

November 2023  
Volume 31, Issue 11



# The Terminal Post

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

## Important Dates to Remember

- **November 1:** Monthly meeting and election of new officers for 2024-2025
- **December 2:** Annual PEDC Christmas/holiday party at the Jumping Brook Country Club, 7-11 PM. See page 24 for details.
- **September 21, 2024:** Looking ahead to Brits on the Beach. Mark your calendars!

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PEDC Election Ballot (Note: The ballot is on an unnumbered page.)

This Lotus, *below*, didn't let the rain deter him on show day.



## The Show Must Go On!

KEN KYLE

*We didn't let a little rain stop us. We rolled into town on our rain date for the 26th Annual PEDC British Car Day, known since 2009 as Brits on the Beach, bringing a bit of rainy British motorcar and motorcycle nostalgia to all who joined us. And what a show it was . . .*

**WELL, IT WAS BOUND TO** happen. After 14 Brits on the Beach shows with hardly a sprinkle of rain, our luck finally ran out this year, big time. With torrential rain forecast for our original show date of September 23rd, we had no choice but to cancel the show. It turned out to be the right call as the rainfall that day turned the Main Avenue gutters in Ocean Grove, NJ into wide and fast-flowing rivers. There was no way we could have held a show under those conditions.

**ABOVE:** J.R. May, with his Union Jack umbrella, admires Russ Sharples's MGA, set up for anyone wishing to have a photo op in a classic British car.



Fortunately, our ever-resourceful Show Chairman, Bob Canfield, was able to pull a rabbit out of his hat. Noting that there was no event on the Ocean Grove Chamber of Commerce's schedule for the following Saturday, September 30th, Bob approached the Chamber about letting us move the show to that date. After some hemming and hawing along the lines of "it's against our policy to give rain dates" and "don't expect this again in the future," the Chamber agreed to let us move our event to the 30th. The show was back on.

*Continued on page 3 – The Show*

## Farewell Letter from the Editor



Dear PEDC Friends,

This issue of *The Terminal Post*, November 2023, is my last one as newsletter editor. For 10 of the last 12 years, I've published 110 issues plus one special issue in December 2018 to feature Tom Vash's article "A Story of Christmas Past" about a sweet red Austin-Healey Bugeye Sprite, a U.S. Army colonel, and a heartwarming reunion. Some of you may remember that I took a break in 2016 to serve two years as club secretary. My good friend Art Becker was kind enough to fill in for me as newsletter editor during that time. To Art I'm ever grateful.

I've enjoyed – more than you will ever know – bringing our car club to life in word and picture, capturing the special camaraderie that has defined the Positive Earth Drivers Club (PEDC). And I have loved taking photos of you and your British cars at our events and beyond. Since the PEDC has no club historian, the club newsletters have, in essence, served as a historical reference and at the same time have been a nice keepsake for you to enjoy and share with family and friends. I couldn't have published 110 newsletters without your wonderful British-car-related articles and photographs, as well as your enthusiastic support. We made a great team!

In closing, I'd like to thank President Ken for steadfastly serving as technical editor from 2012-2023. Art and I surely appreciated Ken's discerning eyes. Ken also wrote 88 monthly columns, as vice president (2016-19) and president (2020-23). I have appreciated his dedication, from month to month, bringing you articles that he thought you would enjoy reading.

With warmest regards, I hope to see you on the road and at our future events. Can't wait!

*Carol*

Carol Kyle, Editor (2012-15 and 2018-23)  
*The Terminal Post*  
Positive Earth Drivers Club (PEDC)





Continued from page 1 – The Show

## BOTB 2023 – A Lot at Stake

Despite moving Brits on the Beach 2023 from September 23rd to the 30th, we weren't out of the woods yet. The forecast continued to call for rain for the foreseeable future. In fact, the only day it *didn't* rain between the 23rd and the 30th was Wednesday, September 27th. With no hope of a second rain date, it was a nerve-racking week for Chairman Bob and me. It's not enough to just say your event is rain or shine. You have to go through with it if you want to keep the registration fees. If you cancel it without rescheduling, all participants are entitled to ask for their money back. And with all the money we'd already laid out for things like trophies, goodie-bag prizes, and printing –



not to mention all the commemorative t-shirts we wouldn't be able to resell without a show – our treasury would have taken a major hit without those registration fees coming in to replenish it.

## PEDC Dedication

Our luck finally returned on the 30th, sort of. The day in Ocean Grove started misty, then transitioned to light rain, before backing off again to a drizzle. Finally, the sky brightened sometime after 1 PM, and there was even a small patch of blue reported near the end of the show – not ideal car show weather, but good enough for us. Given the forecast, Bob and I didn't expect much of a turnout of British cars and even told participants to bring their daily drivers and park them on the show field if they wanted to. But, amazingly, 58 British cars did show up along with about 28 daily drivers whose owners just wanted to be there with us. And even more amazing than the turnout were our show volunteers, who showed up and went about their work in high spirits,

Continued on page 4 – The Show

## AC ACE AND BRITISH BIKES

Robert Miller and his wife, *top*, won the Other British Sportscars Class and Best in Show with their 1956 AC Ace. We're hoping they become members. One of Col Jon Spare's Air Force Junior ROTC (AFJROTC) students, *above*, admired the great selection of classic British motorcycles, brought out onto the show field, *left*, once the rain stopped.





*Continued from page 3 – The Show*  
the same as they would have on a sunny day if not even more so. I am proud to lead a club with members like that.

During the show I joked with a number of people that it was perfect weather to bring your British car out in if you wanted to have a good shot at getting a trophy, and, in fact, 39 of the 58 cars present received at least one award. A cynic might say that many of those cars did better than they deserved to, but I say that every British car there was a winner just for showing up. Despite the limited turnout, almost every class had at least one entry on the show field. Plus, we really did have some remarkable cars that day.

## Some Standouts

The Best in Show winner, Robert Miller's immaculate 1956 AC Ace, captivated all who saw it (see previous page). It was surreal to witness a classic easily worth \$300K

*Continued on page 5 – The Show*

## CAMARADERIE

Alison Geck, Donna Huy, and Pat Watson man the PEDC commemorative t-shirts table. John Sprake and Elaine Whalen. President Ken Kyle and Mark Wintjen enjoying their class wins. Mike Browne wins the Mini class with his red 1994 Rover Mini Cooper.





Continued from page 4 – The Show

gathering raindrops on the street in Ocean Grove, and it was also easy to see why Carroll Shelby chose the stunning Ace as the basis for his original Cobra roadster. Then there were the highly accurate Jaguar D-Type replica (like the one that won at LeMans in the 1950s) and modern McLaren supercar brought by frequent Brits participant Ivan Nedds and his son, just for the pleasure of displaying them, as these cars were not judged. Also present were four outstanding British motorcycles of the classic era (see page 3) brought by Scott Dell and friends: a legendary Brough Superior, preferred ride of Lawrence of Arabia; a Vincent HRD, superbike of the 1950s; a hand-made Velocette; and a Douglas with a horizontally opposed two-cylinder engine.

On a lighter note, John "Island John" Gazarek's MG Midget, "Midgie," festooned to the limit with Halloween decorations that probably weighed more than the car itself, was the hands-down winner of the Best Display trophy.

And, finally, a special mention has to go to Pete Dow, who drove his MGTF 1500 more than two hours on back roads *with the top down* to be in the show. Dedication or insanity? You decide. See page 29, "The Last Word," for Pete & the TF.

## Immeasurable Thanks

As always, there are many, many people to thank for making the show a reality, especially this year. We are

Continued on page 6 – The Show



### SHOWSTOPPERS

Ivan Nedds and his son brought their Jaguar D-Type replica, **above**, which has appeared at our Brits on the Beach shows in recent years.

