

September 2024
Volume 32, Issue 9



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

September 4
Wednesday, PEDC
Monthly Meeting at
Woody's, Farmingdale,
NJ, 7:30 PM,
woodysroadside.com

September 5,
Sweetwater River Deck
Drive and Lunch

September 11,
Jake's Cree-Mee Freeze
ice cream run

September 15,
Upper Freehold Scenic
Byway Drive

September 25,
Sundaes ice cream run

Brits on the Beach 2024
Saturday, 21 September
10:00AM - 4:00PM

September 28,
Drive to Fox Hollow
Vineyards

What's Inside

Minutes of the August
Members Mtg

Garage Squad Update

Welcome New Members!

Back Door Garage Update

A Triumph in Israel

Several Cars for Sale

PEDC Regalia



Brits on the Beach 2024 Is Here!!

Brits on the Beach 2024 will be held on Saturday, 21 September, 10:00AM - 4:00PM. This will be the 27th anniversary of the PEDC British Car Day, known since 2009 as "Brits on the Beach" when the show moved to picturesque downtown Ocean Grove, NJ.

There are a few spots left. The registration link is:

[Brits on the Beach 2024 Registration, Sat, Sep 21, 2024 at 9:30 AM | Eventbrite](#)

Plenty of help is needed to put this show on ranging from staffing the registration and prize tents, covering the gate, handling ballot tabulation, plus the infamous Noodlers for parking the cars.

If interested in volunteering, or sponsoring a trophy, reach out to Bob Canfield at joisuzu@optonline.net

The Passing of John Shibles

By J.R. May and Bob Canfield

It was last year that we lost a local legend when it comes to automobile collecting, not so much for the collection as much as it was for how he shared his passion with others. John Shibles, known locally for his Back Door Garage, passed away in July 2023. He was born in New Brunswick and moved to the Jersey Shore in the mid-1970s. A graduate of Saint Joseph High School in Metuchen, he continued his education at Quincy University in Quincy, IL and later received his master's degree from Pace University, New York City. John started his career as an accountant with Johnson & Johnson, New Brunswick. In the late 70s he became a real estate broker at Sitar Realty in Iselin and in the early 80s he began his career as a real estate developer. John was involved in the site selection and development of numerous Home Depot sites throughout the State of New Jersey. During his illustrious career, John's projects won numerous architectural and marketing accolades for his development projects which epitomized his attention to detail.

In later years John developed a passion for automobiles. In 2012 John's hobby led to the opening of the Back Door Garage which was known for one of the finest collections of classic cars on a national level. He participated in many Concours d'Elegance throughout the country including Pebble Beach, Amelia Island, Hershey Region and Newport, RI.

John was always happy to open up the garage to visiting car clubs, with the last visit by PEDC occurring in October 2019. This is truly how the "other half" lives, but he explained how he does use his cars, participating in regional rally tours where the car is shipped to the location, driven for 1200 miles, then shipped back to NJ.



Photo by Bob Canfield



Photo by Bob Canfield



Photo by J.R. May



Photo by J.R. May

We had plenty of time to study each car, especially the motors which in many cases really are works of art in their own right. Amazing. He gave us the known history of each car and even the history of the art work on all the walls of the building.

What was really impressive was that John came outside to see the cars we showed up in and spoke to each of us about our cars. The yellow Riley seemed to be the one that really caught his eye. A real gentleman, had coffee and donuts for all of us. Just an amazing visit. Following the visit, we did a group drive over to Camp Evans in Wall to visit the Infoage Museum.



Photo by J.R. May

With his passing the plan is to keep the collection together, but perhaps sell off a couple of cars that one might call difficult to drive. One such car was his 1929 Isotta-Fraschini Convertible Sedan which recently came up on Hemmings.

As you look at the photos associated with this article, be sure to look in the background and take note of the details and art work on the walls of the garage. Just an amazing creation.



Photo by J.R. May



Photo by Bob Canfield



Photo by Bob Canfield



Photo by Bob Canfield



Heads up! Land Rover Monmouth Charity Fundraiser Car Show!

