saying, "It's

ABOVE: October 2017, the first time out with a new paint job on the Vermillion TR7. John "Island John" Gazarek gives Ernie the "wow factor" wave.

your money. If you want to flush it down the toilet, be my guest." (Again, dad was insightful. Too bad he couldn't pick 6 winning numbers.)

Today, almost 40 years later, I still own that car and have an interest in two others (one is shown above). My original TR7 is now being completely

Continued on page 2 – Long

Continued from page 1 – Long

restored in spite of a long journey that almost saw it replaced by a Porsche 944 (another mistake, but that's a different story).

PASSING ON THE WEDGE GENE

My eldest son, Ernest, grew up seeing the Silver 1980 Wedge in the garage, and he wanted one just like dad's. For years we talked about restoring it, but with the kids, a house, etc., well, it didn't happen. It sat in my garage for almost 20 years, waiting for us, until we moved, and then I put it out in front of my office. Wayne Simpson saw it one day and introduced me to the PEDC. As fate would have it, after I joined the club Ernest and I found our second TR7 that was actually for sale in *The Terminal Post*.

RELIVING THE PAST

We drove to Marlton, NJ to see the car, and after a bit of negotiation I bought it for \$3200 on Memorial Day Weekend 2010. The drive home on Route 70 was surreal. As I recall it was a beautiful sunny Saturday, the top was down, and I felt as if I had taken a time machine back to 1980. Thirty years later I was driving the same car I bought at age 23, but now my 21-year-old son was in the seat next to me watching me use the clutch. It was a great ride home. PEDC'er Pete Cosmides had done some work on the car, which was in good shape and had no rot.

Since then my family and I have enjoyed many club trips and ice cream runs,



October 2017 during our PEDC drive to Tir Na Nog Irish pub in Cherry Hill, NJ.

and we have gotten to see a lot of New Jersey that I never knew existed. We've made some good friends too.

THE RESTORATION BEGINS

Like anything else, the TR7 I bought in 2010 has given us some headaches, first with the carbs, among other issues, but all in all it has run a lot better than my first brand-new TR7 did in 1980. Although the original car is being professionally restored as I write, the later car is going through several stages of improvements and minor restorations too. Ernest and I have done some work ourselves, and other work has been done by a variety of mechanics over the last seven years: replacing the timing chain, rebuilding the engine (including boring out the cylinders), and installing a new head, new pistons, new front end, new suspension, and new brakes.

Basically it's been a piecemeal restoration over

the last two years. We also added headers and straight pipes, giving it a throaty and, as some have stated, very loud bark. Mechanically everything is new. We even did a bit of cosmetic work on the engine, and it's running great. I can now pop the clutch and burn some rubber in first and second gears.

Naturally the next step was to replace the interior, paint the car, replace the roof, and bring it up to show condition. We were planning to do the interior and roof first, but the recent paint blistering and rust sightings made the paint job a more pressing issue. The car had spent many seasons keeping me company in front of my office through rain and snow, and that had taken a toll on the body.

PAINT JOB WOES

Last summer Ernest and I sought out the services of a paint shop. We admired the work that was done to Mark Wintjen's MGB and

Spitfire by Joe Lippi, so I twisted Joe's arm, and he did the body work. A week later it was all prepped and ready for paint. Joe had told me about a Maaco shop in Keyport, NJ, and I negotiated the paint job. I brought the car to Maaco, and two weeks later it was ready. When I saw the car I was floored. They painted it the wrong color! How the hell did that happen? As readers of *The Terminal Post* may remember, the TR7 I bought in 2010 came with an original Vermillion red paint job, or, as my sons Matt and Luke describe it, Old Man Traffic Cone Orange. The bright Vermillion took a bit of getting used to when I first bought the car, but we grew to love it, as it stood out nicely in a sea of blue, green, yellow, and red LBCs at every show. But now the paint was wrong, and I mean really wrong. They had painted it a burnt copper (see next page), nothing like the original, not even close. Not to mention that when you opened the doors and the hood/trunk you saw the wrong color. The color wasn't bad, but it wasn't supposed to be a different color.

I wasn't happy and called the Maaco manager. We went back and forth, and, upon inspection, the manager acknowledged the paint shop boys screwed up. Maaco agreed to take the car back and do it right. I would have to pay for the paint, about \$500. So they took the car back, and in the end they did a first-class paint job that

Continued on page 3 – Long

Continued from page 2 – Long

probably would have cost me more than twice what I laid out. Because Maaco had the car for two months, it missed Brits on the Beach 2017, and that's how I got to drive Andy Moutenot's Austin-Healey to the show.

GETTING IT RIGHT

The boys at Maaco basically took my car apart,

removed the hood, the trunk, the doors, the lights, and the luggage rack. They sanded the old and new paint down, shot the car, wet-sanded it twice, then sprayed it, repainted it again, sprayed it, and then put three coats of clear on it. The end result was better than I had hoped, and it hadn't even gotten a coat of wax yet. They suggested I age the paint for at least 6-8 weeks

before applying any wax.

I've got a storage garage, so I put the car away for the winter. Now I look forward to warmer days when we wake the car up for a new interior and new roof. Then Ernest and I will flex our muscles by pounding out a few coats of wax and shining up our Old Man Traffic Cone. It's been a long winding road getting both Wedges

restored, but in the end it will have been worth it. ■

BELOW: Clockwise from top left: Prepping for the new paint job. Nice paint job but wrong color. Finally got it right, original TR7 Vermillion, and it looks great parked outside Ernie's office. *Photos this page courtesy of the author.*



PEDC Tech Session Coming Soon!

TOM VASH, HOST

78 Trenton-Lakewood Road (CR 526)

Clarksburg, NJ 08510

tomvash@aol.com

Sunday, 20 May 2018

12 noon until TBD

TOM is hosting a first-ever PEDC tech session & ice cream run. Mark your calendars. Here is what he has planned:

THE session will feature a demonstration of sheet-metal-working equipment and tools including a 40" shear/box-brake/roll machine, shrinker & stretcher tools, throatless shear, hand-held pneumatic sheer, flanging/punching tool, and numerous cutting & shaping hand tools and supplies used for sheet metal fabrication.