John Gazarek's "Midgie Boo," **right**, caught the attention of young and old alike, especially with her scary spring-loaded spider fastened to the boot. Col Jon Spare, **below**, enjoys a photo op with her.







**SHOW FIELD SIGHTS:** Tom Comer, *top left*, arrives with headlights on. He won the MGA Class with his 1960. Not too many Healeys this year on Pilgrim Pathway, *left*, but those that did show looked great. Show Chairman Bob Canfield and Special Awards sponsor Tom Vash during the judging, *above*.

*Continued from page 4 – The Show*

deeply grateful to the Ocean Grove Chamber of Commerce for bending their rules and allowing us to have a rain date. Our largest single sponsor, Land Rover Monmouth, paid for our DJ, even though they were unable to bring new Land Rovers to display on our rain date, the 30th. We thank all of our other sponsors as well for providing things like trophies

and door prizes. And speaking of the DJ, we all know that electrical equipment and rain don't mix well, but DJ Rich Canfield and his assistant, Amy, were prepared with canopies to make sure we had first-class music and PA capability throughout the show. Well done, Rich and Amy.

And, of course, my sincere thanks go to Show Chairman Bob and his merry band of volunteers whose

perseverance preserved our unbroken record of holding our big show every year without fail. But most of all, thank you to everyone who brought out their British cars in the rain this year, especially the older ones. It was truly amazing. See you next year! ■

*All photos for this article are by Ken & Carol Kyle unless otherwise noted. See pp 7-9 for more show photos and pp 10-11 for a list of show winners.*

### TAKING A BREAKFAST BREAK

*From left*, Tom Vash, Rich Huy, Randy Geck, and parking/gate volunteer Mike Browne enjoying the show.

Jaguars made a strong showing, *below*.







FROM THE TOP: Four of five entries in the Triumph Spitfire & GT6 Class – Mark Wintjen (red 1978); Bob Canfield, not shown (green 1966); Kevin McCormick (blue 1980); and Rich Rosenthal (yellow 1971). Mark won the class, with Kevin taking second.  
Tom Hillman arrives in his Sunbeam Tiger. He won the Sunbeam Class.  
Art Becker's TR8 won the Triumph TR7 & TR8 Class. He's parked next to Jim Mustacchio's Fiat, which Jim brought in place of his 1980 TR7.



**COLOR GUARD**  
PEDCer Col Jon Spare arranged for his Jackson Memorial HS (Jackson, NJ) AFJROTC students to serve as the color guard, **above and left**, during our National Anthem, always a nice touch. See pp 8-9 for more show photos.





### RAIN DIDN'T STOP US, NO SIR

Mike Kusch, **above left**, arrived with his 1965 MGB Sebring Replica. Neither Mike nor the B have lost their racing spirit!

Al Pillar, **above right**, took 2nd in the MG Pre-War Class with his lovely 1953 MG TD.

Jaguar lover Jon Radin, **left**, decked out in our club regalia.

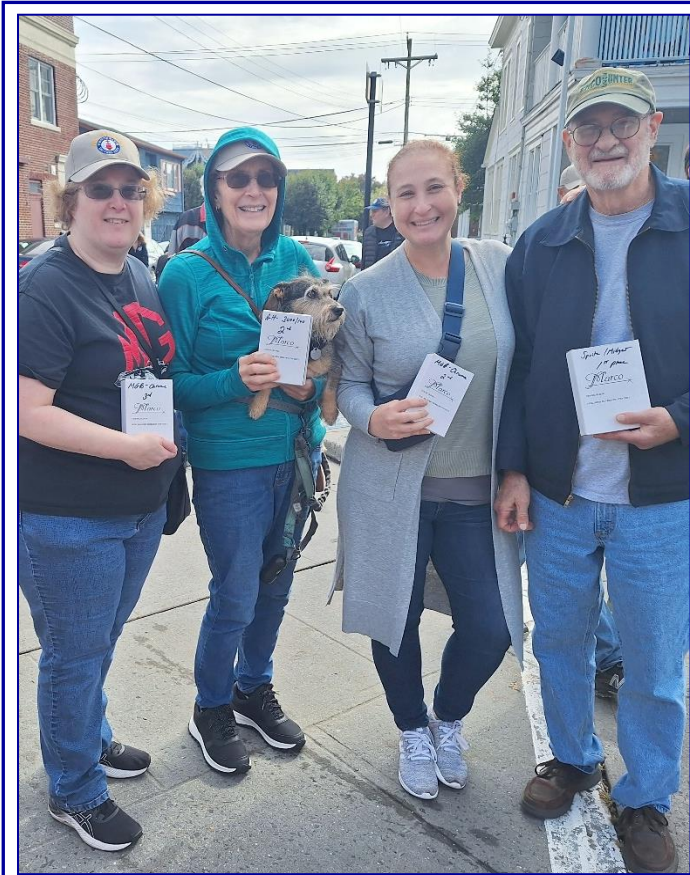
Part of the MGB Class, **below** – a great turnout, as always, on this rainy day.



### OUR FABULOUS DJs

Rich Canfield and his assistant, Amy, **above**, kept the British Invasion music flowing to set the mood, much to the delight of show participants and volunteers as well as spectators. See page p 9 for more show photos.





**AND THE WINNER IS:** Brits on the Beach 2023 was a great year for the Ferrant family, **above**. Alice, **second from left**, took second in the Austin-Healey 100/3000 Class with her 1958 A-H 100/6 BN4, Husband Nick won the Austin-Healey Sprite/MG Midget Class with his 1961 A-H Bugeye Sprite, and daughters Michelle and Nichole took second and third in the MGB Chrome Bumper Class with their 1966 MGB and 1973 MGB GT, respectively. Debra Bennett, **above right**, won the Triumph TR6 Class with her 1975. Steve Spataro took second with his 1974, **right**.



#### OTHER BRITISH SALOONS & SEDANS

Jon Radin won the class with his 1967 Jaguar 340, **below right**, and Gary Watson took second with his 1950 Riley 1.5, **below**. See pp 10-11 for Show Results.



#### TEAM GECK

Randy poses with Alison, who lent a hand as a show volunteer this year, and we thank her for her efforts. Photo by Gary Watson.





## Brits on the Beach 2023 Show Results



### Class A – Austin-Healey 100/3000

Sponsor: *British Wiring*

- 1st Place: John Minetti, 1966 A-H 3000 BJ8\*
- 2nd Place: Alice Ferrant, 1958 A-H 100/6 BN4\*
- 3rd Place: Sue Kessen, 1960 A-H 3000 BT7\*

### Class B – A-H Sprite/MG Midget

Sponsor: *Art & Joann Becker*

- 1st Place: Nick Ferrant, 1961 A-H Bugeye Sprite\*
- 2nd Place: Richard Huy, 1979 MG Midget\*
- 3rd Place: John Gazarek, 1969 MG Midget\*

### Class C – Jaguar Sports Cars to 1974

Sponsors: *Ken & Carol Kyle*

- 1st Place: Steven Mundt, 1966 Jaguar E-Type\*
- 2nd Place: --
- 3rd Place: --

### Class D – Jaguar Sports Cars 1975 to 2023

Sponsors: *I&E Insurance Agency & Financial Advice*

- 1st Place: Joe Crociata, 1995 Jaguar XJS
- 2nd Place: Ken Kyle, 2018 Jaguar F-Type Coupe\*
- 3rd Place: Dennis Carlson, 2009 Jaguar XKR Portfolio\*

