



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

Important Dates to Remember

- **April 5:** Monthly meeting at Woody's, Farmingdale, NJ.
- **April 15:** PEDC bus trip to the 2023 New York International Auto Show. Watch for details.
- **May 5-7:** PEDC weekend trip to Lewes, DE to attend "The British Are Coming . . . Again!" car show.

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Zig Panek's showstopper, **below**, a 1948 Jaguar Mk IV, at Brits on the Beach 2015



Get Your Green On

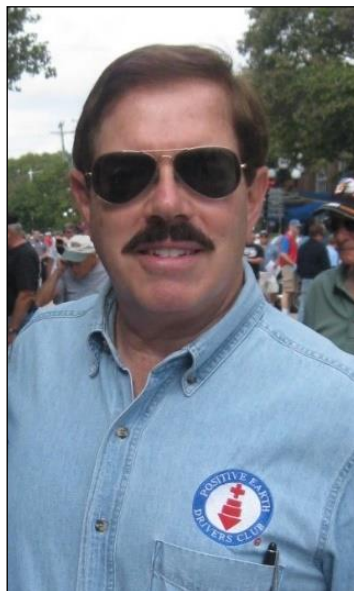
PAT WIGNALL



IT FELT LIKE A NIGHT IN Dublin with 24 PEDCers enjoying the camaraderie and car talk in our favorite Irish pub, St. Stephen's Green Publick House, in Spring Lake Heights, NJ. Everyone looked beautiful in shades of green, and we were cozy and happy settled in by the fire. Green prizes galore, lots of laughs, and our first 2023 Brits on the Beach door-prize donation from SSG made for a great night. Thanks, Gary Watson, for the Irish blessing!

FROM THE TOP: PEDC revelers Pat Wignall, Rich & Donna Huy, and Charlie Schirm & Susan Kelley. Tom & Laura Comer and Gary & Pat Watson. Rodney & Kathy Ford and Jack Kelly.





KEN KYLE, PRESIDENT

Last Stand of the Traditional British Sports Car

Back in March of 2021, in this column, I declared the Big Healey to be the King of the LBCs. I still stand by that pronouncement, but there is another car, a pretender to the throne if you will, that deserves recognition for providing nearly as much of the traditional LBC experience as the Healey, and at a much lower price point. That car is the Triumph TR6.

Who Will Fill the Gap?

With Austin-Healey 3000 production ending in 1967, British Motor Holdings, the company created when the British Motor Corporation (BMC) took over Jaguar and Pressed Steel Company (a body maker) in 1966, was about to find itself without a top-

level, small sports car to fill the gap between the MGB and the Jaguar E-type. To prevent this, they decided to drop a redesigned version

of the Healey's C-Series straight six into the MGB and call it the MGC. "Drop" is probably too simple a term for this because the much larger and heavier engine required changes to the MGB's unitized body structure as well as a new front suspension, a slower steering rack, and an odd-looking bulge and blister in the hood to accommodate the repositioned radiator and the forward carburetor of the taller engine. Still, it was much cheaper than coming up with an all-new car, something BMH simply couldn't afford to do. Unfortunately,

even the new torsion-bar front suspension couldn't compensate for an additional 200 pounds of weight over the front wheels, and the handling of the new car was roundly criticized in the motoring press. It was in production for less than two years, with only 8997 units sold.

Meanwhile, over at Triumph, MG's biggest rival, efforts were also underway to move into the six-cylinder sports roadster market. The plan was to use their 2.5-liter sedan engine equipped with Lucas fuel injection in a redesigned TR4A body and chassis. Since the late 1950s, Italian designer Giovanni Michelotti had been responsible for all Standard and Triumph body designs, but he was otherwise engaged when Triumph sought his help with the new car. So they turned to

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Continued from page 2 – TR6

Karmann, a German manufacturer best known for building the bodies for the VW Karmann Ghia. While Karmann was working on the redesign, Triumph decided to go ahead and install the fuel-injected six in the TR4A body for the 1968 model year, naming the resulting car the TR5. The TR5 boasted an eye-opening 150 bhp and was capable of reaching 60 mph in just over eight seconds, much quicker than the MGC, or any standard production Healey for that matter. Strangely enough, since all cars were eventually forced to abandon carburetors in favor of fuel injection to meet ever-tightening emissions requirements, the Lucas fuel injection could not meet U.S. standards in 1968, so we got Stromberg carburetors instead on an otherwise identical car called the TR250, which reduced power output to 104 bhp. Perhaps it's just as well, as seeing the words "Lucas" and "fuel injection" in the same sentence does not inspire confidence and, indeed, the TR5's fuel injection was known to be troublesome.

Perhaps the most significant event of 1968 for LBCs was the government-forced merger of Leyland Motors, Triumph's parent company, with BMH to form British Leyland (BL). Even BL's befuddled management could see that there was room for only one small, six-cylinder roadster between the MGB and the E-type in the new company's lineup, and that car had to be the upcoming TR6.

Enter the TR6

In 1969 the new bodywork was ready for production. By re-styling both ends of the car while retaining the doors, windshield, and body tub of the TR4A/TR5/TR250, Karmann had given the car a completely new look. Whereas the styling of the TR4 had harkened back to the 1950s with its finlike rear fenders, soft curves, and hooded headlights, the TR6 looked forward to the 1970s with its big taillights, sharp-edged decklid, and headlights pushed out to the ends of the grille, making the car appear much wider than it really was. All in all

it was a much more masculine-looking car, blunt on both ends yet very handsome at the same time. Underneath, the old chassis and engine were carried forward, still with carbs for us and fuel injection for the rest of the world, although BL gave up on giving the U.S. version a different name and simply badged all of them as TR6s. The first four years of the fuel-injected cars continued to use the 150-bhp engine from the TR5, but the milder cam of the carbureted car was installed in the fuel-injected cars from 1973 on to improve drivability, lowering output to 124 bhp. Meanwhile, the carbureted cars started out at 104 bhp and 143 lb-ft of torque in 1969, gradually declining to 101 bhp and 128 lb-ft by 1975. The TR6 was well-received both here and abroad, and nearly 92,000 of them were sold during eight years of production.

