



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

Important Dates to Remember

- **June 1:** PEDC ice cream run to Ice Cream Shop of Manahawkin, Route 9, Manahawkin, NJ
- **June 4:** PEDC drive to Twin Lights State Historic Site, Highlands, NJ
- **June 7:** PEDC monthly meeting at Woody's, Farmingdale, NJ
- **June 8:** PEDC miniature golf night, Howell, NJ
- **June 15:** PEDC ice cream run to Jeffreeze Ice Cream, West Creek, NJ
- **June 18:** PEDC annual Father's Day show, Spring Lake Heights, NJ & BBQ afterward, Wall, NJ
- **June 21:** PEDC ice cream run to TK's, Cream Ridge, NJ
- **June 28:** PEDC ice cream run to Four Boys, Farmingdale, NJ

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*Below: Woody's and Ken's
Jaguars in Lewes, DE, May 2023*



PEDC Destination: Lewes, DE

CAROL KYLE



WHEN MARK BERKOWSKY was president of the PEDC, 2012-2015, a group of us started traveling to Lewes, DE overnight to attend an annual British car show sponsored by the British Car Club of Delaware (BCCD) and the Lewes Chamber of Commerce. Some of us used to go for the day only, but in 2012 fourteen of us in eight cars stayed one night, and our own Andy Moutenot came home with a 2012 Best in Show award for his 1994 Morgan +8. Wow! We had so much fun that the next year we decided to make a weekend of it, and we're glad we did. Ken and I started organizing the weekend drive to help Mark

keep track of the details – what members were going, what hotels we were staying in, whether we registered for the show, and so on. In those days the BCCD show was held at the Lewes Historical Society, an easy walk to town. All that changed in 2016 when

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ABOVE: Fred & MaryBeth DeSantis enjoy being in the Winners Circle parade, about to accept their 2nd place class award for Austin-Healeys. **BELOW:** Rosario & Sheryl Zappala, here with their MG TD, met us for lunch in Cape May.





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the Chamber decided to move the show to the Lewes ferry terminal. At first we missed being right in town (and suspected the restaurateurs and shop owners missed us too). However, eventually we accepted the change, especially since show organizers arranged for shuttle-bus service every 15 minutes from the ferry terminal to down-town, and still do.

So far the change in venue has worked well. The large grassy field with a view of Delaware Bay where it meets the Atlantic Ocean provides a great backdrop for the cars. And a couple of years ago a decent restaurant opened at the terminal, Grain on the Rocks, adding a dining option for show attendees who want to stay at the show and enjoy something other than fast food. This year 120 cars filled the show field at the BCCD's 27th Annual "The British Are Coming . . . Again!" car show,

which celebrated the 100th anniversary of the MG.

PEDC PARTICIPANTS

We couldn't have asked for a more perfect weekend this year. (Thank you, Bob Canfield, for praying to the weather gods!) In fact, it may have been one of our best trips ever, the 9th one that Ken & I have organized since 2013. The weather was ideal (not one drop of rain, which is unusual for us), and we had a really great group of twenty traveling together in ten British cars:

Art & Joann Becker
2013 Bentley Continental GT

Bob Canfield and Chip Reilly
1966 Triumph Spitfire

Jay & Debbie Finley
1953 MG TD

Ken & Carol Kyle
2018 Jaguar F-Type coupe

Phil Licetti & his niece
Bob Canfield's 1974 MGB

Charlie Schirm & Sue Kelley
2019 Aston Martin DB11
Volante convertible

Woody & Sue Smith
2013 Jaguar XJ

Ron & Patti Stucker
2008 Jaguar XK convertible

Gary & Pat Watson
1959 Riley 1.5

Rosario & Sheryl Zappala
1952 MG TD

Meeting us in Lewes for the Friday night Meet & Greet, to which the PEDC was invited, were four more members in two cars:

Fred & MaryBeth DeSantis
1967 Austin-Healey 3000 BJ8

Joe & Donna Letizia
1961 Triumph TR3A
(shown below on the show field)



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THE DRIVE TO CAPE MAY

The group traveling together met at the same Wawa in Whiting, NJ that we use for many of our club drives. It's on Route 70 at County Route 539. At 9 AM sharp we saddled up and drove down the back roads – which we had to ourselves most of the way – through the NJ Pine Barrens to Cape May. Ken & I were glad we tested the drive the week before, as there was one detour in Dennis Township that we didn't expect. We budgeted 2½ hours to drive from the Wawa in Whiting to Cape May. Luckily we made good time, arriving 15 min earlier than our 11:30 AM ETA.

After a leisurely 2-hour lunch at the 101-year-old Lobster House, next to Cape May Harbor, we headed over to the Cape May Lewes Ferry to queue up for the 2:30 PM sail across Delaware Bay. The 80-min trip over, and especially back on Sunday, was pretty calm. And this year the BCCD arranged for us to get a ferry discount since we were traveling as a group to their show. By arriving a little early at the ferry in Cape May, we were able to line up together before boarding and stay together in the bow during the sail, which was a first for us. Usually we're scattered throughout the ferry during our sail, so having the cars together made for a great photo op (see right).

LODGING

Some of you may recall that last year the BCCD and Lewes Chamber of Commerce had to cancel their annual British car show, as an impending nor'easter was heading toward Delaware.

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FROM THE TOP:

Ken & I led our caravan of 10 cars, tucking the LBCs right behind us with the big British cars at the rear.

Bob Canfield's MGB, Gary Watson's Riley 1.5, and Bob's Spitfire gathered at the Wawa. Bob's friend Phil drove the B.

