



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

Important Dates to Remember

June 5: Wednesday,
PEDC Monthly Meeting at
Woody's, Farmingdale,
NJ, 7:30 PM,
woodysroadside.com

June 16, Sunday, PEDC
Father's Day show,
Joseph E Robertson Park

June 16, Sunday, PEDC
Father's Day Barbeque

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"Lewes Cruise"

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Home!

Sandy Hook Cruise!

Ice Cream Run!

And much more!

PEDC GOES TO LEWES . . .AGAIN!

KEN KYLE

ALL PHOTOS FOR THIS ARTICLE COURTESY OF KEN KYLE

For the 11th time since 2012, PEDC members traveled to Lewes, Delaware to participate in the British Car Club of Delaware's 29th annual "The British Are Coming . . . Again!" show held at the Cape May Lewes Ferry Terminal. Joining Carol and me on Friday, May 3rd, for an 83-mile backroads drive from the Wawa at routes 70 and 539 to the Lobster House restaurant in Cape May were Bob Canfield and Chip Reilly in Bob's 1966 Triumph Spitfire; Mike and Michelle Conk in Michelle's 1979 MGB; Phil Licetti and his niece, Karina, in Bob's 1974 MGB; Charlie Schirm and Susan Kelley in Charlie's 2017 Jaguar F-Type; Ron and Patti Stucker in their 2008 Jaguar XK; and Steve and Patti Spataro in their 2019 Corvette. We were joined at the Lobster House by Barry and Laura Shandler and their two granddaughters in Barry's 2004 Jaguar XJ8; Gary and Pat Watson in their 1959 Riley 1.5; and Rich and Donna Huy, who were just down in Cape May for the day. After lunch, those of us going on to Delaware took the short drive to the Cape May ferry terminal, where we met up with Art and Joann Becker in their 2013 Bentley Continental GT.



In Lewes most of us stayed at the Inn at Canal Square, a very nice boutique hotel that's been our lodging place of choice since around 2015. Members were on their own for dinner Friday night, with some choosing to attend the BCCD's "Meet and Greet" get-together at the Wheelhouse Restaurant on the Lewes Canal.

(Continued page 2)

Continued from page 1 – PEDC Goes to Lewes . . .Again!

Saturday, show day, dawned cool, damp, and overcast, with rain most definitely in the forecast. For reasons that were never explained, the BCCD and the Lewes Chamber of Commerce decided not to use their Sunday rain date, so the gents (along with Michelle) dutifully drove their cars out to the show field while the rest of the ladies stayed in town for a day of shopping and lunch. At the show, the wind off the Delaware Bay conspired with intermittent rain and drizzle to make the day feel even colder than the low fifties indicated on the thermometer. We were met there by PEDCers Fred and MaryBeth DeSantis and Guido and Rita Battaglini, who wisely decided to leave their classic LBCs home due to the weather. Amazingly 82 of the 114 cars registered for the show actually did show up, but the turnout would have been significantly lower without the modern British cars that the BCCD has grudgingly allowed in since last year. (Prior to 2023, only cars made up to the year 2000 were allowed on the show field.) At around 1 PM, organizers finally threw in the towel and gave out the trophies on the show field, dispensing with their traditional winners' parade through town, one of the highlights of this show.

Once again, the PEDC did well in the competition for trophies, with our nine cars picking up four of them. Art and Joann's Bentley won first place in the Future Classics class, with my Jaguar coming in second. Gary and Pat's Riley and Bob's Spitfire both got third place in their respective classes. Twenty-one of us celebrated that night with dinner at A Touch of Italy, an amazing restaurant just a few miles from downtown Lewes.

Sunday was a far more pleasant day than Saturday, and our ride back to New Jersey on the ferry was uneventful, though a bit bumpier than Friday's trip due to residual choppiness from Saturday's nasty weather. Everyone agreed we had a great time in Lewes despite the weather, which just goes to show that it's the company you're with that really matters.



At the Wawa prior to departing on the drive to Cape May are (l. to r., standing): Chip Reilly, Charlie Schirm, Ken Kyle, Phil Licetti, Susan Kelley, Patti Stucker, Patti Spataro, and Steve Spataro, plus (kneeling): Michelle Conk and Phil's niece, Karina, in front of Bob's Spitfire and MGB. Not pictured: Bob Canfield, Mike Conk, Carol Kyle, and Ron Stucker.