Facing a Changing Market

As the 1970s wore on, the sports car market would change radically. The sons and daughters of the generation that embraced MG TDs and Triumph TR3s wanted more comfort and sophistication than the descendants of those cars could provide. Moreover, the fear that the U.S. government would outlaw new convertibles was driving manufacturers to focus on closed cars. Fiat and Alfa Romeo had already been offering mass-produced, small sports cars with overhead cam engines, five-speed transmissions, and four-wheel disc brakes since the mid-1960s, and then Datsun stunned enthusiasts in 1970 with its game-changing 240Z coupe. That same year, Porsche introduced its mid-engined, targa-topped 914 to the affordable sports car market, followed by its 924 coupe in 1976. In its last year of production, fewer than 7,800 TR6s were sold.

TR6 vs. The Big Healeys

What is it about the TR6 that makes it a rival for the Big Healey? In comparing their dimensions and performance, a 1967 Austin-Healey 3000 Mk. III is about 158 inches long with a 92-inch wheelbase. It rolls on 15-inch tires and weighs about 2,600

pounds despite the use of aluminum for about half of its external sheet metal. Its 3.0-liter straight six produces 148 bhp, and multiple sources quote a 0-60 mph time of 9.8 seconds. A 1969 U.S. model TR6 is 156 inches long with an 88-inch wheelbase. It also has 15-inch tires but weighs roughly 2,400 pounds even though it uses all-steel body panels. Its 0-60 time in contemporary tests was measured at 9.8 seconds (*Car and Driver*, February 1969) and 10.7 seconds (*Road & Track*, February 1969). Thus, we have two traditional British roadsters of similar size, performance, and layout. They were even in the same price range when new, around \$3,600 for the Healey and the same for a TR6 with optional wire wheels and overdrive. The Healey offers 2+2 seating, whereas the TR6 offers independent rear suspension. Both offer that raucous, hairy-chested driving experience you can get only from cars like this.

So, Which Is More Desirable?

The Healey has the upper hand visually with its sex-on-wheels styling, although the TR6 is certainly a handsome brute in its own way. And there's no denying the Healey has the gutsier engine, even if there's not much difference in everyday performance between the two cars. Then there's the voice of the market to consider. The *Hagerty Price Guide* lists the average price for a Condition 1 (concours) Austin-Healey 3000 Mk. III at \$119K; the TR6 is far behind at \$54K. It's a similar story for Condition 3 (good driver-quality), with the Healey at \$45K and the TR6 at about \$17K. Clearly then, the Big Healey is, and will remain, the King of the LBCs. But for my money, I'll take a TR6. ■

My 1974 Sapphire Blue, 2017, *below*.





BOB HOERNLEIN
1975



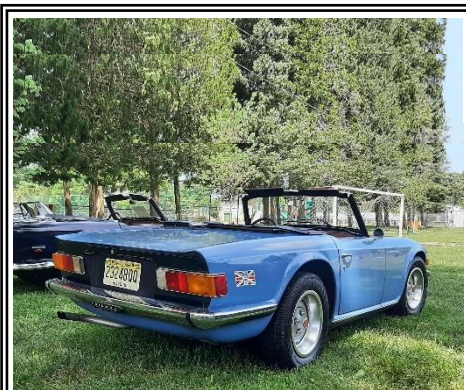
PETE DOW
1974

The Triumph TR6 ... PEDC Style

PHOTOS BY KEN & CAROL KYLE



ERNIE CAPONEGRO
1975



JOHN QUELCH
1975



TOM MATULEWICZ
1973



BILL GEISSEL
1975



CHRIS RORKE
1969



Minutes of the General Meeting, 1 March 2023

SUBMITTED BY CAROL KYLE FOR SECRETARY ALLAN WYSMULLER ♣

PRESIDENT KEN KYLE BEGAN

the meeting at 7:30 PM. In attendance were 44 members, including one new member, Kevin McCormick, who's in the market for a Triumph TR6 or Spitfire, or both, in running condition. A motion to accept the minutes of the 1 February 2023 meeting (posted in the March 2023 newsletter) was made, seconded, and carried.

Our show chairman, webmaster, regalia manager, sunshine manager, and Instagram manager were not present so there are no reports from them.

Treasurer's Report

Treasurer Dean LaVergne stated that there are now 212 memberships. With spouses/partners, the number is 383 total members. As of 1 March 2023, there are still 50 non-renewals, a 20% decline since 2022. Treasurer Dean also reported that the club balance is \$6,556.73. A motion to accept the treasurer's report was made, seconded, and carried.

[Note: As of 26 March, there are 224 memberships, a 15% decline from 2022. ~Ed.]

Special Topics – Dues Overdue

Ken reminded members who haven't paid their 2023 membership dues to see Treasurer Dean before leaving the meeting; otherwise, they'll be removed from our membership list and won't receive further newsletters or email blasts. We're sorry to see you go!

Old Business

Drive to the Simeone Museum

Ken noted that Pete Dow led a drive to Philadelphia, PA to the Simeone Foundation Automotive Museum on February 11th to see their special exhibit celebrating 100 Years of the MG. Participating were 23 members, mostly in daily drivers, and lunch followed at the Iron Hill Brewery & Restaurant in Maple Shade, NJ. Ken gave Pete the floor, and Pete talked briefly about the drive.

Canceled/Postponed Events

Ken stated that three events have been canceled: the ice cream run to Jake's,

the drive to Pic-A-Lilly Inn, and the drive to Motorsports Park. He noted that one event has been rescheduled: the dinner-theater outing on October 1st has moved to September 12th. He also noted that a second dinner-theater outing has been added on December 14th. Ken reminded members to check the newsletter calendar often, as events can change.

Awards

Ken gave Pete Dow an etched beer glass to thank him for hosting the drive to the Simeone Museum last month.

New Business

Upcoming Events

Ken noted that Pat & Ken Wignall will be hosting a **PEDC Irish Night** dinner at St. Stephen's Green Publick House in Spring Lake Heights, NJ on March 15th. Anyone interested in attending should contact Pat directly by March 13th. See the email blast that went out February 26th. Pat noted that SSG has, once again, donated a gift certificate to the PEDC as a 2023 Brits on the Beach door prize.

Continued on page 6 – March Minutes

ABOVE: Ken & Carol Kyle, *left*, and Tom & Alice Albertalli, *right*, having fun at St. Stephen's Green Publick House, Spring Lake Heights, NJ during our 2018 PEDC Irish Night.

Continued from page 5 – March Minutes

Ken noted that he and Carol will be hosting the **Weekend Drive to Lewes, DE** this year, 5-7 May 2023, to attend the British Car Club of Delaware's (BCCD) "The British Are Coming . . . Again!" car show. The show field is already filled, and hotel rooms are going fast. Anyone interested in participating in this car-show weekend should let Ken & Carol know by March 15th, kenkyle4@comcast.net.