Sue Smith and Bob Canfield.

Lining up, *left*, and settling in, *below*, on the ferry headed to Lewes, DE.





ABOVE:
Sue & Woody Smith and Joann & Art Becker stand between the Smiths' Jaguar and the Beckers' Bentley after lunch at the Lobster House.

Art at the ferry terminal, waiting to board. Photo by Gary Watson.

RIGHT:
The gang at lunch on Friday: **from left** are Chip Reilly, Phil Licetti, and Phil's niece. On the **right** are Rich & Donna Huy, who met us for lunch Friday, and Bob Canfield.



The lineup at the Lobster House in Cape May.

BELOW:
After lunch, half of our group posed for a photo op. **From left** are Art Becker, Woody Smith, Sue Smith, Joann Becker, Gary & Pat Watson, Rich & Donna Huy, Ken Kyle, Sue Kelley, Charlie Schirm, and Ron Stucker. Missing: Bob Canfield, Chip Reilly, Phil Licetti and his niece, Patti Stucker, Rosario & Sheryl Zappala, Jay & Debbie Finley, and me.



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So we were forced to cancel our PEDC 2022 Lewes Weekend trip accordingly. The good news is that most of us PEDCers signed on again this year and were able to roll over our room reservations at the Inn at Canal Square. A few members new to the trip were able to secure rooms at other hotels and inns. What's nice about this inn is their lovely breakfast, which is included with the room reservation. It's not bacon and eggs, if you're wondering, but it's sufficient to start the day – smoked salmon, hardboiled eggs, pastries, croissants, fresh fruit & juices, and coffee & tea.

SATURDAY'S SHOW

Our five PEDC modern British cars built after 2000 followed each other over to the show field and were able to park together in the newly designated Future Classics area this year, which had a full 20 entries. Our own Charlie Schirm's Aston Martin was voted Best Future Classic. Featured on the main part of the show field were 100 classic British cars built before 2000. Also winning awards were Fred DeSantis, who took 2nd in the Austin-Healey Class, Jay Finley, who took 3rd in the Early MG Up to MG-A Class, and Joe Letizia, who took 3rd in the Triumph Up to 1968 Class. Congratulations to all! Of the 120 show entries this year, the PEDC supplied 12 cars or 10% of the show field, and we came home with four awards.

LUNCH & RETAIL THERAPY

Upon arrival at the show field, the PEDC ladies were eager to take the shuttle to town for shopping and lunch. We settled on the restaurant Nectar and

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RIGHT:
Joann Becker and Sue Kelley with Charlie's award-winning Aston Martin.

FAR RIGHT: Ken & me on the sail to Lewes.
Photo by Gary Watson.

BELOW:
Sue presents Charlie with his Modern Classics award. Gary & Pat Watson with their Riley 1.5. Ron & Patti Stucker with their Jaguar XK.



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enjoyed checking out the shops and boutiques in downtown Lewes. Around 3 PM our members who weren't in the parade joined us downtown to see the parade of winners.

PARADE – A LEWES TRADITION

Awards were announced at the show field at 2:30 PM, and then 33 winners queued up for the drive back to town for the Winners Circle parade along Second Street (the main street in downtown Lewes). Anyone who was in the show but didn't win was invited

to join in the line-up after the winners. Ken and I were poised with our phone cameras as the cars drove by, stopping by the trophy table to receive their awards from Lewes Mayor Williams. What a thrill for the winners, the mayor, and all of us spectators. Three of our PEDC cars were in the parade: Fred's Austin-Healey, Joe's TR3, and Jay's MG TD. Unfortunately, Charlie had battery trouble at the show field with his Aston Martin, so he missed the parade entirely; however, he did get the car started and made it to downtown after the parade. Susan presented

him with his award, and Ken got the shot. See above!

SATURDAY DINNER

Years ago then President Mark had a great idea to stage our Saturday night dinner at Touch of Italy in Rehoboth Beach along Coastal Highway 1 (not in downtown Rehoboth). We've enjoyed lunch at the smaller venue in Lewes, but it's not big enough for a crowd, so Mark suggested we try the other location, and that has worked really well for us. The food is awesome – something

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for everyone – and they take reservations, unlike many of the restaurants in Lewes. This year we had four tables of six together, rather than one huge table, which was perfect for us.

SUNDAY GOODBYES

About half of us took our usual 12:15 PM sail from Lewes back to Cape May, so we had some time after breakfast and checking out at the inn to walk around town, do a little shopping, and grab a last-minute coffee. As we boarded the ferry home, some of us got to sit together and reminisce about what a great weekend it was – perfect weather, a really nice group of PEDCers, and beautiful British cars (this may be the first time everyone in our group was actually able to drive a British car and no daily drivers).

Goodbye, Lewes, Delaware. Perhaps we'll see you again in 2024. Until then, we look forward to seeing some of the British Car Club of Delaware (BCCD) members who expressed interest in attending our show in Ocean Grove this year. It's their turn to ferry over to New Jersey and join us for a day of "The British Are Coming . . . Again!" camaraderie! ■



ABOVE: From left, Jay & Debbie Finley in their MG TD proudly drive down Second Street, having just placed third in their class.

Bob Canfield's Spitfire lookin' good on the show field.

Gary Watson's Riley 1.5 alongside his friend's similar model.

LEFT: Woody & Sue Smith on the ferry, heading back to Cape May on Sunday after a great weekend.

The Finleys arrive at the British Car Club of Delaware's (BCCD) Meet & Greet on Friday night.

