



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

Important Dates to Remember

- **February 2:** Monthly meeting at Woody's, Farmingdale, NJ. *Canceled due to COVID-19.*
- **February 28:** Deadline – annual membership dues are due! Go to www.pedc.org.
- **March 2:** Monthly meeting at Woody's, Farmingdale, NJ. Come early for dinner. Meeting starts at 7:30 PM.
- **September 17:** Our 25th Annual PEDC British Car Day, known since 2009 as "Brits on the Beach," Ocean Grove, NJ. Mark your calendar.

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Mini Madness – Part II

The Ordeal of Importing a Rover Mini Cooper Monte Carlo Rallye 30th Anniversary Edition

MIKE BROWNE



WHEN I RECEIVED A COMMITMENT

from a friend in Florida to buy my beloved Rover Mini Cabriolet back in November of 2019, I immediately started to search for another Mini. Keep in mind that at that point I had only a "commitment" to buy, as I told him I wanted to use the Cabriolet from January until March of 2020. It was in March that I actually got the money for the car. At that point he could come pick up the car in Florida, which he did. So . . . I was "Mini-less"!

I contacted my guy in Belgium and asked him whether he had any Minis that were exportable into the USA.

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Photos above from our Pic-A-Lilly run last October, the first time we saw Mike & Linda's new ride.
Photos by Carol Kyle.



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At the time, he had two or three. He had a white one, which he converted to lefthand drive for his mother to use. But when they did that, they removed the air conditioning system. Air conditioning in Minis is available only with the righthand drive configuration, and the only Minis with air conditioning were built specifically for the Japanese market. From the mid-80s until the last Mini was built in 2000, there was a craze in Japan and a high demand for Minis with air conditioning. So, that is where all of them were shipped.

He also had a genuine John Cooper Works Mini. It was equipped with a lot of nice features, but it had more kilometers on it than I wanted. It also was a British Racing Green Metallic, and I had already had two of those. I wanted something different. He happened to have a Rover Mini Monte Carlo special edition, which he bought in Japan for his dad, but his dad passed away before he could do anything to it. So, that car was available. At the time I didn't know what a Monte Carlo special edition was. He sent me pics of it, and even though I wasn't thrilled with the color ("Flame Red"), which my wife, Linda, calls "orangey red," I liked the idea that it was a special edition with all the parts readily available, unlike the Mini Cabriolet.

A Little History The Mini Monte Carlo edition was built by Rover to commemorate the 30th anniversary of the 1964 win at the world-famous Monte Carlo Rallye. Paddy Hopkirk was the driver. (This special edition of the Mini was built only during June and December of 1994.



Only 200 were built. Most were Flame Red, but around 60 were Black). When Paddy Hopkirk won Monte Carlo, it was a shock to the world at the time because the Monte Carlo Rallye was a grueling 160-200-mile drive through all kinds of terrain through the Alps in winter with snow, rain, and mud. This race is usually won by more powerful cars than the Mini.

Mini Coopers continued to win the Monte Carlo Rallye in 1965 and 1967, although in 1966 Minis placed first, second, and third; however, due to a technicality concerning the driving lights mounted on the grill, the French judges determined that these Minis did not conform to Rallye specs and thus were disqualified. It was widely felt that the judges didn't want to admit that the prestigious Monte Carlo Rallye was won again by the lowly Mini!

Placing My Order My guy in Belgium and I agreed that he should build the Mini Monte Carlo edition for me. The Rover Mini Cooper Monte Carlo 30th anniversary edition was to have either Flame Red or Black exterior with Old English White roof. They were to

have two-tone interiors. The Flame Red ones had red and gray seats, and the black ones had black and gray. They were to have higher compression (10:1) 1.3-litre, 4-cylinder, fuel-injected engines. They would come with front driving/fog lights, white bonnet stripes, and special badging commemorating the 1964 victory at Monte Carlo. They were also to have special wheels that were polished rims with anthracite spokes. So, I wanted him to make my car look like Rover made this edition look back in 1994. This was in November 2019. Remember that, because I did not receive the car here in the States until late July 2021! Do the math! That is over a year and a half. Welcome Coronavirus.

Pandemic Woes Basically, right after he started work on the Mini, the COVID-19 pandemic erupted in Europe, closely followed by its reaching the United States. Europe, as you know, is made up of a lot of small countries, each having its own separate government. As I (unfortunately) found out, when the guy in Belgium would send the interior wood pieces out to be restored, such as the dashboard, door trim, etc., he sent them to a shop in the UK. During the summer of 2021 the UK was experiencing a spike in the coronavirus and was in total shut down. So, my wood pieces were stuck in a shop for over two months. When my Belgian guy had to order parts from Germany, the UK, or France, those countries were going through virus spikes.

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ABOVE: Mike's Mini leads Charlie Schirm's and Ken Kyle's F-type Jaguars during our Pic-A-Lilly run. *Photos by Carol Kyle.*



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MiniSpares and MiniSport (two of the largest suppliers of parts for Minis) were both in the UK.

Newton Commercial, who made my special two-tone Monte Carlo interior, was shut down because employees kept passing around the virus even after the UK opened things up again. Getting parts, having restoration of parts, etc., was delayed and delayed again. The supply chain was broken . . . much like we have been seeing in our country now. So, you see, I definitely chose the wrong time to have a car restored in Europe. Everything took longer than usual. There was a time when the garage in Belgium was shut down for the same reason. An employee there contracted COVID-19, so the car was sent to a shop in Germany to be painted. That took an inordinate amount of time as well. All of the air conditioner parts had to be ordered from Japan, of all places, because Rover sold all



Photos this page courtesy of Mike Browne.

of the spare parts for air-conditioned Minis to Japan. You can only imagine how long it took to get the parts from Japan, as well as the expense of shipping the parts to Belgium. To make a long story shorter, the car was finally done!

