



# 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

- **July 6:** Monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM.
- **July 7:** Ice cream run, Heavenly Havens, Allentown, NJ.
- **July 13:** Ice cream run, Jake's, Manalapan, NJ.
- **July 16:** PEDC Upper Freehold Scenic Byway drive + lunch around Allentown, NJ.
- **July 21:** Ice cream run, Sweet Treats, Forked River, NJ.
- **July 24:** Garage open house & BBQ, Tom & Corinne Vash, Clarksburg, NJ.
- **July 28:** Ice cream run to Halo Pub, Hamilton Township, NJ.

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## LBCs Put Through Their Paces

*The PEDC was invited to participate in the Farmingdale, NJ Annual Memorial Day parade, escorting dignitaries through town.*

CAROL KYLE



**ONCE AGAIN, THE TOWN** of Farmingdale, NJ – the PEDC's hometown, where our monthly meetings are held – asked us to supply about a dozen classic British cars for its 49th Annual Memorial Day parade May 30th. Although the actual parade began at 1 PM, at 11:30 American Legion Post 178 presented a Memorial Day ceremony, including a flag raising, to honor our fallen military, so our cars had to be there early. The parade route

was closed to traffic from 11 AM – 4 PM. At noon all roads leading into downtown Farmingdale were closed until the parade was over, as Ken and I would find out. We had planned to attend as spectators to get photos of our PEDCers along the parade route; however, we couldn't get anywhere near town, so, sadly, we missed the parade in its entirety. Fortunately, some of our members took photos to share – thank you to them!

## The Cars

The following PEDCers were in the Memorial Day parade, and 2 of our 13 cars carried dignitaries: Jerard Basmagy (1971 MGB), Bob Brown (1966 Austin-Healey Sprite), Bob Canfield (1974 MGB), Ernie Caponegro (1980 TR7), Ernest Caponegro (1975 TR6), Pete & Mickey Dow (1955 MGTF 1500), Chris & Judy Gilbert (1959 MGA), Peter & Mary Jennings (1980 TR Spitfire),

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Howie Katz (1965 Austin-Healey Sprite Mk III), Dean LaVergne (1959 MGA), Marc Meccia & Marchelle Laura (1960 Morris Minor), John Minetti (1963 Austin-Healey 3000 BJ7), and Woody Smith (1954 Morgan +4). Thank you all for volunteering to represent the PEDC.

## Getting Organized

A big thank you, too, to Tom Comer for being the point man for our PEDC cars this year, rounding up PEDCers and LBCs for the parade and working with the Farmingdale parade committee. Unfortunately, at the last minute, Tom & Laura were unable to be in the parade with their 1960 MGA 1600; however, Tom did arrange for our British cars to gather in front of his home, get into position, and drive to the staging area prior to the parade.

Feedback from our members who were parade participants this year was positive for the most part (all had a good time), though some felt the parade committee could use some lessons learned for next year, particularly in keeping things better organized for parade participants. That being said, it must be quite a challenge to stage a parade, even a small-town one with all the elements – classic cars, people and groups walking in the parade, military tributes, horses, police and security presence, closing off the streets, handling the crowds, hiring a DJ to supply music, and much more.

As far as the spectators were concerned, our PEDCers very much appreciated the crowd's enthusiasm as people smiled

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**PAGE 1:** John Minetti in his A-H 3000 BJ7 transporting two veterans, one the grand marshal of the parade. *Photo source unknown.*

**LEFT:** The PEDC cars gather in the cul-de-sac in front of Tom Comer's house before heading over to the parade staging area. *Photo by Tom Comer.*

**BELOW:** Peter & Mickey Dow in the MGTF. *Photo source unknown.*

**BOTTOM:** Ernest Caponegro and his TR6. *Photo by Ernest's dad, Ernie Caponegro.*





*Continued from page 2 – Paces*

and waved at the little British cars passing by. One young volunteer was so eager to get a ride in one of our LBCs and travel the parade route. Luckily her wish came true, thanks to Dean LaVergne, who transported her.

## Some LBC Mishaps

Sadly, Peter & Mary Jennings's Triumph Spitfire died in front of the Farmingdale Citgo (coincidentally, the site of some of our past PEDC technical sessions). According to Peter, the crowd helped push the Spit into the station, and he & Mary had to Uber it home, arranging to tow the car the next day. People were very helpful, offering Peter & Mary food and leaving a cooler of water for them in case they got thirsty. They were both deeply touched by the local generosity, as Peter recalls. Another Peter had a bit of a mishap but this time on the way home after the parade: Peter Dow, with his wife, Mickey, as navigator, ended up having their MG TF towed home. The breakdown had something to do with a vapor lock.

## A Day of Remembrance

All in all it was a beautiful day for those in the Farmingdale, NJ Memorial Day parade and for those watching and enjoying it. And it was a good day for all who celebrate this special American holiday honoring the men and women who died while serving in the U.S. military. Memorial Day became an official federal holiday in 1971. Many people visit cemeteries or memorials. Others hold family gatherings or participate in local parades. However it's celebrated, though, the day reminds us that we should remember the sacrifices those military members made for us all. It was great that our PEDCers and their British cars could be part of the celebration! ■



**TOP PHOTO:** Partial line-up of PEDC cars, including Ernest Caponegro's TR6, Ernie Caponegro's TR7, Chris Gilbert's MGA, Peter Dow's MGTF, Bob Canfield's MGB, and either Howie Katz's or Bob Brown's A-H Sprite. *Photo by Bob Canfield.*

**MIDDLE PHOTO:** Jerard Basmagy in his MGB, followed by Peter & Mary Jennings in their Triumph Spitfire, and Marc Meccia & Marchelle Laura in their 1960 Morris Minor. *Photo by Ernie Caponegro.*

**BOTTOM PHOTO:** Ernie's TR7 and son Ernest's TR6 before the parade. *Photo by Ernie Caponegro.*



**ABOVE PHOTO:** Bob Canfield transported the woman who used to organize the Farmingdale Memorial Day parade and who has been called back to help with future parades. She and Bob exchanged some good information about running events of this kind, since Bob has a wealth of experience from organizing our PEDC Brits on the Beach shows in Ocean Grove since 2012. *Photo by Ernie Caponegro.*





**Our 25th Annual PEDC British Car Day – coming soon!**

# **Brits on the Beach**

**SATURDAY, 17 SEPTEMBER 2022**  
**10 AM – 4 PM, OCEAN GROVE, NJ**

- ◆ This is a rain or shine event.
- ◆ Our show field, Main Ave from Central Ave to New York Ave, will be closed to traffic.
- ◆ Registration fee is \$25 per car. **Only online registration will be accepted.** →
- ◆ Check in and registration is 9:30 AM – 11 AM.
- ◆ Dash plaques given to first 135 cars registered. Goodie bags given to all show registrants.
- ◆ Silent-auction-style drawing for door prizes is open to all show registrants.
- ◆ Judging of cars is by participants' choice, 12 - 2 PM. Awards ceremony starts at ~3 PM.
- ◆ Classes and the number of awards per class are determined by pre-registration. We expect 140 cars this year in roughly 20 classes.

