



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

- **October 4:** Monthly meeting at Woody's, Farmingdale, NJ
- **October 15:** PEDC drive to Old Hights Brewing Company, Hightstown, NJ
- **October 21:** PEDC drive to Fox Hollow Vineyards, Holmdel, NJ
- **October 28:** PEDC full moon party, Millstone Township, NJ
- **October 29:** PEDC fall foliage drive to Sergeantsville Inn, Hunterdon County

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



AT OUR AUGUST MEETING

I asked if anyone would be interested in a short-notice drive to the National Guard Militia Museum of New Jersey (NGMMNJ) in Sea Girt. The interest was overwhelming, so it was announced then and there that on Monday, August 28th, I would be leading the drive. The planning was hectic since I had neither planned a club drive nor even participated in one. However, Ken Kyle, our retiring president, gave me some pointers and sent me a link to a previous edition of our club newsletter that carried his article on doing these drives. It was all very helpful – he will be missed.

Meeting Up & The Drive

Our group met up at the Wawa on Route 88 in Brick, NJ at 10 AM. We took advantage of their amenities, covered a few administrative items, and departed at 10:30 so that we'd have ample time to get to our destination by 11:15. Those participating in the drive,

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PEDC Drive to NGMMNJ
DUNCAN MACQUEEN



PHOTOS ABOVE: Logo source: <https://njmilitiamuseum.org/>. A great photo op with our four British cars – me with my 1950 MGTD, Gary Watson with his 1959 Riley 1.5, Steve Spataro with his 1974 TR6, and Bob Hoernlein with his 1975 TR6. *Photo by Eileen Hoernlein.* Our group at the Essex Troop Arch, formerly part of the Roseville Avenue Armory in Newark, NJ. *From left, Gary Watson, Andy Ribaud, Bob Hoernlein, James and Steve Spataro, Claire Gallagher, me, Carol Shiffner, Eileen Hoernlein, and Irene Ribaud.* *Photo courtesy of Eileen Hoernlein.* SSG Andrew Walker, curator, talks to us about the outdoor "macro" artifacts. *Photo by Eileen Hoernlein.*



LEFT: PEDC members pose by the Civil War submarine nicknamed "The Intelligent Whale" by the U.S. Navy. *Shown from left* are James and Steve Spataro, Irene Ribaldo, Gary Watson, Andy Ribaldo, Bob & Eileen Hoernlein, Claire Gallagher, and Carol Shiffner & me. *Photo courtesy of Eileen Hoernlein.*

Continued from page 1 – Drive

besides Carol Shiffner & me (leaders) in our MGTD, were Bob & Eileen Hoernlein in their TR6; Andy & Irene Ribaldo in their daily driver; Gary Watson in his Riley 1.5; and Steve and James Spataro in Steve's TR6. Claire Gallagher arranged to meet us at the museum with her daily driver. Our drive was an enjoyable and uneventful 35-minute ride through the local streets of Brielle and Manasquan.

Arriving at the Museum

Inside the museum we were introduced to Cole Snedeker, museum employee and docent. He and I, as assistant curator, showed PEDC members around the museum. We saw artifacts related to the military history of New Jersey from the earliest Native American displays of stone artifacts unearthed during the construction of Six Flags Great Adventure in Jackson, NJ to uniforms and weapons used by the militia of the earliest settlements of New Jersey, including a matchlock musket.

Mr. Snedeker went into some detail on the displayed halberd battle axe when questions were raised. From there we saw an exhibit of the French and Indian War, again with uniforms, equipment, and a British "Brown Bess" flintlock musket. After that we went through similar exhibits from the American Revolutionary War, the Mexican-American War, the American Civil War (including a Model 1857 "Napoleon" cannon used by New Jersey artillerymen), and the era of U.S. western expansion, which included a pair of U.S. Army "Trap Door" rifles. A brief mention was made of the Spanish-American War as well.

The Intelligent Whale

About this time Army SSG Andrew Walker, the museum curator, joined us and talked about the paratrooper display in the temporary exhibit area, drawing on his experience with the U.S. Army's 82nd Airborne Division. He then explained some things concerning the "Intelligent Whale" (see above), a Civil War submarine invented and built here in New Jersey, tested by the U.S. Navy, but too late to see action.

Machine Gun Displays

We saw quite a few machine guns on display. They included a Colt M1895 "Potato Digger" and a Hotchkiss M1909 Benet-Mercie, both used by the U.S. Army and New Jersey National Guard against Pancho Villa during the Mexican Border incident in 1916. Other machine guns on display as used by New Jersey troops in WWI included the Lewis, manufactured in the U.S. by Savage Arms, and a French-made Chauchat.

And speaking of WWI, we saw a little 37 mm French cannon manufactured by Bethlehem Steel. We also saw the venerable "French 75," the 75 mm Model 1897 cannon, which was made in France and used by U.S. troops. The Model 1897 revolutionized artillery with its hydraulic recoil system and rapid-fire capability. The main WWI exhibit explained how our nation had a major shortage of small arms and other weapons going into the war.

We then talked about the inter-war years, between WWI and WWII.

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NJ 1st Separate Battalion

We discussed New Jersey's 1st Separate Battalion, a segregated black infantry battalion instituted by the State of New Jersey and funded entirely with state funds. At the time, such units were forbidden by the federal government. New Jersey was the first state in the nation to institute such a unit, after so many black New Jerseyans served with distinction during WWI and wanted to continue serving.

