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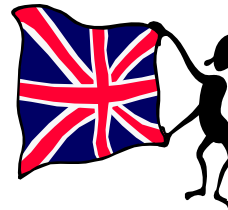
Newsletter of the Positive Earth Driver's Club

"It's not just a Club, it's an attitude"

Best of Britain 2011

By Ken Kyle

Photos by Ken and Carol Kyle



Volume 19, Issue 3

March 2011

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The 2011 Best of Britain Show at the Simeone Foundation Museum in Philadelphia opened on February 19th. This is the second year for this show at the Simeone, and this year's show honors the 50th anniversary of the Jaguar XK-E, with seven of the 29 cars on display on opening day being first-class examples of that legendary model. All the major XK-E variants were represented, with coupes, open two seaters, and 2+2s ranging from a 1961 series one OTS with the original-style flat floors and aluminum console trim to a series III V-12 engined OTS (billed as a 1971 but apparently a 1974 or 75, judging by its large rubber bumper blocks). There was even a 1966 replica of the 1963/4 alloy-bodied lightweight cars specially built for racing. Bracketing the seven XK-Es on display were an unrestored 1953 XK120 with 35,000 original miles and a 1992 XJS-R coupe, an extremely rare model manufactured in collaboration with Tom Walkinshaw Racing to commemorate Jaguar's wins at Le Mans in 1988 and 1990 and one of only five press cars painted silver frost (The other 100 XJS-Rs were red or black).

Lotus was also well-represented this year with four cars ranging from a 1956 Lotus Eleven racing car to a 1972 Elan, the car that Mazda modeled the original Miata after, plus a Lotus-engined Jensen Healey.

There were four MGs present as well, including a 1934 PA in race-ready trim including cycle fenders, Brooklands windscreens, and "fishtail" exhaust. The three Triumphs on display included a TR250 with the unusual surrey top option. (Continued on page 5.)



Lightweight Replica XK-E featured Dunlop racing wheels like the earlier D-types



An surrey-topped Triumph TR250

Drive 'em!

Minutes of the PEDC General Meeting (February 2, 2010)



Submitted by Secretary Wayne Simpson



The meeting was called to order at 7:31 PM with 27 members in attendance.

Treasurer's Report

Treasurer Peter Richardson reports a balance of \$3065.30 in the club account as of 2/2/2011. This is after income from dues payments and disbursements including \$237 for newsletter printing and postage costs, the purchase of a new stamp to endorse checks with, and the transfer of \$100 into the new checking account which we will use to service the PayPal account we'll establish to accept online payments.

Old Business

The Impromptu Dinner at IKKO Japanese Steakhouse in Brick was well attended and a gift certificate was secured as a door prize for this year's Ocean Grove Show.

A few words were said about **member pictures in the Directory**. Photos will be voluntary. If people want them, they can supply them either in print or electronic form to Wayne Simpson. If you don't have a suitable photo but would like one taken, see Carol Kyle at any meeting or event and she will be glad to photograph you. If a member does not want a photo in the directory, no action need be taken.

The Brownes will be away for several weeks beginning later in February, and **Regalia orders will be on hold** until they return. Items can be ordered directly from Forth Gear Ltd should time be of the essence.

Club Logo License Plate Frames: Mike Browne reports all samples he has seen thus far obscure some printing on the license plates to some degree, and as such are not legal for use in NJ. In view of this the project will be shelved until further notice.

New Business

Brits on the Beach 2011 Show in Ocean Grove: The 2011 flyer needs to be designed and posted to the web site, and we must begin the process of getting word out to the British Car Hobby.

Upcoming Events: Pete Cosmides will host his annual tech session on February 26th at his shop in Maple Shade. There will be vintage racing in Millville over Memorial Day weekend.

Event Planning: The following items were discussed

- Wayne and Mary Simpson will host the first Ice Cream Run in May. Date and venue TBD. IC Runs for May, June and July are now taken. We are still looking for volunteers to host runs in August and September
- Ken and Carol Kyle will host a drive to the Simeone Auto Museum in Philly on March 26th to see the demonstration (outdoor running) of the museum's C and D Type Jaguars. Lunch at the Mullica Hill Tea Room will follow.
- Peter Richardson will look into developing a drive to northern NJ.
- The Father's Day Show will go on as normal, with Pat Wignall administering to the show and Paul and Mary Johnson hosting a BBQ afterwards at their home in Wall.
- Jim LuBrandt will host a gathering at the Pine Creek Railroad at Allaire Village sometime this year. Date and details TBD.