Questions? Contact PEDC Show Chairman Bob Canfield, [show@pedc.org](mailto:show@pedc.org).

This is our 13th year in Ocean Grove, a lovely seaside resort at the Jersey Shore, listed in the National Register of Historic Places. It's proved to be a great venue for us, with its quaint shops and eateries. The beach & boardwalk are just two blocks from the show field. Stroll the town and view their beautiful Victorian architecture, including the Great Auditorium built in the 1890s. Admission to Brits on the Beach is free for visitors and spectators. DJ extraordinaire Rich Canfield will provide live music from all eras for all ages, so bring the family for a day of fun. It's a wonderful way to spend the day in mid-September! Even if you don't show your car, come on out and join us anyway.

**CLICK HERE**  
**to register for**  
**Brits on the Beach**  
**2022:**  
<https://www.eventbrite.com/e/brits-on-the-beach-2022-registration-295264884217>





**MARTIN VICKERY**  
1985 Caterham Super Seven



**RUSS SHARPLES**  
1960 MGA 1600A



**ALICE FERRANT**  
1958 Austin-Healey 100-6

## Red, White, and Blue PEDC LBC Celebration

PHOTOS BY CAROL & KEN KYLE



**CHRIS GILBERT**  
1959 MGA



**SOOKIE MCLEAN**  
1975 MGB



**EVAN BROADBELT**  
1965 Gilbern GT



**ANDY MOUTENOT**  
2016 Morgan Three-Wheeler



**MARK WINTJEN**  
1965 Triumph TR4A IRS



**CRAIG COUTROS**  
1961 MGA 1600





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**KEN KYLE, PRESIDENT**

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## The Forgotten Healey

### The Legend

Donald Healey is a legend in the history of Britain's, and indeed the world's, sports cars. In the late 1920s and early 1930s, he competed in the Monte Carlo Rally and came in first overall driving an Invicta in 1934. He closed his garage business in Cornwall and went to work for Riley in the mid-1930s before moving on to Triumph, where he quickly became technical director and created both the Southern Cross sports car and the Triumph Dolomite 8, a supercharged, straight-eight-powered sports car that he drove in the 1935 Monte Carlo Rally. Unfortunately Triumph went into receivership in 1939 and its factory was bombed into oblivion by the Nazis in 1940. Healey spent the rest of World War II working on various defense projects and dreaming of starting his own sports car company after the war.

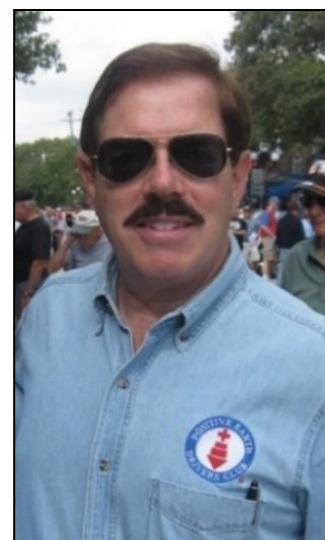
In 1945 Healey fulfilled that dream by founding the Donald Healey Motorcar Company in an old Royal Air Force (RAF) hangar in Warwick. There he and his partners created a series of expensive,

hand-built sports and touring cars powered by engines from various manufacturers. In 1949 Donald Healey traveled to America in an unsuccessful attempt to obtain new Cadillac V8 engines for use in his cars, but during the voyage home on RMS Queen Elizabeth he met George Mason, president of Nash-Kelvinator. Together they came up with the Nash-Healey, which is a story for another time.

### A Strange Discovery

While paging through a British classic car magazine recently, I came across a mention of something I'd never heard of before, an Alvis-Healey. Surely, I thought, that's a misprint, but the car pictured looked nothing like an Austin-Healey. I decided this warranted some investigation but found that information on this car is very scarce indeed.

*The Healey Story*, by Donald's son and business partner Geoff, makes absolutely no mention of the car, and the definitive work on Healeys, *Healeys and Austin-Healeys* by Peter Browning and Les Needham, contains just one picture of the car and lists it in an appendix of specifications as a "Sports Convertible." A search of *Automobile Quarterly*



indexes yielded similarly sparse results, with just a single mention of 25 units of the "Alvis Healey" being produced in 1952 and 1953, which agrees with the production figures in the Needham and Browning book.

### More Research

Turning to the internet, I was able to locate pictures of the original brochure for the car on the

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<https://alvisarchive.files.wordpress.com/> website. (See photo above from this brochure.) The brochure refers to it as the “3 Litre Sports Convertible” with no mention of Alvis, but the engine specs in the brochure clearly describe the then-new Alvis straight six. A caption for the brochure on the Alvis archives site calls the car the “Healey G Series,” but this is apparently a reference to the Type G Healey chassis used only for this car. Other internet sites refer to the car as a “Healey Alvis” or a “Healey Type G.” In addition, total production is listed as 25 in some sources and 28 in others, but it appears that, although 28 Type G chassis were built, only 25 were used for the Sports Convertible, with the rest either being scrapped or going to some unknown purpose.

The origin of the car’s body styling is similarly confusing. The Sports Convertible bears a strong resemblance to the original Nash-Healey with its split windshield and bulging nose, and both bodies were made of aluminum and built by Panelcraft Sheet Metal of Birmingham. Some sources say the Sports Convertible body was designed by Donald Healey himself and the Nash-Healey by Gerry Coker, but this seems unlikely given their striking similarity. Others indicate that Coker was responsible for both. If it was Coker, he certainly redeemed himself by styling the Austin-Healey 100, one of the most beautiful cars of all time.

#### **So, What Happened?**

The Healey Sports Convertible was in production for only two or three years, depending upon whom you believe,

yet, only 25 units were sold. Was it the styling? Probably not. The car was no less attractive than many of its contemporaries, as automobile designers everywhere struggled to transition from the bulbous styling of the 1940s to the jet-age look of the 50s. The Sports Convertible was no doubt an expensive car, handbuilt as it was and using an engine from an upscale manufacturer like Alvis. Donald Healey apparently conceived of it as a Nash-Healey for

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the home market, but the home market was still trying to recover from the physical and economic devastation of WWII and the Sports Convertible faced stiff competition from the likes of the Jaguar XK120.