Taking Delivery Now my Belgian guy was ready to take the car to the port to be loaded onto a ship. However – you guessed it – there were more problems. Car manufacturers were

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sending their new BMWs and Volvos to the port to be exported even though they had no chips in them. So, the cars couldn't be loaded until the chips arrived. Therefore, ships didn't stop at those ports at all because there wasn't enough to pick up. Thus, there was another delay. Finally in late June my Belgian guy got a call from the port stating that there was a ship scheduled to come into port the next week. So, he transported the Mini to the port, and it was loaded onto a ship. By the way, if you have never seen an auto transport ship, they are the biggest, ugliest ships ever constructed. They are HUGE! They hold anywhere from about 5,000 to 8,500 cars each. The logistics of loading and unloading cars on and off those ships is mind-boggling, to say the least. I was told that my ship had a number of stops to make before arriving in the USA. Unfortunately they don't give you a date of arrival . . . only an estimation.

Documentation Challenges I had always taken care of the importation myself with previous Minis I imported. Unlike the previous cars, this time, because of the changes caused by COVID-19, I decided to let a friend of mine, who has a dealer's license in Pennsylvania, handle the importation process. I did this for a number of reasons: **First**, all of the documents are in Flemish (which is spoken in Belgium), and my friend is multilingual so can easily translate them. New Jersey used to have only two authorized translating services in the state. The last time I took it to one of those, it cost \$700. And the translating places were closed because of COVID-19. **Second**, with the state of our Motor Vehicle Commission (MVC) in New Jersey, I thought that if I took documents written in Flemish to them and asked for a title and registration, it would blow a fuse in the Motor Vehicle office. I felt the process would be simpler and easier for me if I let my friend handle translating and sending the paperwork to the Pennsylvania Motor Vehicle people. **Third**, I thought that if I had a Pennsylvania title, it would be simple to take to any MVC location in New Jersey



and get the car titled and registered here with no problems.

I mentioned in my last article that in Europe they don't issue a car title as such. They issue you a "registration" for the car, and the date on the title/registration is the date that the car was first sold, not necessarily the model year in which it was made! So, if you buy a car that was built in December of 1994, like my Mini, but it wasn't first sold until March of 1995, the paperwork will have 1995 as the year of the car. Well, remember that the car I bought was the 30th Anniversary Edition for the 1964 victory at the Monte Carlo Rallye? Well, it came with paperwork dated 1995. That isn't 30 years after the 1964 Monte Carlo Rallye victory. I wanted the title and registration to say 1994, as it should. My friend sent all the documentation explaining why it should be titled as a 1994, but the bureaucratic mess we all call the Motor Vehicle Commission said that they couldn't change the paperwork that the car came with. DUH? He also sent in a note on the paperwork telling them that IF there were a problem, please call first before sending all of the paperwork back to him. They didn't. They sent it all back to him via USPS. So, now he had to resubmit all the paperwork telling them to title and register it as a 1995 instead. Sometimes it simply isn't worth trying

to do things the right way, it seems.

The Bottom Line? I got the car at the end of July, almost one year and eight months after ordering it. It was a very frustrating ordeal. But now that I have the car, I LOVE driving it! I have named the Mini "Montgomery," or "Monty" for short. Short for Monte Carlo. For those history buffs out there, I also chose "Montgomery" thinking of the British Field Marshal Bernard Montgomery. They called him "Monty." He wasn't the best military commander, but the name fit and I stuck to it. ■

For Mike's "Mini Madness Part I," see *The Terminal Post*, Volume 30, Issue 1, January 2022. Photo above by Carol Kyle. Cartoon below: Source unknown.



He's been working on your car for 4 hours. However, 3 of those hours were spent taking selfies with it."

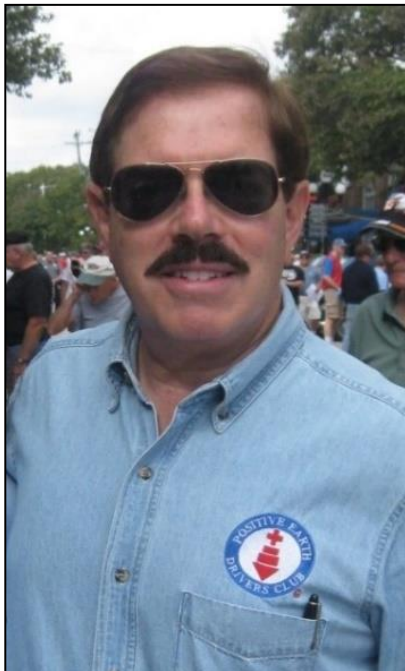
GREETINGS From



What to Do with a Rubber Bumper B

The “rubber bumper” MGB (yes, I know, the bumpers are actually plastic, not rubber) is one of the few remaining good buys among little British cars, owing mainly to the ungainly appearance of those bumpers, along with the car’s raised suspension and emissions-strangled engine. But underneath all that is a great little sports car yearning to be set free. In fact, the rubber bumper Bs feature a number of improvements over earlier cars, including power brakes, a bigger radiator, and more comfortable seats. Some people even say the later cars were better built and have a more solid feel.