Shop Talk: Peter Richardson told us about his adventures in replacing the headliner in his B-GT.

The meeting was adjourned at 7:57.



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FROM THE DRIVER'S SEAT...

Rodney Ford, President



Someone recently asked me why the British motorcar industry failed. As the 1950s began, the industry was quite sound as it converted from war production back to autos. While the management wanted to flood America with product, the home market was growing as was demand in Asia and Africa. In 1953, Standard, maker of Triumph, had net assets in excess of 8.5 million pounds, 20 % return on assets and paid 12% dividends to shareholders. Quite a nice balance sheet. When Leyland took control in 1960, Standard was on the verge of bankruptcy. Still, the industry could have and should have been saved. America was buying MGs, Triumphs and Jaguars which provided a profit. Quirky, sometimes innovative yet somehow

antiquated, these cars continued to sell. Management only needed to look and take heed to what was happening in the motorcycle industry. British motorcycle executives said, "We don't need electric starters, directional lights or other fancy accessories, we know bikes, we know what real bikers want." Japanese bikes buried British motorcycles.

When questioned about air conditioning being standard equipment on the Toyota Land Cruiser in Africa, a senior manager at Rover stated that they too had air conditioning. All one needed to do was open two flaps under the wind screen and there would be plenty of fresh air. Since there were no carpets, if the interior got dusty, it could be hosed out. I have never been to Africa, but I suspect truly conditioned air might be a nice thing. Management felt that standard fittings need not include radios, remote boot latches, tinted windows, safety glass or so many other items that came standard on a Japanese car. British manufacturers had always done things a certain way and that was that! When change finally happened, they would try some outlandish ideas. For example, Austin came out a Square steering wheel on the Allegra.

Management felt that sports cars would no longer be popular so they ceased production. The one bright spot in the British motor industry was ceded to foreign manufacturers. What a colossal mistake; Morgan continues to produce proving it can be done.

It wasn't just management, the work force and the government share in responsibility for the failure. The work force would walk out at the slightest provocation or at the least, sabotage production. The government allowed this all to happen, forced mergers that did not work and finally allowed the few remaining assets to be sold to foreign entities. Bentley, Rolls Royce, Mini, Jaguar, Land Rover, Aston Martin, all gone to foreign owners. The Japanese now build cars in England. Who is left? Ford and Vauxhall. And they are owned by? Ford and General Motors.

FROM THE NAVIGATOR'S SEAT...

Mike Browne, Vice President



Well, here we are nearing the end of the first quarter of 2011. Your current officers' terms in office are over at the end of this year. We cannot run again according to our club's bylaws. All of the officers are now serving in their 2nd two-year term. WE CANNOT RUN AGAIN! So, what I am saying is that the club is going to be in need of new officers VERY, VERY SOON!! We have to take nominations in October and run an election in November.

Speaking from a personal viewpoint, I didn't originally plan on taking on a second term because Linda and I love to travel. We bought a motorhome almost two years ago, and we really haven't been able to use it like we wanted to. This winter, we hope to use it more. But we didn't buy it just so we could use it for one winter. We hope to do some serious travelling. We are both retired and hoped to use the RV like we did in 1980/81 when we took our RV we had at that point, left in November, went cross country, travelled over 9000 miles, visiting most states, and didn't return until late March. We did a similar trip in the sum-

"I have never been to Africa, but I suspect truly conditioned air might be a nice thing."

"...We would love to hand the baton off to people who want the positions, want the jobs, are positive thinkers, and energetic."



mer of 1995 with our son, Kyle. We were gone for about 6 weeks that time. This is the kind of travelling we had hoped to do when we purchased the current motorhome. So, in October/November when nominations and elections of new officers take place, we are also going to need a new regalia manager. If you may be interested in running the regalia ordering and sales, check with Linda and find out what is involved.

As officers, we are proud that the club has grown in the last few years. We feel we MUST be doing something right!!! Not just the officers, but its members, and the club as a whole. Membership has grown, attendance at meetings is WAY, WAY up!! Not only is the meeting attendance up, BUT PEOPLE ARE SHOWING UP EARLY....AND STAYING LATE AFTER THE MEETINGS ARE OVER!!

We feel that there are quite a few of you who would be superb officers for the club. If you think you may have an interest in serving as any of the club's officer positions, (President, Vice President, Secretary, or Treasurer...or regalia manager) please contact one of us. Or if you know of, or think you know of someone in the club who you feel would do a good job at one of the positions, let us know....or let that person know how you feel. And if someone comes up to you and tells you that they think you would do a good job running the club in one of the available positions, please take it as a compliment....and at least give it some thought. Honestly, the club is made up of a very positive, energetic bunch of people who on the whole, get along very well, and we seem to generally be of similar mindsets. So, as clubs go, it's actually a pretty easy club for which to be an officer.

