



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

## Important Dates to Remember

- **February 1:** Monthly meeting at Woody's, Farmingdale, NJ.
- **February 11:** PEDC drive to Simeone Foundation Automotive Museum, Philadelphia, PA, to see 100 Years of MG.
- **February 28:** 2023 PEDC membership dues are due.
- **September 23:** Save the date. Brits on the Beach 2023, Ocean Grove, NJ, 10 AM – 4 PM. Our big event of the year!

## What's Inside

Greetings from Positive Earth, 4  
January Meeting Minutes, 9  
It's All in the Details, 11  
A Month of LBC Love, 12  
Dare to Be Seen, 13  
PEDC Calendar of Events, 15  
Congrats to Mike Ferguson, 19  
Classified Ads, 20  
2023 Regalia Prices, 21  
Officers, Trustees, & Staff, 22  
Show Sponsor Ads, 23  
The Last Word, 24

Lindsey Parsons, *below*, in his classic 1947 MG TC, 2013 PEDC Father's Day Show, Spring Lake Heights, NJ.



## It all began on a

beautiful spring day. I was driving my 1984 Jaguar XJ6 for the day to stretch its "legs." Coming home I noticed my water temperature gauge going *hot*. I was 30 minutes from home and 15 minutes from my shop, so I decided to find the nearest gas station to check the issue. I checked the water overflow tank, which was low, and then bought a gallon of antifreeze to get me going. As I added some of the antifreeze, I saw green fluid by my feet. When I looked under the car I could see antifreeze flowing from a longitudinally split radiator hose.

I called my shop tenant, and luckily he was at the shop with his trailer already hitched to his truck. I asked him to pick me up and take me back to the shop. Forty-five minutes later, I was back at the shop putting my crippled kitty to bed.

## The Fun Starts Here

The Garage Squad was coming to my shop the next weekend to work on a member's MGB GT, so when they arrived, I asked for some help replacing the bad hose (I had one) and refilling the radiator. OK. We did that, started the engine, and "pop." One of the other radiator hoses blew off the fitting. So we re-clamped the hose, topped-off the tank, and restarted the engine. Varoom! The car



## Jaguar Woes

*PEDC Garage Squad Comes to the Rescue of My 1984 XJ6 and 1967 340 (Mk II)*

JON RADIN



started and sounded fine. But that was short-lived, as I noticed my car was signaling a new pope had been named. A massive cloud of white smoke consumed the rear of my shop. The other Squad members were oblivious, but I quickly shut off the car, went to the engine compartment, and saw that there were copious amounts of antifreeze flowing onto the exhaust manifold. I was certain I'd blown the head gasket. But did I crack the block? The Squad, led by Bob Canfield and John Quelch,

espoused, "Go to Bison!" (Bison Engine and Machine shop in Wall, NJ.) So we looked at each other, because none of us had fuel-injection know-how, and this was no puny MG (no disrespect to those owners). John Quelch loves to sarcastically comment, "It's not my car!" So, I retorted, "Off with its head!" Again, chimes John, "So, spare no expense – right?"

*Continued on page 2 – Woes*

Jon and his '67 Jaguar 340 (Mk II), *above*, during our 2020 farmlands drive in Monmouth County. Photo by Carol Kyle.

Continued from page 1 – Woes

Dial forward a week, and the Squad was back at my shop removing the head. This was a four-person job lasting 3-4 hours dismantling, sorting, photographing, and laughing “at my expense.” We inspected the gasket and could see no “tell-tale” signs of a leak, but everything looked good on the block, and the just-changed oil was “clean.” I loaded the head into my van, took it to Rich at Bison, and gave him the word – fix it.

## Now for the Next Twist

Since the Squad was at my shop and there was availability in the schedule, someone decided to start looking at my 1967 Jaguar 340 (last of the Mark II sedans). The car was running well since the Squad previously helped me fix the distributor. Anyway, as they were looking around, someone noticed a box in my trunk, and I said that it was a rebuild kit for the front suspension. In about 30 seconds, someone (I will let you guess who) said, “Since we are waiting for the head, do you want to install the kit?” Ha ha . . . silly Squad

members. I shrugged my shoulders and said, “OK.” Hee hee. Ha ha.

The Squad has done numerous front ends, and we had a complete kit, so this sounded like a no-brainer. The disassembling began, and so did the cursing. In case you’re not aware, Jaguar suspensions are “purpose-built.” On the other hand, the engineering has something to be desired. Removing the upper control arms was, shall we say, not easily done. All in all, we got the 340 back on the road after about 20 hours on an originally estimated 4-5-hour job. Silly Squad members.

## Moving On

In between the 340 work (and a much lighter wallet), the head was ready. Rich did an A#1 job to say the least. Knowing the rebuild was going to be difficult (even with a shop manual), I reached out to an old Jag buddy, Ken Saviet, to come and help. I found out that Ken was a former PEDC member and had helped the Squad in the past. (Note: We must re-sign him.) Anyway, Ken came with a spare, already-assembled XJ6 intake manifold that we could use as a guide. After

Ken and I spent a few late nights reassembling the engine compartment, we were “close, but no cigar.” The engine would turn over but shut off after 10 seconds. Something was wrong, and we needed a PEDC specialist:

Russ Sharples,  
“Mr. Electronics!”

Fast forward a couple of weeks, and Russ and I met to diagnose/fix the XJ6 problem. Cutting to the chase, after about two hours, Russ finally found a hidden diagram in the

shop manual that identified the ignition coil as having four wires; however, we only had three. The missing wire was from the coil to the computer (in the trunk). We finally found that the missing wire was missing a bullet-connection wire, so Russ made one and, eureka, the engine started. Note: We just found the missing wire yesterday when we started to put the bonnet back on. The XJ6 has been saved, and a thank you to all who aided in her recovery. ■

**Photo below, left:** Ken Kyle stands with Jon and the Mk II after our August 2020 farmlands drive. Photo by Carol Kyle.

