



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

Important Dates to Remember

- **May 3:** Monthly meeting at Woody's, Farmingdale, NJ
- **May 5-7:** PEDC weekend trip to Lewes, DE to attend "The British Are Coming . . . Again!" car show
- **May 13:** PEDC invited to Brick Police Athletic League (PAL) all-marque car show, Brick, NJ. See page 6 for details.
- **May 17:** PEDC ICR to Sundae's, Rt 35, Wall, NJ, 1st of the season
- **May 20:** PEDC backroads drive through the NJ Pine Barrens
- **May 25:** PEDC ICR to Jersey Freeze, Freehold, NJ
- **May 27 – June 4:** 27th Annual British Car Week – get out and drive 'em!
- **May 29:** PEDC invited to drive in the Farmingdale, NJ annual Memorial Day parade

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While We're In There, We Might As Well . . .

BOB CANFIELD

*The PEDC Garage Squad has had a busy year keeping our LBCs on the road.
It's been a labor of love, with satisfaction guaranteed for all concerned.*

Once again, almost a full year has gone by since the last Garage Squad update. I'm amazed how quickly I turn the pages on my calendar! For this article I assembled some short summaries since digging too deeply into some of the larger projects would require a deal with Simon & Schuster. Some of the members/owners/victims may be writing their own articles for future newsletter issues, so watch for those in coming months.

Mike Browne's MGB

For the July 2022 issue of *The Terminal Post*, Mike wrote a good article detailing the work done on his car, including the many surprises that kept popping up just when we thought the car was done and ready to hit the road. Well, later in 2022 some additional gremlins showed up. First, he contacted us to report that he was smelling gas in his garage. Except

for finding a few drops on the garage floor, he noticed nothing else. The fuel lines and vent lines were inspected, and the carbon canister that collects vapors from the tank was full of gasoline. Once these things were sorted out, Mike said he was still seeing leakage on the floor. We finally decided to remove the gas tank, finding that the tank had a fiberglass patch on top used to "fix" a big rust hole. We installed a new tank, which solved that problem. Then Mike found that the car was losing oil, especially after long drives at highway speeds. After some research and a call to Pete Cosmides, we decided that the crankcase vent on the side of the engine needed a new "Chore Boy" scrubby pad to replace the clogged original mesh pad. This involved removing the tappet cover, cutting it open with a Dremel, cleaning out the old mesh, and replacing it with a new one. After the surgery by Bob Moser

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ABOVE, FROM LEFT: John Quelch, Bob Canfield, and Scott Freund work on John's new acquisition, a '67 Sunbeam Alpine Series V. Photo by Russ Sharples.

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Mike Browne's MGB (Continued)

and Wayne Simpson, Mike's MGB stopped using/burning oil and was finally moved to Mike & Linda's Florida home.

Bob Lyttle's Austin-Healey 3000

Mark Wintjen reminded us that Bob's Healey still had some strange running issues. The car would start and run, but when it was warmed up, the idle raced to over 2500 rpm. So in December we returned to check this out, and we were glad "Healey Boy" Bob Pense could join us with his expertise. Bob suggested a thorough review of the carbs, so we checked all linkages and removed the domes. We found that one of the pistons was hanging up on the dome, and the defect seemed to be more pronounced once the engine was warmed up. After some thought, we decided that the new carbs had a factory-machining quality problem, and the piston and dome needed a light clean-up with some 400 grit abrasives. After carefully working on this with many breaks to test-fit the piston and dome, we reinstalled them. The car started and ran perfectly. Thanks to Bob Pense for his very valuable in-person tech session.

Ernie Caponegro's TR6

Ernie contacted us about a thumping noise somewhere in the rear of his TR6. He drove it to Jon Radin's shop so we could get it up on a lift to inspect things. What we saw was a broken weld on the left-rear-tube shock-conversion bracket. Tom Vash was at the shop that day, noting that it was a bad weld from the company who built it. We removed the bracket, and Tom brought it to his shop to repair. It was reinstalled a few weeks later.

When I assembled the last Garage Squad update for the newsletter, we had just finished installing a new fuel pump on Ernie's TR6 to solve the problem of a fuel leak into the engine from the diaphragm. Last fall we heard that the car was running poorly again. During our inspection we found that one of the carbs had a stuck float valve, so gas from a full tank was siphoning into the inlet and seeping past the cylinder rings into the oil sump. As of this writing we are waiting to hear if Wayne Simpson has had a chance to pull/rebuild the carbs so the car can get back out for club drives this spring.

Jon Radin's Jaguar XJ6

In my last update I mentioned that we had removed the head from Jon's XJ6 (leaking head gasket) and were waiting for it to be machined by Bison Engineering. The head was finished and re-installed, and then we enlisted the help of Jaguar guru Ken Saviet and electronics guru Russ Sharples to get the fuel injection working correctly. All of this was explained in detail in the February 2023 newsletter article.

Dennis Fenstermaker's MGB

After a discussion with Dennis at the 2022 PEDC Father's Day show, we scheduled a visit to his garage in Lavallette, NJ. We diagnosed an ignition issue, and we also did a complete overview of the car. The work done over the next four weeks is explained in Dennis's article that appeared in the November 2022 newsletter. Below are Dennis's two granddaughters working on the SU carburetors. *Photos courtesy of Dennis.*

A New Generation of LBC Lovers! ♥♥



Linda Wiltshire's Austin-Healey 3000

Last July we heard from Linda that she had a Big Healey in her garage that hadn't been driven in a few years, and she had no luck getting it started. After our initial visit we knew it needed some work on the carbs, brakes, and suspension, and it had some electrical issues. Since her garage space was a little tight, we again reached out to Jon Radin to arrange for space in his Cream Ridge, NJ shop for the work.

