



The Terminal Post

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

Dates to Remember:

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

Mar. 5 Saturday PEDC Tech Session, Farmingdale, NJ CITGO Station, Contact Bob Canfield

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

Apr. 6th 7:30 PM - Membership Meeting at Woody's Roadside Tavern, Farmingdale NJ

Inside this issue:

From The Driver's Seat 5

From the Navigator's Seat 6

Remembrance of Karen Moutenot 9

Feb 3rd Meeting Minutes 11

"The Land of no LBC's" Travels with Fredda and Mort 13

Classifieds - For Sale 18

Calendar 22

2016 Membership form 26

MARCH 2016

VOLUME 24 ISSUE 3

PEDC Member Spotlight - Gary Watson

The Life of "Riley"

(Story and Photos courtesy of G. Watson)



In March of 1996, the president of Joule Corp. had asked me to close up all the windows of a building in Union City which he had purchased some years earlier. It was an old brewery which he had acquired in hopes of turning it into condos but he never started the project. People were breaking into the empty building and he wanted to avoid any injuries or further damage.

The crew started at the upper floors and it took some time before we reached the bottom floor where a separate locked room was located. We broke the lock and to our surprise it contained several vehicles including an old La Salle ambulance, a 1949 Willys Jeepster, a Model T and a Model A Ford which he had just sold and a car that I fell in love with- you know the routine "love at first sight". The car had beautiful lines and looked regal sitting there next to the others. It was a Riley RMD but I knew nothing about the car. I asked everyone I knew if they ever heard of a car called a Riley but received a negative response until I told my dad the story. He mentioned that he saw these cars during the "big war" while in Australia. I said it can't be English because the steering is on the left hand side. He responded "it's English."

The next day I approached the president of Joule Corp. and asked him if he would consider selling the car. He thought for a moment but agreed to sell it as long as I got the car roadworthy. I told him I would and the following week it was sitting at my house in Manalapan.



Gary and his One Point Five

(Continued on Page 2)

PEDC Member Spotlight - Gary Watson

(continued from Page 1)

I will tell you all now that without the internet I would be in big trouble getting the information I needed to start repairing the car. I was able to find other Riley owners and joined one of the three Riley clubs available- the Riley RM Club. My car is a model RMD which is actually a convertible or as the Brits say a "drophead". When I joined the club, I was surprised to find so many people willing to give advice and lend a hand. The club has many members from around the world and I have talked to many of them over the years. The club also has a surprising number of spare parts for the different models.



Gary's One Point Five Riley
Photo courtesy of Carol Kyle

I received the shop manual from the seller and started reading all I could find about this British marque. The Riley car company started out in Coventry, England in the late eighteen hundreds making bicycles and later getting into the automotive field. Their first cars were three wheeled versions followed by four wheel types. Percy Riley was the genius behind the move to car manufacturing.

As I learned more about the car I became more and more interested in the marque. My car is a 1950 RMD, with a 2.5 litre engine. There were only 500 RMD models built from 1949 to 1951. The car has a robust steel chassis with a wooden frame and an aluminum skin. I found that the steering was on the left hand side because, after the war, the auto manufacturers were asked to send many of their cars overseas to help the economy. The destination country determined where the steering was placed.

I was not prepared for all the work involved in making this car "roadworthy" and after 20 years it still remains as such although I have done many

As I learned more about the car I



Pat and Gary Watson

PEDC Member Spotlight - Gary Watson

(continued from Page 2)

things to bring it to that point. It has been an on and off adventure over this time. I have attended Riley events without my car as many Riley owners do because their cars are still under restoration. I am on a mission to at least get it on the road by the end of this year. Type in your browser address bar "RM Club" will bring you a wealth of information on this manufacturer.

During this 20 year process I also purchased a 1938 Chevy Business Coupe which runs well and a 1968 Saab 96 V4 which still needs work, but then came a chance to own another Riley which was ready to drive. I purchased the One Point Five last year and although not perfect, it drives quite well. Many have seen this yellow LBC at events in the past year. Wherever I go people are looking at it asking "what is it?" I am happy to have joined the PEDC. Pat and I are looking forward to attending club events this year.

