

March 2022  
Volume 30, Issue 3



# 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

- **March 2:** Monthly meeting at Woody's, Farmingdale, NJ. Come early for dinner. Meeting starts at 7:30 PM.
- **March 15:** PEDC St. Patrick's Day dinner at PJ Sweeney's, Brick, NJ. See page 5 for details.

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## So, Why a British Car?

J.R. MAY



I am often asked why I have an MGA, a car that I don't fit into especially well. I have to "blame" my dad, Mel May.

For whatever reason, even going back to well before I was born, my dad owned some unusual cars. A Crosley station wagon, Fiats, a Lloyd Alexander, and a black 1956 Thunderbird serve as a few examples. While living in New Hampshire in the mid-1960s, my dad, one might say, lost his mind and fell into the British car trap, buying a Triumph Herald convertible and a



Sunbeam Imp. I suppose we all have our earliest memories of doing things with our parents. My earliest memory with my mom was when we had a house fire while living in Spring Lake Heights, NJ. For my dad, it was a bit more "positive." I recall holding the drop light while he did the brakes on either the Imp or the Triumph. He was a smoker, so there was the ever-present cigarette dangling from his lower lip, and I remember his telling me in no uncertain terms

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**Top:** J.R. arrives in Ocean Grove at Brits on the Beach 2021. He took 3rd in the MGA Class.  
**Above:** J.R. & Patti leaving our Father's Day show in 2021.





**ABOVE, LEFT:** A young J.R. May in the Triumph in mid-1960s New Hampshire.

**ABOVE, RIGHT:** The first MGA, on the road in August 1978 and sold off in 2006.

**BELOW:** J.R.'s parents, Mel & Alyce May, alongside their Sunbeam Imp, mid-1960s New Hampshire. *Historic photos courtesy of J.R. May.*

*Continued from page 1 – British Car*

not to aim the drop light into his eyes. I was perhaps five or six years old.

When we moved home to New Jersey in 1968, the Imp and Herald were sold off, but after being home a few years, with two VWs in the driveway, in 1972 my dad bought (it was more of a bet) a ratty two-tone 1956 MGA from a "hippie" living in Manasquan. My dad paid \$100 to the seller but only if it made it to our driveway in Wall Township. It did make it, but it was in sorry shape. My dad equipped the garage to work on his new prize. A new Craftsman toolbox, fully outfitted, was purchased and parts began to come off the car to prep it for some body work. A parts car was bought from a guy in Sea Girt, if I recall correctly. As things tend to go, by 1975 my dad started a new business and time to work on the car faded.

It must have been about 1976 when I began to take an interest in the old MG. My dad would buy the parts, and my friends would help me do the work, which included completely replacing the wiring harness. We later found that the 1622cc motor

*Continued on page 3 – British Car*



## Welcome New Members

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

- ◆ Matthew Oravsky, Hamilton, NJ, 1961 Austin-Healey Sprite
- ◆ Evan & Marsha Wasserman, Holmdel, NJ
- ◆ Ben Brungraber & Janet Kane, Delran, NJ, 1966 Morgan +4

[NOTE: My apologies to Ben for misspelling his last name in the January 2022 issue of *The Terminal Post*. ~Ed.]







*Continued from page 2 – British Car*

(yes, it was a 1622 that someone installed) had seized while sitting, but, again with the help of some friends, we pulled the head off. With a chunk of 2x3 wood and a decent hammer we had it unseized in no time. It must have been 1977 when my dad and I rolled the car out in the driveway, hooked up a battery, hit the choke, and pulled the starter button. To our HUGE surprise it started up! My mom, who swore it would never run, was quite surprised as well.

Work continued, a crude paint job was applied, and then it was time . . . time to register the car and visit the always dreaded Asbury Park Motor Vehicle Inspection Station. Yes, we did it on a hot August day in 1978, which is never a good idea. Off we went, with my dad driving, down Ramshorn Drive in Wall and over to Asbury Park, a blue streak of smoke trailing behind us. No, it did not pass inspection, failing for visible smoke, which was later taken care of with a new set of rings. I then drove the car all through high school, until graduation in 1979. It was certainly a different kind of car to be found in the Wall High School parking lot! And, yes, the girls liked the car.

For whatever dumb reason, in 1983 I took the car off the road and began

a frame-off restoration. Little did I know that I would be married a year or so later, have kids, buy houses, etc. The car was moved several times in boxes, when in 2006 I had the opportunity to buy a Jaguar. With a one-car garage, something had to go, so after many years I sold the MGA. While visiting from Florida, my mom and dad needed a car to use for a couple of weeks while staying in Manasquan. I gave them the Jaguar to use. Oh gosh, they had a good time with it. My dad loved driving that Jag. But I missed the MGA, and its simplicity compared to the Jag, so after several project cars passed through my garage, I now have the black 1958 MGA that you may have seen at our PEDC shows. I bought it from the second owner who bought it before I was born!