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Linda Wiltshire's AH3000 (Continued)

The brake calipers and kingpins were sent for rebuilding to Apple Hydraulics. We also found that one of the rear exhaust resonators was rusted through, so that was replaced. When we thought the car was ready to go back home, we found that the brake booster (a critical item for these cars) was shot, so it was also sent to Apple Hydraulics for rebuilding. Linda spent many hours alongside us in the shop cleaning up parts and watching as things moved forward. When she drove the car home last December, she was thrilled to be back behind the wheel. Russ Sharples captured this departing shot, **right**. Look for Linda and her AH3000 on club drives this season.



Tom & Trish Gutwein's MGB

Tom & Trish have a very nice 1980 MGB that they love driving to club events. In late 2021 they let me know that their horn didn't work. (Trish keeps a boat air-horn in the car instead.) We finally caught up with them in July 2022 at a Tom Vash shop event, where we did fluid changes and flushed the brakes and clutch. While doing this work we also found that the car had a leaky radiator and needed the usual front-end rebuild, new brakes, and some engine tuning. To install a new horn switch, we had to remove the steering-wheel hub. We tried many ways, but we couldn't get it to budge. When Tom & Trish left NJ for the winter, we left the car on jack stands in their garage. They are due back in early May, so we hope to get everything reassembled at that time. The Squad is hoping to figure out how to remove the steering-wheel hub by then!



Ed Eastman's MG TF

At the August meeting Ed, a new member, asked for some advice on getting his MG TF back on the road. He was told to reach out to the Garage Squad, so I was given his name and number. A few of us visited Ed to check out the car and come up with a plan. We realized the car was an older restoration that had been sitting in his barn for about three years. We had trouble getting it started, but once we did, we realized it needed some work on the charging system and a new battery, and the carbs needed to be adjusted. When we returned to check some other things (e.g., brakes), we found that the tires were old. We also saw that most of the wire-wheel hubs were worn, so there was play when the brakes were applied. Ed ordered new wheels and tires, and they were sent to K&T Vintage Sports Cars in Bethlehem, PA for mounting,

balancing, and shaving. Ed's goal was to get the car to Brits on the Beach 2022, and he made it!

Tom Vash's New MGB

Last August Tom decided to buy a project car from another PEDCer. The car was trailered to his shop, and the Squad showed up to check out everything. As usual, we determined that it needed some suspension work, some wiring fixes, and a little upholstery magic. The car was basically solid, but it had the most unusual patina I've ever seen (it actually grows on you after awhile). The car ended up needing an exhaust system and a new gas tank, but the B finally looks like a nice driver for running errands.

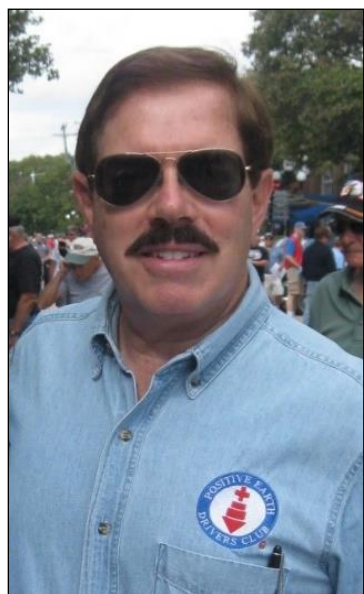
Bob Arzberger's GT6

This car had plenty written about it when the big project was done in 2021. We had a few things to take care of at one of Tom Vash's shop events. The Squad replaced the front air deflector when we did the work in 2020, but it was the standard "British Cardboard" material, which soon started to sag, partially blocking air flow through the radiator. Bob ordered an aluminum one, which we installed. We also diagnosed and repaired the turn signals so Bob doesn't have to use hand signals anymore.

TOP: A happy Linda Wiltshire pulls away from Jon Radin's shop in her beautiful Big Healey, back on the road again thanks to the Garage Squad! Photo by Russ Sharples.

ABOVE: Tom & Trish Gutwein arrive at Tom Vash's shop for some Garage Squad fettling. Photo by Carol Kyle.

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The Sports Car That Wouldn't Die

Half a century ago, in 1973, a very unusual event occurred in the automotive world: A carmaker sold the design, tooling, and all production rights to its most iconic model to another company. The automaker was Lotus,

and they sold their Lotus Seven model to Caterham, where it remains in production to this very day. This is how that came about.

Why Did Lotus Sell the Seven?

Lotus started out in 1952 making kit cars to enable buyers to avoid the UK's exorbitant purchase tax on fully assembled automobiles. The Seven, introduced in 1957, exemplified Lotus founder and Seven designer Colin Chapman's design philosophy of "simplify, then add lightness." It featured a tubular steel frame with aluminum body panels, cycle fenders, and minimal weather protection. The typical engine fitted to the early models was a four-cylinder

KEN KYLE, PRESIDENT

Ford flathead unit producing a whopping 36 bhp from 1172cc, but in a 750-lb car it was more energetic than you might expect. Other commonly available engines could be fitted as well. You could buy a Series 1 car in kit form in 1957 for £536 (about \$15,700 today); a fully assembled car was nearly twice as expensive with the tax.

