



The Terminal Post

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

Dates to Remember:

Feb. 3rd 7:30 PM - Membership Meeting at Woody's Roadside Tavern, Farmingdale NJ

Feb. 27 Saturday PEDC Tech Session, Farmingdale, NJ CITGO Station, Contact Bob Canfield

Feb. 29 PEDC Membership Dues Cutoff date for 2016 renewals

Mar. 2nd 7:30 PM - Membership Meeting at Woody's Roadside Tavern, Farmingdale NJ

Mar. 12 Saturday PEDC visit to Vintage Automobile Museum of NJ, Pt. Pleasant Hosts Pete & Patti Linszky, rtdbeast@yahoo.com

Mar. 19th 10 AM - Open House/Tech Session at Motor Car Garage, 42 N. Pine Ave. Maple Shade NJ

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FEBRUARY 2016

VOLUME 24 ISSUE 2

PEDC Member Spotlight - J. Peter (Pete) Dow

The first in a new series for the PEDC Newsletter. A member and their LBC will be a feature article each month. Art Becker—Editor



(Photos courtesy of P. Dow)

How I became addicted to obsolete technology

Pete Dow

My first British vehicle came early in 1967. It was not a car but a 600 twin 1960 model 99 Norton Dominator with Lucas electrics and as always oil leaks. With limited motorcycle experience I drove it home. No helmet and no goggles in those days. Before the first week the alternator failed and I was forced to drive 50 miles home with only a diminishing head lamp. It was my primary transportation that summer. I drove it to work rain or shine and in the fall in cold weather. I needed something for winter. My father's 1957 MGA became available when he stepped up to the new 1969 TR6. I had only driven the MGA when he wasn't looking and I was sure I would never get behind the wheel of the 6 cylinder Triumph. By this time the Norton had provided me speeding tickets, road rash and hours of mechanical challenges. The A had side curtains, a heater and 4 wheels, all much needed for winter driving. I was a full time mechanical engineering student and had a night job at the Newark Evening news. I alternately used the A and the Norton to commute into New York City at 3 am to pick up the weather map, AP and UPI wire service for the bulldog edition. When planning to marry in 1969 Mickey wanted a top so my affair with Saabs began. I got so good at removing and replacing 2 cycle, 3 cylinder 55 hp Saab engines that I could do it before work on the street in Newark. The MGA was parked in my neighbor's garage and began to deteriorate.

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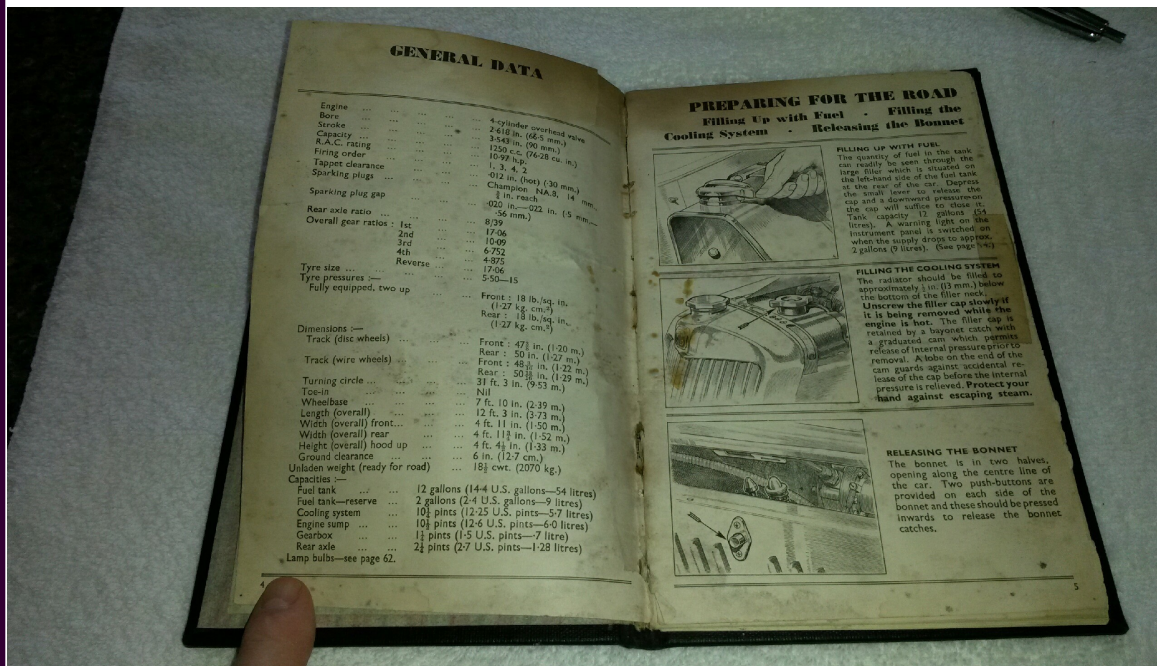
PEDC Member Spotlight - J. Peter (Pete) Dow

(continued from Page 1)

I considered the 1966 Saab Monte Carlo 850 with 3 carburetors and 2 cycle oil injection too unreliable so I acquired a 1966 MGB as a driver in 1972. The Saab, Norton repair work, and building racing outboard motor boats as a teenager gave me the necessary shade tree repair skills required for owning a proper British motor car. In 1974 we bought a 100 year old farmhouse with outbuildings in Morris County. One of the previous owners stored his airplane in the milk shed. The oversized garage with loft and milk shed allowed for the acquisition of tools and equipment. I began going to auctions and tool sales to fill the new found floor space. I bought the entire contents of a commercial repair shop at an estate sale. The B met its end in a snow storm in 1976; the bias ply front Dunlop's were in understeer as I drove left head lamp to left head lamp into a Chevrolet. I went for mass in my next driver and bought a new Oldsmobile.

A couple of years later I longed for the open air and the thrill of a 65 hp, 4 speed roadster from my college days. My career didn't allow for time to rebuild the two project cars that the '57 A and '66 B had become. I managed 4 port operations in 5 states and the closest one was 1000 miles from home. After a difficult ship commissioning project in New Orleans I began a search for a well maintained TD. An advertisement for an XK 120 Drop Head Coupe caught my attention. It was out of my price range but I went to take a look. The Jaguar was a great looking auto but too expensive and too complex. Next to it was a 1955 TF 1500. It was so original that the hard cover owner's manual was still in the glove box and the original tool kit including 2 tire irons, was in the tool box under the front cowl. The interior and leather seats were showing its age, there were some dings in the paint and as usual it leaked oil. It was fully operational and was near original as can be for a car with 50,000 miles of use. I became the second registered owner. I drove the TF home in 1978 before it qualified for historic plates. The TF 1500 was the forerunner of

the modern MGA to be released in 1956. It was only in production for two model years, one with the TD 1250 XPAG inline 4, a 1939 design, and one with the 1500 XPEG engine. 3400 TF 1500's were produced, most went to the US market. Abingdon's long time slogan "Safety Fast" was not true on either account. According to Hemmings the TF was obsolete when new,



"After one year of production, the TF got a new, 1,466cc version of the four, rated at 63 horsepower and called the XPEG. It cut 2.6 seconds off its predecessor's 18.9-second 0-60 time, but its 85.4-MPH top speed fell well short of that of the triple-digit TRs. Production of the TF-1500, as it was called, continued through the spring of 1955. Its successor, the EX175-influenced MGA, finally began rolling off the assembly line that summer."