We would love to hand the baton off to people who want the positions, want the jobs, are positive thinkers, and energetic. I know the election is months away, but PLEASE give it some thought if you would be interested, or start thinking of who you feel would do a good job in these positions. It's very important. The club needs you!!!



Local Cruise Nights



Cruise nights offer an occasion for car enthusiasts to get together and show off their rides. We are fortunate to have many "cruise night" opportunities in our own backyard. Most of these are dominated by American Iron, particularly muscle cars and hot rods, but you'll still see quite a few obscure, interesting and rare vehicles on display. These events give us the chance to promote our vintage English automobiles. During the summer of 2009, many of us PEDC members did just that. A bunch of us attended Wall Stadium's Friday Night Cruise which included many parade laps on the venue's one-third mile, high-banked oval track. In October's issue, I reported the bad news that Wall Stadium had ceased operations due to financial problems. Now though, I have good news to report. Clifford Krause recently signed a one-year lease with a yearly renewal option, so there will be a 2011 season and the Friday Night Cruise-ins have returned. Beginning April 29th and the final Friday of each month through September, Wall Stadium will host its cruise night starting at 5PM. Admission is free for both participants and spectators. Concession stands will sell food, music will accompany the event, and some raceway drivers will display their vehicles. So does this sound like your run of the mill cruise night? Au contraire! Just like in previous years, you'll have the opportunity to drive spirited laps (behind a pace car) on the Wall Stadium race track.

Chik-fil-A on Route 9 North in Howell (by the Lowes, Stop-in-Shop Shopping Center) is another popular local cruise-in location. Hosted by the Blue Moon Kruizers, they welcome all makes and models of vehicles. As proof of their non-discrimination policy, even my Wedge car has won a few trophies there. This season's cruises start on April 2nd and continue through October 16th on the first and third Saturday of the month. Times are 5-8 PM. In addition to trophies, they award door prizes; have a DJ and games for the kids. Bring non-perishable food items or yarn as the event supports the Howell Food Pantry and Senior Citizen Center.

The towns of Freehold and Toms River are other venues for past cruises. I assume they will take place again this year but have no confirmation yet. If you are aware of any other interesting cruise nights, let me know, and I'll get the word out via this newsletter. Happy cruising!



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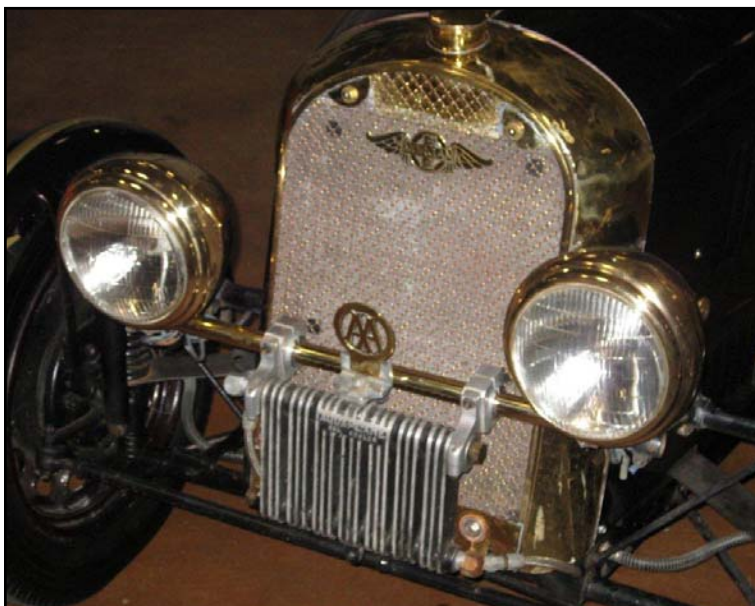
Rarities included a 1950 Aston Martin DB2 coupe featuring the legendary W. O. Bentley-designed 2.6-liter straight six, a 1935 Wolseley Hornet Special powered by that company's diminutive 1.6-liter OHC six, a 1938 Morgan 4/4 with bright brass trim and fully prepped for vintage racing, and an MGB-engined 1966 TVR 1800S, one of only 78 built that year. There was also a pre-war Alvis, possibly a 12/70 model. (I'm guessing since no identifying placard was available.) Alvis, who manufactured high-quality cars both stately and sporting in Coventry between 1919 and 1967, still has a dedicated following in England. (Continued on next page.)