That, more than anything, is probably why the Sports Convertible was a failure. To his credit, Donald Healey recognized this and came up with a smaller, mass-produced sports car using mundane Austin mechanicals, resulting in a resounding success that carried the company forward

for 15 years. That car, of course, was the Austin-Healey 100 and its successor, the 3000.

#### **Want One?**

Given its super-low production count, there can't be many Sports Convertibles around, but, amazingly, there is one currently offered for sale online at no reserve by RM Sotheby's. The auction ends on September 24th, and the car is even right here in the good old USA, in Texas to be precise. No anticipated sale price range is mentioned, but the car looks pretty nice in the

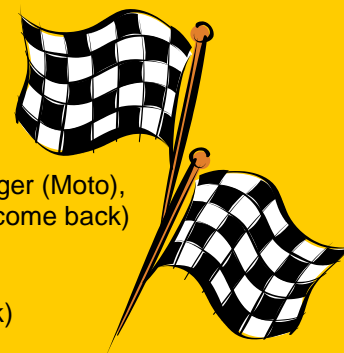
pictures. (See above.) Interested? Check it out here:

<https://rmsothebys.com/en/auctions/gp22/gene-ponder-collection/lots/r0030-1953-alvis-healey-3-litre-sports-convertible/1244778>. ■

## **Welcome New Members**

**These members have joined since May 2022:**

- ♦ **Brown, Paul & Melody**, Montclair, NJ, 1967 MGB
- ♦ **Capone, Andrew & Cynthia**, Sea Girt, NJ, 2006 Lotus Elise, 1968 Norton P11 Ranger (Moto), 1970 Triumph Bonneville T-120 (Moto), 1995 Triumph Daytona Super 3 (Moto) (welcome back)
- ♦ **Cazan, Linda & Ken Wiltshire**, Bordentown, NJ, 1967 Austin-Healey 3000 BJ8
- ♦ **French, Gary & Karen**, Ocean, NJ, 1979 MGB (welcome back)
- ♦ **Kinney, Edward**, Brick, NJ, 1951 MG TD, 1994 Jaguar Vanden Plas (welcome back)
- ♦ **McTighe, Gary & Regina**, Brielle, NJ, 1960 Austin-Healey 3000
- ♦ **Miller, Bill & Margarita**, Leonardo, NJ, 1979 MGB, 1971 Triumph GT6 (welcome back)
- ♦ **Panek, Tom**, MG Midget





## In Memoriam: Frederick Anthony Simeone, MD

*Founder of the Simeone Foundation Automotive Museum, Philadelphia, PA*

Dr. Simeone, 86, of Philadelphia, PA, passed away peacefully while surrounded by family on Saturday, 11 June 2022, at Pennsylvania Hospital, a place he considered a second home. He grew up Philadelphia, received a scholarship to Temple University, and continued there for medical school before completing residencies at the Mayo Clinic and University of Pennsylvania. He performed research and neurosurgery as full-time faculty at Harvard University Medical school, later becoming Chairman of Neurosurgery at Pennsylvania Hospital for over 25 years and Chief of Neurosurgery at Jefferson Medical College.

After intense days of performing and preparing for surgery, Dr. Simeone relaxed with automotive research. He methodically investigated and procured vehicles he considered works of art, growing the four cars inherited from his father to a collection of over 75 rare antiques. In 2009 he established the Simeone Foundation Automotive Museum, donating his collection of racing sports cars and automobile literature for posterity and public display. His museum was recognized as the best in the world by the Classic Car Trust (2019), International Car Museum of the Year by the Octane Awards (2017), and Car Museum of the Year by the International Historic Motoring Awards (2011). His Shelby Cobra Daytona Coupe was the first car to be placed on the National Historic Vehicle Register (2014), and his book on automobile preservation was named publication of the year by the International Historic Motoring Awards (2013). The quality of the collection is attributed to his preservation philosophy (restore not rebuild), focus on vehicles with racing histories, and the collection's unifying theme, "The Spirit of Competition." Owing to his interest in genetics, this theme reflects his fascination with the evolution of vehicle design to win competitions during the first decades of the automobile.

Dr. Simeone was a Major in the U.S. Army and was knighted (Cavaliere) by the president of the republic of Italy. In addition to his many achievements, he was a kind-hearted, warm, and relatable person with a fantastic sense of humor, who would do anything to help a friend in need. He is survived by a daughter, son-in-law, and granddaughter. More details can be found at [www.simeonemuseum.org](http://www.simeonemuseum.org). ■

Excerpts, above, from the obituary that appeared in *The Philadelphia Inquirer*, 15 June 2022.

**NOTE:** The PEDC has had a number of drives out to the Simeone Foundation Automotive Museum over the last few years – some led by Peter Dow – to see the museum's "Best of Britain" show, which is held usually in February. Some of our members, including Wayne Simpson and Pete Cosmides, have displayed their LBCs in these Best of Britain shows. Many of us have enjoyed demo days at the museum, held one Saturday a month, when Dr. Simeone and his curator, Kevin, take some of the cars from the collection out to the back lot so that we can see them in action as they were when the cars actually raced back in the day. Dr. Simeone would talk about the cars before the runs to give us some historical perspective.

RIP, Dr. Simeone, and thank you for sharing your beautiful collection of classic racing sports cars with all of us. *Photos on this page are from some of the demo days that Ken and I attended. From the top: Dr. Simeone in 2010. Dr. Simeone in 2014, "80 Years of Jaguar demo." Dr. Simeone in one of his Bentleys and the blue Squire, 2018. Dr. Simeone alongside his Cunningham C4R and Allard, 2012.*  
~ C. A. Kyle





## Minutes of the June 1, 2022 General Meeting

Submitted by Carol Kyle for Secretary Allan Wysmuller



resident Ken Kyle began the meeting at 7:30 PM. In attendance were 46 members. A motion to accept the minutes of the May 4, 2022 meeting (posted in

June 2022 newsletter) was made, seconded, and carried. There were no reports from our show chairman, webmaster, or Instagram manager, all of whom were not present.

Regalia Manager Sookie McLean and Newsletter Editor Carol Kyle had nothing to report. Sunshine Manager Nadine Berkowsky urged members to let her know if someone needs a little "sunshine," that is, cheering up if they aren't well or if they are grieving the loss of a loved one.