Charlie and Susan at The Lobster House in Cape May.





Ken with his F-Type in the courtyard of the Inn at Canal Square in Lewes. Art and Joann Becker's Bentley Continental GT is in the background.



Lotus was the Featured Marque at this year's show. Most of the Future Classics class is behind them, exiled to the parking lot.



Ron Stucker and Art are shown with Ron's Jaguar XK, Art's Bentley, and Charlie's F-Type, all of which made it onto the grass when space ran out in the parking lot.



Michelle and Mike Conk in front of Michelle's MGB at the show.



A number of classic Jaguars braved the weather to be at the show. Shown here are an XK-120 roadster, a Mark II, and an S-Type.



Gary Watson's Riley 1.5 (in yellow) with its fraternal twin, next to a pair of Jensen Interceptors.



The Best in Show award went to this 1937 Austin taxicab.



Beckers and Kyles at the bar in Lewes after the show ended early.

Charlie, Ken, Gary, and Susan with Gary's Riley, waiting to board the ferry back to NJ on Sunday.



The Story of Our Cars....Steve Weaver's Triumph TR250 Restoration Story

By: Steve Weaver

Where do I start? Of course it's to give my upmost gratitude, appreciation and admiration for the work and time the Garage Squad has given me and my TR250. It's almost unbelievable that the PEDC has members willing to volunteer their time to help other members fix and restore their cars. The Squad, headed up by Bob Canfield along with John, Russ & Paul who each has a level of expertise second to none in some critical areas and along with the additional support squad members Jim, Craig, Joe, Scott, Mark who all have worked on my car over the years, I'm sure there are some I have forgotten to mention here. My thanks go out to all of you!

I want to share with the club a little history as to why I've taken on this project. My brother was an avid British car lover and had multiple Triumphs and one Jaguar. He always had good intentions in restoring them over the years but just never got around to it. This TR250 was a daily driver for him back in the 70's and 80's but fell into disrepair and sat under a tarp in a field for 40 plus years. He passed away in 2018 and his kids wanted nothing to do with the TR250. At that point I took ownership and wanted to complete a dream that he once had so there is a lot of sentimental attachment that I have for this vehicle. So again, I thank the Squad for giving me those thoughts of years passed as I drive down the road in my restored TR250.



The resurrection started to take place in February 2018. The car was shipped up from Virginia on a flat bed, not drivable at all and had to be pushed into the garage. The Garage Squad sort of lucked out with my project due to the fact I had an auto lift in my garage giving them access to work on areas under the vehicle making things a little more easy and accessible to work on.

First thing on the list was to see if the car would even start after sitting for so long. Fuel lines were checked, gas tank cleaned out, spark plugs installed along with other items completed just to see if it would start. After some tweaking here and there it fired up, had the fire extinguishers ready since it was in my garage, Boy Scout motto, "be prepared" luckily didn't need them. You wouldn't have wanted to be standing behind the car as much more than exhaust came out of the tailpipe, some additional items: acorns, mouse beading, little sticks that may have been mouse bones...LOL. Took a while for all of that to clear out. After all of that, the car really sounded pretty strong, did not smoke and sounded great.

Although this was not an off-frame restoration, whatever could be taken off was, as I was prepared to buy all new parts except for the engine, frame and body. Next step was to disassemble all the parts and refurbish what could be, like seat frames, convertible top frame etc. John Q would be the one to say to me, "get out your list and take down part numbers" he had no problem with spending my money. Many times if the Squad came across a part that needed to be replaced, John would call out "400 dollars" of course he was kidding but we all know there are no bargains in securing parts for our cars.

After disassembling the car it was put on a flat bed and went out to Tom Vash's garage for some minor body work, came back to my garage. The end of March 2023 it went to Trinity Auto Restoration's in Lakewood, NJ owned by Harry Tweed, a high school classmate of mine, for painting. Beginning of April it was put on a flat bed and brought back to my garage.

Now the fun finally gets in gear with putting it all back together. With almost all new parts, it started to take on a new look. Week after week it kept on looking a little bit more like the end was in sight. Some parts where a little more challenging than

others. Getting the windshield in was quite an ordeal, it took four or five guy's three tries to get it in....it was a bear to say the least. And then all the tweaking of some parts, even though they were purchased from either Moss or Roaster Factory some parts just needed that little extra tweak in order to fit, no surprise to the Garage Squad though. It basically took a year after the painting was done till reassembling was completed. At the end of March 2024 the TR250 was licensed and insured.

