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Volume 31, Issue 3



The Terminal Post

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

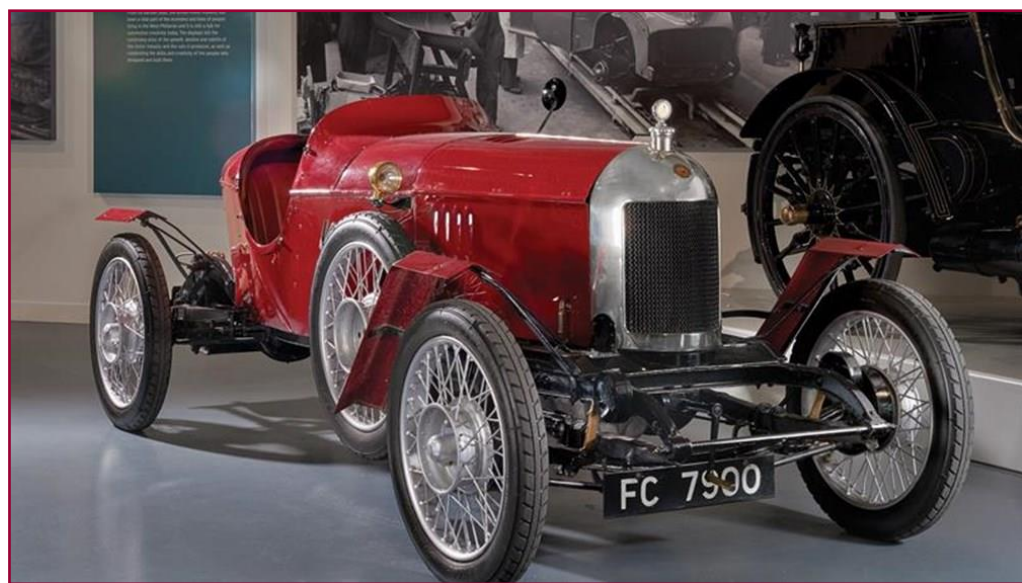
Important Dates to Remember

- **March 1:** Monthly meeting at Woody's, Farmingdale, NJ.
- **March 15:** PEDC Irish Dinner, St. Stephen's Green Publiok House, Spring Lake Heights, NJ. See page 17 for details.
- **September 23:** "Brits on the Beach 2023," our 26th year. Ocean Grove, NJ. Save the date!

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*Bob Canfield's handsome
1966 Triumph Spitfire, 2012.*



A Historical Look at MG

PETE DOW

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

MG BEGAN AS A CUSTOM MORRIS

car developed for the London to Land's End Reliability Trial by Managing Director Cecil Kimber. The race began in 1908 for motorcycles and cars and is now run as the Land's End Trial during the Easter holiday. The Morris factory cars were far from the MG cars America learned to love after WWII. In 1923 Kimber started to offer sportier custom options for Morris buyers. In March of 1925 Kimber assembled a custom modified 2-seater registered as **FC 7900**. Today it's affectionally known as Old No.1. The car was completed on Good Friday, and he won Gold on Easter.

This was not the first MG; Kimber won Gold at this event in 1923 in his personal modified Cowley chassis and Chummy body 2-seater. Later in 1923 Kimber assembled six 2-seat sports cars with Raworth bodies. Most historians believe these were the first MGs. Either way, the MG sports car was the brainchild of Cecil Kimber 100 years ago. The MG Car Company was not established until spring of 1928 with its own manufacturing facility. It was a separate company from the parent, Morris Garages Ltd.

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ABOVE: Old No.1. Photo source: Motor Museum, Warwick, UK, <https://www.britishmotormuseum.co.uk/>.

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The **1933 L2 Magna** was one of 92 Magnas manufactured that year. It had a 1087 cc overhead cam, 6-cylinder engine, and it produced 41 bhp at 5500 rpm. The Magna had cable-operated brakes and a non-synchronized 4-speed gearbox. It won its class and appeared many times at Brooklands. This car was imported by Barron Collier and raced at Automobile Racing Club of America (ARCA) events in the U.S.

In 1932 Barron Collier, while on honeymoon in England, bought an **MG J2 Midget** (the predecessor of the T-style MGs), brought it to the U.S., and raced it successfully at ARCA events. Collier, along with his two younger brothers, Sam and Miles, campaigned several MG cars at ARCA events prior to WWII. A contemporary of the Collier brothers was Briggs Cunningham, who also became a sports car fan while in Europe. Together with the two younger Colliers, Barron and Briggs established ARCA, which became the Sports Car Club of America (SCCA) in 1944.



ABOVE: 1933 MG L2 Magna. **BELOW:** 1934 MG K3 Magnette. Photos by Pete Dow.



ABOVE: The Magnette. Photo by Ken Kyle.

