



Important Dates to Remember

- **August 5:** Greenbriar Oceanaire car show, Waretown, NJ. See page 21.
- **August 7:** Monthly meeting at Woody's, Farmingdale, NJ
- **August 8:** Ice cream run to Ice Cream Shop of Manahawkin
- **August 11:** Colts Neck rally. See page 22 for details.
- **August 17:** Brick PAL show. See page 22 for details.
- **August 22:** Ice cream run to Gil & Bert's, Cranbury, NJ
- **August 24:** British car show at Complete Care at Laurelton, Brick, NJ. See page 23 for details.

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



Father's Day Show a Huge Success

PAT AND KEN WIGNALL ORGANIZED



their 17th Annual PEDC Father's Day show – one of the high points of our club year – on Sunday, June 16th. We had a fantastic turnout, not only of British cars, but also of inquisitive spectators. Many loyal British car fans

who came by on that spectacular Sunday enjoyed reminiscing about the cars they own or once owned. For some younger fans this was the first time they had seen these "cool" cars up close.

Continued on page 2 – Father's Day

TOP PHOTO: The show field filled up quickly.
ABOVE, LEFT TO RIGHT: Jack Kelly, Bob Canfield, and Woody & Sue Smith enjoy the post-show BBQ.



Continued from page 1 – Father's Day

The show, which is held at the Joseph E. Robertson Park on Allaire Road in Spring Lake Heights, NJ, attracts roughly 40-50 PEDC cars each year, though this year Pat thinks the number was closer to 60. Also joining us was one British motorcycle, a Triumph Thruxton, shown on page 3.

Getting the Word Out

In the weeks leading up to the show Pat works hard to get posters designed, printed, and hung in local businesses. She also arranges with *The Coast Star* – the local newspaper that reaches readers in southern Monmouth and northern Ocean

counties – to publish articles before and after the show. PEDC President Russ Sharples appeared in the June 20th edition, page 31, shown with Spring Lake Heights Mayor Tom O'Brien and Councilwoman Sara King. Spring Lake Heights, by the way, has been pleased with the turnout of our British cars for their annual Father's Day event and looks forward to having us next year.

Keeping It Simple

One of the nice things about our Father's Day show is that it's a 3-hour informal gathering from 10 AM – 1 PM, which allows PEDCers displaying their cars as well as spectators to get home to their own Father's Day celebrations. An informal gathering means that there is no registration fee or form

to fill out, no judges, and no trophies awarded. It's just a relaxing few hours and a chance to display the cars. PEDCers who want to join us afterward are always welcome to attend our annual post-show BBQ. Most years it's been at Paul & Mary Johnson's home, whose hospitality we have so appreciated.

Including the Family

This year was extra special as we had quite a number of PEDC family members with us for the BBQ: Ernie & Ida Caponegro brought along two of their three sons, Ernest and Luke. Bob & Kim Canfield's son Michael and his girlfriend joined us. Rodney & Kathy Ford had some of their family members with them,

Continued on page 3 – Father's Day

ABOVE: Lindsey Parsons brought his new 1947 MGTC. Read about it in next month's newsletter.



FROM THE TOP: Part of the lineup near the entrance road to the show field. Ernie Caponegro with sons Ernest and Luke alongside Ken Wignall's newly restored 1960 Daimler SP250. Conrad "Win" Miller and his daughter with Win's TR6. One British motorcycle stopped by, a Triumph Thruxton.



Continued from page 2 – Father's Day

including their 4-year-old grandson, Crispin. And some of Paul & Mary's kids attended too, helping mom and dad set up and serve the food. Speaking of food, what a great spread we had – the usual hotdogs and hamburgers, with all the accompaniments, as well as various appetizers, salads, and desserts from club members. (Jeanne Miller's baked beans were especially memorable!)

Planning for Next Year

If you had wanted to join in the PEDC Father's Day festivities but weren't able to, mark your calendar for Sunday, June 21, 2020, and plan to join us. A guaranteed fun time for all. ■

See more photos on pages 4-5.

TRIUMPH



ABOVE LEFT: BBQ hosts Paul & Mary Johnson in their lovely backyard. **TOP RIGHT:** A record 20+ British cars and daily drivers lined the street in front of Paul & Mary's home, including Ernie & Ida Caponegro's TR7, John & Jeanne Miller's Jaguar XJS, and Reg & Rea Savoy's MGB. **ABOVE:** A nice chrome-bumper MGB. **BELOW, FROM LEFT:** Nice display of Wedge cars, including Rodney & Kathy Ford's TR8 (gold), Mike & Linda Browne's TR7 (green), Wayne & Mary Simpson's TR7 (yellow), Jon & Cheryl Spare's TR8 (black), and Ernie & Ida Caponegro's TR7 (orange).





ABOVE: Wayne & Mary Simpson stop for a photo op after the Father's Day BBQ, standing alongside their TR7.



And on a Sad Note . . .

Jim & Marge Gryta had a great time at the show and BBQ until they saddled up to head home. The PEDC Garage Squad came to their rescue, but after two hours of trying to get them back on the road (long after most BBQ attendees had gone home), the Grytas had to call AAA for assistance, *left*. Ken & Pat Wignall stayed with them during the whole ordeal. Thank you, Garage Squad members and Ken & Pat. *Photo courtesy of Marge Gryta.*



A Happy Note



All worked out to get the GT roadworthy, and Jim & Marge were able to attend our July meeting, *left*.

WE WANT YOUR STORIES!

Here are some ideas to get you started:

- ✓ What's your favorite British marque and why?
- ✓ How'd you get interested in the British car hobby?
- ✓ Have you bought or sold any British cars lately?
- ✓ Do you have any British car stories you'd like to share (good, bad, or otherwise)? Everyone's got a good story!
- ✓ Got any nostalgic photos of you and your first British ride?
- ✓ Taken your British car for an interesting drive lately?
- ✓ Upgraded or restored your British car? Plan to do so?
- ✓ Got a British car repair or maintenance tip worth sharing?
- ✓ Attended a British car show this year? Win any awards?
- ✓ Got any suggestions for washing and polishing a British car?
- ✓ Got any tips for storing a British car over the winter?

Get writing! Ken and I would love to hear from you, and we know our members would too. So send us your stories & a few good photos. Send them to carolkyle4@comcast.net. And don't forget to send us your classified ads for British cars and British car parts & accessories. The ads run for three months and are free to members.

**The deadline for newsletter submissions
is the 20th of the month.**



**DRIVING A MIDGET CAN BE AN
OTHERWORLDLY EXPERIENCE**
John "Island John" Gazarek
and "Meteor Man" in Midgie,
above, during our drive to
Bowman's Tower June 30th.

**FOURTH OF JULY MORNING
"Cars & Coffee," below,**
sponsored by Autobella
Detailing, Taunton Forge
Center in Medford, NJ.
Photo courtesy of Joe Pilato.



Joe Pilato's 1969 MGB-GT



The British Lean

RAYMOND A. CARBONE

Is Age Causing You to Sag and Creak?



The British Lean is not the result of drinking too much dark beer or the extended use of a walking stick. However, it is an affliction experienced by many period British car owners who often ignore the issue or rush to treatment without understanding the underlying issues.