PARTICULAR attention will be given to the fabrication and installation of rust repair panels, including preparation of the rusted area, pattern making, fitment of the fabricated panels, MIG welding techniques for sheet metal, and the safety aspects of all of these activities. Club members willing to try their hand at using the equipment are welcome to do so (metal will be provided). We will examine the rust repair work done so far on the 1962 Austin-Healey Sprite that Tom is working on.



Tom's '62
A-H Sprite
getting a
makeover.
Photo courtesy
of Tom Vash.

AFTER the tech session we'll head over to the Clarksburg Dairy Queen, which is near Tom's house. All are welcome to visit (whether or not you have an interest in sheet metal work) before or after the ice cream run. Tom's house is about a ¼ mile west of the Dairy Queen (make a right out of the DQ parking lot). There is plenty of off-street parking there. ■

RSVP TO TOM BY 15 MAY 2018, TOMVASH@AOL.COM.

The Terminal Post

EDITOR

Carol Kyle

TECHNICAL EDITOR

Ken Kyle



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

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

Alice Albertalli, Fredda Fine, Linda Browne, and Jeanne Miller, **shown below**, may not actively participate in our tech sessions, but they do help plan and participate in many of our social events!





Member Spotlight

Members

Paul & Marina Tamas
East Brunswick, NJ

PEDCers Since

September 2017

LBCs Owned

1965 Triumph TR4
1972 RHD Mini 1000 (gold)

About the Tamases

We both are first-generation Americans, Marina from the former Soviet Union (Moldavia) and I from Hungary (also a former communist country). Marina is a telecommunications engineer, but she is working as a bookkeeper. I am a veterinarian and still working full time. We have five children, from different marriages, and two are still living with us.

Although Marina likes British cars, I am the primary enthusiast. Since I was a kid I have always loved British cars, and the Mini was always my favorite. I no longer own the red one, shown above, as it now belongs to my daughter. She won first prize at a Mini Meet East, which we try to get to every year, as well as the Mini Meet West events. I still own the gold one, which I bought in England and had shipped here. Everything on the gold car is original except the paint, which was an ugly harvest gold color. In 2013 I had the exterior repainted. It's a standard Mini, not a Cooper, and therefore more rare in the U.S. It is righthand drive with a 4-speed (not synchronized) transmission and 1100cc engine. With 38 hp it gets about 48 mpg.

One of my favorite movies was a French one, *A Golden Triumph TR4*, with Jean Paul Belmondo. It's not a very deep movie, but it has lots of action and lots of Triumph TR4s. I did see this movie when I was in high school, and I dreamt that one day I was going to have one. About five years ago I sold the red Mini and found a TR4 in Utah, in good shape and at an affordable price. With a friend of mine (he did the work—I just helped), we rebuilt the car three years ago. Since then we have taken it to car shows, on rallies, etc., and we are members of several antique car clubs now. Last year we found out about the PEDC and are glad we did, because the club has lots of great programs and great people.

Marina and I love to go camping (with a tent), snow skiing, and hiking, and we enjoy cooking, music, reading, and, last but not least, old car shows. ■

Information and three photos on left side courtesy of Paul Tamas.

from the driver's seat

RUSS SHARPLES, PRESIDENT

PROGRESS IS BEING

made on my winter to do list! And lucky for me, winter just seems to be continuing so we all are getting an extension on the due date. I originally expected it to be driving weather by the end of March, but with 10" of snow outside last week I didn't feel bad about having Bonnie still up on jack stands.

I am pleased to report that three items on my list are done: the wiper motor, the squeaky pedals, and the heat shields. Some bonus items have been done as well—rerouting the carb overflow pipes, properly mounting the accessory power socket, and re-installing the Bluetooth sound system. These bonus items rose to the top of the list because, frankly, I am avoiding the next two projects, the muffler and the fuel tank sender.

HEAT SHIELDS

The Moss heat shield kit installation was covered in the February newsletter. I completed installation of a homemade aluminum heat shield under the driver's seat as well. The challenge here is in how to install it. The driver's seat bolts down on top of the carpet, with bolts that pass through the wooden floorboard to washers and nuts underneath. This hardware will be covered up by the heat shield, so the seat has to be installed first and then



the heat shield. But I didn't want to attach the heatshield to the thin plywood with wood screws. Bolts, however, couldn't be used either because they would have to be under the already installed carpet and driver's seat. The solution was to install T-nuts in the plywood before installing the seat. The T-nuts allow me to use bolts to mount the heat shield from below (screwing into the T-nuts) after the driver's seat has been installed from above.

WIPER MOTOR

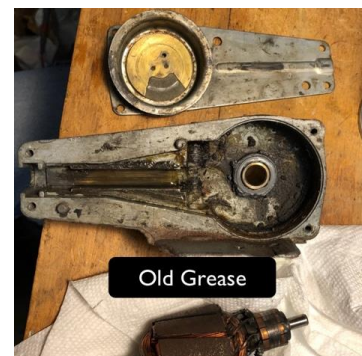
Next was the wiper motor. The self-parking feature has never worked on my wipers and, in fact, the wipers ran continuously if hooked up normally. The way MGA self-parking wipers work is that they are powered all the time (when the key is on) and then they are either grounded by the wiper switch or the

self-parking feature. When the wipers reach the parked position, the self-parking feature breaks the ground and the motor stops running until you ground it with the wiper switch again. The fact that my wipers ran all the time told me that my self-parking feature had probably shorted out.

I got around this by using the wiper switch to switch power to the wipers, but of course they wouldn't self-park.

Removing the wiper motor in an MGA is difficult. The typical approach for removal is to remove the pedals and then slide the motor out through the space normally occupied by the pedals and their linkage. As discussed last month, my pedals aren't coming out without some major work, so I had to find another way that involved practically taking apart the whole wiper motor while it was still tucked up in its little hole. Luckily it worked.