I replaced the carpet, had the leather seats re-upholstered and tuned up the engine and carbs in 1979. The MGA was moved to the milk shed and the B was sold for parts when I drove a 1936 Buick Model 40 from Bellville to home in Morris County in 1980. The TF graduated to historic tags and took its place in the garage next to the Buick. Both original and both were driven often. When we moved to a condo in Baltimore in 1990 the MGA and the Buick had to go. The TF went into storage for a couple of years until we moved to a house with a garage. Nothing but grease and oil changes were the done on the car for 33 years until 2012. By this time timbers, hoses and wiring were dry rotting. The main timber under the gas tank had dropped and seats were adrift. The LBC still ran but I wouldn't take it to an ice cream run in the same town. Anticipating a move back to NJ I installed a new fuel pump, brake cylinders and lines, wiring and gas tank timber. The car was safe but not reliable enough for the 200 mile trip. I had it trailed to Little Egg Harbor in January 2014. (continued on Page 3)

PEDC Member Spotlight - J. Peter (Pete) Dow

(continued from Page 2)

Art Becker, whom I had known since high school, introduced me to the PEDC in spring 2014. My first Drive with the club was the Pine Barren run later that year. At 100 miles it was the longest single day run since the 80s. The car lost some water and was overheating but made it home. Since then I have concentrated on reliability and drivability issues. Last year I drained and flushed the radiator, replace all hoses, radiator cap and fan belt. This winter I am rebuilding the front suspension including leaking Armstrong dampers, and replacing engine block gaskets. I would like to avoid dropping the pan if possible. When the mechanicals are complete I will tackle the interior and weatherproofing. The gas tank timber repairs required disassembling the rear deck which now needs new wood and vinyl. I will report on these projects in future newsletters. I expect to participate in more club events when "Safety Fast" is within reach. Fast is a relative word.



A "younger Pete Dow" loading the TF on the trailer



from the driver's seat

RUSS SHARPLES, PRESIDENT



I'm a little late getting this column to our newsletter editor Art Becker. It's snowing out so that means it has to be January 23. After some pretty silly weather in December (I didn't even wear a winter coat when I went to the PEDC Holiday party!) it finally got cold in January and now it's snowing. A lot. While the snow looks nice and is a bit of an adventure, I know this storm can bring some real havoc to our members living closer to the shore. I hope everyone comes through ok.

Last winter, in February, I got my 1960 MGA out in the middle of a light snow. I have always been impressed of the stories of folks who owned an MGA back in the day when they were just cars, and cheap ones at that, and they drove them all winter just like any car. I wanted to see what it was like to drive my MGA in the snow so I put the tonneau cover on it, zipped up the passenger side, and out I went. The picture below is from that drive and you might notice it on the cover of the January issue of *MGA!*, the member magazine for North American MGA Register members. For those that are curious, the car was no fun to drive – too much torque to get it going without just spinning the wheels, difficult to stop, and the summer tires didn't even want to steer the car. My neighborhood is flat luckily and I was able to limp it home but I imagine that back in the day one needed snow tires on all four wheels and a couple of bags of sand in the trunk.

These cold months of December, January, and February are when we are supposed to get lots of projects done on our cars. Of course, that's also when it is generally coldest in the garage, making those projects somewhat of a test of endurance (oh for a garage with a heated floor...). I have lots of plans: send my speedo off to Nisonger (bouncing needle syndrome), install an accessory fuse block, fix a short in the wiper motor, check the voltage drop at the headlights and install a relay if necessary, make a set of leather straps for the luggage rack, and if I'm feeling really ambitious: take apart my distributor and figure out if the advance mechanisms are working right, pull the fuel gauge sender and figure out why it reads full up until it drops to 3/8. But today, it's warm inside, and I have this article to write. Maybe on Sunday. What are your plans for the winter? If you have a project, any kind, tell us about it through an article for the newsletter!



We had a great Holiday party organized by Jeanne Miller. It was my first and now I know that I have been missing a really fun event. We also had an excellent Gathering on January 17th, thank you all for turning out and supporting our club with your ideas! Check out the calendar elsewhere in this issue for all the great plans we have in 2016!

(Photos courtesy of R. Sharples)

From the Navigator's Seat - Ken Kyle

Is the wiring in your LBC plotting to kill you? It could be. Although British car owners love to joke about the unreliability of their cars' electrical systems and the way the smoke "escapes" from the wiring at inopportune times and has to be reinstalled using a special Lucas "smoke replacement kit," it's really no laughing matter. Most of us know someone whose LBC's wiring has spontaneously combusted while driving down the road, and a few of us have even experienced this first hand, with the car often being seriously damaged or destroyed. That's bad enough, but what if your car decided to do this while parked in your garage? Nonsense, you say, the ignition's off when the car is parked in the garage. But consider this: Almost all of these cars have wiring that is over 35 years old. That's plenty of time for vibration to wear through insulation and cause connections to loosen. On top of that, keep in mind that the "original" wiring in these cars often isn't very original at all, having been mangled over the years by generations of amateur mechanics making their own repairs and installing aftermarket parts and accessories. The condition of old LBC wiring is often quite scary, considering that all it takes to start a fire is for one hot wire to ground itself against a body or chassis part. And fuse protection? What fuse protection? My TR6 has only four fuses; most big Healeys make do with two.

Still not convinced? Then consider the experience of George Parker, whose story was recounted in the October 2015 issue of *Hemmings Sports & Exotic Car*. He was driving his Spitfire one day when he noticed smoke coming from under the dash. He had it trucked home and parked it in his attached garage, where he tried in vain the next day to reproduce the problem but did find a wire with some insulation missing, although it was not near any bodywork. Figuring he could fix it later in the week, he left the car in the garage overnight again but didn't think to disconnect the battery. The next morning he heard a noise from the garage and went to investigate. When he opened the door to the garage, he found a wall of flames blasting out from under the Spitfire's dash. After trying in vain to push the car outside, he evacuated his family and watched as the fire destroyed his cars, his garage, and his house. Had the family still been asleep at the time, it

could have been a lot worse.

Fortunately, there is a simple and inexpensive way to eliminate the possibility of your LBC's wiring turning your garage into an inferno. Get yourself a battery cutoff switch for around ten bucks at any auto parts store and use it every time you put your car away. It



takes less than 10 minutes to install, and even we amateurs would be hard pressed to screw it up. Just be sure to put it on the negative battery post if your car has negative ground, as using it on the positive side could invite the possibility of arcing between the device and nearby bodywork. (If your car has positive ground, you're going to have to search out a cutoff switch made to fit the positive battery post, which is larger than the negative. British parts suppliers may be able to help with this.) A battery cutoff switch is such cheap insurance that I'd get one even if my car had brand new wiring installed by an expert. Once you do, you'll rest easier knowing your LBC isn't out to kill you.



(photo courtesy Carol Kyle)

Tech Article - Changing the oil pan gasket in a Triumph TR8 without removing the engine

Art Becker



Ok, all British cars leak oil, everyone knows this. Well at least the owners of British cars know this and the owners of the parking lots that they frequent. It is somewhat expected that some “proper British soiling” will occur while the vehicle is at rest. The puzzling thing is the TR8 has a V8 engine that was originally of General Motors heritage so is leaking oil a British car virus that spreads to American V8’s when installed in a British car? Not really, as everyone knows American cars of yesteryear leaked oil as well. I really don’t like my cars to discharge any fluids so I had to take this task on and resolve the issue.