### Class F – MG Pre-War

Sponsor: *Merrill Yeager, In Memory of Lindsey Parsons*

- 1st Place: Joseph Finley, 1953 MG TD\*
- 2nd Place: Allan Pillar, 1953 MG TD\*
- 3rd Place: Bill Schroeder, 1954 MG TF

### Class G – MGA

Sponsor: *Russ Sharples*

- 1st Place: Tom Comer, 1960 MGA\*
- 2nd Place: J.R. May, 1958 MGA\*
- 3rd Place: Serge Martynovych, 1958 MGA\*

### Class H – MGB Chrome Bumper

Sponsor: *Merrill Yeager*

- 1st Place: James Lamb, 1968 MGB GT\*
- 2nd Place: Michelle Ferrant, 1966 MGB\*
- 3rd Place: Nichole Ferrant, 1973 MGB GT\*

### Class I – MGB Rubber Bumper

Sponsor: *Melvin M. May Associates, Inc.*

- 1st Place: Randy Geck, 1979 MGB\*
- 2nd Place: Dean LaVergne, 1974 MGB\*
- 3rd Place: Barry Gursky, 1978 MGB

### Class J – Classic Mini

Sponsor: *I&E Insurance Agency & Financial Advice*

- 1st Place: Michael Browne, 1994 Rover Mini Cooper\*
- 2nd Place: Theresa Mello, 2012 Mini Cooper S
- 3rd Place: Thomas Albertalli, 2010 Mini Cooper\*

### Class K – Morgan

Sponsor: *Merrill Yeager, In Memory of Phil Schneider*

- 1st Place: Dennis Mosesman, 2019 Morgan Roadster\*
- 2nd Place: --
- 3rd Place: --

### Class L – Triumph TR6

Sponsor: *Ken & Carol Kyle*

- 1st Place: Debra Bennett, 1975 Triumph TR6\*
- 2nd Place: Stephen Spataro, 1974 Triumph TR6\*
- 3rd Place: --

### Class M – Triumph TR7 & TR8

Sponsor: *Joe & Eileen Monreale*

- 1st Place: 1980 Art Becker, Triumph TR8\*
- 2nd Place: --
- 3rd Place: --

### Class N – Triumph Spitfire & GT6

Sponsor: *Charlie Schirm*

- 1st Place: Mark Wintjen, 1978 Triumph Spitfire\*
- 2nd Place: Kevin McCormick, 1980 Triumph Spitfire\*
- 3rd Place: Stephen Paddock, 1977 Triumph Spitfire 6

### Class O – Triumph TR3, TR4, TR250

Sponsor: *Triumph Rescue*

- 1st Place: --
- 2nd Place: --
- 3rd Place: --

### Class P – Sunbeam

Sponsors: *Tigers East Alpines East*

- 1st Place: Tom Hillmann, 1967 Sunbeam Tiger Mk IA\*
- 2nd Place: --
- 3rd Place: --

### Class Q – Other British Sportscars

Sponsor: *Joe & Eileen Monreale*

- 1st Place: Robert Miller, 1956 AC Ace
- 2nd Place: Pelle Gaglione, 1933 Bentley REO Roadster R
- 3rd Place: Mark Black, 1973 Jensen Healey Mk I\*

### Class R – Other British Saloons & Sedans

Sponsor: *Duncan MacQueen & Carol Shiffner*

- 1st Place: Jon Radin, 1967 Jaguar 340\*
- 2nd Place: Gary Watson, 1950 Riley 1.5\*
- 3rd Place: --

\* indicates a PEDC member

**More show winners on page 11**





## Brits on the Beach 2023 Show Results

### Diamond in the Rough

Sponsors: *Tom & Corinne Vash*  
Winner: Tom Vash, 1978 MGB\*

### Best Custom/Modified

Sponsors: *Tom & Corinne Vash*  
Winner: Pelle Gaglione, 1933 Bentley REO Roadster

### Karen Moutenot Memorial Award ~ Best in Show

Sponsor: *Andy Moutenot*  
Winner: Robert Miller, 1956 AC Ace

### Best Preservation

Sponsors: *Tom & Corinne Vash*  
Winner: Mark Black, 1973 Jensen Healey\*

### Best Display

Sponsor: *Michelle & Michael Conk*  
Winner: John Gazarek, 1969 MG Midget\*

\* indicates a PEDC member

# Thank You, PEDC Volunteers!

### PARKING & GATE

**Mark Wintjen, Lead**  
Debra Bennett  
Mike Browne  
Ernie Caponegro  
Mark Ingersoll  
Charlie & Lynn Jackson  
Peter Jennings  
Serge Martynovych  
John Minetti  
Tom Tighe  
Tom Vash  
Gary Watson

### REGISTRATION TABLE

**Linda Browne, Lead**  
Alice Albertalli  
Michelle Young-Conk\*  
Denise Dalfonzo  
Kathy Ford

\* Michelle supplied several trays of home-baked goodies for the volunteers to enjoy and also as door-prizes.

### BALLOTING

**Dean LaVergne, Lead**  
John Minetti  
Jon Radin  
Ron Stucker

### DOOR-PRIZE & T-SHIRT TABLES

**Donna Huy, Lead**  
Alison Geck  
Jim & Marge Gryta  
Tom & Trish Gutwein  
Pat Watson

### AWARDS CEREMONY

**Ken Kyle, Lead**  
Bob Canfield  
Chip Reilly  
Jon Radin

### PICTURE IN AN LBC

**Russ Sharples, Lead\***  
Jim Lamb (part time)  
Serge Martynovych (part time)  
\* Russ supplied his 1960 MGA 1600

Tom & Trish Gutwein, **right**, have volunteered at Brits on the Beach since becoming members in 2017.



*Brits on the Beach 2023 was a huge success because of our volunteers. We couldn't have done it without you.*

~

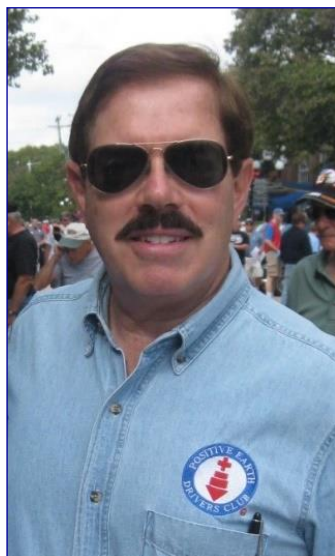




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**KEN KYLE, PRESIDENT**

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**Some Final Words**

As I attack this keyboard one last time to bring you some greetings from Positive Earth, I do so with a mixture of relief, pride, and gratitude. Relief because, after serving this club for four years as a trustee at large, four years as vice president, four years as president, and 12 years as technical editor of *The Terminal Post*, I'm looking forward to being just a rank-and-file member again. Although I appreciate the confidence in me expressed by those who wish I could continue in a leadership role, I've seen the light at the end of the tunnel and I'm going for it. I firmly believe that the club's board of trustees should not serve as a retirement home for former officers to occupy so they can tell the new folks how to run

the show while sitting back themselves. My successor and his team will know that they can have my advice anytime they want – all they have to do is ask. I'll support the new team fully and have confidence that they will do a great job.

I take my leave with a strong sense of pride in what the club has accomplished over the last dozen years. We've moved from being a paper-driven organization to a fully digital one. We've saved an enormous amount of money by eliminating hardcopy newsletters and member directories, which also allows us to update our directory twice a year instead of once, the better to keep up with our ever-expanding membership. Nearly two thirds of our 244 members (not counting spouses/partners) have joined the club in the last four years. That membership growth is itself largely a

product of digitization, with visitors to our first-class website now able to join and renew online. Having a steady influx of new members has more than offset the membership attrition that clubs like ours are plagued with, allowing us to maintain a healthy treasury balance while keeping our annual dues ridiculously low compared to other car clubs.

