



The Terminal Post

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

Important Dates to Remember

- **January 12:** Monthly meeting at Woody's, Farmingdale, NJ. NOTE: Date change as Woody's is closed January 1-7, 2023. The first date available is the 12th.
- **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!

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Frank Campione's beautiful
2020 Lotus Evora GT, below.



TT Memories

JOE MONREALE



In 2016 my wife, Eileen, and I celebrated our 30th wedding anniversary on the Isle of Man (IOM), attending the TT motorcycle races.

Eileen and I both enjoyed the experience and knew we would return. Eventually we started to book another trip, this time with Eileen's sister and brother-in-law. Unfortunately, our 2020 plans, which were nearly complete, didn't work out, thanks to the COVID-19 pandemic. Lucky for us, Sandy, the manager at the Ascot Hotel in Douglas where we had planned to stay, rolled over our reservations to 2021. Well, once again, the TT was canceled due to COVID-19; however, by 2022 the race was back on and Sandy was able to

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Every May and June the Isle of Man, the tiny country between England and Ireland, turns into motorcycle nirvana as the world's greatest road racers gather to test themselves against the incredible 'Mountain Course' – a 37.73-mile beast of a course carved out of the island's public roads.
”

roll over our reservations once again to accommodate us. As a bonus we planned to meet fellow PEDCers Pete Dow and Art Becker, who were also planning to attend the TT. They were going to stay in Douglas for a few days before continuing on to the Bentley factory in Crewe, England.

About the Race

The TT started in 1907, and it takes place over a fortnight with a 37.7-mile road course throughout

Continued on page 2 – TT

ABOVE: Eileen & me with Pete Dow and Art Becker at the Douglas Promenade.

Source of quote:
<https://www.iomtt.com>

Continued from page 1 – TT

the island's interior. The IOM hosts three major road races each year: the Tourist Trophy, known as the TT; the Southern 100; and the Manx Grand Prix. This long route affords spectators many viewing opportunities. Competition starts on the second Saturday, and the races are scheduled for every other day. There are plenty of activities and places to visit on non-race days. Eileen and I bought the Manx National Heritage pin, which provided us with admission to all eleven heritage sites around the island.

A Full Schedule

In addition to the sites and museums, there are many activities around the island during the days without races. There's racing on the beach in Douglas, stunt and motorcycle shows in Peele, and the Ramsey Sprint 1/8-mile drag races. You can walk through the paddock and the surrounding areas by the Grandstands in Douglas and encounter many of the stars of the races. They're usually very gracious and will make time for a photo or a chat.

We travelled to Snaeful Mountain to watch the first day of competition on Saturday. The electric railway was our most common transportation source for the stay. The sky was clear, and the view was spectacular. On Mad Sunday we took the railway into Ramsey to watch the drag racing (Ramsey Sprint) and then took a bus to the IOM Motor Museum in Jurby.



ABOVE: Mr. Murray, owner of Murray's Motorcycle Museum, near Douglas.
BELOW: Some of Mr. Murray's collection.



They have everything from steam engines to space craft. We saw two interesting cars, the Peele and the Monica. The Peele was the only car produced on the IOM. Some of you may recall Jeremy Clarkson famously driving one through the BBC office for a *Top Gear* episode. The Monica was a product of French industrialist Jean Tastevin. He employed British race car driver and engineer Chris Laurence to design it. The Monica was initially powered by a redesigned Ted Martin SOHC V-8 from the U.K. The museum had a few examples of Monicas.

The next day Eileen and I returned to Ramsey for the races and lunch. On Tuesday, we took the bus to Castletown and visited Castle Rushen, one of the best-preserved medieval castles in the British Isles. The castle has stayed intact because of its continuous use over the centuries until it became a heritage site.

On the return trip we stopped at Murray's Motorcycle Museum by The Fairy Bridge. Fairies feature prominently in Celtic culture and are not neglected on the IOM. The TT competitors, who are a multinational group, pay tribute to the fairies for good luck. Mr. Murray himself (*shown above*) greets you at the entrance to his museum and bestows fairy stickers upon you for good fortune and, perhaps if you're lucky, a handful of silver fairies as well. His collection encompasses everything from modern superbikes to

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classics, with an emphasis on competition motorcycles. There is an entire area dedicated to Joey Dunlop, the winningest man at the TT. A good percentage of the museum's visitors arrived on classic bikes while we were there. There could have been a bike show in the parking lot.

On Wednesday we returned to Ramsey to eat and watch the races. Thursday found us at Peele to tour the Castle again and attend the Moddey-Dhoo MCC motorcycle show. On our return to Douglas, we were able to meet up with Pete and Art for a drink at their hotel. The last day of competition was scheduled for Friday, and all six of us had tickets to the Grandstand. Three races had been scheduled, but because of an accident during the final race there, the Senior TT was postponed a day.

We were all staying on an extra day, so we didn't miss out on the final race on Saturday. There wasn't that much of a crowd since most people had departed the IOM that morning. We again met Pete and Art in a beer tent by the paddock and enjoyed the festivities together. Early Sunday morning we were leaving, and the carnival atmosphere was gone. At the airport we happened to meet Art and Pete, yet again, and shared stories over a different beverage as we waited for flights.