See Jon’s XJ6 and 340 photos on page 3.

## MARK YOUR CALENDAR!

# Brits on the Beach 2023



**Saturday, 16 September  
10 AM – 4 PM**

It’s the 26th anniversary of PEDC British Car Day, known since 2009 as “Brits on the Beach” when we moved the show to downtown Ocean Grove, NJ.

(It’s our 14th year in Ocean Grove, as our 2020 show was canceled, due to the pandemic, and re-staged at Woody’s.) We hope to see you for a day of British car fun!

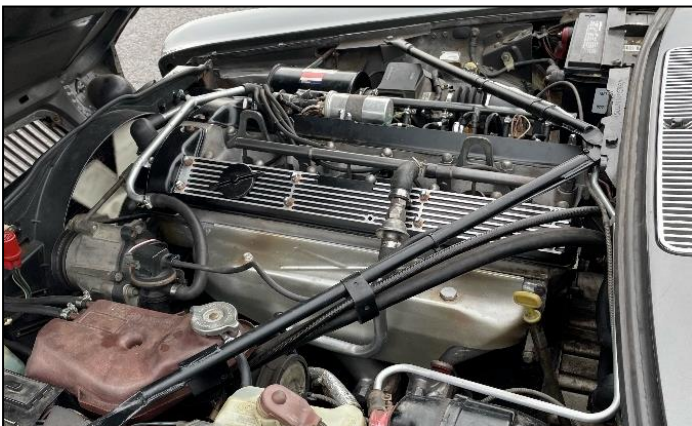
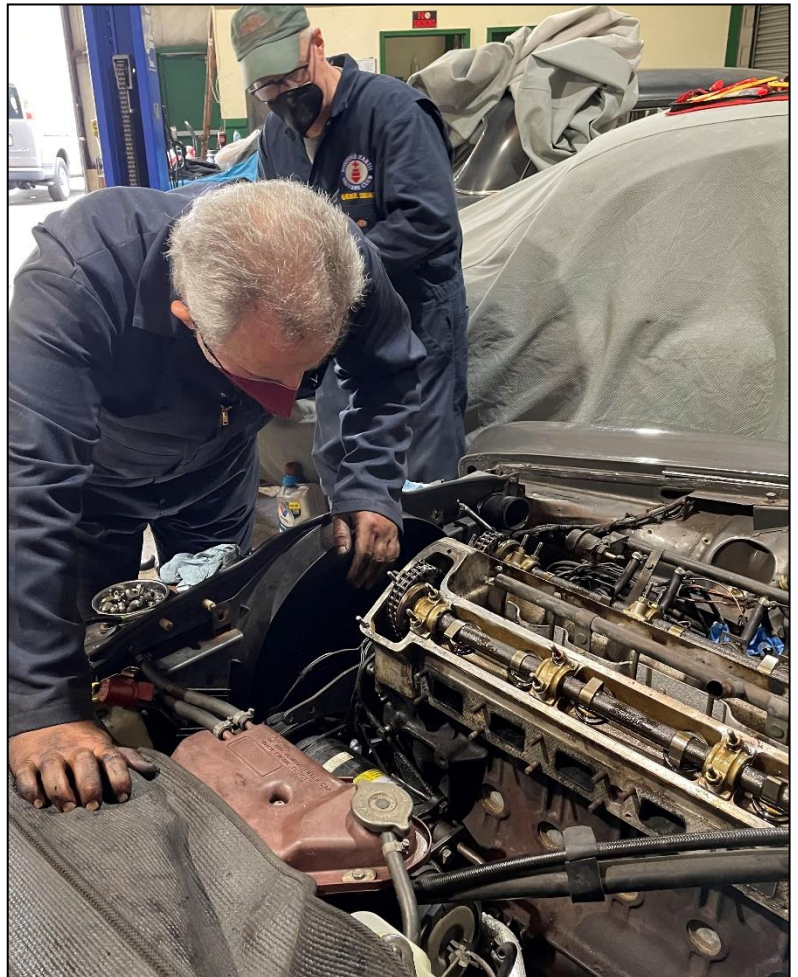
**PHOTO ABOVE, FROM LEFT:** Christopher Law heads out in his 1937 Austin Seven (past an orange English Ford Fiesta) as does Jon in his 1967 Jaguar 340. Gary Watson’s 1950 Riley RMD peeks out on Jon’s right. Photo by Carol Kyle from Brits on the Beach 2022.







**HEY, IT'S NOT OUR CAR!** The Garage Squad in action with Jon's Jaguar 340 and XJ6. **Clockwise, from top left**, Craig Coutros ready to assist Bob Canfield. Jon's Jaguar friend Ken Saviet working on the intake manifold. Bob and Scott Freund checking the engine with the cam covers removed. **Below**, Jon's XJ6 at Jersey Freeze and with the bonnet up, *All photos courtesy of Jon Radin.*





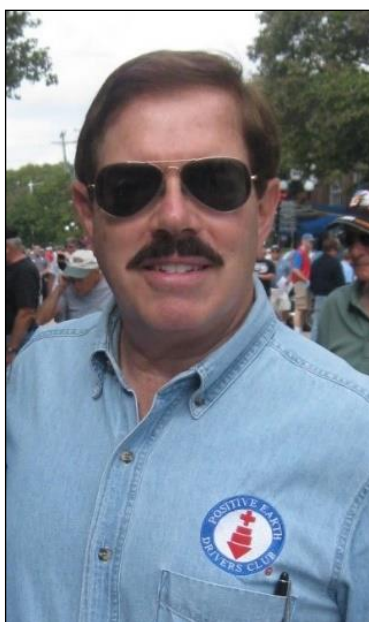
# GREETINGS From ROOSTER EARTH

## MG Turns 100

This year millions of auto enthusiasts around the world will be celebrating the 100th anniversary of the most popular sports car marque in British history. Never high-powered or flashy, MGs nevertheless managed to seduce generations of drivers into the joys of sports car ownership with a combination of style, spirit, and value that's almost unheard of today. This is the MG story.