The design progressed through several iterations, culminating in the Series 4 car, which featured an enlarged, squarish, fiberglass body and was produced from 1970 to 1973, the year that the UK finally dropped the purchase tax and replaced it with the value-added tax (VAT), which applied to kit cars

as well as fully assembled cars. With its tax advantage lost and Lotus already shifting their focus to racing cars and more upmarket sports cars, they decided it was time to end Seven production after 16 years. But rather than just consign it to history, they were able to make some more money on it.

Enter Caterham

In 1973 Lotus found an enthusiastic buyer for rights to the Seven in Graham Nearn, the founder of Lotus dealer Caterham Cars in Surrey. Caterham initially produced the Series 4 car on its own but soon realized that the earlier Series 3 car was more desirable to Seven buyers and switched to that. Malaysian entrepreneur Tony Fernandes bought Caterham in 2011 and sold it 10 years later to VT Holdings, the Japanese importer for Caterham and Lotus cars.

Caterham Today

Caterham Sevens are still manufactured in the UK and sold around the globe in kit

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form as well as fully assembled. Theoretically, Caterham should be able to import up to 325 fully assembled cars per year into the U.S. under the Low Volume Motor Vehicle Manufacturers Act of 2015 [the rules for which the U.S. National Highway Traffic Safety Administration (NHTSA) dragged its feet on establishing until 2021], but apparently it has not yet taken advantage of that law as its U.S. dealers offer only kits. Six models are offered here with engine output ranging up to 310 bhp, guaranteeing supercar acceleration. Dealer websites don't list prices, but they likely start in the range of \$50-60K. A lot of

money for a bare-bones sports car? Perhaps, but not for one designed by a genius and still going strong after 66 years. ■

Above and right:

Martin and AnaCristina Tiago-Vickery with their 1985 Caterham Super Seven at Brits on the Beach (BOTB) 2019; at BOTB 2014, **below left**, and at BOTB 2013, **below right**.

Photos by Carol Kyle.



**The PEDC is invited to the
9th Annual
Brick Police Athletic League (PAL)
All-marque Car Show & BBQ
60 Drum Point Road, Brick, NJ 08723**



**SATURDAY, 13 MAY 2023
10 AM – 1:30 PM**

FOOD FOR SALE, MUSIC, AWARDS, AND A 50/50. NOTE: ADVANCE REGISTRATION IS REQUIRED.

\$15 DONATION TO BENEFIT LOCAL KIDS' PROGRAMS. CLICK HERE TO REGISTER:

<https://brickpal.ticketleap.com/23carshow513/>

ARRIVE EARLY TO PARK WITH OTHER PEDC CARS!

ERNIE CAPONEGRO, PEDC POC, (732) 822-6839 OR (732) 295-5584



OUR PEDC CARS AT THE BRICK PAL 2022 SHOW ~
Above, left: Jim Lamb's 1968 MGB GT, Serge Martynovych's 1958 MGA.
Above, right: Charlie Schirm's 2019 Aston Martin DB11 Volante,
Dave Crump's 1965 Land Rover, and Ken Kyle's 2018 Jaguar F-Type.
Left: Mark Wintjen, Ken Kyle, and Mike Browne stand by Mike's 1979 MGB.
Bottom: Dennis Mosesman's 2019 Morgan and Jack Kelly's 1971 MGB GT.





3-Wheeling & Dealing on BAT

ANDY MOUTENOT



Having bought and sold many cars over my driving years, I can say without too much exaggeration that selling a car on the web is vastly different from anything I have done before. I originally purchased a 2016 Morgan 3-wheeler from a small “hope to become” Morgan dealer in southwest Georgia. I found out about him when visiting Florida a number of years ago, and I decided on a return visit to stop by and see what he was all about. That’s a story in itself, but the really short version is that he was born in the U.K. and grew up in Malvern, home to all Morgan auto production. He was a good friend of Charles, grandson of the founder, and worked as a kid at the plant. He eventually moved to the U.S. and developed a very successful facility that converted panel trucks for handicapped drivers. His side interest was to develop a dealership. Right then and there I purchased a 3-wheeler and had it shipped home a few weeks later.

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ABOVE: Andy enters Ocean Grove at Brits on the Beach 2022. Photo by Carol Kyle. **LEFT:** Photo by Andy Moutenot.



LEFT: At home in the garage with the kayaks and Austin-Healey above.
Photo by Andy Moutenot.

BELOW: Andy took 3rd in the Morgan Class at Brits on the Beach 2022.
Photo by Carol Kyle.



Continued from page 7 – BAT

Fast forward to late last year and, due to my advancing age and already having too many cars, it was time to give someone else a chance to enjoy a unique driving experience. The question was how do I sell it? I had used Hemmings in the past and even the services of a fellow car-club member to successfully sell collector cars, but the 3-wheeler was a new kettle of fish. Asking around, I became intrigued with Bring a Trailer (BAT), which sells exclusively on the web. So with a bit of trepidation I reached out and was pleasantly surprised at how easy the whole process was. After the initial call I was assigned a liaison. He stayed by my side during the whole process, from writing a description to finding a photographer to making sure all the “i”s and “t”s were crossed.

Then came the day of the listing. Seeing my vehicle on the web with the description and photos was a bit mind-blowing. All the pics were taken at the house and were done at a time of day to ensure maximum photographic clarity. The next step was, hopefully, to see

some bids, although I was forewarned that things didn’t heat up until well into the process – for BAT, this means running your listed auction vehicle for six days. Thankfully, or surprisingly, I received a bid shortly after the listing, and although it was very low, it showed at least someone was interested. Then came another bid. Yikes! Then nothing for a couple of days, and then things really started to heat up as a few people became very interested. All in all, 12 different people were bidding, and the last few minutes turned into a frenzy as the winning bid topped out at a price higher than my original cost.