The beginning of April the Squad did a little fine tuning and we took it on a test drive around the neighborhood, all seemed to run just fine. At that time the Squad gave me my orders; "get out there and drive it" so that's what I did, initially kept it to just local driving. My first 45 mile trip was to the PEDC Tech Session at Tom Vash's garage in April, felt real good driving it out there at a higher speed than I was doing around town as I took interstate 195 to get there. All day members would come over to it, looking at my beautiful TR250.

In closing I want to thank all the members of the Garage Squad that helped in transforming my old worn-out TR250 to a car that I can be proud of for a long time to come. Looking forward to be showing it at Brits on The Beach in September.



Minutes of the May 1, 2024 General Meeting

SUBMITTED BY RICH DALFONZO, PEDC SECRETARY

Vice-President Jon Radin called the meeting to order at 7:28 P.M.

Board members present: Jon Radin, Phil Licetti and Rich Dalfonzo

54 PEDC members were present.

Minutes from the April 3rd General Meeting were read. A motion to accept the minutes was made, seconded and carried.

Treasure's Report:

\$8,681.75 in total funds as of 5/1/24

Total members = 230

Total members (including spouses and partners) = 407

Total non-renewed members = 34

Rejoining the club is Jim Witte.

Jon Radin announced:

- Newsletter has been sent to all PEDC members.
- PEDC Member's Directory for April 2024 has been updated and sent out.
- PEDC Events are being sent out for each month in an email BLAST.

Old Business:

Tom Vash's Tech Session was a total success with many members in attendance.

New Business:

- Brits on the Beach is up and running with explanations from Bob Canfield.
- Joe Monreale focused on a car show at Washington's Crossing. Information to follow.
- The PAL car show in Brick is postponed. A future date will be announced.
- Tee Shirts from last year's show are available. Contact Bob Canfield.
- Gary Watson suggested "The Fossils' Car Show" at the Jackson Outlets on the 2nd and LAST Friday of each month. He discussed that British cars are welcomed.
- The Asbury Park Cruise nights are held on Thursday. Ernie Caponegro invited all to attend.
- Our Regalia lady, Sookie McLean, is ready for your club apparel orders.
- Ken Kyle briefly discussed that the booked Lewes, Delaware event is set with 12 cars being involved.
- Mention of May's PEDC events was delivered by Jon Radin.
- Rich Huy suggested a form be developed for PEDC events to foster clarity.

NO NEW Projects:

A motion was made to close the meeting at 8:00 P.M. It was seconded and carried.

Welcome New Members!

Carlos & Fernanda Antunes, Lakewood, NJ, 1979 Triumph Spitfire

President's Message (Or PEDC Visits Ireland!)

By Mark Wintjen

Greeting fellow PEDC members!

Thanks to VP Jon Radin for running the May 2024 club meeting.

My wife and I were on holiday in Ireland! We had a wonderful time of it and we were constantly on the lookout for vintage British cars.

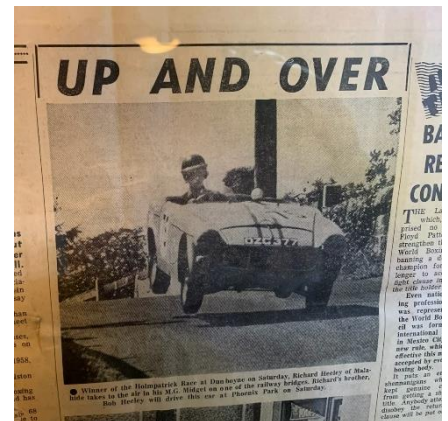
Apparently the Irish were not big fans of British cars but we were able to come across a few interesting items.

First off I found a newspaper article pasted to the wall of the men's room in a Dublin pub. (this seems to be a popular decorating concept in Irish pubs). The article was from 1963 and showed an airborne MG Midget in racing trim.

Secondly I saw an Austin (year unknown) used as an advertising piece outside a pub in the lovely town of Adare. Best I can tell it is an Austin 14 or 18 from 1939.