### In the Beginning

MG came into being when Morris Motors' general manager, Cecil Kimber, decided to put custom bodywork on a standard Morris Oxford chassis in 1923. These cars were informally known as MGs



after Morris Garages, Morris Motors' dealership in the city of Oxford. When Morris launched a revised Oxford model in 1924, Kimber modified the new car with custom aluminum body panels, lowered suspension, a raked steering column and a triangulated windscreen—racy stuff at the time. This car was called the MG Special

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### KEN KYLE, PRESIDENT

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Sports and was the first model to be advertised with the MG octagon logo.

When Morris modernized its product line in the mid-1920s, Kimber was forced to follow suit with updates to his MGs. As demand for both Morrises and MGs increased, Kimber was able to convince Morris founder William Morris to build a new factory dedicated to MG production in 1927, and in 1928 the MG Car Company, a subsidiary of Morris Motors and the personal property of William Morris himself, came into being. Also in 1928 the 18/80 MG Six appeared, using the OHC straight six from the otherwise unremarkable Morris Light Six sedan and incorporating the now-familiar MG radiator shell used in various forms

all the way through the MGTF of 1955.

### Enter the Midgets

When the British government reintroduced a gasoline tax in 1928, on top of taxes on car purchases based on engine size, it spurred British carmakers to develop smaller cars. Morris Motors responded with the original Morris Minor, which used an 847cc, 4-cylinder engine. Kimber lost no time in turning the Minor into a small, super-light sports car that would be called the M-type Midget, a name associated with the smallest MGs all the way until 1980.

The M-type featured 2-seat, fabric-covered, boattail bodywork to reduce weight

*Continued on page 5 – MG*



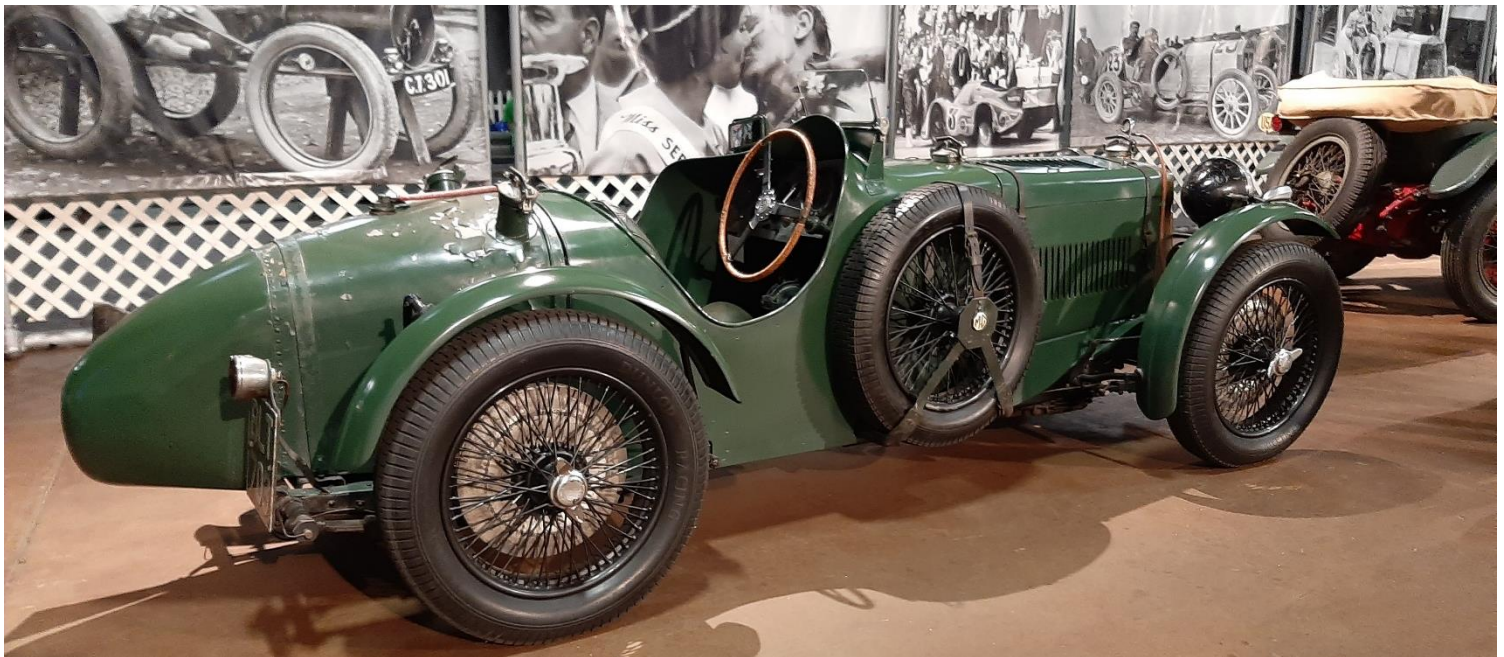
Continued from page 4 – MG

and present a sporty appearance. The public response to the Midget was overwhelming, prompting a move to a larger premises in nearby Abingdon in 1930 that further reinforced MG's identity as its own marque separate from Morris.