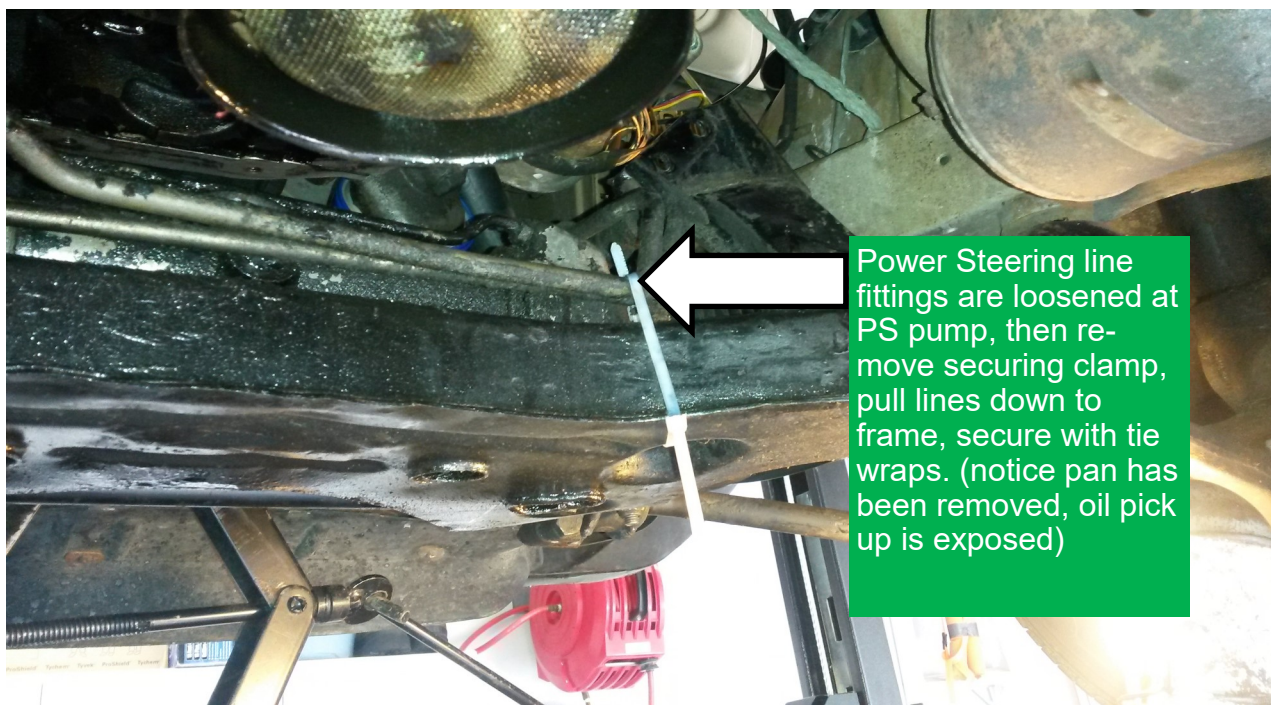
I read on the internet the oil pan gasket could be replaced without removing the engine from the car. No doubt there was some skullduggery and witchcraft involved as clearance around the oil pan is scarce or nonexistent. Some radical measures were called for in the instructions like placing a jack under the crankshaft pulley to elevate the engine a bit after the engine mounts were unbolted. (NOTE: action word is AFTER) Hey how risky can that be. Maybe a crankshaft replacement could be in order after you replaced the pan gasket. With a devil may care attitude I took the job on. It sure sounded easy on the internet, just follow the 8 step process. What I didn’t count on was the length of time to complete 1 step. Just getting at the engine mount bolts required major hand contortions and debilitating cramping. Oh, and don’t forget to loosen the power steering lines so they can be moved aside to clear the oil pan (I guess that was step 3 however it was not in the original 8 steps!!). (continued on Page 7)



Scissors jack with block of wood under crank balancer

Tech Article - Changing the oil pan gasket in a Triumph TR8 without removing the engine (continued from Page 6)

Removal and repositioning of the slave cylinder solid hydraulic line is also required and accessing the bulk head fitting to loosen the line to be moved is best done with a crows foot style



wrench. It is necessary to jack the engine to the point where the bell housing actually contacts the body of the car.

My car has a Holley Four Barrel carb so after market cooling hoses and mods were made. This turned out to be an issue as a plastic water hose fitting was caught between the engine block and the firewall which caused the fitting to crack and antifreeze to leak. No big deal, however I advise you to be extra careful so as not to miss a potential problem as I did.

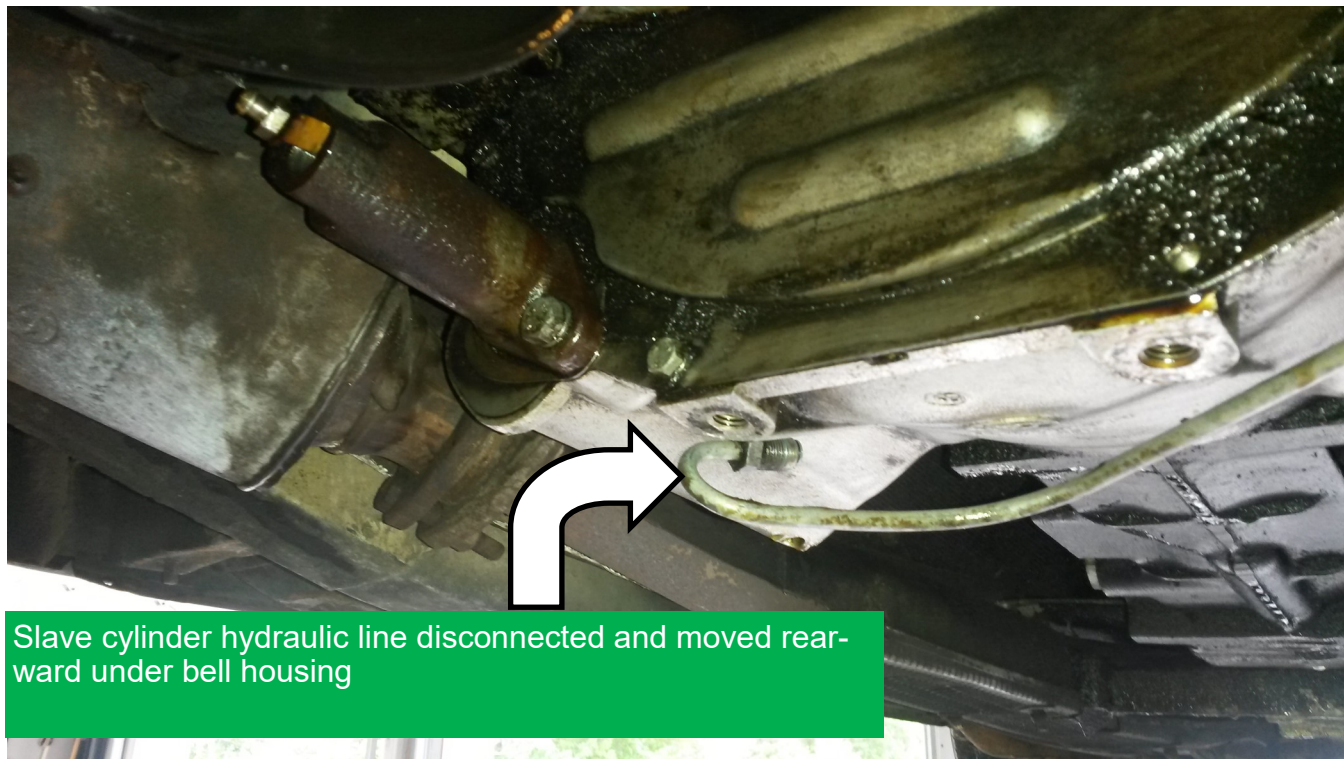
As with most repairs, the install was easier than the removal and Permatex Black Gasket Seal was used in measured quantity so as not to fill the inside of the engine with sealer. The rear pan bolts have a larger head than the balance of the pan bolts. The space between the clutch inspection plate and the pan is real tight so I found a quarter inch drive socket fit the best in tight quarters. Reinstalling the engine mount bolts took a little crow bar action to jimmy the engine just a bit to get the bolts to go into the mounts.

Of course I took the time to thoroughly clean and sand the oil pan so it could receive a fresh coat of black paint. It deserved it after 35 years of hard work. The job took an entire day to complete and in the final analysis went quite well. I am happy to report no leaks as yet although I did have to retighten the oil pan and was surprised to get almost a full turn on each pan bolt.

