



## Important Dates to Remember

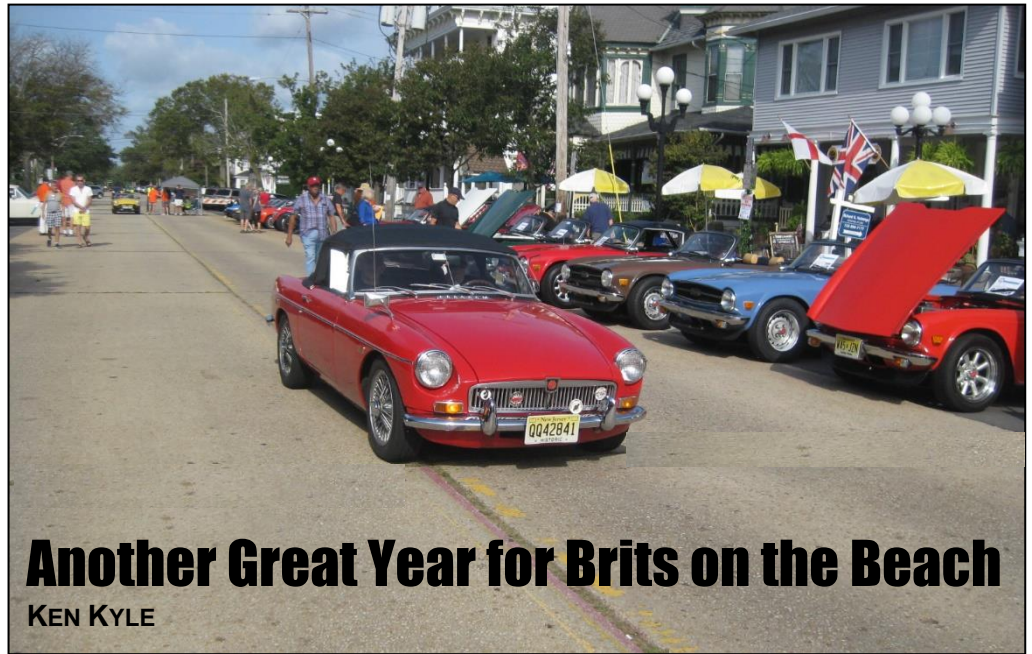
- **October 2:** Monthly meeting
- **October 5:** Pine Barrens drive
- **October 6:** PEDC invited to British Challenge Cup Rally
- **October 12:** Drive to InfoAge Science & History Center
- **October 19:** Fall tech session, Farmingdale Citgo
- **October 26:** 3rd Annual PEDC Halloween Party (See page 14 for details.)
- **October 27:** Fall foliage drive to Hunterdon & Somerset counties

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



## Another Great Year for Brits on the Beach

KEN KYLE

*Beautiful British cars set against a backdrop of gorgeous late-summer weather and Victorian architecture, enthusiastic crowds of spectators, an army of PEDC show volunteers keeping things running smoothly, and awesome British Invasion DJ music filling the air made for a show that will be long remembered . . .*

**FOR 22 YEARS IN A ROW** the PEDC has been putting on its Annual British Car Day show. For the last 11 of those years the show has been held in the charming seaside village of Ocean Grove, where it's been better known as Brits on the Beach, and somehow our show manages to get better every year.

As usual, the weather cooperated, with just the briefest hint of a sprinkle in the afternoon. DJ Rich Canfield once again provided great background music, and Jon Spare's

*Continued on page 2 – BOTB*



**TOP PHOTO:** The show field starting to fill up in front of colorful umbrellas and the Union Jack outside British pie shop Bûrbelmaiers. **ABOVE:** Best of Show winner Mohammed Sadiqulla and sons with his lovely 1962 Triumph TR3B. Mohammed also took first in the Triumph TR3 & TR4 Class. **LEFT:** Steve Mundt enters the show field in his 1966 Jaguar E-Type. Carl would be proud!





A new feature of the show this year was the presentation of three special trophies for cars that don't typically get the recognition they deserve: Diamond in the Rough, Best Modified/Custom, and Best Preservation. These trophies were graciously provided by Tom and Corinne Vash, and Tom also orchestrated the judging for them. The club is indebted to Tom and Corinne for adding this great new dimension to our show. See Tom's article on page 13 for more details about these new awards.

*Continued on page 8 – BOTB*

*Continued from page 1 – BOTB*

Air Force Junior ROTC cadets from Sayreville War Memorial High School did a first-class job presenting the colors as Rich played "The Star-Spangled Banner" for us.

Two improvements to last year's show made return appearances this year. Russ Sharples's MGA and Mort Resnicoff's MGTD were positioned near the center of the show field so spectators could sit in them and get their pictures taken. Just like last year this was a big hit, especially with children. Also, the club paid for another run of commemorative T-shirts featuring the PEDC logo on the front and a drawing of last year's best-in-show winner on the back along with the logos of Hagerty Insurance and Jaguar Land Rover Monmouth, who jointly covered the cost of the DJ. The club made back every cent it spent on these shirts plus a little more, even though we had a few size smalls left over.



**ABOVE:** The future of the British car hobby, represented by Mike and Nancy Kusch's grandsons, who enjoyed sitting in President Russ Sharples's MGA.

**LEFT:** Two Austin-Healey Sprites arriving at the show, followed by big brother A-H 3000 BJ8.

**BELOW:** Partial view of a very large turnout in the Austin-Healey 3000 class this year.





### THE OTHER DAY I FIGURED OUT

that my recent reluctance to getting up in the morning was related to the fact that it was dark out. Yes, it's fall and the days are getting shorter. That's too bad because it means we have fewer driving hours (we will be coming home from our fall ice cream runs with the lights on – always a worrying prospect in an LBC). But the good news is that we get some beautiful scenery this time of year in the Northeast, and we have some great drives coming up to take advantage of that scenery.

Fall also means that we have just completed another amazing Brits on the Beach car show! Excellent weather (if a little British toward the end), a strong turnout of interesting and beautiful cars, and enthusiastic crowds. I know we had lots of people who wanted to get their picture taken in a classic British car, and a couple of them even asked me if I knew where they could buy one. We all owe our show director, Bob Canfield, a big thank you for the energy, dedication, and enthusiasm – as well as skilled execution – that he brings to the show field each year. But we also have to recognize that Bob is just the conductor and the orchestra here is the over 40 club members who pitch in and help out, doing their job while making sure the public sees that the Positive Earth Drivers Club truly lives up to its name – Positive! Thank you to all of our club member volunteers and participants.

Fall also means it's PEDC election time, and we have a great slate of candidates running who you can meet elsewhere in this newsletter. We even have a choice of candidates running for president. I joined this club in April 2012 at the start of Mark Berkowsky's presidency, and I clearly remember walking into my first meeting and finding myself standing near the door in a room full of people, wondering what to do next. Mark was sitting right there, introduced himself, and invited me to sit down.



### from the driver's seat

RUSS SHARPLES, PRESIDENT

It can be overwhelming to walk into one of our club meetings when you are new, but I have seen time and again club members do what Mark did – spot the new person looking bewildered, welcome them to the meeting, and help them find a place to sit. Being welcoming, friendly, and easygoing is how I found this club to be under the leadership of Mark's officer team, and that is how I have tried to run it for the last four years.

Instrumental in that effort has been the team of officers working with me: Secretaries Carol Kyle and Art Becker, Treasurer Mort Resnicoff, and Vice President Ken Kyle. When I was approached to see if I was interested in running for president, I didn't know Ken at all and we both thought it would be a good idea to get together and talk a bit to see how we felt about working together. As you might guess, we hit it off pretty well and found that we had similar feelings about the spirit of the club and what we could do to sustain

and grow it. I have found Ken to be an enthusiastic and hardworking vice president, an important source of insight and ideas, and someone not afraid to tackle a project for the benefit of the club. Most of all, Ken understands that this is a car club, dedicated to sharing the enjoyment of classic British cars, that we are all volunteers here, and that the main point is to have fun! Time and again when making decisions, Ken and I and the board come back to that principle. I was pleased when Ken told me he would like to run for president and wholeheartedly support his candidacy.