So, when asked why an MGA, the response is that I "blame my dad." Just one more thing . . . I'd really like to find an Imp. My older brother used to take us neighborhood kids for some wild rides in it, but it was sold long before I had a driver's license. That is one car I am looking for. ■

**ABOVE:** J.R. and Patti make a grand exit in their MGA at our 2021 Father's Day show, with a crowd of fans looking on, *From left* are Ernie and son Ernest Caponegro, Charlie Schirm, Bob Canfeld, and Bob Gluckin, standing in front of his Triumph TR4.

## The Terminal Post

**EDITOR**  
Carol Kyle

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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 an official chapter of the Vintage Triumph Register (VTR).

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



# GREETINGS From ROOSTER EARTH



**KEN KYLE, PRESIDENT**

## A Great Sports Car Turns 60

What's the most popular little British sports car of all time? Why, it's the MGB, hands down. Nearly 512,000 4-cylinder roadsters and GTs were manufactured between 1962 and 1980, plus about 9,000 MGC 6-cylinder variants and another 2,600 or so MGB GT V8s, for a total of almost 524,000 cars. Until the Mazda Miata came along, the MGB was the most popular sports car of all time, period. And today, more than 40 years after the last B rolled off the line at Abingdon-on-Thames, tens of thousands of these hardy little gems remain on the road. What's the secret of the MGB's success?

In the late 1950s, MG Chief Engineer Syd Enever and his team recognized that the era of rough-and-ready sports

cars was drawing to a close and a higher level of refinement and performance would be needed to attract new customers, especially in the critical American market. When it was introduced to the world at the London Motor Show in 1962, the MGB was

hailed as an instant classic. Gone were the body-on-frame construction and wooden floor boards of the MGA, replaced by a far more rigid unitized body with more interior room, wind-up windows, and a useable trunk. MG explored going with an Italian-designed body but ultimately kept the styling in-house; still, the B's handsome lines certainly display a lot of Italian influence. (MG later employed Pininfarina to style the beautiful MGB GT.) Underneath, a lot of tried-and-true MG mechanical features remained. The 1622cc B-Series engine from the MGA was enlarged to 1798cc for use in the MGB, and output rose to 95bhp and 110 lb-ft of torque. Front and rear suspensions were likewise very similar to those of the MGA. Overdrive was offered for the first time by MG in the B, making for more

relaxed cruising at highway speeds.

Despite its humble mechanicals, the underlying ruggedness of the MGB made it a serious contender in road races of the 1960s. An MGB finished 11th overall and 4th in the GT class at the 1965 24 Hours of Le Mans, and others scored class wins in the Monte Carlo Rally and the 12 Hours of Sebring. Today the MGB is still popular in club racing.

Over the years, the B received many improvements. The engine went from three main bearings to five, the transmission got a synchronized first gear, the generator gave way to an alternator, and the rear axle was strengthened, to name just a few. The MGC and GT V8 cars (the latter never sold here, though many Americans have made their own) were attempts to endow the car with more get-up-and-go. Unfortunately parent company British Leyland decided to put all their eggs into the TR7 basket rather than design an MGB replacement. When the TR7 didn't turn out to be the sales success they desperately needed, the MGB was forced to soldier on in the face of tighter emissions and

*Continued on page 5 – A Great Car*



## Meet Our New PEDC Instagram Manager ~

Hello! My name is Erika Larsen. I'm a student at Ramapo College of New Jersey, studying visual arts. British car enthusiast, dog lover, gardener, and artist. This April marks my first full year of ownership of my '80 Triumph Spitfire project, and I have loved every moment wrenching on and driving it. I am excited for the adventures and experiences that this car & club will bring me. *Photo courtesy of Erika Larsen.*

*Continued from page 4 – A Great Car*

safety regulations that took their toll on it, saddling the last few years of production with low-output engines, heavy crash bumpers, and raised suspensions. Fortunately there are remedies that can be applied to those later cars (as I discussed in last month's *GFPE*) along with loads of reproduction parts up to and including complete body shells, so there should be no trouble keeping these simple, rugged machines around for another 60 years. But who's going to do that? Read on.

### Connecting with a New Generation of Car Enthusiasts

Recently one of our younger members, Erika Larsen, contacted me with a proposal to set up and operate a PEDC Instagram account. Erika pointed out, and the club's board of trustees has agreed, that we need to do that if we're serious about attracting younger members to carry on this hobby. For those unfamiliar with it, Instagram is somewhat similar to Facebook (and in fact owned by it), but centered around pictures and video rather than text. So, please welcome our new Instagram Manager, Erika Larsen, and get those cell phones out to take photos and videos of the LBC lifestyle to send to her at [larsene14@gmail.com](mailto:larsene14@gmail.com). I can't wait to see where this goes. ■

See page 20 for photos of Erika's 1980 Spitfire.



**Get Your Green On!**

Tuesday, March 15, 2022  
5:30 PM  
**Gary & Pat Watson, hosts**

**PEDC St. Patrick's Day Dinner**  
at  
**PJ Sweeney's**  
447 Brick Boulevard  
Brick, NJ 08723

\$40 pp (includes tax & gratuity)  
Price includes soup, salad, choice of one of three entrees, coffee, tea, and soft drinks. Cash bar.