Third up, we crashed a wedding outside a mansion in Killarney National Park. The bride and groom pulled up in a 1961 Jaguar in beautiful condition. Of course I was able to get pictures by using my Jersey city charm on the bride/groom and chauffeur. (They didn't stand a chance!)

Next up we ran into a Ford Escort MK II in full racing trim on a trailer outside Helen's bar in the seaport town Kilmakilloge in county Kerry. (Thank to Ken Kyle for the identification)



Finally we stumbled upon a beautiful red 1971 MGB in Kenmare. I do mean stumbled literally as I just finished a few Jamison's in the local pub. This car was top shelf with a beautiful cloth top, minilite wheels etc...

Pictures for your viewing pleasure are included. If you get a chance, a visit to the emerald Isle is a worthwhile stop. It is a beautiful place with a long history, the nicest people, and plenty of pubs to wet your whistle!



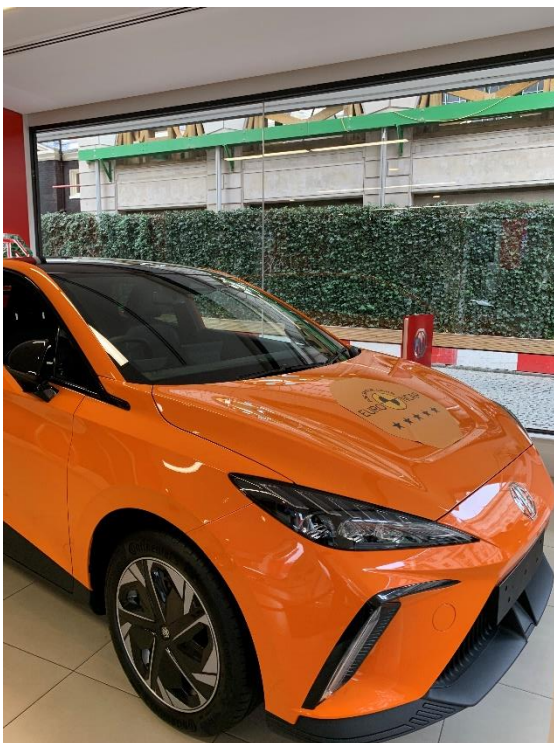
Visiting a Modern MG Showroom! (Or PEDC Visits London!)

By Charles Liebling

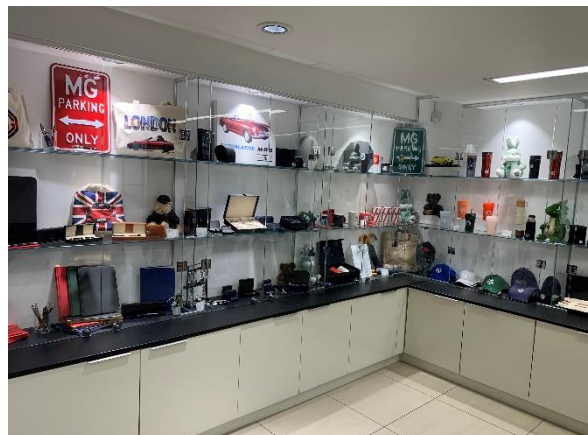
On a recent trip to London, having exited The Green Park to head east on Piccadilly, we soon came upon an MG dealership. Yes, you read that right, only the MGs being sold looked nothing like the 1953 TD I drive around the Jersey Shore or, indeed, any of the other models produced by the Morris Garages and its successors. Except for the proud octagonal logo on the bonnet, these MG's looked like Kias or Hyundais, albeit with a little more panache. Some readers undoubtedly know of the 2007 acquisition of the marque by MG Motor, a division of the Chinese state-owned carmaker, SAIC Motor, which purchased a smaller Chinese automotive company that had acquired the brand from the MG Rover Group in 2005. MG Motor continued some production activity in the UK through 2016; today, all production takes place in Asia. (Thanks, Wikipedia!)

MG Motor's two biggest markets are China and the UK, and the vehicles (gas, hybrid, and electric) are also sold in other parts of Europe, India, Mexico, Australia, Thailand, China and the Philippines. In January 2024, MG Motor UK announced a multi-year sponsorship with London football club Arsenal F.C.