The Outdoor Displays

While outside, SSG Walker looked the other way while we took some quick photos of our cars with the M4 "Sherman" tank from WWII, the M48 and M60 "Patton" tanks, and some armored personnel carriers from the Vietnam and Cold War eras. We also saw the M42 "Duster," a self-propelled anti-aircraft gun used from the 1950s to the 1980s; the Republic F-84F Thunderstreak, a fighter jet from the Korean War; and the McDonnell Douglas F-4 Phantom, a fighter jet from the Vietnam era.

Lunch at the Reef & Barrel

After our tour, SSG Walker and Mr. Snedeker joined us at the Reef & Barrel Restaurant in Sea Girt to enjoy a sumptuous lunch where widely varied and uplifting conversations ensued. Unfortunately, SSG Walker had to leave early, but Cole remained and fielded several more museum-related questions.

Future NGMMNJ Drives

During lunch our group agreed that we should do this drive again next year, with more time allowed for planning! I think the drive was a tremendous success. If you'd like to sign on for next year, please let me know if you would prefer a weekday or weekend day. I am gathering information now, so I would appreciate hearing from you. Email me, Duncan MacQueen, mgt2912@gmail.com. ■

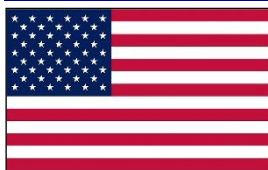


About the National Guard Militia Museum of New Jersey (NGMMNJ)

The National Guard Militia Museum of New Jersey tells the story of the state's Militia and National Guard, beginning with Dutch, Swedish, and British colonization through the War for Independence to the Civil War, World Wars I and II, and up to the present day, paying particular attention to the diversity of the New Jersey citizen soldier and his or her experience. Notably, the museum has one of the largest collections of New Jersey related Civil War research material in the country, including copies of diaries, letters, newspaper clippings, memoirs, regimental histories, and articles.

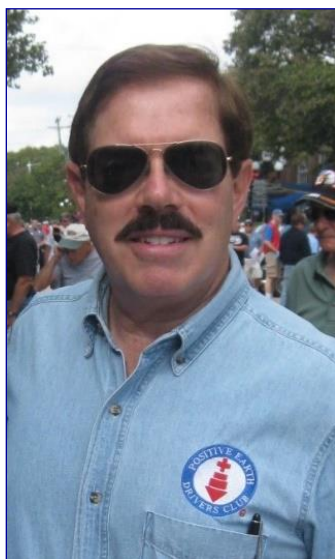
The National Guard Militia Museum of New Jersey, Inc. is a non-profit 501(3) organization that supports the collections, exhibitions, and educational programs of the museum through volunteerism, advocacy, and fundraising. Memberships allow the museum to continue its important work and enable the museum to continue its excellent exhibits and programming. Please join today and support the National Guard Militia Museum of New Jersey.

Source of the above information: <https://njmilitiamuseum.org/>



ABOVE: Bob Hoernlein and his TR6 at the F84 Thunderstreak of Korean War vintage.
Photo by Eileen Hoernlein.

Captions for this article
by Duncan MacQueen.



KEN KYLE, PRESIDENT

Time to Vote

As you know, this is an election year for the PEDC, and I'm pleased to report that we now have a candidate for each officer position: Mark Wintjen for president, Jon Radin for vice president, Rich Dalfonzo for secretary, and Philip Licetti for treasurer. You will find their bios elsewhere in this issue. I am confident that they will do an excellent job leading our club into the future, and I urge all of you to give them your full support.

Supporting Our Candidates During the Election . . .

The most important thing you can do now to support these candidates ***is to vote for them***. Yes, I realize that they'll all be elected in an uncontested election no matter how many people actually bother to vote, but by making the effort to fill out and submit your ballot you'll be demonstrating your support for them in a tangible way, and I can tell you from personal experience how much that means to somebody running for office.

Taking the trouble to vote is the least you can do to show these candidates that you appreciate their willingness to step up and do the work necessary to keep this club going. The election will take place at our monthly meeting on November 1, 2023. If you can't make the meeting, please be sure to vote in advance using the ballot at the end of this newsletter (see last page, unnumbered). Complete voting instructions are provided on the ballot.

. . . After the Election . . .

Once the election is over, the current officers and staff will be working with the new officers to ensure a smooth transition. The terms in office of the current trustees-at-large also expire at year's end, and the new executive team will have to decide whether to renominate them and/or bring in some new people. Also, some of our staff members may choose to take a well-deserved rest from their duties. ***Here's where you come in.*** A lot of work goes on behind the scenes in this club, and the officers can't do it all themselves. So, if the new officers approach you and ask you to join the board of trustees or take over a staff position, be prepared to say YES. Not only will you be doing important work for the club we all love, but you will also have the satisfaction of being an integral part of the team that makes it run so well.

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Continued from page 4 – Time to Vote

... And in the New Year

The new officers will take over officially on January 1, 2024. Their first major task will be to assemble a club calendar for the year. **Once again, your support for this effort will be vital to its success.** The club needs members to step up and organize drives, ice cream runs, parties, shows, and other get-togethers to make this work. Fortunately, most members who have organized events in the past are usually happy to run them again, but it's not fair to those members to expect them to carry the bulk of the burden year after year. We need more people to get involved and take over some of those time-honored events as well as come up with new ones. Over the years I've seen the events calendars of many car clubs – of all kinds – and, believe me, none of them has the quantity and variety of club events that we do. Let's keep it that way.

A Final Word

As the PEDC prepares to enter its 36th year, our mission to encourage and promote the preservation and enjoyment of classic British cars becomes more important than ever. With each passing year, names like MG, Triumph, Austin-Healey, and Sunbeam fade further and further into the past. It's up to us to ensure that these great marques in particular – and the British car hobby in general – are never forgotten. ■

MOTHER NATURE had other ideas this year as Tropical Storm Ophelia hit the Jersey Shore on Saturday, 23 September 2023, bringing with it wind and steady rain the day of our show in Ocean Grove. The show was postponed to the following Saturday, 30 September 2023.