TT Camaraderie

There's a highly charged atmosphere at the TT. From the locals to fellow



fans and competitors, everyone seems to experience it. People really make the magic at this IOM event. The tribe is together again from across the globe. Even non-race fans are positively affected by the enthusiasm. In our travels to Snafell Mountain, Eileen and I met a gentleman and his father from the Netherlands. His brother had planned to join them on the trip but unfortunately became ill and passed away the previous year. There was a bittersweetness as I took the photo for them at the Joey Dunlop statue memorial (*shown right*). There is goodwill everywhere and from most everyone. Sharing it with family and friends helped to make it one big festival. I can hardly wait to return. ■

Photos & captions for this article courtesy of Joe Monreale.

See more photos on page 4.

ABOVE:
Watching the race on Snafell Mountain.

RIGHT:
Son and father from the Netherlands, posing with the Joey Dunlop statue memorial.





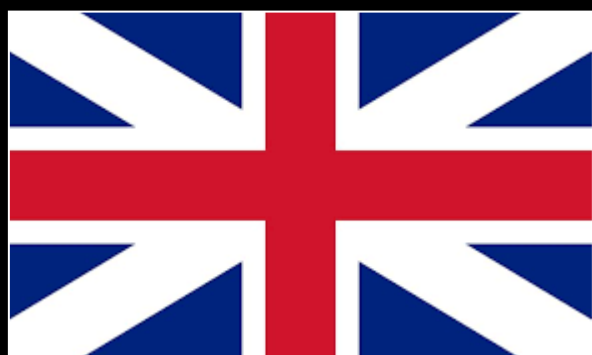
ABOVE LEFT:
A visitor arriving at the Murray Motorcycle Museum on his Rudge Ulster. ["The Rudge Ulster was a British motorcycle manufactured by Rudge-Whitworth from 1929 until the outbreak of World War II." *Source of quote and graphic at right: https://en.wikipedia.org/wiki/Rudge_Ulster.]*



ABOVE RIGHT:
Velocette with a colorful umbrella and a Triumph. ["Velocette is a line of motorcycles made by Veloce Ltd, in Hall Green, Birmingham, England. One of several motorcycle manufacturers in Birmingham, Velocette was a small, family-owned firm, selling almost as many hand-built motorcycles during its lifetime as the mass-produced machines of the giant BSA and Norton concerns." *Source of quote and graphic at right: <https://en.wikipedia.org/wiki/Velocette>.]*



LEFT: Hoisting pints at the Trafalgar Hotel in Ramsey

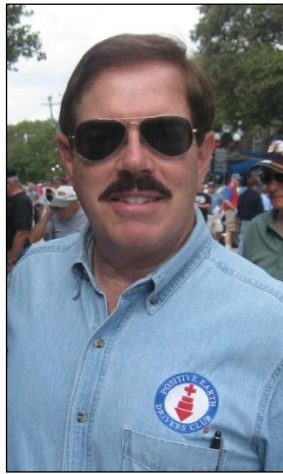


Welcome New Members

The following members have joined since November 2022:

- Guido & Rita Battaglini
Brigantine, NJ, 1970 MGB
- John & Lillian Shaw
Caldwell, NJ, 1971 TR6

GREETINGS
From



KEN KYLE, PRESIDENT

Jaguar Supercars

Jaguar is not a marque typically associated with supercars, those flashy, high performance, very expensive sports cars like the McLaren 720S and the Ferrari F8. But on three occasions Jaguar has ventured into this rarefied market.

The XKSS

What better way to get into the supercar market than to turn a successful racing car into a street car? Jaguar took this approach twice, the first time in 1957 with the XKSS. The legendary Jaguar D-Type racing car won the 24 Hours of Lemans three times, in 1955, '56, and '57, but rules changes slated for

1958 that limited engine displacement to 3 liters made the last 25 finished and partially finished cars unsaleable. Never one to throw anything away, Jaguar boss Sir William Lyons ordered those cars to be made street-worthy by adding a passenger-side door and removing the fairing behind the driver's head and the divider between driver and passenger. The cars were also given a real windshield, side windows, bumpers, proper external lighting, and a folding soft top. The resulting XKSS was still a pure racing car under the skin and proved it with a zero-to-sixty time in the low fives and a top speed approaching 150 mph, respectable numbers even today and absolutely mind-boggling 65 years ago. Some automotive journalists, in fact, consider the XKSS to be the first supercar ever. With only 16 examples completed before a factory fire destroyed the

remaining nine and all their tooling, the XKSS is one of the rarest collector cars out there. The last one to be offered at a public auction, Amelia Island in 2017, reached a high bid of \$11.9 million.

The XJR-15

Jaguar's second attempt at turning a successful racing car into a street car was a bit different. The Jaguar XJR-9, which won the 24 Hours of Lemans in 1988, was produced by JaguarSport, a joint venture between Jaguar and Tom Walkinshaw Racing (TWR). Tom Walkinshaw himself conceived the idea of a street version of the XJR-9 and commissioned future McLaren F1 co-designer Peter Stevens to create a wider and taller version of it for street use. The street version was called the Jaguar XJR-15 and was the first road car to be made entirely from carbon

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fiber and Kevlar composites. Its 6.0-liter, naturally-aspirated, SOHC Jaguar V12 engine produced 450 bhp and drove the rear wheels through a 5-speed manual transmission. A zero-to-sixty time of 3.2 seconds with a top speed of 191 mph puts its performance very close to that of modern supercars. Only 53 examples of the XJR-15 were made between 1991 and 1992, and today a perfect example is valued at around \$2.0 million.

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.