Ken noted that Vice President Woody Smith will be the POC for the annual **Farmingdale, NJ Memorial Day Parade** on Monday, 29 May 2023.

The PEDC has been invited to participate again this year with our British cars. Tom & Laura Comer are hosting a BBQ afterward for PEDC parade participants and spectators.

Gary & Pat Watson are organizing a bus trip to the **New York International Auto Show** on Sunday, April 16th. The plan is to catch the bus in Freehold, NJ. Watch for details.

Adjournment

Ken adjourned the meeting at 8:01 PM, reminding members that the next monthly meeting is April 5th. ■

Register Now!

Saturday, 23 September 2023
10 AM – 4 PM

"Brits on the Beach"
our 26th year

Main Avenue, Ocean Grove, NJ

Click here to register:
<https://pedc.org/botb/>

Scenes from BOTB 2019, below.

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. Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadside Tavern, 105 Academy Street, Farmingdale, NJ 07727. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. You don't need a British car to belong to our club, just a love of British cars.

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





British Loyalty

The photo **above** was taken just before the 2022 Brits on the Beach show. It's a 1955 MGTF 1500, the last of the T-style MGs.

The motorcycle photo, **right**, was taken in 1970. Mickey and I rode this Triumph Daytona 500 from Bernardsville, NJ to Seaside Park, NJ, where the photo was taken. The following summer we rode to New Hampshire with camping gear strapped on the luggage rack.

We stayed in a tent in the woods with no facilities. My ex-roommate and his wife accompanied us on his 650 BSA.

Times have changed.

~ Pete Dow

[Pete and Mickey still own the TF and the 1970 Triumph motorcycle as well as a 1974 TR6 and a 1960 MGA 1600 that's being restored. ~Ed.]



Photos this page courtesy of Pete & Mickey Dow.



A Historical Look at MG – Part II

PETE DOW

PEDC drive to the Simeone Foundation Automotive Museum in Philadelphia, PA to see their "100 Years of MG" Display

LAST MONTH WE LEARNED that MG had the T-style sports car in production from 1936 to 1955. The MG TA, TB, TC, TD, and TF Midget models had become the most successful models in MG history, thanks in part to export models shipped to North and South America, Australia, and New Zealand. (Film Noir fans may remember a famous car chase in the 1946 movie *Gilda*, starring Rita Hayworth and Glenn Ford, where Glenn Ford, driving an MG TC, pursues a former Nazi war criminal in Buenos Aires, Argentina.) We also found that MG needed to update their pre-war styling and had developed the code-named EX 175 prototype in 1952 as a replacement for the MG TD. But British Motor Corporation (BMC) management would not allow the car to be introduced at the same time they were rolling out the Austin-Healey 100-4. In an effort to upgrade the TD, MG

engineering hastily designed the 1954 MG TF and 1955 MG TF 1500, delaying introduction of the MGA until 1956.

The MGA

Delayed by BMC management, the first MGAs hit the showrooms for the 1956 model year. The sleek, modern sports car was powered by a 68 bhp OHV 1489cc engine mated to a four-speed transmission. By the time the 1957 model was built (see above, right), horsepower had been boosted to 72. One can see the similarities to the Austin-Healey 100-4, although the BN1 was faster at 90 bhp and had a 3-speed gearbox with overdrive on 2nd and top gears. MG Cars Ltd. entered three EX 182 prototypes in the 1955 24 Hours of Le Mans race. (The EX 182 was the prototype for the MGA.)



TOP: Lineup of MGBs and MGAs at Brits on the Beach 2017. *Photo by Carol Kyle.* **ABOVE:** 1957 MGA 1500 from the Simeone "100 Years of MG" show. *Photo by Pete Dow.*

Sixty cars started the race, and only 19 finished. Two factory MGs finished 12th and 17th overall, and the third factory car crashed out at 6 hours. Mike Hawthorn and Ivor Bueb finished 1st overall in a D-type Jaguar. BMC sponsored three MGAs in the 1956 12 Hours of Sebring race. All three factory cars finished the endurance race in 19th, 20th, and 22nd overall. The first two cars were 4th and 5th in class behind the Porsches.

Built for the 1959 Sebring endurance race, this twin cam coupe (see page 9) is the only survivor of four factory entrants. MG boss John Thornley witnessed this car finishing second in class, again behind Porsche. MG's twin cam limited-production sports car was built from 1958 to the early part of 1960 and was offered in both roadster and coupe versions.

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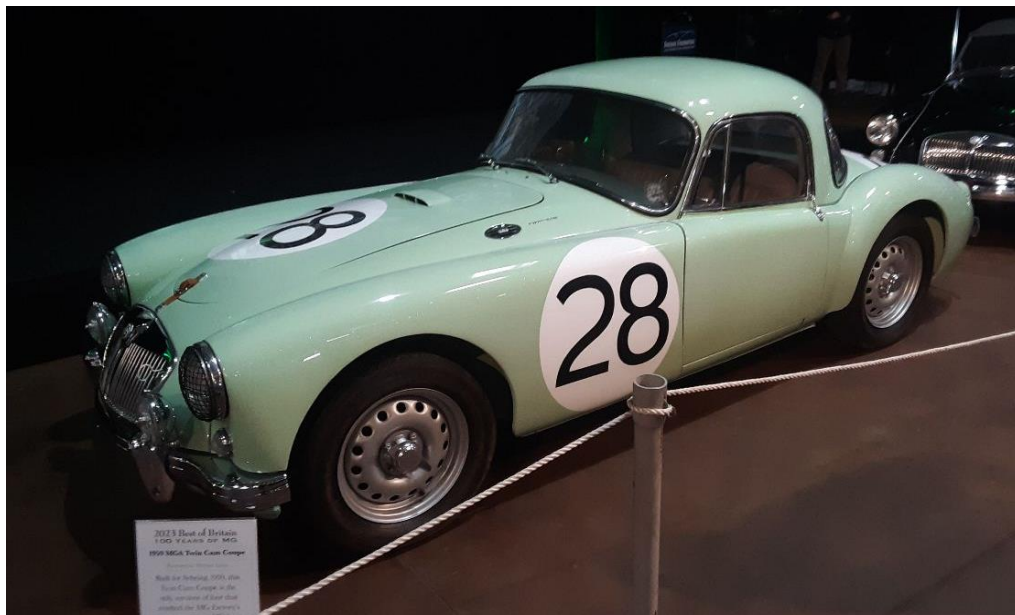
In addition to the 1588cc twin-cam engine, it had four-wheel disc brakes and Dunlop steel knock-off wheels. The engine had domed pistons, giving it a high 9.9:1 compression ratio; later engines had their compression lowered to 8.3. Supplied with a pair of 1¾-inch SU carbs, this engine produced 108 hp at 6,700 rpm. Top speed was around 113 mph, and it took about 9.1 seconds to reach 60 mph from a dead stop. These were respectable performance figures in 1958, especially from a sports car that the average working person could buy.