At the same time as all this was happening, Kimber was actively pursuing a racing pedigree for MG, preparing special Midgets for endurance racing and



**Above and right:** A 1930 MG M-Type, the oldest car at Brits on the Beach 2019.  
**Below:** A 1934 MG K3 Magnette, which we saw at the Simeone Foundation Automotive Museum's "Best of Britain" show in 2019.



developing its first speed record car, the EX120, which became the first 750cc car to exceed 100 mph. A succession of Midget and Magnette models followed, with one of these, a K3 Magnette with a 1087cc super-charged engine producing 120 bhp and a preselector gearbox, coming in fourth overall and winning the Index of Performance trophy at the 24 Hours of Lemans in 1934. This very car is in the collection of the

Simeone Museum in Philadelphia, which we'll visit on a club drive on February 11th. The late Dr. Simeone himself called this car "the winningest MG ever," and justifiably so. No other MG ever placed higher in international competition.

### Change Comes to MG

In 1935, William Morris, now title Lord Nuffield, decided to consolidated almost all of his holdings into a single commercial entity known as the Nuffield Organization.

This resulted in the MG design office being shut down and almost all of its staff laid off. Kimber was demoted, and a hard-nosed businessman named Leonard Lord replaced him as managing director. Lord had no love for sports cars or racing and wanted MG to switch over entirely to sedans. Kimber managed to circumvent this by coming up with the SA, a luxurious sports tourer that was a far cry from its rough and ready predecessors

but which still preserved MG's sporting image. By 1936, Kimber was able to convince Lord that MG needed a new sports car, and the TA Midget was introduced. Though noticeably softer than the P-type Midget it replaced, the TA was easier to drive and won over doubters with its good looks and superior ride.

After less than a year, Leonard Lord was shown the

Continued on page 6 – MG





Continued from page 5 – MG

door after demanding a huge salary increase, and Cecil Kimber was back in charge. The SA was joined by the VA and WA sports tourers, and in May of 1939 the TB Midget replaced the TA. Only 379 TBs were produced before World War II stopped production. The TB was the last car that Cecil Kimber would ever build. He left the Nuffield Organization in 1941 and was killed in a train wreck in 1945.

## After the War

MG resumed automobile production in late 1945 with the TC, a revised version of the TB with a wider passenger compartment and modified rear suspension. Thanks to American GIs who brought MGs home with them after the war, the TC was a huge hit in this country almost from the start. They didn't even have to bother making a LHD version to sell them here. It's no exaggeration to say that the MGTC is the car that kicked off the sports car craze of the fifties and sixties in this country. The TC was later joined by the YA Saloon and the YT open sports tourer. In 1950 MG introduced the TD Midget, sort of a cross between the Y-Type and the TC with better brakes, smaller wheels, independent front suspension, and rack and pinion steering. The TD was an even bigger hit in America



**TOP:** A 1947 MGTC at our 2010 Father's Day show in Spring Lake Heights, NJ. **ABOVE:** A 1953 MG YA-Type saloon at our 2019 Brits on the Beach (BOTB) show in Ocean Grove, NJ. **TOP, RIGHT:** A 1949 MGTC at BOTB 2013. Joe Lippi in his 1952 MGTD before (2017) and after upgrades (2019). Charlie & Lynn Jackson's 1951 MGTD at BOTB 2019. A 1954 MGTF at BOTB 2019.

than the TC, with nearly 24,000 of them coming to our shores. But with the automobile industry moving ahead at an ever-faster pace, MG knew they couldn't keep satisfying enthusiasts with what was essentially a prewar design. Work was already underway on a prototype called the EX175, but its journey to production was far from assured.

In 1952 the Nuffield Organization merged with Austin to form the British Motor Corporation (BMC). Since leaving Nuffield, Leonard Lord had managed to work his way to the top of Austin and soon became chairman of BMC, where he put a stop to the EX175 project almost immediately, believing that BMC needed only one sports car in its lineup, the Austin-Healey 100.

Continued on page 7 – MG





Continued from page 6 – MG

MG was only allowed to facelift the TD to create the TF, a handsome but still outdated sports car. Finally, following the success of the EX179 speed record car, BMC management was persuaded to allow work on the EX175 prototype to resume and the production version, known as the MGA, was introduced in late 1955. It used the BMC B-series engine and was MG's first envelope-bodied production car. Total production exceeded 100,000 units.

By 1962 the MGA was another aging design, and MG replaced it with the MGB, an instant icon with a larger version of the B-series engine and a unitized body. In the meantime, the Midget name had been reintroduced in 1961 with the smaller BMC A-series engine and the company's first unitized body. These two cars and their variants would soldier on until 1980, long after their "expiration date."

## The Dark Ages

In the 1960s the once-proud British motor industry began to collapse in on itself, with BMC and Jaguar merging to form British Motor Holdings, followed by a merger with Leyland (owner of Standard Triumph) to create British Leyland (BL). With no money to update its products properly, MG was forced to hang huge rubber bumpers and performance-sapping emissions controls on the MGB and Midget just to meet American regulations. By 1980 they had given up. From 1982 to 1991, the MG badge was used only on sportier versions of various Austin sedan and hatchback models.

1992 and 1993 saw limited production of the MG RV8, an updated MGB convertible using the MGB body shell with new exterior panels and the Rover V8 engine. (See page 8.) Unfortunately for us, all RV8s were RHD, and ironically most of them were exported to Japan, home of the Mazda Miata which took the MGB's crown for best-selling sports car of all time.