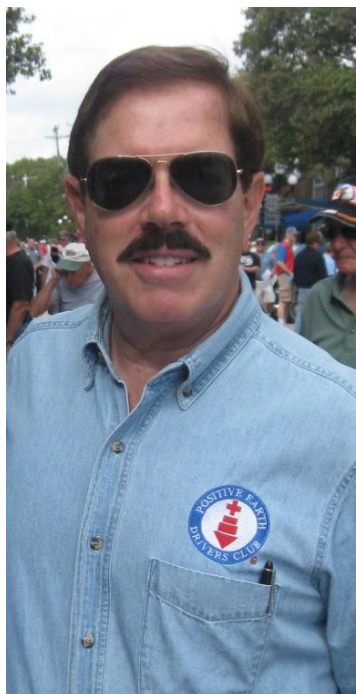
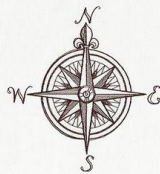
The November meeting is where we will hold our election, following the process described in the August newsletter. Regardless of the outcome, I am confident that the candidates for all offices will serve the club well and look forward to seeing the club move forward with its next set of leaders. ■ [See their bios, page 27.]

*Photo above courtesy of Russ Sharples.*



## from the navigator's seat

KEN KYLE, VICE PRESIDENT



### My Life in Cars

I recently came across a British website, [www.carvolutioncompany.com](http://www.carvolutioncompany.com), that will sell you a custom-made illustration of all the cars you've ever owned. They call this product, appropriately enough, My Life in Cars. You tell them what cars you want depicted, right down to the trim levels and colors, and they come up with the artwork. Naturally, this got me thinking about all the cars I've owned in almost a half century of driving.

I purchased my first car, a 1965 Chevy Biscayne with a straight six, three on the tree, and power nothing, with \$400 of my

own money when I was 16. My father found it for me and told me to buy it, and in those days, you did what your parents told you, or at least I did. The car was slow and ugly, but it was also cheap, easy to maintain, and relatively safe, which is certainly what my dad had in mind. When I found the car I really wanted, a 1967 Jaguar 340 with four on the floor, less than a year later, Dad came through with a \$1000 loan that I paid back as fast as I could. It was the start of a lifetime of cool cars.

After getting a taste of the cost of Jaguar ownership, I switched to a 1969 MGB GT, gray with black leather and silver wire wheels. It was a wonderful little car, and it's still one of my all-time favorites. But I missed the power of the Jaguar, so I got a 1965 Sunbeam Tiger, which I used to suck the headlights out of every MG and Triumph I could find. That was followed by a 1965 Austin-Healey 3000 Mk III. Both of those cars needed a lot of work, and I was nearly broke by the time I got out of college. With my newly minted degree and a real job, I started eyeing new cars, but nothing I could afford struck my fancy. I bought a used TR6, then a Jaguar XJ6.

When the sensational Mazda RX-7 debuted, I wanted one badly, but I wouldn't pay over list for it. So instead I bought a low-mileage Alfa Romeo Spider, then an even lower-mileage one. When the dealers finally stopped trying to charge me \$1000 for tape stripes and door-edge guards, I bought my very first new car, a 1979 Mazda RX-7 GS, red over black.

When Carol and I got married, I used the RX-7 to teach her how to drive a manual transmission, then we traded it in on a new Honda Accord 5-speed sedan to replace her truly vile VW Beetle that was equipped with VW's Automatic Stick Shift.

For myself, I picked up a 1974 chrome-bumper MGB roadster, which I drove daily until I could afford another new RX-7 in 1983. That RX-7 was replaced by a 1990 Honda CRX Si, the best hot hatchback of its generation and a two-seater to boot. It was a lot of fun, but then I spotted a nearly new 1991 Alfa Spider on the local Mercedes lot, red of course, and I had to have it.

While I had that Alfa, I got Carol a low-mileage 1990 Jaguar XJ6 for her birthday, possibly the worst present I've ever given her.

It soon became known as "The Car from Hell," and I could fill this entire column telling you why. We ended up trading it in on a new 1995 Mercedes C220 before the XJ6 could bankrupt us.

I drove the 1991 Alfa for nearly six years in all kinds of weather, then I entered my BMW period. A 1997 BMW 328is coupe was followed by a 2000 Z3 roadster, then a 2005 330Ci convertible. After a brief fling with a 2007 Mazda Miata, it was back to BMW for a 2008 BMW 128i coupe, the car I was driving when Carol and I joined the PEDC in 2010.

After 15 years, PJSD (Post-Jaguar Stress Disorder) from our last Jaguar had faded and we were ready for another one, so we picked up a 1995 XJS convertible from a local owner. That was replaced by a 2005 XK8 convertible, a wonderfully smooth grand tourer. Then we decided we needed a little British car to keep the XK8 company, so we bought a 1974 TR6. At that point, I foolishly decided that I could use the XK8 as my daily driver and sold my last BMW.

Almost immediately the XK8 retaliated by becoming unreliable and demanding

*Continued on page 5 – My Life*



Continued from page 4 – My Life

expensive repairs, so we traded it in on a 2013 Infiniti G37x coupe, my first all-wheel-drive car. We also bought a 2007 Mazda Miata to take out on PEDC drives for which the TR6 wasn't suited. At first it was fun having three cars to choose from, but it soon turned into a chore. That's when Carol suggested we sell all three of them – the TR6, Miata, and G37 – and get one really nice British car I could enjoy and drive every day. I needed no further encouragement, and that's how I ended up with my 2018 Jaguar F-Type, the best car I've ever owned (so far).

Including Carol's rides, I've owned 36 cars, 12 of them British. If that isn't certifiable, I don't what is. So maybe I'll order one of those My Life in Cars illustrations. Even if I limit it to just the British cars, it'll still be a masterpiece. ■

The British cars Carol and I have owned since 2010, when we joined the PEDC:  
2018 Jaguar F-Type,  
1974 Triumph TR6,  
2013 Jaguar XK8, and  
1995 Jaguar XJS.

Photo of TR6 by Pat Wignall.



## Mark Your Calendar: Two Fall Drives Coming



Photo source: unknown

### Pine Barrens Drive

SATURDAY, 5 OCTOBER

PETE & MICKEY DOW, HOSTS  
RSVP: JPDOW@COMCAST.NET



### Somerset & Hunterdon Counties Drive

SUNDAY, 27 OCTOBER

KEN & CAROL KYLE, HOSTS  
RSVP: KENKYLE4@COMCAST.NET







## Minutes of the September 4, 2019 Meeting

SUBMITTED BY ART BECKER, SECRETARY

President Russ Sharples called the meeting to order at 7:33 PM and welcomed 63 PEDC members. Russ recognized new members Tom Comer – 1960 MGA, and Fred Mayr and his friend Cindy – 1976 TR6. Russ also recognized Erin Kinney, who accompanied her dad, member Ed Kinney.

A motion to accept the minutes of the August 7, 2019 meeting was made, seconded, and carried.

### TREASURER'S REPORT

Russ reported for Treasurer Mort Resnicoff: The current membership count is 189, and the current balance is \$5548.73. Russ commented that the balance includes revenues from Brits on the Beach (BOTB); however, it does not include BOTB expenses, which are forthcoming. A motion to accept the treasurer's report was made, seconded, and carried.

### NEWSLETTER

Carol thanked Craig Coutros for writing the feature story about his restored MGA.

### REGALIA REPORT

Regalia Manager Sookie McLean reminded members that regalia is available. Special requests can be made directly to her.