The XJ220

The last Jaguar to achieve supercar status was the XJ220. Like the XJR-15 it made use of some of Jaguar's racing technology, but it was not based on any one racing car. And although it was eventually developed and manufactured by JaguarSport, it was conceived in-house at Jaguar. The original XJ220 concept car, revealed in 1988, featured a 6.2-liter V12 engine developing 500 bhp and all-wheel drive; by the time the car entered production in 1992, it had a twin-turbocharged 3.5-liter V6 rated at 542 bhp and rear-wheel drive. In the meantime, Jaguar had taken over 1400 deposits of £50,000 each and the price had ballooned from £290,000 to £470,000, making it one of the most expensive cars on the planet at that time. That price increase, coupled with the 1990-1991 recession and the drastic change in powertrain specs, caused many prospective buyers to demand their deposits back.

Jaguar offered them the opportunity to buy themselves out of their contracts, but some chose to bring legal action instead. Although Jaguar prevailed in court, the car's reputation was tarnished and the last of only 282 examples produced between 1992 and 1994 was not sold until 1997 at a much-reduced price of only £127,550. Nevertheless, the XJ220 was a true supercar with a top speed of over 212 mph, making it the fastest production car in the world in 1992 and 1993. And, unlike its XKSS and XJR-15 predecessors, it had niceties such as air conditioning and power steering, making it quite livable. After years in the doldrums, XJ220 prices are finally starting to rise, with a superb example selling for \$687,000 at Amelia Island in March of 2022.

The Future

Will Jaguar ever make another supercar? Given the very limited success of their first three attempts it seems unlikely, but who knows? Jaguar plans to go all-electric by

Please Note!

Our January Meeting

Please note that our January meeting will take place on **Thursday, January 12th**. Woody's will be closed the first week in January, and the meeting room is already taken on Wednesday the 11th. Please pass the word!

Our 2023 Events Calendar

For the past two years we have had to dispense with our January planning meeting, aka "The Gathering," due to COVID-19. Despite this, we had two of our fullest calendars ever, so the PEDC Board of Trustees has decided not to hold The Gathering this year as well. Instead, please contact President Ken Kyle directly, kenkyle4@comcast.net, with your ideas for 2023 club events. We will also be reaching out to those who have organized events in the past or who have already expressed interest in hosting or organizing events in the future. We hope to have a full provisional calendar for you in the February newsletter.

~

2025, and electric cars are certainly capable of incredible performance. We'll just have to wait and see. ■

See photos on page 7.

JAGUAR SUPERCARS

RIGHT:

1957 Jaguar XKSS.

Photo source: www.mad4wheels.com.

BELOW:

1991 Jaguar XJR-15

Photo source: Mr.choppers - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=81064127>.

BOTTOM: 1992 Jaguar XJ220.

Photo source: www.mad4wheels.com.



2023 PEDC Partial Calendar of Events

Below are a few of our upcoming events plus two New Jersey Triumph Association (NJTA) events. We'll be fleshing out our club calendar for 2023 soon, so look for a more extensive calendar in February.

- January 12, Thursday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- February 1, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- February 28, Monday, cut-off date for PEDC 2023 membership renewal
- March 1, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- April 5, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- May 3, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- June 7, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- June 10, NJTA "A Touch of England" show, Ho-Ho-Kus, NJ. Watch for details.
- June 18, Sunday, PEDC Father's Day British car show, Spring Lake Heights, NJ
- July 5, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- August 2, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- September 6, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- September 9, NJTA "Fallfest," Randolph, NJ. Watch for details.
- September 20, Wednesday, Brits on the Beach goodie-bag stuffing party
- September 23, Saturday, 26th PEDC British Car Day, "Brits on the Beach"
- October 4, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- November 1, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
- December 2, Saturday, PEDC annual Christmas/holiday party, JBCC, Neptune, NJ.



2021 PHOTOS: Donna Huy, Randy & Alison Geck, and Rich Huy at Woody's. John Quelch's TR6 at our Father's Day show. Ivan Nedds' 2018 McLaren 720S at Brits on the Beach

Coming Next Month: Jaguar Woes

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

Photo below left of Jon and the 340 by Carol Kyle.
GS photos middle and right courtesy of Jon Radin.

JON RADIN





Minutes of the November 2, 2022 General Meeting

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

PRESIDENT KEN KYLE BEGAN the meeting at 7:30 PM. In attendance were 41 members. A motion to accept the minutes of the October 5, 2022 meeting (posted in the November 2022 newsletter) was made, seconded, and carried. There were no reports from our show chairman, regalia manager, sunshine chairman, webmaster, or Instagram manager, all of whom were not present.

President Ken welcomed one new member.

Treasurer's Report

Treasurer Dean LaVergne was feeling under the weather, but President Ken filled in with a quick review of the club's account balance, \$6,008.66, and noted that our memberships went up by five since the last meeting, bringing the total to 248 members (not counting spouses and partners). A motion to accept the treasurer's report was made, seconded, and carried.

Old Business

President Ken noted that the following events were held since the last meeting.

October 9 – PEDC drive to Old Hights Brewing Company in Hightstown, NJ was led by Steve & Theresa Mundt. Sixteen members in seven British cars participated.

October 15 – PEDC drive to Fox Hollow Vineyards in Holmdel, NJ, originally scheduled for October 1st, was led by Mark Wintjen. Seventeen members in eleven British cars participated.