Those new members also revitalize the club by bringing in new ideas, coming up with new events, and providing material for our newsletter. When you look at other car club newsletters, you see mostly ads, uncaptioned photos, and a club calendar filled primarily with non-club events. When you look at ours, you see interesting articles, carefully chosen and captioned photographs, and a calendar filled with dozens of annual PEDC-organized events. It's no wonder that some have referred to it as the club "magazine."

*Continued on page 13 – GFPE*



Continued from page 12 – GFPE

Another step forward for the club has been the establishment of the PEDC Garage Squad, a group of members dedicated to keeping our classic British cars on the road in a world that no longer offers qualified service for them.

And finally, there is gratitude. It takes more effort, and more support, than you might think to run even a small club like ours. I'm thankful for the support of Russ Sharples, during whose presidency many of our digital improvements were put into place. Russ continues to serve the club as our Information Technology Manager and, together with our Webmaster, Martin Vickery, makes sure that the digital "machinery" of our organization runs smoothly. I'm also grateful to my fellow officers, Vice President Woody Smith, Treasurer Dean LaVergne, and Secretaries Allan Wysmuller and Art Becker, for serving with me. Likewise, I appreciate the support of our Trustees at Large, particularly

Bob Canfield. Some of you may recall that Bob served as our vice president from 2012 to 2015, but that's not why he's on the board. I've praised Bob elsewhere in this issue, but it bears doing so again: There would be no Brits on the Beach show without Bob. Come what may, pandemic or rain of near-biblical proportions, he will not be deterred. He is The Man when it comes to our main club event.

And don't let me forget the rest of our support staff: Sunshine Chair Nadine Berkowsky, Regalia Manager Sookie McLean, and Instagram Manager Erika Larsen, all of whom have helped make this a club that takes care of its members. Of course, special mention must go to my wife, Carol, not only for producing a great newsletter issue after issue, but also for standing behind me and supporting me every step of the way. No man could ask for more.

Lastly, I am deeply grateful to our officer candidates, Mark Wintjen, Jon Radin, Rich Dalfonzo, and Phil Licetti, for stepping up to

lead us into the future. Let's all do everything we can to make their tenure a success. They bring experience, enthusiasm, and energy to our very active British car club. ■

My 2018 Caldera Red Jaguar F-type, **below**.



## The Terminal Post

**EDITOR**

Carol Kyle

**TECHNICAL EDITOR**

Ken Kyle



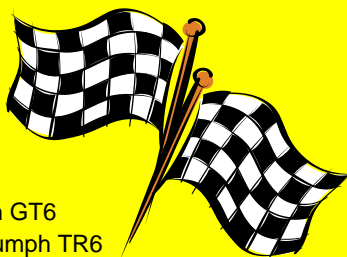
*The Terminal Post* is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, restore, maintain,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

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

## Welcome New Members

As of November 2023, the PEDC has 244 memberships. Including spouses/partners, we are 437 members strong! Of the 244 memberships, 158 new members have joined since January 2020, nearly two-thirds of our membership. Below are the 11 who joined since September 2023:

- ◆ Elissa Freda, Long Branch, NJ
- ◆ Sean Moloney, Clarksburg, NJ, 1965 MGB GT
- ◆ Jim & Davida Wines Marmora, NJ, 1979 MGB V8
- ◆ Bob Lyttle, Keyport, NJ, 1967 Austin-Healey 3000
- ◆ Deb Dunne & Bill Collett, Sea Girt, NJ, 1979 MGB
- ◆ Robert & Linda Handweg, Wall, NJ, 1969 Triumph GT6
- ◆ Neil & Lori Feeney, Ocean Township, NJ, 1974 Triumph TR6
- ◆ Jerry & Abbie Tuccillo, Hamilton Township, NJ, 1974 MGB GT
- ◆ James & Jeannie Kirchner, Burlington, NJ, 1967 Austin-Healey 3000
- ◆ Bruce & Barbara Aydelotte, Egg Harbor Township, NJ, 1961 Triumph TR3A
- ◆ Michael Rupprecht & Beverly Smith, Bordentown, NJ, 1980 Triumph Spitfire 1500





## A Big Thank You to Our Trophy Sponsors ~

- ◆ Art & Joann Becker
- ◆ Michelle & Michael Young-Conk
- ◆ British Wiring
- ◆ Charlie Schirm
- ◆ I&E Insurance Agency & Financial Advice
- ◆ Ken & Carol Kyle
- ◆ Duncan MacQueen & Carol Shiffner
- ◆ J.R. May
- ◆ Joe & Eileen Monreale
- ◆ Andy Moutenot
- ◆ Tigers East Alpines East
- ◆ Triumph Rescue, Bally, PA
- ◆ Russ Sharples
- ◆ Tom & Corinne Vash
- ◆ Merrill Yeager

### PICTURE IN AN LBC

*From left*, Show Chairman Bob Canfield, Jack Kelly, and Russ Sharples pose with Russ's 1960 MGA 1600, set up for anyone wanting to climb in for a classic British car photo op.



## A Special Thank You ~

- to **Land Rover Monmouth** for their continued support as major sponsors and for providing the DJ music for the show.
- to **I&E Insurance Agency** as major show sponsors.
- to **DJ Rich and Amy** for some great music and timely announcements.
- to the **Ocean Grove Chamber of Commerce** for making this wonderful venue available to us since 2009 and for their help and support during the planning of our show.

## Thank You, Door Prize & Goodie-bag Item Donors

- |                                       |                               |                                     |
|---------------------------------------|-------------------------------|-------------------------------------|
| ◆ Tom & Marcia Blackwell              | ◆ Ken & Carol Kyle            | ◆ Russ Sharples                     |
| ◆ <i>British Marque Car Club News</i> | ◆ Dean LaVergne               | ◆ Shore Antique Center              |
| ◆ Mike & Linda Browne                 | ◆ Little British Car Co. Ltd. | ◆ St. Stephen's Green Publick House |
| ◆ Michelle Young-Conk                 | ◆ the late Jeff Merlette      | ◆ Sundaes Ice Cream Stores          |
| ◆ CRC Industries                      | ◆ John Minetti                | ◆ Van Wickle Auto Supply (NAPA)     |
| ◆ Rich & Denise Dalfonzo              | ◆ PJ's Car Wash               | ◆ Ken & Pat Wignall                 |
| ◆ Dennis Drake                        | ◆ Charlie Schirm              |                                     |

Thank you, Rodney & Kathy Ford, for hosting the annual goodie-bag stuffing party, and thank you, Pat Wignall, for soliciting some of our show sponsors this year.





## Minutes of the October 4, 2023 General Meeting

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

**PRESIDENT KEN KYLE BEGAN** the meeting at 7:25 PM. In attendance were 54 members. A motion to accept the minutes of the September 6, 2023 meeting, as posted in the October 2023 newsletter, was made, seconded, and carried. Show Chairman Bob Canfield announced the "Sale of the Year," offering leftover Brits on the Beach 2023 T- shirts in all sizes from small to 3XL for the low, low, oh how low can you go (?) price of \$10.00. See Bob after the meeting if interested in buying one or more.



*Continued on page 16 – Minutes*



*Continued from page 15 – Minutes*

Vincent Fasano attended his first meeting as did new member Robert Handweg.

## Treasurer's Report

Treasurer Dean LaVergne regaled us with a quick review of the club's account balance, \$6,937.99 with \$3,370.71 in our account and \$3,567.28 in accounts receivable. With an increase of 11 new members, since September, memberships now total 244, plus 193 partners/spouses, for a total of 437 members! A motion to accept the treasurer's report was made, seconded, and carried.