### PEDC ELECTIONS

Russ discussed the election process and told members that an information bulletin is available. It outlines the roles and responsibilities of the four officer positions. Russ briefly reviewed the process, timelines, and voting procedures. He announced nominees to date who have provided written notice of their desire to be candidates for office: President – Ken Kyle, Paul Johnson; Vice President – Woody Smith; Treasurer – Dean LaVergne; Secretary – Art Becker. [See page 27 for candidate bios.]

### OLD BUSINESS

**August 8** Ice cream run to the Ice Cream Shop of Manahawkin, hosted by Tom and Trish Gutwein. Eight cars attended and it was a nice evening.

ABOVE: Cars lining up for Colts Neck Crusher rally.

**August 11** The Colts Neck Crusher rally had 15 cars participating, and it was run in about 1.5 hours. Steve Mundt commented that it was "awesome" (he won top prize). Trish Gutwein commented that she, as navigator, and driver Charlie Schirm were the only ones who didn't argue. She stated that it was fun.

**August 17** 5th Annual Brick PAL Car Show, organized by member Ernie Caponegro, who reported that it was a great event attended by some 116 cars, including 20 from the PEDC. Ernie said the Brick PAL raised over \$3000.00 in donations.

**August 22** Gil & Bert's ice cream run, hosted by Mark and Nadine Berkowsky. Mark reported that 12 cars attended and a good time was had by all.

**August 24** Complete Care at Laurelton PEDC car show. Ken reported that 21

*Continued on page 7 – Minutes*



*Continued from page 6 – Minutes*

PEDC LBCs attended and that the residents really enjoyed seeing our cars. Complete Care extended great hospitality to us. Facility personnel and residents alike were very thankful we accepted their invitation to bring our cars to their facility.

## NEW BUSINESS - UPCOMING EVENTS

Vice President Ken discussed events coming up in September and October.

**September 6-8** Storm King Mountain Drive – Russ and Pam Sharples organized this drive, and six cars plan to participate in the event.

**September 11** BOTB goodie-bag stuffing party at the Fords' house in Brick, NJ. This is a great time and a great way to support Brits on the Beach.

**September 14** PEDC Brits on the Beach show, Ocean Grove, NJ. Ken gave the floor to Show Chairman Bob Canfield, who gave us an update.

**September 19** Ice cream run to Smylie's Ice Cream Shop in Columbus, NJ, hosted by Steve and Theresa Mundt. Dinner prior to the run at Piccolissimo Italian Grille.

**September 26** Sweet Treats ice cream run in Forked River, NJ, hosted by Jack and Sookie McLean. Dinner prior to ice cream at Applebee's.

**September 28** The Jaguar Touring Club is sponsoring a British car festival at Tinicum Park in Erwinna, PA in conjunction with the Tinicum Park Polo Club's polo match. Ken and Carol Kyle are attending. Contact them if interested in driving out together and tailgating before the match.

**October 26** 3rd Annual PEDC Halloween Party at Woody and Sue Smith's house in Wall, NJ. Watch for details.

*Photo below of Jonathan Panek courtesy of Zig Panek.*

## OTHER NEW BUSINESS

**Linda Browne** discussed her concern regarding the officer elections and a perceived conflict with the PEDC bylaws, section 6.2. The procedure in place specifies that nominations must be made in writing to club Secretary Art Becker by September 18th. Linda suggested that nominations should be open until the October meeting, at which time the nominees are "presented" to the membership. Russ explained that the nominees will be presented at the October meeting; however, this does not mean nominations are open until the October meeting. The September 18 date to close nominations was chosen to allow an organized process and recording of information for the October meeting and so that the list of nominees could be distributed in the October newsletter for the benefit of those members that did not attend the October meeting. Russ stated that the election procedure used this year is the same as the one approved by the Board and used for the election in 2017.

**Rodney Ford** presented a petition signed by twelve members requesting bylaws article 5.1 be modified to allow for a minimum of 9 and no more than 15 individuals on the Board of Trustees. Currently the maximum number of Board members is capped at 9. The current Board consists of the 4 officers and 5 trustees at large. This increase in Board members is requested by the petitioners as they believe 9 to 15 Board members will better represent the current club membership, which is much larger than in the past.

Russ thanked Linda and Rodney for their input, stating that these matters will be given due consideration.

## ADJOURNMENT

The next PEDC membership meeting is Wednesday, October 2, 2019. The meeting was adjourned at 8:24 PM. ■

## In Memoriam

Jonathan Z. Panek, 32, of Farmingdale, NJ passed away peacefully on Thursday, September 12, 2019 at Jersey Shore University Medical Center in Neptune, NJ surrounded by his family, girlfriend, and close friends. The son of long-time PEDCers Zig and Gail Panek, Jon was born in Freehold, NJ and raised in Farmingdale. In October 2018 Jon partnered with his dad in the family landscaping business. He was also a member of the PEDC, occasionally joining us for club events. According to his dad, Jon was mechanically inclined and had a passion for working on motorcycles, cars, and trucks. Jon is shown, *below*, working on two of the family's Triumphs. Jon will be in our hearts forever. RIP, friend. ♥







*Continued from page 2 – BOTB*

Once again, we had an absolutely jam-packed show field of 144 cars plus one motorcycle, along with four brand-new on-display cars from Jaguar Land Rover Monmouth and Bentley Edison, another major sponsor. Some of the rarer entries this year included a 1956 Jaguar XK-140 FHC brought from Staten Island by Michael Curaba; Sy Block's just-completed, superbly modified 1967 Sunbeam Tiger; Peter Madison's 1974 Jensen Healey Mk II; Ken Wignall's 1960 Daimler SP250; a 1953 MG Y-Type saloon and a 1930 MG M-Type, the oldest car in the show, both brought by MG collector David Leckstein; and a beautiful 1962 Triumph Herald convertible brought by Mohammed Sadiqulla, who also brought our Best in Show winner, a concours-quality 1962 Triumph TR3B.

One thing that stands out for me about this year's show is just how many of the cars being shown had been "fettled" by the PEDC's very own Garage Squad, ably led by Bob Canfield and John Quelch. I counted 14 cars (nearly 10 percent of the show field),

*Continued on page 9 – BOTB*



**Top:** A 1953 MG Y-Type saloon follows a 1930 MG M-Type, the oldest car in the show this year. The M-Type took 2nd in class. **Above:** Ken Wignall arrives in his 1960 Daimler SP250, which took 3rd in class.

**Right:** One of three Land Rovers entered in the show.





Continued from page 8 – BOTB

which could claim that distinction. Two of those cars, Bob Arzberger's 1973 Triumph GT6, which took second in class, and Craig Coutros's class-winning 1961 MGA, would not have made the show at all without the Squad's extensive assistance. Despite its whimsical motto, "Hey, it's not our car!" the Garage Squad is a serious (okay, maybe not that serious) group of enthusiasts dedicated to getting classic British cars back on the road and keeping them there. After all, that's what it's really all about.

Every year, the day seems to fly by for me at Brits on the Beach. My sincerest thanks to Show Chairman Bob and all of his merry volunteers for making that happen for all of us who love a great British car show. ■

**From the top:** Tom Siwek with his long-time friend and Army buddy enjoying the show. Tom and his navigator son, Kevin, in Tom's 1960 Austin-Healey Bug-eye Sprite, "Rose," drive onto the show field. Rose took 3rd in class. The only MG TF in this year's show. **Below:** Mark and Maria Wintjen stand alongside Mark's 1965 Triumph TR4A, which took 2nd in class. Mohammed Sadiqulla's red 1962 Triumph Herald convertible won the Other British Saloons & Sedans class. Congratulations to all!