(continued on page 4)



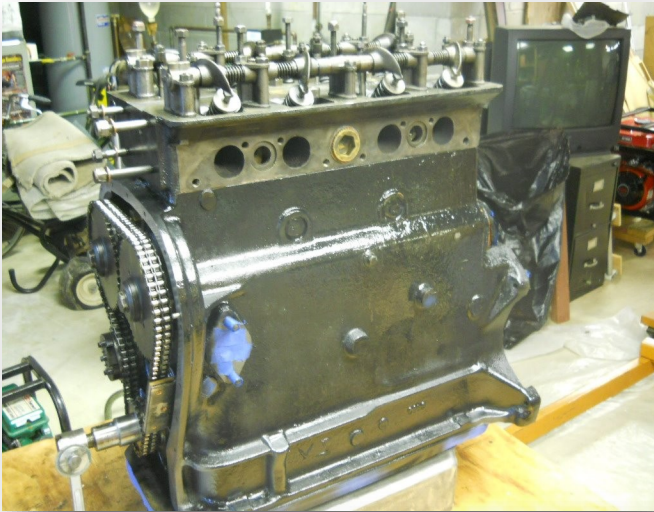
Gary's "Riley RMD" currently under restoration



PEDC Member Spotlight - Gary Watson

(continued from Page 3)

Riley Showcase



Allenberry Resort 09/24th-26th/2010





from the driver's seat

RUSS SHARPLES, PRESIDENT

(Photos courtesy of R. Sharples)



I read the other day a quote that “a Miata is an MGB without a soul.” I think it was in an article written by John Twist, the famous MG mechanic. I am in some position to judge this point as I have a 1993 Miata and an MGA. In fact, I have the MGA because I got bored driving the Miata. We have kept the Miata after the MGA arrived because the MGA really isn't my wife Pam's “cup of tea” – a bit too crude with its manual choke, manual steering, manual brakes. The complete lack of windows may have something to do with it too. Oh and the Miata has air conditioning. And a top that actually keeps rain and wind out of the interior. The MGA has removable carpets because you have to be able to dry them out after driving in “the weather” or the frame and wooden floor boards will rot.

So what's all this about a soul? A lot of folks will tell you the Miata is a “copy” of, or inspired by, the MGB. They certainly are very similar cars in size, weight, and power, but I have heard from several different sources that the Japanese designers were most inspired by the Lotus Elan (right). Unfortunately, I've never been for a ride in an Elan, nor ever even heard one run, so I can't speak to whether the Miata is a faithful update. I know a bit more about MGBs, having ridden in and driven them, and heard lots of them run. The early B's are very similar to my A, in power, and acceleration, shifting, handling, and sound. Does my MGA have more soul than my Miata? Why did I get tired of driving my Miata? Will I ever get tired of driving my MGA?

I think everyone can agree that the most obvious difference between the Miata and an MG is reliability, dependability, and the amount of oil on the floor. The Miata starts every time, and immediately purrs. It's always ready to go, just turn the key. The MGA can be a bit rough at the start, especially in the winter, and it needs time to warm up before it runs well. Backing it out of the garage in winter, it feels a bit stiff, like you have to go easy on it till things loosen up.

The Miata isn't fast, zero to sixty in about 9 seconds, but it is faster than my MGA (13 seconds) and a typical MGB (11 seconds). The Miata handles well, precisely and effortlessly, always going where you point it with little body roll and no tire squeal. You couldn't call my MGA “effortless” – it's a good workout to take it for a spirited drive. I think it is these differences in driving the Miata vs. the MGA that explain the “soul” – to drive an MG in a spirited fashion takes thought and effort. You have to think about the feedback from the car and adjust what you are doing to accelerate down that road or power around that bend. With the Miata, it is a much less involved process. The car is so competent that you really can just point it and go. So the driver is less invested in the experience and the result. To get anywhere in a classic MG, the driver really must engage with the machine – whether it is just the act of starting the car (pull choke, crank, give a little throttle, ease off the choke once it starts lest it fouls the plugs) or blasting around a corner as fast as possible. I think it is this need for greater engagement with the nuances of the car that constitute the “soul.” There are so many details to consider in operating these old machines that it becomes a bit of a performance in which the car and driver are partners. So naturally, we feel that our partners have a soul.



This is why I think I got bored with the Miata and sought out my MGA: every drive in a classic British car is a project – an event – a performance, and the result is so much more rewarding than just getting to your destination.