Date: Saturday October 19th
10 am – 4 pm

All types of vehicles welcomed! Music! Kids bounce house! Food and drinks!
This Charity Car Show, supporting the **Memorial Sloan Kettering Cancer Center**, will be held at the Land Rover dealership on Route 36 in Eatontown.

Please contact the below if you plan to show your car:
PEDC Contact: Bon Canfield, joisuzu@optimum.net
Dealership contact: Robert GARCIA, ROBERT.GARCIA@penskeautomotive.com

Triumph 1300/1500 Front-Wheel-Drive

Words and Photos By Oded Furst

Editor's note: The below article comes our way via long time PEDC member Paul Tamas. His cousin, Oded Furst, who lives in Israel, has an extremely rare Triumph which was built in Israel and of which only a few survived. Since we have a strong interest in Triumphs within the PEDC, we thought the story of the car may be of interest. Enjoy!

I am the proud owner of a Triumph 1500 sedan, assembled in Israel and purchased – as new - by my late father, back in 1969 (Fig1,2).



Fig 2. Triumph 1500, entering classic car yearly meeting, Ramat-Gan, Israel



Fig 1, Oded Furst's Triumph 1500

Development Story: The Triumph 1300, launched in the UK in August 1965, boasted the latest in small car design with a front drive, front engine, equipment over and above its category standard and an elegant, modern, Italian styling. The design was a down-scaling – by Giovanni Michelotti - of the Triumph 2000, which was launched in 1963 (Fig. 3). The Triumph 2000 was a mid-size car (in European standards...), with an inline 6 - 2000 cc engine, and a conventional rear wheel drive. The '2000' was the first sedan that bore the name 'Triumph', which until then was reserved by the "Standard-Triumph" company for sports cars only.

Back to the new '1300': The press loved it, but quality left something to be desired. The front-wheel drive Triumph 1300 was an exciting little car that had been designed to replace the older two door 'Herald' – and ended up evolving in several different directions during its life. This small, well-appointed sedan was something of a radical departure for Triumph – and a technical direction that the company subsequently retreated from, sadly.



Fig 3. Triumph 2000, 1964

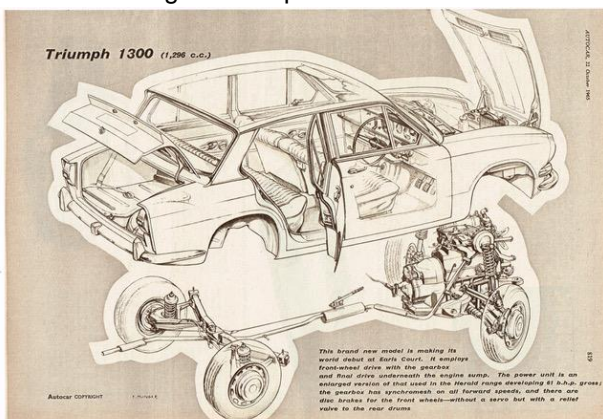


Fig 4. Triumph-1300-cutaway

The 1300 was Triumph's (then part of the 'British Leyland' group) first front-wheel drive (FWD) design – quite innovative for its time (Fig. 4). Unlike its rival BMC (British Motor Company) front drive cars, Triumph adopted a layout where the engine is placed longitudinally above the gearbox, rather than BMC's transverse power unit geometry. The engine was the old 1296 cc, a conventional OHV four cylinder unit whose roots lie in the early fifties. As was customary in Triumph cars, the hood opens forward.

As mentioned, the new car was quite appealing for its category - the interior was well-appointed with full instrumentation and "Classic English" wooden dashboard (fig. 5), wooden door cappings and comfortable seats with ventilated PVC upholstery. The car was fairly roomy, easy to drive, with reasonable performance. Front seats were remarkably versatile and could be easily adjusted for height and rake. The steering column was adjustable up and down, as well as back and forth. Door handles were recessed for safety; the window winders were spring-loaded and similarly recessed (Fig. 6). No option for A/C, no built-in radio...