Sag, Lean, and Growing Shorter, a Matter of Old Age

It's not uncommon to see big Healeys, or other period British cars, leaning toward the driver's side as they cruise by. Referred to as the "British Lean," this phenomenon is the result of the technology of the day when lighter cars, powered by higher-torque engines, were connected to the ground through a live rear axle attached to a rigid substructure with leaf springs. Engine torque,

transmitted through the differential to the wheels, requires the tires and springs to buffer all road resistance shock during initial take-off and acceleration. Since, by practice and recommendation, tires are replaced regularly while springs are retained for multiple decades, this constant battering causes the suspension and substructure to eventually respond with small changes in suspension geometry that are reflected in the lean. Additionally, this constant battering causes these light British two-seaters to grow more sensitive to the weight differential imposed by an all-the-time driver as opposed to an occasional passenger, resulting in a further lowering of the driver's side. Thus, the British Lean was born.

However, don't just accept that you have the affliction. Body lean can be

the result of a number of causes, including excessive air loss in tires during long-term winter storage and improper body bolt-on panel fit (as with the Healey's semi-monocoque structure). My objective is not to focus on such things as body panel fit but to address a long-term correction for rear suspension "creak, sag, and lean," or CSL, imposed by component stress and old age. Although my comments are based on my personal experience with my A-H 3000, they apply to other LBCs with rear leaf springs as well.

Continued on page 8 – British Lean

Above: Wouldn't you like to say "No" or "Not Any More" to the question "Is age causing you to sag and creak?" Photos and captions for this article courtesy of the author.

Continued from page 7 – British Lean

What About Increasing Stiffness?

Many owners have taken the typical recommended corrective action for CSL and replaced their springs with a new set or had their original springs re-arched. However, some have found their hopes of increased ride height and lean elimination unfulfilled. Although new or reconditioned springs will improve ride height and lean, this often turns out to be a short-lived improvement that soon diminishes, disappears, and in some cases actually becomes worse than it was initially. In many instances this can be attributed to several factors, including replacement springs of inferior quality, improper cold re-arching of the original springs, or even the possibility that the body's substructure spring-attachment parts were deformed by the long-term battering.

Having tried these approaches myself, I can attest to the disappointment of obtaining no permanent improvement from re-arched springs or new replacements. Initially, the body was raised far above its new car position but then, in only a year, it fell below the height the new springs were purchased to correct. Left with no clear options I began to experiment by resurrecting my original spring packs and inserting an additional long (#2) leaf taken from the new sets. This leaf addition stiffened the original pack and diminished the free space in the pack.

It made the spring packs tighter with less free-leaf movement. Initially concerned that these changes would produce a more jarring ride, I happily found the ride to be more comfortable and controllable with greater road-shock shock absorption and less weight deflection. In short, the springs now handled deflection and road shock as a unit and not as a group of individual leaves.

British Lean

In most cases correcting British Lean is a matter of dealing with an optical issue rather than a structural one by strategically placing spacers between the spring mount and the axle housing. Keep in mind that most cars have their axles mounted below the frame, and the addition of spring mount spacers will increase road height. However, since Healeys have their rear-axle housing mounted above the frame, the addition of a spring-mount spacer will have the opposite effect and lower ride height.

After correcting the ride height with stiffened spring packs, I addressed the side-to-side differential. Since the passenger side of the car was higher than the driver's side, it was necessary to insert a spacer on the passenger side to bring its ride height down to that of the driver's side. This was a cosmetic fix, but it was far less expensive and involved than realigning the car's substructure.

Old Age Creaks Are a Pain

One reason for addressing spring liner replacement on my car was the noticeable creaking sounds emanating from the springs each time they were caused to deflect. Frequent applications of different penetrating lubricants seem to quiet the springs for short periods at best. When originally cleaning up the spring packs in the late 1980s, I used stainless steel strips to replace the original liners between the leaves, thinking this would eliminate liner deterioration from rust and corrosion. However, I later discovered the stainless-steel liners were the cause of my creaking springs and the original liners were made of naturally lubricating zinc strips.

After years of ignoring the issue I decided to correct my error by finally replacing the stainless steel liners with zinc strips. While searching for a reasonably priced source for the needed quantity of zinc strips, I was told that material conforming to

European standard EN988 would provide the hardness required for best liner longevity. Unfortunately, this proved to be a very expensive choice, and I settled for a much less expensive zinc with sufficient hardness and thickness in the form of a 50-foot roll of 2.67" wide, 20-gauge (.030") material used for roof ridge zinc.

As I had never found a spring liner specification for a Healey anywhere, I decided to insert a liner between every leaf in each spring pack. Although this may seem excessive, it guaranteed that there would be no leaf-to-leaf, steel-to-steel rubbing and ensured the elimination of friction-induced creaking. Removing the springs should not be an extensive or prolonged effort; however, it could be if mounts are locked with rust. Since my Healey's springs had been well lubricated over the years, removing them was quite straightforward when following workshop manual instructions.

With the spring packs out of the car, separating the leaves required releasing the spring shackles and removing the "toe bolt" that extends through the center of the pack. With the leaves separated I laid a piece of zinc on top of the shorter of two adjacent leaves and traced its outline and the toe-bolt hole location onto the zinc. Then I cut the zinc with shears or scissors and carefully punched or drilled the toe-bolt hole. After creating each leaf liner, I used a long bolt of toe-bolt diameter to hold the completed leaf/liner combination together, repeating this process until all liners had been created and held together with their leaves on the bolt. Finally, I checked to make sure that there was a liner between each pair of leaves with no leaf-to-leaf contact.

I began reassembly of the spring packs by inserting the toe bolt through the shortest (#7) leaf and liner and progressing to the longest

Continued on page 9 – British Lean



Equal fender distance, **above**, and ground height, **below**.



Continued from page 8 – British Lean

top (#1) leaf. Since it is common for unconstrained leaves to flatten out, I used a “C” clamp to pull the components together during assembly. Each spring pack uses six shackles to maintain pack integrity and alignment. Two shackling arms, permanently fixed to a small lower leaf and extending up on each side of the toe bolt, were the first retainers to be secured. I followed this by installing end bush mounts on each side of the spring, which were secured by the two smallest shackles. Next the final two shackles were installed further toward the center of the spring to complete the spring pack’s reassembly. Reinstallation of the spring packs into the car was the reverse of their removal.

Quietly on the Level

Once I completed all of this work, the British Lean was gone and the tire-to-wheel arch spacing was identical on both sides of the car. Although many other Healey/British car components have received attention and consideration, it turns out that many of the most discussed issues have involved the incorrect operation or setup of the

rear suspension. Whether it’s as elusive as scuttle shake, or as obvious as suspension sag, these issues have held my attention in the past and I have learned and/or better understood much about them as part of my Healey interest. I hope your experience has been or will be the same as mine. Enjoy your British car! ■

Silent and level-headed. What more could my wife want . . . in me or my Healey?





from the driver's seat

RUSS SHARPLES, PRESIDENT



REGULAR READERS OF THIS newsletter know that I have made a number of trips to the national MGA owners club annual meeting held in various places around the country. This year it was in Dubuque, Iowa in early July, which conflicted with family vacation plans, so I did not go. Dubuque would have been at least a 2-day drive each way, though I had started to sketch out some options to turn it into a real road-trip vacation before the family plan conflict was realized. These national club meetings are fun, educational, and usually an opportunity for an adventure. Yes, it's often hot driving our unairconditioned cars long distances in the summer, but I find myself going back again and again to visit with old friends, participate in special excursions and drives, and learn from experts about our cars.