**RSVP by March 5th**  
to  
Pat, 732-859-8977, [pwatts56@aol.com](mailto:pwatts56@aol.com), or  
Gary, 908-670-4638, [gwatts56@aol.com](mailto:gwatts56@aol.com)

***NOTE: Please bring your money or check to Woody's on March 2nd, or mail your check (made payable to Pat Watson) to 33 Strathmere Street, Waretown, NJ 08758. Thank you.***





**BOB CANFIELD**  
1974 MGB



**JOE GRILLO**  
1977 MGB LE RHD



**PAUL JOHNSON**  
1975 MGB

## Happy 60th Birthday, MGB ~ PEDC Member Gallery

PHOTOS BY CAROL & KEN KYLE



**AL KERNAGIS**  
1980 MGB LE



**RICH DALFONZO**  
1974 MGB



**BOB BROWN**  
1967 MGB



**TOM GUTWEIN**  
1980 MGB



**JACK KELLY**  
1971 MGB GT MK III



**JOHN KOSZTYO**  
1967 MGB

# A Tale of Two Terminals

RUSS SHARPLES

**L**

ast summer Bob Canfield told me about a problem the Garage Squad ran into while working on Ernie Caponegro's orange TR7. They were trying to start the car and cranking the engine for a long stretch. The cranking was labored, which was not a good sign, and then smoke was observed from the wiring

harness near the alternator – really not a good sign.

The decision was made to replace the starter with a gear reduction starter, and I got the call to figure out why the harness was smoking and what to do about it.

The first mystery was why the harness was smoking by the alternator, which is on the right side of the engine, when the starter is located on the left side of the engine.

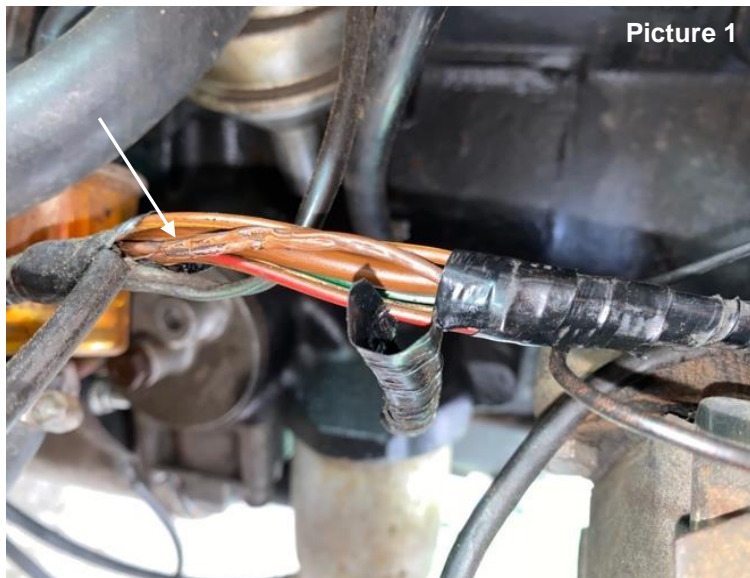
**Picture 1** shows the damaged section of the harness on the engine right side. To the left, the wires come from a larger trunk of the wiring harness along the firewall; to the right, the wires go to the alternator and engine electrical fittings. Clearly, we can see that there is a thin brown wire that is melted. Following the harness to the right, up to the alternator, we can see in **Picture 2** that the wire is melted there too. We can also see that this is a "3-wire alternator," so called because it has 3 wires connected to it. So, again, the question is, "Why did the extended operation of the starter melt this wire going to the alternator?"

## 3-Wire Alternators

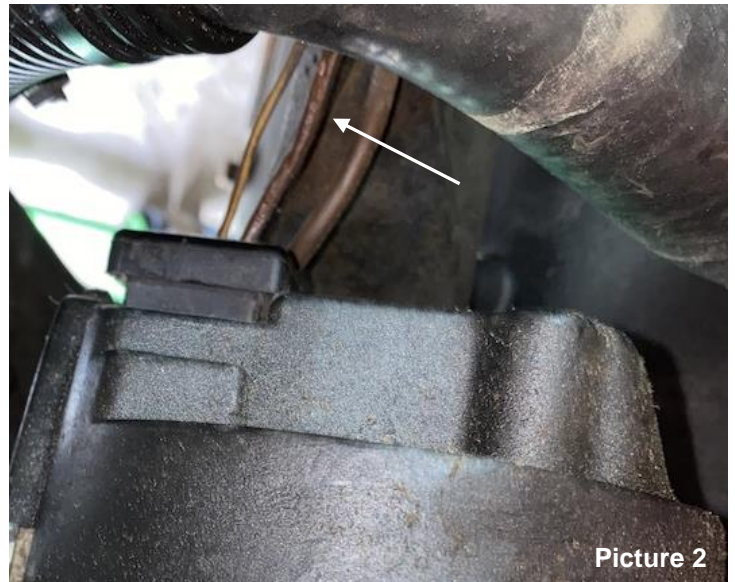
The answer lies in understanding what a 3-wire alternator is. Alternators that have internal regulators can be found in 1-, 2-, or 3-wire configurations (all modern alternators have internal regulators, but early alternator designs used an external regulator box – those alternators may have 3 or 4 wires connected to them but are not within the scope of this discussion). On a 3-wire alternator, there is a wire for the warning lamp, there is a wire for the "battery sense," and there is the charging wire. The warning lamp and battery sense wires are light gauge wires that don't carry much current. The charging wire is a heavy gauge wire that must be able to carry the tens of amps used to power the car and charge the battery.