Once on the bench and opened up, it was clear the grease in the gearbox was 30 or 40 years old and sticky rather than slippery. Luckily I am well supplied with CRC Lectra Clean, which is ideal for dissolving this muck and leaving me with what looked like brand new parts. I also found the source of the short. When the motor had been assembled, the self-parking



Before & after wiper-motor gearbox. Gearbox photos courtesy of Russ Sharples.

ground wire had been pinched in the case, thereby removing the insulation and grounding the self-parking switch all the time.

Once I soldered in a new wire and added some white lithium grease, I had a wiper motor

Continued on page 8 – Driver's

from the navigator's seat

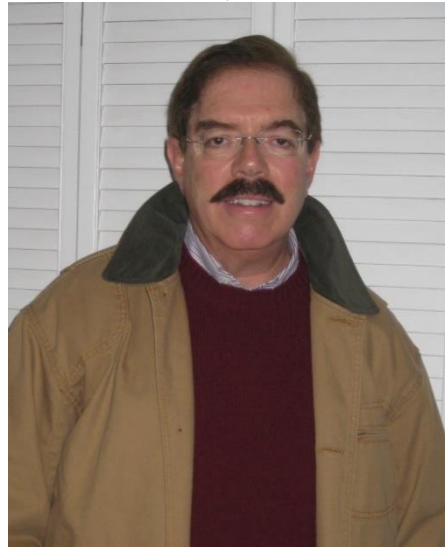
KEN KYLE, VICE PRESIDENT

SOME CARS WERE SO GOOD THAT they're worth bringing back. And I'm not talking about cars like the Volkswagen New Beetle or BMW's modern Mini, as charming as they may be. No, I'm talking about the latest wave of so-called "continuation cars," which are brand-new vehicles made to the same specs as the original cars, or nearly so, often by the original manufacturer.

Not surprisingly, many of these continuation cars are reproductions of legendary British models. If you're going to go through the trouble and expense of recreating the long-lost tooling and production methods needed to manufacture a car that went out of production 50 or 60 years ago, you want to do it for a model with timeless beauty as well as a proud competition record, and British motoring history has no shortage of those.

Jaguar started things off in 2014 by recreating the Lightweight E-type from 1963. Only 12 of the projected 18 units were produced back then, so Jaguar applied the remaining six chassis numbers to the new cars, got them homologated by the FIA for historic racing (these are definitely NOT street cars), and—Bob's your uncle!—an instant collectible was born. Actually, it wasn't that easy, requiring tens of thousands of engineering man-hours and careful adherence to original construction methods to ensure FIA approval. But the experience gained from recreating the Lightweight E paved the way for Jaguar Classic Workshop's next project, the XKSS continuation car.

The original XKSS came into being in 1957 because Sir William Lyons, Jaguar's founder, wanted to use up 25 leftover D-type racing car chassis by adding some basic road equipment (doors, windshield, bumperettes, turn signals, luggage rack,



and a rudimentary top) and selling them to wealthy Americans for street use. (You could actually get away with something like that in the fifties.) Sadly, a disastrous fire at Jaguar's Browns Lane factory

“ . . . there are some British cars so beautiful, so legendary, they're worth bringing back.”

in Coventry ended XKSS production after only 16 examples had been completed. In 2017 Jaguar Classic took on the task of building the nine remaining cars from scratch, applying the original chassis numbers to them.

In February of this year Jaguar Classic announced plans to build 25 continuation D-type racing cars, in the buyer's choice of 1955-spec Shortnose or 1956-spec Longnose configuration. The D-type won the 24 Hours of Le Mans race in 1955, 1956, and 1957, and it's the car upon which Jaguar's performance reputation was built. The company originally planned to build 100 D-types, but only 75 were ever completed, thus leading to the quantity of 25 continuation cars. Careful readers will note that the remaining 25 D-type serial numbers were already used up by the original and continuation XKSS units, but apparently no one is complaining about that.

Not to be outdone, Aston Martin announced last year that it will build a 1959 DB4 GT continuation car to lightweight specs, including the famous twin-spark engine. Only 75 of the original cars were ever built, so Aston plans to build 25 continuation cars (there's that number again) to bring the total to a nice, round 100. These will be track-only cars, and Aston Martin plans to create a 2-year, international track-driving program for their owners to use them in.

It's unlikely Jaguar or Aston Martin will make much, if any, profit on these continuation cars, even though every one of them is presold with a seven-figure price tag, but these cars do serve to promote the heritage of these marques, which is what's really important to them. And even though most of us ordinary British car enthusiasts will probably never see, much less be able to afford, one of these continuation cars, we can take pride in the fact that there are some British cars so beautiful, so legendary, they're worth bringing back. ■



Continued from page 6 – Driver's

that purred and ran much faster than before. "Installation is the reverse of removal," they say, and so it was—about 45 minutes of cursing and scraped knuckles. However, when I fired it up with the wiper arms attached, the blades flew across the dry windshield! They never did that before. They would barely crawl across a dry windshield. Wow, what a difference. And they parked too!

A FEW MORE PROJECTS

With the two or three weekends remaining before our first drive, I hope I'll be able to tackle that muffler and side-curtain bag. The fuel-tank sender will probably wait for another winter.

I hope you are all making progress on your projects and hope to see us all out and about in some nice spring weather soon! ■

Russ's MGA, above, poised between Peter Dow's TR6 and Stuart Ducker's Aston Martin at Andy Moutenot's summer party last year. Photo below courtesy of Russ Sharples.



QUOTE OF THE MONTH

"It doesn't cost any more to make something pretty."

~ Sir William Lyons

(1901-1985), co-founder, with William Walmsley, of the Swallow Sidecar Company, which became Jaguar Cars Limited

COMING NEXT MONTH



A Jag Tale: My Car Is Really Not My Car

~ Steve Mundt

A story you won't want to miss!

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Minutes of the PEDC General Meeting March 8, 2018

Submitted by Carol Kyle for Secretary Art Becker

ADVERSE WEATHER

caused Woody's to close on Wednesday, 7 March 2018, for our regularly scheduled monthly meeting. We were able to reschedule, and the meeting was held the next day, Thursday, 8 March.