VTR National Meet

This year the Vintage Triumph Register (VTR), the national club for Triumph owners, of which PEDC is a chapter, is having its annual meeting in Dripping Springs, Texas, from October 6-11 (that's a Sunday to a Friday). Dripping Springs is just west of Austin, roughly in the middle of the state, so that means it's quite a trek from New Jersey. However, if you have the time, you might want to consider a trip there as it could be quite an adventure and not nearly so hot as driving to Dubuque in July.



Continued on page 12 – FTDS

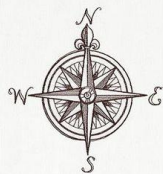
Farewell to Britain's Greatest Test Driver

One of the last remaining legends from the postwar heyday of the British motor industry passed away in June. Norman Dewis OBE died in his 99th year, ending a life-long career in automobiles that most petrol heads could only dream about.

Dewis was born in Coventry, England, the one-time home of companies like Jaguar and Standard-Triumph. When his father died in 1934, 14-year-old Norman was forced to become his family's main breadwinner, working on the assembly line at Humber and then moving on to apprentice in the chassis department at Armstrong Siddeley. During WWII Dewis miraculously survived three years as a turret gunner in a Blenheim bomber before a kidney infection sidelined him. After the war he went to work as a test driver at Lea-Francis, but in 1952 he was lured away by Bill Heynes, Jaguar's technical director at the time, and things began to get really interesting for him.

At Jaguar, Dewis played a central role in developing disc brakes for automotive racing and road use, an achievement that Jaguar and the Dunlop Company can be justly proud of. If adapting aircraft disc brakes to cars sounds like a simple task, consider this: In a 2014 interview Dewis recalled what it was like to drive a prototype C-Type Jaguar fitted with early disc brakes. "Sometimes I'd be driving at 130 mph and there'd be no brakes, the pedal would sink to the floor, and I would have to take to the grass" to slow the car down. Not so simple, then.

Although Jaguar management was reluctant to risk the company's best test driver in competition, Norman



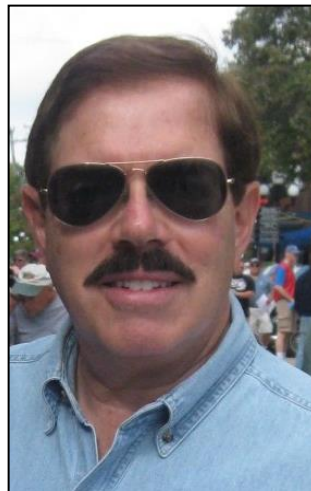
from the navigator's seat

KEN KYLE, VICE PRESIDENT



did manage to drive the cars he helped develop in a few famous races. The C-Type he co-drove with Stirling Moss in the 1952 Mille Miglia marked the first appearance of disc brakes in an automobile race, and he also co-drove a D-Type that finished fifth in the 1959 Goodwood Nine Hour race and was a D-Type driver in the 1955 24 Hours of Le Mans as well. In the midst of all this, he also managed to set a record of 172.4 mph in an XK120 that had been aerodynamically enhanced with the bubble canopy from a glider!

During his 33-year career at Jaguar, Dewis tested and influenced the design of almost every street and racing car the company developed between 1952



and 1985, from the C-Type through the fourth-generation XJ6 sedan. He was largely responsible for the "Jaguar feel" in every one of those cars. One of his most famous exploits took place in 1961, when he was ordered to drive an early-production E-Type

750 miles to its world debut at the Geneva Motor Show. That overnight drive took him 11 hours, plus a 3-hour ferry ride. When he arrived just in time for a 10 AM press conference the next morning, Jaguar boss Sir William Lyons simply said, "I knew you'd make it, Dewis."

For a man who is estimated to have driven over a quarter-million test miles at speeds in excess of 100 mph, Norman Dewis suffered remarkably few mishaps. His worst and most infamous one occurred in 1971 when he was driving the V12-powered XJ13 mid-engine prototype around the Motor Industry Research Association test track.

Continued on page 12 – Test

From the Driver's Seat

Continued from page 10 – FTDS

We will send out an email blast separately with details and a registration form. It could be especially fun if you organize a caravan of folks headed the same way from the Northeast. For more info click here: <http://hillcountrytriumphclub.org/vtr2019/>.

Election of Officers

Those of you steeped in club operations will know that this year is a PEDC election year, so we will be holding an election for officers at our November meeting.

For those new to the club, we hold elections every two years, following a process defined in the club bylaws. There are four officer positions up for election: president, vice president, treasurer, and secretary. Our bylaws provide some basic requirements for the election, which the PEDC Board of Trustees has incorporated into the following process:

- **First** – Nominations for these positions will be accepted by the secretary through September 18th. Club members may self-nominate. The only requirement is that you have been a member of the club in good standing for one year as of the election, so that means a member as of November 6, 2018. If you are interested in running for any of the positions, see page 13 of this newsletter for summaries of each officer's responsibilities. That information will also be available at the next monthly meeting. Please feel free to approach any of the current officers with questions, as we would be glad to share with you the satisfaction you can get from serving your club.
- **Second** – We will compile a list of candidates for each office and publish this as a ballot in the October newsletter. Those candidates will be announced at the October 2nd club meeting.

We will also include a brief bio of each candidate in the newsletter so that all members can get to know who they are voting for.

- **Third** – Voting. Each membership includes two members, the primary member and a spouse/partner. To be a recognized member of the club, the individual's name must have been recorded on a membership form. If someone has inadvertently left a spouse/partner off a membership form, please correct this before the election by sending an email to Secretary Art Becker, arttvr@aol.com. Each member must vote on a separate ballot. Voting is not anonymous, as the bylaws require each voter to be a member in good standing. Members can use the newsletter paper ballot to vote by proxy in advance of the election. The proxy paper ballot can be mailed to the club P.O. box, or a photo or scan of the ballot can be emailed to the club secretary. The secretary must receive the proxy ballot by October 31st for it to be counted in the election. Members may also vote in person at the November 6th meeting, using ballots that will be provided at the meeting. If a member submits multiple ballots, only the last ballot will be counted.

- **Results** – We will count all the ballots at the November 6th meeting and announce the results that night. Members do not have to stay until the end, of course, as results will be published in the newsletter and via email blast.

Your Executive Committee has enjoyed serving the club for the last four years. We have a vibrant and welcoming club, and that is due to the efforts of all of our members. You should all be proud of the club you have created! ■

From the Navigator's Seat

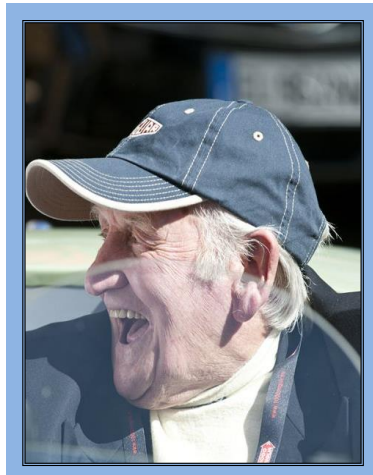
Continued from page 11 – Test

A rear wheel collapsed at high speed and the car went out of control, hitting the safety fence at 135 mph and rolling over several times before coming to rest on its wheels. Because he wasn't strapped in, Norman was able to wedge himself under the dash during the crash and emerged with no more than bruises. Talk about a charmed life.

After retiring, Dewis became a goodwill ambassador for Jaguar, traveling the world to make public appearances on behalf of the company while driving Jaguars new

and old and generally having a great time of it. As recently as late last year, just after his 98th birthday, he visited Jaguar Land Rover Classic Works for a drive in the new Jaguar I-Pace electric SUV.