From the Navigator's Seat - Ken Kyle

My name is Ken, and I'm a Jaguarholic. I developed this addiction at a very early age. Walking home alone one sunny afternoon at about age 8, I passed a small millwork factory a few blocks from my house and there, in the parking lot across the street, was the most striking car I'd ever seen. It stood out from the other cars in the lot like a golden goblet on a shelf full of water glasses. Mesmerized, I walked up to its impossibly tapered tail and saw the word "JAGUAR" in tiny chrome letters on the low trunk lid. Then I peered through a side window and saw what looked to an 8-year-old like an aircraft cockpit. It was of course an E-type, though I didn't know that at the time, nor did I find out until years later that it belonged to the millwork company's owner and was one of the first such cars in the county, possibly even the whole state. What I did know without having to be told was that it was incredibly cool.

Not long after, I spotted another interesting car on a used-car lot not far from the millwork factory, this one rather old-fashioned looking but somehow giving off

the same exotic vibe as the E-type. My older brother was kind enough to take me over there for a closer look, and I discovered that it was another Jaguar, probably an XK120 or XK140 fixed head coupe. When I looked inside this one and saw all that gorgeous woodwork, I realized that there was more than one way to be cool and these Jaguar people had mastered all of them. I was hooked.

Years went by and, while I built models of many different cars and read as many magazines and books about cars as I could get my hands on, Jaguars were always at the top of my list. Then a few months before my 18th birthday I somehow persuaded my father to let me sell the '65 Chevy he insisted I buy with my own money (because it was safe and reliable) and lend me enough money to purchase my first Jaguar, a 1967 340 sedan (basically a Mark II with vinyl seats). I refinished the woodwork myself, had new carpets made for it, and got new whitewall tires. I also got my first taste of Jaguar maintenance costs when I had to pay to have a new exhaust system and clutch professionally installed in an era when "foreign car" mechanics were (continued on page 7)



(photo courtesy Carol Kyle)

From the Navigator's Seat - Ken Kyle

(continued from page 6)

considered masters of the dark arts who charged whatever they wanted.

With the fickleness of youth (but mainly because it was sucking every spare dollar out of my wallet), I sold the 340 after a little more than a year and got an MGB-GT, then a Sunbeam Tiger, and finally an Austin-Healey 3000, all stories for another time. By the time I got out of college I was so broke I was reduced to driving a ratty Ford Maverick, but my prospects were about to turn around with a brand new degree and my first real job. After a brief fling with a tired Triumph TR6, I came across a European-version 1970 Jaguar XJ6 series one that a Ford Aerospace exec had brought back from a stint in Spain and had federalized. It was a beautiful car and ran well on the test drive until the throttle cable broke. The owner offered to replace the cable and deliver the car to me the next day, so we sealed the deal. When he arrived with the car the next day and I paid him, he seemed rather nervous and eager to be on his way, and I soon found out why after he left. The car that had run so well the day before now had no pickup whatsoever, and I was sure I had been taken. With nothing to lose, I removed the air cleaner and started poking around the Stromberg carbs, my first experience with those horrible devices. Fortunately I quickly discovered that both air valves were jammed and one of the diaphragms was ripped. Apparently, whoever had "federalized" the car had simply taken the carbs and manifold off a junker and slapped them on this car without so much as cleaning them up. After I fixed those problems the car ran reasonably well but I eventually grew tired of things like fuel pumps that refused to start when switching between the car's dual gas tanks and a vacuum-operated climate control system that had to be disassembled almost weekly to fix vacuum leaks. I sold it on and went into a long stretch of Jaguarholic remission.

In 1994 I bought a used 1990 XJ6 Sovereign for my wife, Carol. While I clung to the hope that Ford's purchase of Jaguar in the late eighties meant the cars were now semi-reliable, I prudently purchased the aftermarket warranty the Jaguar dealer offered with it, the only time in my life I have ever done that. It proved to be a wise move, as I am the only person I've ever heard of who actually made money on one of those warranties. What started out as our pride and joy soon devolved into what we routinely referred to as "The Car from Hell." Even with the warranty, the deductibles for an endless series of repairs and things like a hideously expensive overhaul of the inboard rear disk brakes (not covered by the warranty) came close to bankrupting us. The final straw came when the warranty company refused to cover the \$1000 cost to replace an intermittently working climate control computer. After 15 months of mostly torture we



traded it in on a new Mercedes, praying that the Jaguar's AC would work when the dealer test drove it. (It did.)