Vice President Ken Kyle called the meeting to order at 7:32 PM for President Russ Sharples, who was not able to attend. There were 29 members in attendance.

Enjoying lunch at Iron Hill Brewery & Restaurant in Maple Shade, NJ after our drive to the Simeone Museum in Philadelphia are Bree Weld, Charlie Schirm, and Marc David Miller.



Membership Dues

VP Ken stated that our membership stands at 198; however, only 143 renewed by the cutoff date of 28 February. He urged members to get their dues in, to keep their membership active, and to remind other members to do so as well so as not to miss getting copies of the newsletter and email announcements.

A motion to accept the minutes of the 7 February 2018 meeting was made, seconded, and carried.

Treasurer's Report

Treasurer Mort Resnicoff stated that the current club balance stands at \$3,619.79. A motion to accept the treasurer's report was made, seconded, and carried.

Newsletter

Newsletter Editor Carol Kyle thanked members who wrote articles for the March issue and encouraged all who were present to send her their stories for future issues.

Old Business

Peter Dow spoke about the drive he organized to the Simeone Foundation Museum in Philadelphia on February 25th to see the Best of Britain show. He recalled that it rained the entire day but that the rain did not dampen members' spirits. He noted that we had a good turnout and a lot of fun, and lunch at the Iron Hill Brewery & Restaurant was very good (16 attending).

VP Ken stated that we have some upcoming events:

15 March, Thursday, Pat Wignall has organized an Irish dinner at St. Stephen's Green in Spring Lake Heights, NJ. RSVPs are due to Pat by 13 March.

21 April, Saturday, Woody and Sue Smith are hosting another pot luck dinner. A sign-up sheet was passed around for those interested in attending. Members are encouraged to bring along a favorite dish to share.

VP Ken mentioned that besides our own PEDC events there are three to which we have been invited:

7 April, Saturday, Rick Stoeber has invited the club to his garage open house in Shrewsbury, NJ.

28 April, Saturday, St. John Vianney High School, Holmdel, NJ, has invited the club to its 3rd annual spring car show. Lynn Jackson, whose daughter, Laura, teaches at the high school, gave the details, mentioning that our participating is a great way for the PEDC to help kids get interested in classic cars.

29 April, Sunday, Shore Antique Center in Allenhurst has invited us to display our cars. Pat Wignall is the point of contact.

New Business

15 July, Sunday, Tom Clark stated that his retirement community, Equestra, in

Farmingdale, NJ is hosting another car show & pancake breakfast from 10 AM to 2 PM, similar to the one held last December. The PEDC is invited.

VP Ken noted that there have been some changes to the events calendar:

20 August, Monday: the new date for the Greenbriar car show.

17 May, Thursday: the new date for the ice cream run to Jersey Freeze.

New Projects

Chris Rorke talked about his TR6 carburetor rebuild. He took the head off, but it's back on now. Reassembly is about to begin. He thanked Garage Squad members for their technical advice.

Adjournment

VP Ken adjourned the meeting at 7:48 PM and reminded members that the next meeting is 4 April 2018. ■

Garage Squad: Review of Year One

BOB CANFIELD



Pre-Garage Squad gathering at Bob Canfield's, November 2016. **From left:** John Quelch, Paul Johnson, Ken Kyle, Jack Kelly, and Bob, all wearing the requisite black work gloves for pulling an engine and transmission, in this case from Bob's MGB.

SOME BACKGROUND

In October of 2015 the PEDC arranged its first tech session at the Farmingdale Citgo, Farmingdale, NJ. Zig Panek helped me set it up as he knows the owner and has his business vehicles serviced there. The initial motivation was to conduct a thorough review of Debra Bennett's TR6, but the group that gathered also had time to look over several other members' cars that day.

During the next two years the club had several other tech sessions at the Citgo station, and many club members showed up with minor problems to be diagnosed and repaired. These were

successful gatherings that allowed mechanically inclined members to get together and "play with other people's cars." We expect these PEDC events to continue as the 2018 calendar evolves. Stay tuned.

LOSING MY MGB CLUTCH

On a Saturday in August 2016, while driving to an event at The Paddock in Wall, NJ, my MGB suddenly lost the clutch. I had it towed back home and put it away until I had a chance to check it out. Time passed, and John Quelch started to bug me about working on the car so it could get back on the road. On a Saturday in mid-November a gathering of some of the

same members that were active in the Citgo tech sessions arrived at my garage to extract the engine and transmission. Within three hours we had everything apart and found a very strange clutch problem (a teaser for the article I will finally write about this adventure).

THE GARAGE SQUAD IS BORN

When everything was rebuilt and ready with my MGB the team returned in early February 2017 to install the rebuilt engine and transmission. It was at this session that I first heard the term *Garage Squad* uttered by one of the participants.

Continued on page 11 – Year One

Continued from page 10 – Year One

So the official birth date of the PEDC Garage Squad is February 2017.

WOODY SMITH'S MORGAN

In May 2017 some work was done on Woody Smith's Morgan in his garage. Some carburetor and ignition problems were sorted out, valves were adjusted, and a problem with the accelerator cable was corrected over a few weeks. We also determined that it is impossible to work on the carburetors and the ignition system at the same time (damn Morgan bonnets!).

BOB BROWN'S MGB

Later in May 2017 a group of squad members helped Bob Brown remove the engine and trans from his MGB so he could do some work on the clutch and dress up the engine bay for the AACA Eastern Fall Meet in Hershey, PA. It must have paid off because Bob took a Senior Award in the Open Sports Cars '61-'69 Class (Class 25B). Well done!

JOHN QUELCH'S MGA

In early July 2017 some Garage Squad volunteers gathered at John Quelch's garage to help him lift his MGA body off the frame. After many years in waiting, restoration of the old family MGA was again in progress.

ANTHONY GUERRIERO'S MGA

Later in July 2017 we heard about a new member, Anthony Guerriero, who was having trouble with his MGA. Work at his Brielle home over a few weeks by the squad sorted out his carburetor issues, straightened out some brake problems, and updated the ignition system. When we were done, the car was back on the road and purring along. We have to admit that the BBQ offerings by Anthony and Louise really helped keep us engaged during the few weeks it took to complete the work.