To this day my Morgan was the third-highest price BAT received for a Morgan 3-wheeler. Smiles all around. As for the winning bidder, he lives in Southern California. As he later told me, he was on a mission to purchase the Morgan. His younger brother had opened the first Morgan dealership in Arizona. Though my buyer never said as much, he may have been buying it for his brother, I suspect. Would I try again to sell on this site? Absolutely. ■



LEWES, DE
MAY 2022



JERSEY SHORE
Fall 2018



BRICK, NJ
MAY 2022

Good Things Come in Small Packages

PHOTOS OF "MIDGIE" BY JOHN GAZAREK



JERSEY FARM
September 2021



ISLAND BEACH STATE PARK
May 2022



CAPE MAY, NJ
May 2022



BRICK, NJ
March 2022



HOWELL, NJ
May 2020



PT. PLEASANT BEACH, NJ
December 2020

Minutes of the General Meeting, 5 April 2023

SUBMITTED BY SECRETARY ALLAN WYSMULLER

PRESIDENT KEN KYLE BEGAN THE meeting at 7:30 PM. In attendance were 46 members. A motion to accept the minutes of the March 1, 2023 meeting, as posted in the April 2023 newsletter, was made, seconded, and carried. There were no reports from our show chairman, regalia manager, webmaster, or Instagram manager, all of whom were not present. New members Kevin McCormick as well as Michelle & Mike Conk were welcomed!

Treasurer's Report

Treasurer Dean LaVergne reported the club's account balance, \$6,319.33. A total of 224 club members (404 with spouses/partners) are registered for 2023. A motion to accept the treasurer's report was made, seconded, and carried.

Member Directory

President Ken mentioned that an April issue of the club member directory will be forthcoming.

Old Business

President Ken noted that the PEDC Irish Night dinner at St. Stephens Green Publick House on Wednesday, March 15th, was a great event. Pat Wignall was the event organizer, and everyone who attended had a great time.

New Business

President Ken noted that we have a number of PEDC and non-PEDC events coming up:

Upcoming Events

Pete Dow presented a new drive to be held in Atlantic County on May 20th. There was much discussion regarding Pete's love of beer, and some comical ribbing ensued.



ABOVE: At Brits on the Beach 2017, Tom Gutwein accepts a 2nd place award for Trish and him in the Land Rover Class with their 2015 Range Rover Evoque. See next page for more BOTB 2017 photos of the volunteers who helped make the show a great success!

The PEDC bus trip to see the NY International Auto Show has been rescheduled from April 15th to April 12th, one week from today. Please let Gary & Pat Watson know if you're interested, as they are running the trip only if there is sufficient interest.

This year's Brits on the Beach will be held on Saturday, September 23rd. Registration is now open, \$30 per car, with 140 spots. Already 18 are filled. Registration is available online only by going to our website. Register here: <https://pedc.org/botb/>.

The Kyles are leading an overnight drive to Lewes, DE May 5-7 to attend the British Car Club of Delaware's (BCCD) annual British car show at the ferry terminal. The drive and show field are full.

There will be two ice cream runs in May, Sundae's in Wall and Jersey Freeze in Freehold, and a club drive in May to South Jersey. Watch for email blasts as these events draw near.

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

Non-PEDC Events

The British Challenge Rallye 2023, hosted this year by the New Jersey Triumph Association (NJTA) on April 30th, is still looking for participating teams. Entries must be postmarked by April 19th. [Click here for more info: https://njtriumphs.org/store/ols/products/brc_2023. ~Ed.]

Ragtops and Roadsters, a restoration shop in Perkasié, PA, will hold its annual open house on May 13th. [Click here for more info: <https://www.facebook.com/ragtoproadsters/>. ~Ed.]

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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 info about the show and how to register, click here: www.morrisvillebusinessassociation.org. ~Ed.]

President Ken noted that we have about seven PEDC cars signed up to participate in the Farmingdale Memorial Day parade on Monday, May 29th, but we could use more. To sign up, contact PEDC Vice President Woody Smith. PEDC parade participants and spectators, along with active Garage Squad members, are invited to a BBQ afterward at Tom and Laura Comer's home nearby.

Other New Business

Kevin McCormick just purchased a 1980 Spitfire. Looks like a Garage Squad visit (!) is planned. Mike Conk announced that a '79 MGB is in the works, and Michelle hinted at possible retribution for any further delay in hers!

Adjournment

President Ken adjourned the meeting at 7:57 PM and reminded members of the next scheduled monthly meeting is Wednesday, May 3, 2023. ■



A LOOK BACK AT BRITS ON THE BEACH 2017

Clockwise from above left:

Jack & Sookie McLean;
Tom & Trish Gutwein;
Parking & gate volunteers
Jack Kelly, Mark Berkowsky,
Charlie Jackson, and
Mark Wintjen; Jon Spare's
Air Force ROTC Color Guard;
and Show Chairman
Bob Canfield with Joe Lippi.
Thank you, volunteers, for
all your hard work!



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Todd Cooke's MGB GT

Last August, Todd (Russ Sharples's nephew) moved back home to Bryn Mawr, PA, and he decided to buy an LBC. He asked his Uncle Russ for advice on buying and owning an MGB, so Russ brought him to a "Second Sunday" event at Tom Vash's shop to see, touch, and get into a couple of MGB GTs as well as to experience some LBC car work firsthand. Todd joined the club and in doing so became one of our youngest members. He successfully bid on a low-mileage 1974 MGB GT posted on Bring a Trailer (BAT) and had it trailered home from Kentucky. Then the Garage Squad got involved in what proved to be another GS adventure. Watch for an article soon.