### Treasurer's Report

Treasurer Dean LaVergne stated that as of this date we have 221 memberships. Including spouses/partners, the number of members is 394. Dean noted that the club balance is \$7,048.43, which does not include pending revenue of \$2,427.80 so far for Brits on the Beach 2022. A motion to accept the treasurer's report was made, seconded, and carried.

### Old Business

President Ken noted that we have had three events since the last meeting:

**May 18th** – PEDC ice cream run to Sundae's in Wall, NJ (22 members in 12 British cars participated). Hosts Woody & Sue Smith were unable to attend.

**May 21st** – PEDC drive through the NJ Pine Barrens, organized by Pete Dow (12 members in 5 British cars and 1 daily driver participated), ending with lunch at a new venue, the Bulldogs Bar and Grill in Egg Harbor City, NJ.



**ABOVE:** Mark & Nadine Berkowsky celebrate their 53rd anniversary the night of our June 1 meeting. **BELOW:** Pat Wignall, *left*, celebrates her 39th birthday that night, too, shown with Carol Kyle.



Meeting us for lunch were new members Fred & MaryBeth De Santis in their TR3.

**May 24th** – PEDC ice cream run to Jersey Freeze in Freehold, NJ (21 members in 11 British cars). Tom and Alice Albertalli hosted.

**May 7th** – The PEDC weekend trip to Lewes, DE, May 6th-8th, organized by Ken & Carol Kyle, was canceled. Sadly, the British Car Club of Delaware (BCCD) canceled its car show May 7th because a nor'easter

was projected to, and did indeed, hit the area that weekend. So, we in turn had to cancel our weekend plans. We had 24 members in 11 British cars signed on for the trip. John & Alice Gazarek went anyway in their MG Midget, "Midgie," and enjoyed a wet weekend.

**Memorial Day Parade:** Pete Dow talked briefly about the annual Farmingdale, NJ Memorial Day parade (May 30th) to which the PEDC was invited. We were asked to supply about 12 classic little British cars, some of which were to carry local dignitaries. Pete and Mickey were fine in their MG TF until a vapor lock problem on the way home caused them to be towed back to Little Egg Harbor, NJ. Peter Jennings almost made it to the parade but broke down by a gas station in Farmingdale in his Spitfire. The owner told Peter, "I don't want to ever work on Spitfires again!" so Peter was out of luck as far as entering this year's parade. He gets an A+ for effort, however.

**Awards:** President Ken awarded a PEDC beer glass to Pete Dow for leading the Pinelands drive on May 21st.

### New Business

**Upcoming PEDC Events.** President Ken discussed upcoming PEDC events in VP Woody Smith's absence:

**June 4th** – Bob Canfield and Russ Sharples are leading a PEDC drive out to Fort Washington, PA, starting at 7:20 AM from Woody's. They are leaving early to attend the Delaware Valley Triumphs Ltd (DVT) annual show, "Cars and Motorcycles of England." Bob will start the drive, and Russ will pick up the group at another meeting stop, continuing the trip to PA.

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**June 8th** – Allan & Nancy Wismuller are hosting an ice cream run to TK's in Cream Ridge, NJ.

**June 15th** – Ken & Carol Kyle are hosting an ice cream run to Belle's in Spring Lake, NJ, 7 PM.

**June 19th** – Our 20th Annual Father's Day show will be held in Spring Lake Heights, NJ, 10 AM – 1 PM. Pat Wignall is the organizer. A BBQ will follow at the home of Paul & Mary Johnson in Wall, NJ. A sign-up sheet went around so members could indicate what they'd like to contribute (appetizer, salad, side dish, dessert, etc.). Please contact Pat if you have questions, [pdurkin@msn.com](mailto:pdurkin@msn.com).

**June 22nd** – Art & Joann Becker are hosting an ice cream run to the Ice Cream Shop of Manahawkin, Manahawkin, NJ.

**June 29th** – Tom & Laura Comer are hosting an ice cream run to Four Boys Ice Cream in Farmingdale, NJ.

#### Upcoming Non-PEDC Events.

President Ken discussed upcoming non-PEDC events in VP Woody Smith's absence:

**June 4th** – Red Mill Car Day, Succasunna, NJ, Austin-Healey Sports and Touring Club – NJ

**June 12th** – All-British Motorcar Gathering, Hellertown, PA, Keystone British Car Club

**June 12th** – Cars & Coffee at Sweetwaters Coffee & Tea, Ocean County Mall, Toms River, NJ

**June 16th** – Texas Roadhouse Cruise Night, Holmdel, NJ

**June 18th** – A Touch of England car show, Ho-Ho-Kus, NJ, New Jersey Triumph Association (NJTA).

## Special Wishes

President Ken wished Pat Wignall a happy birthday, on behalf of the club, as June 1st was her birthday. Ken also wished Mark & Nadine Berkowsky a happy 53rd anniversary, as they chose to celebrate at our meeting!

## Brits on the Beach

President Ken spoke in Show Chairman Bob Canfield's absence, stating that our show field in Ocean Grove is nearly filled. Only 29 spots are left, so get registering to avoid being left out. [Here is the link to register for Brits on the Beach 2022 at Eventbrite: <https://www.eventbrite.com/e/brits-on-the-beach-2022-registration-295264884217>.]

## Miscellaneous

Zig Panek bought a Mini Cooper "Ranchero," which was made for a Red Bull promotion. It has two coolers in the back. Bob Goodwin raised a question about the compatibility of E15 gasoline with the fuel systems in older British cars.

## Adjournment

President Ken adjourned the meeting at 8:09 PM, reminding members that the next meeting is scheduled at Woody's on Wednesday, July 6th. ■

## 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 \$15.00. 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. We are also an official chapter of the Vintage Triumph Register (VTR), [www.vtr.org](http://www.vtr.org).

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

## Coming Next Month!



**PEDC Father's Day Show 2022**  
PAT WIGNALL



**Land Rover Experience in VT**  
MARK WINTJEN





## The Quest to Find a Nice Rubber Bumper MGB

MIKE BROWNE

**MY WIFE, LINDA, AND I HAVE** been going down to Florida for the winter for the past 13 years or so, and each time we've trailered one of our little British cars (LBCs) down there and back to New Jersey. Well, last fall Linda suggested we think about buying another less expensive LBC to leave in Florida so that we can eliminate the trailering aspect of an already long drive. Like most of us, I enjoy driving British cars, so we joined a British car club down there as well as the PEDC up here. Anyway, to make a long story shorter, Linda's idea seemed to make sense, so I started a search for a car that would suit our needs. I searched the typical websites and found a few

that I thought had possibilities, but most were not in very good shape, neglected, and priced a bit higher than I thought they should have been.