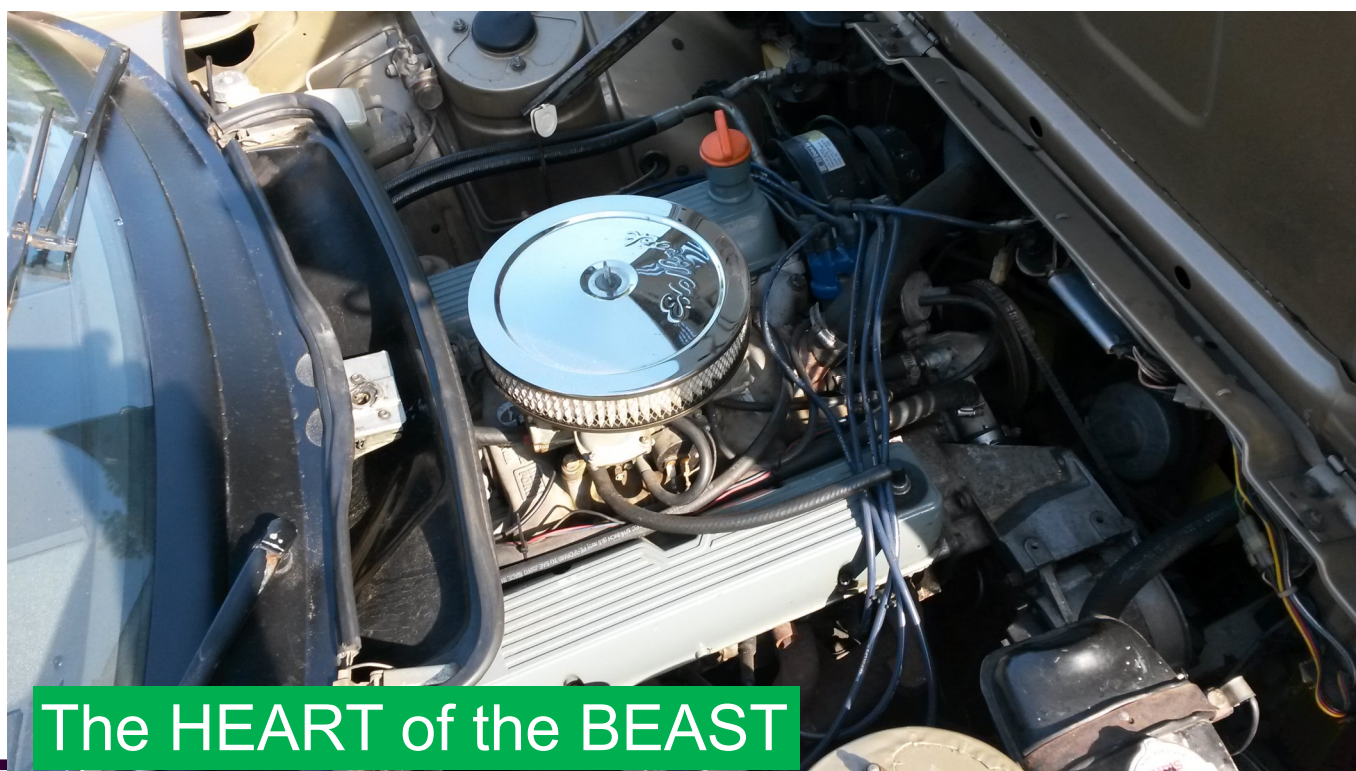
Remember, NOT TOO TIGHT!! More Pics on page 8

Tech Article - Changing the oil pan gasket in a Triumph TR8 without removing the engine (continued from Page 7)

MORE PICS OF THE ACTION



Slave cylinder hydraulic line disconnected and moved rearward under bell housing



The HEART of the BEAST

Minutes of PEDC General Meeting January 6, 2016

Submitted By Carol Kyle - Secretary

The meeting was called to order at 7:34 PM by President Russ Sharples. In attendance were 40 members and one guest. A motion to accept the minutes of the November 4, 2015 meeting was made, seconded, and carried. *[Note: This was a good turnout for January, 40 members, as the average attendance for January meetings from 2012-2015 was 38 members, according to meeting minutes for that time period. ~ Secretary]*

President Russ asked if any guests were present. Lynn Jackson introduced her daughter, Laura.

President Russ introduced the new club officers, Vice President and Events Coordinator Ken Kyle; Treasurer Mort Resnicoff, who was not present; and Secretary Carol Kyle. Russ explained that Patti Linszky was unable to serve as club secretary as she had been reelected to a council seat in November 2015 in her home town of Farmingdale and would not have the time to take on both roles. Russ further explained that Carol Kyle volunteered to fill the PEDC secretary position.

Vice President's Report

Vice President Ken Kyle talked about the survey he handed out as members arrived for the January meeting. His goal is to see what types of events interest members. Ken plans to tabulate the results and announce them to members prior to the upcoming planning meeting, "The Gathering," held January 17th. At a later date Ken plans to send out an online survey to the entire membership.

Treasurer's Report

President Russ stated that Treasurer Mort Resnicoff is in Antarctica with wife Fredda until the end of the month so was not able to attend the meeting. Russ reported for Mort that the club balance now stands at \$3,919.75. Transactions of late have been mostly for the club Christmas party. A motion to accept the treasurer's report was made, approved, and carried.

Secretary's Report

Secretary Carol Kyle reported that we are now 154 members strong, not including spouses or families. *[Note: This is a net gain of two members from January 2015. ~ Secretary]*

Membership Dues

President Russ reminded members that they must pay their dues by February 29, 2016 in order to be included in the 2016 membership directory. He further stated that payment may be made by check or cash.

Newsletter

After rousing applause from members for new Newsletter Editor Art Becker, Art reminded members that he needs articles for the next issue and thanked all for their help in getting out the January issue. He mentioned that using MS Publisher has been a challenge but hopes to be up to speed soon. He also mentioned that the current membership form is on the last page of the newsletter, which can be printed out and sent in with dues.

PEDC Website and Facebook Pages

President Russ reported for Webmaster Martin Vickery, who was not present, that in 2015 PEDC website traffic was up by 4%. September was the busiest month with the most hits, probably because Brits on the Beach is in September. Regarding the public PEDC Facebook page, there were 36% more "Likes" than in 2014. Martin plans to make some changes to the website in 2016, updating newsletter content as well as photos. Contact Martin if you have questions or something to send him for the website at martin.vickery@gmail.com. Russ stated that the private PEDC Facebook page has 30 members. Contact him if you would like to join the group at rpsinet-mga@yahoo.com.

Sunshine

Sunshine Manager Nadine Berkowsky reported that she sent flowers from the PEDC to widow Susie Helt after Jay died last month. Secretary Carol read a note that Susie sent to her for the club, thanking us all for the flowers and friendship.

Regalia

Regalia Manager Karen Moutenot asked members to contact her for ordering regalia items. She mentioned that some orders had been misplaced and to check with her again. She also suggested members check the current list of regalia prices in the newsletter and also visit the Fourth Gear website <http://www.fourth-gear-ltd.com>, which supplies our club regalia. Karen stated that if you see something you would like to order at Fourth Gear, which is not listed in the PEDC newsletter, let her know and she will order it for you.

Old Business

Victorian Tea. Secretary Carol reported on the ladies' afternoon tea she organized in Toms River, NJ in November. The event went well, and she plans to organize another tea or two this year.

McGuire Air Force Drive. Bob Canfield reported for drive organizer Jon Spare, who was not present, stating

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Minutes of PEDC General Meeting January 6, 2016

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that those who participated in the November club drive were given a tour of the air base, followed by lunch. Drive participants saw up-close a KC-10 refueling plane, a C-17 cargo plane, and the control tower. Bob mentioned that Jon is retired from the Air Force, having spent many years at McGuire, so has good connections for planning events like this.