The **1934 MG K3** was an extremely successful pre-war racing car. Only 33 were built. This car had the pre-selector gearbox and supercharger. In 1934 it won its class at Le Mans and came in 4th overall there. The **MG K-type Magnette** was produced by MG from October 1932 to 1934. Managing Director Cecil Kimber announced the

MG K-series "Magnette" range at the October 1932 London Motor Show. It comprised the roadgoing K1 (four-seater) and K2 (two-seater), as well as the sports racing K3. The K-type was replaced by the F-type Magna but with a slightly smaller engine, the displacement being reduced from 1272 cc to 1087 cc. Fitted with two SUs, it produced 41 bhp. With the help of a supercharger, the power was increased to 120 hp at 6500 rpm. Drive was through a non-synchronized four-speed gearbox or optional ENV-manufactured pre-selector gearbox. Two of the first three production MG K3s finished 1st and 2nd in the 1,100 cc class of the 1933 Mille Miglia. As a result, MG became the first non-Italian manufacturer to be awarded the prestigious team prize. This car made the **MG Octagon** a serious international competitor.

In early 1934, the PA replaced the J2 Midget and later was replaced by the PB Midget. The larger 847 cc over-head camshaft, 4-cylinder produced 36 bhp and had the crankshaft strengthened with three main bearings, correcting a weakness of the J2s. The **PA and PB Midgets**, which were the last of the overhead cam Midgets, looked much like the J2 except that the motorcycle fenders were gone and replaced with swept wings. This style would become the **T-style MG** carried all the way to the 1954 TF.

The Midget type was first offered in late 1928 and is credited with starting the sports car revolution in England, despite the economic downturn of the period. The market crash of 1929 forced expensive

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ABOVE, LEFT: 1934 MG PA. ABOVE, RIGHT: MG TB. Photos by Ken Kyle.

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motorcar manufacturers like Bentley into receivership in 1931.

Kimber's idea of a sports car available to the less-than-wealthy, similar to Henry Ford's Model T, succeeded. In fact, one of the first **M-type Midgets** was imported by Edsel Ford in 1930. Edsel was ahead of his time but unfortunately died in 1943. Today the car is on display at the Ford Museum in Dearborn, Michigan.

The **MG T-type**, a series of body-on-frame open two-seater sports cars, was produced by MG from 1936 to 1955. The series included the **MG TA, TB, TC, TD, and TF Midget models**. By the 1950s these cars were outdated. The TA and TB were the affordable sports cars that Kimber developed for average sports car enthusiasts. These caught the attention of young GIs stationed in Europe during WWII.

The **TA Midget**, not shown, replaced the PB in 1936. It was an evolution of the previous car and was 3 inches wider (at 45 inches) and 7 inches longer (at 94 inches). The overhead-cam inline-four engine was replaced by the more reliable overhead valve Wolseley engine, but with twin SU carburetors and a modified camshaft. The engine displaced 1292 cc, and produced 50 hp at 4,500 rpm. The four-speed manual gearbox now had synchromesh on the two top ratios and used an oil-bath clutch, much like a motorcycle. Unlike the PB, hydraulic brakes were fitted with 9-inch drums.



ABOVE: 1948 MG TC. Photo by Pete Dow. BELOW: 1953 MGTD & 1954 MG TF. Photo by Carol Kyle.



The TA was replaced by the **TB Midget** in May 1939. It had a smaller but more modern XPAG engine as fitted to the Morris Ten Series M, but in a more highly tuned state with twin SU carburetors. This 1250 cc straight-four unit had a maximum power output of 54 hp at 5200 rpm. The oil-bath clutch was replaced by a dry-plate type and higher gear ratios. Available as an open two-seater or more luxurious Tickford drophead coupe, this

is the rarest of the T-type cars, as production began just prior to Britain's entry into World War II. Only 369 TBs were made before the MG factory switched to war production. The Collier Brothers and other early amateurs raced TAs, rare TBs, and TCs in the U.S prior to and post WWII.

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The **TC Midget** was the first postwar MG and was launched in 1945. It was mechanically similar to the pre-war TB, sharing the same 1,250 cc pushrod-OHV engine with a slightly higher compression ratio of 7.4:1, giving 54.5 bhp at 5200 rpm. The TC engine was a slightly improved version of the XPAG first introduced to MG in the TB. All TCs came with 19" Dunlop wire wheels. Automatic mechanical timing advance was built into the ignition distributor.

The TC was exported to the U.S. even though all of these cars were righthand drive. It had a soft top and side curtains, and luggage was limited to a small shelf behind the seat. An optional external luggage rack was available behind the slab-mounted gas tank and spare tire. From September 1945 to November 1949, 10,001 TCs were produced, more than any previous MG model. It was very popular with GIs returning from the European theater of WWII. In essence, the MG TC was America's first sports car.

Buoyed by the success of the TC in the U.S. market, MG introduced the **MG TD** in January 1950. It was 5 inches wider and used the 1250 cc XPAG engine from the TC and TB but added rack and pinion steering and independent front suspension with wishbones and coil springs. Rear spring travel was increased to allow for more damping. The 19-inch wire wheels were replaced with 15-inch X 5.50 steel wheels for cost saving. The suspension changes made the TD a better handling car than the TC, but the loss of wire wheels diminished its appearance. A total of 29,664 were built with 23,488 lefthand drives shipped to the U.S. The TD had by far the most production volume yet.

