



# 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

- **January 5:** Monthly meeting at Woody's, Farmingdale, NJ.
- **January 22:** Our annual events planning meeting, "The Gathering," Woody's. Watch for details!
- **September 17:** Our 25th Annual PEDC British Car Day, known as "Brits on the Beach," Ocean Grove, NJ. Mark your calendars. See also page 7.

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## Merry & Bright at JBCC



You'd never know we skipped a beat, having missed our annual PEDC Christmas/holiday party in 2020 due to the COVID-19 pandemic. This year we came back as strong as ever with 60 members attending.

Party hosts Mort Resnicoff & Fredda Fine arranged for us to enjoy a special evening at the Jumping Brook Country Club (JBCC) in Neptune, NJ, a new venue for us. We enjoyed cocktails and hors d'oeuvres, then moved on to a buffet dinner, followed by a dessert course that included a fun do-it-yourself ice-cream-sundae bar, cookies, and chocolate-covered strawberries, along with coffee and tea. Thanks, Mort & Fredda, for a great night.

We had automotive door prizes and Secret Santa gifts, but no stealing this year, as it takes a long time and guests were eager to hit the dance floor to tunes supplied by Rich Canfield, our favorite DJ. Mort & Fredda are already planning next year's soiree, so stay tuned for the details. ■

*See more photos on page 2.*

**TOP LEFT:** New members John & Nancy Laudenberger get into the holiday spirit.

**TOP RIGHT:** Treasurer Dean & Arlene Welker LaVergne having fun with new Club Secretary Allan Wismuller.

**BELOW:** Alice Albertalli knows how to pick 'em, going for the gold!

**SEE PAGE 2 – Top:** Jack & Sookie McLean. Joe Grillo & Barbara Nasca. **Bottom:** Woody & Sue Smith. Jeff & Norma Heller.





## **PEDC Clubman of the Year** **Tom Vash**

**PRESIDENT KEN KYLE AWARDED THE PEDC 2021** Clubman of the Year trophy (see page 6) to Tom Vash, who was unable to attend our Christmas/holiday party December 4th. Tom joined the club in 2017 and in just a few short years has become a very valuable member, opening up his garages for Garage Squad projects and PEDC tech sessions; sponsoring three trophy classes at our annual Brits on the Beach show in Ocean Grove (Best Modified, Diamond in the Rough, and Best Preservation); and hosting BBQs and parties, with his wife, Corinne, at their

home in Clarksburg, NJ. The 2021 party included an Austin-Healey painting project, which was a lot of fun.

### **Certificate of Appreciation – Peter Madison**

At the Christmas/holiday party President Ken awarded Peter Madison a certificate of appreciation for organizing and leading an exceptional “Magical History Tour” overnight drive to the Catskill Mountains in New York State, summer 2021. Peter has been a member since 2018.

### **VTR Website Award – Martin Vickery**

On behalf of the Vintage Triumph Register (VTR), President Ken presented our PEDC Webmaster, Martin Vickery, with a VTR Website Award for 2021.

Congratulations to all! See photos of Tom, Peter, & Martin on p.3 ■





#### TOM VASH HOSTS THE GARAGE SQUAD

ABOVE: *Front row, from left*, Tom Vash, Lenny Giles, and Bob Canfield. *Back row, from left*, Paul Johnson, Scott Freund, Bob Pense, Jim Lamb, and Ken Kyle.

#### TOM AT BRITS ON THE BEACH 2019

LEFT: Tom checks out the cars as candidates for Best Modified, Diamond in the Rough, and Best Preservation, trophy categories that he and his wife, Corinne, have sponsored since 2019.



#### PEDC AND VTR AWARDS

FAR RIGHT: Peter Madison accepts a 2021 PEDC Certificate of Appreciation from President Ken. RIGHT: Martin Vickery accepts a Vintage Triumph Register (VTR) Website Award for 2021 presented by President Ken on behalf of the VTR.





**KEN KYLE, PRESIDENT**

## The BaT Experience

At the height of the Great Pandemic, many of us car enthusiasts amused ourselves by perusing the daily listings of cars at the online auction site Bring a Trailer. For the uninitiated, BaT is the largest site of its kind, featuring virtually every kind of car, truck, motorcycle, and related item you can imagine, as long as it's considered collectible, which is a broader category than you might think. For example, you can't sell your five-year-old Honda Accord on BaT, but your 2002 Honda S2000 could bring big bucks there if it's a clean, low-mileage example.

## Playing the BaT Game

For nearly five months during 2020

a group of PEDCers played a game where would try to guess the final auction result for a particular British car on BaT. Whoever came closest to the final bid without going over would pick the next car for the game. For awhile

I also tried to pick the best and worst buys among all the cars that sold on a given day. I quickly discovered that "worst" buys (i.e., cars that sold for absurdly high prices) were plentiful, while "best" buys (cars on which the buyer got a great or even just a good deal) were very rare indeed. What was even more amazing were the kinds of cars attracting some of the most outrageous bids. Although the traditional "blue chip" cars (Ferraris, E-type Jaguars, big Healeys, etc.) were going for pretty much what you'd expect, I was astounded to see things like stock Ford Broncos from the early 70s going for \$50 to \$70K, and modified ones commanding \$100 to \$300K!