## The Last New MG Sports Car

BMW bought the remains of Rover Group, BL's successor, in 1995 and introduced the mid-engined MG F, a thoroughly modern sports car that was developed under previous ownership. A heavily revised version, the MG TF, entered production in 2002. In the meantime, BMW sold the entire money-losing mess in 2000 to an entity called MG Rover Group, which went belly-up in 2005. The Nanjing Automobile Group (NAG) of China purchased the rights to the MG name, along with other MG Rover assets in 2005, and continued MG TF production until 2011.

## The Future

NAG merged with Shanghai Automobile Industry Corporation (SAIC) in 2011. SAIC continues to produce sedans, crossovers, and hatchbacks under the MG name for sale around the world, including the UK. Production was moved from the Longbridge factory in the UK to China in 2016, although SAIC subsidiary MG Motor is still headquartered in London. SAIC also produces MGs in India. Perhaps the most amazing part of this whole story is that, despite endless changes of ownership and some near-death experiences, the MG nameplate continues to hold enough value that a Chinese



**FROM THE TOP:** Russ Sharples leads a group on a PEDC fall drive in 2014 in his 1960 MGA 1600. An MGA at BOTB 2019. Craig Coutros in his recently restored 1961 MGA 1600 at BOTB 2021.

company is willing to invest billions of dollars to keep it alive. SAIC showed its MG Cyberstar concept electric roadster at the 2021 Shanghai Auto Show and claims that a production version will be introduced this year. So, who knows? It could be an interesting second century for MG. ■

More photos on page 8.





**FROM THE TOP:** The late Pete Linszky's 1979 MGB at a 2015 PEDC British car display, Laurita Winery, New Egypt, NJ. The late Pete Richardson's 1967 MGB GT at a 2015 PEDC ice cream run, Jeffreeze Ice Cream, West Creek, NJ. John Kosztyo's 1967 BRG MGB at BOTB 2013. **Below:** Bob Brown's 1967 MGB, "Fnaly," at BOTB 2013. Two MG Midgets at BOTB 2013 (primrose yellow) and 2011. An MG RV8 visitor at our 2022 PEDC Father's Day in Spring Lake Heights, NJ drew a lot of attention.







## Minutes of the January 12, 2023 General Meeting

SUBMITTED BY CAROL KYLE FOR ALLAN WYSMULLER, SECRETARY



resident Ken Kyle began the meeting at 7:34 PM. In attendance were 34 members. A motion to accept the minutes of the November 2, 2022 meeting (posted in the January 2023 newsletter) was made, seconded, and carried.

**Above:**  
Just a bunch of guys hanging out in a cool British car. They loved sitting in Russ Sharples's 1960 MGA 1600 at Brits on the Beach 2019.

New members Bert Canal (1962 MGA MK II) and Stephanie Smith (1961 TR3A) were present. There were no reports from our show chairman, webmaster, sunshine chairman, or Instagram manager, all of whom were not present.

### Treasurer's Report

Treasurer Dean LaVergne stated that as of this date our bank balance is \$5,466.53. He also stated that we have had 92 membership renewals so far. Assuming all the other 162 members renew, we are 254 memberships strong, plus one new member as of this meeting, making the total 255. Adding 200 spouses/partners, the grand total is 455.

A motion to accept the treasurer's report was made, seconded, and carried.

### Regalia

Regalia Manager Sookie McLean stated that she has some new stock on hand and to contact her with regalia needs at [corina458@comcast.net](mailto:corina458@comcast.net).

### Events Calendar

President Ken noted that he will be fleshing out our club calendar and a preliminary calendar will appear in the February 2023 newsletter. He will be contacting members who have hosted or organized events in past years and those who have ideas for new events this year. If you would like to host/organize/lead a club event, contact Ken at [kenkyle4@comcast.net](mailto:kenkyle4@comcast.net).

### Old Business

President Ken stated that Barry Shandler, rallymaster, led the PEDC Super Scenic Rally through the Upper Freehold area last November, ending with lunch at Baker's American Bar & Grille in Monroe Township, NJ. Wayne & Mary Simpson won 1st place; Pete Dow and Art Becker won 2nd; Ian & Sue Kessen won 3rd; and John & Nancy Laudenberger won 4th.

*Continued on page 10 – Minutes*



Continued from page 9 – Minutes

President Ken noted that Mort Resnicoff & Fredda Fine organized another PEDC Christmas/holiday party at the Jumping Brook Country Club in Neptune, NJ. Of the 53 members who signed up, 50 were able to attend. Mort was ill, but Fredda did an outstanding job running the show in his absence. Ken also noted that Carol Kyle received the Clubman of the Year award for her work as newsletter editor, and Jon Radin was recognized with a Certificate of Appreciation for his work with the Garage Squad.

## New Business

President Ken discussed upcoming PEDC events:

**February 11:** Pete Dow will be leading a drive to the Simeone Foundation Automotive Museum in Philadelphia, PA next month to see their special exhibit honoring the 100th anniversary of the MG, ending with lunch at a venue TBD. The exhibit runs February 11-19. Watch for details in an email blast.

**May 6-8:** Mort Resnicoff & Fredda Fine will be leading the club drive to Lewes, DE this year to attend the British Car Club of Delaware's (BCCD) show on Saturday. Mort has urged members who plan to attend to reserve their rooms now at the Inn at Canal Square in downtown Lewes as rooms are starting to fill up. Watch for a detailed email blast about the weekend they have planned. Note: Our PEDC weekend trip to Lewes in 2022 was canceled, as the BCCD made the call, due to inclement weather. If you had booked a room at the Inn at Canal Square and made ferry reservations with the Cape May Lewes Ferry, check to see if your reservations are still on hold for this year, if you didn't cancel them last year.