However, the Triumph 1300 was a failed venture for Triumph and Leyland. Apparently, their front wheel drive configuration – in addition to being quite unreliable and prone to malfunctions - failed to realize the handling and road-holding advantages that Triumph had hoped for. Therefore - When British Leyland replaced the 1300/1500 FWD in the British market in 1973, it did so with very similar body design – but featuring rear wheel drive. These were the Triumph 'Toledo' and the larger engined 'Dolomite', in production until 1980. Contrary to the prevailing trend in the automotive world in those days, Triumph was probably the only manufacturer that returned from front-wheel to rear-wheel drive.

Triumph's front wheel drive 'affair' turned out to be quite a short unrequited love...they have never designed another FWD car. As far as I know, not more than a few dozens of the 1300 FWD are still on the roads in the UK.

Israeli production: The 1300 was Standard-Triumph's offering to the Israeli "Autocars", when it entered into partnership with this firm. At the time, Autocars was producing basic glass-fiber bodied vehicles, consisting of 'Triumph' mechanical components.

When this Triumph was eventually launched in Israel (1968) it was equipped with a somehow different 1493cc engine, and marketed as the Triumph 1500. The reasoning was the refusal of the local ministries to approve the sale of a 1300cc sedan, as that would allegedly be in direct competition with another Israeli-assembled 1300 vehicle (The Japanese 'Hino Contessa'). Later, this limitation was removed, and Autocars offered both variants –1300 & 1500. Israeli assembly continued until June 1973, with total production figure of 3716 cars.

The Triumph, in its 1500 version, was sold in two markets only - Israel (LHD – left hand drive) and South Africa (RHD). For both, the cars were delivered in CKD (Completely Knocked Down) form. In Israel, today, there are only two roadworthy 1300, and one 1500 (my car!).

As the 1500 FWD (in its LHD configuration) was marketed just in Israel, I may assume that my car is the last survivor of its type on the entire globe! My car is officially registered at FIVA – The International Federation for Ancient Vehicles.

Rumors, modifications, history, etc.
Restoration, modifications, history, etc.

FÉDÉRATION INTERNATIONALE
DES VÉHICULES ANCIENS

The TRIUMPH 1500 FWD with the 1492 CC engine and LHD were assembled only in Israel by Automot Indemnité and in South Africa. This is the RFP of 264 F1500 assembled in Israel in 70' model year.

This car was purchased new in Oct.69 by the current owner's father and never sold since. This is the only survived Triumph 1500 in Israel.

FIVA IDENTITY CARD CARTE D'IDENTITE FIVA

Nom et Prénom du propriétaire (avec Prénoms, Nom, Nom de Famille)
Nom et Prénom du propriétaire (avec Prénoms, Nom, Nom de Famille)

Matricule (Région ou Numéro de Matricule)

043373

Date:

Matricule Région Nord-Ouest 69/100

2020 09 4

Issued by: GABRIELLA VAN (ANP)

Israel Classic & Collectors Vehicle Club - The 1 Club
Israel Classic & Collectors Vehicle Club - The 1 Club

Signature: *[Signature]*
Vehicle Club (ICCV)

The 1 Club
P.O. Box 1163 Jerusalem 91161
Tel: 07-727-1363 Fax: 07-727-1363

Validity: 10 years, or change of ownership
Validité: 10 ans, ou changement de propriété

Model: TRIUMPH

Year made: 1970

Year/Vehicle type: 1500 FWD

Year of registration: 1970

Registration number: 1170 RE 066

Registration date: 2009-09-04

Registration date: 2009-09-04

Registration date: 2009-09-04

Registration date: 2009-09-04

Registration date: 2009-09-04

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Year made: 1970

Year of registration: 1970

Registration number: 1170 RE 066

Registration date: 2009-09-04

Registration date: 2009-09-04

Registration date: 2009-09-04

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Minutes of the August 7, 2024 General Meeting

Submitted by Rich Dalfonzo, PEDC Secretary

President Mark Wintjen called the meeting to order at 7:30 P.M.

Board Members Present: Mark Wintjen, Jon Radin, Phil Licetti and Rich Dalfonzo

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

41 PEDC members were present.

Phil Licetti (Treasurer) presented his report:

- \$8,074.35 in total funds as of 8/7/24
- 242 total memberships as of 8/7/24
- 426 total members (including spouses and partners)
- 32 total non-renewed members as of 8/7/24

A motion to accept the Treasurer's report was made, seconded and carried.