The 3-wire alternators use the warning lamp wire to initially power the field coils in the alternator so it will produce voltage as soon as it starts to spin. The current flowing from the warning lamp wire through the field coils in the alternator causes the ignition warning lamp to light. This allows you to see that the light works (e.g., the bulb is not burned out). Once the engine starts and the alternator is producing power, it generates its own power for its field coils and no longer draws power through the warning lamp, so the lamp goes out. This signals that all is well with the car's charging system.

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Picture 1



Picture 2



*Continued from page 7 – A Tale of Two Terminals*

Depending on the alternator, if the lamp is burned out, the alternator may never start to produce power and will fail to charge the battery. This is why it's important to confirm that the warning light comes on when the ignition turns on and goes out when the engine starts.

### Battery Sense Wire

The battery sense wire is part of the regulator circuit, and it provides a direct connection to some point where the car's designers wanted to maintain the desired voltage. Generally, this point is the positive terminal of the battery, but sometimes it is just a main junction in the wiring harness. When the regulator circuitry measures a low voltage on the sense wire, it will increase the power in the alternator field coils and thereby increase the voltage output of the alternator. Once the measured voltage reaches the desired voltage, the regulator will hold the field coil power at that point. If the engine speeds up, the alternator's output will increase, and then the regulator will sense the voltage as being too high and reduce the power sent to the field coils. As a result, the regulator is constantly varying the power sent to the alternator field coils based on the voltage it reads from the battery sense wire. If the sense wire connection is corroded or broken at either end, the alternator won't generate sufficient power even though the alternator itself is in good working order.

Finally, the charging wire will be the heaviest wire connected to the alternator and will run to the battery positive terminal, either directly or via a junction point. Since up to 40 amps can run through this wire to the battery during initial charging, it must be a heavy gauge wire that either runs to the battery terminal directly, or sometimes to the starter motor where it then connects to the battery terminal through the heavy wire that powers the starter.

### 2-Wire Alternators

A 2-wire alternator gets rid of the battery sense wire and uses the charging wire for that purpose. It will still have the warning lamp wire, which it uses to "excite" the field coils and operate the ignition warning lamp.

### 1-Wire Alternators

A 1-wire alternator gets rid of the warning lamp wire. These alternators are "self-exciting" meaning that they have the means to generate the initial power for their field coils when they start turning, generally by incorporating a small DC generator into the alternator that generates power as soon as the alternator starts turning. Cars that use a 1-wire alternator need electronics to drive an indicator on the dashboard that will alert the driver if the alternator stops working (generally by measuring voltage and turning on a warning light when the voltage is below the target value of 13.2 volts).

### Compatibility Issue

The problem with Ernie's TR7 is that it was originally designed for a 3-wire alternator, but the installed alternator is actually a 2-wire alternator designed to be "plug compatible" with the 3-wire harness. Although a retrofit like this won't cause problems in cars where the alternator charging wire runs directly to the battery, in cars where the charging wire runs to the starter, it's a recipe for trouble. A look at the wiring diagram on page 9 will explain why.

**Picture 3** is a portion of the TR7 wiring diagram that shows the battery (1), the alternator (2) and the starter (28). The heavy red lines are the heavy red cables from the battery positive terminal to the starter solenoid. There is a junction right next to the battery positive terminal where the heavy

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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.



Click here to visit our PEDC (members only) Facebook Group page: <https://www.facebook.com/groups/pedcmembers/?ref=bookmarks>. Contact PEDC Webmaster Martin Vickery, [martin.vickery@gmail.com](mailto:martin.vickery@gmail.com), to be added to the group.