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TOP: Uncle Russ (Sharples) and his nephew, new PEDC member Todd Cooke, take a spin in Russ's 1960 MGA 1600 at Tom Vash's place last summer. *Photo by Carol Kyle.*

ABOVE: Work was pretty much done after ~90 minutes at Russ's garage, working on Todd's new MGB GT acquisition. (The photo makes our wrenching hobby look pretty easy!) **Shown, from left,** with one of the Garage Squad's mascots, Poppy, are John Quelch, Mark Wintjen, Bob Canfield, Craig Coutros, and John Sprake. *Photo by Pam Sharples.*

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.

Welcome New Members

These members have joined since March 2023:

- ◆ Vincent Fasano, Parlin, NJ, 1980 Triumph Spitfire
- ◆ Kevin & Rory McCormick, Brick, NJ, 1980 Triumph Spitfire
- ◆ Stephanie Smith, Allentown, NJ, 1961 Triumph TR3
- ◆ Michael Pancoast, Toms River, NJ, 1967 Morris Minor Van
- ◆ Keith & Teresa Tollefsen, Middletown, NJ



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Pete Dow's TR6

For some time Pete knew that his TR6 had the common problem with this marque: a weak/broken differential mount. He bought the parts, including new rear suspension bushings (they were in bad shape) and new brakes, springs, and gaiters. The work was done on the lift at Art Becker's son's pole barn, so we had plenty of space and tools available. Tom Vash fabricated some reinforcement plates that allowed the differential mounts to be strengthened without removing the mount bolts. Once the mount was ready, the Squad returned to get everything back together. Pete had the rear shocks rebuilt by Worldwide Auto in Madison, WI and also replaced the U-joints while things were apart. He also purchased a Good Parts trailing arm adjuster kit that allows the rear camber & toe to be adjusted without shims. The car is now ready for a busy driving season!

Joe Bialous's MGB

Last September Joe contacted the Squad about a starting problem with his 1968 MGB. The car was passed down from his father, who had acquired it in trade for some services many years ago. Joe had some work done on the car by Pete Cosmides in 2020, but this starting issue was a recent problem. We found that the starter drive had worn out teeth on the flywheel ring gear. We also saw signs that some wiring to the fuel pump had gotten very hot and the pump no longer worked. When we showed up to pull the engine so that we could replace the ring gear, we saw that the car's overdrive transmission was not electrically connected. Joe didn't realize the car had an overdrive trans, so we suggested he bring it to Quantum Mechanics in Connecticut for inspection and rebuilding. In the meantime, we took the opportunity to clean up the engine bay and engine, and we also painted both while we could. We also replaced the front suspension bushings and found excessive play in the kingpins during that work, so new ones were ordered from Brown & Gammons in the UK. The starter was rebuilt by Fred at Manasquan Generator, and a new fuel pump was ordered to replace the one that was cooked. We also installed a key-type battery disconnect and additional fuses in the fuel pump and overdrive circuits to eliminate the possibility of 55-year-old wiring shorting out in the garage.

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FROM TOP, LEFT: Half shaft and trailing arm, left side, before and after clean up. Broken differential mount prior to repair. TOP, RIGHT: Makeshift set up for camber measurement. Photos courtesy of Pete Dow. BOTTOM: Gathering around and under one of the lifts at Art Becker's son Wes's pole barn are, from left, Pete Dow, Tom Vash, John Quelch, Bob Canfield, and Jim Lamb. Taking a break, seated, is Bob Moser.





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Joe Bialous's MGB (Continued)

Once we got the transmission and engine assembly reinstalled (a challenge as the new motor mounts didn't "fit"), we did a full tune-up and started the car. What we quickly saw was that the alternator was putting out way too much voltage (this is probably what originally cooked the fuel pump), so we disconnected it and ran the car on the battery to test-drive it. The engine runs like a Swiss watch, and the newly-rebuilt overdrive trans works flawlessly. We still have to get back to install the new alternator and adjust the hood latch. Look for Joe and the B at some PEDC events this season!



John Quelch's MGA & Sunbeam

During 2022 we did some further assembly work on John's MGA so it was ready for Tom Vash's body and paint work this spring. Then something unexpected happened in the fall . . . John found a '67 Sunbeam Alpine Series V for sale in northern New Jersey, and he made a deal to bring it home. His idea was to go over the mechanics and use it as a driver. Then the dominos began to fall, and before long we had removed the engine, transmission, suspension bits, interior, front frame crossmember, bumpers, windshield, and dashboard. Soon the car will start being reassembled, and some body work and a complete paint job will be done. And soon John should have the very-long-term MGA project and the recent Alpine project both done.

Art Becker's TR8

In February Art contacted me to schedule a Squad visit to help remove his TR8 transmission so some seals could be replaced. We again were working at his son's pole barn in Little Egg Harbor Township, a great place to play with cars! The removal went as smoothly as the shop manual said, something we rarely get to experience. When we returned a few weeks later to put the car back together, the only glitch we ran into was removing the old pilot bushing from the engine. After some creative attempts we decided to try a hydraulic trick. We filled the pilot hole with grease, then used a bolt with a diameter close to the transmission shaft, and hit it with a hammer. The grease generated enough pressure to push the bushing right out. It was a bonus that none of us got splattered with grease in the process! After that the transmission went back in as easy as it came out. Art is back on the road and ready for the 2023 driving season.