# Brits on the Beach 2019 Show Results



## Class A – Austin-Healey 3000

Sponsor: I&E Insurance Agency & Financial Services

- 1st Place: Alice Ferrant, 1958 A-H 100/6\*
- 2nd Place: Paul Hatten, 1967 A-H 3000 Mk III\*
- 3rd Place: Joseph Salata, 1957 A-H 100-6

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

Sponsor: Mort & Fredda

- 1st Place: Nick Ferrant, 1961 A-H Bugeye\*
- 2nd Place: Anthony Buzzanca, 1973 MG Midget
- 3rd Place: Thomas Siwek, 1960 A-H Bugeye Sprite\*

## Class C – Jaguar E-Type

Sponsor: Charlie Schirm

- 1st Place: Jim Vollmuth, 1967 E-Type\*
- 2nd Place: Richard Breton, 1969 E-Type\*
- 3rd Place: Walter Parks, 1972 E-Type

## Class D – Jaguar XJS & XK Series

Sponsor: Ken & Carol Kyle

- 1st Place: Frederick Bowe, 1991 Jaguar XJS\*
- 2nd Place: Robin Oratio, 1993 Jaguar XJS
- 3rd Place: Jeff & Helene Roscoe, 1988 Jaguar XJS\*

## Class E – Land Rover

Sponsor: I&E Insurance Agency & Financial Services

- 1st Place: Sonia Chaliha, 1986 LR Defender 90
- 2nd Place: Sonia Chaliha, 1992 LR Defender 110
- 3rd Place: David Leckstein, 2016 Range Rover

## Class F – MG Pre-War through TF

Sponsor: Friends of NEMGTR

- 1st Place: Joe Lippi, 1952 MG TD\*
- 2nd Place: David Leckstein, 1930 MG M-Type
- 3rd Place: Duncan MacQueen, 1950 MG TD\*

## Class G – MGA

Sponsor: Motorcar Garage

- 1st Place: Craig Coutros, 1961 MGA\*
- 2nd Place: Stephen Windsor, 1958 MGA
- 3rd Place: Rodney Mehrlander, 1959 MGA\*

## Class H – MGB Chrome Bumper

Sponsor: Team Pristine Commercial Cleaning

- 1st Place: Greg Thorne, 1967 MGB GT
- 2nd Place: Bob Brown, 1967 MGB\*
- 3rd Place: Peter Richardson, 1967 MGB GT\*

## Class I – MGB Rubber Bumper

Sponsor: Motorcar Garage

- 1st Place: Paul Johnson, 1975 MGB\*
- 2nd Place: Al Kernagis, 1980 MGB LE\*
- 3rd Place: Randy Geck, 1979 MGB\*

## Class J – Classic Mini

Sponsor: Ragtops & Roadsters

- 1st Place: Michael Pancoast, 1967 Morris Minor
- 2nd Place: Michael Browne, 1996 Austin Rover Mini Cabriolet\*
- 3rd Place: Marcos Hernandez, 1988 Austin Mini

## Class K – Morgan

Sponsor: Silverstone Sheet Metal

- 1st Place: Elwood Smith, 1955 Morgan +4\*
- 2nd Place: John Ignozza, 1984 Morgan +4\*
- 3rd Place: Dennis Mosesman, 2012 3-Wheeler\*

## Class L – Triumph, TR6

Sponsor: Ken & Carol Kyle

- 1st Place: Cliff Besett, 1974 TR6
- 2nd Place: Ed Oshu, 1970 TR6
- 3rd Place: Bill Gosser, 1971 TR6\*

## Class M – Triumph, TR7 & TR8

Sponsor: Drilling & Safety Consultants LLC

- 1st Place: Bill Smith, 1980 TR7
- 2nd Place: John Spare, 1980 TR7 V8\*
- 3rd Place: Rodney Ford, 1980 TR8\*

## Class N – Triumph Spitfire & GT6

Sponsor: Rimmer Brothers

- 1st Place: LeMoyne Nesbitt, 1977 Triumph Spitfire
- 2nd Place: Bob Arzberger, 1973 Triumph GT6\*
- 3rd Place: William Seuffert, 1966 Triumph Spitfire Mk II

## Class O – Triumph TR3 & TR4

Sponsor: Friends of VTR

- 1st Place: Mohammed Sadiqulla, 1962 Triumph TR3B
- 2nd Place: Mark Wintjen, 1965 Triumph TR4A\*
- 3rd Place: Joseph Cornell, 1963 TR3B\*

## Class P – Other British Sportscars

Sponsor: British Marque Car Club News

- 1st Place: Michael Curaba, 1956 Jaguar XK140 FHC
- 2nd Place: Martin Vickery, 1985 Caterham Super Seven\*
- 3rd Place: Ken Wignall, 1960 Daimler SP250\*

## Class Q – Sunbeam

Sponsor: Tigers East/Alpine East Club

- 1st Place: Tom Hillmann, 1967 Sunbeam Tiger\*
- 2nd Place: Sy Block, 1967 Sunbeam Tiger\*
- 3rd Place: Edward Kaczmarek, 1965 Sunbeam Tiger\*

## Class R – Other British Saloons & Sedans

Sponsor: I&E Insurance Agency & Financial Services

- 1st Place: Mohammed Sadiqulla, 1962 Triumph Herald
- 2nd Place: Bruce Buratti, 1989 Rolls Royce Corniche
- 3rd Place: Bruce Adams, 1956 Citroen Legere\*

\* indicates a PEDC member

More Winners continued on page 11



# Brits on the Beach 2019 Show Results – Concluded

## Diamond in the Rough – New This Year!

Sponsor: Tom Vash\*\*

Winner: Dave Caruso, 1955 MG TF 1500

## Best Modified – New This Year!

Sponsor: Tom Vash\*\*

Winner: Ed O'Shea, 1970 Triumph TR-6

## Best Preservation – New This Year!

Sponsor: Tom Vash\*\*

Winner: Bill Smith, 1980 Triumph TR7

## Best in Show

Sponsor: Andy Moutenot

Winner: Mohammed Sadiqulla, 1962 Triumph TR3B



\* indicates a PEDC member

\*\* See page 13 for Tom Vash's criteria for these awards.

## 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](http://www.pedc.org). Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadside Tavern, 105 Academy Street, Farmingdale, NJ 07727. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. You don't need a British car to belong to our club, just a love of British cars. We are also an official chapter of the Vintage Triumph Register (VTR), [www.vtr.org](http://www.vtr.org).

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

## Thank You, PEDC Volunteers!

### Parking & Gate

Mark & Nadine Berkowsky  
Linda Browne  
Ernie Caponegro  
Terry Checki  
Steve Cohen  
Stuart Ducker  
Mke Ferguson (Healeys)  
Charlie & Lynn Jackson  
Peter Jennings  
Joe Lippi  
Peter Madison  
Serge Martynovych  
Frank Muratore  
Ralph Scarfogliero (Healeys)  
Tom Vash (Healeys)  
Gary Watson  
Mark Wintjen

### Raffle Prize Table

Jim & Marge Gryta  
Donna Huy  
Sookie McLean  
Reg & Rea Savoy  
Sue Smith

### Balloting

Paul Johnson  
Dean LaVerge  
Mort Resnicoff

### Set-up & Take-down

Craig Coutros  
Mark Laura  
John Sprake  
Greg Young

### Registration Table

Alice Albertalli  
Kathy Ford  
Mary Johnson  
Jeanne Miller



**ABOVE:** Raffle Prize Table Volunteers Donna Huy, Rea Savoy, and Sookie McLean. **RIGHT:** Scott Freund on security detail, watching over Russ's MGA and Mort's MG TD during photo op sessions.

### Photo-in-an-LBC Security

Mike Browne  
Bob Canfield  
Scott Freund  
Jack Kelly  
Steven Mundt  
John Quelch  
Russ Sharples



Brits on the Beach 2019 was a huge success because of our volunteers. We couldn't do it without you.