Note cable-operated front brakes on MG



How the famous Aston Martin fender vents got started on the 1950 DB2



Morgan 4/4 sports brass trim and vintage oil cooler



Wolseley Hornet Special – the anti-MG of the thirties?

The 2011 Best of Britain show runs through March 13th, so there's still time to catch it.
It's definitely worth the trip!



* * * * *





Fiberglass-bodied TVR 1800S with Jensen Healey in the background



Mystery Alvis sports tourer

Carol and I will be hosting a club drive to the Simeone on Saturday, March 26th, to see their "Tribute to Sebring" demonstration day. At noon that day, Dr. Simeone and the museum staff will take three of the collection's endurance racers of the fifties, a C-type Jaguar, a D-type Jaguar, and some kind of red car (actually, a Ferrari Testa Rossa), out behind the building and drive them around the four-acre parking lot for our visual, aural, and, yes, even nasal pleasure. The C- and D-types won Le Mans five times between them in the fifties, forever cementing Jaguar's performance reputation, and the opportunity to see and hear these racing legends exercised is not to be missed. After the cars run, the staff will open the hoods and let us get up close to take pictures. Then we'll head back across the Delaware and stop for a late lunch on the way home. If you're interesting in coming along, please contact us at 732-244-2045 or via e-mail at kenkyle4@earthlink.net.

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C-Type Jag: one of the subjects on demo day

LEDs, may not be Such a Bright Idea

By Raymond A Carbone

I have been intrigued by the modern use of LEDs within the tail, brake/signal lights of most new cars. When compared to incandescent, LEDs seem to be brighter, exert a small fraction of the electrical demand, respond faster and last many times longer. Given the lighting and electrical deficits of most LBCs, it seems like a no-brainer to switch. However, the glitter of these benefits may be causing many to flash over other considerations when considering LEDs as a replacement lighting source?

During a recent run, I found my brake light switch was stuck on, and the heat generated by the 20-watt high-intensity MR16 incandescents used to illuminate my Healey's reflectors had started to melt the lenses. I had intended to improve the illumination of my reflectors and thus improve their inherent lack of adequate signal and brake lighting when I installed these higher wattage bulbs. However, I now realize that the bulbs I chose could create more heat than I expected and destroy their enclosures or even produce the unwelcome possibility of an electrical fire.

My solution to this predicament was to replace the 20-watt high-intensity incandescent bulbs with a cool-running LED, which would draw only 0.3 amps. With this in mind, I went to e-bay to source a couple of LEDs with a BA15S base (standard 1156 replacement). I chose one with 11 ultra bright LEDs which its vendor claimed was brighter than a standard 1156 incandescent. These set me back only \$8 for a pair.



As you can see, LED illumination is greatest when viewed directly, but they are highly dependent on the lens to redirect the beam. This is a major difference from common incandescent bulbs which are radial light transmitters and not so dependent on the lens for any focus.

Once received, I quickly and enthusiastically installed the LEDs into a fixture I designed to receive and position the new bulbs. Activating the directional signals for my test, the new LEDs performed flawlessly in their response, but were disappointing in the amount of light they provided. However, my comparative expectation was not properly set as my perception was formed from my prior use of a far brighter and focused 20W high-intensity MR16 incandescent and not a standard 1156 BA15.

Turning to gain the experiences of others, I posted a thread on British Car Forum and found that:

- Adoption of LED bulb replacements was not wide spread.
- Utilizing 1156/1157 replacements may be more complicated than inserting a new bulb.

Based upon the contributions made through the forum and else-

where, I learned the following:

Low Power Long Life - Although LEDs will last far longer in constant use with only a small percentage of light loss during their life expectancy, due to the infrequent use of our LBCs, an incandescent bulb may last as long. However, the incandescent will loose as much as 50% of its lumen output as a result of filament vapors condensing on the inside surface of the bulb.

Amperage Sensitive - Where an incandescent bulb is sensitive to voltage and not polarity, an LED is super sensitive to amperage and polarity. Although most 115X replacement LED do incorporate minimal electronics to control power, our LBC's power systems may not be disciplined enough to remain within the controller's limits resulting in premature burnout.

Heat at Base - Contrary to common belief, LEDs do create heat during operation. Differing from incandescents where the bulb is the heat center, an LED will require heat dissipation at its mounting.

Directional Light - Where incandescent transmit light radially, LED brightness is greatest when from a primary direction.