Richard Rosenthal's Spitfire

In September I received an email from a new member about his 1971 Spitfire. The car had not been driven in 20 years, and he wanted to get it back in shape so he and his wife could take some nice drives again. The Squad finally had some time to go look over the car. It was under a cover in his driveway, and he had cleaned out one of the garage bays so it could go inside. Since the back wheels would not turn, we jacked up the rear and used the jack as a 3rd wheel to move the car indoors. We realized that we were looking at a job similar to Bob Arzberger's GT6 – it needed one of everything! So we gave Richard a guesstimate on what it would cost, and he agreed to go ahead.

ABOVE: Joe's empty engine bay.

LEFT: Joe's beautiful chrome-bumper MGB.

Photos by Russ Sharples.

Continued on page 15 – While We're In There

Continued from page 14 – While We're In There

Richard Rosenthal's Spitfire (Continued)

We made our first work day in late January this year, and we got the engine to run on CRC QD Contact Cleaner. Then we started taking things apart. (We're really good at that!) The rear brakes were tough to get apart since the drums were seized to the brake shoes. When we finished that day, our expert parts-list preparer, John Quelch, assembled the first list. As expected, we needed all new brakes and clutch bits, new suspension bushings, shocks, alternator, front underiders, and a lot of replacement hardware to reassemble things. During the next visit we discussed rebuilding the seats, replacing the carpeting and door cards, and ordering a new dash pad. The floor had some rust holes, and although some were fixed with a patch plate, some others will need to be welded at Tom Vash's shop once the car is drivable. As I write this article, we are getting close to having all of the mechanicals done. The suspension bits were all rebuilt, refinished, and replaced. The wheels were blasted, and new tires were ordered. The engine bay was stripped and repainted. The radiator was tested and painted, the trunk was refinished, the dash support was refinished in vinyl, and an oil pressure gauge and voltmeter were added to it. Stay tuned for a more thorough article on this project once it has been completed.

Conclusion

Well, folks, that's it. When I sat down to assemble this article, I was amazed at how many cars the Squad had worked on in the last 12 months. Besides acknowledging and thanking Squad members for their time and expertise, special thanks go to Jon Radin and Tom Vash for opening their shops to us and also to Art Becker's son Wes for offering us use of his pole barn. ■



TOP: Work started on Richard Rosenthal's Spitfire.

ABOVE: Richard's engine bay repainted. *Photos courtesy of Richard Rosenthal.*

FAR LEFT: The Squad at work on Linda Wiltshire's AH3000. *Photo courtesy of Bob Canfield.*

LEFT: Gathering at the pole barn to work on Art Becker's TR8. *Photo by Russ Sharples.*



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.
 - ◆ Dash plaques given to first 135 cars registered. Goodie bags given to all show registrants.
 - ◆ 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.

In Memoriam

PHIL SCHNEIDER (8 DEC 1931- 28 AUG 2022)



SEE ALSO PAGE 19 for Phil's Brits on the Beach awards and the articles he wrote for *The Terminal Post*.

RECENTLY KEN AND I WERE TOLD THAT LONGTIME PEDCers Phil Schneider and Lindsey Parsons (see next page) died last year. Phil and his wife, Greta, were from Point Pleasant, NJ and Marathon, FL. You may remember Phil in his beautiful 1947 MG TC, *shown above*, at Shore Acres Yacht Club in May 2012 (at a show the PEDC was invited to), and also at our annual PEDC Father's Day shows in 2013, *left*; 2012 with Greta, *above right*; and 2011, *right*. Phil's TC and also his lovely 1953 Morgan +4 made regular appearances at Brits on the Beach. Phil and Lindsey were from a generation that really appreciated these T-Series cars, which were imported to the U.S. after WWII. Thus began America's love affair with little British cars. In 1977 Phil opened his own business with partner Jerry Nelson, Schneider + Nelson Porsche Audi and Monmouth Land Rover (until the business was acquired by Penske in 2015). Phil is survived by his loving wife, Greta, and by his children, grandchildren, and other relatives. RIP, Phil. You will be missed by your PEDC friends.

~ Carol Kyle



CLICK HERE TO READ PHIL'S OBITUARY:
<https://www.tributearchive.com/obituaries/25820726/philip-c-schneider-jr>

In Memoriam

LINDSEY PARSONS (7 MAR 1932 – 27 SEPT 2022)



RECENTLY KEN AND I WERE TOLD THAT LONGTIME PEDCER Lindsey Parsons died last year. We could find no obituary for Lindsey; however, his daughters posted a wonderful tribute to their father (see Facebook link below). They noted his passion for fast cars, airplanes, motorcycles, and speed boats, having lived life to the fullest. Many of us remember Lindsey, from Spring Lake Heights, NJ, in his awesome 1952 Allard J2X, shown above at a Holmdel, NJ Concours that Ken and I attended in 2011. The Allard was often parked alongside his beautiful 1947 MG TC and Phil Schneider's 1948 MG TC, shown above left at our 2012 PEDC Father's Day show and left, in 2013, at the Backdoor Garage in Sea Girt, NJ. Above right is Lindsey at Brits on the Beach 2016 and right leaving our 2012 Father's Day show. Lindsey wrote two articles about his Allards (see next-page reference), a red one that he bought in 1952 and the green one, shown here, which he drove roundtrip coast to coast in 2001! RIP, Lindsey. We will miss you.