Lowering the ride height of a rubber-bumper car to pre-RB level is relatively straightforward, as is recapturing some or all of the lost ponies (either by tossing that pathetic Stromberg carburetor in favor of dual SUs or a Weber, or, better yet, a supercharger if you can afford it), but getting rid of those bumpers is a bit more involved. The usual approach is a chrome-bumper conversion. There are kits available to do this for around \$1300, and then



KEN KYLE, PRESIDENT

When I was at the British Car Club of Delaware’s (BCCD) show in Lewes last May, I came across a most unusual and attractive MGB (see next page). It was wearing what appeared to be body-colored urethane bumpers front and rear, but they complemented the car’s styling rather than clashing with it the way the factory rubber bumpers do. Somehow they made the car look both more modern and classic at the same time. I tried to find out where these bumpers had come from, but the car’s owner was off at lunch and I didn’t have time to wait around for him. The owner’s father was there but could tell me only that they came from “somewhere in England.”

you’ll need to buy a new grille and badge for another \$350 or so. Unfortunately, all these parts don’t just bolt in place. Among other things, you’ll have to cut off the ends of the frame rails in front, and weld in some new sheet metal front and rear. This of course necessitates body and paint work, so you’ll be investing about \$1650 in parts plus a lot of skilled labor. Frankly, this is not really a job for amateurs, and a professional installation will likely run you around \$1500 to \$2000 additional. But there is a simpler, less costly, solution.

Back home in New Jersey, I searched the web in vain for the source of those bumpers, but I didn’t forget about them and searched again every couple of months. Eventually I located the manufacturer’s website and contacted them for more information and permission to use their photos in our newsletter, which they graciously provided. The bumpers I saw in Lewes were made by RPS Limited in Kessingland, Suffolk. In addition to making the

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bumper kit, which is actually made of fiberglass, not urethane, they make a variety of other interesting body parts for customizing your MGB or MGF. The MGB bumper kit along with a mesh grille insert and new front indicator lights will set you back a very reasonable £331.50, or about \$453.00 at the current exchange rate. RPS told me that shipping to the U.S. would run another £200, so you're looking at a total parts cost of about \$727. The kit requires no cutting or welding to install, and you can even paint it with a rattle can, as someone did to the car in the picture shown at the bottom of the page, which I took from their website. Go to www.rps-ltd.info to learn more.

So, if you have a rubber bumper MGB and are looking for a winter project, or if the prices of RB cars attract you but their bumpers turn you off, consider a conversion kit from RPS Limited. I think you'll be pleased with the results. ■



Photo left used with permission from Revolution Performance SportsCars Ltd (RPS Ltd), <https://www.rps-ltd>. Photos above, taken in Lewes, DE in 2021, by the author



A Matter of Provenance

TOM VASH

BACK IN THE LATE 1960s many of my buddies from high school caught Sports Car Fever. Alec broke the ice when he bought a '62 Austin-Healey 3000 for \$300, and Jack soon found a '59 Triumph TR3 for \$100. Doc bought a '67 MGB, Cocomo picked up a '62 MG Midget, Klausen was cruising in a '60 MGA coupe, and Joe was driving a slick royal blue MGA roadster. Many of these cars made the rounds within our clique, and I later bought the '62 Midget (my first car!) for \$125. Two years later I acquired Doc's '67 MGB from Chopper, who bought the car from Doc a year or so earlier and had moved on to a '65 Triumph TR4.

By now many of these guys had gone on to other interests, and the sports car ranks had dimmed, but Jack and I continued to move up the sports car ladder, trading up whenever possible. I found a '63 E-type coupe that Jack bought for \$400, and he quickly zoomed to the head of the class, becoming a Jaguar Man through and through. The E-type gave way to this '60 Jaguar MK II (*shown above*), and we were a hit at the senior prom when my date and I pulled up to the entrance of the restaurant in that classic wonder.

The early '70s found Jack and me enrolled at the same engineering college in

New Jersey, commuting together by train to Newark every day. Jack was still driving the MK II, which featured the 3.8-liter DOHC 6, 4-speed transmission with overdrive, and bad brakes, and for awhile it was our only means of transportation to and from the station. I still shiver when I recall bleeding the brakes each morning in the cold pre-dawn light to make the 3-mile run to the station . . . and hoping it had enough pedal left to get us home when we returned after school later in the day.

It wasn't long before the oil leaking from those pesky cam covers made its way onto the clutch disc, and the car went into their family

garage for an extended pit stop. Jack and his dad took that car apart (you really do have to drop the motor, trans, and front end out of the bottom of this car to change the clutch . . . try that in a narrow, one-car garage), replaced the clutch, freshened up the motor while it was out of the car, fixed the brakes, and, generally, succeeded in getting the car roadworthy again.

As is often the case, other things got in the way of continuing work on the Jag (by now, it needed a new interior and paint), and the car began what was to

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become a nearly 20-year stint on the driveway of Jack's family home. One Thanksgiving in the mid-1990s I got a call from Jack saying that he was going to return the family driveway to his father as a Christmas present and asked if I wanted the car – gratis! So for the cost of the tow, the old MK II was now resting comfortably alongside my house.

It took about three days before my neighbor Bob stopped over and excitedly wondered what I was going to "do" with this latest acquisition. I told him that I really had not yet come up with a plan for the car, and he quickly let me know he was interested in it. I ended up giving him the car for the

cost of the tow, with the caveat that I would get first "dibs" on it if he ever wanted to sell. We got that thing running well enough to drive it over to his house next door, and Bob enthusiastically took to the task of yet again getting the car road-worthy, fitting an all-new leather interior, reconditioning the beautiful interior woodwork, re-plating most of the bright work, and spraying on a presentable coat of the original Sherwood Green paint.

As you might imagine, this effort took quite some time, and as often happens his interest in the car waned shortly after the reconditioning was complete. At the time, I had just acquired a 1970 Thunderbird in one of those deals that I just couldn't refuse, and we

soon struck a bargain that got me the Jag back and made Bob a newly minted T-Bird guy.

My car buddy Chuck (of Bugeye fame) saw the car in my shop and thought he might like to have it, so I sold it to him. Chuck saw the folly in this a year or so later, and I ended up with the car again, some 5 years after I had it towed from Jack's father's driveway. I parked it in the same spot next to my house, and there it sat until on of my Trenton motorhead buddies, Cooch, and his partner, Janice, took a good look at the car during a gathering of friends here and expressed an interest. A deal was made, and the Jag left another time for a new home. Cooch has kept the car road ready ever since, but now they seem to

have caught the bug for a T-series MG, so the Jag is once again available to a new owner.