Then there was the Datsun 240Z that

sold for \$310K. Yes, a garden-variety Z car, albeit one in absolutely original condition with only 21000 miles, sold for as much as the finest E-type Jaguar on the planet. An outlier for sure, but five other 240Zs have sold for more than \$100K on BaT since 2019. I often refer to the people who pay these ridiculous prices as the "BaT Crazyies," but the fact is that the collector car market is changing.

## Preparing to Sell

With that in mind, it was a no-brainer for me to list my 2005 Mazda Miata on BaT when I decided to sell it in earnest this past September. For one thing, I knew it would be difficult to sell it locally for a decent price once the summer ended, and I also knew from watching Miata auctions on BaT that I could get top dollar there. That's right, folks, first- and second-generation Miatas are now collectible cars, sought-after and worth much more than they were just a few years ago, if you can reach the right buyers. But first I had to get the car ready for the auction.

*Continued on page 5 – Experience*



*Continued from page 4 – Experience*

With help from Art Becker and his magical lift, I did an oil and filter change, as I had noted that many sellers did this in preparation for the sale on BaT. It's inexpensive and impresses potential buyers. I also took the opportunity to take tons of photos of the underside of the car while it was on the lift, which is another thing BaT viewers like to see. Then I had the car completely detailed in and out by my favorite detailer, Sean McDonagh. Sean got all the water spots out of the paint and polished it to a mirror-like finish. He also made the engine compartment look almost new. Then I took a lot more pictures of the

outside of the car, the interior, the engine compartment, the trunk, and everything else that went along with it.

## Submitting My Car

Finally I submitted the car to BaT in October for their consideration. I say "consideration" because BaT is a curated auction, which means that their experts decide which cars to include and which ones to reject. The online process included submitting my photos and answering a long list of questions about the car. I quickly received an email confirmation of my submittal, followed a couple of hours later by their first question: Would I consider listing the car at no reserve to "unlock its fair market value more effectively?" Naturally BaT loves no-reserve auctions. Buyers pay BaT 5% of the selling price up to a maximum of \$5000, but sellers pay a flat fee of just \$99 when a car is accepted for auction, so BaT doesn't make much if a car fails to meet reserve. I politely explained why I felt my reserve price was fair market value, but offered to lower it slightly if they thought it should be less. To my surprise, they then accepted my car at the originally specified reserve, and I paid the listing fee.

## Following Up

Over the next three weeks they sent me periodic emails with tips on how the auction works and to let me know they hadn't forgotten about me. I fully expected to wait four to six weeks for the auction to go live, so I wasn't worried about it. At four weeks I was assigned an auction specialist who would write the listing and work with me on getting it right. BaT does this so listings have a certain uniformity and stick to the facts about the car. My specialist, Corbin, asked me a few more questions about the car and wanted more photos, which I supplied. In total, I think I submitted around 190 photos, of which 166 were used in the listing. BaT viewers like lots of photos. I made just a couple of small changes to BaT's draft of the listing and submitted videos showing a cold start

and a walkaround. I also asked them to start the auction in time for it to end before Thanksgiving, which they did. Exactly five weeks after my submission the auction went live.

Unlike an in-person auction, BaT auctions go for at least a week, and sometimes longer, so the suspense is prolonged. I went for the standard seven days. My auction proceeded in the typical fashion, starting off slowly, with very little action, followed by a frenzy of bidding at the very end. BaT allows members of the community, which is everyone who has signed up at their site (it's free), to comment on the car as the auction progresses, even if they're not bidders.

*At four weeks I was assigned an auction specialist who would write the listing and work with me on getting it right. BaT does this so listings have a certain uniformity and stick to the facts about the car.*

The first comments I got were from jokers disappointed that my Miata LS was not equipped with a Chevy LS V8. (Such cars go for huge money if they're done right.) The first bid came in late on the first day. As the lister, I could also post comments to answer questions from other commenters as well as extol the virtues of my car, which I did. I also invited anyone

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## The Terminal Post

**EDITOR**  
Carol Kyle

**TECHNICAL EDITOR**  
Ken Kyle



The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, restore, maintain, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at [www.pedc.org](http://www.pedc.org). Annual club dues are \$15. 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. The PEDC is a chapter member of the Vintage Triumph Register (VTR).

*All photos in this newsletter issue are by the editors unless otherwise credited.*

*Continued from page 5 – Experience*

interested in seeing the car in person or sending someone else to see it to get in touch with me via the “contact seller” button on the listing.

The second bid didn't come in until the fourth day, and a few more came in over the next couple of days, but nowhere near the reserve. Amazingly, only one person came to see the car, a guy from Blairstown, NJ with three Miatas of his own who looked it over carefully for a friend in North Carolina and liked what he saw. With his permission I shot a driving video of it with him at the wheel and added it to my listing. In the meantime, I dutifully responded to all questions, including the usual ones about the infamous “greening” of the plastic radiator (mine was not turning green) and changing of the timing belt (they almost never break in these cars, and even if they do, nothing bad happens). I even had a guy who wanted to know if the cupholder lids were floppy. (Seriously.)