The new MG aims to be affordable, with its cheapest petrol-powered car starting at £14,335 (\$18,200) and its starter electric model listing at £26,995 (\$34,250). The company is seeking to be a leader in electric vehicle production, which means we are not likely to see them on American roads anytime soon given the recent imposition of a 100% tariff on Chinese electric vehicles aimed at protecting the U.S. auto industry.



We enjoyed strolling through the showroom, especially when we got to the back, where they keep the memories. In addition to vintage banners, photos and graphics on the walls, glass cases were filled with a huge variety of MG-branded items for sale, and we came away with not a few. Tea is now drunk from our MG mugs, MG scarves and caps will be worn on trips down Ocean Avenue, and MG cufflinks will be donned when the attire demands. And if the day comes that the reborn MG arrives on our shores, it is hard to imagine not wanting to buy a baby brother for our beloved TD.



Sandy Hook Cruise

By Rich Dalfonzo

In the midst of a cool, rainy spring, we managed to secure an incredibly clear and perfect day for our cruise to Sandy Hook or "Gateway National Recreation Area". We travelled the 23 mile journey in a caravan of 12 cars and met a couple from the U.K. when we arrived. Once at the Sandy Hook Lighthouse, I did a historical account of the military importance of Fort Gates, also known as Fort Hancock. Although the Brits did land on the beach in 1776, they brought no cars. Instead they tried to destroy the Lighthouse with cannon fire, but barely damaged the concrete structure.

From there we drove to the "lookout," an elevated deck with a perfect presentation of the New York skyline. The local venison granted us a photo opportunity, but our focus was on the mule. That is, The Mule Barn Tavern, former home of the mules and horses that were used to haul ammo and artillery shells to the soldiers manning the cannons and machine gun emplacements. The newly renovated building seemed to please the club members with a beautifully designed structure and good food.

The HOOK was very busy that Saturday with many fishermen, wind surfers, boaters, and bikers. The scenic run was very relaxing and calming and it was difficult to end the journey with so much natural beauty along the coastal route.

This event was hosted by Denise and Rich Dalfonzo. We were honored to be in the presence of the following PEDC members: Carol and Ken Kyle, Sookie and Jack McLean, Pat and Gary Watson, Dean La Vergne, Alice and Tom Albertalli, Mickey and Pete Dow, Alison and Randy Geck, Charlie Schirm, Dennis Carlson, Ed Flax and Stuart Ducker.



PEDC Outing at Shore Antique Center

By Patricia Durkin Wignall

About eleven cars headed over to Allenhurst on May 4th for an early afternoon game of hide and seek inside Shore Antique Center.

Their scavenger hunt game was a fun puzzle to solve but was won by someone other than PEDC. Still, browsing is fun and even more fun to catch up with friends and meet new ones interested in British cars!

Thanks to our hosts Rose and Chris for a fun few hours stepping back in time. May the fourth be with us all!



Jersey Freeze Ice Cream Run

By Alice & Tom Albertalli

On Thursday, 23 May, Alice & Tom Albertalli hosted an PEDC ice cream run to Jersey Freeze in Freehold, We had 8 British cars. Nineteen people showed up in eight fine British cars. It was a very nice night, complete with good burgers, and even better ice cream!



May Garage Squad Update

By Bob Canfield

In May we were busy getting some cars ready for the 2024 driving season. Here's a list of our wrenching:

We returned to **John Quelch's Alpine** to take some final steps to getting the car ready for paint. It is looking good, and John was able to drive it (without the hood and trunk lid on.) As I write this the car is at the paint shop waiting for its turn.

Mitch Friedman's MGB: We returned to Mitch's to reinstall the new front hubs and check out some other bits. The car is looking good after the collision repair (story in the May issue.) We did find that the transmission mounts were toast, so we went back the following weekend to remove the cross member, clean it up, install new rubber mounts and safety bits, and get it back in. This process was more difficult because we did not want to remove the exhaust system (were concerned that the flange bolts at the manifold would not cooperate.) The car is back in action. Watch for it at the Father's Day show!