**September 23:** Our annual show in Ocean Grove, NJ, Brits on the Beach.

**December 2:** Our annual Christmas/holiday party at the Jumping Brook Country Club.

## Other New Business

**Membership Dues:** President Ken reminded members that the membership year ended December 31, 2022. He stated that if members joined the PEDC on or after September 1, 2022, their dues are paid through the end of 2023. Otherwise, their dues are due by February 28th. Check with Treasurer Dean LaVergne if you are not sure, deanlav@yahoo.com.

**New or Ongoing Projects:** Mike Ferguson reported that he is making progress with his Austin-Healey 3000.

Pete Dow noted that the Garage Squad helped him with the rear end of his Triumph TR6. There is still some clutch work to be done.

## Adjournment

President Ken adjourned the meeting at 8:02 PM, reminding members that the next meeting is scheduled at Woody's on Wednesday, February 1, 2023. ■

*Austin-Healey  
Frogeye Sprite  
cartoon, below:  
source unknown.*

## The Terminal Post

**EDITOR**  
Carol Kyle

**TECHNICAL EDITOR**  
Ken Kyle



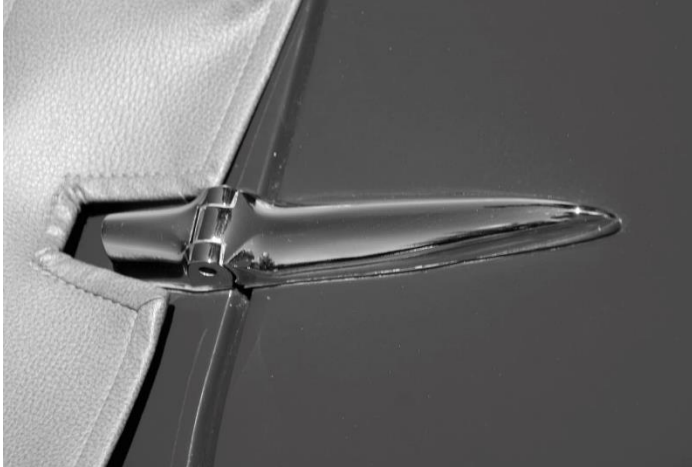
*The Terminal Post* is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, restore, maintain, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at [www.pedc.org](http://www.pedc.org). Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadside Tavern, 105 Academy Street, Farmingdale, NJ 07727. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. You don't need a British car to belong to our club, just a love of British cars. The PEDC is a chapter of the Vintage Triumph Register (VTR).

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

*Kiss the right Frog and find your prince*







## It's All in the Details

PHOTOS BY BOB BROWN



We have two Bob Browns in the PEDC. These B&W photos, taken at our Summer Show at Woody's in August 2022, are by MGB owner Bob Brown. Well done, Bob!





**PAUL TAMAS**  
1965 Triumph TR4



**HOWIE KATZ**  
1965 Austin-Healey Sprite Mk III



**ANDREW CAPONE**  
2006 Lotus Elise

## A Month of LBC Love

♥ MAKING A STATEMENT WHEREVER THEY GO ♥



**BOB GLUCKIN**  
1964 Triumph TR4



**CHRIS UPMANIS**  
1973 Triumph TR6



**ED FLAX**  
1950 MG TD



**JACK KELLY**  
1971 MGB GT



**BOB BROWN**  
1966 Austin-Healey Sprite



**ALICE FERRANT**  
1968 Austin-Healey 100/6



# Dare to be Seen!

FRED DESANTIS

Am I the only one who sometimes feels invisible driving my little British car? A lot of attention is being given to replacement LED lighting, both for visibility and power savings. After much research I have found a direct replacement LED bulb for the 1157 dual-filament, offset pins, single bulb used on many British cars. This bulb provides lighting for the combination running and brake light that is in a single housing. Not only are they much brighter than a halogen replacement bulb, but they also strobe quickly 3 times before showing a steady red. Each time you touch the brake pedal they strobe. Tapping the pedal repeatedly when slowing or getting ready for a turn will help get the attention of traffic behind. I first noticed them on a motorcycle, and they are street legal.

This LED bulb is smaller than the original 1157, so it should fit in all housings. The light pattern is 360 degrees. It fits both my '67 AH 3000 and '59 TR3. Installation is easy. Push and twist the old bulb out and pop the LED in. No modification needed. I would also recommend cleaning the inside of the lens, cleaning the contacts, and adding a light coat of dielectric grease to the contacts and the base of the bulb to help prevent corrosion. I found these bulbs on Amazon, but they are available from other vendors. Google *flashing tail or brake lights*. Just be sure to order the color red. White turns into pink!

This link gives the dimensions, a description, and videos of the lights in use:  
[https://www.amazon.com/gp/product/B07LG2DWC3/ref=ppx\\_yo\\_dt\\_b\\_asin\\_title\\_o02\\_s00?ie=UTF8&psc=1](https://www.amazon.com/gp/product/B07LG2DWC3/ref=ppx_yo_dt_b_asin_title_o02_s00?ie=UTF8&psc=1).

Note: Problems with hyper-flashing and needing electronic flashers occur only when replacing turn-signal bulbs with LEDs. Any questions: Fred, 609-827-0224. ■

Fred and MaryBeth, *below*, with their beautiful TR3 during our 2022 Pinelands drive. See more photos on page 14.