Another 15 years would pass before we owned another British car of any kind. When we joined the PEDC we were not ready to climb back into LBCs yet and a Jaguar XJS seemed like a good choice for us. It did indeed prove to be a highly enjoyable car, but once again the high maintenance costs, especially for the air conditioning system (do you sense a pattern here?) soured us on it and we decided to move up to a 2005 XK8, a car that promised to be better than the XJS in every way. Unfortunately I made the fatal mistake of trying to use the XK8 as my daily driver after I bought our Triumph TR6, and it quickly responded by running like crap and demanding the replacement of all eight of its coil packs plus a fuel injector for good measure. Realizing that "unreliable daily driver" is the worst kind of oxymoron, we sadly sent the XK8 packing.

Now Jaguarless once again, I try to remind myself every day that there is no car as expensive as a cheap Jaguar. Yet, like a gambler hoping for that one big score that will make up for all the losses, I still hope to find a Jaguar that won't burn me. Is that even possible? They say the XK model that replaced the XK8 is the most reliable Jaguar sports car yet, so I amuse myself by searching the online ads for the perfect one at the right price. Because when you're a Jaguarholic, you may be recovering, but you're never really cured.

(Editors note: I guess I wasn't aware there is a name for my disease "Jaguarholic" I too have this affliction as I lust for an XK 120 - 150 drophead. A college buddy had a XK 150S we sported around in circa 1970. What a car!!)

Start Your ENGINES.....

First PEDC Drive of the Season

Saturday, March 12, 2016

~

VINTAGE AUTOMOBILE MUSEUM OF NJ (VAMNJ)
POINT PLEASANT, NJ

Pete and Patti Linszky, hosts

rtdbeast@yahoo.com

732.932.4303

Here's the plan:

We'll meet at the northern end of the Sea Girt boardwalk at 1 PM (near the lighthouse), take a brisk, late-winter walk on the boards, and then head down to the VAMNJ, where we'll tour the "Auto Racing in NJ" exhibit. Most of the racing cars and racing memorabilia appear courtesy of the Garden State Vintage Stock Car Club (GSVSCC). As time permits we'll look in on the NJ Boating Museum (NJBM) next door. Afterward, for those who are interested, we'll head over to the Windward Tavern on Princeton Avenue in Brick for an early dinner.

NOTE: This is a rain or shine event; however, if the weather forecast is bad, there will be no walk on the boardwalk or drive. Instead, we'll meet at the museum at 2:30 PM for a tour and early dinner afterward.

RSVP BY MARCH 9TH TO PETE AND PATTI SO THEY CAN GET A HEAD COUNT FOR DINNER.

For more info:

VAMNJ, <http://www.vintageautomuseum.org>, museum hours: 12-4 PM.

GSVSCC, <http://www.gsvscc.org>

NJBM, <http://njmb.org>, museum hours: 12-4 PM.

Windward Tavern, <http://www.windwardtavern.com>

Remembrance of Karen Moutenot

Karen Moutenot and I have been friends for many years. The first time we met, Karen brought her daughter over for a play date with my daughter. She was wearing a light blue sweater. The reason I remember this detail is because the color so perfectly matched the color of her blue eyes, and I thought how pretty she was. She was nice, too, and I remember telling Mark I'd like to get to know her better. I did not realize what good friends we would become over the years. At first we were just parents of girls who were the same age and in the same class in elementary school, so we had a common bond as mothers.

Later on we were in the Cranbury Woman's Club as well as The Cranbury Historical Society. We were both active volunteers for those organizations, so we worked on numerous projects and social events together.

One year over thirty years ago, a mutual friend asked if I would like to be in a gourmet group since she wanted to start one. She asked Karen too and that was the beginning of our gourmet group affectionately known as PIGS (Partially Inebriated Gourmet Society.) Karen loved to cook and she fixed some fabulous dinners. Karen also baked the best chocolate chip cookies ever!

Karen and I have been part of an informal needlework group for many years, although we don't do much needlework anymore. We discuss all sorts of things, but mostly we just keep up with local happenings and talk non-stop. We have been supportive of each other through triumphs and hardships.

Karen and I have had so much in common. We both loved gardening. We were both interested in art and specifically painting. Karen took some classes and produced some lovely watercolors. We enjoyed decorating our homes. Karen was especially good at doing that. I had never heard the term "recreational shopping" until she used it, and boy did she love to shop! We both took great pleasure in finding bargains! Garage sales were Karen's specialty!