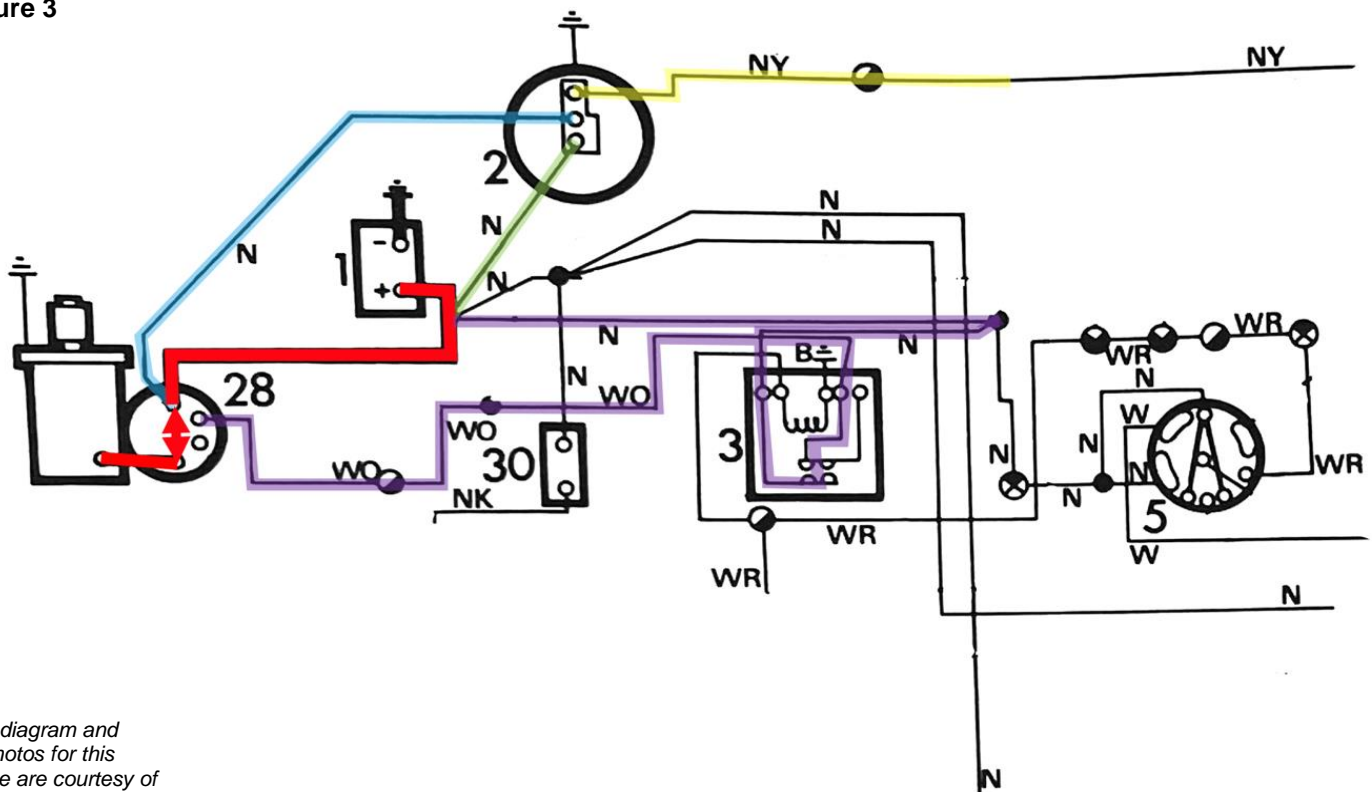


Click here to join us on Instagram: [http://www.instagram.com/pedc\\_nj](http://www.instagram.com/pedc_nj). Contact our new PEDC Instagram Manager, Erika Larsen, [larsene14@gmail.com](mailto:larsene14@gmail.com), if you have questions or concerns.





### Picture 3



*This diagram and all photos for this article are courtesy of Russ Sharples.*

*Continued from page 8 – A Tale of Two Terminals*

red wire connects to three brown (N) wires. The thin purple lines connect power from the battery via the ignition switch (5) and the starter relay (3) to the solenoid, causing it to connect the starter motor to the battery. The blue line is the heavy brown (N) charging wire that runs from the alternator to the battery via a junction on the starter solenoid. The yellow line is the brown-yellow-stripe (NY) warning lamp wire that runs to the ignition warning lamp. The green line is the thin brown (N) battery sense wire from the alternator to the junction near the battery positive terminal. This is the wire that melted in Ernie's car.

What went wrong here is that when the 2-wire alternator was installed (many years ago), the design of the 2-wire alternator, to be backward-compatible with a 3-wire wiring harness, connected the charging wire (blue line) to the sense wire (green line) at the alternator. **Picture 4** shows the terminals on the back of the alternator to which the charging and sense wires are connected, and though it can't be seen, due to the angle at which the picture was taken, those two terminals are in fact riveted together as a single electrical connection. Since the TR7 runs the charging wire to the starter solenoid battery terminal, the act of connecting the charging wire to the sense wire at the alternator creates a second path from the battery

positive terminal to the starter solenoid. The first path, the primary path by design, is the red line in Picture 3, and the second path is from the battery to the junction between the red and green lines, then up the green line to the alternator and down the blue line to the starter. When the Squad was trying to start the TR7 by cranking it for a long time, the starter was drawing probably between 100 to 200 amps from the battery. This current would flow through both of these paths, proportionally divided between them based on how much resistance each path provided.

*Continued on page 10 – A Tale of Two Terminals*



### Picture 4

*Continued from page 9 – A Tale of Two Terminals*

The sense wire may have carried only 1/5 or 1/10 of this total current, but that fraction was still well in excess of what it could carry safely and it heated to the point that it melted its insulation. If the TR7 had been designed so that the charging wire ran directly to the battery terminal, this second path would have never been exposed to such high current flows and the sense wire would probably have never been overloaded.