Then I checked Facebook Marketplace, and a car popped up in rural western Maryland that looked very nice. The price seemed lower than it should have been. So, I contacted the lady, learning that her husband was a classic car nut. He had a '57 Chevy and this 1979 MGB roadster. My guess is that he was not a mechanic, as he invested his money into making the car "look good." He had a very nice paint job done, put a new interior in it, and had a new top installed, among other things. He even bought a boot

(trunk) dress-up kit. But, that being said, the tires on it were ancient, the suspension was never addressed, the brakes and the hydraulics were leaking, the electrical system was a mess (a lot of little electrical gremlins needed to be removed), and the left rear brake was dragging. But it ran and drove . . . sort of.

The previous owner contracted cancer. Understandably his interest and work on the car waned for 5 years until his death. So, the car basically sat unused for years.

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*Photo courtesy of Mike Browne*



*Continued from page 12 – Quest*

But it was kept covered in his garage. After his death, his wife decided to sell the house and move into a smaller home, which meant a lot of the things had to be sold, given away, or discarded. The '57 Chevy and MGB were among those things. When I contacted her the house was sold and the closing was in about a week, so she needed to get rid of the car. She had sold the Chevy to the mechanic who did the work on their cars (although we found out later that very little mechanical work was done to the MGB). I asked if I could have the MGB picked up by a flatbed truck and transported to that mechanic's shop. She agreed. I asked the guy to look it over and give me his assessment of the condition of the car, which he did. He got it to run . . . and drive, but he said that the rear brakes were hanging up.

After his assessment I called the lady back and made her an offer. She readily accepted it. I told her that I

would bring my trailer out to Manchester, Maryland and pick it up, which Wayne Simpson and I did. It was a long drive, but we got it back to my house. Obviously, unlike the previous owner, I wanted to DRIVE THE CAR, and I wanted it to be as reliable and dependable and as safe as possible. The first thing I did was order a new set of tires and got them mounted and balanced. Then I contacted Bob Canfield, John Quelch, and the Garage Squad. I gave them a list of the things I felt needed attention, and they agreed to come take a look and further diagnose what needed to be done in their opinion. They were very thorough and very professional. They jacked the car up, removed the wheels, got underneath and made up a sizeable list of parts that I needed to order. (John Quelch's lists are legendary! They are very long, quite complete, and scary the first time you see them, but, honestly, nothing was ordered that I wouldn't have wanted to order anyway – the brakes, including front rotors and pads, rear shoes, wheel cylinders,

hoses, etc.) The Squad saw that the suspension bushings, rack gaiters, and tie-rod ends were ordered. Wayne took home the carburetor to rebuild, so those parts were added to the order. Ignition tune-up parts were ordered as well. They also found that new kingpins were needed, so new ones were ordered from the UK. Shocks were sent to Worldwide for a rebuild. While we were waiting for the parts to arrive, the Garage Squad took home the suspension parts to be cleaned, blasted, and painted.

Since Linda and I were down in Florida at this point, Wayne and Bob coordinated their scheduling for the Squad to return to install the parts. We live in a gated community, so I needed to let the front gate know the names of the guys who were going to be in our garage. The installation went smoothly. Then they looked over the engine. With some testing, they found that #2 and #3 cylinders had low compression. They also

*Continued on page 14 – Quest*

## 8th Annual Brick Police Athletic League (PAL) All-Marque Car Show

**SATURDAY, 20 AUGUST 2022, 10 AM – 2 PM**

**THE PEDC IS INVITED.**

**60 DRUM POINT ROAD, BRICK, NJ 08723 ■ ERNIE CAPONEGRO, POC, 732.295.5584**

*Always a great show with burgers & dogs for sale, door prizes, and DJ music by Rich Canfield.*





## 8th Annual Greenbriar Océanaire Golf & Country Club All-Marque Car Show

MONDAY, 22 AUGUST 2022, 11 AM – 4 PM

LACEY ROAD, WARETOWN, NJ 08723 ■ MIKE BROWNE, POC, [CAPTAIN61NY@AOL.COM](mailto:CAPTAIN61NY@AOL.COM)

*The PEDC is invited. Mike will arrange for our PEDC cars to park together.*

*Free, no registration. Cars start lining up 10:30 AM.*

*Food, snacks, and beverages available for sale. Music by WBNJ 91.9. Rain date August 29th.*



*Continued from page 13 – Quest*

suspected that the head gasket was leaking between the two. The head was removed, and nothing terrible was found, so the head was brought to Bison Engineering in Wall Township, NJ for a valve job. New valves and seals were ordered. While they were waiting for those parts to arrive, the Garage Squad took the opportunity to touch up the engine bay, engine, valve cover, air cleaner, etc. Wayne and Russ Sharples sorted out some of the electrical gremlins that plague a lot of these old LBCs.

Then the head was done, so another scheduled visit by the Garage Squad was made. The head was reinstalled, along with the carburetor, new hoses, and thermostat. The car started and ran well, but the automatic choke wasn't working as it should. But that was sorted out in short order and now it works as advertised. Little things, such as the seats not moving back and forth, as well as other little

sniggles that still had to be sorted were done.

When Linda and I arrived back home in early April, I couldn't wait to drive the MGB. When I first started the car, it started and ran as it should. When I drove it, it handled great, but there was a "clatter" coming from the rear. So, you guessed it, the Garage Squad came back and jacked the car up again, removed the entire rear axle assembly, and once again gave me a list of parts to order. Wayne and Bob Moser came over and brought the axle to Bob's shop so he could install new thrust washers on the gears, as well as press new outer bearings on and test clearances/backlash before reinstalling the axle. Fortunately the new thrust washers solved that clunking/clattering. The Garage Squad would return once more. They took this opportunity to put new bushings in the rear spring shackles and sway bar, top up the oil in the rear shocks, and clean and paint all of the bits.

As I write, my MGB is currently running and driving as it was intended when new! I love driving this car that, for the first time in a long time, was worked on by people who know and love LBCs. That is the key – to find a group of guys who really know, love, and care for LBCs is something that is hard to find these days. After all, most of them have owned or still own British cars. So kudos to the Garage Squad in general, but, specifically, to Bob Canfield, John Quelch, Wayne Simpson, Bob Moser, Paul Johnson, Rodney Ford, Mark Wintjen, Lenny Giles, and Scott Freund. I truly hope I haven't forgotten anyone who gave up weekends to come work on my MGB. You are a credit to the club, and you collectively have made this MG run and drive as good as it looks. Thank you for a job well done. It is greatly appreciated. ■



# Day is Done ...



A beautiful photo of Midgie and Alice Cassell Gazarek at Island Beach State Park, Ocean County, NJ at sunset recently. Photo by John "Island John" Gazarek.