Before-We-Put-‘Em-Away Run. President Russ reported on a drive he participated in last November, which included two tours and lunch. The drive was along some great roads around Easton, PA. Two restoration shops were visited, Rag-tops & Roadsters in Perkasio, PA and Pollock Auto Restoration in Pottstown, PA.

Vintage Automobile Museum of New Jersey (VAMNJ). Bob Canfield reported on the British car display at the VAMNJ, <http://www.vintageautomuseum.org>, that he helped organize in November. The museum, which is located in the Johnson Boat Works in Point Pleasant, NJ, typically displays vintage cars for a six-week run. Eight of the nine British cars were from PEDC members, and roughly 45 PEDCers gathered at the reception party.

PEDC Christmas Party. President Russ reported for party organizer Jeanne Miller, who was not present. He thanked Jeanne for planning another enjoyable evening and showed a video he shot of past President Mark Berkowsky doing some very interesting dance moves while DJ Richard Canfield entertained a crowd of about 40.

New Business

Garage-Tour Event. Rick Stoeber, who has a private restoration shop in Monmouth County, would like to hold a garage-tour event sometime soon.

The Gathering. President Russ stated that the annual planning meeting, known as "The Gathering," will be held at Woody's on January 17th from 2-4 PM. He urged members to come early for lunch and to bring their ideas of events they would like to see and/or host in 2016.

PEDC Trustees-at-Large. President Russ reported that in addition to the current slate of club trustees (i.e., the current officers), the following trustees-at-large are nominated: past President Mark Berkowsky, past Vice President and Show Chairman Bob Canfield, Newsletter Editor Art Becker, Ernie Caponegro, and Joe Laudisi. A motion to approve the new trustees was made, seconded, and carried.

Upcoming Events. VP Ken mentioned that three events are on the 2016 calendar so far: "The Gathering" planning meeting on January 17th, a tech session at Motorcar Garage on March 19th, and our Brits on the Beach show on September 17th. Rick Stoeber's garage-tour event will be scheduled for a date sometime in February, and the Shore Antique Center show in

Allenhurst is planned for sometime in April. Also under consideration is the annual overnight trip to Lewes, DE to attend a British car show May 7th. Ken and Carol are hoping to host another Toms River Country Club British car show in May. Ken encouraged members to host impromptu dinners, which began as a fun way to get PEDCers together over the winter.

E-mail Blasts. President Russ stated that all club email blasts will come from Secretary Carol Kyle. Secretary Carol, in turn, thanked Wayne Simpson for serving in this role for the past eight years, stating that he always got the word out in a timely manner and that she hoped to do the same.

Miscellaneous

New York International Auto Show. Gary Watson reported that the Vintage Automobile Museum of New Jersey, which hosted a British car display in November, will be displaying some cars at the New York International Auto Show in March. He suggested that a group of PEDCers attend the show to lend support to the VAMNJ, since they just hosted an event featuring eight PEDC cars.

Cars for Sale. Rick Stoeber reported that he traded in his Rolls Royce Silver Spur for an XK140 Jaguar; however, the person to whom he traded the RR cannot keep it, so it is now for sale at \$22,000. Bill Miller mentioned that he has a car for sale on Ebay, a 1967 chrome-bumper MGB. The opening bid is \$3,000 through Sunday, January 10th.

Cars in the Shop. Garry Sholtis's Sunbeam Tiger is in the shop for restoration. VP Ken plans to send his TR6 to Walker Automotive in Pleasantville, NJ for installation of an overdrive transmission, which will enable him to drive 65MPH with ease on the highways.

PEDC Cars Featured in Hemmings Sports & Exotic Car. Gary Watson reported that PEDC members have been featured in three issues recently: in the February 2016 cover story about the October 2015 America's British Reliability Run, as well as in issues featuring Wayne Simpson's TR7 and also Mike Browne's and Pete Cosmides's ADO16 cars (Austin America and MG 1100, respectively).

President Russ reminded members that the next meeting is February 3rd. The meeting was adjourned at 8:31 PM. ■

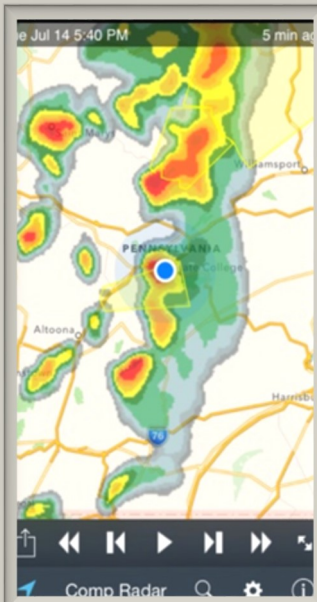
Pittsburgh Vintage Grand Prix

Russ Sharples

Photos courtesy of R. Sharples

I was vaguely aware of the Pittsburgh Vintage Grand Prix (PVGP) based on seeing some YouTube videos of it, in particular one of an Elva crashing into the barriers on the lower part of the course (an Elva is an MGA chassis and drive train with a fiberglass body, see video here: <https://youtu.be/UJqox7URiAs>). I was amazed that people would race classic cars like my MGA and it seemed pretty exotic and far away. The race is the only race, vintage or not, still held on public city streets. So getting to the PVGP became a bucket list item of mine when my son started attending the University of Pittsburgh. When I first visited my son on campus in the fall I realized that I was right there at the Schenley Park where it all happens. I was hooked - I realized that I had to see the PVGP in person.

As covered in previous articles, I have taken my MGA on a number of long drives: the ABRR 3 times, to the national MGA club meeting twice, but the thought of driving my MGA to Pittsburgh in the middle of the summer was a bit daunting because I knew it would be hot! Central PA is hot in the summer time. The MGA will bake your feet in the footwells and you don't get a lot of breeze if you put the top up to keep the sun off of you, which I do (I don't have a zip-out rear window which is supposed to be a very useful feature for summer driving). However, the ABRR in 2013 was a rural route to Indiana PA and I knew there were some great roads in central PA that are fun to drive.



When my son decided to take a summer session at Pitt in 2015, I decided the PVGP would be my big trip of the summer.

The PVGP is a 10 day event with two weekends and the week in between. The vintage racing in Schenley Park occurs on the last Saturday (qualifying) and Sunday (racing). One of the members of an online MG club I belong to, The MG Experience (<http://mgexp.com/>), advertised that he was organizing a "Countryside Tour" during the PVGP week. This sounded like an ideal opportunity to fill out the week and make the long drive a little more worthwhile. I signed up and planned to spend the week driving the back roads from NJ out to Pittsburgh, visiting some friends and taking in the sites.

I left on a Tuesday in the middle of July, driving to State College to stay with friends. Rain was threatening but I drove with top down as the sun was in the clouds which thankfully kept the temperatures down. I beat the rain into State College but just barely, only having enough time to put the tonneau cover on the car before the heavens opened up. The car got pounded with more rain than I thought the tonneau cover could take but the car stayed dry inside.



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Pittsburgh Vintage Grand Prix

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Wednesday I drove from State College to Scenery Hill PA and the Century Inn where the Countryside Tour would begin on Thursday. I feel so fortunate to have had the chance to stay at this historic inn before it was heavily damaged by fire in August. It was a beautiful place and I hope they can reopen some day.

There were about 30 cars going on the tour, mostly vintage British but there were a smattering of Germans and Italians. One unusual car was an MG T replica built on a VW chassis. The owner had driven this car out from the Philadelphia area the day before on the Turnpike, in the rain! With a VW engine this car has a top speed of about 60 MPH so that must have been a pretty tough drive. Surprisingly enough, there was a second MG T replica on the tour as well, which had a Subaru engine for power.