## A Message from Show Chairman Bob Canfield

*I want to extend my heartfelt thanks to everyone who volunteered to help out at this year's Brits on the Beach show. When we put out the last email call for volunteers, the response was overwhelming. It's that kind of club spirit that guarantees the success of our show year after year. Because of you, the show practically runs itself. Again, thanks for all your hard work, and if you didn't receive your 2019 Brits on the Beach Volunteer pin at the show, please contact me, [joisuzu@optonline.net](mailto:joisuzu@optonline.net).*

*Also, if anyone has any ideas for improving next year's show, I'd love to hear them. The photo-op cars were a big hit for the second year in a row, and Tom and Corinne Vash's special trophies added a new dimension to this year's show. I can't wait to see what we come up with next year!*



**From top:** Martin & Ana-Cristina Tiago-Vickery stand alongside their beautiful 1985 Caterham Super Seven. Mort Resnicoff & Fredda Fine, in her Union Jack tights, pose with their 1950 MG TD, one of the LBCs available for a unique photo op. Bob Arzberger's lovely 1973 Triumph GT6 took 2nd in class.



# Brits on the Beach 2019 Special Awards

TOM VASH

**T**his year's Brits on the Beach awards ceremony included the addition of three new special awards sponsored by my wife, Corinne, and me. Here are the specific criteria I developed for each:

## Diamond-in-the-Rough

A candidate for the Diamond-in-the-Rough class award is a car that has at least three of the following attributes:

- A car that has considerable curb appeal, regardless of condition.
- A car that is crying out for restoration, regardless of appeal.
- A car that is rusty, leaky, and well worn, but still used regularly.
- An original car too rough to be in preservation class condition.
- A long-term owner who is just happy to have his/her car, regardless of condition.
- A Garage Squad work-in-progress.

## Preservation

A candidate for the Preservation class award is a car that has at least three of the following attributes:

- Decent/nice original paint.
- Decent/nice original interior.
- Numbers-matching/original mechanicals (minor wear parts/rubber excluded).
- Original owner.
- Little or no modifications from factory stock.
- Overall a very presentable car that you would leave in as-is, non-restored condition.

## Custom/Modified

A candidate for the Custom/Modified class award is a car that has at least three of the following attributes:

- Non-original body modifications.
- Non-original mechanical modifications.
- Custom paint.
- Custom interior.
- High-performance modifications and/or race prepped.
- Custom wheels/tires.
- Other one-off modifications.

A select group of 15 PEDC Garage Squad members was tapped to be the judges, including Bob Canfield, John Quelch, Paul Johnson, Russ Sharples, Ken Kyle, Bob Moser, Rodney Ford, Craig Coutros, Mark Wintjen, Art Becker, Woody Smith, Wayne Simpson, Ken Saviet, myself, and, by my special request, Nick Ferrant.

## The Winners

The **Diamond-in-the-Rough** class award was presented to Dave Caruso for his very cool 1955 MG TF 1500. This car was almost completely original, if somewhat shabby-chic, and Dave is the second owner. His car was the clear winner, with more than half of the votes.



**CLOCKWISE FROM TOP:** Rick Stoeber's 1974 Jaguar E-Type V12 Roadster, a close second in the Preservation class. Sy Block's 1967 Sunbeam Tiger, also a close second, in the Custom/Modified class. Preservation class winner Bill Smith.

The **Preservation** class award was presented to Bill Smith for his pristine 1980 Triumph TR7. This car was a totally original example of the model, and looked like it had just been taken out of the showroom. A close second, by one vote, was Rick Stoeber's fabulous 1974 Jaguar E-Type V12 Roadster. Rick's car retains its original paint, interior, and mechanicals, and it deserves this special mention.

The **Custom/Modified** class award was presented to Ed O'Shea for his highly modified and race-prepped 1970 Triumph TR6. Ed's obvious affection for his car, and dedication to making it a unique and formidable competition car, was evidenced by the numerous seen and unseen modifications to the drivetrain, interior, and cosmetics. A close second, also by one vote, was Sy Block's 1967 Sunbeam Tiger. Sy's car, resplendent in its custom orange livery, beautiful custom interior, and numerous custom details, deserves this special mention as well.

Many of the judges commented to me that they were quite challenged by the task of selecting their choice for each of these special awards, and so was I. All the better, as we took a hard look at some cars that might have gotten less attention, conversed with owners we might not have otherwise, and had a ton of fun in the process. Corinne and I look forward to sponsoring these special awards for the next BOTB show! ■

## 3RD ANNUAL PEDC HALLOWEEN PARTY

3407 West Hurley Pond Road, Wall, NJ 07719

Woody & Sue Smith, hosts

RSVP by 20 October to Sue, [suznsm@aol.com](mailto:suznsm@aol.com).

\$20pp. Dinner by Touch of Italy, Tinton Falls, NJ

Beer, soft drinks, and homemade sangria will be offered.

Costumes are suggested but not required!

SCENES FROM PREVIOUS PEDC HALLOWEEN PARTIES, BELOW: From left, John & Jeanne Miller (Ozzy Osbourne & Queen Elizabeth II); Charlie & Lynn Jackson (Uncle Sam & Statue of Liberty); Altha & Curt Morton (Old MacDonald & cow); and Stuart Ducker & Jennifer Rogerson (pirates).







# Cooling Tip for LBCs

FRANK MURATORE

## I HAVE OWNED MY 1966 AUSTIN-HEALEY 3000

for over three years, and the one constant, nagging problem I share with most 3000 owners is that these cars tend to run hot . . . very hot! That heat can lead not only to an engine overheating situation, but it also makes for a very uncomfortable cockpit. I have flushed the cooling system several times, added a bottle of Motul Mocool Radiator Additive, changed thermostats, pulled the radiator (which is a 4-core unit) and had it acid-washed by Finger's Radiators in North Brunswick, NJ, purchased and installed a more aggressive six-blade fan, and even had the exhaust manifold ceramic coated, all to no avail. Driving on the parkway at 65 MPH in overdrive, turning 3,000 RPM, the car was still running at 195-200 degrees. As soon as I stopped and idled the engine, the car would jump to 210+ degrees. Installing an external expansion tank saved my coolant and gave me some piece of mind, but it certainly didn't solve the problem.

Getting desperate, I decided to buy Prestone's "new" antifreeze/coolant product and a bottle of Red Line's Water Wetter. Since Motul's Mocool didn't help, I had no reason to think Water Wetter would do much good, but, as I said, I was getting desperate. I had also read that plain water is a much better coolant than 50/50 water/antifreeze. Running straight water is OK for race cars, but street vehicles need the rust protection in antifreeze/coolant. With the new antifreeze/coolant in hand I decided to use a 60/40 ratio of water to coolant and add the Water Wetter. I can't say what did the trick, but after making those three changes, the car is running very cool. The car cruises at 175-180 degrees, and while idling it goes up to 195 degrees. Then it drops back to 180 as soon as the car is moving again. My hunch is that the 60/40 mixture had the most effect, but the Water Wetter might have helped as well. In any case, I'm happy to report my 3000 is running just fine. ■



Frank, pictured with fellow Healey Boys Mike Ferguson, **left**, and Ray Carbone, **right**, at Brits on the Beach 2019.

See Ray's article, pp 16-19.

Product photo courtesy of Frank Muratore.