Please keep a good thought and pray for nice weather. We have been lucky all these years, thanks in large measure to Show Chairman Bob Canfield, **right, foreground**, who is in good with the weather gods!



Carol & I enjoyed Bob & Eileen Hoernlein's "The War of the Worlds" drive on September 16th. We started the drive at the Cathedral of the Air, Navy Lakehurst, **above**.

Brits on the Beach 2023



The Terminal Post

EDITOR

Carol Kyle

TECHNICAL EDITOR

Ken Kyle



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

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



Minutes of the September 6, 2023 Meeting

SUBMITTED BY CAROL KYLE FOR SECRETARY ALLAN WYSMULLER

PRESIDENT KEN KYLE BEGAN

the meeting at 7:30 PM. In attendance were 63 members. A motion to accept the minutes of the August 2023 meeting, as posted in the September 2023 newsletter, was made, seconded, and carried. President Ken welcomed three new members: Joe Jakositz, 1966 Sunbeam Alpine; James Witte, 1975 MGB; and Martin Giacobbe, 1978 MGB.

Treasurer's Report

Treasurer Dean LaVergne noted that the club balance as of this date is \$5,095.00, with receivables for Brits on the Beach totaling \$3,672.20. Membership stands at 233. With spouses/partners, the total is 418 members. A motion to accept the treasurer's report was made, seconded, and carried.

Old Business

President Ken noted that the following events were held since the last meeting:

PEDC Events

August 15: Bob & Eileen Hoernlein hosted an autojumble car-parts flea market at their home in Beachwood, NJ. We appreciated their hospitality for breakfast, lunch, and afternoon libations, with a beautiful view of the Toms River from their balcony.

August 26: Bob Canfield led a drive to the Roebling Museum in the town of Roebling, NJ, with lunch afterward at Local Smoke BBQ in Cookstown, NJ. Eleven members and two guests attended in eight British cars.

August 28: Duncan McQueen led a brand-new club drive to the National Guard Militia Museum of New Jersey, headquartered in Sea Girt, NJ. Afterward the group adjourned to nearby Reef & Barrel for lunch. Nine members and one guest attended in four British cars.

August 31: Mike & Linda Browne hosted a drive through the Jersey Pinelands to the Sweetwater Marina

and Riverdeck restaurant on the banks of the Mullica River in Sweetwater, NJ. Twenty-six members and one guest attended in 13 British cars.

Non-PEDC Events

August 23: PEDCers displayed their cars at a British Invasion night organized by the Manchester Township Recreation Committee in Ocean County, NJ, featuring live music. Rich Dalfonzo stated that six PEDC British cars participated.

Canceled/Postponed/Rescheduled Events

August 10: The ice cream run to Sweet Treats & Ice Cream in Forked River, NJ was canceled due to rain.

August 17: The ice cream run to Gil & Bert's Ice Cream in Cranbury, NJ was rescheduled (due to rain) to September 7th.

August 24: The ice cream run to Nicholas Creamery in Fair Haven, NJ was canceled due to rain.

September 25: The Greenbriar Oceanaire all-marque car show in Waretown, NJ, at which the PEDC typically has a large display of British cars, has been rescheduled to Monday, October 9th with a rain date October 30th. Mike Browne is the PEDC point of contact.

September 9: The PEDC drive to the High Octane South Jersey Cars & Coffee in Southampton, NJ that Peter Madison was going to lead has been canceled, as the event has been discontinued by its organizers.

Awards

President Ken presented etched PEDC beer glasses to Bob Canfield, Duncan McQueen, and Mike & Linda Browne for leading drives recently.

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ABOVE: Ed & Dee Flax and Mark & Nadine Berkowsky stand alongside the Flax 1947 MGTC and the Berkowsky 1979 Triumph Spitfire during an ice cream run in Cranbury, NJ.

Continued from page 6 – Minutes

New Business

Upcoming PEDC Events

September 7: The aforementioned ice cream run to Gil & Bert's Ice Cream in Cranbury, NJ with dinner beforehand at Italian Touch Restaurant, for those interested, will be hosted by Mark & Nadine Berkowsky. Please contact them ASAP if you want to join them for dinner.

September 14: Bob & Eileen Hoernlein will host an ice cream run to Sundae's in South Toms River, NJ.

September 16: Bob & Eileen Hoernlein will also lead a new "War of the Worlds" drive.

September 20: Our annual Brits on the Beach goodie-bag stuffing party will be held at the home of Rodney & Kathy Ford in Brick, NJ.

September 23: Our premier event of the year, Brits on the Beach – our 26th year – will be held in Ocean Grove, NJ. The show field was sold out in early August, but you can still get on the waitlist by going to our website, www.pedc.org, and clicking on *Events > Brits on the Beach*.

September 27: Rich & Donna Huy will host their annual ice cream run to Ice Cream on 9 in Howell, NJ.

September 30: Mark & Maria Wintjen will lead their annual club drive to Fox Hollow Vineyards in Holmdel, NJ.

Upcoming Non-PEDC Events

September 9: The New Jersey Triumph Association (NJTA) postponed its Fallfest British car show in Randolph, NJ to September 16th.

September 9: The Jaguar Touring Club, a member of the Jaguar Clubs of North America, is holding its British Car Festival at the Tinicum Park Polo Club in Erwinna, PA.

September 16: The British Car Club of Delaware (BCCD) is holding its annual Fall Car & Motorcycle Show in New Castle, DE. They will celebrate 100 years of the MG.