The Tour got started right on time, with the cars leaving in small groups of 4-6. About two weeks before the tour, I had received an email from tour organizer Bud Osbourne asking what my driving "pace" was - spirited, moderate, or stately. Well, the MGA is a sports car, not a luxury sedan, so spirited of course! Bud decided to put me in his group of 4 cars and I ended up right behind him. Wow, what a drive! I had never driven my MGA



so hard and fast as I did trying to keep up with Bud and his wife Cindy in their 1972 MG Midget. There were sections of the drive that were as exhilarating as a roller-coaster.

When we got done with one part in the middle and rolled up to a stop sign I put my arms up in the air and let out a loud "yahoo!". My MGA drove like a purebred - it just ate up the hills and turns in the Laurel Highlands region of PA. And what a beautiful area it is; we had perfect weather, not too hot, and some excellent stops including visiting the Ohiopyle whitewater training center which I definitely want to get back to with some time to just relax.

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Pittsburgh Vintage Grand Prix

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The following day, Friday, I drove into Pittsburgh and picked up my son from summer session at Pitt and we went to see the Frank Lloyd Wright house "Fallingwater". It was a hot day, too hot to enjoy in an MGA (this was the kind of weather conditions that I was worried about) but Fallingwater was amazing to see, cool and secluded among the trees.

Saturday and Sunday my son and I took in the car show, the biggest by far that I have ever seen, and the races, which were fascinating. The car show had hundreds of cars just in the British field and then there were German, Italian, Japanese, American fields. There were several thousand cars overall.



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Pittsburgh Vintage Grand Prix

(continued from Page 13)

Bud showed us the best corners to watch the racing action and I was really impressed by the skill of the drivers in maneuvering these 40-70 year old cars in tight packs around the track.

My drive home on Monday was uneventful, just how it should be. To beat the heat I left at 5:30 AM and was home by noon. The car ran great and I got 35 MPG cruising between 60 and 65 MPH on the PA turnpike.

All in all the Pittsburgh Vintage Grand Prix was an incredible experience. It is the only place in America where you will see real racing on city streets and in classic cars to boot! The accompanying car show is huge and a spectacular event in its own right. And finally there is Pittsburgh itself, and the surrounding countryside, both full of terrific sights and experiences for people of all interests. You can't go wrong spending a weekend, or a week, at this event.





Official PEDC Regalia for 2016 ~ Price List

Club Apparel

T-shirt, short-sleeve crew neck	\$17
T-shirt, short-sleeve crew neck with pocket*	\$19
T-shirt, long-sleeve crew neck	\$19
Golf shirt, short-sleeve	\$26
Denim shirt, long-sleeve, woven, button-down*	\$31
Denim shirt, short-sleeve, woven, button-down*	\$31
Sweatshirt, long-sleeve crew neck	\$27
Sweatshirt, long-sleeve hooded zip-up*	\$42
Sweatshirt, long-sleeve hooded zip-up (larger than XL)*	\$51
Wind jacket, long-sleeve hooded*	\$27
Wind jacket, long-sleeve hooded (larger than XL)*	\$32
Baseball cap, unstructured	\$14
Cabbie hat, wool or cotton	\$15
Visor	\$14

Other Club Items

Grille badge	\$20
Lapel/hat pin	\$ 4
Windshield sticker	\$ 1
Marque patch	\$ 5
PEDC logo patch	\$ 6

* **Denotes special-order item.** All special-order item prices may include additional shipping costs if not ordered with a bulk club order. Add \$2 for club apparel in sizes larger than XL; add \$10 for a 2nd logo.

Show your club spirit! To order the items above, contact Karen Moutenot, Regalia Manager, at kamouts@comcast.net

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Classified Ads

Classified ads for British cars and British car-related items of any kind belonging to PEDC members will be run for three issues and renewed for another three issues upon request. The ads are free for members.

Classified ads submitted by PEDC members on behalf of nonmembers selling British cars and British car-related items will be accepted and run on a space- available basis at the discretion of the newsletter editors for three issues only, with no renewal. The ads are free.

Please let us know if you've sold what you were selling so the ads don't run needlessly.

NOTE: Neither the PEDC nor the newsletter editors are responsible for the content of these classifieds. All photos courtesy of seller unless otherwise noted.

Send ads to Editor Art Becker at:
artvr@aol.com.



1967 MGB Roadster/Survivor/Project. A very original 1967 MGB Roadster. A very original unmolested car that still has its Factory applied British Racing Green paint. I brought this car home last Summer, made it run, shifted thru all gears while up on jack stands and drove it in my short driveway with a temporary fuel source. While there are some areas of rust to deal with I have repaired much worse. Driver's side floor needs repair or replacement, small hole in driver side rocker panel, passenger door needs replacement, crack of doom on driver's door, front frame rail needs repair near firewall, rust at side and top trim hardware. All carpet has been removed as well as most of the interior panels, most of the original rubber floor mats are included. An after-market hard top is installed, 2 piece top frame and header included but no soft top. Seats have been recov-

British Cars For Sale

1961 TR3 Survivor. This car has been in a small, local family collection since 1965! Less than 48K original miles, the car starts easily, runs, brakes and steers as it should. A very unmolested car that did have a repaint many years ago, garage kept, all gauges, horns, wipers and lights work. Serviced by Hibernia Restorations, tune-up, tires, seat covers and carpet replaced in 2013, new battery 2016. Solid body and frame with rust limited to boot lid drains and small areas of boot floor.

There is a large dent in passenger side rear fender and



various imperfections from use and storage. Equipped with a fiberglass Hard Top but soft top and side curtains are missing. Paint is show-

ing its age and is peeling under the Bonnet and in the boot with red/brown primer visible. Drive it like it is and get raves for its originality or use it as the base for a complete restoration up to Concours Quality. Those following TR3 values will quickly realize the great potential of this car at the asking price of \$15000. Offered STRICTLY AS-IS and available for test drives and inspections by appointment. Please call PEDC Member Bill Miller Car Finder LLC, 732-778-3274 with all questions, to request detailed photos or schedule an in person inspection while you can. Stored indoors in Red Bank. Feb 16

1967 MG Midget for sale. Complete car. Wire wheels, 1275 engine. Restoration started, 95% of metal work done, no bondo. Just needs paint and finishing. clear title. \$1000 or b/o to a good home. Car is in the Farmingdale /Howell area. For more details, Call John at 732-938-7276. Jan 16

ered in correct black vinyl with white piping and they look and feel good. I pulled out the original fuel tank which could be cleaned and resealed. The car will come with the original "BMC Passport to Service" and oil change stickers from the 60s, it has always been in NJ and I am the 3rd owner. If you are looking for a Chrome Bumper Project/Survivor this could be the one! Title is in my name, car is stored at my Leonardo, NJ garage. Please call Bill Miller Car Finder LLC, 732-778-3274, with all questions, to request detailed photos and schedule an in person inspection while you can. SELLING STRICTLY AS-IS, asking \$4000 OBO.

Feb 16

PEDC Welcomes our New Members

Debra Bennett, Leonardo, NJ. 1974 Triumph TR6

Bill Borden, Venice, Fla. 1957 Morgan Plus 4

Len & Kathy Mangiaracina, Mt. Laurel, NJ 1962 MGA

Frank Muratore, Holmdel, NJ. 1960 Triumph TR3

Jim & Jennie Sauer, Cape May Court House, NJ. 1965 Sunbeam Tiger

Serge and Eileen Martynovych*, South River, NJ 1951 MG TD, 1958 MGA

*Our apologies for misspelling their last name in the January newsletter.