By 1952 the engineering team had completed the design of a replacement for the MGTD, code-named EX175. MG, which was part of the Nuffield Organization since 1935, had recently merged with Austin to form British Motor Corporation (BMC). The EX175 would compete with Austin-Healey's 100-4. BMC did not permit MG to put the new car into production. All that the Austin-dominated



ABOVE: Pete's 1955 MG TF 1500 during a NJ Pine Barrens drive in 2014. *Photo by Carol Kyle.*
RIGHT: A current photo of the TF. *Photo by Pete Dow.*



management would sanction was a face-lift of the TD. In an effort to retain its market share until the EX175 design could be produced, the MG Car Company took a TD Mark II, made some cosmetic changes to the bodywork, added bucket seats and wire wheels, and called it the **MG TF**. It still had the old 1250 cc XPAG engine and was not well received. The car was worse in many ways because you could no longer open the bonnet sides to access the engine as you could on all the previous T-series.

By 1954 the 1250 cc TF performed poorly compared with other sports cars of the period, so in July 1954 a more powerful 1466 cc engine was offered. This larger-capacity engine was designated XPEG, and the car was called the **TF 1500**. The power of the engine increased from 57 bhp at 5,500 rpm to 63 at 5,000, and the torque was increased by 17%. The XPAG was still available in the home market, but the XPEG engine was used exclusively for the U.S. market. This larger engine made the TF 1500 a much

better-performing car on the freeways and tollways of North America, but by April 1955 something more modern was required, so after only 18 months in production, the TF 1500 was retired and the factory geared up to start producing the **MGA**. But the TF-1500 was fun to drive and is the favorite T-series for many.

Stay tuned for part II to this article. We'll finish our February 11th PEDC visit to the Simeone Foundation Automotive Museum, beginning with the first MGAs offered in 1956, originally envisioned in 1952 by the MG Car Company and code-named EX175 and continuing to the MGBs and beyond.

We ended our trip at the Iron Hill Brewery and Restaurant in Maple Shade, NJ. See pp 5-6 for a short article and photos of our lunch and "demo days" at the Simeone Museum. ■



PEDC Drive, Lunch & Demo Days

Pete Dow organized an enjoyable day for us on Saturday, February 11th, including a drive to the Simeone Foundation Automotive Museum in Philadelphia, PA to see their annual "Best of Britain" display followed by a lively late lunch at the Iron Hill Brewery & Restaurant in Maple Shade, NJ. Everyone had a great time. Twenty-three joined in for lunch, although we had a few more members + guests at the museum. This year the Simeone featured 100 Years of MG. After touring the museum, around 12:30 PM we headed outside to the back lot where three gorgeous Jaguars from the museum's permanent collection (a 1953 Jaguar C-Type, a 1956 Jaguar D-Type, and a 1950s-era Jaguar XK-120 coupe) were driven. What a thrill to hear vintage racing sports cars fired up and put through their paces right before our eyes! (See photos on next page.)

These "demo days" are held twice a month on Saturdays, and this one coincided with the Best of Britain show. In keeping with the show's MG theme, the 1934 MG K3 Magnette, part of the permanent Simeone collection, was also brought outside and run around the lot for us. Thanks, Pete, for organizing the event.

~ Carol Kyle

ABOVE:
Gathering for lunch at Iron Hill Brewing Company, Maple Shade, NJ, are **from front left**, Chris & Theresa Upmanis, Randy Geck, Rich Huy, Joe Monreale, Steve Spataro, and Debbie & Joe Finley.

RIGHT:
Bert & Maureen Canal.

BELOW, FROM LEFT:
Rich Huy, Randy Geck, and Serge Martynovych stand by a 1926 Bugatti Type 35.





DEMO DAYS

Someone Museum "demo days" out back in the parking lot.

TOP, LEFT: Two photos of a 1950s-era Jaguar XK-120 coupe.

ABOVE: The 1953 Jaguar C-Type follows the 1956 Jaguar D-Type, similar to the one that won the 24 Hours of Le Mans race in the 50s.

LEFT: The D-Type in foreground.

RIGHT: Pete Dow, our fearless leader.

BELOW, FROM LEFT: Pete, Art Becker, Joe Monreale, and Gary Watson enjoying the Jaguars.



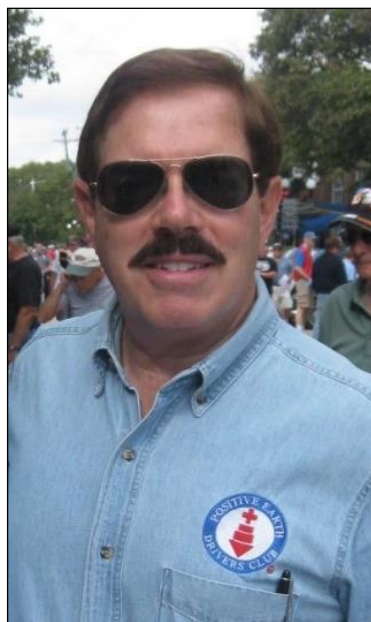


English Fords

Unbeknownst to most Americans today, our very own Ford Motor Company has played a major role in Britain's automobile industry for over a century and even imported British-made Fords into this country for a time.