President Mark Wintjen reflected on his medical issues and received a "welcome back" from the members.

Two new members were present: One driving a 1979 MGB and the other a 1966 MGB.

Old Business:

- The PEDC will update and renew the name tag use.
- The website has been refreshed.
- Ron Stucker spoke about his event to "Rebels and Redcoats" in Washington's Crossing Pa.
- Vice-President Jon Radin reflected on his email blasts for events and highlighted events to come in August. He requested all event hosts to contact him prior to their venue for complete information necessary to carry the event forward.

New Business:

- PEDC members should take a look at the Thursday night "Asbury Park – Crusin the Streets" venue. There are multiple cars of every design and breed.
- PEDC member, Jack Mclean added support for the multiple eateries available. He also talked about Sookie's pending ice cream in Lacey.
- One member talked about the mini car show joined by military vehicles at the V.A. Hospital. An event that deserves a further look.
- Gary Watson encouraged PEDC members to attend the Fossils' car show on the second and fourth Friday of each month at the Jackson Outlets. There are vehicles from multiple countries.
- Ernie Caponegro mentioned the Crystal Point car show the 20th of August.
- Kathy Ford indicated that this weekend's car show at Saint Domenic's will likely use the rain date of August 17th.

Bob Canfield reported that 86 vehicles have registered for "Brits on the Beach". He indicated the need to get the message out for the event. A sponsor is needed for the event as we need to fund the costs for various things such as the DJ. Ray Catena was suggested as a possible contact. If a new member wants to register, see the link in the newsletter.

Bob Canfield also discussed his host support of the Allaire Village "Rolling Iron Antique Auto Show" on the 18th of August.

Projects in Progress:

John's never ending work on his '66 MGB, owned for over 25 years. He thanks the Garage Squad for their support.

A motion was made to close the meeting at 7:58. It was seconded and carried.

August Garage Squad Update

By Bob Canfield

August had us focused on a few projects and staying cool. Here's a list of our July 27th thru August 25th wrenching:

Mitch Friedman's MGB: We returned to Mitch's garage to install a new clutch slave cylinder and bleed the system (which is always a fun job!) Mitch also agreed to let us work on **Audrey Farrell's MG Midget** in his garage. We did a tune-up and oil change, and the car seemed to be running well afterwards. We will be returning to Audrey's garage after the driving season to do some further work on the car.



Photo by Mitch Friedman



Photo by Mitch Friedman

Phil Aronow's TR6: We returned to help Phil's twice this month get the car back on the road. He bought a Nissan differential conversion kit, CV joint half shafts, a three-carb manifold, and a racing brake master cylinder. While he was waiting for these things to arrive, and us to come back, he did an outstanding job of cleaning and recoating the underside of the car. You can see it at Brits on the Beach next month.

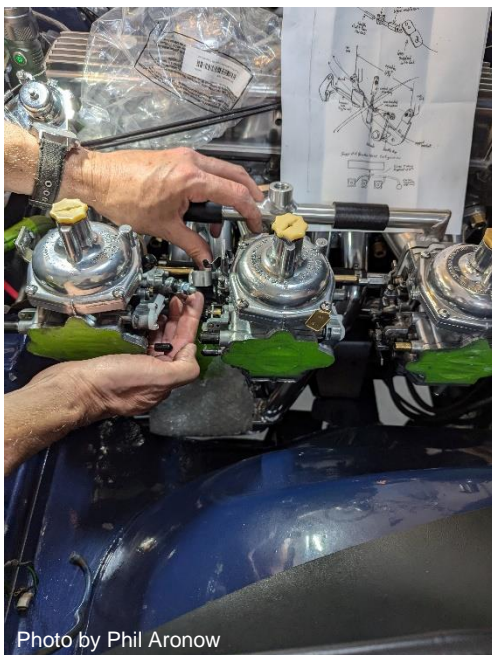


Photo by Phil Aronow



Photo by Phil Aronow

John Quelch's Alpine: We went to John's garage to remove the oil pan and disassemble the rod bearings. They looked rough, especially #1. So John ordered new bearings, and we did some cleaning and painting on the oil pan. Later in the month, we returned to install the new rod bearings in and button things back up. When we were done, we crossed our fingers and started the car. So far it looks like the rod bearings were indeed the cause of the engine noise. John will have the Alpine at Brits on the Beach to do a formal unveiling.