September 16: Rick Stoeber mentioned that the Antique Motoring Club of Monmouth County (AMCOMC) is holding its 2nd Annual Endless Summer Car Show at the municipal park in Sea Bright, NJ.

Other New Business

The deadline for officer nominations is September 18, 2023. Any member –

including spouses and partners – is eligible to run if they joined the club on or before November 1, 2022. We now have one nominee for each of the four positions: president, vice president, secretary, and treasurer; however, additional nominations are welcome. Note that self-nominations are required.

Tom Vash noted that Garage Squad work on John Quelch's MGA is done. Tom also noted that he will host his scheduled Full Moon Party on October 14th. *[Note: The date has since been moved to October 28th. ~Ed.]*

Ernie Caponegro stated that there will be no Brick Police Athletic League (PAL) car show this year in Brick, NJ. Contact him to get your registration money back.

Adjournment

President Ken adjourned the meeting at 8:14 PM, reminding members that the next meeting is scheduled for Wednesday, October 4, 2023. A motion to adjourn the meeting was made, seconded, and carried. ■

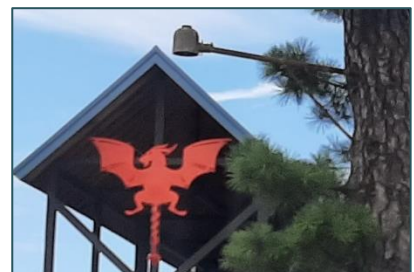
BELOW: The gang arrives at Sweetwater Marina and Riverdeck on the Mullica River. Shown, *from left*, are the McLeans' MGB, the Hoernleins' TR6, the Brownes' Rover Mini Cooper, Guido Battaglini's MGB, and Michael Eck's Jaguar. See more photos on next page.





MORE PHOTOS FROM THE SWEETWATER DRIVE:

From top: The landscaping made for a beautiful setting, whether seated indoors or out. Rich & Donna Huy having a good time. We celebrated Rich's 39th birthday, so lunch was extra-special that day! Ken & I tried the pina colada buckets – yummy. Nice views of the marina on the Mullica River. Gary & Pat Watson's lovely 1950 Riley RMD, first time on a PEDC drive, made a big hit with everyone. Fred DeSantis stands by some garden whimsy. Bob & Eileen Hoernlein. Evidence of Jersey Devil country.



IT WAS NOVEMBER 12, 2022, and we were working in my sister's unheated two-car garage where my nephew, Todd, had parked his once-running, now-disassembled 1974 MGB GT. The PEDC Garage Squad team again made the 80-mile trek to put hands to classic British steel (and fresh Moss parts), breathing life back into what was a leaking, stumbling, creaking mess. There was nothing in the interior except the dash, half the engine was on tables off to the side, there was no front suspension, and there were no rear brakes. In a matter of a few hours, it all came together like a work of art. And yet it still leaked.

While Paul Johnson and Jim Lamb cracked on in the interior, cutting carpets and gluing sections into place, Craig Coutros, Scott Freund, and Jon Radin reassembled the suspension, and John Quelch, Bob Canfield and I started putting the engine back together. The cylinder head had been rebuilt by Bison Machine, who checked it for cracks, decked it flat, and installed new valves, guides, and seals. They gave it back to me unpainted, so I carefully masked it and put a couple of coats of black engine paint on it. It was a beaut! Todd and I had carefully cleaned the top of the block, scraping it with a razor blade to ensure it was smooth and clean. Unfortunately, it was not pretty – the pictures from the 2020 auction showed that the block had been left

uncovered and the top surface had rusted. The previous owner had cleaned it up, but it wasn't machined flat. We found that it was smooth enough to not catch a razor blade, but it was still discolored.

We had ordered a Payen head gasket from Moss for it and were surprised to find that the design had changed and it lacked all the red sealant lines we were expecting. It also lacked a "top" designation, so we struggled to choose which way should be up. The internet was no help, unfortunately, so we made our best guess and proceeded with reassembly. ARP head studs were installed, the gasket laid on, and the head laid down. We then torqued it all down in the factory sequence to the recommended 50 ft-lbs using John Quelch's father's torque wrench, which he had used as an aircraft mechanic – a quality tool.

We got the accessories on (heater control valve, thermostat) and proceeded to fill the engine with coolant. Imagine our surprise as the coolant started running out of the passenger side of the engine at the head gasket between cylinders 2 and 3. None of us had ever seen a head gasket leak like that. After puzzling over it for a few minutes we decided to torque the three head studs adjacent to the leak to 55 ft-lbs, and this did stop the leak.

We mounted the manifolds and carbs, and after about 5 hours of work we were



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

PART 3 OF 4

RUSS SHARPLES

ready to start the engine. The engine fired right up and ran like it had two cylinders, which it did, because by pulling the spark plug wires we could confirm that cylinders 3 and 4 were doing nothing. We took the carbs back off and found that there was no fuel in the rear carb. The carbs had been rebuilt with new needle valves, and it turns out that the rear carb's new needle valve was defective – stuck shut. Luckily Bob had brought all the old parts with him, so he reinstalled one of the old needle valves, which looked fine. We fired the engine back up and it ran great! Idling in the garage there was no sign of the head

gasket leak. The various Garage Squad teams completed reassembly of the suspension and brakes and installed most of the new interior, including the seats, so we were ready (and dying) for a test drive.

A quick test drive confirmed that the engine pulled well and the brakes were solid. The car needed an alignment, but the handling was spot on. The gas gauge read empty though, and we didn't know if it was accurate, so we quickly

Continued on page 10 – Passing

ABOVE: The Squad at work on Todd's MGB GT. **From left,** Bob Canfield, John Quelch, and Paul Johnson.