The solution here was to disconnect the sense wire. We removed its terminal from the alternator plug and cut it out of the wiring harness before re-wrapping the harness. We also sent the alternator out for testing and found that it had to be repaired, probably because the high current flow across its terminals damaged the internal regulator circuitry.

### Lessons Learned

The lesson here is that when installing an "upgraded" alternator into a car, it is necessary to check its compatibility not just with the fit on the engine and with the plug, but also with the wiring harness design. Had the charging wire been run directly to the battery, this 2-wire alternator would have been compatible with the TR7. As it was, the alternator had been in service for years before this failure, probably because the starter worked well enough, and the engine started quickly enough, that the sense wire didn't overheat. TR7 owners may want to check their cars to see if their sense and charging wires are connected this way by the alternator and if so, they should consider disconnecting the sense wire and carefully taping it up (it can be easily disconnected at both ends).

This advice can apply to anyone with a car that has a factory alternator, where the alternator is not known to be original. The first step is to examine your car's wiring diagram to determine if it shows a 3-wire alternator with a sense wire (if it shows an external regulator that is a different can of worms). If it does, then check if it shows the charging wire being routed to the starter, or anywhere other than the battery terminal. If that is the case, you then need to determine if the alternator is a 2-wire design configured to be compatible with a 3-wire plug. This can be done by examining the back of the alternator and looking to see if the terminals used by the sense and charging wires are bonded together.

You may wonder about the consequence of the 2-wire alternator in Ernie's TR7 no longer using the sense wire that Triumph had designed for the car. The regulator in a 2-wire alternator simply doesn't use a sense circuit. It is configured to maintain voltage in the 13.8 to 14.2 volt range with the assumption it will be sufficient. If the wiring between the alternator and battery is in good shape,

this assumption should be true. If the wiring is not in good shape, a 13.8 volt output at the alternator might register as only 13.3 volts at the battery, which may result in slow charging and inadequate power to the rest of the car. This can be tested by measuring the voltage difference between the back of the alternator and the battery positive terminal, or the starter solenoid and the battery positive terminal. If this voltage difference is 0.5 volts or less, and the absolute voltage at the battery is 13.8 volts or more, the charging system should work. ■

## COMING NEXT MONTH!



## Passion. Purpose. Progress.



### A 33-YEAR RESTORATION UPDATE *1963 Austin-Healey 3000 BJ7*

**Mike Ferguson**

*Photos courtesy of Mike Ferguson*







## Official PEDC Regalia for 2022 ~ Price List



### CLUB APPAREL

#### Men's

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

#### Women's

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

### OTHER CLUB ITEMS

OTHER CLUB ITEMS	PRICE
Tool bag, black	\$24.95
Grill badge	\$25.00
PEDC logo patch	\$6.00
Marque patch	\$5.00
Lapel/hat pin	\$4.00
Windshield sticker	\$2.00

**Show your club spirit!** To order the items listed here, contact Regalia Manager Sookie McLean, [corina458@comcast.net](mailto:corina458@comcast.net), (609) 276-1842. All items are supplied to us through Fourth Gear, Ltd. *Shown above are current prices.*



**LEFT:** Kathy Ford and Carol Koszttyo get ready for the driving season in our popular short-sleeve golf shirts. **ABOVE, FROM LEFT:** Gary Watson, Steve Mundt, and Rick Stoeber show their club spirit in our PEDC regalia.

## Minutes of the February 2, 2022 General Meeting

**NOTE:** Our February 2022 monthly meeting at Woody's was canceled due to the ongoing COVID-19 viral pandemic, so there are no meeting minutes to report. We look forward to holding our March meeting at Woody's, so stay tuned. We are sorry for the inconvenience, but your health and safety are our first priority!

# 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.

## MARCH

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

**15, Tuesday, PEDC** St. Patrick's Day dinner \$40 pp (includes tax & tip) prix-fixe dinner. PJ Sweeney's, Brick, NJ 08723, <http://pjsweeneys.com/>. Gary & Pat Watson, hosts. See also page 5.

## APRIL

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

## MAY

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

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

**7, Sunday**, Britfest 2022, MG Car Club Central Jersey Centre, 29th Annual Gathering of classic British Motorcars, Horseshoe Lake Park, Succasunna, NJ. New Jersey's largest show for British cars, British motorcycles, and vehicles manufactured in England. This year's Featured Class will celebrate the 60th anniversary of the MGB. Judging is by popular vote. Trophies awarded in more than 20 classes. Click here to register: <https://my.cheddarup.com/c/britfest>.

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

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

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

**21, Saturday, PEDC** spring drive through the NJ Pine Barrens. Pete & Mickey Dow, hosts.

**22, Sunday**, Cars & Crumpets, Dunkin Donuts, Morris Plains, NJ, 9 AM – 12 PM. See page 15 and [www.njbcc.org](http://www.njbcc.org) for details.