### Closing the Deal

Finally, a few minutes before the scheduled auction closing, the real bidders showed up. I call these folks the real bidders because, in general, they are people who haven't commented at all during the auction; they just wait quietly and swoop in at the end. Conversely, I've observed that the commenters almost never bid; they just chatter away. Fortunately BaT lets anyone flag obnoxious comments as non-constructive and will take them down if they agree with you. Thankfully I didn't have any of those, although a few came close. The bids quickly reached the reserve and zoomed on past it. One nice thing about BaT is that the countdown clock resets to two minutes every time a bid is placed with less than two minutes left, so no one can “steal” the bid at the last second, a great feature for sellers.

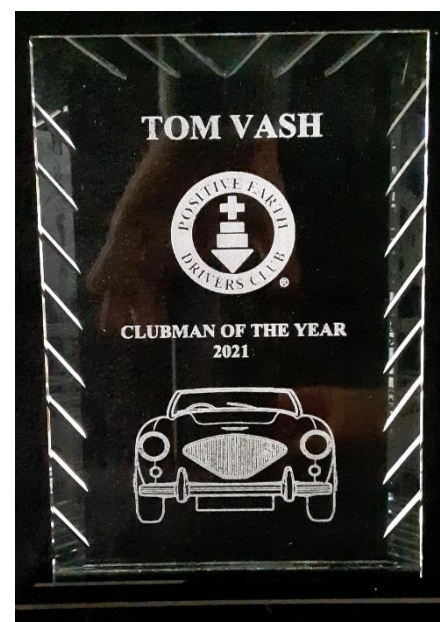
Once a car is sold, you're on your own to deal with the buyer. This is because BaT doesn't want the hassle of being a car dealer. They collect their commis-

sion from the buyer by charging a credit card number supplied to them when the buyer registers to bid, and they give the seller the buyer's contact info. In my case, I asked the buyer to wire the money to me, but he was uncomfortable with that. I agreed to accept a cashier's check after advising him that he would have to wait for it to clear before I sent him the title. He also wanted to drive it back to New Hampshire, but I reminded him that the tires on the car were 15 years old, as clearly shown in the listing, and said I wouldn't advise it. I also noted that in the bill of sale I sent him. He reconsidered and sent an enclosed trailer for it instead.

### Recommending BaT

All in all, I had a very positive BaT experience and would highly recommend selling any collector car there. I've read some negative reviews about BaT online, but they're mostly from people whose cars were rejected or whose snide comments were taken down. As for buying a car on BaT? Well . . . only if you have very deep pockets! ■

**BELOW** is the sand-etched clear-glass PEDC 2021 Clubman of the Year trophy awarded to Tom Vash, featuring his Austin-Healey 100.



## Reminder: Annual dues are due by 28 February 2022

Just go to [www.pedc.org/membership/](http://www.pedc.org/membership/), where you'll find a link to Cheddar Up for instant renewal, using a credit card. You can also download and print a paper form at the same location.

**Please remember: If you joined on or after 1 September 2021, you are already paid up through the end of 2022.**

## Welcome New Members

**These members have joined since November 2021:**

- ◆ Chuck & Lynn Laing, Toms River, NJ, 1972 Triumph GT6
- ◆ Bruce Hanson, Little Silver, NJ, 1960 Austin-Healey Sprite
- ◆ Ed & Dee Flax, West Windsor, NJ, 1947 MGTC, 1950 MGTD
- ◆ Ben Grungraber & Janet Kane, Delran, NJ, 1966 Morgan +4 tour-seater, 1966 Land Rover 88



## 2022 PEDC Calendar of Events ~

Below is a partial list of our upcoming events. Come on out and bring your ideas to our annual events planning meeting, known as "The Gathering." At that time we'll be fleshing out our club calendar for 2022. Look for a more extensive calendar starting in February.

- January 5, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- January 22, Saturday, The Gathering, Woody's, 1-3 PM. Come early for lunch. **TENTATIVE DATE. WATCH FOR DETAILS.**
- February 2, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- February 28, Monday, cut-off date for PEDC 2019 membership renewal.
- March 2, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- April 6, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- May 4, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- June 1, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- July 6, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM.
- August 3, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- September 7, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- September 14, Wednesday, Brits on the Beach goodie-bag stuffing party
- September 17, Saturday, 25th Annual PEDC British Car Day, known since 2009 as "Brits on the Beach"
- October 5, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- November 2, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- December 10, annual PEDC Christmas party in lieu of our monthly meeting, Jumping Brook Country Club, Neptune, NJ.

## Mark Your Calendar for a day of British car fun!

# Brits on the Beach

## Saturday, 17 September 2022, 10 AM – 4 PM

What began in 1998 as our PEDC "British Car Day" in Lavallette, NJ evolved in 2009 to "Brits on the Beach" in Ocean Grove, NJ. It's our 25th anniversary of British Car Day and our 13th year in Ocean Grove (not counting our show at Woody's in 2020 due to the pandemic).





*Near right.*  
The executive team,  
*from left*, are  
President Ken Kyle,  
Vice President Woody  
Smith, Treasurer Dean  
LaVergne, and outgoing  
Secretary Art Becker.  
Thank you, Art, for your  
service and dedication.  
We welcome incoming  
Secretary Allan Wismuller,  
*far right*. It's going to be a  
great year ahead!