BELOW: Fred DeSantis's Austin-Healey BJ8, third from right, at the Meet & Greet.



Photos for this article by Carol & Ken Kyle unless otherwise noted. More photos on page 7.

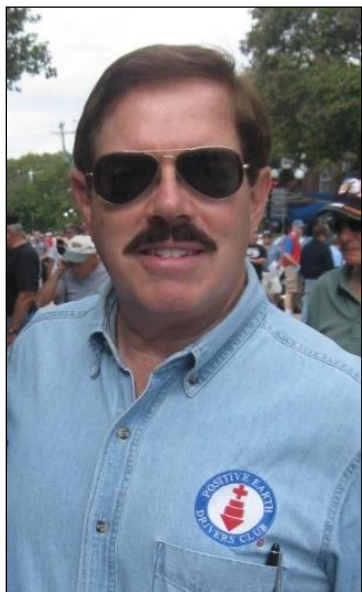


Highlights from the Lewes Show

FROM THE TOP:
 (1) Beautiful ladies ready for the Kentucky Derby, which ran May 6th, the day of the Lewes show. (2) Best in Show went to this 1950 Jaguar XK120, shown in the parade. (3) Healeys on the show field. (4) Triumphs in the parade. (5) This Jaguar, a 1961 BRG Mk II, won the Jaguar Coupes Class. (6) An English cab and a rare 1960 English Ford van, a Thames 301E. (7) The English cab in the parade. (8) A rare British motorcycle at the Friday night Meet & Greet.



GREETINGS From ROOSTING EARTH



TVR – Big Performance in Small Packages

One of the things I like best about being in an all-marque British car club is that there is an endless variety of things for me to write about. If I had to write all my articles

KEN KYLE, PRESIDENT

about one marque, I think I would have run dry a long time ago, but the amazing richness of British automotive history has supplied me with material for 80-odd newsletter columns and counting.

A marque I have not covered until now is TVR. Despite being infamous for dodgy build quality and having suffered more “near-death” experiences than any other British car maker with the possible exception of Aston Martin, TVR nevertheless has legions of followers in Britain, America, and around the globe. Let’s see if we can figure out why this is so.

British Lad Starts His Own Car Company

With no formal engineering

education, Trevor Wilkinson opened an engineering business in 1946 at the ripe old age of 23 and called it Trevcar Motors. By 1947 he was joined by fellow car enthusiast Jack Picard, and the name of the enterprise was changed to TVR, a contraction of Trevor’s first name. Over the next few years TVR employed the quintessentially British “Men in Sheds” approach to build three sports car specials using a tube chassis of their own design and bits and pieces of various production cars.

In 1953 Wilkinson began work on an all-new car that he hoped to sell in quantity as kit cars, a common way for buyers to avoid the exorbitant purchase tax on complete automobiles in effect at the time in Britain.

A handful of these cars was sold, all built to order so no two were alike. By 1955 the company was working on a new semi-spaceframe chassis with a central backbone that allowed the seats to be placed much lower in the car. Combining this chassis with Volkswagen trailing-arm front suspension at both ends of the car led to the creation of the first TVR with all-independent suspension. A car with this chassis and a Coventry Climax engine was ordered by Ray Saidel of New Hampshire, who followed up with an order for two more, all of them to be used for sports car racing in the U.S. Saidel clothed these cars in aluminum bodies and called them Jomars, named for his children, Joann and Marc.

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This was the beginning of a relationship between TVR and Sidel for the purpose of selling TVR cars in America that ended acrimoniously in 1959.

Enter the Grantura

The first TVR to feature the styling cues most of us associate with TVR – horizontal-slot grille opening, pontoon-shaped front fenders, and a fastback coupe shape with a panoramic rear window – was the Grantura model introduced in 1958. The Grantura continued to use TVR's semi-spaceframe chassis under a fiberglass body and could be had with a variety of four-cylinder Ford, Coventry Climax, and BMC B-series engines. The car was attractive but almost comically small, with tiny doors and a truly claustrophobic interior. Nevertheless, it was well-received in the British motor-ing press.

Financial Troubles

At the same time the Grantura was being introduced, the company's debt was mounting and it narrowly avoided closure and liquidation. Instead, the company was dissolved and re-formed as Layton Sports Cars with a separate company called Grantura Engineering formed for tax purposes. Production was unable to keep up with demand, and Trevor Wilkinson was replaced as production manager. In late 1961 the Aitchison-Hopton TVR dealership in Chester, England bought the company and renamed it TVR Cars Ltd. Hopton spent lavishly on racing TVRs with little to show for it, and the company was again in financial straits

by the end of 1962. Trevor Wilkinson left the company at around this time. TVR Cars went into receiver-ship, but Grantura Engineering survived and resumed car production.

The Griffith

No TVR story is complete without discussing the Griffith. In October 1963 a Long Island Ford dealer named Jack Griffith squeezed a 289-cubic-inch Ford V8 into a Grantura Mk. III to see what would happen. Naturally, the resulting beast of a car completely overwhelmed the Grantura's chassis, but TVR then built a second prototype in England that was modified for the challenge of supporting the big engine and sent three unfinished cars to Griffith to be fitted with the 289 in America.