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

## JUNE

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

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

*Continued on page 13 – Events Calendar*



# 2022 PEDC Calendar of Events (Continued)

**PEDC-sponsored events are in bold red.** Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (1) our own **PEDC** events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

## JUNE (CONTINUED)

**4, Saturday**, Cars & Motorcycles of England at Hope Lodge, Fort Washington, PA, an all-British-marque judged motorcar and motorcycle concours *and* a nationally sanctioned Jaguar concours d'elegance. Hosted by Delaware Valley Triumphs Ltd. (DVT) and the Delaware Valley Jaguar Club (DVJC). Field opens 8:30 AM. Judging begins at 10 AM. Cars must pre-register by May 28th. Registration fee for cars is \$20; for motorcycles, \$10. Click here for more information and to register: [www.dvtr.org](http://www.dvtr.org). To register for the Jaguar concours, click here: <https://delvaljaguarclub.com/>. Onsite parking is available. Food and beverages available all day.

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

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

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

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

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

## JULY

**3, Sunday**, [announcement via the NJ Triumph Association (NJTA)], Redcoats & Rebels Classic Car Show, Washington Crossing Historic Park, 1112 River Road, Washington Crossing, PA 18977. British and German cars vs. American and French cars. For more information, click here: [www.washingtoncrossingpark.org](http://www.washingtoncrossingpark.org). (**Note:** The website is not up-to-date for 2022.)

**6, Wednesday**, **PEDC** monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodyroadside.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://jakescreemeeefreeze.com/>. Serving great ice cream since 1991. Mort Resnicoff & Fredda Fine, hosts.

**16, Saturday**, **PEDC** Upper Freehold Scenic Byway drive, in and around Allentown, NJ. Watch for details. Ken & Carol Kyle, hosts.

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

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

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

# 2022 PEDC Calendar of Events (Continued)

**PEDC-sponsored events are in bold red.** Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (1) our own **PEDC** events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

## AUGUST

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

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

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

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

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

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

## SEPTEMBER

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

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

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

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

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

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

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

**17, Saturday, PEDC**, our 25th Annual British Car Day, known since 2009 as "Brits on the Beach," Main Avenue, Ocean Grove, NJ. Our big event of the year! Contact Show Chairman Bob Canfield, [joisuzu@optonline.net](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.

**18-23**, "Enclave 2022," Austin-Healey 70th Anniversary Celebration of the 1952 Earls Court Motor Show, Poconos, PA. Click here for more information: [www.enclave2022.org](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. (Last year's run was a hoot!)



# 2022 PEDC Calendar of Events (Concluded)

**PEDC-sponsored events are in bold red.** Since many NJ towns and organizations host cruise-ins and car shows in conjunction with their festivals, community days, and fundraisers, it's impossible to list them all here, so we have included (1) our own **PEDC** events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member associated with the event, and (4) select events where British cars are expected to feature prominently. Be sure to check this calendar often, as events are subject to change.

## OCTOBER

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

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

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

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

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

**29, Saturday, PEDC** 4th Annual Halloween Costume Party. 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!

## Coming Soon: Cars & Crumpets

WHEN: Sunday, 22 May 2022\*

WHERE: Dunkin' Donuts  
246 Littleton Road  
Morris Plains, NJ.

TIME: 9 AM to 12 noon

*\*Also these dates: June 12th & 26th,  
July 17th & 31st, August 14th & 28th,  
September 11th & 25th, and October 9th & 23rd*

*A British-cars-only cars & coffee  
gathering. It's our 5th year!*



FOR MORE INFORMATION, VISIT [WWW.NJBCC.ORG](http://WWW.NJBCC.ORG).

## 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: Assorted Jaguar E-type Items

Lots of great parts for mid-sixties XKE, including two chrome wire wheels, Aux cooling tank, fuel pump, gauges, ignition parts, tool kit, bonnet and body seals, and water pump. For sale as a package, \$500. Call for a detailed list, 732-306-1845, Chuck Laing.



## For Sale: GT6 Parts

Parts car with extra bumpers. Engine, rear, and transmission. Extra body parts. Too much to list. For sale as a package, \$500. Call for appointment to see in Toms River, NJ, 732-306-1845, Chuck Laing.

## In Memoriam: Clifford M. "Cliff" Besett

Long-time friend of the PEDC, and Vice President of the New Jersey Triumph Association (NJTA), Cliff Besett, passed away 27 January 2022. He was 71. Here are some photos of Cliff and his 1974 Triumph TR6, which won first in the TR6 Class at Brits on the Beach every year from 2013 to 2020, taking 3rd in 2021. RIP, friend. You will be missed.





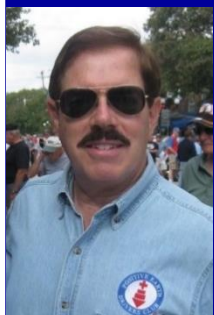
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**Instagram Mgr**  
Erika Larsen



**Newsletter Editor**  
Carol Kyle



**Regalia Manager**  
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**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](mailto:joisuzu@optonline.net).