They say that provenance is an important aspect in assessing the value of collector cars today. I'm not sure if this ownership history "counts", by the current lofty expectations implicit in the term *provenance*, but, hey, how much more would anyone care to know? ■

[This article appeared in Tom's publication Servant of the Crown, Volume I, 2007. Photo on page 7 courtesy of Tom Vash. ~ Ed.]

Photo below by Carol Kyle of Ivan Nedds' 1966 Jaguar D-type replica, taken at Brits on the Beach 2021.

Coming Soon

BRITS ON THE BEACH 2022 ■ OCEAN GROVE, NJ ■ OUR 25TH YEAR!
SATURDAY, 17 SEPTEMBER 2022, 10 AM – 4 PM



Meet Allan & Nancy Wysmuller

THE WYSMULLERS JOINED THE PEDC IN 2020.

Allan has enjoyed being a member so much so that he agreed to run for club secretary in 2021, winning a 2-year term, 2022-2023, to replace outgoing Secretary Art Becker, who served from 2018-2021.

Back in the 1970s Nancy had been social director of the Datsun Z Club of America, based in Garfield and also Clifton, NJ. At a friend's urging, Allan joined the club and got into racing. It was during their serious track days that he met Nancy, who worked in the timing area on those days . . . and the rest is history, as they say, between Allan and Nancy. Allan raced Datsun Z cars in the late '70s in Sports Car Club of America (SCCA) races, moving on in 1980 to Bob Sharp Racing in Connecticut as a manager. At that time actor Paul Newman was a driver, so it was exciting times.

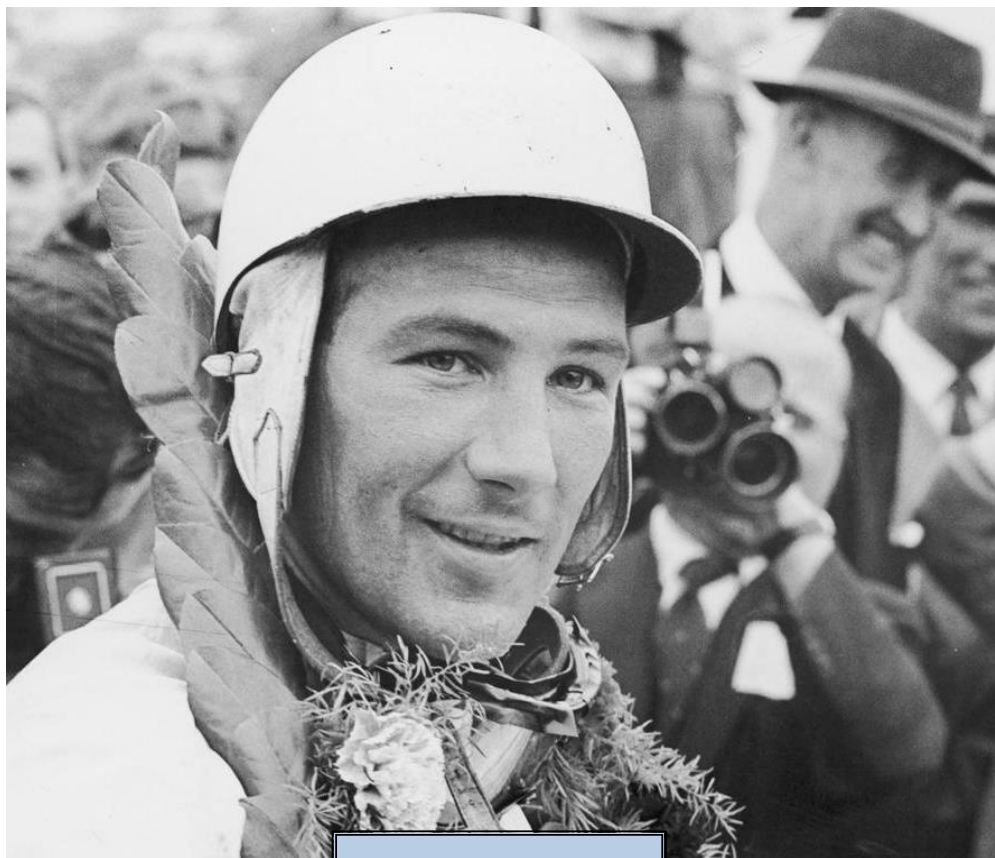
Allan's first car was a 1960 MGA (with no heater), which he used to commute to New York University. His dad's dream was for one of his three sons to attend the U.S. Merchant Marine Academy. To entice Allan, he bought him a TR6 as a pre-graduation present. Allan indeed was graduated from

the Academy and ended up the proud owner of a TR6, just as his dad had hoped. At some point Allan sold the TR6 and then settled on his third, and current, Triumph, a 1968 TR250, which he has owned now for 30 years. Except for painting it in British Racing Green, Allan has done all the work on this car himself. Some of you may recall that Allan's 250 won Best Triumph at our PEDC Summer Show at Woody's last August.

We hope you all will welcome Allan and Nancy into our PEDC family. ■

RIGHT: Allan's lovely 1968 TR250 won Best Triumph at our first-ever PEDC Summer Show at Woody's, August 2021.
BELOW: Allan & Nancy at our ice cream run in Manahawkin, July 2021.





QUOTE OF THE MONTH

"I love to feel a racing car around me, to feel the way it holds me. I love to make it do all that it was built to do, and then a little bit more."

*~ Sir Stirling Moss, OBE
(1929-2020), British Formula One racing driver*



SIR STIRLING CRAUFURD MOSS, OBE

From 1948 to 1962 Sir Stirling won 212 of the 529 races he entered, including 16 Formula One Grand Prix races. He competed in as many as 62 races in a single year and drove 84 different makes of car over the course of his racing career. He preferred to race British cars, stating, "Better to lose honorably in a British car than win in a foreign one."