This car was very popular with pro and amateur high-performance sports car racers of the day. Due to reliability issues with its twin-cam engine, mainly related to its high compression, only 2,111 were built over its 2½-year production run. This is the primary reason that MGA twin cams have become so collectible; there simply aren't that many around.

The first MGA coupes were built in late 1956. With a richer interior, roll-up windows, and a more slippery shape, they were the first production MGs to top 100 mph. This unrestored 1960 1600 model (see right) has only 47,000 miles and is one of 9,564 coupes built.

In May 1959 the MGA roadster and coupe cars received an updated ohv engine, at 1588cc producing 79.5 bhp. At the front, disc brakes were fitted, but drums remained in the rear. In less than three years 31,501 were produced. Externally the car is very similar to the 1500, differences including amber front-turn indicators and white parking lamps, separate stop/tail and turn lamps in the rear, and 1600 badging on the boot and the cowl.

When twin cam production ended, MG still had several hundred leftover chassis with Dunlop disc brakes and knock-off steel wheels. Fitted with 1588cc or, later, Mk II 1622 units, the Deluxe was born.



ABOVE: 1959 MGA Twin Cam Coupe from the Simeone "100 Years of MG" show. Photo by Ken Kyle.
BELOW: 1960 MGA 1600 Coupe from the Simeone website, "100 Years of MG."



The MG Competition Department built three Deluxe Coupes for the 1962 12 Hours of Sebring. With Mk II blocks displacing 1588cc (instead of 1622cc) to run in class GT1600, Jack Sears and Andrew Hedges drove car 52 (see right) to fourth in class. This car has also had years of vintage racing. All three factory cars finished the 1962 race in 4th, 5th, and 6th in class.

BELOW: 1962 MGA Mk II Deluxe Coupe from the Simeone "100 Years of MG" show. Photo by Ken Kyle.



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The MGB

The MGB two-door sports car was manufactured from 1962 until 1980 by BMC, later by British Leyland, as a four-cylinder, soft-top sports car. An all-new unibody – and roll-up windows – resulted in a more modern MG. The 1798cc engine was derived from the MGA unit, as were the transmission and suspension. Registering only 14,000 miles, this early B (see above) retains its original interior and wears one older repaint. Although most of the production run were 2-seat roadsters with 14-inch wheels, variants included the MGB GT three-door 2+2 coupe (1965–1980), the 6-cylinder sports car and coupe MGC (1967–69), and the 8-cylinder 2+2 coupe, the MGB GT V8 (1973–76). Sales for the MGB, MGC, and MGB GT V8 combined totaled 523,836 cars.

Development of the MGB started in the late sixties with the Abingdon codename “MG EX 205” prototype. In 1962 it had a modern structural design, using steel sheet-metal-unit structure, instead of the traditional body-on-frame construction used on both the MGA and MG T-types. All MGBs (except the MGC and MGB GT V8) used an enlarged version of the 4-cylinder engine used in the MGA, with displacement increased from 1,622 to 1,798cc. The cars used a three-main-bearing crankshaft, until October 1964, when a five-bearing crankshaft design was introduced. Horsepower was rated at 95 net bhp on both five-main-bearing and earlier three-bearing cars with peak power at 5,400 rpm. Power was reduced in U.S. specification cars in 1968 with the introduction of



LEFT: 1964 MGB from the Simeone “100 Years of MG” show. Photo by Pete Dow.

emission standards and the use of smog pumps. All MGBs from 1962 to 1974 used twin 1.5-inch SU carburetors. U.S. spec cars from 1975 used a 1.75-inch Stromberg. In 1975 ride height was increased by an inch, and distinctive rubber bumpers were fitted to meet U.S. bumper standards. All MGBs from 1962 to 1967 used a four-speed manual gearbox with a non-synchromesh first gear. Optional overdrive was available. This gearbox was based on the MGA with minor upgrades for additional power of the larger MGB engine. In 1968 the early gearbox was replaced by a full synchromesh unit based on the MGC gearbox.

This MG works entry for the 1966 Sebring race (see below) is the only factory Sebring MGB remaining in the U.S.

The car won its class, finally besting a Porsche 911! It represents a very complete example, having retained almost all of its special factory modifications.

In 1964, MG sent a 1963 MGB roadster to Pininfarina in Italy, where they designed the new MGB fastback coupe that was launched in October 1965. This 1966 model

(see below) is finished in the GT-only color of Sandy Beige and is one of the earliest production MGB GTs. MG General Manager John Thornley called this car the “poor man’s E-type.”

Continued on page 11 – MG



ABOVE: 1966 MGB GT from the Simeone “100 Years of MG” show. Photo by Pete Dow. **BELOW:** 1966 MGB Factory Competition Car from the Simeone website, “100 Years of MG.”



Continued from page 10 – MG

The MGC

The MGC and MGC GT (see right, top) were new for 1968. Looking like an MGB with a bulkier hood and 15-inch wheels, it featured a 145 bhp, three-liter straight-six, and torsion bar front suspension. MG built 4,457 GTs and 4,542 roadsters, both of which could hit 120 mph.

Inspired by tuner Ken Costello, MG debuted its own V8 model in mid-1973. The MGB GT V8 (see right, middle) was distinguished by styled wheels, ride height, badging, and performance: 0-60 in 8.6 seconds and 124 mph top speed. Never officially exported, 2,591 were built between 1973 and 1976.

The MG Midget

The Midget (see right, below) was a small two-seater sports car produced by MG from 1961 to 1979. It revived a name that had been used on earlier models such as the MG M-type, MG D-type, MG J-type, and MG T-type. Every MG Midget owes its existence – and monocoque – to the 1958 Austin-Healey Sprite. The Mk II Sprite arrived in 1961, as did the nearly identical Midget Mk I. As years passed, trim changed, roll-up windows arrived, and engines grew, but this 1974 still shows its roots. The original Sprite had been introduced to fill the gap in the market left by the end of MG T-type Midget production. The new Midget differed from the Sprite only in grille design, badging, improved interior trim, better instruments, and added external polished trim.