We were present at each other's numerous family celebrations and milestones... We spent many wonderful times together at our respective vacation homes and Karen was an incredibly generous hostess and made us feel so at home and welcome. She loved it at the shore. She was interested in so many things...birds, fishing, crabbing, boating...you name it.

A few years ago, Mark and Andy joined the Positive Earth Drivers Club and Karen and I went along for the ride (so to speak). Karen volunteered to be in charge of the club regalia. We had so many laughs as we squeezed ourselves into our LBC's....Most of the time we followed each other to the meetings, ice cream runs and various other events. Most of all we took pleasure in getting to know the other car club members.

When Karen got breast cancer, she told us it was just another bump in the road and she would get through it. She always maintained a positive attitude. She never complained and we all thought she would beat it. She did seem to be beating it for awhile. And then she didn't. She couldn't. It was too strong and it took her before she was ready.

I am incredibly sad. We were a part of each others lives for almost forty years. I have lost a wonderful friend who can never be replaced. Rest in peace, Karen, my friend. I will miss you.

Nadine Berkowsky

Irish Nite



Wednesday, March 16th, 5:30 PM
(rain or shine)

ST. STEPHEN'S GREEN PUBLIC HOUSE
2031 HIGHWAY 71
SPRING LAKE HEIGHTS, NJ
[HTTP://WWW.SSGPUB.COM](http://www.ssgpub.com)

Wear your green and join your fellow PEDCers for some Irish food and music. A fun evening is planned with lots of "green" prizes! Early-bird menu available until 6PM. Open menu/individual checks. This pub has always generously given gift certificates for our Brits on the Beach door prizes, so let's continue to support our supporters!

SEATING IS LIMITED, SO PLEASE
RSVP NO LATER THAN MARCH 14TH

Pat Durkin-Wignall, organizer
732-974-8858 home; 732-773-3659 cell
pdurkin@msn.com

NOTE: Join us beforehand from 4-5 PM at John Shibles' Back-door Garage, Rt. 71 at Brooklyn Boulevard, Sea Girt, to view his private collection of classic cars, including his 1929 Isotta Fraschini 8A Floyd-Derham Convertible Sedan, shown at Pebble Beach recently.

Minutes of PEDC General Meeting February 3, 2016

Submitted By Carol Kyle - Secretary

The meeting was called to order at 7:30 PM by President Russ Sharples. In attendance were 35 members. A motion to accept the minutes of the January 6, 2016 meeting was made, seconded, and carried.

President Russ asked if any new members or guests were present. Two new members introduced themselves: Frank Muratone, who attended Brits on the Beach 2015 and owns a 1960 TR3A; and Matt Walker, who recently bought a 1976 Triumph Spitfire. One guest introduced himself: Tom Clark, friend of Barbara Willis. Tom has owned a number of British cars and currently owns a 1947 Triumph 1800, which he is converting to RH drive. Right now he has the transmission out. Ernie Caponegro introduced his son Ernest, who has attended some of our events.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance now stands at \$3,687.84. A motion to accept the treasurer's report was made, approved, and carried. Mort stated that 83½ members had paid their dues for 2016 (Bill Geissel was filling out his form as Mort reported) and that payment was expected for 70 or 80 more.

SECRETARY'S REPORT

Secretary Carol Kyle reminded members that dues are due by February 29th in order to be included in the member directory, which will be published next month.

NEWSLETTER

Newsletter Editor Art Becker urged members to send him articles for the next newsletter. He also stated that he will be featuring a new column, Member of the Month, in which members can talk about themselves and their British cars.

PEDC WEBSITE, REGALIA, AND SUNSHINE

President Russ stated that Webmaster Martin Vickery, Regalia Manager Karen Moutenot, and Sunshine Manager Nadine Berkowsky were all traveling (not together) and not able to attend the meeting, so there was nothing to report.

OLD BUSINESS

The Gathering. President Russ stated that 25

members attended our annual planning meeting, The Gathering, on January 17th at Woody's. He stated that lots of good ideas for club events were offered and are now in the newsletter calendar. They will also be appearing on our website, www.pedc.org.

NEW BUSINESS

Vice President Ken Kyle talked about the club calendar, which now has numerous events listed, thanks to members who offered to organize or host them. He asked members to let him know if they have other ideas for club events that they might be interested in. Below are some of the events coming up in the next few months:

Saturday, February 27th, PEDC Tech Session.