So drive on, Norman Dewis, on that great test track in the sky. We'll not see your like again. ■



ABOVE: Norman Dewis at the 2012 Mille Miglia.

Photo source:
https://en.wikipedia.org/wiki/Norman_Dewis

A Guide to the Officer Positions of the Positive Earth Drivers Club (PEDC)

To be an officer, candidates must have been a member in good standing of the club for one year as of the time of the November election. Officers are elected by the membership and can serve only two consecutive two-year terms in the same office though they may then run for any other office. The four officers collectively are the "Executive Committee." The four officer positions are summarized below:

<p style="text-align: center;"><u>PRESIDENT</u></p> <p>Per the Bylaws, the President shall:</p> <ol style="list-style-type: none"> Serve as the chief executive officer of the Club by supervising, directing, and managing Club affairs (Bylaws 6.4). Chair Board of Trustees meetings (Bylaws 5.5, 6.4) and conduct these meetings according to Roberts Rules of Order (Bylaws 4.1). Convene Board of Trustees meetings at least four times a year (Bylaws 4.1). <p>Other duties traditionally performed:</p> <ol style="list-style-type: none"> Chair general membership meetings. Be the point of contact in managing the venue for general membership meetings. Schedule Executive Committee meetings as needed. Schedule and lead "The Gathering" planning meeting. Write a monthly column for the club newsletter. Serve as the contact for the Club insurance policy. Have signature privileges on the Club checking account to back up the treasurer. 	<p style="text-align: center;"><u>VICE PRESIDENT</u></p> <p>Per the Bylaws, the Vice President shall:</p> <ol style="list-style-type: none"> Assist and/or perform the duties of the President in the latter's absence or disability (Bylaws 6.5). <p>Other duties traditionally performed:</p> <ol style="list-style-type: none"> Serve as events coordinator for all PEDC events except the Brits on the Beach show. This responsibility includes: <ol style="list-style-type: none"> Participate in "The Gathering" planning meeting. Prepare and update the Club events calendar. Assist members who have volunteered to host or organize Club events with scheduling and planning those events. Ensure details of upcoming events are accurately conveyed to the membership at monthly meetings, in the newsletter, and via e-mail blasts. Ensure all Club events conform to the Club bylaws and to Club policies approved by the PEDC Board of Trustees. Write a monthly column for the Club newsletter.
<p style="text-align: center;"><u>SECRETARY</u></p> <p>Per the Bylaws, the Secretary shall:</p> <ol style="list-style-type: none"> Take minutes at general membership meetings and at Board of Trustees meetings (Bylaws 6.6). Organize, inventory, and maintain Club records (Bylaws 6.6). Notify the winners of an officer election of their status (Bylaws 6.3). Carry out specific responsibilities pertaining to the amendment of the Bylaws (Bylaws 10.2, 10.3, 10.5). <p>Other duties traditionally performed:</p> <ol style="list-style-type: none"> Maintain the club e-mail/U.S. Mail distribution lists. Update the member directory at least semiannually. Distribute the Club newsletter and member directory to Club members, by e-mail or U.S. Mail as needed. Send out new-member welcome packets. Take minutes at Executive Committee meetings. Send out all Club e-mail blasts to announce upcoming events and other information of general interest. Check the club official email account info@pedc.org regularly and answer or forward such e-mail as appropriate. Assist the Club webmaster in administering the PEDC private Facebook group page. 	<p style="text-align: center;"><u>TREASURER</u></p> <p>Per the Bylaws, the Treasurer shall:</p> <ol style="list-style-type: none"> Maintain accurate financial records for the Club and safeguard Club financial assets (Bylaws 6.7). Provide periodic reports on the Club's financial status to the Board of Trustees and the general membership (Bylaws 6.7). <p>Other duties traditionally performed:</p> <ol style="list-style-type: none"> Establish and maintain a Club checking account. Manage the receipt and disbursement of funds. Maintain records of all Club membership forms and a database of all member information. Prepare an annual Club budget. Rent a Post Office box in the Club's name to establish a mailing address for the Club. File all Club tax and corporate documents required by law. Renew the club logo trademark when due. Manage the financial aspects of club regalia inventory and sales.



2017

Our 22nd Annual PEDC British Car Day Brits on the Beach

SATURDAY, 14 SEPTEMBER 2019

**10 AM – 4 PM
OCEAN GROVE, NJ**

*NOTE: As of mid-July,
Brits on the Beach was
sold out! Show Chairman
Bob Canfield has started
a waiting list in the event
of cancellations.*

- ◆ This is a rain or shine event.
- ◆ Classes & the number of awards per class are determined by pre-registration. We expect ~150 cars this year.
- ◆ The registration fee is \$20 per car. Get your registration in now to guarantee a spot on the show field!
- ◆ Our show field, Main Avenue from Central Avenue to New York Avenue, will be closed to traffic.
- ◆ Dash plaques are given to the first 135 cars registered. Goodie bags are given to all registrants at check-in.
- ◆ Silent-auction-style drawing for door prizes is open to all registrants.
- ◆ Check-in and registration is 9:30 AM – 11 AM.
- ◆ Judging is by participant's choice, 12 to 2 PM.
- ◆ The awards ceremony starts at 3:30 PM.

Questions? Want to help out? Contact PEDC Show Chairman Bob Canfield, joisuzu@optonline.net.

This is our 11th year in Ocean Grove, a lovely seaside resort at the Jersey Shore, listed in the National Register of Historic Places. It's been a great venue for us, with its quaint shops and eateries. The beach & boardwalk are just two blocks from the show field. Stroll the town and view their beautiful Victorian architecture, including the Great Auditorium built in the 1890s. Admission is free for visitors and spectators. DJ Rich Canfield will provide live music from all eras for all ages, so bring the family for a day of fun!

Minutes of the July 3, 2019 Meeting

SUBMITTED BY ART BECKER, SECRETARY

PRESIDENT RUSS

Sharples called the meeting to order at 7:31 PM and welcomed 47 PEDC members.

Russ recognized new members Bernie Kosinski – 1976 TR6 and Lenny Giles – 1961 MGA.

A motion to accept the minutes of the June 5, 2019 meeting was made, seconded, and carried.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported a current balance of \$4,759.62 and a current membership count of 184 members. A motion to accept the treasurer's report was made, seconded, and carried.

NEWSLETTER

Editor Carol reported that the August newsletter is already full.

SUNSHINE

No report.

WEBMASTER REPORT

No report.

REGALIA REPORT

No report. Russ mentioned that the BOTB orange volunteer shirts are on sale and can be ordered from Regalia Manager Sookie McLean.



BOWMAN'S TOWER DRIVE: Above: Russ Sharples, following Charlie Schirm, stretches out during the drive. Below: Steve Mundt, left, and his brother, Rob, right, alongside Steve's E-Type Jaguar at the start of the drive.

Russ provided details of the PEDC 30th Anniversary Party to be held Saturday, July 27th. It will be held at Woody's on their outside deck. Thirty members have signed up to attend thus far. Please send your payment to Treasurer Mort.

OLD BUSINESS

June 6 – PEDC ice cream run to Hoffman's Ice Cream in Point Pleasant Beach, NJ, hosted by Rich & Donna Huy.

June 8 – Touch of England Car Show

June 9 – MAST Car Show – Eleven PEDC members attended, and three PEDC cars received awards.

June 13 – PEDC ice cream run to Jeffreeze Old Fashioned Ice Cream in West Creek, NJ hosted by Pete & Mickey Dow.

June 16 – PEDC 17th annual Father's Day Car Show and BBQ. A great day and a great time for 40+ PEDC members.