## FRANKS RESOURCES:

- **Motul's Mocool Radiator Additive**  
<https://www.motul.com/ca/en-US/products/mocool>
- **Finger's Radiators**, <http://www.fingersradiator.com/>
- **Prestone's "new" antifreeze/coolant (see right photo)**  
<https://www.prestone.com/products?detail=AF2000>
- **Red Line's Water Wetter (see right photo)**  
<https://www.redlineoil.com/waterwetter>





# A Potential Shocker

RAY CARBONE



*Modern cars have an extensive array of electrical protections to allow for their growing expansion of sophisticated electronics. Our little British cars (LBCs) were designed and created in an era just after the key-activated starter found acceptance and fused protection was only beginning to appear in cars. Over the years we have added to the technologies in our LBCs and have learned to protect these new elements for long-term enjoyment. However, since some situations pose greater potential and theoretical issues than others, this article focuses on the electrical protection of our LBCs and presents an approach toward eliminating one potentially devastating condition that has been ignored for lack of a clear and reasonable solution.*

## Driving Can Be a Shocking Exposé

It is no secret that with only two fuses protecting my Healey's circuitry the car was electrically vulnerable to disaster. With one fuse covering the horns and the other a hodgepodge of discrete components (wiper motor, heater blower, brake light switch, tachometer, and fuel gauge), there is

much that is left unprotected. Over the years I have added to this minimalist approach with an additional 14 fuses covering all the original circuits plus the ones I've added. Although it would have been nice to add this protection by installing a centralized fuse block, I chose to use in-line fuses to avoid the complication of adding wire to each circuit to bring it to a central location.

A centralized fuse block also would have limited the number of fuses I could add. To prevent confusion, I have created a fuse directory to keep track of each fuse's function and location. The following directory (see page 17) is carried in my glove box. Note that the yellow-banded entries in the directory are for the original two-block fuses.

*Continued on page 17 – Shocker*

Ray's Healey at the Colts Neck Crusher rally in August, **above.**



Continued from page 16 –  
Shocker

Extending from the battery through the starter solenoid and starter, the starter circuit presents a major vulnerability that is unprotected in a car like my big Healey, which has the battery in the boot for better weight distribution and because there is no room for it in the engine compartment (see below).

In my car a #2 gauge battery cable connects the battery to the starter and is routed along the side of the frame under the car. As a result the cable is exposed to weather and road debris. Being “out of sight, out of mind” it is seldom inspected. Being so exposed and vulnerable to debris and weather, the cable insulation may separate from its wire, allowing it to contact the grounded frame and cause a very high amperage (600 amps) short circuit easily capable

Continued on page 18 –  
Shocker

## FUSE DIRECTORY

Austin-Healey BJ8 Pt1 (Raymond A. Carbone)

CIRCUIT	FUSE SIZE	LOCATION
<b>Main Power</b>		
1 Cabin (all power to cabin from starter solenoid)	20	Behind starter solenoid
2 Headlight/parking/driving/tail (light switch – relays)	20	Passenger fender opposite alternator
<b>Headlight/Driving Lights</b>		
3 (2) Dip Switch low/high beams	15	Driver-side dash
4 (3) Low/high/driver light relays	15	Right-wheel-well access panel
5 Light switch	10	Light switch
<b>Parking/Panel/License-plate Lights</b>		
6 Parking lights	10	Driver-side dash
7 Panel lights	5	Driver-side dash
8 License-plate light	5	Left rear boot
<b>Fuel Pump/Roll-over/Overdrive</b>		
9 Fuel pump/roll-over switch	10	Left rear boot
10 Overdrive solenoid	10	Firewall overdrive relay
11 Brake switch/fuel gauge/rev counter/wiper motor/flasher/heater-switch blower	15	Original fuse block (fuse 2)
<b>Radio/Power Port</b>		
12 Radio	5	Center console
13 Radio/power port	10	Center console
14 Power port	10	Passenger foot well
15 Cold-air vent blower	10	Firewall behind flasher
<b>Horn</b>		
16 Horn	35	Original fuse block (fuse 1)

**NOTE: CABIN FUSE FAILURE** 20-amp fuse – disconnect brown wire on ignition switch and apply jumper to connector powering light switch to #3 terminal on ignition switch. Horn and radio will not work with jumper in place.

**Right:** Space is limited under the Austin-Healey bonnet.

**Far right:** Easy access to the battery.

Fuse directory, above, and photos this page courtesy of Ray Carbone.





*Continued from page 17 – Shocker*

of destroying electrics, starting fuel fires (the cable is mounted just above fuel line), and creating enough heat to melt the frame. Yes, many of us have gone decades without an issue, but good luck and conscientious maintenance can go only so far toward mitigating this potential hazard.

### Why a Fuse Would Be Ineffective

Fusing the starter circuit is impractical and ineffective, as it would require a very large fuse (the original starter draws about 400 amps, turning a gear reduction one draws 250-400 amps) with a time delay to allow for an even higher initial draw. Although once it starts turning starter amperage does drop, this only slightly reduces risk as a dead short at any point will not blow the fuse during the time delay, and substantial damage will occur before the fuse trips.

### A Possible Solution

Once the battery ground switch is turned "ON" in the Healey, power is available through the battery cable to operate electrical components (i.e., lights, starter, etc.). Although this power is necessary to run the car, it is only a very small portion of the power needed to start the engine. In most cases it can be well covered with a standard 40-amp standard fuse. So, what if we could limit the time the battery cable needs to be powered?

### Two-Feeds Better Than One

Let's consider having two power feeds from the battery terminal rather than one. Keeping the original battery cable in place to the starter solenoid, a second power cable of #10-gauge wire or greater, protected by a 40-amp to 60-amp fuse, would be put in place to supply power for all operations except engine starting. This second battery cable would be run through the cabin for environmental protection and connected to the "A" terminal of the voltage

regulator after the original starter solenoid's line is removed. This separate feed would serve as the car's main connection to the battery and would also permit the battery to be recharged. However, by keeping the original battery cable in place, the starter circuit would remain for starting the car. As a result of this approach, protected power flows from the battery once the car is running.

### Battery Cable Powered Only During Starting

To accomplish this, a Ford remote starter solenoid would be installed within the boot near the battery to control the connection of the original battery cable to the battery. When the remote solenoid, installed between the battery and cable connections, is energized by turning the ignition key to the start position, it connects the battery to the original cable and also energizes the original starter solenoid to activate the starter. Once the engine is started and/or the key is released, the solenoids are de-energized and the original cable is disconnected from the battery. As a result, the battery and original cable are only connected during the brief period the engine is being started.

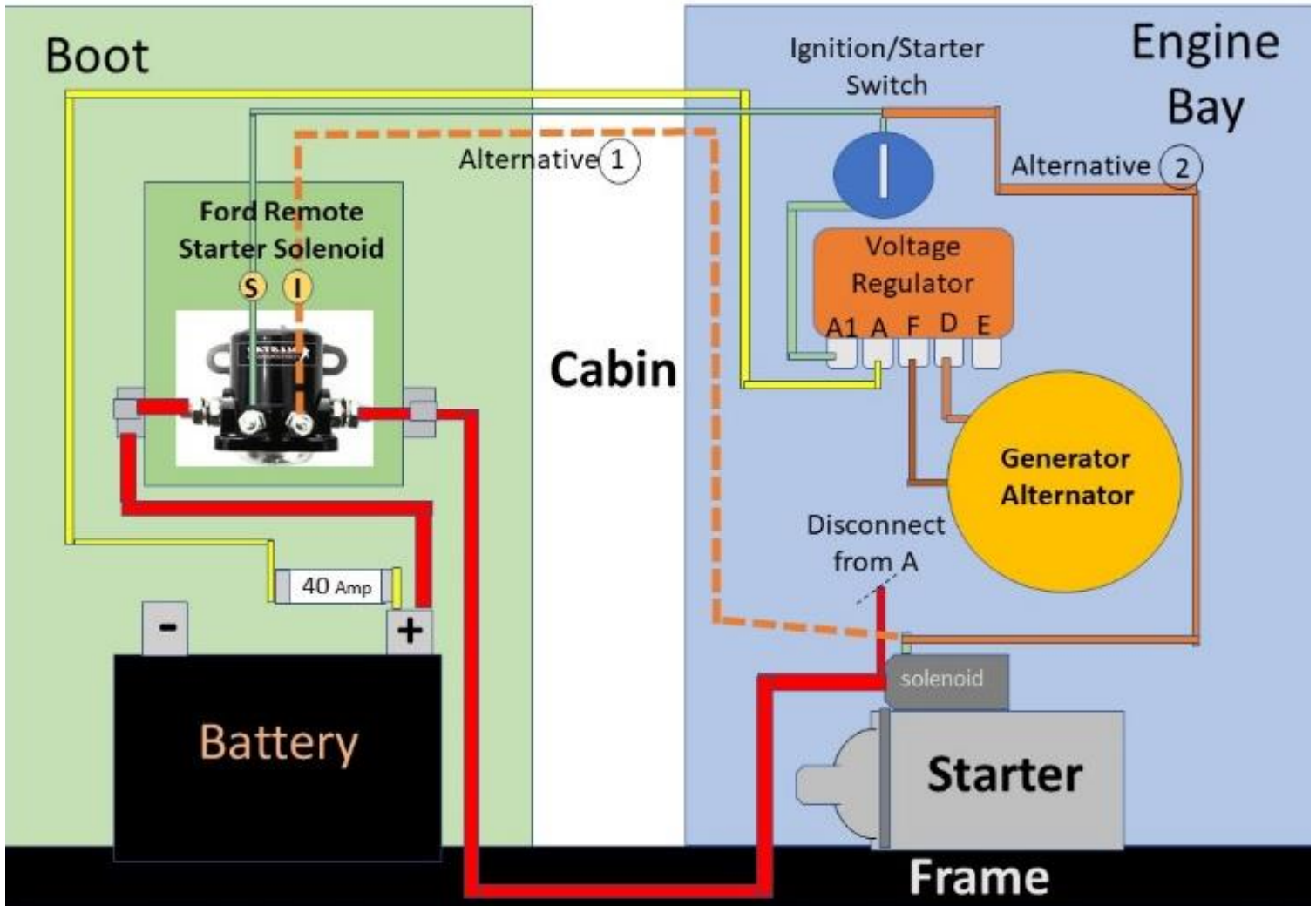
*Right:* Ford remote starter solenoid could be mounted in the space under or next to the battery box, *below*. Photos by Ray Carbone.