ABOVE: Cylinder head rebuilt by Bison Machine. **BELOW:** Huge hole blown in the muffler.



Continued from page 9 – Passing

headed home. Unfortunately, the head gasket leak that had stopped with the extra torque was back when we got back in the garage – little rivers of coolant running down the side of the block around cylinders 2 and 3.

We called it a night (as it was night at this point) with the plan to call Bison Machine the next day for advice. The car was 90% done (leaving just the rear carpet) but frustratingly undriveable. Bison Machine confirmed that we had a problem. They said we should not drive the car, so moving it to New Jersey to make it more convenient to work on was out of the

question. They said we should buy a different head gasket and check the block for flatness, using a machinist's rule and a feeler gauge, and smooth out any bumps that measure more than 1/100 of an inch by trying to slip the feeler gauge under the rule at various points along the head.

A month went by and we had a machinist's rule courtesy of Amazon, a Lucas-brand head gasket that had some of the red silicone sealant lines we were expecting the Payen to have, and the Garage Squad headed back to PA for another head-gasket change and to finish up the few interior bits. It only took about an hour to get the head off. We then removed

the ARP studs and checked the block for flatness. It was perfect – no bumps or gaps over 1/100 of an inch. We then put everything back together with the new Lucas head gasket and torqued it all down to 50 ft-lbs. We refilled the coolant, and no leak! After a total of about 4 hours, we fired up the engine and it ran great. Paul and Jim had finished the interior bits, so we added some gas and took the car out for a real drive. It drove great with no leaks when we returned to the garage. Victory! Todd was incredibly pleased as this was a week before Christmas, and he had plans for using the car.

The last step in this story was getting Todd used to driving a 49-year-old car with a manual transmission, a choke, and lots of "personality." I stopped down a few days later and took him out for a lesson on how to best manage the clutch. We practiced starting up on a hill without rolling back. The car ran great, and Todd did well, but when we returned to the garage, we checked the engine and found coolant running down the side of the block between cylinders 2 and 3 again. It's wasn't much, so we figured he might as well continue using it through the holidays and we would sort it out in the new year.

Todd was still very happy with the car and used it to take a date to a Christmas party. The outing was a success. However, the leak continued, and the car also needed some touch-up paint on some chipped spots that were starting to

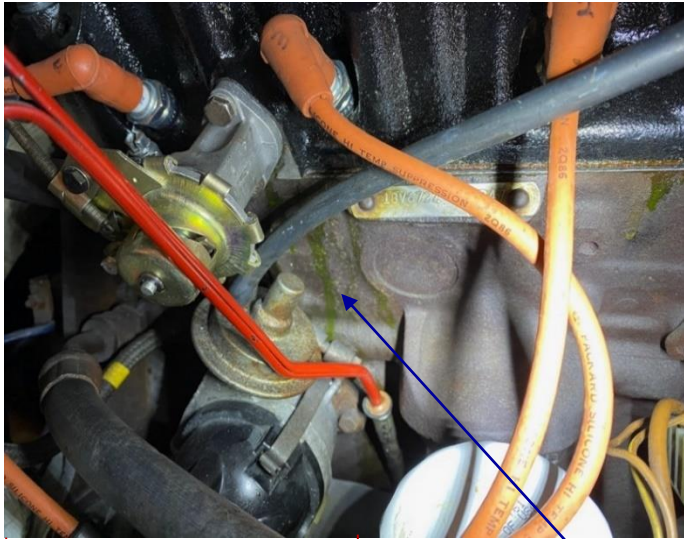
rust. So I got a ride down to PA to pick up the car and bring it to my garage on December 30th. Firing the car up in Todd's garage, I found that it sounded like a diesel truck. Leaning out of the driver's door and looking under the car I saw that a huge hole had been blown out of the bottom of the muffler. Todd had noticed the car seemed louder but didn't have enough experience with the car to know if that was normal. I got to drive the car an hour home with this incredible noise, but the car was otherwise great – comfortable, smooth, and fast (easily keeping up with traffic). Engine temp and oil pressure were fine, but on arriving at home in NJ I did still see evidence of leaking from the head gasket on cylinders 2 and 3. So now we had it in NJ for the mystery leak (which we expected would require a 3rd head gasket), paint work, and now a new exhaust system. The fun never ends. I informed Todd of the exhaust hole (which I temporarily patched with some tin heater duct and large hose clamps) and ordered a stainless exhaust system for him.

We scheduled the next (4th) PEDC Garage Squad visit for this car, January 15, 2023. The plan was to install another head gasket and the new exhaust system. Meanwhile, I had a list of small projects to work on like LED lighting upgrades. However, after much research on the internet about the head gasket leak, I decided we

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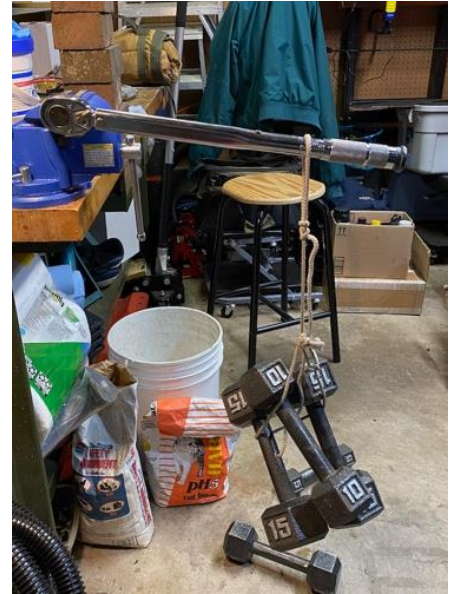
Continued from page 10 – Passing

should check John's torque wrench for accuracy. I used a brute force test: I clamped the ratchet drive in a vise, set the wrench for 50 ft-lbs, and then hung 50 lbs of weights 1 foot from the ratchet end of the wrench to see if it clicked. It turns out that it was off, on the low side, by 2 lbs. This meant that a setting of 50 ft-lbs only produced a torque of 48 ft-lbs. Hoping that this could be the problem, I set the wrench to 53 ft-lbs and retorqued the entire head. I then cleaned up the block and drove the car for the next few days. I drove it all over, out to the shore and back, at high speeds on 195 and on back roads, and the leak didn't reappear.