Thank you to Pat Wignall for organizing this event and to Paul & Mary Johnson, who hosted a great BBQ at their home in Wall, NJ.

June 26 – PEDC ice cream run to Candiqueens in Barnegat, NJ, hosted by Mike & Linda Browne.

June 30 – PEDC drive to Bowman's Tower, hosted by Mort Resnicoff & Fredda Fine. It was great weather and a nice ride.

NEW BUSINESS

Vice President Ken Kyle discussed upcoming club events in July and August.

Thursday, July 6 – PEDC drive to the "Rebels vs Redcoats" car show. Mort will lead this drive.

Continued on page 16 – Minutes

Continued from page
15 – Minutes

Wednesday, July 10 – PEDC ice cream run to TK's Ice Cream in Cream Ridge, NJ, hosted by Ken & Carol Kyle.

Saturday July 13 – PEDC drive to the "Battleship New Jersey" in Camden, NJ, hosted by Bob Canfield.

Wednesday, July 17 – PEDC "Surflight Theater" dinner and show, hosted by Mike & Linda Browne.

Saturday, July 20 – PEDC invited to the British Motor Club of Southern NJ 25th Ice Cream Social in Vineland, NJ. Ken Kyle will lead a drive to this event.

Sunday, July 21 – Cars & Crumpets heads south to Princeton at the Westin Hotel. The British Challenge Cup Rally will start from this location on this date as well.

Monday, July 22 – PEDC ice cream run to Sweet Treats in Forked River, NJ, hosted by Jack & Sookie McLean.

Thursday, July 25 – PEDC ice cream run to Jake's Cree-Mee Freeze in Manalapan, NJ, hosted by Mort Resnicoff & Fredda Fine.

Saturday, July 27 – PEDC 30th Anniversary Party at Woody's.

Wednesday, July 31 – PEDC ice cream run to Heavenly Havens Ice Cream in Allentown, NJ,



hosted by Russ & Pam Sharples.

Monday, August 5 – PEDC invited to Greenbriar Oceanaire Car Show in Waretown, NJ. Mike Browne is PEDC coordinator.

Saturday, August 17th – PEDC invited to the Brick Police Athletic League (PAL) Car Show & BBQ in Brick, NJ. Ernie Caponegro is the point of contact.

BOTB Update – Bob Canfield reported that 90 cars have already registered for the event.

MG "T" Update
Mort told members he attended the MG "T" Series "Gathering of the

Faithful" event and received the farthest drive award as he drove his MGTD 296 miles to the event. Mort also took first place in his class.

A member mentioned that there will be a Cars for Cancer event on July 20th in Freehold Boro at Freehold High School, 12-5 PM.

New member Bernie Kosinski will take delivery of his 1976 Triumph TR6 on Friday, July 5th.

President Russ reminded members that the next PEDC membership meeting is Wednesday, August 7, 2019.

The meeting was adjourned at 8:17 PM. ■

ICE CREAM RUN TO JAKE'S CREE-MEE FREEZE, MANALAPAN, NJ.
From left to right: Tom Vash, Ken Kyle, Tom Tighe, Rich & Donna Huy, and Tom & Trish Gutwein, in between Tom Vash's Austin-Healey Sprite and the Huys' Midget, "Ruby."



BRITS ON THE BEACH 2018

Nice Morgan display, **above**.
From left are Andy Moutenot's 1953 4/4, Woody Smith's 1954 +4, and Dennis Mosesman's 2012 Three-wheeler. Andy took 1st and Woody took 3rd in the Morgan Class last year.

The Terminal Post

EDITOR
Carol Kyle

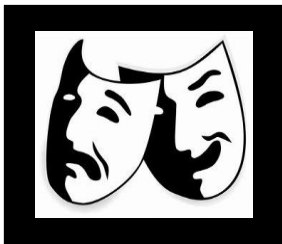
TECHNICAL EDITOR
Ken Kyle



The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, restore, maintain, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at www.pedc.org. Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadside Tavern, 105 Academy Street, Farmingdale, NJ 07727. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. You don't need a British car to belong to our club, just a love of British cars. 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.

PEDC Dinner-Theater Outing



JULY 17, 2019. Twenty-four PEDCers enjoyed another great dinner-theater outing, organized by Linda Browne, at the Surflight Theater in Beach Haven, NJ. *Mama Mia!* was the featured show, and what a show it was. In fact a few members

commented that they enjoyed the Surflight version more than the one they had seen on Broadway a few years ago. That's high praise for a little seaside theater, now in its 70th year. (It just goes to show that you don't have to travel far to find good dramatic productions. Some are right in your own back yard.) The cast of *Mama Mia!* did an outstanding job, and we recognized some of the performers from past productions there.

Linda arranged for us to have dinner first at nearby Buckelew's, one of the restaurants the Surflight works with in offering group packages. The place was jumpin', so it's good we had our reservation. The theater was just a short walk away and gave us time to get some exercise after our three-course prix fixe meal. A big thank you to Linda for organizing the event. Another success story! ■

Photo right: https://en.wikipedia.org/wiki/Surflight_Theatre



TOP: Tom Gutwein, Jennifer Rogerson, Stuart Ducker, and Trish Gutwein amidst all the beautiful color along Center Street on the way to the theater. **ABOVE:** The group lines up before the show.

Top row, from left, are Sue & Woody Smith, Linda & Mike Browne, Jeanne Miller, Stuart Ducker, and Joann & Art Becker. **Bottom row, from left,** are Rodney & Kathy Ford, Gary Watson, Mickey & Pete Dow, Ken Kyle, Tom & Trish Gutwein, Pat Watson, Jennifer Rogerson, and Charlie Schirm. Missing are Reg & Rea Savoy and Wayne & Kathy Segal.





The Most Decorated U.S. Battleship

BOB CANFIELD



ON JULY 13TH FIVE PEDCERS MET AT Woody's to drive a route to Camden, NJ, picking up additional members along the way for a total of 11 cars representing 16 members. The day's forecast was for heat and humidity, but the morning drive was very pleasant. Why would anyone in a little British car (LBC) be heading to Camden? To visit the Battleship New Jersey, of course.

Once at our destination we were parked diagonally on the pier next to the ship, alongside four LBCs from the Delaware Valley Triumphs, Ltd. club. Our tour guide, Bob Catando, was not only an expert on the

PEDC LBCs, **above**, line the pier alongside the majestic Battleship New Jersey, including, **from foreground**, Bob Canfield's Spitfire, Mike Browne's TR7, Rodney Ford's TR8, Mort Resnicoff's MGTD, and Wayne Simpson's TR7.

Photo by Bob Canfield. **Right** are the guns. Photo by Ken Kyle.



Continued on page 19 – Battleship New Jersey

Continued from page 18 – Battleship New Jersey

ship and its history, but he was also entertaining and always had interesting stories to color the historical information.

The USS New Jersey was one of four Iowa-class battleships built to upgrade the Navy fleet in World War II. These ships were built to be the fastest ships of their size, which offered an advantage at sea. The New Jersey was commissioned late in the war but saw action in the Pacific until the war ended.

In 1948 the ship was decommissioned, but it was reactivated to assist in Korea, in Vietnam, and finally in the Lebanese War in 1983. The Battleship New Jersey was finally decommissioned for the last time in 1991 and became a floating museum in Camden.

The tour offered insight to the engineering that went into designing such a huge machine of war. At a time before computers were involved, the ship was built with precision and incredible foresight.