Must be Color Matched - LED color should be chosen to match the lens or risk loss of lumen output as a result of lens color filtration. This differs from incandescent where white bulbs are in general use.

OE Flasher Incompatible - When LEDs are used in an LBC as directionals, due to their low resistance; a standard bi-metallic flasher will not function without the addition of large-value resistors per bulb. These resistors will allow the original flasher to function properly, however, they will also eliminate the fractional electrical draw of the LED. An alternate approach to the application of resistors would be to replace the original flasher with an electronic replacement.

Difficult Comparisons - While "Wattage" is commonly used when comparing incandescents, it is close to impossible to anticipate the performance of a particular LED replacement without directly experiencing the specific bulb due to the many types of LED technologies used and number of elements within an 115X replacement.

There is no doubt that LEDs are the bulbs of the future, however, does it make sense to incorporate them into our LBCs now? For some, this is the time and there are vendors that provide 1156 and 1157 replacements with exceptional illumination, long life, quick response, and in all LBC-lens colors. Vendors like LitZupp guarantee satisfaction and produce examples with positive and negative polarity and in configurations that range from right angle to straight projection. These units not only contain appropriate amperage control circuitry but also include proper heat dissipation within their design. However, for this technology, you will be paying \$24.99 + shipping per bulb and the cost of an electronic flasher. At those costs, other than my already implemented illuminated reflectors, this is a project that I will keep on my back burner for a while.

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<http://www.vitessesteve.co.uk/Servicemanuals.htm>

2011 Impromptu Dinners Are Underway

By Carol Kyle

Our first impromptu dinner of the year, Monday, January 24th, was hosted by Rodney and Kathy Ford at Ikko Steakhouse in Brick. Thirteen of us sat around one of the hibachi tables and enjoyed the entertaining food preparation with knives flying and flames keeping us warm on a frigid night. Tom and Alice Albertalli hosted the February impromptu at Lenny's Pizza and Italian Grille in Lavallette, one of our old standbys. Alice brought along red velvet mini cupcakes as a Valentine's treat for each attendee. We had a good turnout Friday, February 11th, with 13 people. Thirteen seems to be a lucky number for us! Ken and I will host the next impromptu on Thursday, March 10th. Did you know that according to New Jersey Statute 36:2-43, the week including March 17 of every year is designated as Irish-American History and Heritage Week? With that in mind, we have chosen St. Stephen's Publick House in Spring Lake Heights as our March impromptu venue. St. Stephen's is billed as one of New Jersey's best Irish pubs, and it has become one of our favorites. Save the date; details to follow via e-mail.



February impromptu dinner at Lenny's in Lavallette.

SECRETARY'S NOTES...

Wayne Simpson, Secretary



I got my registration form for "The Gathering" today. This is the Triumph Club of the Carolina's annual all marque British car show, held over three days each April in the rolling hill country of North Carolina. I went last year and it was without question the best time I've ever had at a car show, including the ride down. Last year, some 240 British cars of all descriptions showed up (see my report in last May's newsletter). This year, they're celebrating the 50th anniversary of the Jaguar E-Type.

The Gathering is also the best bargain in the British car hobby, only \$20 per car for the show itself, a pizza dinner and auction the night before, and an autocross the morning after. You just can't beat that. I would be more than happy to lead a group from the PEDC down there. The trip is about 550 miles, 300 or so of which are enticingly close to the Skyline Drive and Blue Ridge Parkways, which offer some of the most sublime scenery there is.

More information is available at www.triumphclub.org. We seem to be perennially talking about a weekend or overnight trip in this Club. Well, I can tell you from first hand experience, this one is a winner.



Held on the grounds of Shelton Vineyards, the rolling hills and scenic ponds provide a wonderful backdrop for a British car show. And yes, they make great wines there, too. The building is the winery and tasting room.

Upcoming Show/Event Preview for 2011

April

4/16 **British Car Show**, 615 East Moss Mill Road, Historic Smithville, NJ, Rain date 4/23, info: (609) 748-8999

May

5/7: **Britfest '11**, Succasunna, NJ Host: MG Car Club Central Jersey Centre, Club website: www.mgccnj.org, for more info: Charles Tregidgo, (201) 791-6675 days or email: c.tregidgo@gmail.com

5/7: **16th Annual Lewes British Motorcar Show**, Lewes, DE, Sponsored by the Lewes Chamber of Commerce, info: email: inquiry@leweschamber.com, Phone: 302-645-8073