Photo by Bob Canfield



Photo by Bob Canfield

While at **John Quelch's** we also had some other members bring their cars for some tweaking:

Dean Lavergne's MGB: We adjusted the throttle cable and the idle.

Joe Jakositz's Alpine: We installed a battery cut-off switch to replace the old one on his battery post.

Mitch Freidman's MGB: We attended to some interior and top chores

Hernani Goncalves' MGB: We spent 2 Sunday's reassembling the suspension/brakes/drive shaft, and working on the wiring system. Hushmat was installed on the floors, and we started removing exterior trim and lights in preparation for a new paint job.



Photo by Hernani Goncalves

Mark Wintjen's '78 Spitfire: After the work done on installing the new transmission tunnel we found that the car was having trouble idling without stalling. Wayne Simpson spent some time on the Stromberg carburetor but the car was still having an idle/shut-down issue. Next steps will be to diagnose the original electronic ignition system. Stay tuned.

Chris Kavan's MG Midget: Chris finally found another LBC and brought it to his rebuilt garage in Manasquan. The car was asleep for about 10 years in his neighbor's garage, so step one was to start the engine. We got it started without much trouble using some CRC QD Contact Cleaner (the fuel pump did not work, and the fuel in the tank was very nasty.) We started removing the brakes and front suspension. Our next work (after parts and rebuilt calipers and shocks arrive) will be in September. It is a solid car in Chris's favorite color, Inca Yellow.)



Photo by Chris Kavan



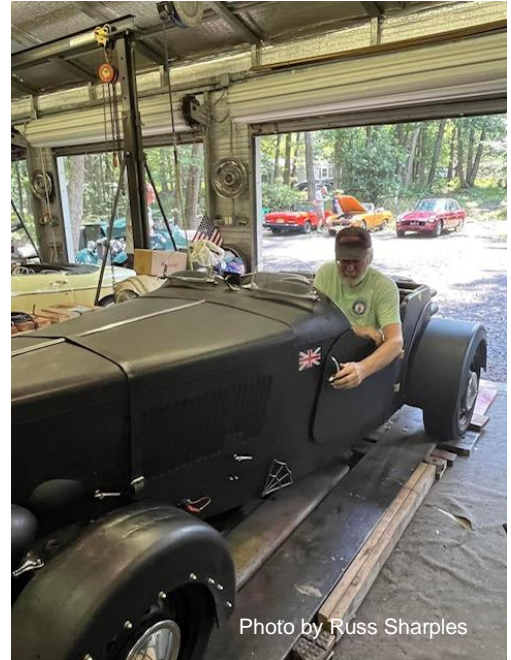
Photo by Chris Kavan



Photo by Chris Kavan

Tom Vash's Sunday Shop Day: We did some work on Tom's 'modified' MG TD. The car is now legal to drive on the road, and as soon as he finishes a couple of finishing touches look for it to show up at some club events. That day we also worked on these cars:

- **Art Becker's TR8:** We changed the rear brakes and bled the system.
- **Jim Lamb's MGB:** We spent time on his crazy wiring harness, and got his horns working again.



PLEASE LET US KNOW IF YOU ARE REGISTERED FOR BRIT'S ON THE BEACH AND HAVE ANY TROUBLE WITH YOUR CAR. WE ALWAYS PUT PRIORITY ON HELPING REGISTERED CARS SO THEY CAN MAKE THE SHOW!

1957 MGA For Sale



32,100 original miles!

Current owner is 3rd owner and has owned this beautiful MGA since 1976. Car runs great and has been restored to a high quality. Unused spare on spoked wheel, in boot. Most of the chrome is either OEM or re-chromed triple-plated. Over \$11,000 spent in the past 6 months to ensure reliability & drivability (Brakes; urethane bushings/suspension; carb tuning; etc.)