October 21 – PEDC drive to Pic-A-Lilli Inn in Shamong, NJ was led by Mort Resnicoff & Fredda Fine. Sixteen members in eight British cars participated. [Actually, there were 18 members. ~Ed.]

October 22 – PEDC fall foliage drive to Hunterdon County was led by Ken & Carol Kyle, ending with lunch at the Sergeantsville Inn, Sergeantsville, NJ. This drive was originally scheduled

for the 23rd but was moved up a day due to a rainy forecast. Twenty members participated: twelve in seven British cars, meeting up with eight more members in four British cars at the inn.

Canceled Events

Bob Canfield's drive to the Roebling Museum in Roebling, NJ, scheduled for October 15th, was canceled, as was Woody & Sue Smith's 4th Annual Halloween Costume Party, scheduled for October 29th.

Non-PEDC Events Since Last Meeting

October 21-23 – Delaware Valley Triumphs, Ltd. (DVT) held its 2022

Continued on page 10 – Minutes

ABOVE PHOTO: PEDCers gathered for our November 6th "Super Scenic Rally," organized by Barry Shandler, rallymaster. A great turnout with fifteen cars. *Photo courtesy of Barry.*

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America's British Reliability Run (ABRR) Pennsylvania, which benefits programs that help children through Shriners Hospitals for Children.

October 22 – MG Car Club Central Jersey Centre, Inc. held its annual Britfest 2022 show at Horseshoe Lake Park in Succasunna, NJ (Roxbury Township).

Awards

Mark Wintjen received a PEDC engraved beer glass for organizing the Fox Hollow Vineyards drive. Mort Resnicoff & Fredda Fine also received a PEDC engraved beer glass for organizing the Pic-A-Lilli drive.

New Business

Upcoming PEDC Events

November 6 – PEDC Super Scenic Rally organized by Barry Shandler, rallymaster, will take place in the Upper Freehold, NJ area, ending with lunch at the American Bar & Grille, Monroe Township, NJ.

December 3 – PEDC annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ. DJ Rich Canfield, dancing, buffet dinner, cash bar, prizes, & more. Mort Resnicoff & Fredda Fine, organizers. Mark your calendar for an exciting evening.

Other New Business

Membership Dues

The membership year ends on December 31st. If you joined the PEDC on or after September 1, 2022, you are paid up through the end of 2023. Otherwise, your membership expires at the end of the year, and you must renew it by February 28, 2023 or you will be removed from the membership rolls. Renewing your membership guarantees that you will continue

receiving monthly newsletters and also email blasts from the club.

To renew online by credit card, simply go to our website, www.pedc.org. If you prefer to pay by check, you can download and print a paper registration form from the website and either (1) mail it with your check to the address on the form or (2) bring it to the January or February meeting with your check. Either way, you must fill out a new form to renew your membership; no renewals will be accepted without a form.

Adjournment

President Ken reminded members that there will be no meeting in December and that our first meeting of 2023 will be Thursday, January 12th, as Woody's will be closed in early January. Ken adjourned the meeting at 7:58 PM. ■

Beautiful little British cars on our Pic-A-Lilly drive, *below*. The top is new member Guido Battaglini's MGB. Photo by Carol Kyle. The bottom is Bob & Eileen Hoernlein's TR6. Photo by Eileen Hoernlein.



The Saratoga Automobile Museum

FRANK MURATORE



The town of Saratoga in upstate New York is best known for its hot springs and horse racing, but this bucolic town also houses an excellent automobile museum. Located in a former bottling plant in the heart of Saratoga Spa State Park, it houses an unusual collection of iconic automobiles.

During a recent visit to the area, I had the opportunity to tour the museum and was pleasantly surprised at what I found. The museum houses roughly 35 cars on two floors, but the diversity of cars is what struck me. Sure, there's the unforgettable DeLorean, Ferrari Testarossa, and Lotus Esprit Turbo SE, but then there are the rare and unusual: a 1991 Jaguar Sport XJR-15 (1), a 1993 Jaguar XJ220 (2), a 1987 Porsche 959, a 1993 Schuppan-Porsche 962CR (3), and a 1994 Bugatti EB110GT. There's even a 1991 GMC Syclone, the hot rod of pick-up trucks, recently featured on *Jay Leno's Garage*.

Walk upstairs and you'll find everything from an original, unrestored 1921 Model T Ford to a perfectly restored BMW Isetta and a 1936 Ford Phaeton. From the racing world there's a 1979 McLaren M16 (a three-time Indy winner) (4), as well as a 1950 Allard J2 (5) and a 1935 Maserati V8RI.

To my surprise there was a 1978 all-electric GE-100 Centennial. Produced by General Electric, this prototype had a range of about 50 miles on a charge and went from 0-30 in 9 seconds . . . no Tesla, but not bad for 1978.

Although the collection is relatively small in size, it's wide in scope. There is an interesting story behind each car and why it deserves our attention. If you are ever in the Saratoga area and have an hour or two to spare, a visit to the museum will not disappoint. ■

Photos for this article courtesy of Frank Muratore.





Ladies Love the Garage Squad!