## Special Topic

There will be a memorial service for longtime member John Miller this Saturday, October 7th. All members are invited. Check your email blasts for details. [See also p 21. ~Ed.]

## Old Business

### PEDC Events Since Last Meeting

**September 7:** Mark & Nadine Berkowsky hosted an ice cream run to Gil & Bert's Ice Cream in Cranbury, NJ with dinner beforehand at nearby Italian Touch Restaurant.

**September 12:** Mike & Linda Browne organized and led another one of their great theater outings to the Surfflight Theatre in Beach Haven, NJ to see *Grumpy Old Men*, followed by dinner at nearby Buckalew's.

**September 14:** Bob & Eileen Hoernlein hosted an ice cream run to Sundaes in South Toms River, NJ with dinner beforehand at Water Street Bar & Grille in Toms River.

**September 17:** Bob & Eileen also led Eileen's new "War of the Worlds" drive, visiting sites associated with Orson Welles' infamous 1938 radio broadcast, followed by a stop at the Morven Museum and Garden in Princeton, NJ and ending with an

dinner at the Plumsted Grill in Cream Ridge.

**September 20:** Rodney & Kathy Ford hosted their annual Brits on the Beach goodie-bag stuffing party at their home in Brick, NJ. Goodie bags and show participant envelopes were stuffed, much pizza was consumed, and we celebrated Rodney's birthday a bit early with ice cream cakes and handmade Despicable Me desserts by Chef Rodney.

**September 27:** Rich & Donna Huy hosted an ice cream run to Jake's Cree-Mee Freeze in Manalapan, NJ with dinner beforehand at Baker's American Bar & Grille in nearby in Monroe Township. This replaced the ice cream run to Ice Cream on 9 in Howell, NJ that was originally planned for this date. Thank you, Rich & Donna, for finding another venue when Ice Cream on 9 closed.

**September 30:** Our premier event of the year, Brits on the Beach, was finally held, having been postponed from the 23rd due to torrential rain. Drizzle and light rain on the 30th eventually gave way to some sun after 1 PM, and 58 British cars were present on the show field, a respectable number considering the weather. Many thanks to Show Chairman Bob Canfield for preserving our unbroken record of consecutive annual shows.

### Canceled/Postponed/Rescheduled Events

The Wintjens' drive to Fox Hollow Vineyards in Holmdel, NJ, originally scheduled for September 30th, has been rescheduled to October 21st, to avoid conflicting with the Brits on the Beach rain date.

The Mundts' drive to Old Hights Brewing Company in Hightstown, NJ, originally scheduled for October 8th, has been rescheduled to Sunday, October 15th. [Note: The drive was canceled due to low turnout; however, a small group

met at the brewing company and had a great time. [See photos on previous page. ~Ed.]

The Full Moon Party at Tom & Corinne Vash's house in Clarksburg, NJ, originally scheduled for October 14th, has been rescheduled to coincide with the actual full moon on October 28th. Watch for details.

The second dinner-theater outing to the Surfflight Theatre in Beach Haven, NJ and scheduled for December 14th has been canceled.

## Awards

Bob & Eileen Hoernlein were not present at the meeting but will receive a PEDC beer glass for leading their War of the Worlds drive.

## New Business

### Upcoming PEDC Events

**October 15:** Steve & Theresa Mundt will lead their annual drive to Old Hights Brewing Company in Hightstown, NJ.

**October 21:** Mark & Maria Wintjen will lead their annual drive to Fox Hollow Vineyards in Holmdel, NJ.

**October 28:** Tom & Corinne Vash will host a Full Moon Party at their home in Clarksburg, NJ by the light of the moon. The Vashes plan a full open house with food, libations, a fire in the outdoor fireplace, and an evening nature walk around the grounds.

**October 29:** Ken & Carol Kyle will lead their annual fall foliage drive to Hunterdon County, NJ, with lunch at the historic Sergeantsville Inn.

*Continued on page 17 – Minutes*

**PHOTOS ON PAGE 15** are courtesy of Michelle Young-Conk, **Top photo from left**, new member Jerry Tuccillo (white 1974 MGB GT), Michelle & Michael Young-Conk, Steve Mundt, Dee Flax, Theresa Mundt, and Ed Flax (red 1947 MG TC). **Bottom photo** is the gang enjoying libations and snacks at Old Hights Brewing Company, Hightstown, NJ.



Continued from page 16 – Minutes

## Upcoming Non-PEDC Events

**October 9:** The Greenbriar Oceanaire Golf & Country Club's car club in Waretown, NJ will hold its 9th annual car show at their clubhouse. Our PEDC POC contact is Mike Browne. PEDC cars will be able to park together at this event, so come on out and help us outnumber the dreaded Corvettes. [See photos right. ~Ed.]

**October 21:** The MG Car Club Central Jersey Centre will hold its Britfest 2023 show at Horseshoe Lake Park in Succasunna, NJ. See their website for details.

## Other New Business

We now have one nominee for each of the four PEDC officer positions for 2024-2025: Mark Wintjen for president, Jon Radin for vice president, Rich Dalfonzo for secretary, and Phil Licetti for treasurer. The election will be held at our next meeting on November 1st. If you don't expect to make the November meeting, you can vote using the ballot in the October newsletter by turning it in to Secretary Allan Wismuller before you leave the meeting, or you can mail it or email it in before the next meeting. Complete voting instructions are on the ballot, which is the last page of the October newsletter (unnumbered). [Note: See also last page of this newsletter. ~Ed.]

## Adjournment

President Ken adjourned the meeting at 7:45 PM, following the motion to close/second/all in favor. ■



### GREENBRIAR OCEANAIRE SHOW PHOTOS

*Above, from left,*  
Tom Albertalli,  
Ken Kyle,  
Rich Dalfonzo,  
Jack McLean, and  
Charlie Schirm.

A great turnout  
of ~20 PEDC cars,  
including  
Greg Young's,  
Jack McLean's,  
and Mike Browne's  
MGBs. Photos by  
Gary Watson.





## In Memoriam: John F. Miller

(13 March 1943 – 27 September 2023)

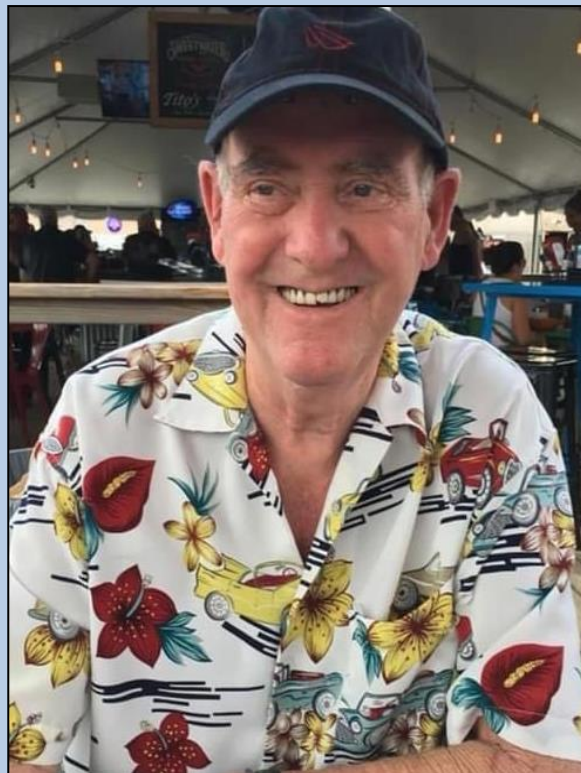
The PEDC was sad to lose longtime member John Miller, 80, of Barnegat, NJ, beloved husband of Jeanne LeMay Miller since 2004 and good friend to many of our club members. John is survived by two sisters, two sons, a daughter, five grandchildren, and several members of Jeanne's family, who will miss him dearly.