## Minutes of the 3 November 2021 General Meeting

SUBMITTED BY ART BECKER, SECRETARY

### PRESIDENT KEN KYLE CALLED THE MEETING

to order at 7:30 PM. In attendance were 40 members, including Nancy DeToma (MGB) and new members Allen Pillar (MGTD) and John Laudemberger (MGBGT). A motion to accept the minutes of the 6 October 2021 meeting was made, seconded, and carried. There were no reports from VP & Events Coordinator Woody Smith, Show Chairman Bob Canfield, Webmaster Martin Vickery, Newsletter Editor Carol Kyle, Regalia Manager Sookie McLean, or Sunshine Chair Nadine Berkowsky, none of whom were present.

### Treasurer's Report

Treasurer Dean LaVergne stated that the club balance is \$7,437.79. Dean also stated that there are now 238 memberships, not counting spouses or partners. President Ken noted that with spouses and partners, the total number of members is now 419. A motion to accept the treasurer's report was made, seconded, and carried.

### Special Topics

**Officer Elections, 2022- 23 Term.** President Ken noted that voting in person will take place tonight. He asked members to please obtain a ballot from Secretary Art Becker if they haven't already done so, fill it out, and return it to him before the regular portion

of the meeting ends. Per the bylaws, the PEDC Board of Trustees has appointed two members, Linda Browne and Pete Dow, to assist President Ken in counting the ballots. Results will be announced at the end of the night, by email blast, and in the January newsletter. Even though the election is uncontested, Ken stated that he hoped all members present take the opportunity to vote, as those votes serve as an endorsement of the way the club is being run. As always, the executive team appreciates members' support. Ken asked members if there were any questions about the voting process.

**Club Business Cards.** New business cards have been printed. Please stop by and take a packet of them to give out to potential new members you meet in your travels.

**Condolences.** The club sent flowers to members Barry and Laura Shandler upon the death of their daughter, Debra, who passed away at the age of 54 in early September. The PEDC received a thank you from the family in response.

**Awards.** The Vintage Triumph Register (VTR) has recognized our website with an award. President Ken will present the award to PEDC Webmaster Martin Vickery at a future event.

*Continued on page 9 – November Minutes*



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## Old Business

President Ken discussed, in VP Woody Smith's absence, the following three events since the last meeting:

**October 7th** – Drive to Pic-A-Lilli Inn in Shamong, NJ, Mort Resnicoff and Fredda Fine organized. Thirteen members attended in nine British cars.

**October 20th** – Ice Cream Run to Sweet Treats in Forked River, NJ. Sookie and Jack McLean hosted. Twelve members attended in four British cars.

**October 24th** – Fall foliage drive to Frenchtown, NJ. Ken and Carol Kyle organized. Nineteen people attended in ten British cars.

## Awards

A PEDC pub glass was given to Mort and Fredda for organizing the Pic-A-Lilli drive.

## New Business

President Ken discussed the following upcoming events:

**December 4th** – PEDC Christmas/holiday party at the Jumping Brook Country Club in Neptune, NJ. Mort Resnicoff and Fredda Fine are organizing the party. The price has been reduced to \$40 per person this year. Give your check to Treasurer Dean tonight or mail it to the club P.O. box as soon as possible.

**The Gathering**, our annual planning meeting, will take place at Woody's sometime in January. All members are invited to attend. Watch for details.

## Canceled or Postponed Events

President Ken discussed the following events in VP Woody Smith's absence: The drive to **Old Hights Brewing Company** in Hightstown, NJ, organized by Steve and Teresa Mundt, was canceled due to rain. A few of us showed up anyway and had a good time.

## Election Results 2022-23

The results of the voting were announced. Officers elected for the 2022-23 term are:

**President** Ken Kyle  
**Vice President** Woody Smith  
**Treasurer** Dean LaVergne  
**Secretary** Allan Wysmuller

## Adjournment

President Ken adjourned the meeting at 7:45 PM, reminding members that the next meeting is scheduled at Woody's, indoors, on Wednesday, January 5, 2022. ■



Mort Resnicoff & Fredda Fine, *above*, led our fall drive to Pic-A-Lilly Inn in South Jersey. Fredda models her new cowgirl boots, and Mort shows his approval!





## Regalia for All ~

**From left:** Russ Sharples wears our popular baseball cap and short-sleeve golf shirt. Linda Browne wears a visor and nylon wind parka, and Pat Watson wears a short-sleeve golf shirt. Charlie Jackson wears a long-sleeve denim shirt, as does Reg Savoy, shown with Bob Brown, both of whom are wearing baseball caps with our logo. The hats come in several colors. PEDC Regalia Manager Sookie McLean, [corina458@comcast.net](mailto:corina458@comcast.net), (609) 276-1842, can fix you up with whatever you need for the 2022 driving season.



## Official PEDC Regalia for 2022 ~ 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

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](mailto:corina458@comcast.net), (609) 276-1842. All items are supplied to us through Fourth Gear, Ltd. Shown above are current prices.





## Mini Madness – Part I

*Adventures in Importing a British Car from Europe*

MIKE BROWNE

**I HAD OFTEN WONDERED WHAT** it would be like to buy a car from overseas. Well, I can tell you from firsthand experience that it's scary, fun, and exciting, but it's frustrating as well. I have had British cars continually since 1973 when I bought a brand new MG Midget. Since then I have had two MGBs, a Sunbeam Alpine, another Midget, an MGTF, a TVR 2500M, a Triumph TR6, and a Triumph GT6, but back in 2002 I fell in love with classic Minis. Mike Neuhaus, who was a member of the PEDC, had one. He took me for a ride in it, and I was hooked! The handling is so nimble, and cornering

is so phenomenal that it impressed me and has continued to do so ever since. As you know, a lot of British cars handle very well, but Minis are in a entire different class. So, later that year I purchased my first of six classic Minis from the same guy in Europe. I ordered it to be built to my specifications from a guy who owns a repair/restoration business in Antwerp, Belgium. I checked his reputation, acquired some references, and decided to buy one from him. Little did I know what I was getting into!