## In Memoriam: Peter Linszky, Farmingdale, NJ

Peter J. Linszky, **shown right** with his wife of 43 years, Patty, passed away 27 June 2022. He was 67.

Pete was born in Rahway, NJ, raised in Woodbridge, NJ, and settled in Farmingdale, NJ in 1991.

He owned a handsome orange 1979 MGB, also shown.

Our condolences to Patty and family. RIP, Pete. We'll miss you.

Here is the obituary:

[https://claytonfuneralhome.com/tribute/details/4614/PeterLinszky/obituary.html?fbclid=IwAR2ybw4dTzkMuvp24JhoTOrs9u4bZTikJ7zSJs\\_1WIGoS5yRqITv32Ya1xU#tribute-start](https://claytonfuneralhome.com/tribute/details/4614/PeterLinszky/obituary.html?fbclid=IwAR2ybw4dTzkMuvp24JhoTOrs9u4bZTikJ7zSJs_1WIGoS5yRqITv32Ya1xU#tribute-start).





# Road Trip 19???

J.R. MAY

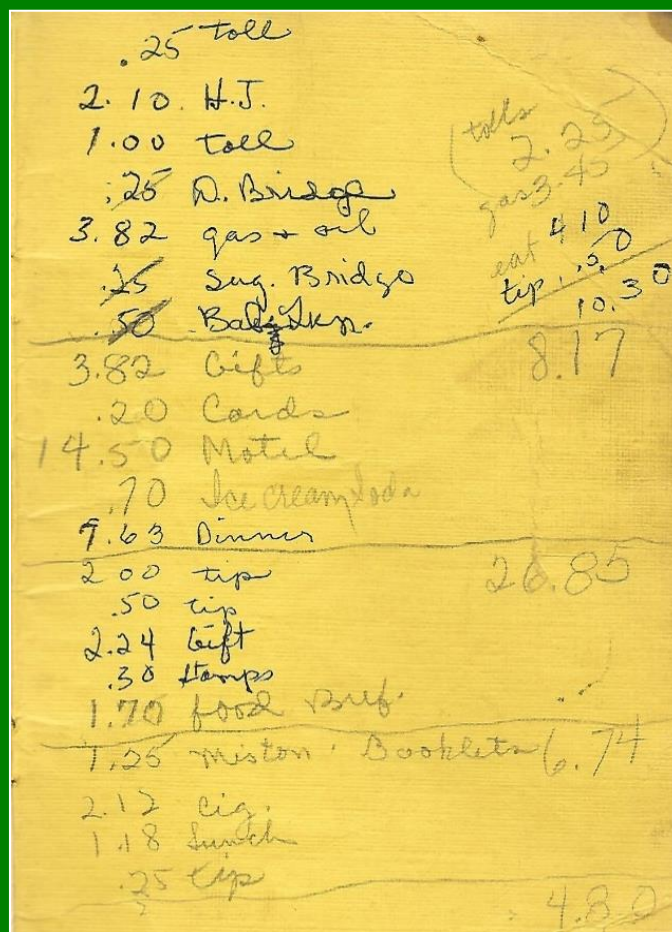
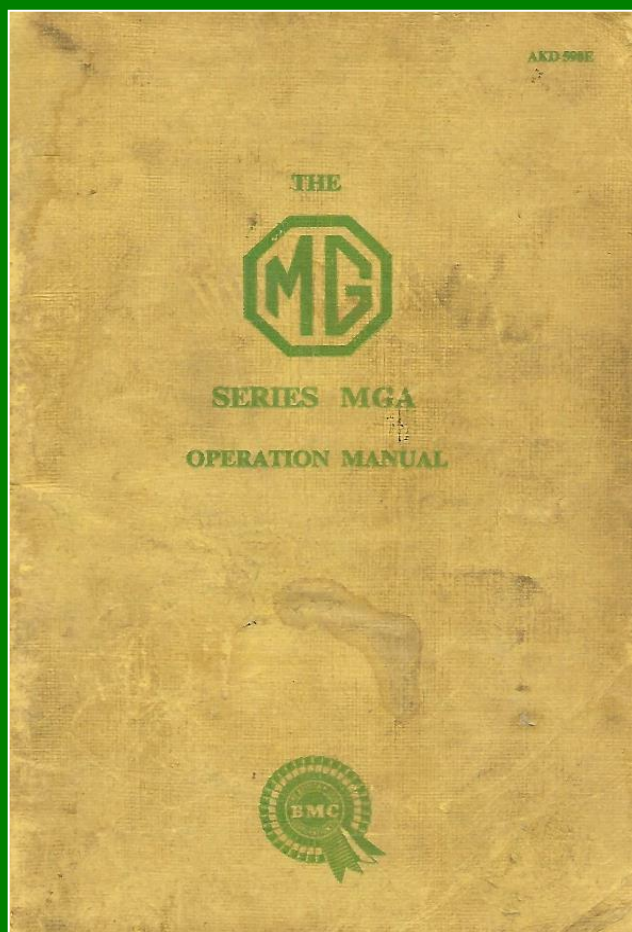
Some time back, perhaps the mid-1980s, while I was attending a car show and auction in Atlantic City, NJ, I stumbled upon an MG Series MGA Operation Manual, which I duly picked up as a longtime MGA owner. According to the inside page, a copy of this manual, Part Number AKD598E, is sent out with every "M.G. (Series MGA) car." It's something nice to have, but there is more to it than initially meets the eye.

Written by hand on the inside cover is "1959," so it's probably safe to assume that that was the year of the car. There are some notes throughout the book. By the looks of it on one page, the owner was figuring out the number of pounds per HP, but of course without a calculator. Oh, the humanity.

What I found of particular interest is the back inside cover where the owner apparently took a trip and kept notes of his expenses. It looks like a three- or four-day trip, and it looks like he only needed to fill the tank twice at \$3.82 (gas and oil) on day one and then \$3.45 on what looks to be the ride home. He was generous with his gift purchases!

Anyway, I hope you enjoy this glimpse into the past. ■

Photos courtesy of J.R. May.