In 1990 Sir Stirling was inducted into the International Motorsports Hall of Fame, considered "the greatest driver never to win the World Championship." In a seven-year span between 1955 and 1961 Moss finished as championship runner-up four times and in third place the other three times. In March 2000 he was knighted by Prince Charles, standing in for the queen, who was on an official visit to Australia.

Incidentally, Sir Stirling's father, Alfred Moss, a dentist, was an amateur racing driver who had come in 16th in the 1924 Indianapolis 500. His mother, Aileen Moss, had also been involved in motorsport, entering prewar hill climbs at the wheel of a Singer Nine. Sir Stirling's sister, Pat Moss, became a successful rally driver in her own right and also married Swedish rally driver Erik Carlsson. ■

Source of above information:

https://en.wikipedia.org/wiki/Stirling_Moss

ABOVE PHOTO: Source unknown.

LEFT PHOTO: The British Racing Partnership (BRP) BRM P25, which Stirling Moss drove to 2nd place in the 1959 British Grand Prix, BRP's best result. Photo source: http://en.wikipedia.org/wiki/British_Racing_Partnership



Official PEDC Regalia for 2022 ~ Price List



CLUB APPAREL

Men's

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

Women's

| | | |
|--|-------------------|-----------|
| T-shirt, short-sleeve crew neck | S-XL/XXL | \$17/\$19 |
| Izod short-sleeve, silk-wash golf shirt | S-XL/XXL | \$26/\$28 |
| Denim shirt, woven, short-sleeve button-down | S-XL/XXL | \$31/\$34 |
| Denim shirt, woven, long-sleeve button-down | S-XL/XXL | \$31/\$34 |
| Sweatshirt, long-sleeve, hooded | S-XL/XXL | \$34/\$36 |
| Baseball hats | One size fits all | \$14 |

OTHER CLUB ITEMS

| OTHER CLUB ITEMS | PRICE |
|--------------------|---------|
| Tool bag, black | \$24.95 |
| Grill badge | \$25.00 |
| PEDC logo patch | \$6.00 |
| Marque patch | \$5.00 |
| Lapel/hat pin | \$4.00 |
| Windshield sticker | \$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. *Shown above are current prices.*



The 2022 driving season will be here before you know it. Are you ready?

Regalia Manager Sookie McLean can fix you up with whatever you need. Wearing our ever-popular short-sleeve golf shirts in blue are, from left, **Gary Watson** and **Tom Gutwein**. Wearing the womens' shortsleeve golf shirts in white are, from left, **Lynn Jackson** and **Nadine Berkowsky**. Wearing the red golf shirt is **Trish Gutwein**. Our short-sleeve crew neck T-shirts are also popular, here shown in yellow on **Steve Mundt** and red on **Rick Stoeber**. Show your club spirit with PEDC regalia!

Minutes of the January 5, 2022 General Meeting

NOTE: Our January 2022 monthly meeting at Woody's was canceled due to the ongoing COVID-19 viral pandemic, so there are no meeting minutes to report. Our annual events planning meeting, "The Gathering," also was canceled for the same reason. We are hoping things change and that we'll be able to resume our monthly meetings starting on March 2, 2022. Stay tuned . . . and thank you for your patience.

2022 PEDC Calendar of Events

PEDC-sponsored events are in bold red. Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (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 associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

FEBRUARY

2, Wednesday, PEDC monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>.
Canceled due to COVID-19. We hope to be back on 2 March. Watch for details.

28, Monday, PEDC 2022 annual membership dues are due. Membership renewal is done online now. Click here to register: www.pedc.org. Once there, click **Membership > Become a Member > Membership Application and Renewal** to bring up the Cheddar Up screen. [NOTE: For those who need to print out the membership form, click www.pedc.org > **Membership > Become a Member**. Then click **Here** just below **Membership Application and Renewal**.]

MARCH

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

APRIL

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

MAY

1, Sunday, 1st Annual "Motors on Main," 10 AM – 2 PM, Washington Boulevard, Sea Girt, NJ. An all-marque car show presented by Sea Girt Recreation and Evolution Auto Spa. Rain date May 8th. RSVP only at www.evolutionautospa.com.

1, Sunday, Britfest 2022, MG Car Club Central Jersey Centre, 29th Annual Gathering of classic British Motorcars, Horseshoe Lake Park, Succasunna, NJ. Click here for more information: <http://www.mgccnj.org/flyers/Britfest%202022%20Flyer.pdf>.

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

6-8, Friday to Sunday, PEDC weekend trip to Lewes, DE to attend the 26th Annual "The British Are Coming . . . Again!" car show at the Lewes ferry terminal. Co-sponsored by the Lewes Chamber of Commerce and the British Car Club of Delaware (BCCD). The show is Saturday, 7 May. Ken & Carol Kyle, hosts. Watch for details. Click here for more information and to register: <https://www.eventbrite.com/e/26th-annual-lewes-british-motorcar-show-2022-registration-244698679337>.

15, Sunday, British Challenge Rallye 2022 (a fun, gimmick rallye). 10 AM, Rallye School. First car off at 11 AM. Awards & lunch/drinks for sale at ending point. \$10 per car. Limit: 30 cars. Starting point: Colonial Park, Parking Lot F, 151 Mettlers Road, Somerset, NJ, across from the park's main entrance. Ending point: the historic Cranbury Inn, 21 South Main Street, Cranbury, NJ. For more info and to register: Contact Frank Nemzer, 15 Alexander Avenue, Staten Island, NY 10312, (917) 932-3919, frank.nemzer@gmail.com.