John was born in Maine and became a motor vehicle enthusiast at an early age. He owned and operated his own tractor trailer, which he drove cross-country, later working for Sylve and Clayton Concrete. He loved his 1958 Triumph TR3, **shown below**, and 1994 Jaguar XJS. John and Jeanne enjoyed riding John's motorcycle and driving their RV to Florida, where they had a second home and many friends.

A celebration of John's life was held 7 October at the Four Seasons at Mirage Community Center in Barnegat, NJ. Several PEDCers attended, a nice tribute to a special friend. RIP, John. You will be missed. ■

**Note:** The photo, **right**, and some of the information, **above**, is from John's obituary, which appeared on his family's Facebook page.

Shown **below, from left**, are John & Jeanne at Woody's in 2016; in their TR3 during a PEDC South Jersey lighthouse tour in 2010; and at Bulldogs Bar & Grill in Egg Harbor City during a PEDC drive through the NJ Pine Barrens in 2022. Photos by Carol Kyle.







## Passing Along the Love of Classic British Cars to a New Generation

PART 3 OF 4

RUSS SHARPLES

**M**y last article documenting our odyssey with my nephew's 49-year-old MGB GT left off with the PEDC Garage Squad installing a new interior, rebuilding the suspension and brakes, repainting the engine compartment, and installing a rebuilt cylinder head and carburetors. At first, the cylinder head leaked coolant between cylinders 2 and 3, causing us to swap in another head gasket which

still leaked until we figured out that our torque wrench was under-torquing by 2 lbs. A re-torque at the proper spec stopped the leak. All that remained to do was install a new stainless steel exhaust system (due to the huge hole that blew out in the muffler after just a few hours of driving the car) and touch

*Continued on page 20 – Passing Along*



*Continued from page 19 – Passing Along*

up some rust on the rear of the car. I brought the car up to New Jersey from Pennsylvania on December 30th and planned a Garage Squad visit for January 15th.

I spent the first two weeks of January using the car as much as possible to keep testing the leak fix. I had a bunch of little projects to do such as finishing the installation of a Bluetooth audio system and stereo speaker; upgrading the head lights, brake lights, and interior to LEDs; and installing door-activated courtesy lights in the footwells. I put 236 miles on the car, and the night before the Squad visit, I took it to a gas station to get it filled up. It took 11 gallons, yielding 21 mpg, not bad but not as good as I had hoped. We still needed to do a proper tune-up on the car (plugs, ignition parts, timing, set the mixture), and my hope was that the car would get 25 mpg or so after that. Bringing it home from the gas station, I wanted to get it ready for the Squad to change the exhaust the next day, so I got to work jacking it up as high as possible.

### A Close Call & Lessons Learned

I got the front up in the air with the two jack stands set under the frame. Then I moved to the back and found my low-profile jack needed a 4x4 block of wood to be able to lift the differential to full height. I centered the wood block on the diff and jacked the car up to full height (about 18"). I then checked the front of the car to make sure the car had not rocked forward on the front jack stands and found them sitting solidly on the floor. As I walked to the back of the car, I heard a clunk. The back of the car dropped to the floor with a "whump!" I saw that the back tires were on the floor, but where was the jack that was just set to 18" of height? Looking under the back of the car I saw that the jack was under the gas tank, or, more specifically, the jack had crushed the front half of the gas tank and pushed the trunk floor up a bit. Luckily there was no gas leaking out of the completely full tank or the filler cap. But where had the gas gone now that half the tank was crushed flat? I opened the gas cap and saw that the gas was sitting right at the mouth of the filler tube. So I quickly got some empty gas cans and drained the tank with a siphon.

Once the situation had stabilized, I started thinking about what I did wrong. When the car first fell to the floor and I looked at the jack,

it had rolled back from the differential to be under the gas tank. The 4x4 block I used between the jack and the differential was sitting on the front of the jack, between its wheels. The bottom of the MG differential has a lip of metal that is only about 1/4 inch wide.

My guess is that the differential lip was pushing on the block in such a way that the jack rolled back, allowing the block to rotate or slide off the front of the jack and push the jack back under the gas tank. It was late at night, and I was rushing. Either I hadn't centered the block on the jack's lifting pad, or I hadn't centered the whole assembly properly under the differential lip. I realized that had I been under the car at that moment placing the jack stands, I would have been crushed. I was incredibly lucky that I had the opportunity to learn about the importance of not rushing, the importance of double-checking how the car is supported, and what a bad idea it is to use a large block of wood to lift an oddly shaped item like the differential, all for the cost of a gas tank. Whew!

Rear axle of the B, **below**, properly supported on the blue jack stands. Note the crushed portion of the gas tank.



It was a blessing in disguise – the seller had replaced the gas tank and had done a poor job of mating the fittings on the new tank to the steel fuel line. Further, upon removing the damaged tank, the Squad and I found that the wiring harness in the area had been rubbing against the body and had damaged the insulation.

*Continued on page 21 – Passing Along*



Continued from page 20 – Passing Along

## Replacing the Gas Tank

We wouldn't have found these issues had we not removed the tank. So we ordered a new tank and hardware kit from Moss Motors, and we got the 16-gallon touring tank instead of the stock 12-gallon tank. The stock tank is tapered towards the rear to make it less visible from the back of the car. The touring tank is just rectangular in shape and so sticks about 2" below the car's rear valance (there have been no clearance issues with the new tank scraping the ground). We also ordered the steel fuel line that runs from the tank to the fuel pump as the one in the car had been butchered.

On Saturday, Mark Wintjen, John Quelch, John Sprake, and Bob Canfield arrived and made quick work of removing the crushed tank and blown-out exhaust system. Fitting a new exhaust system always requires some "fiddling," and in this case the assembled system was about 2" too long, so we had to shorten the center pipe section in order for the muffler to be positioned properly for the hangers. The rest of the job was pretty straightforward, if a bit dirty and cramped under the car.



Fitting the new exhaust system, **above**.

Rust spot before, **right**, and after, **below**, painting.



## Treating a Rust Spot

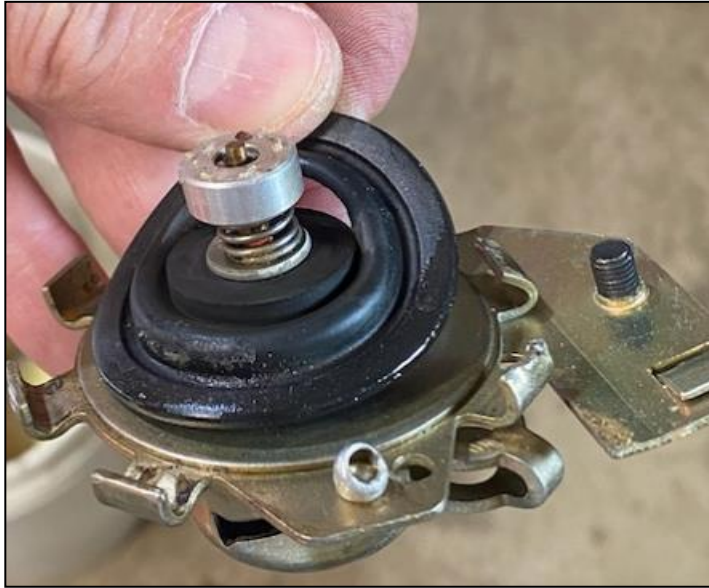
The final project on the car was fixing the rust spot that was developing on the passenger-side tail-light plinth. In the auction photos this spot looked like chipped paint, but after driving the car for a few weeks in winter, it had developed into a full-blown rust spot that was peeling the paint off the plinth. John Q was confident that we could touch that up by respraying the plinth, though I found it hard to believe we could blend the paint that well. Even though it was the end of January, we were able to crank up the heaters in John's garage and do this paint work. As you can see in these photos, John's technique worked beautifully. We were lucky that the Glacier White paint from paintscratch.com was a good match.