~ Carol Kyle



CLICK HERE TO READ LINDSEY'S TRIBUTE BY HIS DAUGHTERS:

https://m.facebook.com/story.php?story_fbid=pfbid0sdFg6abQvNtyPG22PcyhpUFR6Pb5ZoW117xbnQnSBzerhD94Dig6cv6bALYxg55jl&id=1405753419

THE LATE PHIL SCHNEIDER AND LINDSEY PARSONS WON THESE CLASS AWARDS AT OUR BRITS ON THE BEACH SHOWS:

2009

Best in Show – Best of All Marques

Phil Schneider, 1947 MG TC

MG Pre-War & T-Series

1st, Phil Schneider, 1947 MG TC

2010

MG Pre-War & T-Series

1st, Lindsey Parsons, 1948 MG TC

2nd, Phil Schneider, 1947 MG TC

2011

MG Pre-War & T-Series

1st, Phil Schneider, 1947 MG TC

Other British Sports Cars

1st, Lindsey Parsons, 1952 Allard J2X

2012

Morgan

1st, Phil Schneider, 1953 Morgan +4

Other British Sports Cars

2nd, Lindsey Parsons, 1952 Allard J2X

2014

Other British Sports Cars

2nd, Lindsey Parsons, 1952 Allard J2X

2016

Other British Sports Cars

2nd, Lindsey Parsons, 1952 Allard J2X

PHIL AND LINDSEY WROTE THE FOLLOWING ARTICLES FOR THE TERMINAL POST:

By Phil:

"1947 MG TC #2557 Rejuvenation," April 2012

"Bitten by the LBC Bug," March 2015

"Camaraderie," April 2015

"Juarez Memories," June 2015

By Lindsey:

"My 60-Year Love Affair with the Allard J2X," January 2013

"6000-Mile Trip in a 1952 Allard J2X," May 2014*

*This article appeared years ago in an Allard Owner's Club online register, <http://www.allardownersclub.org> and we reprinted it in *The Terminal Post*.



From the top: Our PEDC 2012 Father's Day show in Spring Lake Heights, NJ (Phil's '47 white TC, Lindsey's '48 red TC, and Lindsey's green '52 Allard J2X. Phil and his '53 Morgan +4 at Windward Beach, Brick, NJ, 2015.

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.

MAY

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

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

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

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

13, 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. See also page 6 for details.

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. **Below, left**, is part of the gang watching Howie Katz back into a spot perfect for his 1965 Austin-Healey Sprite.



20, Saturday, **PEDC** spring drive through the NJ Pine Barrens. Rain date: May 21. Pete & Mickey Dow, hosts. **Shown above, right**, is the group that enjoyed the drive in 2022, gathered around Pete & Mickey's 1974 TR6.

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

Continued on page 21 – Events Calendar

2023 PEDC Calendar of Events (Continued)

MAY (CONTINUED)

21, Sunday, Cars & Crumpets, 9 AM to noon at the Dunkin Donuts, 246 Littleton Road, Morris Plains, NJ (Morris County). Bring a child, and he or she will receive a model of a British car! No rain dates. Click here for more info: www.njbcc.org. This is the first Cars & Crumpets of the season. C&C are also scheduled for June 4 & 25, July 9 & 23, August 13 & 27, September 3 & 17, and October 1 & 15.

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, don't hide '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/>. Starting to gather, **below**, at the 2021 ICR are Allan Wysmuller (TR4), Ken Kyle (F-Type Jaguar), Nancy Wysmuller, and Joann & Art Becker (TR8).



3, Saturday, **PEDC** drive to the Twin Lights State Historic Site, Highlands, NJ. Gary & Pat Watson, hosts.

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

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

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

Continued on page 22 – Calendar of Events

2023 PEDC Calendar of Events (Continued)

JUNE (CONTINUED)

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 Wismuller, hosts.

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

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.

Continued on page 23 – Calendar of Events

2023 PEDC Calendar of Events (Continued)

AUGUST

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

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

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

19, Saturday, PEDC autojumble car-parts flea market. Bring your surplus British car parts to sell or trade. 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.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 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/>.

9, Saturday, British Car Festival, sponsored by the Jaguar Touring Club at Tinicum Park Polo Club, Erwinna, For more information, contact Laura Lee, 201-415-5239, jagladylady1012@gmail.com.

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

14, Thursday, PEDC ice cream run to Sundae's the Ice Cream Place, South Toms River, NJ. Bob & Eileen Hoernlein, hosts.

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

20, Wednesday, PEDC annual Brits on the Beach goodie-bag stuffing party, 6-9 PM, Brick, NJ. Rodney & Kathy Ford, hosts.

23, Saturday, PEDC 26th Annual British Car Day, known since 2009 as "Brits on the Beach," Main Avenue, Ocean Grove, NJ. Our big event of the year! Show Chairman Bob Canfield has another great event planned. Contact Bob for more information, for questions, or if you want to serve as a volunteer on show day, joisuzu@optonline.net. See also page 16 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.

Continued on page 24 – Calendar of Events

2023 PEDC Calendar of Events (Concluded)

SEPTEMBER (CONTINUED)

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

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

OCTOBER

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

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

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

NOVEMBER

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

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

DECEMBER

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

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

PEDC 2023 Ice Cream Run Schedule ~ 14 This Year!

Our ice cream runs are a chance to show off our little British cars and enjoy a couple of hours of delicious ice cream and PEDC camaraderie. We hope you'll join us for one or more of these this year . . . always a fun night!