18, Wednesday, first **PEDC** ice cream run of the season, Sundae's, 2211 Highway 35, Manasquan, NJ 08736. Serving great ice cream for over 30 years. Woody & Sue Smith, hosts.

21, Saturday, PEDC spring drive through the NJ Pine Barrens. Pete & Mickey Dow, hosts. (See right, 2019 drive.)

25, Wednesday, PEDC ice cream run to Jersey Freeze, 120 Manalapan Avenue, Freehold, NJ. Serving delicious ice cream since 1952. Tom & Alice Albertalli, hosts.

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2022 PEDC Calendar of Events (Continued)

PEDC-sponsored events are in bold red. Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (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 associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

JUNE

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

4, Saturday, Red Mill British Car Day, 10 AM – 3 PM. Presented by the Austin-Healey Sports and Touring Club – NJ (AHSTC-NJ). Show location: Red Mill Museum Village, 56 Main Street, Clinton, NJ 08809. Limit: 100 British cars. Rain date: June 5th. Car registration: \$20 received before May 27th. \$25 after that date. Spectator Admission: \$10 (senior, veteran, and children discounts), which benefits the Red Mill Museum Village. Picnic basket competition! Explore quaint shops, eateries, and the Hunterdon Art Museum. For more information: contact Steve Feld, (973) 525-9054, healey4459@gmail.com.



8, Wednesday, PEDC ice cream run to TK's ice cream (shown above, 2017 run), 331 Route 539, Cream Ridge, NJ 08514, <http://www.tksicecream.com/>. Allan & Nancy Wismuller, hosts.

12, Sunday, 28th Annual All-British Motorcar Gathering, Alfred J. Fritchman Reservoir Park, 3400 Reservoir Road, Hellertown, PA. Keystone British Car Club, hosts. Click here for more information: <https://www.keystonebritish.com/hellertown.html>.

16, Thursday, PEDC ice cream run to Belle's Ice Cream, Spring Lake, NJ. Ken & Carol Kyle, hosts.

19, Sunday, PEDC 20th Annual Father's Day British car show, 10 AM – 1 PM. Joseph E. Robertson Park, 1100 Allaire Road, Spring Lake Heights, NJ, 07762 (shown right, 2021 show). Rain date is June 26th. Ken & Pat Wignall, hosts. BBQ to follow, 1-4 PM, at the home of Paul & Mary Johnson.



22, Wednesday, PEDC ice cream run to Ice Cream Shop of Manahawkin, 59 North Main Street (Route 9N), Manahawkin, NJ. Join us and catch a nice sunset, weather permitting, over Manahawkin Lake across the street. Art & Joann Becker, hosts.

Continued on page 14 – Calendar of Events

2022 PEDC Calendar of Events (Continued)

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JULY

3, Sunday, [announcement via the NJ Triumph Association (NJTA)], Redcoats & Rebels Classic Car Show, Washington Crossing Historic Park, 1112 River Road, Washington Crossing, PA 18977. For more information, click here: www.washingtoncrossingpark.org. British and German cars vs. American and French cars. (**Note:** In 2021 our own Mort Resnicoff placed 2nd in British cars with his 1950 MGTD. Well done!)

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

7, Thursday, **PEDC** ice cream run to Heavenly Havens Creamery, 33 South Main Street, Allentown, NJ 08501, <https://havenscreamery.com/>. Russ & Pam Sharples, hosts.

13, Wednesday, **PEDC** ice cream run to Jake's Cree-Mee-Freeze Ice Cream, 337 Route 33 East, Manalapan, NJ, <http://jakescreemefreeze.com/>. Serving great ice cream since 1991. Mort Resnicoff & Fredda Fine, hosts.



16, Saturday, **PEDC** Upper Freehold Scenic Byway drive, in and around Allentown, NJ. Watch for details. Ken & Carol Kyle, hosts. (see above, 2020 post-drive lunch stop)

21, Thursday, **PEDC** ice cream run to Sweet Treats & Ice Cream, 249 North Main Street (Route 9), Forked River, NJ 08731, <https://www.facebook.com/sweettreatsnj/?f=709704469081836>. Homemade hard ice cream and homemade baked goods. Jack & Sookie McLean, hosts.

24, Sunday, **PEDC** garage open house & BBQ, Clarksburg, NJ. Watch for details. Tom & Corinne Vash, hosts.

28, Thursday, **PEDC** ice cream run to Halo Pub, 4617 Nottingham Way, Hamilton Square, NJ. Wonderful ice cream made at their Halo Farm in Lawrenceville, NJ. (**Note:** The farm and two ice cream stores (there's also one in downtown Princeton, NJ) are open every day of the year except Christmas.) Steve & Theresa Mundt, hosts.

2022 PEDC Calendar of Events (Continued)

PEDC-sponsored events are in bold red. Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (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 associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

AUGUST

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

6, Saturday, PEDC Summer Car Show at Woody's. Details to follow. Ken & Carol Kyle, hosts.

10, Wednesday, PEDC ice cream run to Jeffreeze Old-Fashioned Ice Cream, 381 Route 9, West Creek, NJ, 08092 <https://jeffreezeicecream.com/>. Pete & Mickey Dow, hosts.

18, Thursday, PEDC ice cream run to Gil & Bert's ice cream, 69 North Main Street, Cranbury, NJ 08512, <https://www.facebook.com/GilandBertsIceCream/>. Mark & Nadine Berkowsky, hosts. The tradition continues!

25, Thursday, PEDC ice cream run to Nicholas Creamery, Rumson, NJ. Dean & Arlene LaVergne, hosts.

27, Saturday, PEDC drive to the Roebling Museum, 100 2nd Avenue, Roebling, NJ 08554 (near Trenton). The story begins with German-born John A. Roebling, a civil engineer best known for designing and building the Brooklyn Bridge, now a National Historic Landmark. But there's much more to the story, so sign on to this drive and find out. Bob Canfield, host.