JOHN QUELCH'S TR3

In early September 2017 a small group of squad members traveled with John Quelch to help him retrieve a Triumph TR3 he bought in Pennsylvania.



It was an old "restoration-in-progress" by a family that finally needed a new tinkerer to move it forward. The frame, tub, and associated boxes containing TR3 ingredients were loaded into an extended horse trailer, secured to prevent injury on the ride back to NJ, and unloaded back at John's garage where they await the next chapter in this TR3 story.

GREG YOUNG'S MGB

Later in September 2017 Greg Young asked for some help with a wiring problem he was having with his MGB. After some testing and tracing of circuits the problem was solved, and his lights worked up to Dr. Lucas's standards. We did not get to use the Lucas Smoke Injector that was available, but we can save that for the next wiring project.

DEBRA BENNETT'S TR6

In October 2017 the squad began the adventure with Debra Bennett's TR6 (documented by John Quelch in the February 2018 newsletter). All I can add is that Roadie (Debra's dog and driving companion) is thrilled with the results of the squad's efforts.

PAUL JOHNSON'S MGTF

On a Sunday in mid-December 2017 a small group of squad members gathered at Paul Johnson's garage to see if we could help Paul get back on track with the reassembly and restoration of his MGTF. Some evaluations and strategies were

Continued on page 12 – Year One

PHOTOS FROM TOP: Greg Young tech session, September 2017.

Shown from left to right, back row, are Paul Johnson, Peter Richardson, Peter Dow, Bob Moser, Art Becker, Greg Young, and John Quelch. Kneeling from left are Bob Canfield and Ken Kyle. **Farmingdale Citgo tech session, April 2016.** Surrounding Zig Panek's Triumph Spitfire are, from left, Ken Kyle, Bob Canfield, John Quelch, Chris Rorke, and Zig Panek.

Rodney Ford tech session, October 2016. Removing the engine, shown left to right, are Bob Moser, Wayne Simpson, and Rodney.

Bottom photo: Bob Canfield looks over a wiring diagram.



Partial lineup of cars
at the April 2016
PEDC tech session,
Farmingdale Citgo.

Continued from page 11 – Year One

deliberated by the group, and more activity is planned for early 2018. Meanwhile Paul has asked Santa for some additional parts and help from the Elf Union.

MEMBERS HELPING MEMBERS

So, in summary, the Garage Squad is a casual group of PEDC members who lend some time, energy, and expertise to help LBC owners keep

their classics on the road. For each project, a group of interested/available/capable members dedicate some time to help. Squad members do not charge anything for their time, but we always accept baked goods, sandwiches, and refreshments. LBC owners whose cars the squad works on are responsible for any parts needed to complete the work; often squad suggestions are offered for optional parts that might improve reliability and the driving experience.

If you are interested in participating in some projects, please fill out a Garage Squad Interest Inventory form and get it to me, joisuzu@optonline.net. If you have any LBC problems that you would like the squad to review, just let us know. ■



Initial TR4 tech session
at Rodney Ford's garage,
October 2016. **Shown above,**
left to right, are Paul Johnson,
John Miller, Rodney,
Tom Albertalli, Mike Browne,
Bob Moser, and Andy Moutenot.

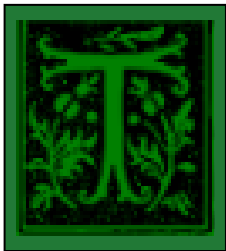
Shown right are Wayne
Simpson, Rodney,
Tom, Bob, and Paul.





AN EVENING OF IRISH FARE IN SPRING LAKE HEIGHTS

hosted by Pat & Ken Wignall



he annual wearing of the green was Thursday, March 15th, at St. Stephen's Green Publick House in Spring Lake Heights, NJ. Twenty PEDCers came out for an evening of fun, food, & drink. (Governor Phil Murphy visited SSG just the weekend before when he was in town for the Belmar St. Patrick's Day

parade.) The St. Stephen's managers warmly welcomed our club and gave us a \$25 gift card for the door-prize table at this year's Brits on the Beach show. We'll be back! ■

Irish revelers **shown above, from left:** Ken Wignall enjoying a bit 'o Bailey's; Brenin Ford (CBA Crew) & his dad; Rich & Donna Huy; Charlie Schirm & Bree Weld; and Mort Resnicoff between them. *Photos & article by Pat Wignall.* Brenin, one of our youngest members, is the proud owner of a 1990 RHD Land Rover Defender 110.



More revelers **left, in all shades of green:** Charlie & Lynn Jackson, Alice Albertalli, Fredda Fine, Tom Albertalli, and Kathy Ford. *Photo by Pat Wignall.* **Below,** Carol Kyle and Alice Albertalli sporting the latest in Irish eyewear. *Photo by Ken Kyle.*



Healey Boys Welding Project

FRANK MURATORE



THE HEALEY BOYS GOT TOGETHER IN MID-FEBRUARY at Mike Ferguson's house to repair the broken frame of my convertible top. Before installing a new top for my BJ8 I wanted to be sure the frame fit correctly. In the process of "adjusting" it a weld came undone. Mike generously volunteered to repair it, so he, Ray Carbone, and I got together to do just that. Actually Ray and I watched as Mike worked his magic with a MIG welder. It came out great, and now I can proceed with installing the top. ■

Photos of Mike & Ray and welding session courtesy of Frank Muratore.



Clockwise from top left:
Frank's BJ8 last August.
Mike & Ray. Mike at work
with his MIG welder.



Annual Shore Antique Center British Day, Allenhurst, NJ

SUNDAY, 29 APRIL 2018, 12-3 PM

The PEDC is once again invited to display our British cars in the lot across from Shore Antique Center in Allenhurst, NJ. Owner Rose O'Connor-Myer and PEDC'er Pat Wignall have another fun day planned, this time with a British scavenger-hunt theme. Shop, admire, and wander through the store. Clues will be given to find 10 British items (excluding the cars outside). The first person to deliver all 10 items wins a prize. Light refreshments will be served. Pat Wignall, pdurkin@msn.com, point of contact.