COMING SOON

PEDC DRIVE  
TO THE  
SIMEONE FOUNDATION  
AUTOMOTIVE MUSEUM  
PHILADELPHIA, PA

SATURDAY, 11 FEBRUARY 2023

“BEST OF BRITAIN”  
SHOW  
~ AND ~  
“CELEBRATING  
100 YEARS OF  
MG CARS”

ADMISSION: \$15PP (\$12 FOR SENIORS)  
LUNCH AFTERWARD AT  
IRON HILL BREWERY & RESTAURANT  
MAPLE SHADE, NJ

RSVP NLT 9 February to:  
PETE & MICKEY DOW, HOSTS  
JPDOW@COMCAST.NET

Rain or shine  
Snow date is February 19th

PEDCers at the Simeone's 2018 Best of Britain show, which Pete & Mickey hosted.







### INSPIRATION

**Left:** The diner that Fred and friends go to in Tuckahoe, NJ. The diner inspired Fred to create this cool "Christmas cruise-in at Fred's diner," **below,** part of his Christmas train display. Photos courtesy of Fred DeSantis.





# 2023 PEDC Calendar of Events ~

**NOTE:** 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 and 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.

## FEBRUARY

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

**10, Friday**, Drive Your Triumph Day. Get out and drive 'em!

**11, Saturday, PEDC** drive to the Simeone Foundation Automotive Museum in Philadelphia, PA, <https://simeonemuseum.org/>, to see their "100 Years of MG" show. Rain or shine. Snow date is February 19th. Pete & Mickey Dow, hosts. See also page 13.

**28, Tuesday**, the cut-off for **PEDC** 2023 annual membership dues. Click here to register: <https://pedc.org/membership/>.

## MARCH

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

**15, Wednesday, PEDC** Irish dinner at St. Stephen's Green Publick House, Spring Lake Heights, NJ, <https://www.ssgpub.com/>. Ken & Pat Wignall, hosts.

## 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**, 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. **NOTE:** Details on PEDC weekend plans forthcoming. Mort Resnicoff & Fredda Fine, hosts.

**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.

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

*Continued on page 16 – 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!

## 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>.

**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 Wismuller, hosts.

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

## JULY

**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.

*Continued on page 17 – Calendar of Events*

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# 2023 PEDC Calendar of Events (Continued)

## JULY (CONTINUED)

**7-9, Friday to Sunday**, British Formula One Grand Prix, Towcester, Northamptonshire, England, [https://www.formula1.com/en/racing/2022/Great\\_Britain.html](https://www.formula1.com/en/racing/2022/Great_Britain.html).

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

**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.

**29, Saturday, PEDC** drive to the Sportscar Vintage Racing Association's (SVRA) New Jersey SpeedTour at New Jersey Motorsports Park in Millville, NJ, <https://svra.com/events/2023-new-jersey-speedtour/>. Ralph Knudsen, host.

## 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/?f=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, and enjoy coffee & donuts in the morning and hot dogs, beer & wine at lunchtime! 9 AM to 1 PM (or whenever) at the home of Bob & Eileen Hoernlein, Beachwood, NJ.

**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.

## 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.

*Continued on page 18 – Calendar of Events*



# 2023 PEDC Calendar of Events (Concluded)

## SEPTEMBER (CONTINUED)

**9, Saturday**, New Jersey Triumph Association's (NJTA) "Britfest" British car show, Veterans Park, Randolph, NJ. Click here for more information: <https://njtriumphs.org/>.

**14, Thursday**, **PEDC** ice cream run to Sundae's the Ice Cream Place, South Toms River, NJ. <https://www.sundaesicecreamplace.com/>. Bob & Eileen Hoernlein, hosts.

**17, Sunday**, **PEDC** "War of the Worlds" drive. Details to follow. Bob & Eileen Hoernlein, hosts.

**20, Wednesday**, **PEDC** goodie-bag stuffing party, 6-9 PM, Brick, NJ. Help us get ready for the big show on Saturday. Rodney & Kathy Ford, hosts.

**23, Saturday**, **PEDC** 26th Annual British Car Day, "Brits on the Beach," car show, 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](mailto:joisuzu@optonline.net).

**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, <https://www.foxhollowvineyards.com/>. Mark & Maria Wintjen, hosts.

## OCTOBER

**1, Sunday**, **PEDC** dinner-theater outing to Surfflight Theater, <https://www.surflight.org/>, in Beach Haven (LBI), NJ. Matinee, "Popcorn Falls," at 2 PM with dinner afterward at 5 PM. Mike & Linda Browne, hosts.

**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, <https://www.oldhightsbrewingcompany.com/>. Steve & Theresa Mundt, hosts.

**19, 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.

**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. Details TBD. Barry Shandler, rallymaster.

## DECEMBER

**2, Saturday**, **PEDC** annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ, <https://www.jumpingbrookccc.com>. DJ Rich Canfield, dancing, buffet dinner, cash bar, prizes, and more. Don't miss it! Mort Resnicoff & Fredda Fine, organizers.