At that time, the guy had a Mini he was building up. It was painted a

beautiful British Racing Green Metallic with an Old English White roof. He sent pics of it and told me I could have any engine in it, whatever interior I wanted, any style dashboard, any suspension, any size wheels and tires, and so on. I had never had a high-performance car before, so I figured this could be my chance. I had him build the engine up to the maximum. Most later-model Minis had the 1275cc engine with

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**ABOVE:** Mike's first Mini. Photo by Carol Kyle.



*Continued from page 11 – Mini Madness*

either a single carb, or twin carb, or the real late ones had fuel injection. I had him build it up to 1380cc, with the largest carb you could fit to a Mini, a lightened flywheel, roller rockers, a fast street cam, KAD brakes on all four wheels, adjustable suspension with all-poly bushings, a quick shift kit, etc. The largest size tire that fits a classic Mini is 13". I had deep-dish wheels with very wide 13" tires on the beast. It was going to be a Mini Monster!

Normally when you buy a car from an individual, you go see the car, inspect it, and test drive it. Once you agree on a price, you give him/her the money, and the seller hands you the keys, the title, and the bill of sale, and you take the car home. *Well, that is not the way it happens when you buy from overseas.* Europe is much different from the USA in many ways. In Europe they don't sell cars using the title. They use the "Registration" as the title. When you sell that car, the registration (numberplate) goes with the car. And the date that is on the title/registration is the date that the car was first sold! (It is not necessarily the model year it was built.)

Another unique thing that can affect the deal you make is the ever-changing exchange rate, so I had to keep that in mind as well. Europe is made up of a lot of small countries, comparatively, so one country may speak a different language from the countries surrounding it. Most people over there speak a number of languages (albeit not really well, but functionally anyway). Luckily the guy I bought my Minis from speaks 8 or 9 different languages "functionally," meaning sometimes it's in broken English, which occasionally has a Dutch, French, or German word mixed in. So, reading his emails can be an adventure of sorts. Anyway, back to the story . . . once we agreed on a price for the Mini, I went to the

bank to wire the money to him. I didn't think much of it until I got to the bank and had the teller press the button, sending my money across the ocean to a guy I never met for a car I had not even inspected or sat in. That is when it hit me. What the hell did I just do? That money could be gone forever!

Needless to say I didn't sleep well that night. Anyway, to make a long story a little shorter, as he was building the car, he sent pics of the process and kept me informed on its progress. When he was finished building it to my specs it was a stunning Mini. He told me that he was going to arrange for it to be put on a ship to the port in Elizabeth, NJ. His experience was a factor in easing my anxiety. He puts his cars only on ships with brand-new high-end cars. Mostly BMWs, Volvos, and Audis ship from Antwerp. That way, putting the cars on ships with high-end new cars like this, his cars are far less likely to be damaged in transit. He asked me if I wanted it to be shipped "RO-RO," (Roll On, Roll Off), which means that they drive it onto the ship and drive it off the ship once it reaches its destination. The other option is to have it shipped in a container, which was a lot more expensive and, he felt, was a waste of money.

So, I went with his advice. Once my Mini was put on the ship, it brought another fear that I hadn't anticipated. What if there were a storm in the North Atlantic? The idea prompted me to check the progress of the ship and check for storms in the Atlantic frequently. Luckily the ship arrived safely. The seller mailed me all of the paperwork that I would need to pick the car up at the port and register it in New Jersey. However, when I got the paperwork, I found that all of the documents were in Flemish (which is one of the languages spoken in Belgium). While the ship was crossing the Atlantic, I had to go to one of two "New Jersey Authorized Translating Services" to have the documents translated. One service was in Trenton, NJ, and the other was in Red Bank, NJ, as I recall. I took mine to the one in Red Bank. That was a cool \$700 to have that done. Ouch! Once I had the translated documents, I had to wait for a notification from the port that the car had cleared U.S. Customs.

*Continued on page 13 – Mini Madness*

**BELOW:** Mike's "Mini Monster." *Photo courtesy of Mike Browne.*







*Continued from page 12 – Mini Madness*

When I went to pick up the car, my first stop was the Customs building. Keep in mind that this was right after 911. Everyone who worked there was wearing bulletproof vests and was armed. More than a little imposing! Once I paid those fees, and the 2% tax, I went to the port to the shipping company office. There I had to pay a bunch of other port fees. When that was done I had to wait for the workers to locate my car and drive it up to the shipping company office. That is when I first actually saw the car in person, and, I must say, it was gorgeous. When I trailered it home, I couldn't wait to drive it. But first I had to get it titled and registered. I had to get to Trenton to the Special Plates unit of the New Jersey Motor Vehicle Commission (MVC). I went there with the proper paperwork, photos of the car from different angles, and a rubbing and photo of the VIN plate.

Those people in Trenton are very nice, helpful people.