All electrical features work properly except for the radio which was never hooked up (car came with the blanking plate in lieu of radio. Top and tonneau cover are canvas style (not vinyl). Full spare tire with wire wheel. Comes with side curtains

Asking \$30,995

Contact Richard Meyers, cell: 321-277-0098

PEDC MG TD Available!

Late 1953 MGTD purchased and registered as 1954.

I purchased this vehicle in 2020 from club member Terry Checki who owned it for 42 years. Under Terry's ownership, the car received a complete, professional, body off, ground up concourse quality restoration of an original numbers matching car by Rob Medynski of M&G Vintage Auto. The engine was rebuilt from bare block up-magnafluxed and balanced. Drive train and running gear were also restored down to the last nut and bolt. Coachwork finished in period-correct nitrocellulose lacquer, Biscuit leather interior, wiring etc.

The car was rarely used, and runs well. Compression reads 150+. It does show some wear, particularly cracks and chips of paint and some damaged chrome around parking and directional lights. The bulbs were replaced with LED bulbs. The four primary tires and tubes were replaced in 2021. They were balanced by K&T Sports Cars. The spare is old, but was used once with no problem. It's had a recent tune up including iridium plugs, new plug wires, points and condenser. The carbs were also recently rebuilt.

If interested, contact me:

Elwood Smith
esmith0327@gmail.com
732-6198151



MGB For Sale!

1964 MGB Roadster is a driver, runs well, original engine, everything works, Factory Hardtop, ready to have some fun with at an affordable \$8,900. Contact Bill Miller Car Finder LLC, 732-778-3274, bmillerreoinnj@comcast.net



MG TF For Sale!

This 1955 MG TF is a result of a Nut & Bolt Restoration. Photos and receipts are available, a trophy car at \$39,900. Contact Bill Miller Car Finder LLC, 732-778-3274, bmillerreoinnj@comcast.net



WANTED:

Rust free, ready to drive MGB roadster in excellent driver condition; preferably 1963 through 1967 MK1. Will consider 1968-1973 MK2 (Pre-rubber bumper) as well. Car must not require any work to make it safe and roadworthy.

Please email me, Maureen at mcanalshop@gmail.com if you can assist.

Welcome New Members!

David Leckstein, Rumson, NJ
MG M Type, MG J2, MG PA, MG TC, MG YB,
MG TF

Vincent and Jeannette Malizia, Red Bank, NJ
MG MGB

Alan and Karen Neilson, Manasquan, NJ
Morris Minor 1000 Convertible

James and Sandy Riddle, Red Bank, NJ
MG MGB

Bill McGavin, Twp of Washington, NJ
Triumph TR4

Rosemary Dzwonkowski, Red Bank, NJ
MG MGB

Harry Hinkel and Barbara Reilly, Farmingdale, NJ
MG MGB, MG MGA

Richard and Donna Meyers, Farmingdale, NJ
MG MGA

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

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.

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

	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 Officers

MARK WINTJEN,
PRESIDENT
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VICE PRESIDENT
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RICH DALFONZO,
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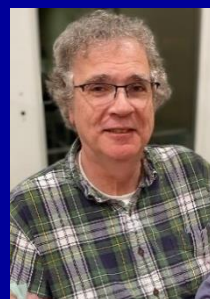
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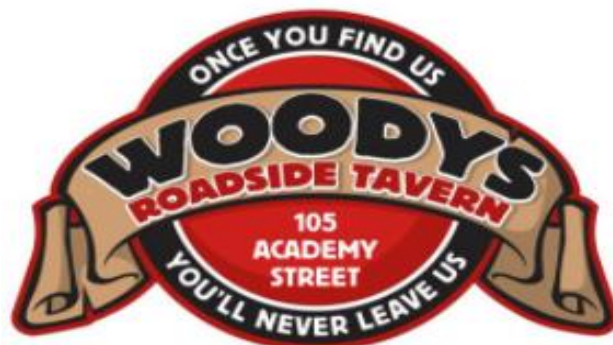
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