Next year the ship will be put into dry dock for maintenance work on the hull and decks. We will plan another visit in 2021 on a cooler day, and maybe even book an overnight stay on the ship! ■

For more information about the Battleship New Jersey Museum & Memorial click here: <https://www.battleshipnewjersey.org/>

PHOTO CAPTION FOR PAGE 20: From the top, side view of the battleship; the huge capstans for rolling up anchor chains; side view of the hull; storage spaces for the crew; beds and lockers for the crew; and a group shot of the PEDCers and DVTERS. Photos by Ken Kyle. Battleship NJ logo courtesy of website above.



ABOVE: A great photo op. Eleven PEDC cars participated, including, *from the top*, Dean LaVergne (MGA), Ken Kyle (Jaguar F-Type), Russ Sharples (MGA), Serge Martynovych (MGTD), Tom & Trish Gutwein (Land Rover Evoque), Charlie Schirm (Jaguar E-Type), Bob Canfield (Triumph Spitfire), Mike & Linda Browne (Triumph TR7), Rodney & Kathy Ford (Triumph TR8), and Wayne Simpson (Triumph TR7). Not shown on the dock, but in the parking lot, is Mort Resnicoff & Fredda Fine's MGTD, which was leaking oil and had to be towed home. Also shown on the pier are four DVT cars. Photo by Bob Canfield.

BELOW: Serge Martynovych stands alongside his lovely MGTD with the Ben Franklin Bridge in the distance. Photo by Ken Kyle.





The PEDC is invited to the 7th Annual Greenbriar Oceanaire Car Show

WHEN: Monday, 5 August 2019

WHERE: Greenbriar Oceanaire Adult Community, Waretown, NJ

SHOW TIME: 11 AM – 4 PM (please plan to arrive by 10:30 so we can get the cars set up)

RSVP: Mike Browne, captain61ny@aol.com, 609.618.7559

DIRECTIONS: GSP to exit 69, Waretown. At end of ramp make a right. Greenbriar entrance is on your right, less than 1 mile from exit ramp. Set your GPS to: 1 Heritage Circle, Waretown, NJ, which brings you to the clubhouse, where the show is. Note: Mike has arranged for us to park together. Please let him know you are coming so that he can reserve a spot for your British car.

ABOUT THE SHOW: This is a laid-back, all-marque car show. Stay as long as you'd like, and have fun! Food and nonalcoholic beverages will be available for sale from Gina's Café. Candiqueen's (an ice cream parlor and candy shop in Barnegat, NJ) will have Italian water ice for sale during the show. WBNJ 91.9 will provide the music.

RAIN DATE: Monday, August 26th

Below are scenes from 2017.



Colts Neck Crusher: Gimmick Rally/Poker Rally

11 August 2019

This PEDC rally will be held in the general area of Colts Neck, starting in the parking lot of the Big Brook Park on Route 520 (Newman Springs Road) between Main Street and Boundary Road. It is also the location of Camp Arrowhead YMCA. • Cars should arrive before 9:30 AM, with the first car off at 10:00 AM. • In addition to the normal question-and-answer structure of the rally, there will also be a poker section in which each car will try to create the best 5-card poker hand. • Big trophies will be awarded to the top four cars and for the poker rally. • Each car needs a driver and navigator. • Although British cars are preferred, any type of vehicle is accepted from 18-wheel over-the-road trucks to ride-on mowers. • The rally will end at Our House Restaurant, 420 Adelpia Road, Farmingdale, NJ (732) 938-5159. • Please RSVP to Barry Shandler, rallymaster, at bshandler@comcast.net or (732) 521-1985 to advise that you will attend and for answers to any questions you may have. A checklist of instructions will be sent to participants before the rally.



5th Annual Brick PAL Show & BBQ

SATURDAY, 17 AUGUST 2019, 10 AM – 2 PM

(Show field opens at 8:30 AM.) 60 Drum Point Road, Brick, NJ. Donation – \$10 per car.

All proceeds benefit Brick PAL programs for kids. Come on out and support this great cause! All domestic and imported classic & collectible cars welcome. Food, music, raffle, awards for cars. Space is limited, so please register in advance. RSVP to Ernie Caponegro, show organizer and PEDC point of contact, phone: 732.822.6839, ineagency@gmail.com.



Coming Next Month

**PEDC CELEBRATES
30 YEARS
~
1989 - 2019**



Complete Care at Laurelton British Car Show & BBQ



**SATURDAY
24 AUGUST 2019
1-3 PM**

**PEDC CARS
ONLY!**

HERE'S A CHANCE TO SHOW OFF OUR BRITISH CARS TO AN AUDIENCE THAT WILL REALLY APPRECIATE THEM, FANS WHO REMEMBER THESE CARS BACK IN THE DAY. THE PEDC HAS BEEN INVITED TO THIS NURSING & REHABILITATION CENTER, 475 JACK MARTIN BOULEVARD, BRICK, NJ. OUR HOSTS WILL OFFER FREE HOT DOGS, ICE CREAM, AND SOFT DRINKS IN EXCHANGE FOR BRIGHTENING THE DAY OF THEIR LONG- AND SHORT-TERM RESIDENTS. SPACE IS LIMITED TO 23 CARS, SO BE SURE TO RSVP ASAP TO KEN KYLE, ORGANIZER, KENKYLE4@COMCAST.NET. HOPE TO SEE YOU THERE!

Source of photo unknown of British couple, above.



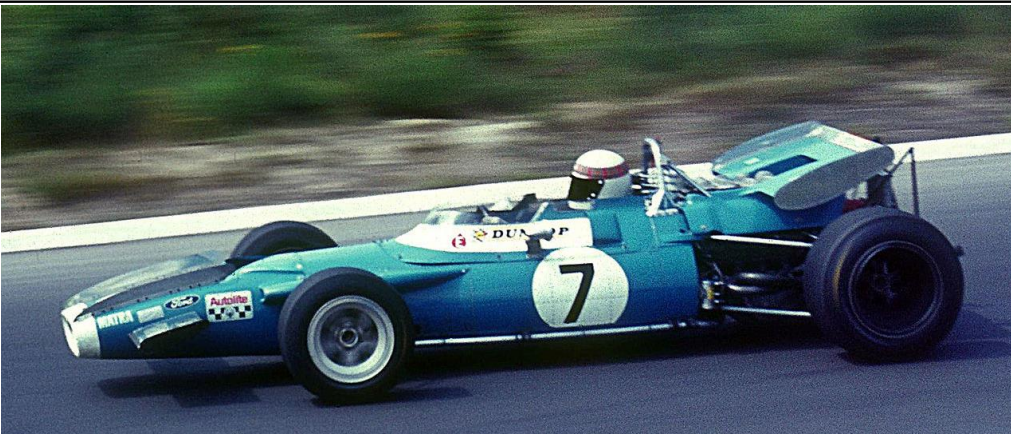
New Addition to the Dow Fleet

Pete Dow, *left*, and Mike Browne, *right*, stand alongside the project car that Pete bought from Tom Vash, who was selling it for a friend (see Classifieds in the July 2019 issue of *The Terminal Post*.) Mike helped Pete trailer the MGA home. Best of luck, Pete! *Photo courtesy of Art Becker.*

QUOTE OF THE MONTH

**“It is not always possible to be the best,
but it is always possible to improve
your own performance.”**

~ Sir Jackie Stewart (1939 -)
British Formula One racing car driver



ABOVE: Stewart in 1969 with the Matra-Cosworth at the Nürburgring. The Ford Cosworth DFV-powered car [engine 3000 cc, estimated at around 420 bhp (313 kW)] took Jackie Stewart to the Formula One World Championship title in 1969. **LEFT:** Stewart at the 1969 Dutch Grand Prix. *Photos and captions courtesy of: https://en.wikipedia.org/wiki/Jackie_Stewart.*

Calendar of Events ~ PEDC and Other

PEDC-sponsored events are in bold red. Since many NJ towns & 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. Check this calendar often, as events are subject to change.