Mechanically the car was identical to its Austin-Healey counterpart, retaining the rear suspension using quarter-elliptic leaf springs and trailing arms. The engine was 948cc with twin SU carburetors producing 46 hp at 5500 rpm. Brakes were 7-inch drums all around. A hard top, heater, radio, and luggage rack were available as factory-fitted extras. In October 1962, the engine was increased to 1098cc, raising the output to 56 hp at 5500 rpm, and disc brakes replaced the drums at the front.



TOP: 1969 MGC GT from the Simeone "100 Years of MG" show. *Photo by Ken Kyle.* **ABOVE:** 1974 MGB GT from the Simeone website, "100 Years of MG." **BELOW:** 1974 MG Midget from the Simeone website, "100 Years of MG."



Continued from page 11 – MG

To meet U.S. regulations, in 1975 the MG Midget received rubber bumpers, the stronger square-wheel arch body, and increased ride height, as well as a Triumph Spitfire 1500cc engine and Austin Marina four-speed transmission. Production ended in December 1979, by which time MG had built 73,899 Midget 1500s.

The MGF

Launched in the fall of 1995, the MGF (see above) was the first all-new MG sports car since the MGB. The 16-valve, four-cylinder engine was mounted amidships and mated to a five-speed gearbox. Production ceased in 2001 after 77,269 units were made. It was never officially imported into the U.S.

The Fate of MG Cars

The marque's final BMC factory racing effort was in the late 1960s. The MG Car Company Ltd. name had ceased to exist by 1972, and the storied operation was not to escape the turmoil in British manufacturing of the 1970s. Its parent company, BMC, merged with Jaguar Cars in September 1966, and that December the new company



LEFT: 1996 MGF from the Simeone "100 Years of MG" show. Photo by Ken Kyle.

was named British Motor Holdings (BMH). BMH merged with the Leyland Motor Corporation in 1968 to form British Leyland Motor Corporation (BLMC), which was renamed British Leyland (BL) in 1975. BL's Specialist Division produced Triumph, Rover, and Jaguar.

MG was grouped with the other BMC marques in the Austin-Morris Division. That division mass-produced family cars and was losing money. MG, with limited resources to develop and upgrade its existing models, became increasingly outdated. The Abingdon works was shut down on 24 October 1980 as part of drastic cut-backs. The marque was relaunched under Rover in 1992, which was then part of BMW, with the MG RV8 and the MGF in 1995.

BMW sold the Group in 2000, and they went into receivership in 2005. Later that year Nanjing Automobile Group purchased the rights to the MG

brand. Sadly, Cecil Kimber's no frills, sometimes primitive, sports/race car, in which the average Joe could pretend he was Sterling Moss, was no longer available. It was the end of an era. ■

BELOW: Marty Berlin's '61 Jaguar XK150 (BIS, BOTB 2016). Alice Ferrant's '58 A-H 100-6 (6x winner since BOTB 2016). Woody Smith's '54 Morgan +4 (5x winner since BOTB 2012). Howie Katz's '65 A-H Sprite (1st in class, BOTB 2022).



Age is not important, unless it's
an aged cheese, a fine wine,
or a classic car.



Click here to visit <http://www.pedc.org>, our award-winning website. PEDC Webmaster Martin Vickery, 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. Contact our PEDC Instagram Manager, Erika Larsen, larsene14@gmail.com, if you have questions or concerns.



WE WANT YOUR STORIES!

- ✓ How'd you get interested in the British car hobby?
- ✓ What's your favorite British marque and why?
- ✓ Have you bought or sold any British cars lately?
- ✓ Got any British car stories to share (good, bad, or otherwise – everyone's got a good story).
- ✓ Got any nostalgic photos of you and your first British ride?
- ✓ Taken your British car for an interesting drive lately?
- ✓ Upgraded or restored your British car? Plan to do so?
- ✓ Got a British car repair or maintenance tip worth sharing?
- ✓ Attended any British car shows in 2023? Win any awards?
- ✓ Got any ideas of how we can attract younger people to the British car hobby?

So, get writing! Ken and I would love to hear from you, and we know our members would too. Send us your stories & a few good photos. Email them to carolkyle4@comcast.net. And don't forget to send us your classified ads for British cars and British car parts & accessories. Ads run for 3 months, **free** to members.

Deadline for newsletter submissions is the 20th of the month.





Rusty “Diamond in the Rough” Winner Loses Its Rust

ERIC SENKOWSKY (WITH TECHNICAL INPUT FROM TOM VASH)



After 46 years of mostly being in storage, the 1966 MGB that I bought in 1977 finally had its horrific sill and front-fender rust and damage expertly repaired. About two years ago I took the car out of storage and then entered it in the “Diamond in the Rough” class at Brits on the Beach 2022. My MGB had only been on the road legally for three days. The car’s rust was on full display, but to my surprise I won the class!

Who else still had salted road rust on their little British car (LBC) from that far back (1966-1977)?

Removing rust from the MGB was a group effort led by PEDCer Tom Vash in his home workshop, with a major contribution by the PEDC Garage Squad. The Squad selflessly helped install a very stubborn new windshield-to-body gasket, windshield bolts, front directional lights, headlights, and front hood stops. They filled the new sill cavities with rust preventative. Oh, and for fun, they aligned the front wheels. The Garage Squad’s only remuneration was my deep thanks and a

lot of Italian sub sandwiches.

As the photos show (*see also* page 15), the rocker panels/sills were in need of extensive repair. On an MGB, these comprise four individual panels that form a double boxed structural member, which keeps the convertible body shell from sagging under its own weight. All four panels had been rusted through in many areas.

Tom’s fabrication metal work was amazing. He carefully cut away all the bad metal, but not good metal and not the factory welds. He then cut-to-fit and positioned the new metal sill parts to the

existing good metal, then clamped them in place with a combination of vise-grips, “C” clamps, and Cleco fasteners, to establish and confirm proper fit, alignment, and gaps between the exterior body panels. Once the fit was established, and the doors were tested to be sure that they could be opened and closed with ease, the new metal was MIG-welded in place. The joints were then seam-sealed to prevent future water intrusion.

Both of the original front fenders were deemed uneconomical to repair, given the previous accident damage and extensive rust present on each of them. I was able to source a pair of used, original “early B” fenders that were much better than the originals, but these still needed some work to be made ready for installation on the car. I stripped away the many coats of old paint and surface rust from the replacement fenders, and I applied a protective coating to prevent the bare metal from rusting. Then Tom installed a patch panel on the lower right-side front fender. Additional fabrications and repairs were completed inside the wheel wells and on both of the rear fender ‘dog-legs,’ a typical rust repair on most MGBs. The rust repairs were now complete!