## Teaching Todd Some Basics

It was finally time to return the completed

Continued on page 22 – Passing Along





*Continued from page 21 – Passing Along*

car to Todd. As with most people of Todd's generation, he has had no opportunity work on a car. The cars made in his lifetime all feature computer controls and complex fuel and ignition systems. This MGB GT is a car that lets you actually physically inspect the ignition parts and make the adjustments to the fuel mixture and ignition timing. You can easily see and inspect virtually all parts of the engine, so I wanted to walk Todd through an oil change and basic tune up.

We started with how to safely jack up the car so he could get underneath with an oil drain pan and remove the drain plug. We changed the filter and replaced the spark plugs, points, condenser, cap, and rotor (the spark plug wires had already been replaced). We installed a new fan belt and then adjusted the mixture and idle speed. Todd did all the work himself except for the mixture adjustment. This was exactly the sort of experience he was looking for when we had first talked in the summer of 2022. I was very pleased as he headed off back to NJ in what was now a solid and well sorted MG. If only it had stayed that way.

## Running Hot + A New Smell

That was January 28th. On April 3rd Todd was using the car to do some errands and noticed that the engine started running poorly. The temp gauge had risen to the hot zone. For those not familiar, the 1974 MGB

temp gauge is marked "C - N - H" for "Cold – Normal – Hot," but nothing is marked in red or as a necessarily bad thing, so Todd wasn't sure what this meant. He'd also noticed an unusual smell but didn't recognize what he would soon learn was the scent of antifreeze. As he was close to home, he got the car back to the house and called me up. As we talked, he opened the hood and said the engine smelled and felt very hot though there was no steam blowing out of the radiator. The fan belt was in place and looked OK. Everything looked normal. He started it up again while I was on Facetime, and the car started and idled fine. He drove it in the garage and then shut it down. I came down the next day to check it out.

## Oh No! A Mystery Leak

What I found was that the radiator was empty, but there was no sign of a coolant leak. There were some spots of coolant around the passenger side of the engine compartment on the fenders, but it wasn't clear how they got over there when the overflow tube goes down the driver's side of the radiator. There was no water in the oil, the fan belt was tight, and everything else looked normal, so we filled the radiator back up.

As we filled the radiator, a stream of water came out of the brand-new heater control valve and poured directly down on to the distributor. That explained our leak! I have seen this once before when club member Tom Vash had installed a new heater control valve, purchased right around the same time as Todd's in the fall of 2022, and found that the internal diaphragm tore within a couple of weeks of use. Apparently, Moss Motors had a bad batch. The good news is that if any of you experience this failure and catch it quickly enough, closing the valve (setting the heat knob to "cold") plugs the leak. The bad news for Todd was that this failure had seriously over-heated his engine. We ordered another heater control valve from Moss along with a new distributor cap (after thoroughly cleaning the inside of the distributor), installed the valve and refilled the cooling system, and the car was back on the road and driving fine. There didn't appear to be any adverse effects of this overheating incident. And yet . . .

Two months later Todd took the car on his first big road trip from Philly up to the Adirondacks, about 4 hours north. The car was great on the

*Continued on page 23 – Passing Along*

**Above:** Heater control valve with torn diaphragm.



*Continued from page 22 – Passing Along*

trip up and Todd found the car comfortable to drive long distance even without air conditioning. On the drive home Todd noticed that the red ignition light came on when he shifted, and the engine RPM dropped down. Todd now had learned the checklist of things to watch out for and that red light is one of them. He exited from the highway and pulled up in a neighborhood. As the car idled at the curb, the ignition light flickered and then came on solid. He called me and we consulted.

## Replacing the Alternator

He shut off the engine and popped the hood, and I had him check that the fanbelt was tight (it was) and that everything looked good. The engine looked normal, except that Todd noticed coolant leaking from the head gasket again. The good news was that the red light did go out when Todd revved the engine up to 2000 RPM or more, and since he now had LED headlights, the electrical load on the car was about half of what it used to be. Todd was able to get the car home that night, and a few weeks later we tested the alternator and confirmed that it had died. Yet another order into Moss Motors for a new alternator, and then Todd brought the car up to NJ to Tom Vash's shop. Installing the alternator was a quick job, and we took the opportunity to retorque the cylinder head studs, finding that the studs on the passenger side could all take a half turn or more to reach spec (using a brand-new torque wrench). Whether this was just normal results of a retorque or a consequence of the extreme overheating, I don't know. As of July 2023 we were really hoping we had finally chased the gremlins from this car.

## Final Thoughts

In the summer of 2022 the Squad and I believed that a genuine 26K mile car in such clean shape would need just a little maintenance to get back on the road as a daily driver. What we ended up doing was more of a partial restoration. The poor condition of the cylinder head was a disappointment, but it was a consequence of our assumption that it had been rebuilt rather than just pulled off another engine. The need to rebuild the carbs, suspension, and brakes was expected.



It was a 49-year-old car after all. The exhaust system and alternator were bad luck, and the single biggest investment was changing out the whole interior. Although the car didn't have to have a new interior, and we could have just replaced the seat diaphragms, it certainly improved its looks and smell. It's taken 9 months, 5 PEDC Garage Squad visits, and nearly \$7K in parts, but I am now truly expecting that Todd has the classic, quirky, reliable, repairable, fun car that we discussed. Fingers crossed! ■

**Top:** Finished rust repair. looks undetectable.

**Above:** Repaired area looks great. Note replacement gas tank visible below fender and valence.

*All photos for this article courtesy of Russ Sharples.*



# 2023 PEDC Calendar of Events

We are closing out our club year with these two events:

## NOVEMBER

**1, Wednesday, PEDC** monthly meeting at Woody's Roadside Tavern, 7:30 PM. Election of new officers for 2024-2025.

## DECEMBER

**2, Saturday, PEDC** annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ, <https://www.jumpingbrookcc.com>. Ken & Carol Kyle, organizers. See more details **below**.

## A BUSY YEAR ~

By year's end we shall have had 11 monthly meetings (which are really parties with a short meeting in the middle); 11 club drives (including a weekend drive to Lewes, DE); 11 ice cream runs; 2 major car shows (Brits on the Beach and Father's Day + BBQ); 3 parties (a Brits on the Beach goodie-bag stuffing party, a full moon party, and our annual Christmas/holiday party); an Irish dinner; and a dinner-theater outing . . . not to mention numerous PEDC Garage Squad sessions, which, incidentally, are open to all members who join the Squad. We had some events canceled too, mostly due to weather, but even with the cancellations, we still had a very active club year. Thank you to all who stepped up to host, lead, or organize our events. Your volunteer spirit is what makes this club truly great.

The PEDC was also invited to a few non-PEDC events that our members coordinated so that we could park together – the annual Greenbriar Oceanaire all-marque car show in Waretown, NJ; a "British Invasion Years" concert in Whiting, NJ; an Air Force Junior ROTC (AFJROTC) student car show in Jackson, NJ; and a Cars & Coffee event at Indian Motorcycle in Neptune, NJ. We also participated, once again, in the Farmingdale, NJ Memorial Day parade.