AUGUST

3, Saturday, 15th 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>.

4, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon. Bring a child, and he or she will receive a model of a British car. **Note:** British cars only. Event held only if no threat of rain. No rain date.

5, Monday, the PEDC is invited to the 7th Annual Greenbriar Oceanaire Car Show, Greenbriar Oceanaire Golf & Country Club, Waretown, NJ, 11 AM – 4 PM, clubhouse parking lot (show field opens at 10:30 AM). Exit 69 on the Garden State Parkway. Over 150+ classic, all-marque cars on display. No registration fee. Door prize (\$150 cash) this year: one ticket per vehicle displayed in show. Prize winner must be present when number is called at 3:30 PM. Dash plaques given to first 100 cars registered. BBQ items for sale by Gina's Café (hotdogs, burgers, and more). RSVP to Mike Browne, PEDC point of contact, by July 27th, captain61ny@aol.com. **Rain date: Monday, August 26th.** See page 21 for details.

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

8, Thursday, **PEDC** ice cream run to the Ice Cream Shop of Manahawkin (where you can sit on ice cream cone chairs!), 59 N. Main Street (Route 9), Manahawkin, NJ, 7:30 PM. Dinner beforehand, for those interested, at 5:30 PM, Fusaro Pizza, <http://www.fusaronj.com>, Lakeside Village, 31 N. Main Street in Manahawkin. Tom & Trish Gutwein, organizers. No reservations necessary at this BYOB restaurant. Bring chairs for tailgating. After dinner we'll walk to the adjoining parking lot for ice cream. RSVP to Tom & Trish Gutwein, organizers, by August 6th, purplewings223@aol.com, 609.339.2995 or 732.794.4343.

11, Sunday, **PEDC** "Colts Neck Crusher" gimmick rally/poker rally. Gathering at Big Brook Park, Newman Springs Road (Route 520) between Main Street and Boundary Road, where Camp Arrowhead YMCA is located. Each car must have a driver AND navigator. Lunch after the rally at Our House Restaurant, 420 Adelphia Road, Farmingdale, NJ. RSVP Barry Shandler, rallymaster, bshandler@comcast.net, 732.521.1985. NOTE: Cars should arrive before 9:30 AM, with the first car off at 10 AM. **Rain date: Sunday, August 18th.** See page 22 for details.

14, Wednesday, **PEDC** ice cream run to Heavenly Havens Creamery, 33 South Main Street, Allentown, NJ, 7:30 PM. For those interested, dinner at 6 PM at La Piazza, 11 Church Street, Allentown, <http://lapaizzaristorante.com/>. RSVP for dinner to Russ & Pam Sharples, organizers, rspsinet-mga@yahoo.com, 609.721.2149, by August 13th.

17, Saturday, the PEDC is invited to attend the 5th Annual Brick Police Athletic League (PAL) car show & BBQ, 60 Drum Point Road, Brick, NJ, 10 AM – 2 PM (cars may enter the show field starting at 8:30 AM). Donation – \$10 per car. All proceeds benefit Brick PAL programs for kids. Come on out and support this great cause! All classic & collectible cars welcome. Food, music, raffle, awards for cars. Space is limited, so please register in advance. RSVP to Ernie Caponegro, show organizer and PEDC point of contact, ineagency@gmail.com, 732.822.6839. See page 22 for details.

18, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon. Bring a child, and he or she will receive a model of a British car. **Note:** British cars only. Event held only if no threat of rain. No rain date.

22, Thursday, **PEDC** ice cream run to Gil & Bert's, Cranbury, NJ, <http://www.gilandbertsicecream.com>, 7:30 PM. Mark & Nadine Berkowsky, hosts. Dinner beforehand, for those interested, at 5:30 PM, Italian Touch, <http://www.italiantouchcranbury.com>. RSVP to Mark, mnberky@comcast.net, by August 21st if joining in for dinner.

24, Saturday, **PEDC** show hosted by Complete Care at Laurelton, a nursing & rehabilitation center in Brick, NJ, from 1-3 PM. Hot dogs, ice cream, and soft drinks will be provided by our hosts. Space is limited to 23 cars, so be sure to RSVP as soon as possible to Ken Kyle, organizer, at kenkyle4@comcast.net. **Rain date is Sunday, August 25th.** See page 23 for details.

Continued on page 26

2019 PEDC Calendar of Events ~ Concluded

SEPTEMBER

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

6-8, Friday to Sunday, **PEDC** overnight drive to Storm King Art Center, Mountainville, NY. 500 acres of outdoor sculpture garden. Russ & Pam Sharples, organizers, rpshinet-mga@yahoo.com. Watch for details.

8, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon. Bring a child, and he or she will receive a model of a British car! **Note:** British cars only. Event held only if no threat of rain. No rain date.

11, Wednesday, **PEDC** Brits on the Beach goodie-bag stuffing party, Rodney & Kathy Ford, hosts.

14, Saturday, **PEDC** 22nd Annual British Car Day, "Brits on the Beach," car show, Main Avenue, Ocean Grove, NJ. Our big event of the year, and our 11th year in Ocean Grove! Bob Canfield, show chairman, joisuzu@optonline.net. See page 14 for details.

19, Thursday, **PEDC** ice cream run to Smylie's, Columbus, NJ. Steve & Theresa Mundt, organizers.

22, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon. Bring a child, and he or she will receive a model of a British car! **Note:** British cars only. Event held only if no threat of rain. No rain date.

OCTOBER

2, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM. Candidates for officers for 2020-2021 will be announced.

5, Saturday, **PEDC** drive through the NJ Pine Barrens. Details to follow. Peter Dow, organizer. **Rain date: Sunday, October 6th.**

6, Sunday, the PEDC is invited, along with other British car clubs, to participate in the British Challenge Cup Rally, a fun or "gimmick" rally. Registration is limited to 30 cars. The Austin-Healey Sports & Touring Club (AHSTC), <http://www.austin-healey-stc.org/>, is resurrecting the event, which was last held in 2001. The event kicks off at 11 AM with a drivers' meeting at the Westin Princeton Hotel at Forrestal Village, 201 Village Boulevard, Princeton, NJ, just off U.S. Route 1. The first car goes off at noon. Entry fee is \$10 per car. For more information and to register, contact event organizer Steve Jekogian, stevejekogian1@gmail.com. Contact PEDC liaison Wayne Simpson, wayne@last-chance-garage.com if you plan to enter.

12, Saturday, **PEDC** drive to Info Age Science & History Center, Wall, NJ, & the Backdoor Garage, Sea Girt, NJ. Bob Canfield, host.

19, Saturday, **PEDC** tech session at Farmingdale Citgo, Farmingdale, NJ. Bob Canfield & Zig Panek, organizers.

20, Sunday, Cars & Crumpets, Dunkin Donuts, Route 202S, just off Route 10, Morris Plains, NJ, 9 AM – 12 noon.

26, Saturday, **PEDC** 3rd Annual Halloween Costume Party, Wall, NJ. Details to follow. Woody & Sue Smith, hosts.