Henry Had a Vision

As early as 1909, just a year after the Model T was introduced, Henry Ford was already working to establish a global empire. The Ford Motor Company (England) Limited was established that year with offices in London. In 1911 they opened Ford's



first overseas plant in Manchester to assemble Model Ts, using chassis and running gear imported from the U.S. and locally made bodies. By 1913 Ford had taken 30% of the UK car market and Ford brought the UK's first moving assembly line to Manchester in 1914, greatly increasing production. In 1917 Ford opened another plant for farm tractor and car production in

KEN KYLE, PRESIDENT

Cork, Ireland. After WWI ended, 41% of all cars registered in the UK were Fords. If you've watched British TV dramas set in the 1920s and 30s and noticed that a lot of the cars look like old Fords, this is the reason why!

Ford Motor Company Limited

In 1928 Ford formed a new company, Ford Motor Company Limited, which took control of all of Ford's European and Middle Eastern operations. Up until that point the Ford family had been the sole owners

of all Ford enterprises, but this time they offered shares in the new company to the public. Of course, wily old Henry, control freak that he was, made sure the family retained ownership of 60% of the shares in the new company. Ford saw the need for a plant with deep-water-port access and began construction of its Dagenham plant in 1929 on the banks of the River Thames, just a few miles east of London. When this plant opened in 1931 it was the largest car-making site in Europe, sort of a miniature version of Ford's River Rouge

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Complex in the U.S. that was constructed around the same time.

Designing Cars for the British Market

At first the Dagenham plant produced right-hand drive versions of the Ford Model A car and the Model AA truck. But the onset of the Great Depression combined with Britain's system of taxing cars based on taxable horsepower (which in turn was based on piston diameter and number of cylinders) made such cars too expensive for most Britons to purchase and run. In response to this situation, Dagenham began producing the Model Y in 1932.

The Model Y, which looked very much like a scaled-down 1933 U.S. Ford, featured a 993 cc engine and was a huge success, taking the lion's share of the market in its class. A series of models similarly suited to the British and European home markets followed.

After the War

After WWII ended, civilian auto production resumed at Dagenham and other Ford plants in the UK. Like most carmakers around the globe, their immediate postwar offerings were a continuation of prewar designs. The pre-war Anglia, for example, continued until 1953, when it was replaced by an all-new version, the 100E, which

featured a modern, unitized body and strut-type front suspension. Unfortunately, it still had a wheezing 36 hp, flat-head, four-cylinder engine. (See page 15 to find out where else this engine was used. ~Ed) I have some personal experience with this car, as my older brother had a 1958 model in the early 60s, which he drove back and forth to college in Kansas several times. My ten-year-old self thought it was a cute little car, but looking back now I can't imagine how he managed to drive that thing thousands of miles on the interstates surrounded by enormous American cars and trucks.

Interestingly, my wife, Carol, also had some personal experience with an Anglia, in her case the 105E model that arrived in 1960. That's the one that had the wacky, reverse-angle rear window (like a 1960 Lincoln Continental Mark III) and was equipped with a new, 997 cc overhead valve engine cranking out a whopping 41 bhp. Apparently Carol's parents had purchased it as a commuter car for her father. She remembers it as "mostly not running."

By the late 1950s Ford was making a serious attempt to sell what were then called "English Fords" on this side of the Atlantic. In addition to importing the Anglia and its four-door Prefect counterpart, Ford brought over dowdy Consul, Zephyr, and Zodiac sedans that looked like scaled-down and underpowered versions of mid-fifties American Fords. Needless to say, most of these cars held little appeal for Americans, although Ford did manage to sell about 41,000 of them here in 1959.

What they didn't seem to grasp was that the only British cars that could really sell well here were the sports cars.

The Swinging 60s

In 1963 Ford began importing the stylish Cortina into the U.S. Although the original 60 bhp versions weren't anything to get excited about, they followed up with a 78 bhp version, which wasn't bad for a small coupe at that time. In 1966 they brought over the legendary Lotus-Cortina, massaged by Lotus maestro Colin Chapman himself with a DOHC cylinder head boosting output to 105 bhp, Girling front disk brakes, sport suspension, the aluminum-cased transmission from the Lotus Elan, plus aluminum hood, doors, and trunk lid. Every one of them was painted white with a green stripe down the sides. Unfortunately the car listed for nearly \$3500 in 1966, almost as much as a full-sized Ford with a big V8 up front. Only 200 were sold here that year, and no more were imported after that.

Ford finally wised up and in 1965 began work on the Capri sport coupe, a collaborative effort between its British and German units. Envisioned as a European version of the Mustang, it was a huge hit over there and they sold it here, starting in 1970,

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LEFT, TOP: 1958 Ford Anglia 100E
(By Liftam – Own work, CC BY SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=790547>).

LEFT, BOTTOM: 1960 Anglia 105E
(By Alf van Beem – Own work, CC0, <https://commons.wikimedia.org/w/index.php?curid=34963482>).