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# Minutes of the PEDC Board Meeting February 11, 2021

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

## BOARD MEMBERS PRESENT

Ken Kyle, Woody Smith, Dean LaVergne, Allan Wismuller, Mike Browne, Bob Canfield, Steve Mundt, John Quelch, and Mark Wintjen

Also present (for the discussion of the Instagram proposal only): Erika Larsen

President Ken Kyle called the Zoom meeting to order at 5:33 PM.

## AGENDA ITEMS

**Discussion of Instagram Proposal** – President Ken introduced PEDC member Erika Larsen, a visual arts student at Ramapo College and a Triumph Spitfire aficionado, who has offered to create and manage an Instagram account for the club. All agreed that to reach a younger audience and build a future for our beloved LBCs, establishing an Instagram account would be a good move. A brief discussion followed. A motion to appoint Erika as the club's first Instagram manager was made, seconded, and unanimously approved.

**Bylaws Paragraph 9.5 Interpretation, Policy on the Use of Club Funds** – President Ken opened a discussion concerning the appropriate use of PEDC treasury funds in support of club activities and presented a draft policy intended to serve as guidance for the Executive Committee in this area. Treasurer Dean LaVergne discussed the types of spending allowed and prohibited under the IRS rules pertaining to the nonprofit status of social clubs like the PEDC. Board member Steve Mundt recommended a small change to the draft policy that was accepted. A motion to approve the modified policy was made, seconded, and carried by a vote of eight to one.

**Cash Flow Reports** – Treasurer Dean presented cash flow reports for the last quarter of 2021 as well as for the entire calendar year ending December 31, 2021. Outflows exceeded inflows by about \$1000 over the course of the year, but the end-of-year treasury balance remains over \$5000 and the bulk of membership renewal dues is yet to be received. A motion to accept the cash flow reports was made, seconded, and carried unanimously.

The meeting was adjourned at 5:51 PM. ■

## CASH FLOW – LAST QUARTER 10/01/21 through 12/31/21

Category	10/1/2021- 12/31/2021
<b>STARTING BALANCE 10/01/2021</b>	<b>7,511.25</b>
<b>INFLOWS</b>	
BOTB Income 2021	25.00
Regalia	82.00
<b>TOTAL BOTB Income 2021</b>	<b>107.00</b>
BOTB Income 2022	
Sponsor	100.00
<b>TOTAL BOTB Income 2022</b>	<b>100.00</b>
Dues	
Dues 2021	90.00
<b>TOTAL Dues</b>	<b>90.00</b>
Holiday Party Income	2,770.00
<b>TOTAL INFLOWS</b>	<b>3,067.00</b>
<b>OUTFLOWS</b>	
Awards	316.04
BOTB Expenses	
BOTB Expenses 2021	205.75
<b>TOTAL BOTB Expenses</b>	<b>205.75</b>
Corporate Annual Report	33.00
Holiday party	3,969.46
Office Supplies	73.86
Po Box 2022	176.00
Regalia Expense	544.00
Sunshine expense	175.81
<b>TOTAL OUTFLOWS</b>	<b>5,493.92</b>
<b>NET CHANGE</b>	<b>-2,426.92</b>
<b>END-OF-YEAR BALANCE</b>	<b>5,084.33</b>

**Note:** For a cash flow report for the year 2021, see page 20.



PEDC Instagram Manager Erika Larsen's lovely 1980 Triumph Spitfire, *above* and *below*. Photos courtesy of Erika Larsen.



### CASH FLOW – LAST YEAR 01/01/21 through 12/31/21

Category	1/1/2021- 12/31/2021
<b>STARTING BALANCE 01/01/2021</b>	<b>6,087.62</b>
<b>INFLOWS</b>	
BOTB Income 2021	3,528.20
Regalia	1,609.00
Sponsor	1,659.99
<b>TOTAL BOTB Income 2021</b>	<b>6,797.19</b>
BOTB Income 2022	
Sponsor	100.00
<b>TOTAL BOTB Income 2022</b>	<b>100.00</b>
Dues	
Dues 2021	2,540.00
<b>TOTAL Dues</b>	<b>2,540.00</b>
Father's day Income	730.00
Holiday Party Income	2,770.00
Misc Income	200.00
Regalia Income	520.00
Web Site Award	300.00
<b>TOTAL INFLOWS</b>	<b>13,957.19</b>
<b>OUTFLOWS</b>	
Uncategorized	42.19
Awards	316.04
BOTB Expenses	
BOTB Expenses 2021	3,645.31
Regalia	1,557.30
<b>TOTAL BOTB Expenses 2021</b>	<b>5,202.61</b>
<b>TOTAL BOTB Expenses</b>	<b>5,202.61</b>
Corporate Annual Report	33.00
Father's day	2,291.58
Holiday party	3,969.46
Insurance	300.00
Misc.	200.00
Sunshine expense	622.59
Web Site Expense	248.40
<b>TOTAL OUTFLOWS</b>	<b>14,960.48</b>
<b>NET CHANGE</b>	<b>-1,003.29</b>
<b>END-OF-YEAR BALANCE</b>	<b>5,084.33</b>





Charlie & Lynn Jackson at our 2017 PEDC Father's Day show in their lovely 1951 MGTD, *above* and *right*.