Trish Gutwein, **above**, and Linda Wiltshire, **below**, are grateful to the Squad for getting them back on the road. *Photo of Trish courtesy of Trish Gutwein.* Linda says, "The ride home was great . . . such a thrill to be on the road again. It really drives nice." "This is the culmination of about eight days of Squad work. Linda spent a lot of time alongside us, doing some work on parts for her AH3000. It took longer than we thought it would, but the work resulted in a car that is safe, runs very strong, and looks pretty nice too. Linda came down this past Saturday [December 10th] to finally drive the car home. It is the first time she had driven it in many years. She was beside herself with excitement, and we all know that this is why we do what we do." ~ Bob Canfield. *Photo of Linda by Russ Sharples*



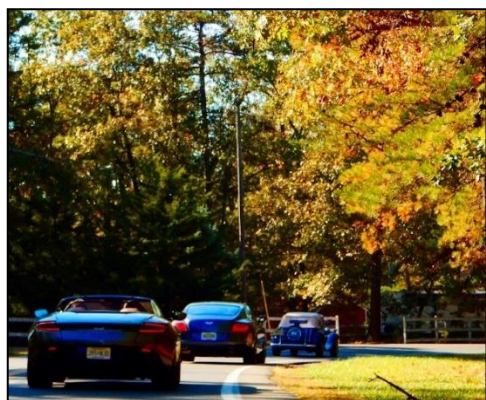
Pic-A-Lilli Drive

21 OCTOBER 2022



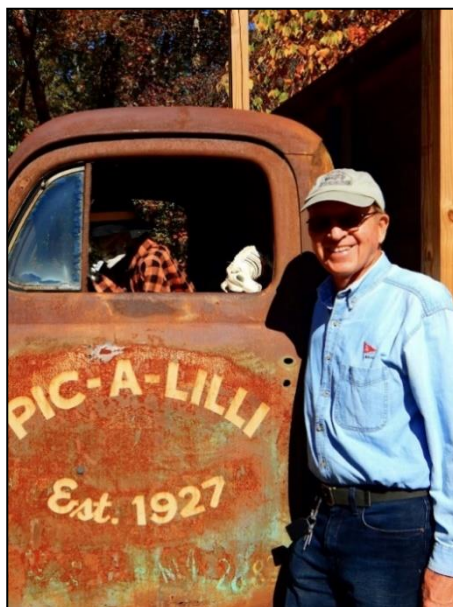
MORT RESNICOFF & FREDDA FINE led us on a spirited fall drive through the back roads of South Jersey to the historic Pic-A-Lilli Inn in Shamong, NJ, which started in the 1920s as a luncheonette, selling ice cream, sandwiches, and soda pop. After Prohibition in the 30s, the owner and his family got a liquor license, added a bar, and called the place Snyder's Tavern. Later the family renamed it Pic-A-Lilli Inn, and the rest is history. This year they were all decked out for Halloween, their outdoor decorations enticing us for great photo ops.

A group of four cars started from Woody's in Monmouth County, including Rich & Denise Dalfonzo (Mini), Ken & Carol Kyle (Jaguar F-type), Charlie Schirm & Susan Kelley (Aston Martin DB11 Volante), and Ron Stucker and Joe Monreale in Ron's Jaguar XK. We met up with Mort & Fredda in their MGTD, Art Becker and Pete Dow



ABOVE LEFT & RIGHT: Eileen & Bob Hoernlein with the Pic-A-Lilli vintage pick-up truck.

More photos on page 14.



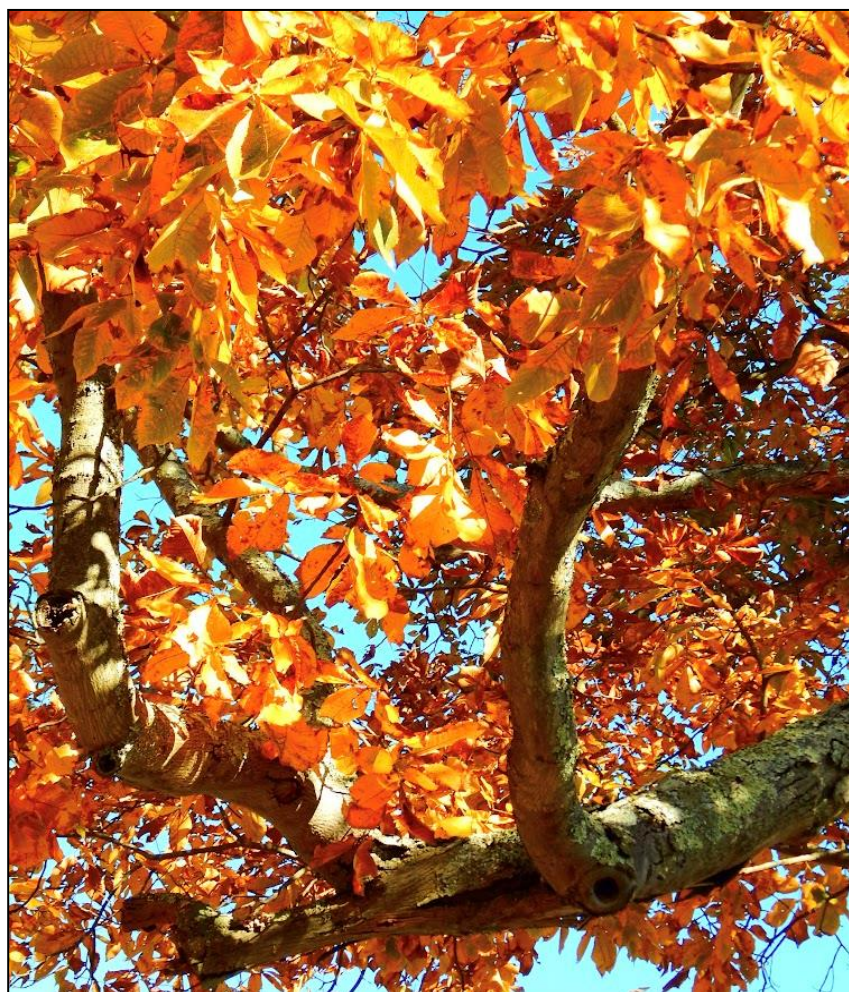
in Art's TR8, Bob & Eileen Hoernlein in their TR6, and Gary & Pat Watson in their Riley 1.5. The four cars were pulled over on the side of the road (in Ocean County) waiting for us to jump in, and hoping all those South Jersey sand & gravel dump trucks didn't hit them while they waited. Whew, pretty scary! The 50-mile drive southwest from Woody's to Burlington County took about 75 minutes, giving us plenty of time on arrival to enjoy the inn's outdoor Halloween displays before lunch. Meeting us at the inn were Fred DeSantis