By the time January 15th arrived, I was convinced that the leak was fixed – retorquing the head with the proper setting on the wrench had addressed our problem. It was surprising to learn that a few pounds of torque can make that much of a difference.

So it looked like the home stretch was in front of us now. With any luck, the new exhaust install would be straight forward, and John and I had a plan for the paint work. After the incredible lows we'd had over the head-gasket leak, I was feeling optimistic



about the end of this project, perhaps a bit too optimistic. ■

ABOVE, LEFT: Head gasket leak.
ABOVE, RIGHT: Testing the torque wrench.

All photos for this article courtesy of Russ Sharples.



MARK YOUR CALENDAR: THREE GREAT PEDC DRIVES IN OCTOBER!

Sunday, October 15th, Steve & Theresa Mundt will lead their 4th beautiful backroads drive to the Old Hights Brewing Company in Hightstown, NJ. Watch for details.

Sunday, October 21st, Mark & Maria Wintjen will lead their 4th drive to the Fox Hollow Vineyards in Holmdel, NJ. Food and wine available on premises. Watch for details.

Sunday, October 29th, Ken & Carol Kyle's annual fall foliage drive to Hunterdon County via beautiful backroads, ends at the Sergeantsville Inn, where a private room & fabulous Sunday brunch menu await us. Watch for details.



"The War of the Worlds" Drive

On a gorgeous Saturday, September 16th, Bob & Eileen Hoernlein hosted a drive, starting at the Cathedral of the Air in Lakehurst, NJ with 23 members in 11 British cars and one daily driver. Participating, besides the Hoernleins, were Tom & Alice Albertalli (MGB), Art & Joann Becker (Bentley Continental GT), Mike & Linda Browne (Rover Mini Cooper), Rich & Denise Dalfonzo (Mini), Pete Dow (TR6), Nick & Alice Ferrant (Austin-Healey 100/6), John & Alice Gazarek (MG Midget), Ken & Carol Kyle (Jaguar F-type), Joe & Eileen Monreale (daily driver), Wayne & Mary Simpson (TR7), and Ron & Patti Stucker (Jaguar XK). We traveled about an hour, then stopped at the Grovers Mill Coffee Company in West Windsor, NJ. There we saw lots of memorabilia commemorating the infamous 1938 "The War of the Worlds" radio broadcast warning that Martians had landed in Grovers Mill, NJ, alarming the public, many of whom had just tuned in. It turned out to be a hoax, of course. After coffee, scones, and a restroom break, we continued on to see a commemorative monument (see above). We swung by a Martian sculpture (see also above), visited the Morven Museum and gardens in downtown Princeton, NJ, and wound up in Cream Ridge, NJ for an early dinner at the Plumsted Grill. Thanks, Bob & Eileen, for hosting a great drive and for the terrific commentary by Eileen. ■



PHOTOS FROM THE TOP:
The gang at Cathedral of the Air,
Navy Lakehurst.
The Brownes' Mini alongside
the Albertallis' MGB.
John & Alice with their Midget.
The Martian sculpture.
The Hoernleins' TR6 and the
Simpsons' TR7.
The Martian monument.
Photos by Carol Kyle.

PEDC Christmas/holiday Party 2023

WHEN

Saturday, 2 December 2023, 7-11 PM

WHERE

Jumping Brook Country Club (JBCC)
210 Jumping Brook Road, Neptune, NJ 07753

PRICE PER PERSON

\$49— due by November 18, 2023

ORGANIZERS

Ken & Carol Kyle

ABOUT THE EVENT

This is our 4th year at JBCC. We'll have our own private bar overlooking the main dining room, with plenty of space for dancing. Note that this is a cash bar event.

Our DJ extraordinaire, Rich Canfield (he's also our DJ at Brits on the Beach), will be providing the music.