VP Ken mentioned that due to the success of the first tech session last fall at the Farmingdale, NJ Citgo station, which featured new member Debra Bennett's TR6, the club is having a second tech session there. If you are having a problem with your little British car, this is a great opportunity to get it up on the lift and get some help from other PEDCers. For more information, contact Bob Canfield, joisuzu@optonline.net.

Sunday, February 28th, Garage-Tour Event.

PEDCer Rick Stoeber, who has a private restoration shop in Shrewsbury, NJ, stated that he will be hosting a rain-or-shine garage tour starting at 10 AM. Free coffee and donuts will be provided. Some of the cars he will have on display are a 1956 Jaguar XK140, a 1955 Gullwing Mercedes Benz, a 1954 Kaiser Darrin, and a 1929 Viking concept car. Two other car clubs have been invited besides the PEDC: a NJ chapter of the Model T Ford Club of America and the Antique Motoring Club of Monmouth County.

Saturday, March 12th, PEDC Visit to the Vintage Auto Museum of New Jersey (VAMNJ).

VP Ken stated that Pete and Patti Linszky are organizing a gathering at the VAMNJ museum in Point Pleasant, NJ to view the museum's current display, "Auto Racing in New Jersey." Dinner is planned afterward.

Wednesday, March 16th, PEDC Dinner Outing.

Pat Wignall stated that she is organizing an Irish Night dinner outing at St. Stephen's Green Publick

Minutes of PEDC General Meeting February 3, 2016

(continued from Page 11)

House in Spring Lake Heights, starting at 5:30 PM. She will send out an email blast with more details and needs a head count by March 14th.

Saturday, March 19th, Motorcar Garage Open House and Tech Session. PEDC'er Pete Cosmides is hosting his annual event starting at 10 AM in Maple Shade, NJ. Free coffee and donuts provided. See the newsletter for more details.

Saturday, April 2nd, PEDC Trip to the New York International Auto Show. Gary Watson briefed us on the upcoming show at the Jacob Javits Convention Center, which runs from March 25th to April 3rd, 10 AM – 10 PM. He is looking into organizing a group of PEDCers to attend the event together. The ticket price is \$16pp, \$7pp for children ages 7 & under. The Vintage Automobile Museum of New Jersey (VAMNJ), which hosted a British car display in November that featured mostly PEDC cars, will be given a prominent place at the New York show to display its cars. Gary thought it would be a good idea to lend the VAMNJ our support.

Sunday, April 17th, Shore Antique Center Annual Classic British Car Show. Pat Wignall is organizing our annual event in Allenhurst, NJ, 12-3 PM. This year's theme will be "All Things British."

Wednesday, June 1st to Sunday, June 5th, New England MG "T" Register Gathering of the Faithful (GOF). Treasurer Mort reported that the NEMGTR will hold a GOF in Groton, CT.

Sunday, June 5th, Connecticut MG Club "British by the Sea" Show. Treasurer Mort reported that this gathering of 300-400 British cars will be held in Waterford, CT.

Monday, June 13th, to Thursday, June 16th, "MG 2016." Treasurer Mort stated that this event, which is held every five years, is open to all MG models. This year it will be held in Louisville, KY and about 1000 MGs of all types will be shown.

Sunday, June 19th PEDC Annual Father's Day Show and BBQ. Pat Wignall stated that she is organizing our annual car show in the park on Allaire Road in Spring Lake Heights, NJ, 10 AM – 1 PM, with a BBQ afterward at Paul and Mary Johnson's home in Wall, NJ.

TWO ORPHAN DRIVES

VP Ken stated that hosts are needed for two events: a PEDC drive Saturday, April 2nd, to the New Jersey Decoy Collector Association's 24th Annual Decoy, Art, & Hunting Collectibles Show and Sale in Manahawkin, NJ, <http://www.hfcollectibles.com/marketplace/shows>; and a PEDC drive in early November to Fleming's Pumpkin Run in Egg Harbor Township, NJ, <http://www.flemingspumpkinrun.com>. If anyone is interested in hosting either one of these events, please contact Ken at kenkyle4@comcast.net.

MISCELLANEOUS

Bill Miller, acting as agent, sold a Primrose Yellow TR3 recently for \$13,500.

Rodney Ford reported that PEDC Webmaster Martin Vickery publishes a daily online newsletter called "Motorsport Daily." If interested in getting the newsletter, contact Martin at martin.vickery@gmail.com.