26, Saturday, new this year—**PEDC** Garage Squad Rally. Details to follow. John Quelch & Bob Canfield, organizers.

27, Sunday, **PEDC** fall foliage drive through Somerset & Hunterdon counties. Details to follow. Ken & Carol Kyle, organizers.

NOVEMBER

1-2, Friday to Saturday, **PEDC** overnight drive to the Classic Auto Mall in Morgantown, PA, and K&T Vintage Sports Cars in Bethlehem, PA. Details to follow. Bob Canfield, organizer.

6, Wednesday, **PEDC** monthly meeting at Woody's, 7:30 PM, <https://woodysroadside.com>. Election of 2020-2021 PEDC officers.

DECEMBER

14, Saturday, **PEDC** annual Christmas party, Lakewood Country Club, Lakewood, NJ. DJ Rich Canfield, dancing, buffet dinner, cash bar. Mort Resnicoff & Fredda Fine, organizers, mortres@pobox.com.



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Vice President

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Secretary

Art Becker



Treasurer

Mort
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**Show
Chairman**

Bob Canfield



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Carol Kyle



Sunshine

Nadine
Berkowsky



**Regalia
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♦ **ELWOOD "WOODY" SMITH**, esmith0349@aol.com



Official PEDC Regalia for 2019 ~ Price List



CLUB APPAREL

Men's

T-shirt, short-sleeve crew neck
T-shirt, short-sleeve crew neck with pocket
T-shirt, long-sleeve crew neck
Izod short-sleeve, silk-wash golf shirt
Denim shirt, woven, short-sleeve button-down
Denim shirt, woven, long-sleeve button-down
Sweatshirt, long-sleeve crewneck
Baseball hats

SIZE

S-XL/XXL
S-XL/XXL
S-XL/XXL
S-XL/XXL
S-XL/XXL
S-XL/XXL
S-XL/XXL
One size fits all

PRICE

\$17/\$19
\$19/\$21
\$19/\$21
\$34/\$36
\$31/\$34
\$31/\$34
\$26/\$29
\$14

OTHER CLUB ITEMS

Tool bag, black
Grill badge
PEDC logo patch
Marque patch
Lapel/hat pin
Windshield sticker

PRICE

\$24.95
\$25.00
\$6.00
\$5.00
\$4.00
\$1.00

Women's

T-shirt, short-sleeve crew neck
Izod short-sleeve, silk-wash golf shirt
Denim shirt, woven, short-sleeve button-down

S-XL/XXL
S-XL/XXL
S-XL/XXL

\$17/\$19
\$26/\$28
\$34/\$36

Show your club spirit! To order the items listed here, contact Regalia Manager Sookie McLean, corina458@comcast.net, 609.276.1842. All items are supplied to us through Fourth Gear, Ltd. Current prices.

PEDC Classified Ads

Want to advertise your British car, or British car parts or accessories, in the PEDC newsletter? 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. Email your ad/photos to carolkyle4@comcast.net. 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.

1953 MGTD (below)

Owned 41 years. Complete body off, ground up, concours-quality restoration by Rob Medynski of original matching number car. Meticulously detailed. Engine rebuilt from bare block up (magna-fluxed, balanced, etc.) Drive train and running gear fully redone. Every last nut and bolt. Coachwork finished in period-correct nitrocellulose lacquer, Connolly hides, wire wheels, etc. If interested, please contact Terry: 917.392.5255



1974 MGB GT

Chrome bumpers – one of 1750 manufactured. Adult owned, driven from new. No rust, no accidents ever. Garage kept. Original paint, interior. New battery. Michelins, brakes, calipers, wheel cylinders, rotors, brake lines, clutch, Weber, wood steering wheel, Minotaur wheels plus original Rostyle wheels. If interested, please Contact Terry: 917.392.5255

1976 MG Midget (below)

This is a "British rescue from the salvage yard" project. I just couldn't let a neighbor send this MG to the junkyard, so I bought it. It was running when parked, about 8 years ago. Floor pan and floor support on driver's side is severely rusted and will need to be replaced. I will work on it and try to get it started in early August. Am selling it because I don't need another car. I may be able to deliver it within a reasonable drive distance. Make an offer. Art Becker, arttvr@aol.com, 609.548.1983, cell.



Parts for Sale

I'm helping a friend sell the following car parts owned by her late husband, who was a long-time LBC collector, restorer, and enthusiast. If you or anyone you know is interested, please contact me at 609.259.3833 or tomvash@aol.com.

- ✓ 4 late-model Jaguar E-Type chrome wire wheels with 4 knock-offs and removal tool. Two of the wheels have usable tires, \$300
- ✓ 1 early-model Jaguar E-Type chrome wire wheel, \$50
- ✓ 1 MGB engine complete with twin SU carbs, alternator, etc., \$250 OBO
- ✓ 3 MGB transmissions \$100 each OBO

NOTE: Both the MGA and MGTD previously advertised in the newsletter have been sold!

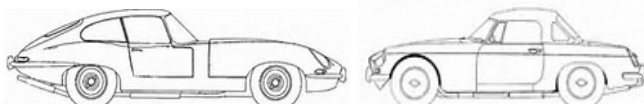
Ads from PEDC Show Sponsors

Commercial ads are available upon request to both PEDC member-owned and nonmember-owned businesses that provide sponsorship for any PEDC show or event. Ads will run for a period of one year after the sponsored show or event and must be car-related. Ad size will be at the discretion of the newsletter editor and will appear on a space-available basis. (An exception to this is *British Marque Car Club News*, which does not provide sponsorship but offers our members a discount on their publication. In return the PEDC makes this discount known to our members via newsletter ad.) Interested in becoming a show sponsor? Contact Show Chairman Bob Canfield, joisuzu@optonline.net.

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CARS FOR SALE:

1971 Lotus Europa S2. Nut & bolt restoration by a known Europa specialist and certified aircraft technician. Repainted in original red color, all new chrome and interior, numbers matching engine, extensive website with photos and details of the 4+ year project, all receipts and invoices, several concours awards, additional zero-mile Europa engine and many additional Europa parts included in the asking price of \$30,000 OBO.

1974 MGB. Damask Red, rubber bumpers, dual SU HIF carbs, updated tan interior with leather seats, adult owned, sunny-day driver, solid body with an older repaint, new brake master cylinder, Crane electronic ignition, un-cracked dash. Starts easily, drives straight, and stops well. Odometer shows 63,200 miles and is believed to be correct. Lightly used the past few years and ready for a new owner. Asking \$7500 OBO.

1974 VW Super Beetle Convertible. "Sun Bug" special edition. Same owner since 1979, very nice driver with many maintenance records, garage kept. Starts easily, idles smoothly, drives straight, shifts and stops well. Asking \$9900.

Miscellaneous. I'm helping a client clean out a barn full of MG, Triumph, classic Mini, Austin-Healey, and other parts. If there is something you need, please call me, 732.778.3274, or email me, bmillerreoinnj@comcast.net, and I'll see if we can supply. Many used body panels, dashboards, gauges, wheels, SU carbs, seats, suspension parts, NOS-NIB AMCO walnut/cloisonné shift knobs, glass, and more all priced to sell.

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The Last Word: Get Out and Drive 'Em!

A day worth waiting for. After four months of steady work by the PEDC Garage Squad on Bob Arzberger's 1973 Triumph GT6 Mk III, it's back on the road. Lookin' good, Bob!
Photo stills on this page are from a video by Russ Sharples, posted to our PEDC private Facebook Group page 20 July 2019.