5/20-22: **Carlisle Import, Kit Car, Replicar Nationals**, Carlisle Fairgrounds, Carlisle, PA, info: www.carlisleevents.com/ce/events/import/, email: info@carlisleevents.com, Phone: 717 243-7855

5/28-6/5: **British Car Week**, Everywhere

June

6/4: **Cars and Motorcycles of England**, Oakbourne Mansion in Westtown, PA, Host: Del Valley Triumphs, Info: Contact Bruce Schechter - email: bschechter@comcast.net, registration form: [Download flyer](#)

6/5: **16th Annual Red Mill British Car Day**, Red Mill Museum Village, 56 Main Street, Clinton, NJ, sponsored by the M.G. Drivers Club of North America, limited to 100 pre-registered British vehicles due to the size of the show grounds. Info and application: Richard Miller 908-713-6251 or mgdriversclub@hotmail.com, Website: www.mgdriversclub.com

6/12: **18th Annual British Motorcar Gathering**, Host: Keystone Region MG Club, Reservoir Park., Hellerstown, PA, Club/Event Website: www.keystonemg.com...

August

8/ 6 **7th Annual Pennypacker Mills British Car Day**, Hosted by the Delaware Valley Classic MG Chapter, Pennypacker Mills Historic Site along the Perkiomen Creek just below Schwenksville, PA. For more information: <http://www.dvcmg.com/>

8/12-13 **The Roadster Factory Summer Party**, Armagh, PA. Hosted by the Roadster Factory. For more information: <http://www.the-roadster-factory.com/>

October

10/1: **British Motor Club of Southern NJ Annual Show**, NJ Motorsports Park, info: www.bmcnsj.org, for additional info, contact show coordinator Ted Lane, lanead@comcast.net, 856-691-6631

November

11/5 **16th Annual Pumpkin Run**, Flemings Auto Parts, 353 Zion Road, Egg Harbor Township, NJ, 8AM—4PM, Rain date: 11/12, for general information call Harry @ (609) 927-9541 or Barbara @ (609) 381-7686

These are all the shows/events I know of so far. If you know of any shows or events this year that you think would interest our members, please let me know, and I'll post them in upcoming issues. Let's get out there and promote British motoring.

Car designer and Inventor Ron Hickman Dies



Ron Hickman passed away on February 17th at 78 years of age. For those of you not familiar with Ron Hickman, he designed the original Lotus Elan. Ron was more than a car designer though; he was an inventor and true visionary. An example of his creativity occurred in the early 1960s. While building a wardrobe at his home, he used the arms of an expensive Swedish-made Windsor chair to support a board he was sawing. While fixated on his pencil mark, he sawed right through the chair. To prevent this from happening again, he devised a simple wooden work bench with a graspable gap in the middle and a steady base. He had invented what was to become the Black & Decker Workmate. Initially though, Ron's grand idea wasn't well received by the tool companies of the time. Stanley, for example, didn't foresee a large demand for such a contraption. Ron built several of these devices to sell to builders at trade shows. Black & Decker took a chance on it in 1973. By 1981, they had sold 10 million Workmates!

Besides the Elan, he designed the Elan +2 and the Europa. He played an important role in launching the Lotus Type 14 Elite, which is widely cited as revolutionary for its fiberglass body shell over a steel backbone chassis. This incredible engineering design remained the standard for Lotus until 1996 when the Elise debuted. Ron Hickman projected an impression of being a bit quirky and eccentric, or as former Formula One Racing driver Derek Warwick described, "a little bit wacky." Warwick commented that "He always thought of clever ways of doing things. Whatever he saw, whatever he touched, he wanted to reinvent it. That was his mind."



Lotus Elan +2

March 2011

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
		1	2 Meeting at Woody's 7:30pm	3	4	5
6	7	8	9	10	11	12
13 	14	15 Deadline for membership renewal!	16	17	18	19
20 	21	22	23	24	25	26 Drive to the Simeone Museum for demo day
27	28	29	30	31		


2011 PEDC Schedule of Events:

Here is the preliminary schedule for 2011. We hope to finalize most of the schedule over the next couple of months. Please provide us with your ideas, but more importantly, volunteer to host and organize your idea into a club event. I'm sure you'll find it fun and fulfilling.