in his '65 Factory Five Cobra/AC replica (see next page) and Guido Battaglini in his MGB. ■

TOP PHOTO: Back row sitting are Guido Battaglini, Pat Watson, Susan Kelley, and Gary Watson. Standing, from left, are Art Becker, Ron Stucker, and Fred DeSantis. Sitting in front row are Pete Dow, Joe Monreale, Carol Kyle, and Bob Hoernlein. Missing from photo: Mort & Fredda, Ken Kyle, Charlie Schirm, and Rich & Denise Dalfonzo. Photo by Eileen Hoernlein.

Photos this page (except the one with the ghost) by Bob & Eileen Hoernlein. Ghost photo by Carol Kyle.



TOP: Eighteen of us in 10 British cars participated in the Pic-A-Lilli run. Some of the cars, *shown above*, included the Dalfonzos' Mini, the Kyles' Jaguar, the Watsons' Riley, the Hoernleins' TR6, and Fred DeSantis's cool Cobra/AC replica. *Photo by Carol Kyle.*

ABOVE: A skeleton crew with Pat, Susan, and Eileen enjoying the fun. *Photo by Bob Hoernlein.*

LEFT: Gorgeous fall foliage made for a perfect day. *Photo by Eileen Hoernlein.*

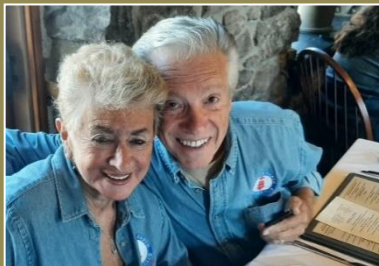


PEDC Fall Drive to the Sergeantsville Inn

CAROL KYLE

MID-TO-LATE OCTOBER IS AN ideal time to head north from Central New Jersey to see our beautiful fall foliage displays, and this year didn't disappoint. Gathering at Woody's in Farmingdale at the start of the drive, we saw our best color from that point up through Monmouth and Mercer counties. Color continued into Hunterdon County, ending at our destination: the lovely historic Sergeantsville Inn, where a private room awaited us and a wonderful all-day Sunday brunch tempted us. (Brunch is ordered off the menu; it's not a buffet brunch.) This may be an old inn, but it's beautifully restored and maintained – a classy place for a group of British car enthusiasts!

Ken & I organized the drive, our 8th fall foliage run to Hunterdon County



FROM TOP: Our beautiful private dining room. Source: www.sergeantsvilleinn.com. Lovebirds Mort & Fredda. Pat & Ken toast our arrival.



since 2011. We had a good turnout of 20 members in 10 British cars, starting with Art & Joann Becker (Bentley Continental GT), Bob & Eileen Hoernlein (TR6), Ken & me (F-Type Jaguar), Charlie Schirm & Susan Kelley (Aston Martin DB11 Volante), and Woody & Sue Smith (Jaguar XJ).

An hour into the drive we picked up Mort Resnicoff & Fredda Fine (MG TD) in Lawrence Township, NJ and continued on, meeting four more couples at the inn: John & Carol Kosztzo (MGB), Jim & Elaine Mustacchio (TR7), John Sprake & Elaine Whalen (MGB GT), and Ken & Pat Wignall (Jaguar XK140 MC).

The inn is under new management and is better than ever. Executive Chef

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Daniel Brunina and general manager Jes Taylor (co-owners) serve delicious and healthy farm-to-table seasonal cuisine, created from locally grown and produced food in Hunterdon County. Here are some of the fall brunch offerings that we enjoyed (in case you're thinking of visiting):

Warm Autumn Soup – sweet potato, Gala apple, rutabaga, and Aleppo pepper

Baked Oatmeal Brulée – spiced rum, raisins, and vanilla Chantilly

Lo Re Black Pepper Rigatoni Bolognese – whipped ricotta, parmesan breadcrumbs

House Strata – breakfast sausage, preserved tomato, aged cheddar, Swiss chard, hen egg, country bread

Heritage Wheat Pancakes – locally milled flour, cultured butter, maple syrup, house bacon

Countryman Platter – two hen eggs, sausage, house bacon, fingerling potato hash

River Bend Farms Beef Burger – aged cheddar, caramelized onions, house pickle, side salad or house-cut fries



French Toast – pear butter, maple syrup, house granola, whipped cream

Smoked Salmon Benedict – fresh biscuit, Swiss chard, Bearnaise sauce, fingerling potato hash

Croque Monsieur – house ham, preserved pear jam, aged cheddar, Mornay sauce

The Sergeantsville Inn has limited seating – just a few tables in their tavern, to the left upon entry, and their two small dining rooms on the

first floor. Ours sat 20 comfortably. There is more seating upstairs as well.