## Cabin Fever

RICH DALFONZO

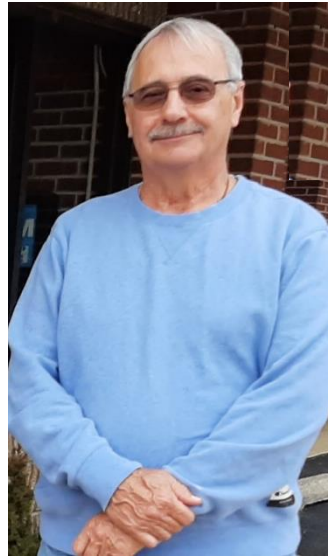
As most car enthusiasts know, older British vehicles were not well protected from the elements. Having had seven MGs, I know there was always a source of fresh air as just about everything didn't seal well, especially the sliding windows on the MGAs. Today vehicles are tightly sealed and thus the need for outside ventilation.

Starting around the year 2000, most manufacturers incorporated cabin filters in their models. Approximately 7 out of 10 owners do not change the vehicle cabin filters. Some don't even know they exist. Granted there is considerable difficulty in reaching some filters, and often you need to be a contortionist to achieve the replacement. Dealerships will charge as much as \$100 dollars for a cabin filter change, but you can do it yourself for somewhere between \$15 and \$60. The more expensive filters have charcoal in their composition, which will better protect allergy-sensitive drivers. Recently I purchased a 2018 Mini Cooper with low mileage. Although the car is five years old, I wasn't too concerned about the cabin filter. However, I decided to start off fresh and replace it, which was located well up under the dash, close to the console. It took some time to locate the cabin door, but once I opened it, I realized I had to make a tool to extract the filter. I was surprised to see how much debris there was and knew it was worth the effort.

So, what issues can a bad filter create? First, a dirty filter reduces the heating and cooling ability of your car. Mold, insects, and other allergens may send a horrible smell through your vents, and, if the filter is torn, dirt will blow directly into your cabin space. Sometimes a whistling noise may be heard, and you may experience foggy or icy windows. The average driver puts about 15,000 miles on his/her vehicle a year. It is suggested that a yearly filter change, especially if you live in a rural area, be done. If you want to attempt the change it yourself, go on the internet and find out where the cabin filter is. Generally, it will be behind the glove box in a location that you will never see. There is an airflow direction on most filters, so check to see if there is an arrow indicating the flow pattern.

We breathe in too many particulates each day, and since we often spend a great deal of time in our cars, it would be prudent to have that environment clean. ■

I checked *Kelly Blue Book* today for my car's value, and it asked if the tank was full or empty, lol!



**RIGHT:**  
Rich at our ice cream run to Jersey Freeze in Freehold.

**BELOW, TOP:**  
Rich & Denise's newest acquisition, a lovely 2018 Mini Cooper, at Jersey Freeze, next to Tom Albertalli's MGB.

**BELOW, MIDDLE:**  
The Mini at our ice cream run to TK's in Cream Ridge, next to Nick Ferrant's Bugeye Sprite.



**RIGHT:**  
Cabin filter needing replacement.  
Photo by Rich Dalfonzo.





# 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

## 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 are current prices.*

## Time to Freshen Up Your Regalia Wardrobe!



**PEDC T-SHIRTS** in yellow, red, and blue, as shown **above** on Randy Geck, Rich Huy, and Serge Martynovych and in red, shown **right middle** on Maria Wintjen.

**PEDC POLO SHIRTS** in white, as shown **right** on Kathy Ford; black, as shown **far right** on Dennis Carlson; and red, as shown **above right** on Woody Smith.

**PEDC DENIM SHIRTS**, as shown **right** on Rodney Ford.

**PEDC SHOW VOLUNTEER POLO SHIRTS** in orange, as shown on Show Chairman Bob Canfield, **above right**, and show volunteer Mark Wintjen, **right middle**.





# 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.

## JULY

**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, organizers.

**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/?rf=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, Thur, PEDC** ice cream run, Halo Pub, 4617 Nottingham Way, Hamilton Square, NJ. Steve & Theresa Mundt, hosts.

## 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. British Invasion music by DJ Rich Canfield. Trophies awarded. Rain date August 7th. Additional 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.

**20, Saturday, 8th Annual Brick Police Athletic League (PAL) all-marque car show.** The PEDC is invited. Ernie Caponegro, POC. Always a great show with burgers & dogs for sale, door prizes, and DJ music by Rich Canfield. Watch for details.

**22, Monday, Greenbriar Oceanaire 8th Annual Car Show, Waretown, NJ, 11 AM – 4 PM.** The PEDC is invited, and our cars will park together. Free, no registration. Cars start lining up 10:30 AM. Food, snacks, and beverages available for sale. DJ music. Mike Browne, PEDC POC, [captain61ny@aol.com](mailto:captain61ny@aol.com). Rain date: August 29th.

**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). Bob Canfield, host.

*Continued on page 20 – Calendar of Events*

# 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.

## SEPTEMBER

**1, Thursday, PEDC** drive to Sweetwater Marina & Riverdeck, Sweetwater, NJ. Mike & Linda Browne, organizers. Watch for details.

**3, Saturday, PEDC** autojumble car parts flea market. 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 (on Long Beach Island), <https://www.surflight.org/>. 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, organizers.

**14, Wednesday, PEDC** pizza & goodie-bag stuffing party, 6-9 PM, Brick, NJ. Rodney & Kathy Ford, hosts.

**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](mailto: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. A rain or shine event. Online registration only. Click here to register: <https://www.eventbrite.com/e/brits-on-the-beach-2022-registration-295264884217>.

**18-23, Sunday to Friday**, "Enclave 2022," Austin-Healey 70th Anniversary Celebration of the 1952 Earls Court Motor Show, Poconos, PA. Click here for more information: [www.enclave2022.org](http://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. Don't miss it!

## OCTOBER

**1, Saturday, PEDC** drive to Fox Hollow Vineyards, Holmdel, NJ. Mark & Maria Wintjen, organizers.

**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, organizers. 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, Mort Resnicoff & Fredda Fine, organizers.

*Continued on page 21 – Calendar of Events*





## All Grown Up!

My daughter, Caitlyn, *above*, who is now 22, *right*, said she wanted my Austin-Healey Sprite when she grew up. Also shown is my son Aidan, *above*, now 15. Photos courtesy of Howard Katz.



# 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 (CONTINUED)

- 23, Sunday, **PEDC** fall drive to Hunterdon County. A leisurely drive on nearly all backroads. Ken & Carol Kyle, organizers.
- 29, Saturday, **PEDC** 4th Annual Halloween Costume Party. 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, <https://www.jumpingbrookcc.com/> 7-11 PM. DJ Rich Canfield, dancing, buffet dinner, cash bar, prizes, & more. Mort Resnicoff & Fredda Fine, hosts. Mark your calendar for exciting evening. Here is the website for this venue: <https://www.jumpingbrookcc.com>.