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through Mercury dealers where it also did well. Many Americans of a certain age have fond memories of it, while others referred to it as the “Crappy.” I had a friend in the 70s who absolutely loved his. It was followed by the restyled Capri II hatchback in 1975, which was sold here through 1977. In total, Ford managed to move more than half a million Capris over here.

Meanwhile, Back in the UK

Fords continued to sell well in Britain from the fifties onward.

One of the most significant models in the home market was the Escort, which was produced in five generations from 1967 until 1997. (The North American Market Escort is distantly related to the third-generation European car.) The first two generations had rear-wheel drive, and works rally versions of them were highly successful in international competition in the 1970s. If you’ve ever seen Mike Brewer wax poetic over an old Escort on the British car show *Wheeler Dealers*, you know how much the Brits love these cars.

The Escort was the best-selling car in the world for much of the 1980s and the single best-selling car in the UK from 1982 through 1989. From 1976 through 2010, Ford was the UK’s best-selling car brand. In 2014 the Ford Fiesta became the best-selling car of all time in the UK. Since then, Ford’s popularity in Britain has dropped off, but they’re still a major player in that market.

Over the years Ford has gradually reduced its manufacturing presence in the UK, with the last complete vehicle being produced there in 2013.

However, the Dagenham plant still produces diesel engines, another plant in Halewood makes transmissions, and the Dunton Technical Centre, an R&D facility, employs several thousand people. Fords still sell well in the UK, and multiple models regularly rank among the country’s top sellers. Ford of Europe, including its UK operations, should continue to be a profit center for Ford in the years to come. ■

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.



ABOVE: 1963 Lotus Mk I Cortina
(By Sicnag – CC BY 2.0, <https://commons.wikimedia.org/w/index.php?curid=23228050>).



LEFT: 1973 Capri 2600, U.S. Version
(By Robert Spinello, “Vegavairbob,” CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=10871856>).



LEFT: Ford Escort RS2000 Mk1
(By Brian Snelson from Hockley, Essex, England – Uploaded by oxyman, CC BY 2.0, <https://commons.wikimedia.org/w/index.php?curid=7198283>).

LOOKING BACK

Best in Show Winners

BRITS ON THE BEACH 2016-2022



On pp 10-16 are featured the winners of our PEDC Brits on the Beach *Karen Moutenot Memorial Award for Best in Show*, sponsored by Andy Moutenot, starting with 2022 and working back to the first year, 2016.

2022 – A Visit from Gloria

Dennis Mamchur won Best in Show with the jewel of his car collection, a 1935 Triumph Gloria Southern Cross. Besides its striking good looks and the fact that it's one of only three in this country, what makes this car so special is that it was engineered by British sports car legend Donald Healey. Only 15 of these beautiful machines are known to survive.



The Gloria text above is an excerpt from an article by Ken Kyle that appeared in the October 2022 issue of The Terminal Post.

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2021 – A Welsh Beauty

Evan Broadbelt's ultra-rare 1965 Gilbern GT1800, one of only seven LHD versions ever made, and one of only three known to be in the U.S., took Best in Show at Brits on the Beach 2021. Named "Edith" for Evan's mom, this little car drew lots of attention. Many show attendees who thought they knew everything about British cars were surprised to learn that the Gilbern is the world's first and only Welsh car.



The text above is an excerpt from an article by Ken Kyle that appeared in the October 2021 issue of The Terminal Post.

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The text on the right is an excerpt from an article by Ken Kyle that appeared in the November 2020 issue of The Terminal Post.

Continued on page 13 – Best in Show



2020 – The Belle of the Ball

By far the most impressive car in the field at Brits on the Beach 2020 was Tom Heckman's 1914 Rolls-Royce Silver Ghost. Tom won Best in Show as well as first place in the Other British Sedans Class. A close look at this behemoth tells you why *Autocar* magazine called the Silver Ghost "the best car in the world" in 1907. Although it's not steam-powered, it's built like a locomotive. Tom actually drove it to our show from his home in Pennsylvania (about 80 miles), a testament to the durability of this 106-year-old vehicle.



2019 – TR3B Triumphant

Best in Show winner Mohammed Sadiqulla and sons stand with Mohammed's 1962 concours-quality Triumph TR3B, which also took first in the Triumph TR3 & TR4 Class that year. The boys drove the TR3A while dad drove his 1962 Triumph Herald, which took first in the Other British Saloons & Sedans Class. A great BOTB year for the Sadiqulla family!

The text on the left is an excerpt that appeared in the October 2019 issue of The Terminal Post.

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2018 – What's a Dellow?

The 2018 *Karen Moutenot Memorial Award for Best in Show* was awarded to a 1955 Dellow Mark V owned by James Walker. Never heard of a Dellow? You're hardly alone. Dellows were small, lightweight sports cars produced in Britain between 1949 and 1956. They had tubular steel frames covered in aluminum alloy body panels, and most used four-cylinder, flathead British Ford engines of about 1.2 liters. Although suitable for road use, they were intended to be raced in trials, rallies, and other amateur competitions. An exact production total is not known, but there were certainly fewer than 250 ever made. This particular car is said to be one of 14 Mark V models produced. A unique ride indeed.