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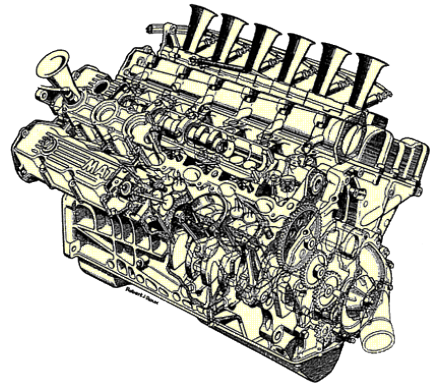
**If you know of a club
member that is ill or
needs some sunshine !!**

**Please contact
Nadine Berkowsky**

mnberky@comcast.net,
609.655.0071 home

**A HUGE THANK YOU TO THOSE MEMBERS THAT CONTRIBUTED NEWS-
LETTER ARTICLES THIS MONTH!!!!**

**March 19, 2016
Saturday 10:00 AM**



Annual “Motorcar Garage” Open House and Tech Session

Please join me and fellow club members for my annual shop Open House and Tech Session. Donuts and coffee will be provided.

This year’s Tech Session will discuss common repair and restoration pitfalls.

Let’s hope for some nice early spring weather so we’ll see more British cars out for the day. I hope to see you here.

Pete Cosmides

42 N Pine Ave Maple Shade, NJ
www.motorcar-garage.com

856-667-6657

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The Terminal Post

Editor

Art Becker

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, maintain, restore, 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 Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Register (VTR), www.vtr.org.

NOTE: All photos in this issue of *The Terminal Post* are courtesy of the editor unless otherwise credited.

PEDC Mailing Address:

PEDC

PO Box 6700

Monroe Township, NJ 08831-6700



PEDC Officers (left to right) Vice President - Ken Kyle, President - Russ Sharples, Secretary - Carol Kyle, Treasurer - Mort Resnicoff (photo courtesy Carol Kyle)

2016 Calendar of Events ~ PEDC and Beyond

PEDC events are in bold red. Other British car events are in bold black. NOTE: Since many NJ towns and organizations host cruise ins and car shows in conjunction with festivals, community days, and fundraisers, it's impossible to list them all here, so we have streamlined the newsletter calendar to include (1) our own PEDC events, (2) other British car events in NJ and nearby states, (3) car events to which the PEDC has been invited through a club member, and (4) select events where British cars are expected to feature prominently. Please note that 2016 information for some events is not yet available.

February

- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 27 Saturday, **PEDC Tech Session**, Farmingdale, NJ, Citgo Station – this is a resource available to the club. If you would like to have the opportunity to get your classic British car up on a lift and get some help from the membership, please contact Bob Canfield to make arrangements.
- 29 Monday, cut-off date for **PEDC** membership renewal. See last page of this newsletter for the current membership form. The form is also available at our website: www.pedc.org

March

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 12 Saturday, **PEDC** visit to the **Vintage Automobile Museum of NJ** and their current display of "Auto Racing in NJ" with dinner afterwards, <http://www.vintageautomuseum.org/>, 1800 Bay Ave. Building #13 Point Pleasant, NJ. Hosts: Pete & Patti Linszky, rtdbeast@yahoo.com.
- 19 Saturday, **Motorcar Garage Annual Open House & Tech Session**, hosted by **PEDC** member Peter Cosmides, Motorcar Garage, 42 N. Pine Avenue, Maple Shade, NJ, www.motorcar-garage.com. An indoor event—rain or shine. For more information, call 856.667.6657. Session starts at 10 AM. Coffee & donuts for all. Don't miss it!

April

- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 9 Saturday, **PEDC Pot Luck Dinner**, details to be provided. Hosts: Woody & Sue Smith.
- 17 Sunday, **PEDC Annual Classic British Car Show at the Shore Antique Center**, 12-3 PM, 413 Allen Avenue, Allenhurst, NJ, 732.531.4466, www.shoreantiquecenter.com. Organized by Pat Wignall.
- 23 Saturday, **PEDC Drive to Weaton Arts** glass works museum, Millville, NJ, <http://www.wheatonarts.org/>. Organized by Bob Canfield.

May

- 1 Sunday, **PEDC Drive to Grounds For Sculpture**, Organized by Bill Miller.
- 4 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 7 Saturday, 20th Annual **Lewes British Motorcar Show, "The British Are Coming"**, Lewes, Delaware, 10 AM – 3 PM, sponsored by the Lewes Chamber of Commerce and the British Car Club of Delaware (BCCD), www.bccdelaware.com. (In the past PEDC members have caravanned to this show for an over-night stay – details to be provided.)
- 7 Saturday, **Drive Your MGA Day**, rain or shine, hosted by the North American MGA Register (NAMGAR). All MGA owners everywhere are called upon to drive their MGAs this day, set aside by NAMGAR to promote getting these classics out on the road! For more info: http://www.namgar.com/events/calendar_details/namgars_drive_your_mga_day3/

May

- 7 Saturday, **Britfest 2016**, Horseshoe Lake Park, Succasunna, NJ, sponsored by the MG Car Club Central Jersey Centre Inc., <http://www.mgccnj.org>. The first big British car show and vendor flea market of the new driving season in the Mid-Atlantic region. Open to all British vehicles, classic and modern.
- 14 Saturday, the **PEDC** is invited to the **3rd Annual Brick Police Athletic League (PAL) car show & BBQ**, <http://www.brickpal.org>, 60 Drum Point Road, Brick, NJ, 10 AM – 2 PM. Burgers and hotdogs will be for sale. Advance registration is required. Ernie Caponegro, organizer, ineagency@gmail.com.
- 15 Sunday, **PEDC** brunch at **The Old Mill Inn**. Hosts: Mark and Nadine Berkowsky.
- 18 Wednesday, **PEDC** ice cream run to **Jersey Freeze**, Freehold, NJ. Serving great ice cream since 1952. Hosts: Tom & Alice Albertalli.
- 20 Friday, through Sunday the 22nd, **Out of the Woodwork**, hosted by the TVR Car Club of North America (TVRCCNA) in conjunction with Carlisle Import & Kit Nationals, Carlisle, PA. For info, visit: <http://www.tvrccna.org/tvrccna.pl?page=woodwork2016>
- 21 Saturday, **PEDC Drive Through the Pine Barrens**, details to be provided. Host: Pete Dow
- 28 Saturday, **PEDC** and **Toms River Country Club (TRCC) "British Invasion!" British car show** (PEDC members only), Toms River Country Club, 419 Washington Street, Toms River, NJ, 11 AM – 2:30 PM. Ken and Carol Kyle, organizers. Details to be provided.

June

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 4 Saturday, **38th Annual Cars and Motorcycles of England**, Oakbourne Mansion, Westtown, PA. Hosted by Delaware Valley Triumphs and Delaware Valley Jaguars. Two shows in one: a judged, all-marque British car show and a Jaguar Clubs of North America (JCNA)-sanctioned concours. For info and registration forms, visit <http://www.dvtr.org/CMoE.html> for all marques and <http://www.jcna.com/users/ne33> for Jaguars (though 2016 information not yet available at JCNA site).
- 5 Sunday, **21st Annual Red Mill British Car Day**, 56 Main Street, Clinton, NJ, sponsored by the MG Driver's Club of North America. Limited to 100 pre-registered British vehicles, classic and modern. Enjoy the car show and the picturesque Victorian village of Clinton just a short walk away. Contact: Richard Miller, 908.713.6251, mgdriversclub@hotmail.com.
- 5 Sunday, **29th Annual British by the Sea**, Harkness Memorial State Park, Waterford, CT, hosted by the Connecticut MG Club. More than 350 British cars, trucks, and motorcycles in 35 classes expected. Featured marques: Rolls-Royce and Bentley. For more info: <http://www.ctmgclub.com>.
- 11 Saturday (rain date: TBD). **A Touch of England** Vintage British Automobile & Motorcycle Show at The Hermitage Museum, 335 North Franklin Turnpike, Ho-Ho-Kus, NJ, <http://www.thehermitage.org>. Sponsored by the NJ Triumph Association (NJTA), <http://www.njtriumphs.org>. Details for 2016 not available, 2015 information: Limit to 150 cars. 9 AM – 3 PM. Registration fee: \$15 by June 5th or \$20 at the gate. Questions: contact Emery Duell, emeryduell320@gmail.com.
- 12 Sunday, **23rd Annual British Motorcar Gathering**, Hellertown, PA. Rain or Shine. Sponsored by the Keystone Region MG Club, <http://www.keystonemg.com/hellertown.html>. An all-British car show that attracts 200+ cars from all over the Mid-Atlantic region. Car registrants vote for the top three examples of each class and model of car, with more than 50 awards given. All makes of British cars and motorcycles, old and new, are welcome. Registration is \$15 at the gate (\$10 if you register by 5/31 form not on website as of publication). The field opens at 9 AM. Judging: 11 AM – 1 PM. Activities for children and music provided all day. For more information: visit their website or contact Mike Jones, 610.865.3419, show@keystonemg.com
- 19 Sunday, **15th Annual PEDC Father's Day show**, Allaire Road, Spring Lake Heights, NJ, 10 AM – 1 PM. BBQ afterward. Organized by Ken & Pat Wignall.