All in all, we had good weather, a nice leisurely drive on mostly backroads, and, more important, a great crew of PEDCers. ■

Beautiful fall foliage photos top and bottom by Eileen Hoernlein. Photo above by Bob Hoernlein.

More photos on page 17.



**MORE PHOTOS ~ FALL DRIVE
TO THE SERGEANTSVILLE INN,
HUNTERDON COUNTY, NJ**

Right: Getting ready to leave Woody's are
Bob & Eileen Hoernlein in their TR6 and
Ron Stucker and Joe Monreale in
Ron's Jaguar XK.

Below left: John Sprake & Elaine Whelan
alongside their MGB GT at the inn.
Below right: Ken and Pat Wignall's
recently restored Jaguar XK140 MC.

Bottom: Art & Joann Becker's
Bentley Continental GT,
Mort Resnicoff & Fredda Fine's MG TD,
and the Wignalls' beautiful Jaguar.

Photos by Carol Kyle.



PEDC Christmas/holiday Party



Party planners extraordinaire Mort Resnicoff & Fredda Fine pulled off another fabulous party this year at the Jumping Brook Country Club in Neptune, NJ. Mort was a little under the weather so was unable to join us

(we missed you, Mort), but Fredda was able to keep the festivities going without skipping a beat. Dancing to great DJ music (thank you, Rich Canfield & assistant Amy); a nice menu (starting with delicious hors d'oeuvres, crudites, and fruit, and ending with coffee, cookies, and a help-yourself ice cream bar); great door prizes; and a gift exchange made for a memorable night.



The PEDC Board of Trustees awarded a Certificate of Appreciation to Jon Radin for helping the PEDC Garage Squad, making his garages available so that the Squad can do its work. The Board also awarded Clubman of the Year to Newsletter Editor Carol Kyle for publishing the PEDC newsletter for nine years (2012-2015 and 2018-2022). Congrats to Jon and Carol.

Thank you, Mort & Fredda, for all your hard work to make an enjoyable evening for us. As always, it was a nice way to kick off the holiday season! ■



RIGHT: Charlie Schirm & Susan Kelley.
BELOW: Mickey & Pete Dow.



LEFT: Rodney & Kathy Ford. Always love seeing Rodney's Union Jack tie.
RIGHT: Ken & Carol Kyle

Photo of Ken & Carol by Susan Kelley.



More photos on page 19.



BELOW, LEFT: Lots of beautiful gifts from which to choose.

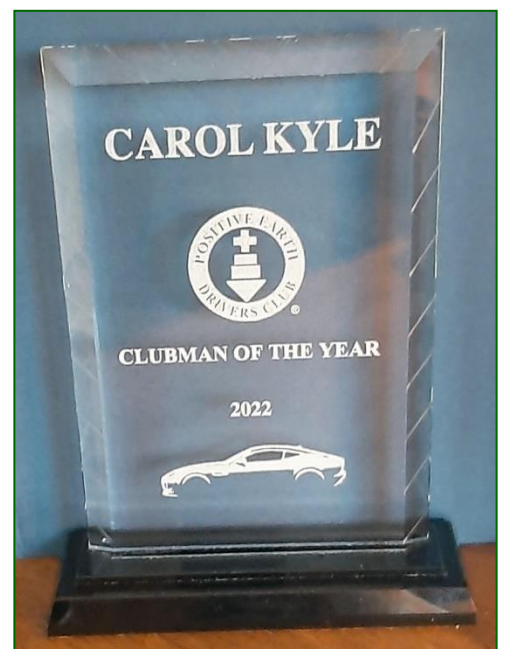
BELOW, RIGHT: Etched glass Clubman of the Year Award.



ABOVE, LEFT: The hostess with the mostess, Fredda.

ABOVE: Mark & Nadine Berkowsky with a pair of large British knit gloves!

LEFT: Festive tables of eight await.



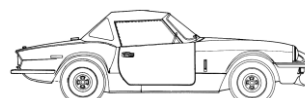
PEDC Classified Ads ~ Free to Members

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 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, (575) 644-0363, text or phone. *Photos 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, (609) 276-1842. All items are supplied to us through Fourth Gear, Ltd. *Current prices.*



TIME TO THINK ABOUT ORDERING NEW REGALIA FOR 2023 ~

The guys at Ice Cream on 9 in Howell, NJ at our last ice cream run (the 15th) of the 2022 season. **From left** are Mike Browne, Rich Huy in a red hooded sweatshirt, Ken Kyle and Randy Geck in our black long-sleeve crewneck sweatshirts, Bill Geissel, Rodney Ford, and Tom Albertalli. NOTE: If there is an item you'd like but don't see listed here, check with PEDC Regalia Manager Sookie McLean, corina458@comcast.net, (609) 276-1842.

November 8, 2022 Board Meeting Minutes

SUBMITTED BY KEN KYLE FOR SECRETARY ALLAN WYSMULLER

BOARD MEMBERS PRESENT: Ken Kyle, Dean LaVergne, Bob Canfield, Steve Mundt, John Quelch, Mark Wintjen

Members Absent – Woody Smith, Allan Wysmuller, Mike Browne

President Ken Kyle called the meeting to order at 6:05 PM.