May 17, Wednesday, Sundae's, Wall, NJ, Woody & Sue Smith, hosts

May 25, Thursday, Jersey Freeze, Freehold, NJ, Tom & Alice Albertalli, hosts

June 1, Thursday, Ice Cream Shop of Manahawkin, Manahawkin, NJ, Art & Joann Becker, hosts

June 15, Thursday, Jeffreeze Old-Fashioned Ice Cream, West Creek, NJ, Pete & Mickey Dow, hosts

June 21, Wednesday, TK's ice cream, Cream Ridge, NJ, Allan & Nancy Wismuller, hosts

June 28, Wednesday, Four Boys, Farmingdale, NJ, Tome & Laura Comer, hosts

July 6, Thursday, Heavenly Havens Creamery, Allentown, NJ 08501, Russ & Pam Sharples, hosts

July 20, Thursday, Belle's Ice Cream, Spring Lake, NJ. Ken & Carol Kyle, hosts

July 27, Thursday, Halo Pub, Hamilton Square, NJ, Steve & Theresa Mundt, hosts

August 10, Thursday, Sweet Treats & Ice Cream, Forked River, NJ 08731, Jack & Sookie McLean, hosts

August 17, Thursday, Gil & Bert's ice cream, Cranbury, NJ, Mark & Nadine Berkowsky, hosts

August 24, Thursday, Nicholas Creamery, Rumson, NJ, Dean & Arlene LaVergne, hosts

September 14, Thursday, Sundae's the Ice Cream Place, South Toms River, NJ, Bob & Eileen Hoernlein, hosts

September 27, Wednesday, Ice Cream on 9, Howell, NJ, Rich & Donna Huy, hosts



PEDC Classified Ads ~ Free to Members

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

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



For Sale: Craftsman 3-ton Floor Jack

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



CLASSIFIED ADS CONTINUED ON PAGE 26

Charlie Schirm's beautiful '74 Jaguar Series 3 E-Type, **below**, after Brits on the Beach 2018. Some of us head over to St. Stephen's Green Publick House in Spring Lake Heights, NJ after the show to unwind.





For Sale: 1953 MGTD

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



For Sale: 1983 Morgan Plus 4

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



For Sale: 1994 Jensen Healey

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



For Sale: Norton Commando

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



NOTE: Vintage motorcycle trades considered.



Official PEDC Regalia for 2023 ~ Price List



CLUB APPAREL

Men's

CLUB APPAREL	SIZE	PRICE
T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19
T-shirt, short-sleeve crew neck with pocket	S-XL/XXL	\$19/\$21
T-shirt, long-sleeve crew neck	S-XL/XXL	\$19/\$21
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$34/\$36
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$31/\$34
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
Sweatshirt, long-sleeve crewneck	S-XL/XXL	\$26/\$29
Baseball hats	One size fits all	\$14

Women's

T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$26/\$28
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$31/\$34
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
Sweatshirt, long-sleeve, hooded	S-XL/XXL	\$34/\$36
Baseball hats	One size fits all	\$14

OTHER CLUB ITEMS

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

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

Time to Freshen Up Your PEDC Regalia Wardrobe!

How about starting with a new baseball cap? From the *left, below*, Reg Savoy, Bob Brown, Russ Sharples, and Ed Kinney look great in theirs. Reg sports our popular long-sleeve, button-down denim shirt, and Russ and Ed wear our very popular short-sleeve golf shirts in red and blue. Let Regalia Manager Sookie McLean know what your regalia needs are at her contact details above. She'll bring the items to the next monthly meeting at Woody's.



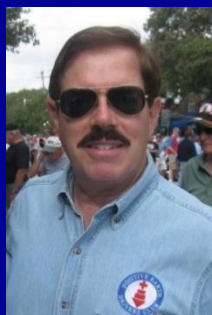
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Commercial ads are available upon request to both PEDC member-owned and nonmember-owned businesses that provide sponsorship for any PEDC show or event. Ads will run for a period of one year after the sponsored show or event and must be car-related.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

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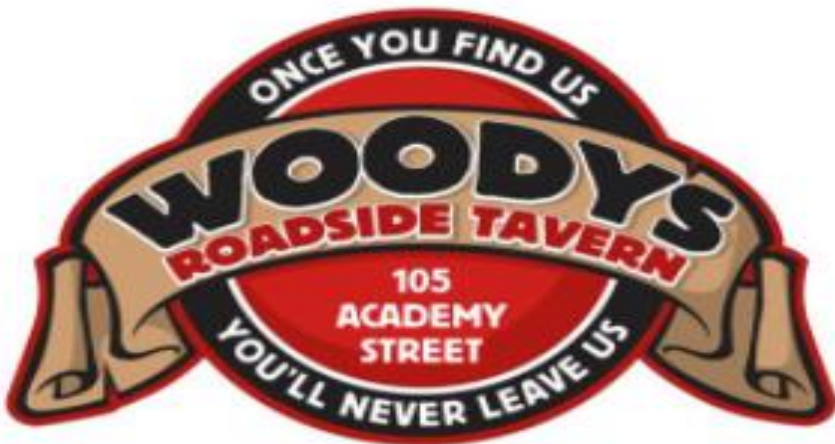
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Steve Mundt in his 1966 Jaguar E-Type OTS,
Bob & Eileen Hoernlein in their 1975 TR6,
and Paul & Marina Tamas in their 1965 TR4
during a PEDC farmlands drive in August 2021
led by Ken & Carol Kyle. Hope you'll join us
on 15 July for this year's drive!