Once home from Trenton, I couldn't wait to put the plates on my new Mini and take it for a spin. The car was sooo much fun to drive, as long as all you wanted to do was go fast! The car had a large custom exhaust pipe that rumbled quite loudly. It also had a real "lumpy idle" because of the cam. It handled very nicely, but it was only happy when going fast. I soon found out that that wasn't what I wanted it for, because most of our club drives in our little British cars (LBCs) are just casual driving around roads and through towns enjoying the driving in a way that most people aren't aware of. This Mini Cooper was a beast of a car. I took it to many shows and it won more than its share of awards. During that time I had lots of people come up and ask me if I wanted to sell it. I would tell them no, but took down their names and would call

them if I changed my mind. I figured that if I kept driving it, I would get used to it. But after about a year I realized that a high-performance Mini that isn't happy tooling around town wasn't what I wanted. So I called a few people who gave me their names and numbers. Selling it took no time at all. From that point on I only wanted Minis that were like the ones the factory built. Minis perform very well the way the factory built them.

After I sold that "Mini Monster" I proceeded to order another Mini from the guy in Belgium. This time it was an Island Blue righthand drive, 998cc, that was retrofitted to look like the Mk I version of Minis – smaller taillights, corner bumper bars with overriders, and earlier-style grill. It was a cute car and my first of three

*Continued on page 14 – Mini Madness*

**ABOVE:** Mike's Island Blue Mini.  
*Photo courtesy of Mike Browne.*



Continued from page 13— *Mini Madness*

righthand drive Minis. Righthand drive is fun, quirky, and not hard to get used to. It was much more casual driving, and I found that I was much more comfortable driving it. I took that one to the Atlantic City auction/show that is held in their Convention Center in winter, and I sold it to a guy and his son. The son absolutely loved the car when he test drove it.

I proceeded to buy four more Minis from the guy in Belgium over the next 10 years or so. Each car got a little easier regarding the wiring of money. I didn't get as nervous or worry while the process was going on because I trusted the guy in Belgium and knew that the car I was going to get from him would be "as described." All of the cars from him were very nice examples. All of the rest of my Minis had the standard 1275 engines, performed well, and were fun-to-drive little gems. My favorite was a Rover Mini Cabriolet, which some of you may remember. I bought that one in 2005 and sold it in March of 2020, which was the longest I had ever

owned any car. I really loved that car, and it was extremely nice to drive, comfortable, reliable, and "attention getting." However, while I had that car in Florida in the winter of 2019, I was driving it along I-75 when a stone came out of nowhere and hit my windshield. Luckily it didn't chip or crack the glass. It was then that I realized I had to sell the car.

The reason was that fewer than 300 of them were ever made. Therefore, there was no "magic kingdom" for parts specifically for Cabriolets. Any part that was convertible-specific was simply "NLA" (no longer available). Since all of the glass in the car was "convertible-specific," if that stone had cracked the windshield I probably would have had to have one custom made.

I kept a list of the people interested in buying the car. The first guy I called to let him know I was selling it said, without hesitation, "I'm your guy! I'll take it." He was a friend in Florida. So I brought that car to Florida in the winter of 2020 and told him that he could take possession of it in March. That is when I saw it being trailered

away. That hurt, watching the car I loved loaded onto a trailer and shipped away. So, at that point, I knew I had to get myself another Mini. Stay tuned for *Mini Madness – Part II*, in the February newsletter. ■



**TOP:** The Rover Mini Cabriolet, Mike's favorite.  
**ABOVE & BELOW:** Other Minis Mike has owned, a Silver and a White. Photos courtesy of Mike Browne







n Sunday, 24 October 2021, Ken & I led the last PEDC drive of the season to Hunterdon County, ending with lunch at the Frenchtown Inn and a walk around town. Ten cars and 21 members participated: Tom & Alice Albertalli (MGB), John "Island John" & Alice Gazarek (MG Midget), Tom & Mary Jo Heckman (TR4A), John & Carol Kosztyo (MGB), Ken & Carol Kyle (Jaguar F-type), Peter Madison & Lorraine Skidmore (Jensen Healey), Charlie Schirm (Aston Martin DB11), Barry & Laura Shandler (Jaguar XK), Ron & Patti Stucker (Jaguar SUV), and Paul & Marina Tamas (TR4).

This was the 8th PEDC drive of 2021 (three more were canceled, two due to weather). Our leisurely drive was on nearly all back roads as we wound our way through beautiful rural areas and pretty farmlands from Monmouth through Mercer to Hunterdon counties. One of our members noted, "I thought I'd been on all the roads in Hunterdon County, but it was

interesting to drive on some new, secluded ones. It was a nice surprise!"

We did have a slight mishap on the way home when the Kosztyos had to pull over along Route 29 with their MGB. Luckily a car guy with tools stopped to help and got them back on the road. He removed the MGB's thermostat. Tom Albertalli and Charlie Schirm also lent a hand. ■

Part of the gang before we saddled up for the drive, **above**. Cheery pumpkins along the route, **below** See page 16 for more photos.