We hope to see you there!

Right: Ken & Pat Wignall arrive at the 2016 show in their MGB.





ALTHA MORTON
1968 E-Type Jaguar



CHARLIE JACKSON
1951 MGTD



STEVE MUNDT
1966 E-Type OTS Jaguar

PEDC 2017 LBC Owners' Gallery

PHOTOS BY CAROL KYLE



BILL MILLER
1977 MGB



GARY WATSON
1959 Riley One Point Five



"ISLAND JOHN" GAZAREK
1969 MG Midget, "Midgie"



WAYNE SIMPSON
1980 Triumph TR7



TOM MATULEWICZ
1973 Triumph TR6



JOE GRILLO
1977 MGB RHD

Calendar of Events ~ PEDC and Other

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

APRIL

- 4 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 7 Saturday, PEDC invited to Rick Stoeber's garage open house, Shrewsbury, NJ, ricksclassics@aol.com. 9 AM – 12 PM.
- 14 Saturday, **PEDC** tech session at Goodfellas, Farmingdale Citgo, 28 Main Street, Farmingdale NJ, 10:30 AM to 2:30 PM. Zig Panek, treexpert@yahoo.com, and Bob Canfield, joisuzu@optonline.net, organizers. The station lift will be available for LBC undercarriage inspection. Plenty of parking.
- 21 Saturday, **PEDC** potluck dinner, Wall, NJ, Woody & Sue Smith, suznsm@aol.com, hosts.
- 28 Saturday, PEDC invited to the St. John Vianney High School (SJVHS) 3rd Annual Spring Car Show, sponsored by the high school's Classic Car Club. Registration is \$10 and starts at 10 AM. Show runs 12-2 PM at the high school.
- 29 Sunday, PEDC invited to Shore Antique Center, Allenhurst, NJ, 12-3 PM. British scavenger hunt inside the shops and British car display outside. Shop, admire, and wander throughout the store. Clues will be given to find 10 British items. The first person who delivers all items wins a prize. Pat Wignall, pdurkin@msn.com, point of contact.

MAY

- 2 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM. "Wear Your Regalia Night" in memory of Karen Moutenot.
- 4-6 Friday to Sunday, **PEDC** overnight to Lewes, DE to attend the 23rd annual "The British Are Coming . . . Again!" car show 11 AM to 3 PM, sponsored by the Lewes Chamber of Commerce, <https://www.leweschamber.com/>.
- 5 Saturday, Britfest, Horseshoe Lake Park, Succasunna, NJ (Roxbury Township). Rain or shine, 9 AM – 3 PM. Sponsored by the MG Car Club Central Jersey Centre Inc., <http://mgccnj.org/britfest-2/>. Celebrating the 50th anniversary of the Jaguar XJ. Door prizes & vendors. Food catered by Tastefully British, Pompton Plains, NJ.
- 9 Wednesday, **PEDC** ice cream run to Heavenly Havens Creamery, Allentown, NJ, <https://www.facebook.com/heavenlyhavenscreamery/>, Russ & Pam Sharples, rpsinet-mga@yahoo.com, hosts.
- 12 Saturday, **PEDC** drive to the Museum of American Glass at WheatonArts and Cultural Center, Millville, NJ, <http://www.wheatonarts.org/>. Bob Canfield, joisuzu@optonline.net, organizer
- 17 Thursday, **PEDC** ice cream run to Jersey Freeze, Freehold, NJ. Tom & Alice Albertalli, tawvend@verizon.net, hosts.
- 19 Saturday, PEDC invited to Brick Police Athletic League (PAL) car show & BBQ, 60 Drum Point Road, Brick, NJ. All classic and collectible cars welcome. Ernie Caponegro, ineagency@gmail.com, point of contact.
- 20 Sunday, **PEDC** tech session & ice cream run to DQ, Clarksburg, NJ. Tom Vash, tomvash@aol.com, host.



PEDC ice cream run to Jersey Freeze, June 2017.

JUNE

- 2 Saturday, Cars and Motorcycles of England, historic Hope Lodge, Fort Washington, PA, <http://www.historichopelodge.org/>. Show sponsored by Delaware Valley Triumphs, Ltd., <https://www.dvtr.org/cmoe>. Show field opens 8:30 AM. Judging begins 10 AM. Registration fee \$20 for cars before May 27th, \$25 after May 27th. Registration fee for motorcycles \$15. A Car Corral and Autojumble will be available. Rain date: June 3rd.
- 3 Sunday, **PEDC** drive to the Battleship New Jersey Museum & Memorial, Camden, NJ. The USS New Jersey is our country's largest and most decorated battleship, restored and maintained by the Home Port Alliance for the USS New Jersey, Inc., <http://www.battleshipnewjersey.org/>. Russ Sharples, rpsinet-mga@yahoo.com, organizer.

Calendar of Events (Continued)

JUNE (CONTINUED)