This was the beginning of an arrangement in which TVR sent engineless cars to Long Island to be completed at a facility set up there by Griffith. The original car featured a 195 bhp engine and was called the Griffith 200; later cars were bumped up to 271 bhp and renamed the Griffith 400. Despite modifications to deal with the V8 engine, these cars were plagued with reliability problems. Then, when a dock strike in America prevented unfinished cars from reaching Griffith's factory, production

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FROM TOP: Art Becker's 1969 TVR Tuscan V-8. Photo by Carol Kyle. Art owned the Tuscan from 1985-2014. Shown here, in 2014, are Art, left, and the original owner, who bought the car at the 1969 New York Auto Show. Photo courtesy of Art Becker. Fred's 1971 TVR Vixen. Photos courtesy of Fred DeSantis



The TR6 engine in my Vixen was rebuilt to Kas Kastner's Triumph Factory Competition manual. It had a close ratio transmission with O/D and a 4:1 rear differential. The O/D rocker switch was cut into a walnut gear-shift knob, so there was no need to take your hand off the gear shift to engage the O/D. I owned and loved this car for eight years. It was a blast to drive and easy to maintain, although finding TVR-specific parts could be challenging. I had lots of help and guidance from Al Way, a South Jersey TVR collector, and Kevin Kelly [curator at the Simeone Foundation Automotive Museum in Philadelphia]. We called it the Porsche eater. ~ **Fred DeSantis**



My old friend Rich Delaney bought the first TVR I had ever seen or even heard of from an ad in the Sunday edition of *The New York Times*. It was a 1967 short wheel-based car with the "peace sign" taillights and an MGB engine with bad oil pressure and a rod knock. Always a great wrench, Delaney got that motor straightened out and went the extra mile with a hot cam and Cherry Bomb muffler. The cops got tired of chasing him around town, and he stepped out of a bar one night to find a brick put thru the rear glass. He never drove that car again.

Fast-forward 10 years or so, and I spotted a TVR 2500M in *Hemmings Motor News*. It was in Ohio and had been off the road for years. It had no engine or transmission, the interior was clapped out, the sunroof was ripped up, and the paint was peeling off. It was only two grand. Perfect! I called Delaney, and he got hold of the "Guy Who Would Do Anything." That weekend, for \$500 bucks, the GWWDA drove out to Ohio in his tow truck and brought back the car. We just happened to have a TR6 donor car in stock (with O/D!), and Delaney made short work of getting the drivetrain transplanted into the new car. Sadly, this was the last car Rich worked on before his untimely passing a few weeks later.

Fast-forward another 10 years, and I finally got around to painting the body, getting the interior refinished, and making the car roadworthy. Fast-forward yet another 10 years, and today the car (*shown above*) is one of the most reliable British cars I have ever owned. ~ Tom Vash



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stopped and he was unable to pay Ford or TVR. This dealt a death blow to TVR, and the company went into liquidation in late 1964.

The Lilleys Take Over

In 1965 former TVR shareholder Arthur Lilley and his son Martin purchased the assets of TVR and formed TVR Engineering Ltd. The Lilleys brought back Grantura Mk. III 1800S production and made a deal with Gerry Sagerman to distribute TVR cars in America. In January of 1967, long after the Griffith debacle, TVR introduced its own V8 model, the Tuscan (see previous page), in short and long wheelbase configurations. But the Tuscan was not the big seller that TVR needed to stay afloat, so they introduced the Vixen (see *also* previous page) later that year. A succession of Vixens followed, fitted with various engines, the largest being Triumph's 2.5-liter inline six. Apparently eager to establish a reputation as the sexiest thing on wheels, TVR hired a nude female model to pose with its cars at the 1970 British International Motor Show. They got so much attention that they tried it again in 1971 with two models, but that time the British Society of Motor Manufacturers and Traders threatened to throw them out of the show, generating even more publicity. TVR was on a roll.

ABOVE: Tom's 1973 TVR 2500M, the "Delaney Special." *Photos by Carol Kyle (2018).*

LEFT: Tom's 1986 TVR 280i, which he owned from about 2007-2011. *Photo courtesy of Tom Vash.*

NOTE: The sidebar article first appeared in Tom's "Servant of the Crown" publication, Volume I, 2007, and is reprinted here with permission.

The next generation of TVRs, the M Series, was introduced in 1972. Featuring the now-traditional TVR styling cues with restyled front and rear ends on a much-improved chassis, this is the TVR model that Americans are most familiar with. The 2500M used the engine, transmission, differential and front suspension uprights from the Triumph TR6. Notable variants included the Taimar, with an opening rear hatch, and the 3000S, a V6 convertible with side curtains because the redesigned doors could not accommodate roll-up windows(!). The M Series was a big success for TVR, especially in export markets. In January 1975 a fire in the TVR factory, probably caused by faulty wiring in a demonstrator car (gee, what a surprise), resulted in severe damage and limited that year's production to only about 150 cars, with a mere 20 of them headed to the U.S. But TVR was able to recover from this, and interest in their cars remained high in the U.S. despite substantial price increases.

By the late seventies, TVR felt the time had come to modernize the styling of their cars with an all-new model. They hired designer Oliver Winterbottom, who came up with a sharp-edged wedge that Martin Lilley himself described as "a big disappointment," but they were short of funds once again and had invested so much time and money in the new model that they had to move forward with it. The new car was introduced in 1980 as the Tasmin (later known as the 280i). Although it performed well, its polarizing styling and huge price increase over

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the outgoing M-Series cars slowed sales. Together with a recession in the UK in the eighties, this brought TVR to the brink of bankruptcy once again. In late 1981 Martin Lilley sold out to British industrialist and TVR enthusiast Peter Wheeler.