AGENDA ITEMS:

2022 Brits on the Beach Show Trophies – Show Chairman Bob Canfield reported that four replacement trophies had to be purchased, three first place trophies and one third place. All were shipped to their correct recipients today except for Mike Browne's, which will be hand-delivered to him. This resolves the mis-awarded trophies issue. Treasurer Dean LaVergne reported that he has recreated the old format for the vote tabulation program results to prevent problems in the future.

2022 Holiday Party Club Spending – President Ken asked the board to approve an expenditure of \$1575.00 on the holiday party. Steve Mundt seconded the motion. Motion was carried with John Quelch voting no.

PEDC Treasurer's Report – The cash-flow report was presented by Treasurer Dean. The club balance as of October 31st is \$6008.66, with 248 members, not counting spouses and partners. Motion to accept report by Mark Wintjen; seconded by Bob Canfield. The treasurer's report was accepted unanimously.

Events Planning for 2023 – President Ken proposed dispensing with the traditional January planning meeting and instead soliciting member input and commitments to hold events via email, as was done successfully in 2021 and 2022 due to the pandemic. The proposal was adopted without objection.

Clubman of the Year – Carol Kyle was nominated as Clubman of the Year by John Quelch, seconded by Bob Canfield. Motion was carried with President Ken abstaining. Jon Radin will receive a Certificate of Appreciation for his contributions to the success of the Garage Squad.

The meeting was adjourned at 6:55 PM. ■

POSITIVE EARTH DRIVERS CLUB CASH FLOW REPORT AUGUST THRU OCTOBER 2022

INFLOWS

Dues		
Dues:Dues 2022	<u>180.00</u>	
TOTAL Dues		180.00
Summer Show Income		482.03
BOTB		
Entry Fees	3,566.00	
Sponsorships	1,087.00	
Regalia	2,038.00	
TOTAL BOTB Income		<u>6,691.00</u>
TOTAL INFLOWS		<u>7,353.03</u>

OUTFLOWS

BOTB Expenses		6,553.41
Autojumble		71.32
Club Expenses		84.20
Insurance		300.00
Summer Show Expenses		464.38
Rally Trophies		150.55
Sunshine Expenses		184.74
TOTAL OUTFLOWS		<u>7,808.60</u>

NET INFLOWS (OUTFLOWS) (455.57)

NOTES:

10/31/2022 Bank Balance	\$6,008.66
10/31/2022 Membership Count	248
(not counting spouses/partners)	

POSITIVE EARTH DRIVERS CLUB CASH FLOW REPORT 2022 SUMMER SHOW

INFLOWS

Summer Show Income	482.03
--------------------	--------

OUTFLOWS

Summer Show Expenses	<u>464.38</u>
NET INFLOWS (OUTFLOWS)	<u>17.65</u>

POSITIVE EARTH DRIVERS CLUB CASH FLOW REPORT 2022 BRITS ON THE BEACH

INFLOWS

Entry Fees	3,566.00
Sponsorships	1,087.00
Regalia	<u>2,038.00</u>

TOTAL BOTB Income 6,691.00

OUTFLOWS

BOTB Expenses	<u>6,553.41</u>
NET INFLOWS (OUTFLOWS)	<u>137.59</u>

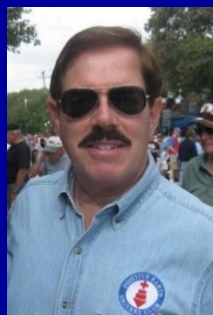
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DEAN LAVERGNE, TREASURER
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President
Ken Kyle



Vice President
Woody Smith



Secretary
Allan Wismuller



Treasurer
Dean LaVergne

PEDC Staff

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** also a Trustee at Large*

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Show Chairman
Bob Canfield *

PEDC Trustees at Large, 2023-2024

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609.618.7559 mobile

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609.369.1190 mobile

JOHN QUELCH
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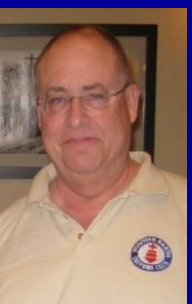
MARK WINTJEN
cptwintch@comcast.net
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732-841-7808 mobile



Trustee at Large
Mike Browne



Trustee at Large
Steve Mundt



Trustee at Large
John Quelch



Trustee at Large
Mark Wintjen



IT Manager
Russ Sharples



Webmaster
Martin Vickery



Instagram Mgr
Erika Larsen



Newsletter Editor
Carol Kyle



Regalia Manager
Sookie McLean



Sunshine
Nadine Berkowsky

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

Ads from PEDC Show Sponsors

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

Yeager Automotive

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Belmar, NJ 07719
Phone: 732-280-8884

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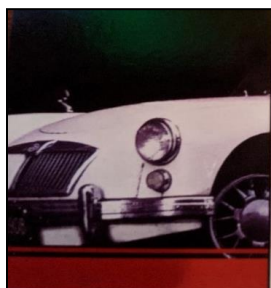
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Click here to visit our PEDC (members only) Facebook Group page: https://www.facebook.com/groups/pedcmembers/?ref=bookmark_s. Contact PEDC Webmaster Martin Vickery, martin.vickery@gmail.com, to be added to the group.



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.





The Last Word: Midgie Says, “Get Out and Drive ‘Em!”

John “Island John” & Alice Gazarek joined us for our scenic farmlands drive last July with their little 1969 MG Midget, “Midgie.”