SEPTEMBER

1, Thursday, PEDC drive to Sweetwater Marina & Riverdeck, Sweetwater, NJ. Mike & Linda Browne, hosts. Don't miss it!

3, Saturday, PEDC autojumble car parts flea market (see below, 2021). Bring your surplus British car parts to sell or trade, and enjoy coffee & donuts in the morning and hot dogs, beer, and wine at lunchtime! 9 AM to 1 PM (or whenever) at the home of Bob & Eileen Hoernlein, hosts, Beachwood, NJ.

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

9, Friday, PEDC dinner-theater outing to Surfflight Theater, 201 Engleside Avenue, Beach Haven, NJ, <https://www.surflight.org/> (on Long Beach Island). A 2 PM matinee with dinner afterward, ~5 PM. Mike & Linda Browne, hosts.

9-11, Friday to Sunday, "The British Invasion" British car show, 31st year, Stowe, VT. Click here for details: <https://www.britishinvasion.com/register>

11, Sunday, PEDC drive to Radnor Hunt Concours, Malvern, PA. Peter Madison & Lorraine Skidmore, hosts.

14, Wednesday, PEDC goodie-bag stuffing party. Help us get ready for our big show on Saturday.

17, Saturday, PEDC, our 25th Annual British Car Day, known since 2009 as "Brits on the Beach," Main Avenue, Ocean Grove, NJ. Our big event of the year! Contact Show Chairman Bob Canfield, joisuzu@optonline.net, if you'd like to volunteer with setting up and taking down equipment, parking ~140 British cars, or helping with show registration or the door-prize table.

18-23, "Enclave 2022," Austin-Healey 70th Anniversary Celebration of the 1952 Earls Court Motor Show, Poconos, PA. Click here for more information: www.enclave2022.org.

22, Thursday, PEDC ice cream run to Miss Mindy's Homemade Ice Cream, Bayville, NJ. Bob & Eileen Hoernlein, hosts.

25, Sunday, PEDC Fall Rally. Barry Shandler, rallymaster extraordinaire. Watch for details!

28, Wednesday, PEDC ice cream run to Ice Cream on 9, Howell, NJ. Rich & Donna Huy, hosts. (Last year's run was a hoot!)

Continued on page 16 – Calendar of Events



2022 PEDC Calendar of Events (Concluded)

PEDC-sponsored events are in bold red. Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (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 associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

OCTOBER

1, Saturday, **PEDC** drive to Fox Hollow Vineyards, Holmdel, NJ (*shown below, 2020 drive*). Mark & Maria Wintjen, hosts.



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

9, Sunday, **PEDC** drive to Old Hights Brewing Company, Hightstown, NJ. Steve & Theresa Mundt, hosts. A lovely drive and fun brew-pub destination for drinks, snacks, and lunch.

13, Thursday, **PEDC** drive to Pic-A-Lilli Inn, 866 Route 206, Shamong, NJ 08088, <http://www.picalilli.com/menu.php>
Mort Resnicoff & Fredda Fine, hosts

23, Sunday, **PEDC** fall foliage drive to Hunterdon County. A leisurely drive on nearly all backroads. Ken & Carol Kyle, hosts.

29, Saturday, **PEDC** 4th Annual Halloween Costume Party (*shown below: 2017 left, 2018 right*). Woody & Sue Smith, hosts.

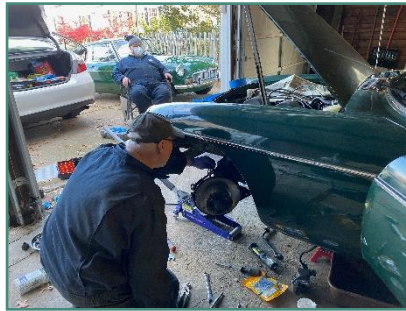


NOVEMBER

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

DECEMBER

3, Saturday, **PEDC** annual Christmas/holiday party, Jumping Brook Country Club (JBCC), Neptune, NJ, 7-11 PM.
DJ Rich Canfield, dancing, buffet dinner, cash bar, prizes, & more. Mort Resnicoff & Fredda Fine, hosts. Mark your calendar!



Garage Squad Tackles 1974 MGB-GT



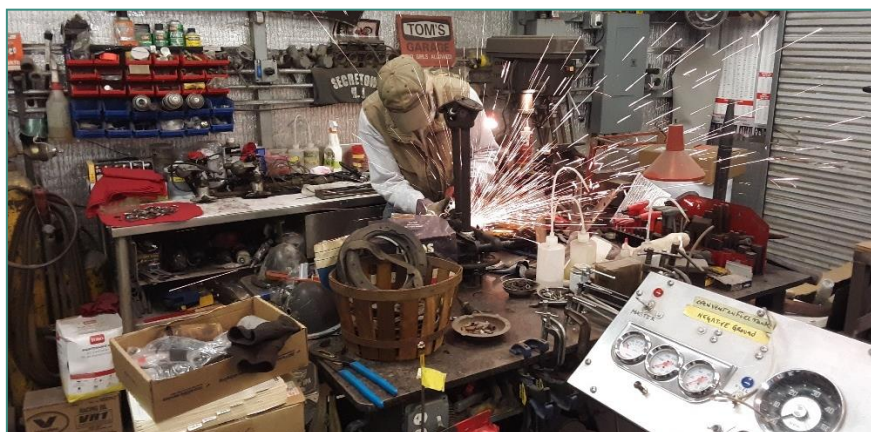
ate last year, while many of us were getting reading for the holidays, the Garage Squad was busy doing some upgrades to John Laudenberger's LBC. Some initial work was done at Tom Vash's shop in Clarksburg, NJ, where the Squad looked over the car and came up with a parts list that would be needed to finish the job. Further work was carried out in John's garage in Hightstown, NJ. Removing and reinstalling the front suspension was in

order, as was doing some tune-up work on the engine. Touching-up the paint and replacing the carpeting (as well as the seat covers and foam) were also recommended. John Quelch, with input from Paul Johnson and Bob Canfield, came up with this list, (approved by John Laudenberger):