## PEDC CHRISTMAS/HOLIDAY PARTY

JUMPING BROOK COUNTRY CLUB, NEPTUNE, NJ

FRIDAY, 2 DECEMBER 2023, 7-11 PM

**KEN & CAROL KYLE, HOSTS**

RSVP TO [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net), 732.551.9462 Ken mobile

**\$49 PER PERSON**

Please make your check payable to: PEDC and mail it to PEDC, P.O. Box 214, Farmingdale, NJ 08831.  
Or bring your check to the November 1 meeting at Woody's.

Source of cartoon: unknown



# **PEDC Classified Ads ~ Free to Members**

## **British Cars, British Car Parts, and British Car-related Items**



# **Free for the Taking:**

## **Rare 1952 Austin A40 Sports ~**

I have three of these cars, which I have collected over the last 50 years. I am not looking to sell them. They are free to a good home. At 76, I regret that I can no longer work on my project of restoration. My green one (shown right) has been garaged for 50 years and has a new rebuilt engine and transmission. A second car has been untouched other than getting an older repaint in its original grey color. It ran when parked. The third, also grey, was kept as a parts car but was also garaged with most of its original parts.

I'm looking for someone who shares my love of British cars and would enjoy finishing my dream of restoring them. The Austin A40 Sports, with its aluminum body by Jensen, is rare in the U.S. Mine are 4-seater, 2-door convertibles. Also included with the three cars are many extra parts.

If any PEDC'er or someone you know is interested, or if you have questions, please contact me: Alfred Califano, (917) 207-0808, [alfredcalifano@gmail.com](mailto:alfredcalifano@gmail.com). I prefer that you text me at the phone number given. Thank you.  
*Photo courtesy of Alfred Califano.*







# Official PEDC Regalia for 2023 ~ 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	\$31/\$34
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
Sweatshirt, long-sleeve, hooded	S-XL/XXL	\$34/\$36
Baseball hats	One size fits all	\$14

## OTHER CLUB ITEMS

OTHER CLUB ITEMS	PRICE
Grille badge	\$25.00
Tool bag, black	\$24.95
PEDC logo patch	\$6.00
Marque patch	\$5.00
Lapel/hat pin	\$4.00
Windshield sticker	\$2.00

**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 ICE CREAM RUNS ~

Enjoying **Halo Pub Ice Cream** in Hamilton Township, NJ, hosted by Steve & Theresa Mundt in July, are, **from left**, the Ferrants' classic Chevy friends, then Theresa & Steve, Steve Spataro, Dave & Nancy Pittman, another classic Chevy couple, and Alice & Nick Ferrant.

**Missing:** Mark & Nadine Berkowsky and Ken & Carol Kyle.

Enjoying **Jeffreeze Ice Cream** in West Creek, NJ, hosted by Pete & Mickey Dow in June, are, **from left**, Eileen Hoernlein, Alice Albertalli, Sookie McLean, Carol Kyle, Mickey, and Linda Browne. **Missing:** Bob Hoernlein, Tom Albertalli, Jack McLean, Ken Kyle, Pete, Mike Browne, and Charlie Schirm.





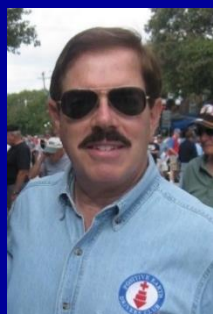
## PEDC Officers

**KEN KYLE, PRESIDENT**  
kenkyle4@comcast.net  
732.244.2045 home  
732.551.9462 mobile

**ALLAN WYSMULLER, SECRETARY**  
allanwys@gmail.com  
609.698.1898 home  
973.713.1830 mobile

**WOODY SMITH, VICE PRESIDENT**  
esmith0349@aol.com  
732.681.5618 home  
732.619.8151 mobile

**DEAN LAVERGNE, TREASURER**  
deanlav@yahoo.com  
848.217.7092 home  
732.580.7837 mobile



**President**  
Ken Kyle



**Vice President**  
Woody Smith



**Secretary**  
Allan Wysmuller



**Treasurer**  
Dean LaVergne

## PEDC Staff

**BOB CANFIELD, SHOW CHAIRMAN**  
joisuzu@optonline.net  
732.620.2378 mobile  
\* also a Trustee at Large

**RUSS SHARPLES, IT MANAGER**  
rpsinet-mga@yahoo.com  
609.721.2149 mobile

**MARTIN VICKERY, WEBMASTER**  
martin.vickery@gmail.com  
732.856.7518 mobile

**ERIKA LARSEN, INSTAGRAM MGR**  
larsene14@gmail.com

**CAROL KYLE, NEWSLETTER EDITOR**  
carolkyle4@comcast.net  
732.606.6422 mobile

**SOOKIE MCLEAN, REGALIA MGR**  
corina458@comcast.net  
609.276.1842 mobile

**NADINE BERKOWSKY, SUNSHINE**  
mnberky@comcast.net  
609.655.0071 home



**Show Chairman**  
Bob Canfield \*

## PEDC Trustees at Large, 2022-2023

**MIKE BROWNE**  
captain61ny@aol.com  
609.971.2975 home  
609. 618.7559 mobile

**JOHN QUELCH**  
johnr.quelch@gmail.com  
732.995.3539 mobile

**STEVE MUNDT**  
ssmundt@juno.com  
609.581.8625 home  
609.369.1190 mobile

**MARK WINTJEN**  
cptwintch@comcast.net  
732.264.2577 home  
732-841-7808 mobile



**Trustee at Large**  
Mike Browne



**Trustee at Large**  
Steve Mundt



**Trustee at Large**  
John Quelch



**Trustee at Large**  
Mark Wintjen



**IT Manager**  
Russ Sharples



**Webmaster**  
Martin Vickery



**Instagram Mgr**  
Erika Larsen



**Newsletter Editor**  
Carol Kyle



**Regalia Manager**  
Sookie McLean



**Sunshine**  
Nadine Berkowsky

Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery. Photo of Erika Larsen courtesy of Erika Larsen.



## 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 as space allows. Interested in becoming a show sponsor? Contact Show Chairman Bob Canfield, joisuzu@optonline.net.

Ernest M. Caponegro, CLCS, CSA®  
ineagency@gmail.com

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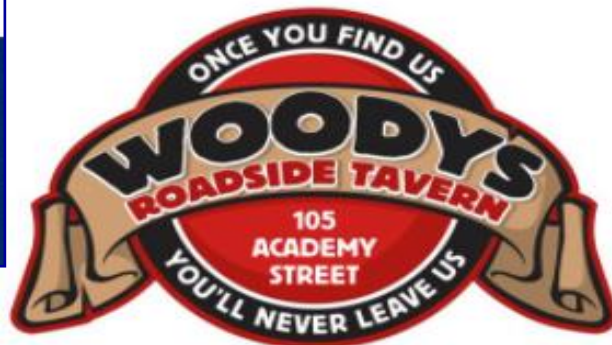
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## The Last Word: Get Out and Drive 'Em!

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and we're glad  
he did. Now that's  
dedication for you!





# Election Ballot for PEDC Officers 2024-2025

## HERE IS HOW THE VOTING WORKS

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

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

**Can I Vote in Person?** Yes, members may also vote in person at the November 1, 2023 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: PEDC, P.O. Box 214, Farmingdale, NJ 07727-0214. 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 30, 2023 for them to be counted in the election.

**When Are the Results Announced?** The ballots will be counted at the November 1, 2023 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.

## PEDC Official Proxy Ballot

This proxy ballot is to be used in the event you cannot be present at the November 1, 2023 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,
- (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 30, 2023 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, 2023 deadline. All current active members (one primary member and one spouse/partner) are eligible to vote on separate ballots.

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

<b>President</b>	_____ Mark Wintjen
<b>Vice President</b>	_____ Jon Radin
<b>Treasurer</b>	_____ Rich Dalfonzo
<b>Secretary</b>	_____ Phil Licetti