- 3 Sunday, 23rd Annual Red Mill British Car Day, Red Mill Museum Village, Clinton, NJ. Historic 10-acre museum grounds. Nearby Victorian main street with lots of shops and eateries. Rain or shine. Picnic basket competition! 100 cars only. Must pre-register: \$20 by 5/23 or \$25 after. More info: <http://www.mgdriversclub.com/images/Red%20Mill%20Flyer.pdf>.
- 3 Sunday, 31st Annual "British by the Sea" car show, Harkness Memorial State Park, Waterford, CT, on the north shore of Long Island Sound. Sponsored by the Connecticut MG Club, www.ctmgclub.com (a NAMGAR Chapter). Featured marque: Jaguar XK 120, 140, & 150. 350+ British cars, trucks, and motorcycles. For more information: <http://www.ctmgclub.com/BBtS.html>.
- 6 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 7 Thursday, **PEDC** ice cream run to Jeffreeze, West Creek, NJ. Peter Dow, jpdow@comcast.net, host.
- 8-10 Friday to Sunday, Race of Gentlemen, Wildwood, NJ. <http://www.hotrod.com/articles/recap-2017-race-gentlemen/>.
- 9 Saturday, "A Touch of England" Vintage British Automobile & Motorcycle Show, at the Hermitage National Historic Landmark, Ho-Ho-Kus, NJ, 9 AM – 3 PM. Sponsored by the New Jersey Triumph Association (NJTA), <http://www.njtriumphs.org>. Open to all British cars & motorcycles. Rain date is June 10th. Registration \$15 by June 2nd or \$20 afterward. Goodie bags, door prizes, vendors. Limited to 150 vehicles.
- 10 Sunday, 25th Annual British Motorcar Gathering, Hellertown, PA, sponsored by the Keystone Region MG Club, www.keystonemg.com, 9 AM to 3 PM. 200+ vintage British sports cars. Rain or shine.
- 16 Saturday, **PEDC** drive through the NJ Pine Barrens. Peter Dow, jpdow@comcast.net, organizer
- 17 Sunday, **PEDC** Annual Father's Day Show, Allaire Road, Spring Lake Heights, NJ, 10 AM – 1 PM. Pat Wignall, pdurkin@msn.com, organizer. BBQ afterward at the Wignalls' house. Rain date is Sunday, June 24th.
- 18 Monday to Friday, NAMGBR Convention, Gettysburg, PA,
- 22 hosted by MGs of Baltimore, Ltd. Car Club. Tech sessions, TSD rally, funkana, parking lot parties, self-driving tours of battlefield and countryside, car show, & awards banquet. For more info: www.mg2018namgbr.org.
- 21 Thursday, **PEDC** ice cream run to TK's, Cream Ridge, NJ. Dinner at Ninuzzo Trattoria. Ken & Carol Kyle, kenkyle4@comcast.net, hosts.
- 27 Wednesday to Sunday, July 1, New England MG T Register (NEMGTR) Gathering of the Faithful (GOF Mk 102), Lebanon, NH, <http://www.nemgtr.org>.



Mark & Nadine Berkowsky's son, Eric, and grandson Eli alongside Mark's Triumph Spitfire during our ice cream run to TK's last year.

JULY

- 8 Sunday, Formula 1 Rolex British Grand Prix, <https://www.formula1.com/>.
- 8 Sunday, 18th Annual British Invade Gettysburg British Motorcar & Motorcycle Show, Outlet Shoppes at Gettysburg (70 stores). Sponsored by LANCO MG Club, <http://www.lancomgclub.com/big.htm>.
- 11 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM. **NOTE: Date was moved due to July 4th holiday.**
- 12 Thursday, **PEDC** ice cream run to Evergreen Dairy Bar, Medford, NJ. Ken & Carol Kyle, kenkyle4@comcast.net, hosts.
- 15 Sunday, PEDC invited to display cars at Equestra at Colts Neck Crossing, a gated community in Farmingdale, NJ. Tom Clark, organizer, tf.clark63@yahoo.com.
- 21 Saturday to Sunday, **PEDC** overnight drive to Sterling Hill Mining Museum, Ogdensburg, NJ,
- 22 <http://sterlinghillminingmuseum.org>. View fossils, minerals, and fluorescent rocks in underground caves. Mort Resnicoff, mortres@pobox.com, organizer.

Continued on page 18

Calendar of Events (Continued)

JULY (CONTINUED)

- 26 Thursday, **PEDC** ice cream run to Jake's Cree-Mee Freeze, Manalapan, <http://jakescreemefreeze.com/>, Mort Resnicoff & Fredda Fine, mortres@pobox.com, hosts.
- 27 Friday to Sunday, 29 July. NJ Historics Vintage Races. For more info: <http://www.njimp.com/njimp-2018-event-schedule/>
- 29 Sunday, **PEDC** Princeton Puzzler road rally. Barry Shandler, bshandler@comcast.net, organizer.

AUGUST

- 1 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 4 Saturday, 14th Annual Pennypacker Mills British Car Show, Schwenksville, PA, rain or shine. Hosted by Delaware Valley Classic MG Chapter. For more information: <http://www.dvcmg.com/events/car-show-info/>.
- 5 Sunday, **PEDC** drive to InfoAge Science History Learning Center, Camp Evans, Wall Township, NJ, <http://infoage.org/>. Bob Canfield, joisuzu@optonline.net, organizer.
- 8 Wednesday, **PEDC** ice cream run to Candiequeen's, Barnegat, NJ. Mike & Linda Browne, captain61ny@aol.com, hosts <https://www.facebook.com/candiqueensicecream/?rf=417130811764537>.
- 12 Sunday, New Hope Auto Show, 9 AM – 4 PM, <http://www.newhopeautoshow.com/the-show/>.
- 18 Saturday, **PEDC** drive to the Frenchtown Inn with a side trip to Ringing Rocks Park, Upper Black Eddy, PA. This 128-acre park has a field of boulders with an unusual property: When the rocks are struck with a hammer or another rock, they make a ringing sound, similar to that of a metal pipe being struck. Ken Kyle, kenkyle4@comcast.net, and Mort Resnicoff, mortres@pobox.com, organizers.
- 20 Monday, PEDC invited to Greenbriar Oceanaire all-marque car show, Waretown, NJ. Mike Browne, captain61ny@aol.com, point of contact. Rain date is August 27th.
- 23 Thursday, **PEDC** ice cream run to Gil & Bert's, Cranbury, NJ. Mark & Nadine Berkowsky, mnberky@comcast.net, hosts.

SEPTEMBER

- 5 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 6 Thursday, **PEDC** ice cream run to Sweet Treats, Forked River, NJ. Jack & Sookie McLean, hosts, corina458@comcast.net.
- 8 Saturday, **PEDC** drive to Howling Woods Farm, an animal rescue and wolfdog education center in Jackson, NJ, and Iron Plow Vineyards in Columbus, NJ. Martin Vickery, martin.vickery@gmail.com, organizer.
- 12 Wednesday, **PEDC** Brits on the Beach goodie-bag stuffing party. Rodney & Kathy Ford, fordneynj@aol.com, hosts.
- 15 Saturday, **PEDC** 21st Annual British Car Day, "Brits on the Beach" car show, Main Avenue, Ocean Grove, NJ. Our big event of the year! Door prizes, goodie bags, and DJ music by Rich Canfield. Admission is free. Lots of eateries and shops in this seaside Victorian town. For more info contact Show Chairman Bob Canfield, joisuzu@optonline.net.
- 20 Thursday, **PEDC** ice cream run to Smylie's, Columbus, NJ. Steve & Theresa Mundt, hosts, ssmundt@juno.com.
- 22 Sunday, **PEDC** Lighthouse Run drive and picnic. Gary Watson, [gwatts56@aol.com](mailto:gwat56@aol.com), organizer.
- 29 Saturday, New Jersey Concours d'Elegance, Colts Neck, NJ.