The text above is an excerpt of an article by Ken Kyle that appeared in the October 2018 issue of The Terminal Post.

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2017 – Sunbeams of Joy

Sy Block won Best in Show this year for his beautifully presented 1963 Sunbeam Alpine Series III. Brits on the Beach Show Chairman Bob Canfield, *far right*, presents Sy with his award.

The text above is an excerpt from an article by Ken Kyle that appeared in the October 2017 issue of The Terminal Post.

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2016 – A Showstopper

President Russ Sharples (2016-2019), *left*, presents the first-ever PEDC Karen Moutenot Memorial Award for Best in Show, sponsored by Andy Moutenot, to Marty Berlin for his stunning 1961 Jaguar XK150 DHC.



Minutes of the February 1, 2023 General Meeting

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

President Ken Kyle began the meeting at 7:30 PM. In attendance were 43 members. A motion to accept the minutes of the January 2023 meeting, as posted in the February 2023 newsletter, was made, seconded, and carried. There were no reports from our show chairman, webmaster, sunshine manager, or Instagram manager, all of whom were not present.

A prospective member, Gary DiFilippo, was welcomed.

Treasurer's Report

Treasurer Dean LaVergne gave us a quick review of the club's account balance, \$5,328.61. A total of 128 club members have renewed their membership for 2023 with 112 members yet to renew. A motion to accept the treasurer's report was made, seconded, and carried.

Special Topic

Carol Kyle, our newsletter editor, mentioned that Moss Motors used

in their publication *Moss Motoring* two articles written by "Our Very Own" Mike Ferguson. These two articles first appeared in *The Terminal Post*, one in November 2020 and the other in April 2022. Congrats to Mike!

Old Business

A very big thank you to everyone who volunteered to host an event on our 2023 club calendar. We have 40 club events scheduled this year in addition to our 11 regular meetings. Our event dates are not set in stone, so be sure to check the latest newsletter as the year goes on for the most-up-to-date calendar, and watch your email for details of specific events as the date for each one draws near.

New Business

Pete Dow discussed the drive he has planned to the Simeone Foundation Automotive Museum in Philadelphia in two weeks to see their special exhibit honoring the 100th anniversary of MG. The exhibit runs from February 11th

through the 18th. Pete's drive is scheduled for Saturday, February 11th, rain or shine, with a snow date the following weekend. Daily drivers are welcome and encouraged.

Pat and Ken Wignall will host an Irish Night dinner at St. Stephen's Green Publick House on Wednesday, March 15th. [See ad below.]

Brits on the Beach will be held this year on Saturday, September 23rd. There is no rain date.

The PEDC Christmas/holiday party will be held on Saturday, December 2nd, at the Jumping Brook Country Club in Neptune, NJ.

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 expired at the

Continued on page 18 – Minutes

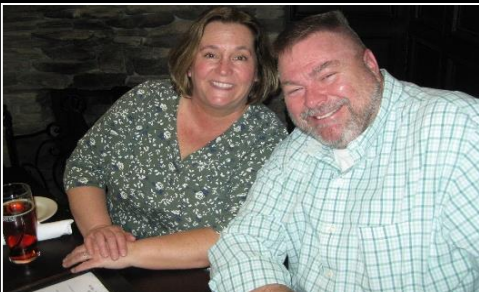
Mark Your Calendar ~ Annual PEDC Irish Dinner

When: Wednesday, 15 March 2023, 6 PM

Where: St. Stephen's Green Publick House, Route 71, Spring Lake Heights, NJ

RSVP By March 13th: Ken & Pat Wignall, hosts, pdurkin@msn.com

Get your green on for a night of fun with the PEDC gang. Sláinte!



Welcome New Members

The following members have joined since January 2023:

- Martin & Sharon Berlin, Ocean, NJ
- Francis & Monica Gambony, Hampton, NJ, 1970 Triumph GT6, 1963 Austin Mini Cooper
- James & Jean Witte, Barnegat, NJ, 1975 MGB
- Michael & Janet Driscoll, Ocean, NJ, 1953 MGTD
- Rosario & Sheryl Zappala, Cape May Court House, NJ, 1952 MGTD
- Dave & Jane Leonard, Skillman, NJ, 2017 Morgan 3-Wheeler, 1932 Morgan Super Sport, 2007 Lotus Elise, 1989 Caterham Super Sprint, 1955 MG TF-1500, 1973 Innocenti Mini Cooper 1300
- Michael Eck & Becca Payonk, Glassboro, NJ, 1951 Jaguar XK120, 1955 Jaguar XK140, 1960 Jaguar MK IX, 1961 Jaguar 3.8 Mk II, 1972 Jaguar E-Type S3
- Ray Slavinski & Bonnie Gebhardt, Birchrunville, PA, 1954 Austin-Healey 100/4
- Michelle Young-Conk & Michael Conk, East Windsor, NJ, 1979 MGB
- Philip & Carolyn George, Highland Park, NJ, 1953 MGTD Mk II



BELOW: Sharon Berlin drives into the show field at Brits on the Beach 2022. Lookin' good, Sharon!