June

- 22 Wednesday, **PEDC** ice cream run to **Hoffman's Ice Cream**, Point Pleasant Beach, NJ, <http://hoffmansicecream.net>, a Jersey Shore landmark since 1976. Hosts needed for this event.
- 26 Sunday, **PEDC Drive to the Stockton Inn**, 1 Main Street, Stockton, NJ 08559. Details to be provided. Hosts: Ken & Carol Kyle.
- 29 PEDC Ice Cream Run to Jake's Cree-Mee Freeze, Manalapan, NJ, 7:30 PM. Dinner beforehand at Russo's Restaurant in Millstone, NJ 6PM. Hosts: Mort Resnicoff & Fredda Fine.

July

- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 9 Saturday through Sunday 10th, **PEDC Pocono Drive**, details to be provided. Hosts: Woody & Sue Smith.
- 13 Wednesday, **PEDC** ice cream run to **Sundaes The Ice Cream Place**, Wall Township, NJ. Hosts: Woody & Sue Smith.
- 17 Sunday, **PEDC** drive to the **NJ Vietnam War Memorial** in Holmdel, NJ. Details to be provided. Hosts: Ed & Joan Kinney.
- 23 Saturday, **PEDC Road Rally**, details to be provided, organized by Barry Shandler.
- 27 Wednesday, **PEDC** ice cream run to **Swal Dairy**, <http://www.swaldairy.com/>, in Allentown, NJ. Hosts: Russ & Pam Sharples.

August

- 1 Monday, Greenbriar Oceanaire Car Show, Afternoon show in very nice setting, Contact Mike Browne, captain61ny@aol.com
- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 4 Thursday, **PEDC** ice cream run to **TK's**, CR 539, Cream Ridge, NJ. Hosts: Ken & Carol Kyle.
- 6 Saturday, **12th Annual Pennypacker Mills British Car Show**, Pennypacker Mills historic site, Schwenksville, PA, hosted by the Delaware Valley Classic MG Chapter (DVCMG), 10am – 3pm. \$15 registration before July 23rd, \$20 at the gate. Held in conjunction with the mill's "In the Good Old Summertime" Festival. For info: <http://www.dvcmg.com/events/car-show-info>.
- 6 Saturday and Sunday the 7th, New Hope Auto Show (likely date)
- 6 Saturday, **PEDC Drive to Laurita Winery**, New Egypt, NJ. Details to be provided. Host: Barb Willis
- 18 Thursday, **PEDC** ice cream run to **Gil & Bert's**, Cranbury, NJ. Hosts: Mark & Nadine Berkowsky.
- 27 Saturday, **PEDC British Invasion at Monmouth Executive Airport**, Route 34, Wall, NJ. The day starts with a show of PEDC cars at The Paddock (<http://www.paddocknj.com/home.html>) at the airport. Doors open at 9 AM. We'll work out lunch details for all. Then, in the afternoon, the Wings of Freedom Tour will be open for visitors at the airport. See details at <http://www.collingsfoundation.org/event/wall-township-nj/>. An awesome display of WWII military aircraft will be available to walk through.

September

- 1 Thursday, **PEDC** ice cream run to **Jeffreeze Ice Cream**, Route 9, West Creek, NJ, ~7 PM. Dinner will be held first at Calloway's Restaurant, 5 PM, also on Route 9, in Staffordville (2 miles north of Jeffreeze). Host: Pete Dow
- 5 Monday, **PEDC Car Show at Laurita Winery** (Tentative)
- 7 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 11 Sunday, VINTAGE CAR CLUB of OCEAN COUNTY's Car Show, Seaside Heights, NJ. Spaces will be set aside for **PEDC** cars.

September

- 14 Wednesday, **PEDC** Brits on the Beach **Goodie-bag Stuffing Party**. Details to be announced.
- 17 Saturday, our 19th annual **PEDC** British Car Day, known since 2009 as **Brits on the Beach**, Main Avenue, Ocean Grove, NJ. This is our big event of the year, and Show Chairman Bob Canfield has another great show planned. Mark your calendar! Watch for details. Questions? Want to volunteer? Contact Bob at joisu-zu@optonline.net.
- 21 Wednesday, **PEDC** ice cream run to **Yellow Brick Road Ice Cream Carousel**, 1857 Hooper Avenue, Toms River, NJ, <http://www.ybricecream.com/>. Hosts: Ed & Joan Kinney

October

- 1 Saturday, **Monmouth County Concours**, details to be provided.
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 8 Saturday, **20th Annual Brits at the Village**, Peddler's Village, Lahaska, PA. Hosted by the Philadelphia MG Club, <http://www.phillymgclub.com/index.php/brits-at-the-village>. 2016 information to be provided.
- 14 Friday though Sunday, the 16th, **America's British Reliability Run**, <http://www.britishreliability.org/>, details to be provided.
- 22 Saturday, **PEDC Drive to Frenchtown** in Hunterdon County, NJ. Organized by Ernie & Ida Caponegro.

November

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.

December

- ? Saturday, **PEDC** Christmas/Holiday Party in lieu of monthly meeting, watch for details





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2016 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 29, 2015.

1. Please fill out this form even if you have made no changes since last year.

Make \$15 check payable to: PEDC.

Mail check & membership form to: Positive Earth Drivers Club (PEDC), P.O. Box 6700, Monroe Township, NJ 08831-6700. An alternative is to simply bring the filled-out form and your check to our next monthly meeting at Woody's.

Check One: **New Member** **Renewing Member**

NOTES: (1) For membership renewal, please update this form with **current information (especially your e-mail address) for club records.** (2) ***Blue fields** are **required information.** (3) **Providing your cell phone number is very handy for contacting you on club drives.**

*Name: _____ *Phone Number: () _____

Spouse/Partner: _____ Cell Phone Number: () _____

*Street Address: _____

*City: _____ *State: _____ *Zip Code: _____

*E-mail: _____

IMPORTANT NOTE: Our club newsletter is distributed via e-mail only. If you are unable to receive e-mail, please contact the club to make other arrangements to receive your newsletter.

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

BRITISH VEHICLE INFORMATION:

Make: _____ Model: _____ Year: _____

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Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Make: _____ Model: _____ Year: _____

Privacy Statement: The PEDC collects information from members 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 our membership. The Club publishes an annual Membership Directory containing members' contact information. The Directory is distributed to members only and is for private, non-commercial use only.

Check the "Opt Out" space below if you do not wish your contact information to appear in the Directory.

_____ **OPT OUT** (Check if you **DO NOT** want your contact information published in the annual Membership Directory.)

Reminder: The club meets on the first Wednesday of the month at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, Phone: 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.