While at John Quelch's garage we also had 2 PEDC members come by so we could do some tweaking on their cars. **Claire Gallagher's 1973 MGB** needed adjustment on the new rear brakes. We also installed the new under-hood pads, fixed the headlight switch, and checked the drive shaft and rear spring heights (may need to replace the springs...has the usual 'weak driver's side spring syndrome.') When we tried to install the new side mirrors, we found that the mirrors ordered from Moss were not correct. Apparently, her car was a late-1973 car, and the factory had already switched over the mirrors to the 1974 version. So still a little tweaking needed to finish the to-do list. We also were able to cross off some to-do's on **Mickey Rupprecht's Spitfire**. We adjusted the bonnet hinge so that the gaps by the doors were opened enough to eliminate some interference. We also adjusted the trunk latch so it would function, re-mounted the front marker lights so they fit better, and changed the antifreeze.

We went back to **Richard Rosenthal's Spitfire** to install his new rear spring, do some more flushing of the coolant system, and undercoat the bottom of the floors. The car is looking good! Maybe Richard will come by the Father's Day Show to show it off again.

On May 18th we made 3 stops:

- **Ed Eastman's MG TF** needed to have the brakes adjusted, and the carbs were removed for rebuilding (the float bowl needle valve on one carb was stuck open.) We also found some antifreeze residue under the front end. The following weekend we reinstalled the carbs, adjusted the parking brake, and the car ran/drove great!
- **Mitch Friedman's MGB:** this was the day we uncovered the transmission mount problem, so tweaked a few things and came back the following Saturday.)
- **Rick Isaacson's MGB:** we tuned his Weber carburetor and hooked up the choke. We also changed some bulbs to LED versions, and checked some electrical bits. It was decided to order some ignition tune-up parts, so we will take care of that soon.

We made a visit to **Craig Coutros'** garage to do some assembly work on his **Austin Healey 3000** project. The paint came out perfect (we were reluctant to touch the car, but proceeded with extreme caution!) Work included hooking up some of the rear lights, installing the fuel line and some new brake lines. We also had to do some work on the brakes of his **MGB GT**. The parking brake would not release, and we found that the lever mounted on the differential was frozen, so would not release the brakes. Once removed and cleaned/lubricated it was fine. With any luck the AH3000 will make a debut late this season.

The Terminal Post

EDITOR

J.R. May



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 editor or authors unless otherwise credited.

Event notices from other clubs should be sent to:

Mark Wintjen, PEDC President
cptwintch@comcast.net
 and
 Rich Dalfonzo,
 PEDC Secretary
rcdalfonzo@optonline.net



Mitch Friedman's MGB
(Photo by Russ Sharples)



Mitch Friedman's MGB motor mount
(Photo by Russ Sharples)



Richard Rosenthal's Spitfire
(Photo by Russ Sharples)



The Squad!
(Photo by Russ Sharples)



'79 MG Midget Special Available

This terrific '79 MG Midget Special still needs a new home and it will not take up much room in the garage. It's a good idea to try one on for size first as they are quite small, but once you're in you become a kid again. No need to make the race car sounds, this MG is happy to do that for you. It's often more fun to drive a lightweight sports car like this at its limit than it is to drive a high horse powered larger ride that you can never get out of second gear.

- 1493cc motor
- 93k miles are believed to be original
- Black vinyl soft top, great condition w/ clear window
- Paint shows very nicely
- Runs strong & shifts smoothly
- No known mechanical or cosmetic issues
- Black vinyl upholstery, excellent condition.
- Gauges all work correctly
- Red w/ gold side graphics "Special"
- Original Rostyle 13" wheels
- Chrome luggage rack



Prefer a text to 732-904-2368 rather than calling due to work schedule. Clean and clear title in owner's name. Car is located in Wall, NJ. Asking \$9500 or best offer. Ready for the summer!



22nd Annual PEDC Father's Day Show Mark Your Calendar! Bring the Family!

SUNDAY, 16 JUNE 2024
10AM–1PM

JOSEPH E. ROBERTSON PARK
1100ALLAIRE ROAD
SPRING LAKE HEIGHTS,NJ

Organized by: Ken & Pat Wignall, ourxke@hotmail.com

and following the car show

PEDC Father's Day Barbeque

2607 Wooley Road
Wall, NJ

Hosted by Paul and Mary Johnson, j5pmkaa@aol.com



Photos by Grandpa J.R. May

2024 Calendar of Events

Event Hosts - For email event blasts, please write your message to include all the information necessary for your event and send it to the Secretary at least a week in advance of the scheduled date.