Continued from page 17 – Minutes

end of last year and must renew it by February 28, 2023 or you will be removed from the membership rolls and will no longer receive further newsletters or email blasts from the club. To renew, go to www.pedc.org and renew instantly

online using a credit card. If you prefer to pay by check, you can download and print a paper registration form at the website and mail it in or bring it to the January or February meeting. 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 the next general meeting is scheduled for March 1, 2023. He adjourned the meeting at 8:47 PM, following a motion to close. The motion was seconded and carried. ■

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.

MARCH

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

15, Wednesday, PEDC Irish dinner, 6 PM, at St. Stephen's Green Publick House, Spring Lake Heights, NJ, <https://www.ssgpub.com/>. Ken & Pat Wignall, hosts.

APRIL

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

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

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

MAY

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

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

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

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

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

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

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

JUNE

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

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

2023 PEDC Calendar of Events (Continued)

JUNE (CONTINUED)

3, Saturday, Austin-Healey Sports & Touring Club's (AHSTC) 28th Annual "Red Mill Day" British car show, Clinton, NJ.

Click here for more information:

<https://www.austin-healey-stc.org/calendar.html?trumbaEmbed=view%3Devent%26eventid%3D157303551>.

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

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

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

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

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

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

18, Sunday, **PEDC** 20th Annual Father's Day British car show, 10 AM – 1 PM. Joseph E. Robertson Park, 1100 Allaire Road, Spring Lake Heights, NJ, 07762. Rain date is June 25th. Ken & Pat Wignall, hosts. BBQ to follow, 1-4 PM, at the home of Paul & Mary Johnson, Wall, NJ.

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

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

JULY

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

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

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.

2023 PEDC Calendar of Events (Continued)

JULY (CONTINUED)

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

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

AUGUST

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

10, Thursday, PEDC ice cream run to Sweet Treats & Ice Cream, 249 North Main Street (Route 9), Forked River, NJ 08731, <https://www.facebook.com/sweettreatsnj/?rf=709704469081836>. Jack & Sookie McLean, hosts.

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

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

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

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

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

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/>.

12, Tuesday, PEDC dinner theater outing to Surflight Theater, <https://www.surflight.org/>, in Beach Haven (LBI), NJ. Matinee, "Grumpy Old Men," at 2 PM. Dinner afterward at 5 PM. Mike & Linda Browne, hosts.

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

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

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

Continued on page 22 – Calendar of Events

2023 PEDC Calendar of Events (Concluded)

SEPTEMBER (CONTINUED)

23, Saturday, PEDC 26th Annual British Car Day, known since 2009 as "Brits on the Beach," Main Avenue, Ocean Grove, NJ. Our big event of the year! Show Chairman Bob Canfield has another great event planned. Contact Bob for more information, for questions, or if you want to serve as a volunteer on show day, joisuzu@optonline.net.

25, Monday, PEDC is invited to the annual Greenbriar all-marque car show, Greenbriar Oceannaire, Waretown, NJ. POC is Mike Browne, captain61ny@aol.com. Mike arranges for our PEDC cars to park together. Rain date: October 9th.

27, Wednesday, PEDC ice cream run to Ice Cream on 9, Route 9, Howell, NJ, <http://www.icecreamon9.com/>. Dinner beforehand at Seasons Coal Fired Bistro, <https://seasonscoalfiredbistro.net/>. Rich & Donna Huy, hosts.

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

OCTOBER

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

8, Sunday, PEDC drive to Old Hights Brewing Company, Hightstown, NJ, Steve & Theresa Mundt, hosts.

29, Sunday, PEDC fall-foliage drive to Hunterdon County. Ken & Carol Kyle, hosts.

NOVEMBER

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

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

DECEMBER

2, Saturday, PEDC annual Christmas/holiday party, Jumping Brook Country Club, Neptune, NJ, <https://www.jumpingbrookcc.com>. DJ Rich Canfield, dancing, buffet dinner, cash bar, prizes, and more. Don't miss it! Ken & Carol Kyle, organizers. Contact Ken to RSVP or with any questions: kenkyle4@comcast.net.

14, Thursday, PEDC dinner theater outing to Surfflight Theater in Beach Haven, NJ (LBI) to see "A Christmas Story." Mike & Linda Browne, hosts. Watch for details.

PEDC Classified Ads ~ Free to Members

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

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



SEE NEXT PAGE FOR CLASSIFIED ADS.

For Sale: 1983 Morgan Plus 4

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



For Sale: 1953 MGTD

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



For Sale: 1994 Jensen Healey

4-speed, work completed for sale. Timing belt, rebuild carbs, calipers, new brakes, engine was rebuilt in the past. Plugs, wires, all new break hoses, 4 new Michelins, oil filter change, very clean original, great driver, 90,000 miles. \$9000. Call Marty, 732.522.3258.
Photo below courtesy of the seller.



For Sale: Norton Commando

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



NOTE:
Vintage motorcycle trades considered.
Call Marty, 732.522.3258.



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

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

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

Time to Order Your Regalia for Brits on the Beach!