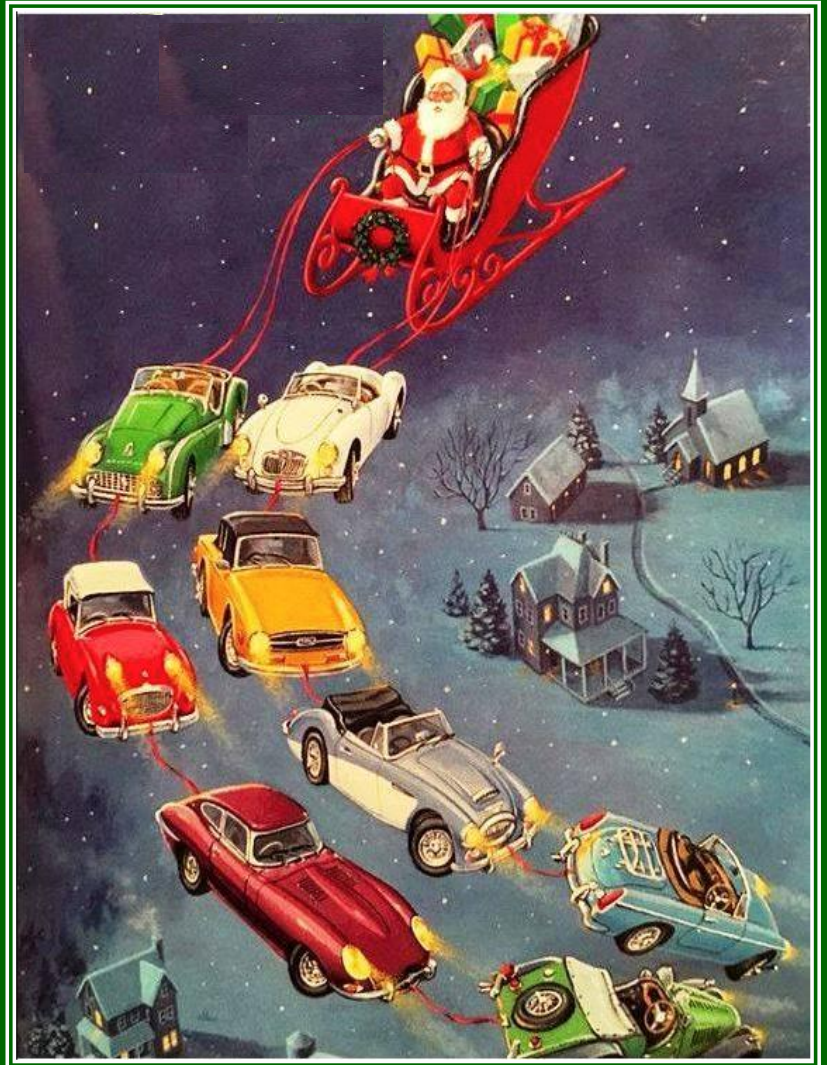
The evening will begin with hors d'oeuvres (butler-passed and buffet), followed by a three-course buffet dinner of salads and dinner rolls & butter, four chafing dishes (pasta, chicken, beef, and shrimp), and ending with an ice cream sundae bar for dessert. Coffee, tea, and soda are included.

Dinner & dancing, plus the ever-popular pirate gift exchange is back! Bring a \$20-\$25 wrapped gift if you want to participate. (Note: You do not have to participate.)

The 2023 PEDC Clubman of the Year will be announced, and our new club officers will be introduced.

RSVP

Ken & Carol, kenkyle4@comcast.net. 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 October or November meetings at Woody's.



1.
Photo of illustration, above, from a Christmas card, courtesy of Ken and Carol Kyle.



PHOTOS ABOVE:
We got a group shot at the Grovers Mill Coffee Company during "The War of the Worlds" drive last month. Photo courtesy of Eileen Hoernlein.

2023 PEDC Calendar of Events ~

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

OCTOBER

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

15, Sunday, PEDC drive to Old Hights Brewing Company, Steve & Theresa Mundt, hosts. (Rescheduled from 9/8/23)

21, Saturday, PEDC drive to Fox Hollow Vineyards, Holmdel, NJ, Mark & Maria Wintjen, hosts. (Rescheduled from 9/30/23)

28, Saturday, PEDC Full Moon Party at Tom & Corinne Vash's house, Millstone Township, NJ. The Vashes are planning to have a full open house with food, libations, a fire in the outdoor fireplace, and warmth from the wood stove in the shop, as well. There will be a nature walk around the grounds, too, for those who might enjoy it. RSVP to Tom: tomvash@aol.com. (rescheduled from 9/14/23)

29, Sunday, PEDC fall-foliage drive to Hunterdon County. Lunch at Sergeantsville Inn, <https://www.sergeantsvilleinn.com/>. Ken & Carol Kyle, hosts. Watch for details. See also page 11.

NOVEMBER

1, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>. Election of new officers for 2024-2025.

5, Sunday, PEDC fall rally. Barry Shandler, rallymaster. Watch for details.

DECEMBER

2, Saturday, PEDC annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ, <https://www.jumpingbrookccc.com>. Ken & Carol Kyle, organizers. See page 13 for details.



BOB CANFIELD
1966 Triumph Spitfire



JOHN BRADSHAW
1972 MGB



JOE LIPPI
1952 MGTD*

* Photo by Joe Lippi

Charm: The power or quality of giving delight or arousing admiration.

PHOTOS BY CAROL & KEN KYLE



TOM VASH
1973 TVR 2500M



TOM SIWEK
1960 Austin-Healey Sprite Mk I



ED KACZMAREK
1965 Sunbeam Tiger



AVA GEISSEL
1969 Austin America



CRAIG COUTROS
1974 MGB GT



PAUL TAMAS
1965 Triumph TR4

Photo of the Month

1954 AUSTIN-HEALEY 100/4

RAY SLAVINSKI



Ray's Healey, **above**, is shown at the historic Joanna Furnace in Morgantown, PA. He stores his car at Classic Auto Mall, also in Morgantown.

A gleaming engine, **left!**

Photos by Ray Slavinski.



PEDC Classified Ads ~ Free to Members

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

If you'd like to advertise something, please send me your ad: carolkyle4@comcast.net. Ads run **free** for members for 3 months or until the car, or item, is sold. We can run the ad another 3 months if you let us know.



For Sale: '67 Austin-Healey MK3 3000 BJ8

2nd owner for 50 years. Original AM/FM SW Blaupunkt radio.
Needs rugs & some interior work. No exterior rust. \$39,999.
Contact Frank Cassarino, frankcass51@gmail.com.
Photos courtesy of the seller.





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 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 REGALIA FANS

RIGHT: Jim & Marge Gryta, John Quelch, and Rick Stoeber.