Thanks!
Rich Dalfonzo

PEDC events are in bold red. Other British car events are in bold black. NOTE: Since many NJ towns and organizations host cruise ins and car shows in conjunction with festivals, community days, and fundraisers, it's impossible to list them all here, so we have streamlined the newsletter calendar to include (1) our own PEDC events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member, and (4) select events where British cars are expected to feature prominently. Please note that 2024 information for some events is not yet available.

June

- 1 Saturday, **Cars and Motorcycles of England** show, Hope Lodge, Fort Washington, PA. Hosted by Delaware Valley Triumphs and Delaware Valley Jaguars. Two shows in one: a judged, all-marque British car show and a Jaguar Clubs of North America (JCNA)-sanctioned concours. For info and registration forms, visit <http://www.dvtr.org/CMoE.html> for all marques and <https://delvaljaguarclub.com/events-2/> for Jaguars (2024 information not yet available at either site). Bob Canfield will organize a caravan for members participating in this show, joisuzu@optonline.net
- 2 Sunday, The 29th Red Mill Inn British Car Show, 10am to 3pm, Red Mill Museum Village, 56 Main Street, Clinton, NJ, Sponsored by the Austin Healey Sports and Touring Club. healey4459@gmail.com
- 5 Wednesday, **PEDC Monthly Meeting** at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 8 Saturday, **PEDC Drive Through the Pine Barrens**, followed by lunch, details to be provided. Organized by: Pete Dow, jpdow@comcast.net
- 8 Saturday, Touch of England (NJTA), Ho-Ho-Kus, NJ, Host: David Hinson, dhinson.NJTA@gmail.com
- 12 Wednesday, **PEDC Drive to Pic-A-Lilli Inn**, 866 US-206, Shamong, NJ, details to be provided. Organized by: Rich & Donna Huy, luzerne1@aol.com
- 16 Sunday, **PEDC Father's Day show**, Joseph E Robertson Park, 1100 Allaire Rd, Spring Lake, NJ, 10 AM – 1 PM. Organized by: Ken & Pat Wignall, ourxke@hotmail.com
- 16 Sunday, **PEDC Father's Day Barbeque**, following car show, 2607 Wooley Road, Wall, NJ. Hosted by Paul and Mary Johnson, j5pmkaa@aol.com
- 19 Wednesday, **PEDC TK's** ice cream run, 331 County Rd 539, Cream Ridge, NJ. Hosts: Ken & Carol Kyle, kenkyle4@comcast.net
- 26 Wednesday, **PEDC Gil & Bert's** ice cream run, 69 North Main St, Cranbury, NJ. Hosts: Mark & Nadine Berkowsky, mnberky@comcast.net

July

- 1 Sunday, **PEDC Drive to Rebels & Redcoats Car Show**, Washington's Crossing Historic Park, 1112 River Rd, Washington Crossing, PA. (Tentative date). Organized by: Ron Stucker (taz178@aol.com) and Joe Monreale (jmonreale@aol.com)
- 3 Wednesday, **PEDC Monthly Meeting** at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 10 Wednesday, **PEDC Belle's** ice cream run, 300 Morris Ave, Spring Lake, NJ. Host: Bob Canfield, joisuzu@optonline.net
- 17 Wednesday, **PEDC Heavenly Havens Creamery** ice cream run, 33 South Main St., Allentown, NJ. Host: Russ Sharples, rpsinet-mga@yahoo.com

- 24 Wednesday, **PEDC Four Boys** ice cream run, 81 Main St, Farmingdale, NJ. Host: Tom Comer, tlcomer@optonline.net
- 31 Wednesday, **PEDC Halo Pub** ice cream run, 4617 Nottingham Way, Hamilton Square, NJ. Hosts: Steve & Theresa Mundt, ssmundt@hotmail.com

August

- 7 Wednesday, **PEDC Monthly Meeting** at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 8 Thursday, **Cruise Night at Friendly's**, 1031 Washington Blvd, Robbinsville Twp, NJ.
- 14 Wednesday, **PEDC**, Ice Cream run to Sweet Treats, 249 N Main St, in Forked River, jmcleaniii@comcast.net
- 18 Allaire Village Rolling Iron Antique Auto Show, Host: Bob Canfield, joisuzu@optonline.net
- 21 Wednesday, **PEDC Hoffman's** ice cream run, 569 Church St, Spring Lake, NJ. Hosts: Bill & Kim Geissel, wgeissel50@gmail.com
- 27 Tuesday, **PEDC Nicholas Creamery** ice cream run, 1201 Sycamore Ave, Tinton Falls, NJ. Hosts: Dean & Arlene LaVergne, deanlav@yahoo.com