- 2 trunion kits
- 2 fulcrum pins
- 1 nut
- 1 hose set
- 1 right support bar
- 1 under-hood insulating pad set
- 4 overrides
- 2 packing sets

- 2 rear override bolts
- 1 Negative Earth sticker
- 1 wishbone bolt set
- 1 package of seat foam, bottom right
- 1 package of seat foam, bottom left
- 2 packages of seat foam, back
- 2 seat-back stiffener panels
- 2 packages of webbing
- 4 packing strips
- 2 seat covers (Autumn Leaf color)
- 1 carpet set (Autumn Leaf color)
- 1 emissions decal
- 1 container of BRG touch-up paint
- 3 12-oz cans of base coat
- 2 12-oz cans of clear coat
- 1 can 3M Hi-Strength 90 Spray Adhesive
- 2 gallons of Premix 50/50 antifreeze

Continued on page 18 – Garage Squad



Christmastime at Tom Vash's Shop

Garage Squaders have been gathering for Second Sundays at Tom Vash's place in Clarksburg, NJ. In December 2021 they enjoyed the Vash garage Christmas light display, and Tom's grinding sparks also added to the festivities while the gang enjoyed subs and beer.

TOP PHOTO: Some of the GS usual suspects: *Standing, from left, are Paul Johnson, Scott Freund, Bob Pense, Jim Lamb, and Ken Kyle.*

Kneeling, from left, are Tom, Lenny Giles, and Bob Canfield. Photo by Mike Ferguson.

ABOVE PHOTOS: *Left are Bob Canfield and Jim Lamb, who are working on Bob Pense's Austin-Healey 100 BN1. Right is Tom demonstrating some grinding techniques to an awe-inspired crowd. Photos by Ken Kyle.*

Continued from page 17 – Garage Squad

We're looking forward to seeing John & Nancy at some of our PEDC events this year in their refurbished ride!

TOP PHOTO ON PAGE 17: Bob Canfield, *left*, and John Quelch, *right*, getting the project started. **BOTTOM LEFT PHOTO ON PAGE 17:** Fellow BRG MGB-GT owner Jim Lamb is happy to help out.

MIDDLE AND RIGHT PHOTOS ON PAGE 17: Bob Canfield examines the left front brake and suspension.

Page 17 photos by Russ Sharples.

PEDC Classified Ads ~ Free to Members

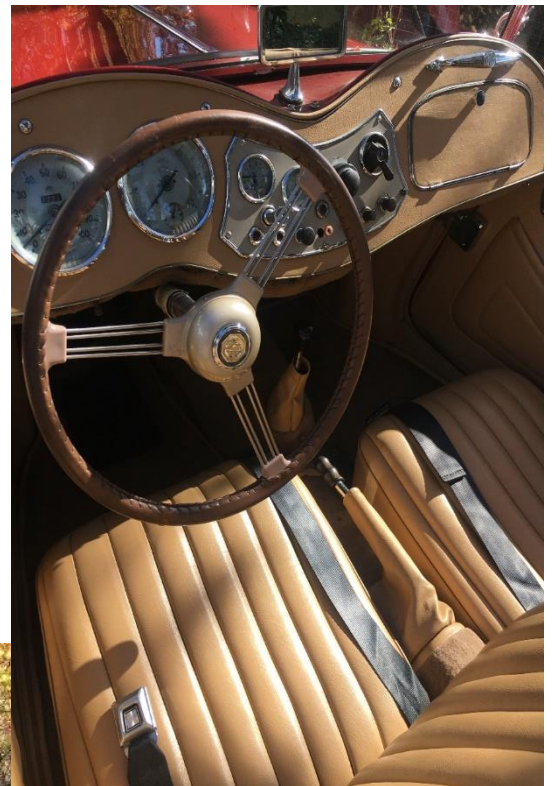
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If you'd like to advertise something, please send me your ad: carolkyle4@comcast.net. Ads run free for members for 3 months or until the car, or item, is sold. We can run the ad another 3 months if you let us know.



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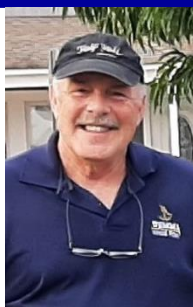
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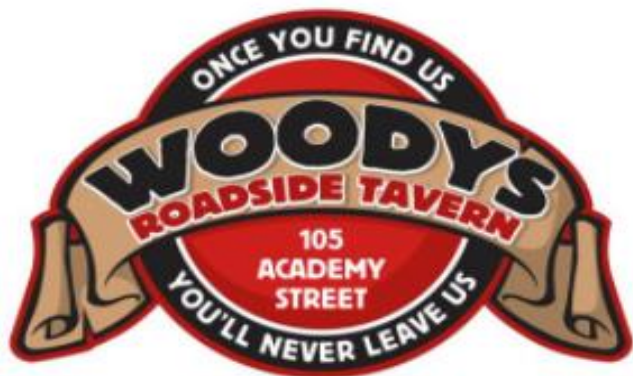


Regalia Manager
Sookie McLean



Sunshine
Nadine Berkowsky

Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery. Photo of Carol Kyle by Ken Kyle. Other photos this page by Carol Kyle.



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The Last Word: Get Out and Drive 'Em!

TOP PHOTO: Mike Browne in his 1996 Mini Rover Cabriolet entering our Brits on the Beach 2013 show field, Main Avenue, in downtown Ocean Grove, NJ. **ABOVE:** Mike & Linda in the Cabriolet during our PEDC 2015 spring drive to the Eastern Shore of Maryland, led by Russ Sharples (red MGA).