My next stage is still more body and stripping work on all other blue surfaces, then a prep prior to a finished paint job. I hope to enter the car at Brits on the Beach in September, whether it’s completed or not.

Continued on page 15 – MGB



Continued from page 14 – MGB

Many thanks to Tom Vash [shown above in tan hat] and the Garage Squad members who contributed to this effort. The car is no longer a “Diamond in the Rough.” Who’s going to step up next to be the PEDC 2023 “Diamond in the Rough” winner? ■

Photos on page 14, and photo **right** of the MGB at Brits on the Beach 2022, courtesy of Eric Senkowsky.

Photos **above** from a PEDC Garage Squad session in February, courtesy of Russ Sharples.



2023 PEDC Calendar of Events ~

PEDC-sponsored events are in **bold red**. Be sure to check this calendar often, as events are subject to change. Since many New Jersey towns & organizations host cruise-ins and car shows in conjunction with their festivals, fundraisers, and community days, it's impossible to list them all here, so we have included only the following: (1) our own **PEDC** events, (2) other British car events in New Jersey 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.

APRIL

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

15, Saturday, **PEDC** bus trip to the 2023 New York International Auto Show, <https://autoshowny.com/>. Gary & Pat Watson, hosts. (Note: The show runs April 7-16.)

30, Sunday, British Challenge Rallye 2023, a fun and easy gimmick ralleye (scavenger hunt) starting at 10 AM in Flemington, NJ (Summer Road Park, 190 Summer Road). First car off at 11 AM. Drive through beautiful Hunterdon, Somerset, and Mercer counties, ending in Neshanic Station, NJ (Riverside Inn, 102 Woodfern Road). Register early as ralleye is limited to 30 cars. You must be affiliated with a club to participate. Click here to register: <https://njtriumphs.org/store>. Registrations must be postmarked by April 19, 2023. \$10 per car. Rain Date is May 7th. Awards given, and lunch is on your own. Click here for more information: <https://njtriumphs.org/shows-and-events>.

30, Sunday, Capital Triumph Register's 25th Annual "Britain on the Green" car show, Lorton, VA. Click here for more information: <https://www.britainonthegreen.org/>.

MAY

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

5-7, Friday to Sunday, **PEDC** weekend trip to Lewes, DE to attend the 27th Annual "The British Are Coming . . . Again! Motorcar Show" at the Lewes ferry terminal. Co-sponsored by the Lewes Chamber of Commerce and the British Car Club of Delaware (BCCD), <https://www.leweschamber.com/event/chamber-sponsored-events/2023-lewes-british-motorcar-show>. The show is Saturday, 6 May. Ken & Carol Kyle, organizers.

7, Sunday, 2nd Annual "Motors on Main," 9 AM – 1 PM, Washington Boulevard, Sea Girt, NJ. An all-marque car show presented by Sea Girt Recreation and Evolution Auto Spa. Must RSVP at www.evolutionautospa.com/rsvp.

13, Saturday, Ragtops & Roadsters Annual Open House, 8:30 AM to 2:30 PM. 203 S. 4th Street, Perkasi, PA. Refreshments will be provided. Call (215) 257-1202 by May 9th to RSVP.

17, Wednesday, first **PEDC** ice cream run of the season, Sundae's, <http://sundaesnj.com/>, 2211 Highway 35, Manasquan, NJ 08736. (Sundae's is actually in Wall Township, NJ.) Woody & Sue Smith, hosts.

20, Saturday, **PEDC** spring drive through the NJ Pine Barrens. Rain date: May 21. Pete & Mickey Dow, hosts.

20, Saturday, British Cars of Bucks County for the Morrisville Business Association, Bridge Street Vintage Car Show, American & imported cars & Jeeps/trucks, 9 AM to 1:30 PM, Bridge Street, Morrisville, PA 19067. Register by May 19th, \$15; otherwise, \$20 the day of the show. Register here: www.morrisvillebusinessassociation.org. Rain date: May 27th. Questions? Contact Andrew Lubin, alubinmb@outlook.com, 215.584.2595.

25, Thursday, **PEDC** ice cream run to Jersey Freeze, <http://jerseyfreeze1952.com/>, 120 Manalapan Avenue, Freehold, NJ. Tom & Alice Albertalli, hosts.

Continued on page 17 – Events Calendar

2023 PEDC Calendar of Events (Continued)

MAY (CONTINUED)

27, Saturday to June 4, 27th Annual British Car Week, <https://www.britishcarweek.org/>. An annual awareness week for classic British car owners. Help create awareness of the classic British car hobby. Whether your car is in better-than-new condition or a less-than-perfect unrestored gem, get out and drive 'em!

29, Monday, the PEDC is invited to participate in the annual Farmingdale, NJ Memorial Day parade. POC is Woody Smith, esmith0327@gmail.com.

JUNE

1, Thursday, **PEDC** ice cream run to Ice Cream Shop of Manahawkin, Route 9, Manahawkin, NJ. Art & Joann Becker, hosts. <https://www.facebook.com/icecreamshopofmanahawkin/>.

3, Saturday, **PEDC** drive to the Twin Lights State Historic Site, Highlands, NJ, <https://www.twinlightslighthouse.org/>. Gary & Pat Watson, hosts.

3, Saturday, Austin-Healey Sports & Touring Club's (AHSTC) 28th Annual "Red Mill Day" British car show, Clinton, NJ. Click here for more information: <https://www.austin-healey-stc.org/calendar.html?trumbaEmbed=view%3Devent%26eventid%3D157303551>.

3, Saturday, Delaware Valley Triumphs' (DVT) "Cars & Motorcycles of England" car show, Fort Washington, PA. Click here for more information: <https://www.dvtr.org/cmoe#!event-register/2022/6/4/cars-motorcycles-of-england>.

4, Sunday, Connecticut MG Club's 35th Annual "British by the Sea" car show, Waterford, CT. Click here for more information: <http://www.ctmgclub.com/BBTS.html>.

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

8, Thursday, **PEDC** outing to Swingtime Miniature Golf, Route 9, Howell, NJ, <https://www.swingtimefamilyfun.com/>. Rich & Donna Dalfonzo, hosts.

10, Saturday, New Jersey Triumph Association's (NJTA) "A Touch of England" British car show, Ho-Ho-Kus, NJ. Click here for more information: <https://njtriumphs.org/shows-and-events>.