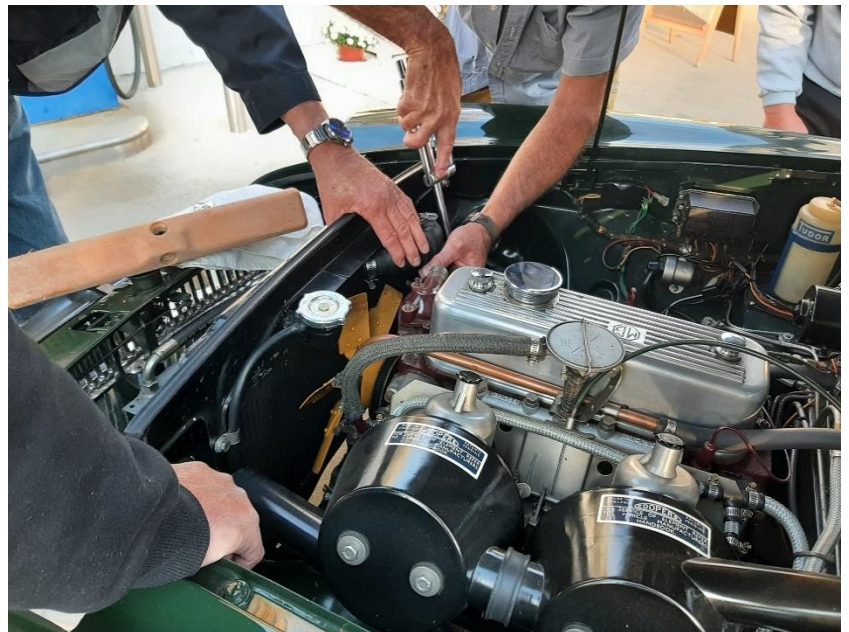


## MORE PHOTOS FROM THE FRENCHTOWN DRIVE

**Top row:** Some of the quintessential colorful buildings along Race Street, which have been renovated in the last few years.

Fall foliage was still evident along our route. **Middle row:** Ken in front of the Frenchtown Inn, a favorite stop since the early 19th century for travelers going from New York to Philadelphia. We have enjoyed some nice lunches here with the PEDC since 2011. Keeping an eye on our caravan through the sideview mirror.

**Bottom row:** Island John & Alice Gazarek had Midgie decorated for Halloween. All hands on deck to get the Kosztyos' MGB back on the road.







# Automania at the Museum of Modern Art

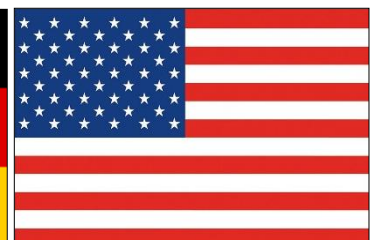
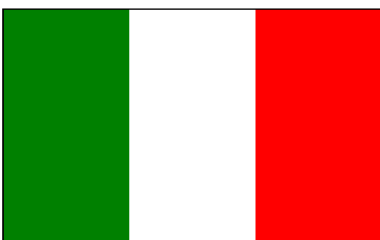
FRANK MURATORE

The Museum of Modern Art (MOMA) in New York City has always displayed a car or two in their permanent collection. For the last several months they have had an exhibit entitled “Automania,” which focuses on the impact the automobile has had on our culture and lifestyles. Along with some

interesting artifacts and short films (VW fenders being stamped out and Ford V8s being cast), four distinct and iconic vehicles were on display. A study in form and function, these vehicles are a microcosm of an industry that changed our society forever. ■



**CLOCKWISE FROM TOP:** From Italy, the Pininfarina Cisitalia 202GT; from the United Kingdom, Jaguar E-Type; from the United States, the Airstream mobile home; and from Germany, a Series 1 Volkswagen Beetle. *Photos above courtesy of Frank Muratore.*







## Happy Birthday, Abbey!

She rolled off the assembly line in Abingdon on 16 December 1951 and is now 70 years young, a striking 1952 MGTD. *Photo above courtesy of Joe Lippi. Photos left and below by Carol Kyle.*





# PEDC Classified Ads ~ Free to Members

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

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



## For Sale: 1960 Jaguar XK 150S FHC

**PRICE REDUCED!** This cool cat appears to have been updated at an unknown time, by a previous owner, who had the two-tone silver & burgundy paint applied. Paint retains a nice gloss but does have small blistering, cracking, and imperfections from age & driving. The original 3.4-liter engine has been replaced with a 3.8-liter, triple SU carburetor engine that starts and runs well. The currently installed engine is #RA5912-9, which my research indicates is an early Jaguar E-type engine. The car is also equipped with the desirable 4-speed transmission and factory overdrive. The odometer shows less than 42,000 miles (true mileage is unknown). The interior presents well with only minor wear to the black leather seats and carpet. Most of the larger chrome trim is very nice, but some small chrome parts do have pitting. Has chrome wire wheels with a set of older Firestone radials. All gauges, lights, and horns function as designed. It has a re-cored radiator. Asking \$63,000 OBO. If you are looking for a classic Jaguar XK that can be enjoyed now and improved over time, come take a look and go for a ride in this cool car.



Contact Bill Miller Car Finder LLC, 732-778-3274, [bmillerreoinnj@comcast.net](mailto:bmillerreoinnj@comcast.net), with any questions, to request specific photos, and to schedule your inspection while you can. Located near Asbury Park, NJ. Jaguar Heritage Certificate is in hand and will be provided to interested parties. Photos courtesy of Bill Miller.