Sy Block, **right**, wins Best in Show at Brits on the Beach 2017 with his 1963 Sunbeam Alpine 3. Show Chairman Bob Canfield presents the award.

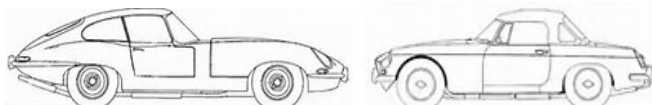


Continued on page 19

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CARS FOR SALE:

1969 MGC Part of a local collection, excellent condition, BRG/Black/Black, 4-speed with overdrive, nice chrome, painted wire wheels, not your average MG. Asking \$29,900 and worth it!

1977 MGB Fully restored by Bill Miller, fresh "Chartreuse" paint, refinished bumpers, rebuilt engine, dual SU HS4 carbs, polished stainless exhaust, new top, interior panels, carpet, recovered seats, ready for spring time fun. \$12,500 OBO.

1974 MGB Refurbished by a previous owner and kept in great condition. Teal Blue and Autumn Leaf with Black cloth top, nice chrome with small overrides, new exhaust, chrome bolt-on wire wheels, new tonneau, garage kept and adult owned. Asking \$19,500 OBO.

2009 Ford Mustang GT One owner with less than 15,000 miles. Candy Apple Red with Dark Charcoal Leather, 4.6L V-8, 5-speed trans, factory 18" alloy wheels, heated seats, CD/AM/FM/Sirius. Adult owned and used only in good weather. Asking \$16,500 OBO.

PARTS FOR SALE:

Many used MGB parts available. Let me know what you need. Engine cores, doors, boot lids, gauges, console, top frames, hard top, and much more at reasonable prices.

Look for us on Facebook: Bill Miller Car Finder LLC

Calendar of Events (Concluded)

OCTOBER

- 3 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.
- 5-7 Friday to Sunday, America's British Reliability Run (ABRR).
- 6 Saturday, **PEDC** drive to Tir Na Nog Irish pub in Cherry Hill, NJ via Chatsworth & Tabernacle, NJ. Ken & Carol Kyle, kenkyle4@comcast.net, hosts.
- 11 Thursday, **PEDC** ice cream run to White Dotte Dairy Bar & Grill, Southampton, NJ, <http://whitedotte.com/>. Serving the community since 1952. **Need a host for this event.**

NOVEMBER

- 7 Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM.

DECEMBER

- 8 Saturday, **PEDC** Christmas party, Lakewood Country Club, Lakewood, NJ, <http://www.thelakewoodcountryclub.com/>. DJ Rich Canfield, dancing, buffet dinner, cash bar. Mort Resnicoff & Fredda Fine, mortres@pobox.com, organizers.

Save the Date

Annual PEDC Holiday PARTY

Saturday, 8 December 2018
7:00 – 11:00 PM

Lakewood Country Club
145 Country Club Drive
Lakewood, NJ 08701

.....

RSVP to Mort Resnicoff
& Fredda Fine
mortres@pobox.com

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PEDC Classified Ads

Want to advertise your British car, or British car parts or accessories, in the PEDC newsletter? If so, e-mail your ad, and photo, to carolkyle4@comcast.net. Classified ads are free to PEDC members and run for three months. We'll run the ads free for another three months, but only if we hear from you. 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 are courtesy of the seller unless otherwise noted. Classified ads submitted by PEDC members on behalf of nonmembers selling British cars and British-car-related items will be accepted and run as space is available, at the discretion of the newsletter editors. The ads are free for three issues only, with no renewal.



1962 MGA MKII. Professionally restored in 2000 and has traveled only a few hundred miles since. Includes side curtains & black top, which has not been up since 2001. Recently in for service to flush all fluids & install new battery. Chassis good. Car not detailed yet, but no evidence of chips, scratches, or dents. Chrome straight, bright, & not dented. If interested, contact Tom Hillmann, 201.315.3696, tahillmann@gmail.com.

CAR ART FOR SALE: Two MG posters, each ~24" x 36" in black metal frames. \$65 each or both for \$115. "T-Series MGs" by Bill Stroud and "MG 50 Years of Sports Cars." If interested, contact Dick Welch, 973.769.0253 (cell).

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Official PEDC Regalia for 2018 ~ Price List

CLUB APPAREL

Men's

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

Women's

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

OTHER CLUB ITEMS

PRICE

Tool bag, black	\$24.95
Grill badge	\$20.00
PEDC logo patch	\$6.00
Marque patch	\$5.00
Lapel/hat pin	\$4.00
Windshield sticker	\$1.00

Show your club spirit! To order the items listed here, contact Regalia Manager Sue Smith, at suznsm@aol.com or call her at 732.681.5618. All items are supplied to us through Fourth Gear, Ltd. The current price list is shown.

REGALIA MOMENTS FROM LEWES, DE WEEKEND 2017: Shown, **left to right**, wearing the ever-popular PEDC baseball caps are Bob Canfield, Andy Moutenot, & Mark Berkowsky. Andy wears a dark green long-sleeve crewneck sweatshirt, and Charlie Jackson sports a long-sleeved denim shirt. Also shown is Mort Resnicoff, tweaking Andy's cheek.



Get Out & Drive 'Em!



FROM BRITS ON THE BEACH 2017: Simon Bowditch's 1951 Riley RMB 2½ Sedan follows Gary Watson's 1959 Riley One Point Five.