## 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: 1978 MGB

Restoration or parts. Includes NJ title, heritage certificate, extra parts, and additional paperwork. Car is complete. \$500. Contact Dave Pittman, (609) 584-5199 or [dnpittman@aol.com](mailto:dnpittman@aol.com).

### For Sale: HyLoft #01031 Folding Storage TireLoft

**Brand new, never used.** Box was opened and that's it. New on Amazon \$53.00 Pick-up only. TireLoft can be adjusted from widths of 32" to 48". All-steel construction with scratch-resistant, silver-powder-coat finish. Ideal for storing seasonal tires, RV tires, ATV tires, and more. Holds up to 300 lbs. Hardware included. \$40. Contact Marc Press, [myredaudi51@gmail.com](mailto:myredaudi51@gmail.com).



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



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Click here to join us on Instagram: [http://www.instagram.com/pedc\\_nj](http://www.instagram.com/pedc_nj). Contact our new PEDC Instagram Manager, Erika Larsen, [larsene14@gmail.com](mailto:larsene14@gmail.com), if you have questions or concerns.





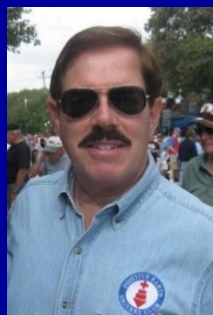
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**President**  
Ken Kyle



**Vice President**  
Woody Smith



**Secretary**  
Allan Wysmuller



**Treasurer**  
Dean LaVergne

## PEDC Staff

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*\* also a Trustee at Large*

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**Show Chairman**  
Bob Canfield \*

## PEDC Trustees at Large, 2022-2023

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**Trustee at Large**  
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**Trustee at Large**  
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**Webmaster**  
Martin Vickery



**Instagram Mgr**  
Erika Larsen



**Newsletter Editor**  
Carol Kyle



**Regalia Manager**  
Sookie McLean



**Sunshine**  
Nadine Berkowsky

Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery. Photo of Erika Larsen courtesy of Erika Larsen.

## Ads from PEDC Show Sponsors

Commercial ads are available upon request to both PEDC member-owned and nonmember-owned businesses that provide sponsorship for any PEDC show or event. Ads will run for a period of one year after the sponsored show or event and must be car-related. Ad size will be at the discretion of the newsletter editor and will appear as space allows. Interested in becoming a show sponsor? Contact Show Chairman Bob Canfield, joisuzu@optonline.net.

Ernest M. Caponegro, CLCS, CSA®  
ineagency@gmail.com

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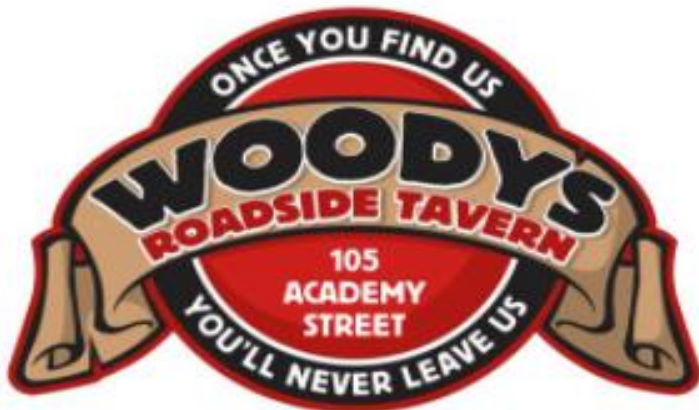
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## PEDC Cash Flow Report for Period January to April 2022

DEAN LAVERGNE, TREASURER

### INFLOWS

Dues	
Dues: Dues 2021	<u>2,820.00</u>
TOTAL Dues	2,820.00
Regalia Income	<u>178.00</u>
<b>TOTAL INFLOWS</b>	<b><u>2,998.00</u></b>

### OUTFLOWS

Holiday Party	520.25
Regalia Expense	280.58
Dropbox	359.64
Sunshine Expense	<u>103.43</u>
<b>TOTAL OUTFLOWS</b>	<b><u>1,263.90</u></b>

**NET INFLOWS (OUTFLOWS)** 1,734.10

### Notes:

4/30/22 Bank Balance	\$6,950.20
4/30/22 Eventbrite Receivables	\$2,318.30
Expected Working Balance	\$9,268.50

4/30/22 Membership Count 220  
(does not include spouses/partners)

**BELOW:** Ice cream run to Four Boys in Farmingdale, NJ, 29 June 2022.  
A great night with 23 PEDCers turning out in 12 British cars.

## MINUTES OF THE PEDC BOARD MEETING MAY 26, 2022

Submitted by Ken Kyle for Secretary Allan Wismuller

**Board members present:** Ken Kyle, Woody Smith, Dean LaVergne, Mike Browne, Bob Canfield, Steve Mundt, John Quelch, and Mark Wintjen

President Ken Kyle called the Zoom meeting to order at 5:36 PM.

### Agenda Items Covered:

**Cash Flow Report** – Treasurer Dean LaVergne presented a cash flow report for the period January through April of 2022. With all membership renewals now received, income was more than double expenses, and additional income from the sale of Brits on the Beach show registrations is being held for us by Eventbrite. A motion to approve the cash flow report was made, seconded, and carried unanimously.

**Summer Show at Woody's** – President Ken Kyle proposed opening this year's summer show to non-member cars after members have had sufficient time to register, with the goal of filling the entire lot (approximately 95 spaces), and charging a registration fee of \$10 per car to cover the cost of trophies and the DJ. Registration would be done using Eventbrite. The board agreed to these proposals without objection.

**Brits on the Beach** – Show Chairman Bob Canfield reported that show preparations are well underway, and 106 cars have been registered to date. He will now begin soliciting sponsors. He also plans to ask our Instagram Manager, Erika Larsen, to promote the show on Instagram, possibly mentioning the See Hear Now music festival in neighboring Asbury Park as an additional attraction for younger spectators. Treasurer Dean suggested listing the show on the Moss Motors events calendar. Steve Mundt offered to set up a slot car track at the show as a children's attraction.

The meeting was adjourned at 6:17 PM. ■



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



Father and daughter, Bill and Ava Geissel, at our first ice cream run of the season to Sundae's in Wall Township, NJ in May. Bill is driving his 1962 Austin-Healey 3000 BJ7, and Ava drives the 1975 TR6. Mom, Kim, and son, Will, arrived in the family daily driver.