March

3/2 Membership Meeting
3/15 Membership Renewal Period Ends
3/26 Drive to the Simeone Museum (Ken & Carol Kyle)

April

4/6 Membership Meeting
4/? Drive to Renault Winery (Caponegro) 

May

5/4 Membership Meeting
5/19 1st Ice Cream Run (TBA)
5/? NJ Air Museum Tour (Spare) 

June

6/1 Membership Meeting
6/19 Father's Day Show in Spring lake
6/23 2nd Ice Cream, Carousel (Ford)

July

7/6 Membership Meeting
7/21 3rd Ice Cream TBA (Moutenot) 

Memberships will expire on the 15th for those that haven't renewed yet.

Stop procrastinating. Renew today and continue to enjoy the many great privileges this club offers including this newsletter. many great privileges is March 15th. Please fill out the registration form on page 13 and remit your annual dues of only \$15 to Peter Richardson at 285 Academy Lane, Manahawkin, NJ 08050

August

8/3 Membership Meeting
8/18 4th Ice Cream Run TBA

September

9/7 Membership Meeting
9/15 Final Ice Cream Run TBA
9/17 Ocean Grove Show


October

10/5 Membership Meeting 

November

11/2 Membership Meeting

December

12/? Holiday party 





Official PEDC Regalia

From Fourth Gear Ltd., The Source of PEDC Regalia

Contact Linda Browne, Regalia Manager, for ordering

LBrowne414@aol.com

or (609)971-2975

Show your club spirit!

PEDC Regalia Price List

Short sleeve T- shirt (crew neck).....	\$17
**Short sleeve t-shirt (with pocket).....	\$19
Long sleeve T-shirt (crew neck).....	\$19
Sweatshirts (Crew).....	\$23
**Sweatshirt (Hoodie).....	\$24
Golf shirts.....	\$26
**Hooded windjacket.....	\$27
**Woven button down denim shirt.....	\$31
Unstructured Baseball Cap.....	\$14
Visor.....	\$14

OTHER CLUB ITEMS:

Grille badges.....	\$20
Lapel/hat pins.....	\$4
Windshield sticker.....	\$1
Marque patches.....	\$5
Club logo patches.....	\$6
**Canvas mechanic tool bag.....	\$22
**Red plaid water resistant picnic blanket.....	\$21
** PEDC clock (or marque clocks).....	\$10

**** All special order item prices may include additional shipping costs if not ordered with bulk club order)**
Add \$2 for sizes larger than XL & add \$10 for second logo)



Baskets For Sale...



WICKER PICNIC/WINE BASKET – Two place settings, suitcase style, varnished w/leather hinges and latch, fabric lined, 16" W X 12" D X 7" H, complete with 2 mugs, 2 wine glasses, table cloth, cheese board, paring knife, corkscrew/opener, insulated thermal bottle pack, unused excellent condition. Price: \$120 + shipping. Call (610) 296-4878 or (610) 277-2121

HUMP-TOP WICKER PICNIC/WINE BASKET – Two place settings, double handles hamper style, varnished ivory color, ideal boat/auto presentation piece, fabric lined, 15" W X 11" D X 13" H, complete with: 2 plates, 2 wine glasses, 2 knives, forks, spoons,; tablecloth, 2 napkins, cheese board, paring knife, corkscrew/opener, 2 food containers, 1 exterior fabric bottle holder, unused & perfect condition. Price: \$155 + shipping. Call (610) 296-4878 or (610) 277-2121



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Cars for Sale



10/10

1995 Jaguar XJS 6.0 V12 Coupe for Sale: Asking \$16,500 (much more than that invested). New headliner, radiator, shocks, springs, tires, and many other items. All 4 wheels refinished. AC works. Differential just overhauled. Recently re-covered console lid in leather. Keyless entry. Have all owner's books. Mileage: 78K. Color: Black with coffee interior. Contact Gerard at 732.525-2500



9/10

1985 TVR 280i, V-6, 2.8 Bosch injected, four wheel disk, power brakes, windows, antenna. Red convertible with black top, tan seats, signed by Trevor Williams, new tires & exhaust, owned by current owner for 12 years--garaged. 62,000 miles. \$9400, negotiable. Call Andy 732-278-9125

THERMOS SET FOR SALE: Two thermos bottles with cups, large food box container, all vertical in vintage carrying case with handles, 15" high X 12" wide X 5" thick, excellent condition, a fashionable beverage/snack accessory kit for any classic car or boat. **PRICE:** \$38 plus UPS shipping. Call for photos or inquiries: (610) 296-4878 or (610) 272-2121



01/11

1979 MGB: Two owners from new, always garage kept since new, 109K miles, all systems working except windshield washer, original Russet Brown paint, some dents, dings and small rust spots, paint is cracking, looks better in photo than in person, soft top needs replacement, Weber DGV Carb, starts, runs, drives and stops well, seat covers and door panels replaced by original owner, smooth crack free dash, good tires, newer alternator and battery, Asking \$6,000. Owner hates to let it go. Located in Brick and available for test drive and inspections by serious buyers. A reliable Driver. Call Gerri, 732-691-2142.