11, Sunday, Keystone British Car Club's 29th Annual British Motorcar Gathering, Hellertown, PA. Pre-registration by May 31st encouraged: \$18. Non-judged. Special awards. Door prizes. Paragon Catering supplying breakfast & lunch items for sale. DJ music. Click here to register and for more info: [British Motorcar Gathering | Keystone British Car Club](#).

15, Thursday, **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, 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 25th. Ken & Pat Wignall, hosts. BBQ to follow, 1-4 PM, at the home of Paul & Mary Johnson, Wall, NJ.

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

28, Wednesday, **PEDC** ice cream run to Four Boys Ice Cream, Farmingdale, NJ., <https://www.fourboysicecream.com/>. Tom & Laura Comer, hosts.

Continued on page 18 – Calendar of Events

2023 PEDC Calendar of Events (Continued)

JULY

2, Sunday, 5th Annual Rebels & Redcoats car show, 10 AM – 3 PM, Washington Crossing Historic Park, featuring American, French, British, and German cars representing the four countries involved in our Revolutionary War. Classic show-condition cars from model years 1997 and earlier are welcome. Set your GPS to 1112 River Road, Washington Crossing, PA. A rain or shine event. For more information or for questions, contact Katherine at kmanning@washingtoncrossingpark.org.

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

6, Thursday, **PEDC** ice cream run to Heavenly Havens Creamery, 335 Main Street, Allentown, NJ 08501, <https://havenscreamery.com/>, Russ & Pam Sharples, hosts.

7-9, Friday to Sunday, British Formula One Grand Prix, Towcester, Northamptonshire, England, <https://www.formula1.com/en/racing/2022/Great Britain.html>.

15, Saturday, **PEDC** Upper Freehold Scenic Byway drive, in and around Allentown, NJ. Ken & Carol Kyle, hosts. Click here for more information: <http://njscenicbyways.com/>.

20, Thursday, **PEDC** ice cream run to Belle's, Spring Lake, NJ, <https://www.bellesicecreamshop.com/>. Ken & Carol Kyle, hosts.

23, Sunday, **PEDC** garage open house & BBQ, Clarksburg, NJ. Tom & Corinne Vash, hosts.

27, Thursday, **PEDC** ice cream run to Halo Pub, 4617 Nottingham Way, Hamilton Square, NJ, <https://www.halofarm.com/halo-pub-hamilton-2/>. Steve & Theresa Mundt, hosts.

AUGUST

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

10, 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>. Jack & Sookie McLean, hosts.

17, 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.

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

24, Thursday, **PEDC** ice cream run to Nicholas Creamery, Rumson, NJ, <https://www.nicholascreamery.com/>. Dean & Arlene LaVergne, hosts.

26, Saturday, **PEDC** drive to the Roebling Museum, Roebling, NJ, <https://www.roeblingmuseum.org/>. The museum tells the story of the origins and growth of Roebling, NJ, a company town built by John A. Roebling's Sons Company. Some of the most important technological achievements of the industrial age such as big bridges, telegraphs and telephones, electrification, deep mines, big ships, elevators, and airplanes as well as everyday objects were built in Roebling. Bob Canfield, host.

31, Thursday, **PEDC** drive to Sweetwater Marina & Riverdeck, Sweetwater, NJ, <https://sweetwaterriverdeck.com/>. Mike & Linda Browne, hosts.

Continued on page 19 – Calendar of Events

2023 PEDC Calendar of Events (Concluded)

SEPTEMBER

- 6, Wednesday, PEDC** monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>.
- 9, Saturday, PEDC** drive to High Octane NJ Cars and Coffee, Southampton, NJ. Peter Madison & Lorraine Skidmore, hosts.
- 9, Saturday**, New Jersey Triumph Association's (NJTA) "Britfest" British car show, Veterans Park, Randolph, NJ. Click here for more information: <https://njtriumphs.org/>.
- 9, Saturday**, British Car Festival, sponsored by the Jaguar Touring Club at Tinicum Park Polo Club, Erwinna, For more information, contact Laura Lee, 201-415-5239, jagladylady1012@gmail.com.
- 12, Tuesday, PEDC** dinner theater outing to Surflight Theater, <https://www.surflight.org/>, in Beach Haven (LBI), NJ. Matinee, "Grumpy Old Men," at 2 PM. Dinner afterward at 5 PM. Mike & Linda Browne, hosts.
- 14, Thursday, PEDC** ice cream run to Sundae's the Ice Cream Place, South Toms River, NJ. Bob & Eileen Hoernlein, hosts.
- 17, Sunday, PEDC** "War of the Worlds" drive. Details to follow. Bob & Eileen Hoernlein, hosts.
- 20, Wednesday, PEDC** annual Brits on the Beach goodie-bag stuffing party, 6-9 PM, Brick, NJ. Rodney & Kathy Ford, hosts.
- 23, Saturday, PEDC** 26th Annual British Car Day, known since 2009 as "Brits on the Beach," Main Avenue, Ocean Grove, NJ. Our big event of the year! Show Chairman Bob Canfield has another great event planned. Contact Bob for more information, for questions, or if you want to serve as a volunteer on show day, joisuzu@optonline.net.
- 25, Monday**, the PEDC is invited to the annual Greenbriar all-marque car show, Greenbriar Oceannaire, Waretown, NJ. Contact Mike Browne, captain61ny@aol.com. PEDC cars park together. Rain date: October 9th.
- 27, Wednesday, PEDC** ice cream run to Ice Cream on 9, Route 9, Howell, NJ, <http://www.icecreamon9.com/>. Dinner beforehand at Seasons Coal Fired Bistro, <https://seasonscoalfiredbistro.net/>. Rich & Donna Huy, hosts.
- 30, Saturday, PEDC** drive to Fox Hollow Vineyards, Holmdel, NJ, Mark & Maria Wintjen, hosts.

OCTOBER

- 4, Wednesday, PEDC** monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>.
- 8, Sunday, PEDC** drive to Old Hights Brewing Company, Hightstown, NJ, Steve & Theresa Mundt, hosts.
- 29, Sunday, PEDC** fall-foliage drive to Hunterdon County. Ken & Carol Kyle, hosts.

NOVEMBER

- 1, Wednesday, PEDC** monthly meeting at Woody's Roadside Tavern, 7:30 PM, <http://woodysroadside.com/>.
- 5, Sunday, PEDC** fall rally. Barry Shandler, rallymaster. Watch for details.