During this brief starting period, the cable would be vulnerable to a short circuit, but the connection is under driver control through the operation of the ignition key. In case of an issue, the release of the key will cause the cable to be disconnected from the battery. Although this is not a perfect solution, it reduces exposure to disaster and provides the driver with a means of control.

*Continued on page 19 – Shocker*







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**Alternative 1:** The Ford remote starter solenoid (RSS) activates the cable connection and energizes the starter solenoid. The original line from key to starter solenoid is disconnected.

**Alternative 2:** The original line from the ignition switch to the starter solenoid remains with NO line from the RSS to the starter solenoid. ■

Diagram courtesy of Ray Carbone.

**DISCLAIMER:** Please keep in mind that I have not actually tried out any of these proposed modifications to the starter circuitry, so they should be attempted at the reader's own risk. I hope this article will stimulate your imaginations and our LBCs will be enjoyed longer and safer. ~ Ray

**PLEASE NOTE:** Ray's ideas for modifying the starter circuitry are untried and unproven. Neither the PEDC nor the newsletter editors endorse Ray's suggestions. Anyone who chooses to employ these modifications does so at his or her own risk. Faults in automotive electrical systems can pose serious hazards to life and property, and anyone repairing or modifying a car's electrical system must have a thorough understanding of its operation and exercise extreme caution when doing so. ~ Ed.



# Brick PAL 2019 Show

CAROL KYLE



DJ Rich Canfield's grandson, Liam, is shown **above** in Uncle Bob Canfield's Spitfire. We're hoping Liam's love of British cars continues to grow!

**ERNIE CAPONEGRO ORGANIZED** the 5th Annual Brick Police Athletic League (PAL) car show and BBQ on Saturday, August 17th. The show ran from 10 AM – 2 PM, under sunny skies, at the Drum Point Road location in Brick, NJ, and proceeds from the show went to Brick PAL kids' programs. DJ Rich Canfield provided music, trophies were awarded to cars in various categories, and some really great door prizes were won by those who bought raffle tickets. There was also a 50/50.

Ernie has been growing the show, and this year a record number of cars turned out. Of the 125 cars he expected, 116 showed and 20 of those belonged to PEDC members:

- ♦ Tom & Alice Albertalli, MGB
- ♦ Art Becker, Triumph TR8
- ♦ Mike & Linda Browne, Mini
- ♦ Bob Canfield, Triumph Spitfire
- ♦ Ernie Caponegro, Triumph TR7
- ♦ Rodney & Kathy Ford, Triumph TR7
- ♦ Randy Geck, MGB
- ♦ Rich Huy, MG Midget

- ♦ Dean LaVergne, MGA
- ♦ John Ignozza, Morgan
- ♦ Paul Johnson, MGB
- ♦ Bernie Komitski, Triumph TR6
- ♦ Ken & Carol Kyle, Jaguar F-Type
- ♦ Jim Lamb, MGB GT
- ♦ Serge Martynovych, MG TD
- ♦ John & Jeanne Miller, Jaguar XJS
- ♦ Mort Resnicoff & Fredda Fine, MG TD
- ♦ Charlie Schirm, Jaguar F-Type
- ♦ Geroge Zabrycki, Austin-Healey 3000
- ♦ One unknown PEDC car

Well done, Ernie! We look forward to next year's show. ■





## Official PEDC Regalia for 2019 ~ Price List



### CLUB APPAREL

#### Men's

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

#### Women's

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

### OTHER CLUB ITEMS

OTHER CLUB ITEMS	PRICE
Tool bag, black	\$24.95
Grill badge	\$25.00
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 Sookie McLean, [corina458@comcast.net](mailto:corina458@comcast.net), 609.276.1842. All items are supplied to us through Fourth Gear, Ltd. Current prices.



## PEDC Christmas/Holiday Party

**SATURDAY, 14 DECEMBER 2019**

7-11 PM

\$48 pp (cash bar)

Lakewood Country Club, 145 Country Club Drive, Lakewood, NJ 08701



Our club will have exclusive use of the Lakewood Country Club. There is a beautiful ballroom with a large dance floor. The cocktail hour and bar are in an adjoining area. And returning by popular demand, for your listening and dancing pleasure, is the world-renowned entertainer and DJ Rich Canfield. The evening will begin with hors d'oeuvres and crudités, followed by a lavish and delectable buffet. We will have various fun events with ample time for dancing and socializing. With our growing membership, the demand for seats will be great. Make your reservation early so you won't be left out in the cold!

Make checks payable to: PEDC. Mail to: PEDC, P.O. Box 6700, Monroe Township, NJ 08831-6700.

RSVP to Mort Resnicoff and Fredda Fine, [mortres@pobox.com](mailto:mortres@pobox.com).



## 2019 PEDC Calendar of Events

### 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, starting at 10:15 AM from Wells Mills County Park, Waretown, NJ. Lunch stop location to be announced. RSVP by October 3rd to host Peter Dow, [ipdow@comcast.net](mailto:ipdow@comcast.net), 609.661.4380, so he can get a headcount for lunch. **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 12 noon. Entry fee \$10 per car. For more info & to register, contact event organizer Steve Jekogian, [stevejekogian1@gmail.com](mailto:stevejekogian1@gmail.com).

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

19, Saturday, **PEDC** tech session, Farmingdale Citgo, Farmingdale, NJ. Bob Canfield, organizer. Details forthcoming via email blast.

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, 6 PM, 3407 West Hurley Pond Road, Wall, NJ, 07719. A sign-up sheet will be circulated at the October meeting. You don't have to wear a costume to attend! Cost: \$20pp, payable in advance. Please bring your cash or check to Woody's, or mail your check to PEDC, P.O. Box 6700, Monroe Township, NJ 08831-6700. See also ad on page 14. RSVP to Woody & Sue Smith, hosts, [suznsm@aol.com](mailto:suznsm@aol.com).

27, Sunday, **PEDC** fall foliage drive through Somerset & Hunterdon counties. A winery visit and lunch stop are planned. Details to follow via email blast. Ken & Carol Kyle, organizers, [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net).