September

- 4 Wednesday, **PEDC Monthly Meeting** at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 5 Drive/Lunch, Sweetwater River Deck, Sweetwater, NJ, Host: Mike & Linda Brown, captain61ny@aol.com
- 8-12 Sunday-Thursday, **Vintage Triumph Registry National Meeting**, Nashville, Indiana.
<https://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention>
- 11 Wednesday, **PEDC Jake's Cree-Mee Freeze** ice cream run, Manalapan, NJ, 7:30 PM. Hosts: Rich & Donna Huy, luzerne1@aol.com
- 15 Sunday, **PEDC Upper Freehold Scenic Byway Drive**. Organized by: Ken & Carol Kyle, kenkyle4@comcast.net
- 18 Wednesday, **PEDC Brits on the Beach Goodie-bag Stuffing Party**. Details to be announced.
- 21 Saturday, **PEDC Brits on the Beach**, Main Avenue, Ocean Grove, NJ. This is our big event of the year, and Show Chairman Bob Canfield has another great show planned. Mark your calendar! Watch for details. Questions? Want to volunteer? Contact Bob at joisuzu@optonline.net.
- 25 Wednesday, **PEDC Sundaes** ice cream run, 324 NJ-166, Toms River, NJ. Hosts: Woody & Sue Smith, esmith0327@gmail.com
- 28 Saturday, **PEDC Drive to Fox Hollow Vineyards**, 939 Holmdel Rd, Holmdel, NJ. Organized by: Mark & Maria Wintjen, cptwintch@comcast.net

October

- 2 Wednesday, **PEDC Monthly Meeting** at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 5-6 Saturday-Sunday, **PEDC Covered Bridge Tour of NJ & PA**. Overnight drive, details to be provided. Organized by Gary & Pat Watson, gwatts56@aol.com
- 13 Sunday, **PEDC Tech Session**, Tom Vash's garage, 15 Spring Road, Millstone, NJ – Garage Squad will evaluate issues and handle simple fixes, please contact Bob Canfield in advance with car/issue. All parts to be supplied by owner.
- 13 Sunday, Britfest 2024, Presented by, MG Car Club Central Jersey Centre, Horseshoe Lake Park, 72 Eyland Ave, Succasunna, NJ, tregidgolaw@gmail.com or olemgb@gmail.com, register online at <https://britfest.cheddarup.com>

November

- 6 Wednesday, **PEDC Monthly Meeting** at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.

December

- 7 Saturday, **PEDC Christmas/Holiday Party** in lieu of monthly meeting, watch for details

PEDC Classified Ads ~ Free to Members

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



Official PEDC Regalia for 2024 ~ Price List



CLUB APPAREL

Men's

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

Women's

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

SIZE

PRICE

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.*

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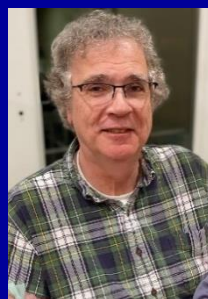
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Ads from PEDC Show Sponsors

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.

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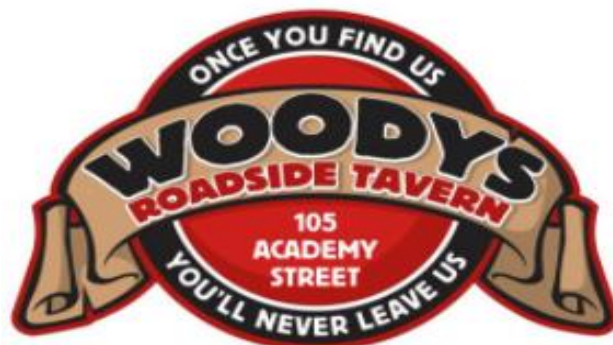
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A red vintage MG convertible is driving on a paved street. The driver is a man wearing a red shirt and a white cap. In the background, there are several people standing on the sidewalk, some with bicycles. A white pickup truck is parked on the left, and a white golf cart is in the middle ground. A railroad crossing sign is visible on the far left. The scene is set in a residential area with houses and trees in the background.