DECEMBER

- 2, Saturday, PEDC** annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ. Ken & Carol Kyle, organizers. Contact Ken to RSVP or with any questions: kenkyle4@comcast.net. DJ Rich Canfield, buffet dinner cash bar. Don't miss it!
- 14, Thursday, PEDC** dinner theater outing to Surflight Theater in Beach Haven, NJ (LBI) to see "A Christmas Story." Mike & Linda Browne, hosts. Watch for details.

PEDC Classified Ads ~ Free to Members

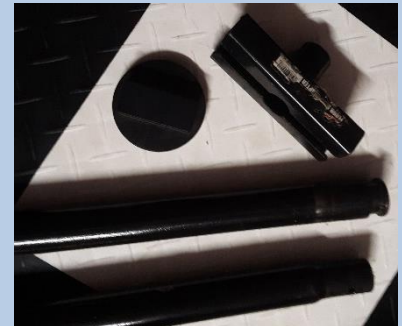
British Cars, British Car Parts, and British Car-related Items

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



For Sale: Craftsman 3-ton Floor Jack

Excellent condition. Includes two-piece handle and adapters for pinch weld and BMW/Mini lifting points. Asking \$90 or best offer. Call or text Ken at 732-551-9462, or email kenkyle4@comcast.net.



CLASSIFIED ADS
CONTINUED ON PAGE 21



Part of the MGB Class
at Brits on the Beach 2021



For Sale: 1953 MGTD

Older complete restoration. Shifting is excellent. 3,761 miles. Runs with plenty of power! Asking \$17,800. Call Marty, 732.522.3258. Photo left courtesy of the seller.



For Sale: 1983 Morgan Plus 4

7,500 miles, original car, Fiat motor, 5-speed, California car converted to propane. Under \$50 fills it. Approximately 300 miles to a tank. Conversion can be easily reversed. Looks and runs great. \$34,500. Call Marty, 732.522.3258. Photo right courtesy of the seller.



For Sale: 1994 Jensen Healey

4-speed, work completed for sale includes new timing belt, rebuilt carbs, and new brakes; engine was rebuilt in the past. New plugs, wires, and all new brake hoses, 4 new Michelins, oil filter change, very clean original, great driver, 90,000 miles. \$9000. Call Marty, 732.522.3258. Photo below courtesy of the seller.



For Sale: Norton Commando

2500 original miles, work completed for sale: tires, carbs, all fluids changed. Electric start, very clean and original. Asking \$13,500. Call Marty, 732.522.3258. Photos below courtesy of the seller.



NOTE: Vintage motorcycle trades considered.



Official PEDC Regalia for 2023 ~ 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
Grille badge	\$25.00
Tool bag, black	\$24.95
PEDC logo patch	\$6.00
Marque patch	\$5.00
Lapel/hat pin	\$4.00
Windshield sticker	\$2.00

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

Time to Order Your PEDC Regalia!

BELOW LEFT: Mark & Maria Wintjen sport their PEDC regalia, Mark in a long-sleeve, button-down blue denim shirt and Maria in a red short-sleeve crew neck T-shirt. **BELOW MIDDLE:** Regalia Manager Sookie McLean wears a PEDC blue short-sleeve crew neck T-shirt, and husband Jack wears a black short-sleeve golf shirt. **BELOW RIGHT:** Art Becker wears our popular PEDC baseball cap and long-sleeve, button-down blue denim shirt. A good lookin' bunch!





Keeping Up with the Big Boys

Fred DeSantis took his TR3 out for a drive on "Drive Your Triumph Day" in February, *above*. He caught the Ocean City, NJ Fire Department cleaning their trucks, stopped by for a photo, and made a few friends.
Photo by Fred DeSantis.



Howie Katz parked next to a Dodge Ram, *above right*, with his 1965 Austin-Healey Sprite at our June 2021 monthly meeting at Woody's. *Photo by Carol Kyle.*

Tom Siwek's "Rose," a 1960 Austin-Healey Bugeye Sprite, Mk I, snuggled alongside an antique fire engine at the 2021 Brick Police Athletic League (PAL) all-marque car show to which the PEDC was invited, *right*. *Photo by Carol Kyle.*



Russ Sharples parked his 1960 MGA 1600, *right*, in downtown Allentown, NJ during a 2021 ice cream run he hosted to Heavenly Havens Creamery. Some of us thought his car could have driven underneath this behemoth!
Photo by Carol Kyle.



Some of our **LBCs at Jersey Freeze**, Freehold, NJ, *right*, during a 2017 PEDC ice cream run. The stretch limos always make an interesting backdrop when we visit.
Photo by Carol Kyle.



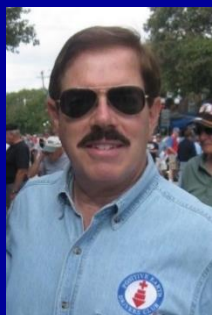
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Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery. Photo of Erika Larsen courtesy of Erika Larsen.

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.

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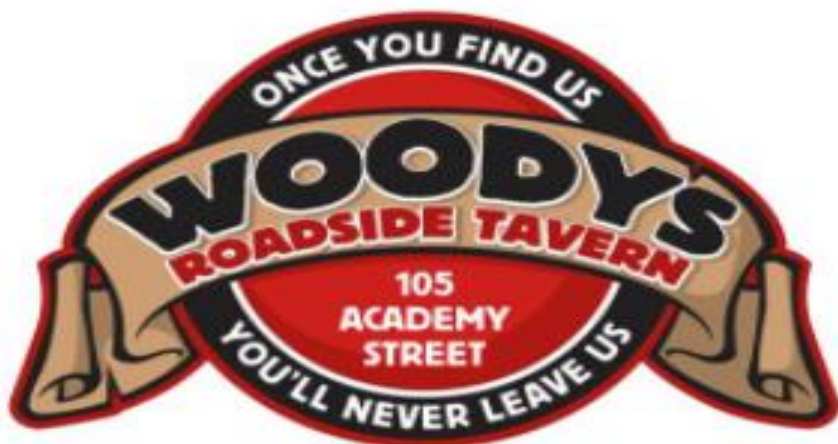
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The Last Word: Get Out and Drive 'Em!

September 2022: Steve Mundt heads home in his beautiful 1966 Jaguar E-Type OTS after a fun day in Ocean Grove at our 25th Annual British Car Day, known since 2009 as "Brits on the Beach." PEDC Board of Trustees member Steve helped out with parking as in previous years. As always, thank you, Steve.