Scenes from our previous PEDC fall drives to Hunterdon County.

### NOVEMBER

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/holiday party, 7-11 PM, Lakewood Country Club, Lakewood, NJ. DJ Rich Canfield, dancing, buffet dinner, cash bar. Mort Resnicoff & Fredda Fine, organizers, [mortres@pobox.com](mailto:mortres@pobox.com). See also ad on page 21.

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## From the Back Seat

In keeping with PEDC tradition, Rodney Ford prepared an amazing dessert for the goodie-bag stuffing party he and Kathy hosted on Wednesday, 11 September 2019, which happened to be the 18th anniversary of 911. The focus of the party may have been stuffing goodie bags and registration packets for our British car show, Brits on the Beach, but Rodney decided on a U.S. patriotic theme for this year's culinary presentation. Needless to say, it was well received by all who attended. Some of us agreed it's time for Rodney to have his own TV baking show, or perhaps make a guest appearance on The Food Network's "The Great British Baking Show." Stay tuned . . .



## 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.



### 1976 MG Midget

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.



### 1953 MGTD

Owned 41 years. Complete body off, ground up, concourse-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

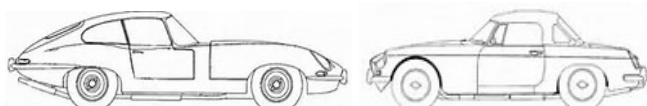
## Ads from PEDC Show Sponsors

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](mailto:joisuzu@optonline.net).

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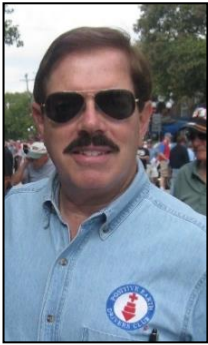


## The Last Word: Get Out and Drive 'Em!



George Zabrycki leaving the PEDC car show, **above**, at Complete Care at Laurelton in August. The residents voted on their favorite three cars and gave George a first-place trophy, **left**, for his lovely 1966 Austin-Healey 3000 BJ8 Mk III. Well done, George. You really made their day!

## Candidate for President – Ken Kyle



My wife, Carol, and I joined the PEDC in January 2010 after attending the inaugural Brits on the Beach show as spectators in September 2009. We immediately saw what a great club it is and participated in as many activities as possible. We were named Clubmen of the Year in 2010 and again in 2013 for our enthusiastic support of the club. When I retired from my career as a mechanical engineer in 2011, I began to devote even more time to the PEDC.

For the past eight years I have been a member of the PEDC Board of Trustees and technical editor of our newsletter. As your vice president for the past four years, it has been my privilege to support President Russ Sharples in making the PEDC a club with a calendar full of great events, an entertaining and informative newsletter, a healthy membership, and a sound treasury. I am running for president to preserve and expand on these accomplishments so that the PEDC will continue to be the kind of club current and future members can enjoy and be proud of for many years to come.

## Candidate for President – Paul Johnson



My name is Paul Johnson for those of you who do not know me. I have been a member of the Positive Earth Drivers Club for 20 years. I was president of the club in 2002 & 2003 and chaired our car show for 6 years, 2002-2008. I am also a member of the Garage Squad. I am running for the office of president because I feel that we need to make a few minor changes in the way the club has been running. We need more transparency in how the board of

trustees is handling the business and financial aspects of the club. I plan, if elected, to publish the minutes for the board meeting and a detailed accounting of receipts and expenditures. I also think that there should be a \$ limit put on any single expenditure that the officers or board members can approve without the membership voting on it. I do not believe that anything has been done wrong, but as the club continues to grow, we need to protect ourselves against irregularities. I also think that the Bylaws need to be tightened up to protect the club and its members.



## Candidate for Vice President – Woody Smith

Susan and I have been lifelong residents of Wall Township and members of PEDC since July 2011. I have owned a variety of classic/antique cars since I was a teen and have served on several community boards: Wall Township Soccer Club, Wall Board of Education, and Saint Michael's Church vestry. My foray into British cars began when I purchased my '54 Morgan in May 2011. I searched for an active club that shared my interest. The PEDC was a perfect fit: British enthusiasts and close to home. As members, my wife and I have been active in club activities and were named Clubmen of the Year in 2017. I was also appointed to the PEDC Board in 2017. In an effort to contribute more to the club, I have chosen to run for vice president.



## Candidate for Secretary – Art Becker

I am the current secretary of PEDC, and I would like to continue to serve the club in the 2020-2021 term. I have been a British car enthusiast for 53+ years and have owned many British marques – Aston Martin, Austin-Healey, MG, TVR, Triumph, and Bentley. I am a member of the TVR Car Club of North America, the Vintage Triumph Register, and the Triumph Wedge Owners Association. I joined the PEDC in 2013 and have been an active member, participating in many club activities and attending monthly membership meetings. I have been a volunteer at Brits on the Beach for the last four years, and I also served as newsletter editor and a trustee at large in 2016 and 2017.



## Candidate for Treasurer – Dean La Vergne

My wife, Arlene, and I joined the PEDC in March 2015 after noticing a PEDC business card from Andy Moutenot on my parked MGA at a CVS. After joining two less-than-stellar classic car clubs to support my interest in my newly acquired LBC, I finally found a club that was worth belonging to. In the PEDC Arlene and I have found the support and friendships that we were looking for. After my recent retirement I decided it was time for me to give back to the club that has given us so much. As a CPA since 1983 and a business software developer for the past 35 years, I felt that PEDC treasurer was the place I could contribute the most to our club. I look forward to serving in that capacity, and Arlene and I want to thank PEDC for all that it has given us.



# Election Ballot for PEDC Officers 2020-2021

## HERE IS HOW THE VOTING WORKS

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

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

**Can I Vote in Person?** Yes, members may also vote in person at the November 6, 2019 meeting, using ballots that will be provided at the meeting. If a member votes multiple times, only the last vote will be counted.

**What if a Member Can't Make the November Meeting?** Members can use this paper ballot (see below) to vote by proxy in advance of the election. Mail this proxy paper ballot to the official club mailbox: PO Box 6700, Monroe Township, NJ 08831-6700. You can also photograph this ballot or scan it and then email it to the club secretary at [info@pedc.org](mailto:info@pedc.org). The club secretary must receive all proxy ballots by October 31, 2019 for them to be counted in the election.

**When Are the Results Announced?** The ballots will be counted at the November 6, 2019 meeting and results will be announced that night. Members do not have to stay until the end of the meeting, as results will be published via email blast and also in the January 2020 newsletter (since there is no December newsletter).

## PEDC Official Proxy Ballot

This proxy ballot is to be used in the event you cannot be present at the November 6, 2019 general meeting but wish to cast your vote. Please fill out the ballot and return it one of three ways: (1) print out the ballot and mail it to the official PEDC mailbox, P.O. Box 6700, Monroe Township, NJ 08831-6700; (2) scan the ballot and email the file to the club secretary at [info@pedc.org](mailto:info@pedc.org); or (3) photograph the ballot and email the file to the club secretary at [info@pedc.org](mailto:info@pedc.org).

**NOTE: All proxy ballots must be received no later than October 31, 2019 in order to be counted.**

### INSTRUCTIONS:

Please place a check mark next to the name of each candidate you wish to vote for. Candidates named are those whose nominations were received by the September 18, 2019 deadline. All current active members (one primary member and one spouse/partner) are eligible to vote on separate ballots.

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

<b>President (vote for 1 only)</b>	<input type="checkbox"/> Ken Kyle	<input type="checkbox"/> Paul Johnson
<b>Vice President</b>	<input type="checkbox"/> Woody Smith	
<b>Treasurer</b>	<input type="checkbox"/> Dean LaVergne	
<b>Secretary</b>	<input type="checkbox"/> Art Becker	