**Classified Ads  
continued on page 20**





## For Sale: 1953 MGTD

This car is an excellent driver. The interior has been recently replaced, and the convertible top and tonneau cover are newer as well. The car runs and drives very well and is extremely reliable. The brakes have been serviced. The exhaust is new. The paint has minor imperfections. See photos for additional information. Includes original tool kit, owner's manual, and other documents. \$15,000. Owner: Mark Mudrick, Burlington, NJ 08016 (609) 387-2863. *Photos courtesy of the seller.*





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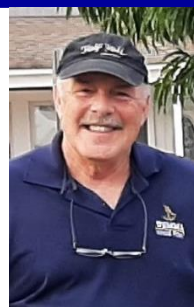
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Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery. Photo of Carol Kyle by Ken Kyle. Other photos this page by Carol Kyle.

# Minutes of the PEDC Board Meeting November 3, 2021

SUBMITTED BY ART BECKER, SECRETARY

## BOARD MEMBERS PRESENT

Ken Kyle, Dean LaVergne, Art Becker, Bob Canfield, John Quelch, Mark Wintjen, Mike Browne

Members absent: Woody Smith, Steve Mundt

President Ken Kyle called the meeting to order at 5:37 PM.

## AGENDA ITEMS

- **2022-2023 Officer Elections** – Two members nominated to serve to count votes for tonight's 2022-2023 election – Linda Browne and Pete Dow. Motion: Ken Kyle; Second Mike Browne – motion carried.
- **2021 Holiday Party Club Subsidy** – President Ken discussed the club subsidy of \$24.00 per person for the PEDC holiday party. Discussion followed. Motion to approve, Mike Browne; Second, Ken Kyle; Motion carried with John Quelch abstaining. [The subsidy ended up being \$15 per person plus DJ and miscellaneous expenses. ~Ed.]
- **PEDC Treasurer's Report** – The cash-flow report was presented by Treasurer Dean. The club balance as of October 31, 2021 is \$6950.20, with 238 members. Motion to accept report, Ken Kyle; Second, John Quelch; The treasurer's report was accepted unanimously.
- **Clubman of the Year** – Tom Vash was nominated as PEDC 2021 Clubman of the Year by Ken Kyle. Motion to approve, Ken Kyle; Second, John Quelch; Motion carried unanimously. Peter Madison will receive a Certificate of Appreciation for the Magical History Tour Drive in New York State.

The meeting was adjourned at 5:51 PM. ■

## PEDC Cash Flow Report for Period August thru October 2021

DEAN LAVERGNE, TREASURER

### INFLOWS

Dues		
Dues: Dues 2021	405.00	
TOTAL Dues		405.00
BOTB		
Entrants	3,403.20	
Regalia Income	1,609.00	
Sponsorships	759.99	
Total BOTB Inflows		5,772.19
<b>TOTAL INFLOWS</b>		<b>6,177.19</b>

### OUTFLOWS

Awards	190.41
BOTB Expenses	3,645.31
BOTB Regalia Expense	1,557.30
Office Supplies	116.05
Regalia Expense	358.00
Summer Show Expense	198.00
Rally Trophies	130.75
Sunshine Expense	94.91
<b>TOTAL OUTFLOWS</b>	<b>6,290.73</b>

### NET INFLOWS (OUTFLOWS)

(113.54)

### Notes:

10/31/2021 Bank Balance	\$6,950.20
10/31/2021 Membership Count	238

COMING NEXT MONTH

## Mini Madness – Part II By Mike Browne





## 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 on a space-available basis. Interested in becoming a show sponsor? Contact Show Chairman Bob Canfield, [joisuzu@optonline.net](mailto:joisuzu@optonline.net).

~



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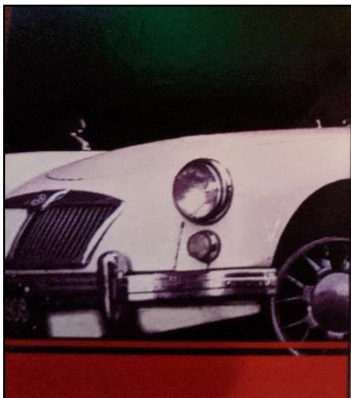
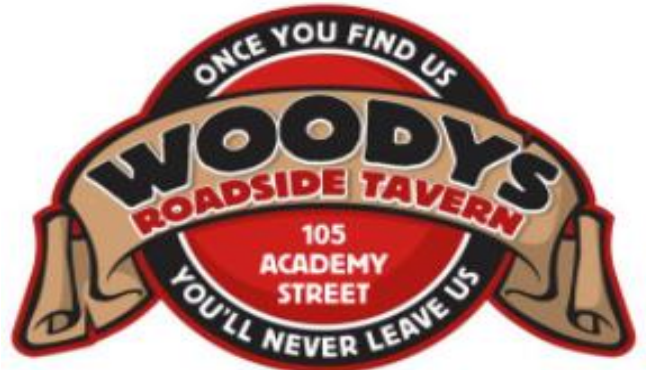
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## The Last Word: Get Out & Drive 'Em!

One of the advantages of bringing up the rear on a club drive is that you get to enjoy the caravan in front you. In June 2019 Mort Resnicoff & Fredda Fine led us on a spirited drive to Bowman's Hill Tower, a 125-foot-tall stone tower in Washington Crossing Historic Park, Bucks County, PA. Along the drive Ken and I had the best view of Russ Sharples in his beautiful red 1960 MGA 1600, shown *above*.