Are YOU ready for our big show of the year? Need a new golf shirt? T-shirt? Baseball cap? Want to affix a PEDC grille badge to the front of your LBC? If so, contact Regalia Manager Sookie McLean ASAP, corina458@comcast.net, (609) 276-1842. By ordering through Sookie, you save on shipping costs.

BELOW, FROM LEFT: Jack McLean during our 2020 ice cream run to Belle's in Spring Lake, NJ. Ken Kyle and John Kosztzo at Brits on the Beach 2017. Tom & Trish Gutwein manning the door-prize table at Brits on the Beach 2017. All are wearing our popular Izod short-sleeve, silk-wash golf shirts in red, white, and blue.



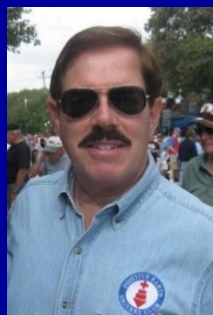
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Show Chairman
Bob Canfield *

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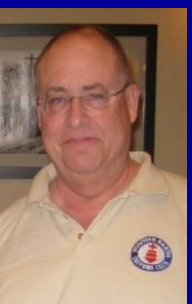
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Instagram Mgr
Erika Larsen



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.

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

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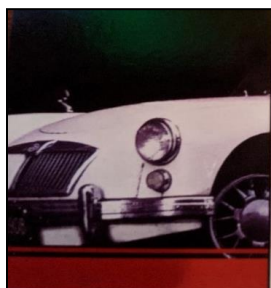
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Click here to visit <http://www.pedc.org>, our award-winning website. PEDC Webmaster Martin Vickery, martin.vickery@gmail.com, can help you if you have questions or concerns.



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.



February 17, 2023 Board Meeting Minutes

SUBMITTED BY ALLAN WYSMULLER, SECRETARY

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

Members Absent – Woody Smith

President Ken Kyle called the meeting to order at 6:03 PM.

AGENDA ITEMS:

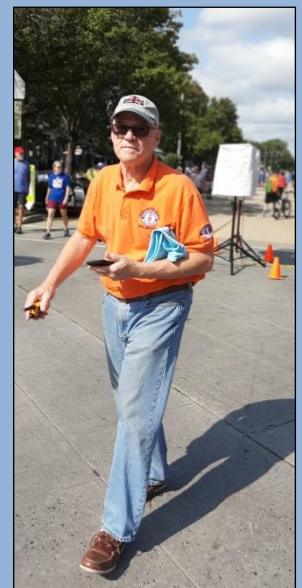
PEDC Treasurer's Report – The cash flow report was presented by President Ken and Treasurer Dean. The current club balance is \$5,148.00, with 260 members. Additional discussion followed regarding current "outflow" exceeding "inflow." Examples contributing to the imbalance we presented included goodie-bag costs increasing and sunshine expenses rising due to average age of membership. A significant imbalance, noted by Treasurer Dean, was due to membership renewals, to date, which have been lagging with approximately 76 renewals outstanding. Motion to accept report by Ken Kyle; second by John Quelch. The treasurer's report was accepted unanimously.

Brits on the Beach Entry Fee Increase – Following the treasurer's report discussion, a proposal was put forward to consider raising the BOTB entry fee. Noted was the low level of \$25.00 when compared to other car club fees, (i.e., Lewes, DE show @ \$35.00). Ken Kyle put forth a motion to increase the BOTB fee to \$30.00, seconded by Bob Canfield and Mark Wintjen, and unanimously passed.

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. ■

BRITS ON THE BEACH 2022 VOLUNTEERS:

From left, Gary Watson, Steve Mundt, Jim & Marge Gryta, and Show Chairman Bob Canfield.



POSITIVE EARTH DRIVERS CLUB

CASH FLOW REPORT

NOVEMBER 2022 THRU JANUARY 2023

INFLOWS

Dues

Dues:Dues 2023 1,275.00

TOTAL Dues 1,275.00

Christmas/holiday party income 2,430.00

TOTAL INFLOWS 3,705.00

OUTFLOWS

BOTB expenses 142.75

Awards 98.39

Bank Fee 30.00

Christmas/holiday party expense 3,719.24

P.O. Box 216.00

Regalia expense 608.90

Sunshine expense 76.77

TOTAL OUTFLOWS 4,892.05

NET INFLOWS (OUTFLOWS) (1,187.05)

NOTES:

01/31/2023 Bank Balance \$5,841.61

01/31/2023 Membership Renewal Count 158

(not counting spouses/partners)

02/16/2023 Membership Renewal Count 184

(not counting spouses/partners)

02/16/2023 non-renewals 76



The Last Word: Get Out and Drive 'Em!

Joe Lippi in his pride and joy, "Abbey,"
a 1952 MGTD shown at our 2021
PEDC Summer Show at Woody's.

The name *Abbey* is a nod to the Abingdon Works Centre
in England, where MGs were once manufactured.

Did You Know?

May 28, 2022 – June 5, 2022

British Car Week is an annual awareness week intended for owners of
classic British cars to get their cars out of the garage and drive them.

While doing so, all who are involved will help create awareness of the
classic British car hobby in local communities wherever there is participation.