The Wheeler Era

Wheeler brought TVR to a new level by pushing a return to V8 engines. He dropped the Rover 3.5-liter V8 into the Tasmin and called it the 350i, his first success. But the federalized 280i was not selling well in America, so Wheeler pulled out of the U.S. market in 1986, never to return. At around the same time, he debuted the S Series, with styling reminiscent of the 3000S, which was also a success. Wheeler then tried to introduce a new TVR wedge car, the 400SE, but response was predictably poor. Instead, the public was entranced by an all new TVR Griffith, which featured modern yet attractively rounded styling and, of course, a V8 engine. From 1990 to 2004, TVR produced a variety of high-performance sports cars with

organic/space alien styling and unconventional names like Chimaera, Cerbera, Tamora, and Typhon. The company even went so far as to design and produce its own V8 engine, the AJP8, also known as the Speed Eight, a single overhead cam design producing up to 420 bhp. It later produced a straight six variant known as the Speed Six.

In 2004, Wheeler, realizing that ever-increasing regulations and competition threatened to overwhelm TVR, sold the company to a 24-year-old Russian businessman, Nikolai Smolensky.

The End of the Road

Smolensky's ownership was an unmitigated disaster for TVR. It's one thing to have the money to buy your very own car company, but quite another to know how to run it. Demand and production fell off, and a tragicomic series of events ensued.

Smolensky said he would move car production to Malta, then to Turin, neither of which happened. He divided the company's assets into four separate entities, then the one that owned the factory went bankrupt in late

2006. By early 2007, Smolensky reemerged as owner when he became the highest bidder for its assets. Businessmen in Germany and Florida both claimed to be restarting car production, but that never happened, either. For all intents and purposes, TVR was dead.

Rebirth?

Finally, in June 2013, Smolensky sold all his TVR holdings to a new company, TVR Automotive Ltd. At first the new owners busied themselves with acquiring and consolidating various TVR parts companies to ensure a continued supply of parts for older models. Then, in 2015, they announced that they were working on a new car in partnership with legendary Formula One designer Gordon Murray and Cosworth Engineering. In return for an investment by the Welsh government, the new company said they would build a factory there. The new car, which revives the Griffith name once again, was unveiled at the 2017 Goodwood Revival. It featured a 5.0-liter Ford Cosworth V8 and carbon fiber chassis. It certainly

looks the business, as the Brits would say. But thus far production versions have failed to materialize, their appearance repeatedly delayed by financial issues and COVID. However, in late 2021, TVR picked up a large investment from lithium mining company Ensorcia, which it says will enable production of the V8 Griffith and, of course, electric TVRs in the future. We'll just have to wait and see.

Throughout its history, TVR has stood for small, agile sports cars that go their own way on their own terms. No sedans, SUVs, or station wagons here, just honest high performance wrapped in sexy bodywork. That's what makes them special, and that's what will bring them back, if anything can. ■



2013

Wanted:

WE NEED YOUR SUGGESTIONS FOR BRITS ON THE BEACH 2023

Show Chairman Bob Canfield is looking for ideas for this year's Brits on the Beach souvenir gift. In the past we've given away mugs, umbrellas, notecards, multi-tools, coasters, and tool bags, just to name a few items. The gift has to cost less than \$10 each in quantity when imprinted with the PEDC logo and should be something people will actually use. Some places to search for the perfect gift online include www.4imprint.com and www.crestline.com and there are many others. Please send your ideas to Chairman Bob at joisuzu@optonline.net no later than June 30th.



Minutes of the May 3, 2023 Meeting

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

PRESIDENT KEN KYLE BEGAN

the meeting at 7:03 PM. In attendance were 56 members. A motion to accept the minutes of the April 2023 meeting, as posted in the May 2023 newsletter, was made, seconded, and carried. There were no reports from our show chairman, webmaster, or Instagram manager. Regalia Manager Sookie McLean urged members to email her with their regalia requests. Ken welcomed new member Mike Pancoast (1967 Morris Minor Van).

Treasurer's Report

Treasurer Dean LaVergne reported that the club's account balance is \$6,483.70, and that 225 members (406 with spouses) have registered for 2023. He also noted that 41 registrations for Brits on the Beach have been received. A motion to accept the treasurer's report was made, seconded, and carried.

Special Topics

Newsletter Editor Carol Kyle thanked Bob Canfield for writing an article on the PEDC Garage Squad and what they've been up to this past year. The Squad got a round of applause.

Ken noted that the PEDC Membership Directory was distributed via email blast on April 24th. He asked if all members received their copies, and no one mentioned not getting it.

Old Business

The PEDC bus trip April 12th to the New York International Auto Show was canceled due to lack of interest.

The British Challenge Rallye 2023, hosted this year by the New Jersey Triumph Association (NJTA), was rescheduled from April 30th to May 7th due to rain. Entries are still being accepted at the NJTA website.

LEFT: Enjoying our May meeting, *from left*, are Tom Comer, Joe Monreale, and Pete Dow.

Ken urged members who still have not renewed their 2023 memberships to see Secretary Dean, fill out a membership form, and pay up before leaving the meeting.

New Business

President Ken discussed upcoming PEDC events:

Lewes, DE Weekend

He & Carol are leading a weekend drive to Lewes, DE May 5-7 to attend the British Car Club of Delaware's (BCCD) annual British car show. The drive and show registrations are full.

Ice Cream Runs

Woody & Sue Smith are hosting the first run of the season to Sundae's in Wall Township, NJ on Wednesday, May 17th.

Tom & Alice Albertalli are hosting an ice cream run to Jersey Freeze in Freehold, NJ on Thursday, May 25th.