2/11

1953 MG TD "Twice voted Best TD at PEDC Show" Color: Pearl with caramel 5-year old restoration - body off, ground up Very few TD's in this condition "Must Sell" You know what they're worth! Price: \$19,500. (908)910-3915 petergilberti@comcast.net



Tools for Lending



If you have any unique, seldom used specialty tools that you'd be willing to share with other club members, let me know, and I'll post it here. This is an opportunity for members to help members.

Manual Tire Changer. Contact **Scott Erichsen** at jisco@optonline.net

Triumph Spitfire Spring Compressor. **Rich Kohlhepp** has manufactured a specialty tool to replace the coil over shocks on a Spitfire, and he's willing to lend it to PEDC members. Contact Rich via e-mail at krak1804@hotmail.com if you're in need.

Bob Canfield has offered to loan the following tools to other members. Contact him at joisuzu@optonline.net if you're interested.

Valve spring compressor
Piston ring compressor

Small tubing bender
Torque wrench



POSITIVE EARTH DRIVER'S CLUB

"IT'S NOT JUST A CLUB... It's an ATTITUDE"

www.PEDC.org

MEMBER REGISTRATION FORM

Monthly newsletter and membership dues are \$15/year

___ NEW MEMBER ___ MEMBERSHIP RENEWAL* YEAR: 2011

†NAME: _____ †PHONE # () _____

SPOUSE: _____ CELL#** () _____

†ADDRESS: _____

†CITY: _____ †STATE: _____ †ZIP CODE: _____

(E-MAIL) _____

Other Club Affiliations (VTR, NAMGB, etc.) _____

Newsletter (choose one) Please send me the:

___ Electronic version (Download in color from the internet)

___ Print version (B&W) via US Mail

Subscribing to the Electronic Newsletter saves the Club printing and postage costs, forestalls future dues increases, allows you to see the newsletter sooner, and best of all, you get to see it in **FULL COLOR**. Please consider it if you have internet access.

VEHICLE INFORMATION

MAKE: _____ MODEL: _____ YEAR: _____

MAKE: _____ MODEL: _____ YEAR: _____

Privacy Statement: The PEDC collects information from members in order to service their memberships and further our purpose as a social club centered on classic British cars. The Club does not sell or otherwise distribute this information outside of our membership. The Club publishes an annual Membership Directory containing the contact information of members. The Directory is distributed only to members and is for private, non commercial only. Check the "Opt Out" space below if you do not wish your contact information to appear in the Directory.

___ **"OPT OUT":** Check this space if you **DO NOT** want your contact information published in the annual Membership Directory.

Please make all checks out to: PEDC Mail to: Peter Richardson, Treasurer
285 Academy Ln.
Manahwkin, N.J. 08050

The club meets on the first Wednesday of the month at: Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, N.J. 07727 (732) 938-6404. Meetings start at 7:30 PM, but come early for dinner or bring your British car and talk shop in the parking lot.

† Required information. * For renewal of membership: Please update this form with current info. (especially your e-mail address) for club records. ** Very handy for contacting you on Club Drives

Editor, Jon Spare
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Official VTR Chapter
www.vtr.org



Positive Earth Drivers' Club

"It's not just a club, it's
an attitude!"

Membership Offices
285 Academy Lane
Manahawkin, NJ 08050

Submissions to
The Terminal Post:



The Positive Earth Drivers' Club (PEDC) is a non-profit organization founded in 1990. Our purpose is to preserve, maintain, restore, drive and otherwise enjoy vintage British automobiles. Annual Dues are \$15.00. Meetings are held on the first Wednesday of each month, beginning at 7:30 PM at **Woody's Roadhouse Tavern**, 105 Academy St., Farmingdale, NJ 07727. Phone (732) 938-6404

*Our Next monthly meeting is Wednesday, March 2nd, 2011 @
7:30 PM. New & prospective members are always welcome.*

See our web site for directions. ↓

Visit us on the web at www.PEDC.org

We encourage the submission of articles and other items for publication in this newsletter. Send your contributions to editor Jon Spare at the address below, or (preferably) by e-mail to jonspare@optonline.net. Classified ads run for three months and are **free** to members.

The Deadline for submissions for the April issue is March 20th.

2011 PEDC Officers

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