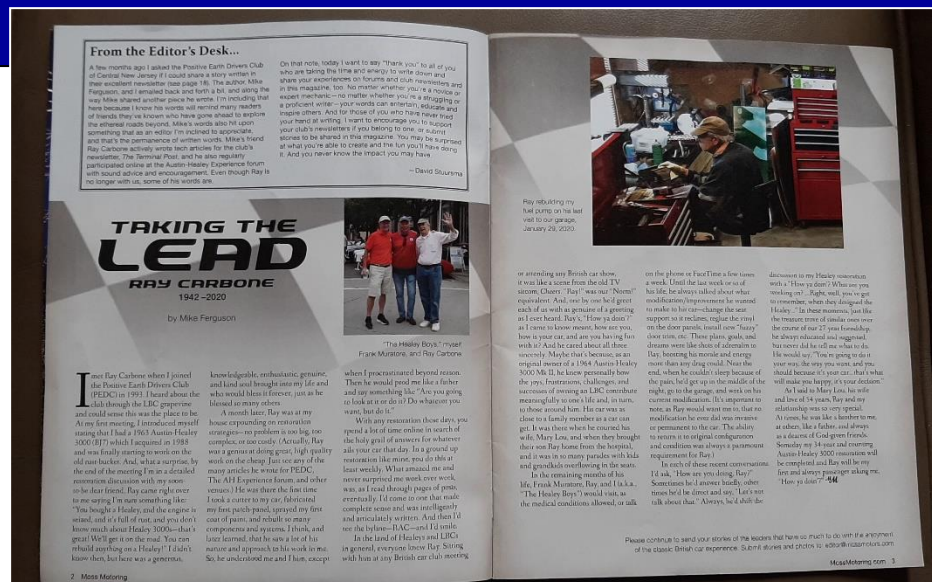




# Congratulations, Mike Ferguson



Moss Motoring published in its January 2023 Issue 1 magazine not one – but two – of Mike's articles, which first appeared in *The Terminal Post*. The first appeared in our November 2020 issue, a tribute to the late **Ray Carbone**, Mike's dear PEDC friend and Healey compatriot. The second appeared in our April 2022 issue, the front-cover story about Mike's 33-year ground-up restoration of his '63 Austin-Healey 3000 BJ7, with **Ray, Frank Muratore, Tom Vash, Bob Pense, and Mike Kusch** offering their collective and individual Healey Boys expertise. Well done, Mike!





## 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.



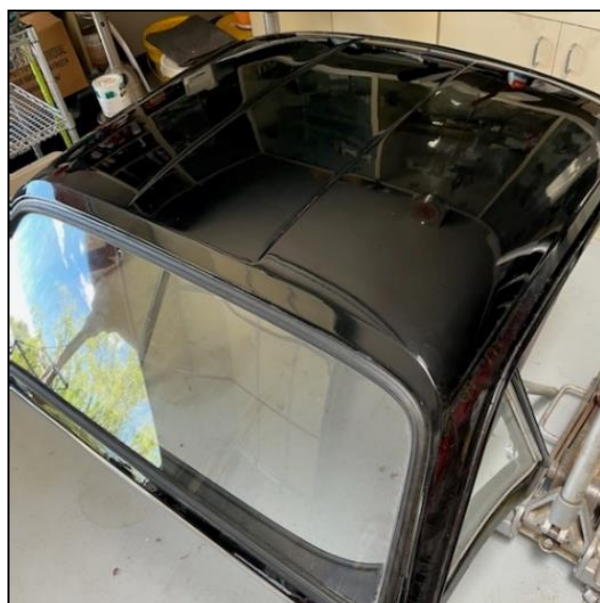
## For Sale: Triumph Spitfire Hardtop

Beautifully restored. Will fit a Spitfire Mark IV or 1500, 1971-1980. The owner's widow is selling it and would like the buyer to pay what he or she thinks it's worth, including shipping costs, or pick up the item in person in Las Cruces, AZ. If interested, contact Ed Townley, [healeymnster@gmail.com](mailto:healeymnster@gmail.com), (575) 644-0363, text or phone.

*Photo courtesy of the seller. [Note: This classified ad was placed through PEDCer Bob Hoernlein. ~ Ed.]*

## For Sale: 1971 Triumph TR6

Garage find. Hasn't run in many years. Needs brakes. Carbs rebuilt. Compression test OK. Recent (2022) work includes rebuilt starter motor and new tires. Body is good. Car is located near the Jersey Shore. \$7,200.00. Please call owner, Dan, at 973-494-4108 to make an appointment. *Photo courtesy of the seller.*







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

It's not too early to start thinking about upgrading your PEDC regalia wardrobe! Bob Canfield and Woody Smith, **below**, sport our popular short-sleeve golf shirts, as do Jim & Marge Gryta and John Quelch, **right**. Jack McLean looks great in our \$14 baseball cap, **below right**.





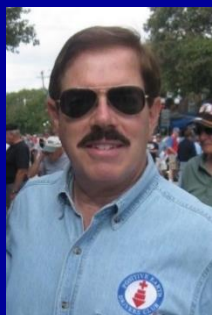
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Photo of Mark Wintjen courtesy of Mark Wintjen. Photo of Martin Vickery courtesy of Martin Vickery. Photo of Erika Larsen courtesy of Erika Larsen.



# 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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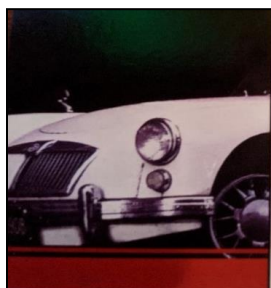
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Click here to visit our PEDC (members only) Facebook Group page: [https://www.facebook.com/groups/pedcmembers/?ref=bookmark\\_s](https://www.facebook.com/groups/pedcmembers/?ref=bookmark_s). Contact PEDC Webmaster Martin Vickery, [martin.vickery@gmail.com](mailto:martin.vickery@gmail.com), 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 PEDC Instagram Manager, Erika Larsen, [larsene14@gmail.com](mailto:larsene14@gmail.com), if you have questions or concerns.





Looking back at winter 2015. Russ Sharples doesn't let a little snow deter him with his 1960 MGA 1600! *Photo courtesy of Russ Sharples.*