Art & Joann Becker are hosting an ice cream run to the Ice Cream Shop of Manahawkin in Manahawkin, NJ on June 1st.

Spring Drive

Pete & Mickey Dow are hosting their spring drive through the NJ Pine Barrens on Saturday, May 20th, with a rain date of May 21st. Watch for details in an email blast.

Brits on the Beach

Online registration for BOTB 2023, which will be held on September 23rd, is now open. Click here to register: <https://pedc.org/botb/>. As of May 2nd, 41 of 140 spaces have been taken.

Non-PEDC Events

President Ken mentioned the upcoming British Challenge Rallye on May 7th.

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Non-PEDC Events – Continued

(see “Old Business,” above) as well as the following other events:

Brick PAL Car Show

The PEDC has been invited to the 9th Annual Brick Police Athletic League (PAL) all-marque car show on Drum Point Road, Brick, NJ, on Saturday, May 13th. Proceeds from the show support local kids’ programs, so the event is for a great cause! The show organizer and PEDC POC is Ernie Caponegro. NOTE: Show participants must register online in advance. (See details in the May newsletter.) There will be trophies, prizes, a 50/50, and a barbeque, 10 AM – 2 PM. PEDCers are encouraged to arrive early (8-9 AM) to park together on the show field. [Note: The event was postponed to August 19th due to weather, ~Ed.]

Ragtops and Roadsters, a restoration shop in Perkasio, PA, will hold its annual open house on May 13th. See the May newsletter calendar for information on how to RSVP by May 9th.

British Cars of Bucks County, a fairly new club, is hosting its first major show in Morrisville, PA, just across the Delaware River from Trenton, on May 20th. For more information about the show and how to register, see the May newsletter calendar.

27th Annual British Car Week

Help create awareness of the classic British car hobby by getting out and driving your classic British car on Saturday, May 27th, through Sunday, June 4th. For more information, click here: www.britishcarweek.com.

Farmingdale Memorial Day Parade

The PEDC has once again been invited to the annual parade. As of May 3rd about seven PEDC cars are signed up to participate on Monday, May 29th, but we could use more. To sign up, contact PEDC Vice President Woody Smith.

NOTE: PEDC parade participants and spectators, as well as active Garage Squad members, are invited to a BBQ afterward at Tom & Laura Comer’s home nearby. This is an “old-fashioned Mayberry RFD” type of parade, so come on out and enjoy it.

Austin-Healey Sports & Touring Club’s (AHSTC) 28th Annual “Red Mill British Car Day” show in Clinton, NJ, Saturday, June 3rd.

The AHSTC 28th Annual “Red Mill British Car Day” show in Clinton, NJ, Saturday, June 3rd.

Delaware Valley Triumphs LTD (DVT) “Cars & Motorcycles of England” show at Hope Lodge, Fort Washington, PA, Saturday, June 3rd.

The DVT “Cars & Motorcycles of England” show at Hope Lodge, Fort Washington, PA, Saturday, June 3rd.

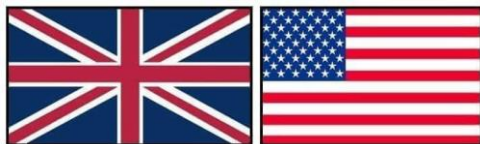
Adjournment

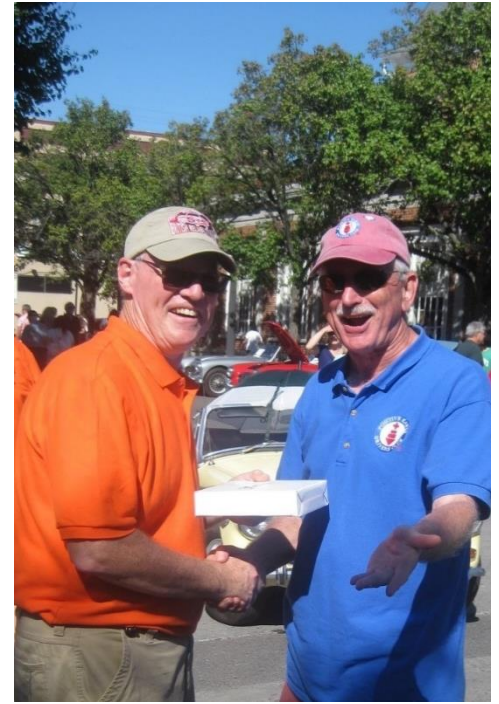
President Ken reminded members that the next scheduled monthly meeting is Wednesday, June 7, 2023. A motion to close the meeting at 7:50 PM was made, seconded, and carried. ■

COMING IN JULY NEWSLETTER:

The PEDC Twelve in 50th Farmingdale Memorial Day Parade

Shown *right* are J.R. May (MGA), followed by Woody Smith (Morgan) and Bob Canfield (MGB), all carrying dignitaries along the parade route.





A Look Back at Brits on the Beach 2018



ABOVE: Our lovely registration team, *from left*, Mary Johnson, Alice Albertalli, and Jeanne Miller. Show Chairman Bob Canfield presents Mark Berkowsky with a 1st place award for the Triumph Spitfire/GT6 Class. **LEFT:** Show volunteers, *from left*, Woody Smith, Serge Martynovych, and Tom Tighe in their signature orange shirts. **BELOW:** PEDC President Russ Sharples (2016-2019) poses with Queen Elizabeth II, who is admiring his beautiful 1960 MGA 1600. See page 15 for more photos.