BELOW, FROM LEFT: Jack McLean, Ken Kyle, John Kosztyo, and Tom & Trish Gutwein. All are wearing our popular short-sleeved silk-wash golf shirts in red, white, blue, black, and tan. Check with Regalia Manager Sookie for available colors and sizes.



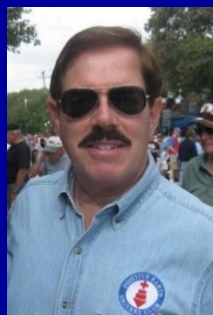
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Ken Kyle



Vice President
Woody Smith



Secretary
Allan Wismuller



Treasurer
Dean LaVergne

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** also a Trustee at Large*

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Show Chairman
Bob Canfield *

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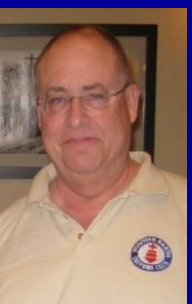
MARK WINTJEN
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Trustee at Large
Steve Mundt



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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.

Yeager Automotive

Imported Car & Restoration
610 10th Avenue, Belmar, NJ 07719
Phone: 732-280-8884

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866-461-9050

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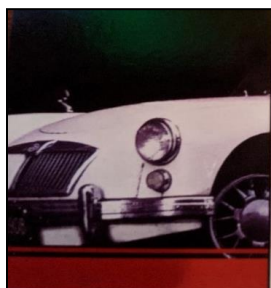
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Click here to visit <http://www.pedc.org>, our award-winning website. PEDC Webmaster Martin Vickery, martin.vickery@gmail.com, can help you if you have questions or concerns.



Click here to visit our PEDC (members only) Facebook Group page: https://www.facebook.com/groups/pedcmembers/?ref=bookmark_s. Contact PEDC Webmaster Martin Vickery, martin.vickery@gmail.com, to be added to the group.



Click here to join us on Instagram: http://www.instagram.com/pedc_nj Contact our PEDC Instagram Manager, Erika Larsen, larsene14@gmail.com, if you have questions or concerns.





The Last Word: Get Out and Drive ‘Em!

Nine of our 12-car caravan, **above**, on the “The War of the Worlds” drive. It was a perfect day for a drive. We had a great group and a nice variety of British cars. *Photo by Carol Kyle.*

Bios for Candidate PEDC Officers, 2024-2025



Candidate for President – Mark Wintjen

I have been a member of the PEDC for about 12 years. I've always been interested in cars and was mainly a Mustang guy since childhood, having owned at least 12. I now own a 2021 Mustang GT. My foray into British cars began when a client of mine suggested I purchase an MGB, due to their relatively low cost and easy maintenance. I have owned two MGBs along the way. I really liked Triumphs and now own a Spitfire, a TR4A, and, most recently, a TR7, because two Triumphs isn't torture enough. My wife, Maria, and I enjoy being members of PEDC, as it offers both a social aspect and the ability to turn a few wrenches with the PEDC Garage Squad when time permits. We look forward to helping the PEDC remain a viable club as we evolve into future generations of LBC owners and enthusiasts. *Photo courtesy of Mark.*



Candidate for Vice President – Jon Radin

Howdy British car aficionados! I've been with the PEDC for about three years, and up 'til now my main involvement has been with the Garage Squad. I may be a little green regarding the VP duties, but having worked/held office in other car and motorcycle clubs (Jaguars and Harley-Davidson), I believe my experiences (with the tutelage of current and upcoming officers) will enable the club to continue its goal in promoting British car ownership and driving them – especially the latter! *Photo courtesy of Jon.*



Candidate for Secretary – Rich Dalfonzo

I was born and raised in Monmouth County and began my love for automobiles at the age of fourteen. I've owned at least 154 vehicles, mostly high-performance rides, and have restored at least six British cars. I have an extensive mechanical, auto body, and paint background. Early in my 30-year high school teaching career I realized that my salary wasn't enough to support a family, so I purchased, restored, and flipped dozens of cars to supplement my income. I became proficient enough in auto paint and body work to be retained by various companies. My wife, Denise, and I have been in five car clubs, most of which were for "gear heads" whose only interest was sitting at a car show. When we joined the PEDC, we realized the approach was very different. This club really enjoys life and does things that involve both husbands and wives. We have met many wonderful people and continue meeting more. As secretary I will support the philosophy of the PEDC to keep it going strong. I have been a board member in several organizations, one being the New Jersey State Triad Police Officers' Association. I feel that I have a great deal to offer this club, both as secretary and as a board member. *Photo courtesy of Rich.*



Candidate for Treasurer – Phil Licetti

I'm a NJ licensed CPA with over 40 years of experience. I'm also the finance officer for USCG Auxiliary Division 16 of Coast Guard District 5NR. My first exposure to LBCs was in my late teens when two of my best friends, PEDCer Bob Canfield and Mark Ashey, bought Triumph Spitfires. Although I was just a passenger, I loved the carefree feeling of driving the winding roads of Hunterdon County with the top down and pulling into Hot Dog Johnny's for dogs and birch beer. I love the simplicity of the cars, their standard transmissions, and their road feel. I don't currently own an LBC, but luckily I get to drive Bob's red MGB during club events. I hope to own my own LBC someday. Over the years I've participated in and enjoyed meeting many wonderful people at our club events. I'm happy to contribute in the best way I can as the club's treasurer. *Photo courtesy of Phil.*

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. 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; or
- (3) photograph the ballot and email the file to the club secretary at 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): _____

President	_____	Mark Wintjen
Vice President	_____	Jon Radin
Treasurer	_____	Rich Dalfonzo
Secretary	_____	Phil Licetti