FROM THE TOP:

Pre-War MGs head home. VP Ken Kyle with show volunteers Ernest Caponegro and his dad, Ernie Caponegro. Jon Spare arranged for his Sayreville War Memorial High School Air Force Junior ROTC (AFJROTC) cadets to serve as color guard at the show. The big Healeys always make a nice showing on Pilgrim Pathway, off Main Avenue. Ken Wignall won 2nd in the Other British Sportscars Class with his newly restored 1960 Daimler SP250. Tom & Corinne Vash enjoying the show. A great lineup in the TR3 Class.



25 at 1st PEDC Ice Cream Run of the Season ~ Sundae's, Route 35, Wall, NJ



Our PEDC 2023 ice cream runs have gotten off to a great start, thanks to good weather. Woody & Sue Smith hosted the first one on Wednesday, May 17th. Participating, besides Woody & Sue in their Jaguar XJ, were Dennis Carlson (Jaguar XKR), Rich & Denise Dalfonzo (Mini Cooper), Claire Gallagher (MGB), Randy Geck (MGB), Bill Geissel (TR6), Tom & Trish Gutwein (traveling with the Smiths), Rich & Donna Huy (MG Midget), Paul Johnson (MGF), J.R. & Patti May (MGA), Howie Katz & Jacqueline Shea (Austin-Healey Sprite), Ken & Carol Kyle (Jaguar F-Type), Dean & Arlene LaVergne (MGB), Jack & Sookie McLean (MGB), and Ken & Pat Wignall (1956 Jaguar XK140 SE). NOTE: Tom & Alice Albertalli had a great turnout too at Jersey Freeze in Freehold, NJ on May 25th, with 30 participating. Well done!



Official PEDC Regalia for 2023 ~ Price List



CLUB APPAREL

Men's

| | 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

| | |
|--------------------|---------|
| 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.*



21st Annual PEDC Father's Day Show Mark Your Calendar!

SUNDAY, 18 JUNE 2023 ■ 10 AM – 1 PM
JOSEPH E. ROBERTSON PARK, 1100 ALLAIRE ROAD
SPRING LAKE HEIGHTS, NJ



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.



Our 26th Annual PEDC British Car Day – coming soon!

Brits on the Beach

SATURDAY, 23 SEPTEMBER 2023
10 AM – 4 PM, OCEAN GROVE, NJ

- ◆ This is a rain or shine event.
- ◆ Our show field, Main Ave from Central Ave to New York Ave, will be closed to traffic.
- ◆ Registration fee is \$30 per car. **Only online registration will be accepted. Click here to register:** <https://pedc.org/botb/>
- ◆ Check in and registration is 9:30 AM – 11 AM.
- ◆ Silent-auction-style drawing for door prizes is open to all show registrants.
- ◆ Judging of cars is by participants' choice, 12 noon to 2 PM. The awards ceremony starts at ~3:00 PM.
- ◆ Classes and the number of awards per class are determined by pre-registration.
We expect 140 cars this year in roughly 20 classes.

Questions? Contact PEDC Show Chairman Bob Canfield, show@pedc.org, (732) 620-2378 mobile

This is our 14th year in Ocean Grove, a lovely seaside resort at the Jersey Shore, listed in the National Register of Historic Places. It's proved to be a great venue for us, with its quaint shops and eateries. The beach & boardwalk are just two blocks from the show field. Stroll the town and view their beautiful Victorian architecture, including the Great Auditorium built in the 1890s. Admission to Brits on the Beach is free for visitors and spectators. DJ extraordinaire Rich Canfield will provide live music from all eras for all ages – with plenty of British Invasion music – so bring the family for a day of fun. It's a wonderful way to spend the day in mid-September! Even if you don't show your car, come on out and join us anyway.

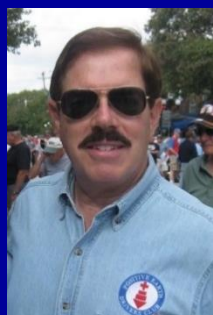
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kenkyle4@comcast.net
732.244.2045 home
732.551.9462 mobile

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SECRETARY**
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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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joisuzu@optonline.net
732.620.2378 mobile
** also a Trustee at Large*

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Show Chairman
Bob Canfield *

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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.

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.

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, 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>. Russ Sharples will lead a back roads drive to the show for interested PEDC participants. RSVP to Russ: rpsinet-mga@yahoo.com.

4, Saturday, PEDC drive to the Twin Lights State Historic Site, Highlands, NJ. Gary & Pat Watson, hosts. NOTE: The drive was moved from June 3rd to June 4th.

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 & Denise 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.

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/>.

5, 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). **[NOTE: New date from 8/19/23. ~ Ed.]**

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, the PEDC is invited to the 6th Annual Brick Police Athletic League (PAL) all-marque car show, 10 AM – 1:30 PM, 60 Drum Point Road, Brick, NJ 08723, www.brickpal.org. Proceeds from the show support local kids' programs, so the event is for a great cause! The PEDC POC is Ernie Caponegro, 732-295-5584. **NOTE: Must register in advance.** Click here to register (\$15): <https://brickpal.ticketleap.com/23carshow513/>. Music, food for sale, awards, and a 50/50. **[NOTE: Date moved from May 13th due to weather. ~Ed.]**

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

2023 PEDC Calendar of Events (Continued)

AUGUST (CONTINUED)

26, Saturday, PEDC drive to the Roebling Museum, Roebling, NJ, <https://www.roebblingmuseum.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 by the Roeblings. Bob Canfield, host.

31, Thursday, PEDC drive to Sweetwater Marina & Riverdeck, Sweetwater, NJ, 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.

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 Surfflight 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. See also page 18 for details.

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/>.

NOTE: Election of club officers for 2024-25 will take place.

5, Sunday, PEDC fall rally. Barry Shandler, rallymaster. Watch for details.

Continued on page 23 – Calendar of Events

2023 PEDC Calendar of Events (Concluded)

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.

SAVE THE DATE

FRIDAY, 2 DECEMBER 2023

PEDC CHRISTMAS/ HOLIDAY PARTY

KEN & CAROL KYLE, HOSTS

kenkyle4@comcast.net

carolkyle4@comcast.net

732.551.9462 Ken mobile

732.606.6422 Carol mobile

~

JUMPING BROOK COUNTRY CLUB

NEPTUNE, NJ

7-11 PM

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 \$80 or best offer. Call or text Ken at 732-551-9462, or email kenkyle4@comcast.net.



For Sale: 1956 Triumph TR3

Rare "small mouth" body style, non-running project car. Stored indoors. Last ran about 27 years ago. Same owners for 45 years. Black with tan interior. Disc wheels. Odometer reads 57,768 miles. Body and frame appear solid, but floors need replacement and there's a dent in the nose. Car is complete but will require a full restoration, including an engine rebuild. Clean New Jersey title. Asking \$6,000. Contact Joann Parker, 609-713-6996.



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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**Triumph Rescue
Co.**

Bally, Pa.
610-845-8217

British Wiring 

www.BritishWiring.com
866-461-9050

Yeager Automotive

Imported Car & Restoration
610 10th Avenue
Belmar, NJ 07719
Phone: 732-280-8884

PEDC Cash Flow Report for Period February to April 2023

DEAN LAVERGNE, TREASURER

INFLOWS

Dues

| | |
|-----------------|----------|
| Dues: Dues 2023 | 1,581.50 |
|-----------------|----------|

| | |
|------------|----------|
| TOTAL Dues | 1,581.50 |
|------------|----------|

| | |
|----------------|-------|
| Regalia Income | 35.00 |
|----------------|-------|

| | |
|----------------------|-----------------|
| TOTAL INFLOWS | 1,616.50 |
|----------------------|-----------------|

OUTFLOWS

| | |
|-----------------|-------|
| Regalia Expense | 67.00 |
|-----------------|-------|

| | |
|---------|--------|
| Dropbox | 119.88 |
|---------|--------|

| | |
|-----------------|--------|
| Dropbox | 775.88 |
| Website Expense | 272.40 |

| | |
|-----------------------|---------------|
| TOTAL OUTFLOWS | 459,28 |
|-----------------------|---------------|

NET INFLOWS (OUTFLOWS)

1,157.22

Notes:

| | |
|----------------------|------------|
| 4/30/23 Bank Balance | \$6,410.83 |
|----------------------|------------|

| | |
|--------------------------|-----|
| 4/30/23 Membership Count | 226 |
|--------------------------|-----|

(does not include spouses/partners)

Show Chairman Bob Canfield, sporting his PEDC regalia, *below*, enjoys our club events at Allaire State Park, Laurita Winery, St. Stephen's Green Publick House, and Windward Park.



Minutes of the PEDC Board (Zoom) Meeting

MAY 23, 2023

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

Board Members Present: Ken Kyle, Dean LaVergne, Allan Wysmuller, Mike Browne, Bob Canfield, Steve Mundt, John Quelch, and Mark Wintien

Board Member Absent – Woody Smith

President Ken Kyle called the meeting to order at 6:00 PM.

AGENDA ITEMS:

PEDC Treasurer's Report – The cash flow report was presented by Treasurer Dean. The current club balance, as of April 30, 2023, is \$6,410.83 with 226 members, not counting spouses and partners. A motion to accept the treasurer's report was made by President Ken, seconded by Secretary Allan, and accepted unanimously.

Show Chairman's Report – The Board learned from Show Chairman Bob Canfield that last year's music sponsor did not pay DJ Rich Canfield, as promised, claiming that their check had been sent out and cashed. Board discussion ensued, and it was agreed that, in the future, advance payment will be required if a sponsor wants to be allowed to display their new cars at our car show.

Additional BOTB trophy sponsors are needed. Further discussion ensued regarding whether we should continue giving out goodie bags to show participants as many clubs have discontinued this practice. Show Chairman Bob said he would stop soliciting goodie-bag items but would still like to give out a souvenir gift with the PEDC logo. He suggested that we solicit ideas for the item from the club membership. [See page 11 of this newsletter.]

PEDC Election of New Officers – With all four officer positions up for grabs this year, President Ken stressed the importance of soliciting nominations in preparation for the November election. Discussion followed, establishing the need for nominations to be in by September 18th. The call for nominations will go out starting on the 1st of August in the club newsletter, at meetings, and in email blasts.

A motion to conclude the meeting was made by President Ken, seconded by Secretary Allan, and unanimously passed. The meeting was adjourned at 6:37 PM. ■



Get Out and Drive 'Em!

In November 2013 the late Lindsey Parsons met us at the Backdoor Garage in Sea Girt, NJ (*shown above*) after a PEDC lunch that Bob Canfield organized to St. Stephen's Green Publick House in Spring Lake Heights, NJ. Lindsey didn't typically join us on long club drives, but he did get out and occasionally drive his MG TD and Allard to our Father's Day show in Spring Lake Heights, to Brits on the Beach in Ocean Grove, and to other of our local events and events to which the PEDC was invited. We miss you, Lindsey.