President Russ reminded members that the next meeting is March 2nd. The meeting was adjourned at 8:05 PM. ■

British Automobile Repair and Restoration:
New Jersey, Pennsylvania, and New York

www.Motorcar-Garage.com

856-667-6657 | Maple Shade, New Jersey



British automobiles are our *passion*. Let us share the passion with you.

Motorcar Garage, LLC


BRITISH MOTOR TRADE ASSOCIATION

The Land of “no LBC’s” Travels with Fredda and Mort

Story by Fredda Fine

Photos courtesy of Mort Resnicoff

How come retired people take vacations? I never quite understood the need – you have all day to play - right? Well the truth is that we all still have responsibilities so vacations are a wonderful break from our daily routines.

Some vacations are restful, some vigorous, some exciting but all are good. After all, variety is the spice of life.

Mort and I love adventure and new experiences so we go places to get our adrenaline revved up. Like our most recent trip to South America and the Antarctic. What a different world. We arrived at our first stop in Chile with only part of our luggage, thanks to American Airlines’ carelessness. Chile is a country where only 6% of the population speaks any English.



However I did find that if you say a word that the locals don't understand, all you need to do is put a Spanish accent to the word and they might understand it - it's true – that worked a couple of times for me.

But Chile is amazing. The desert in Chile is the Atacama.

(continued on page 14)

Travels with Fredda and Mort

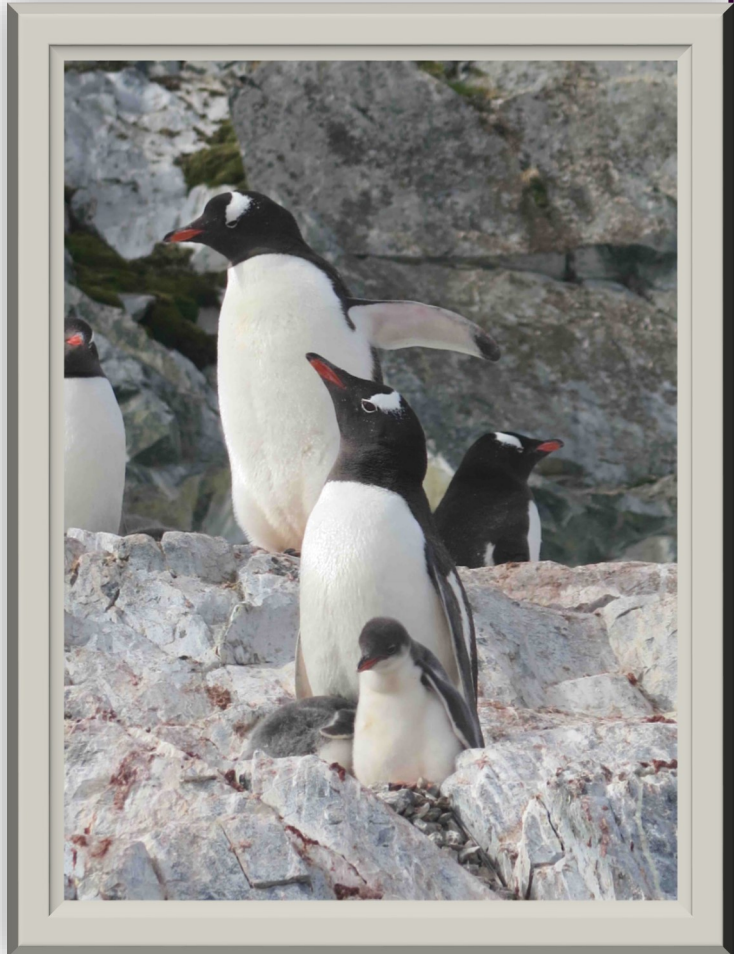
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Its elevation averages about 13,000 feet and is the driest place on earth. It has some attractions that are breath taking. In the middle of this huge desert there are lagoons that spring up with water so blue they look painted. Flamingos make their home in one of them. As we drove through this desert we saw huge salt flats that looked like fields of snow.

There were two other spectacles: one of them was the geyser field. Early in the morning the air in the desert was cold but you could find little cracks in the earth where steam rises and you can stand over them for warmth. Here the elevation was 14,127 feet.

Then there was the thermal pool where springs heat the water and you can bathe and enjoy the warmth although the air was quite cold. Even though it was summer in South America the temperature at these elevations was about 30 degrees Fahrenheit. Wearing a ski hat while bathing is the height of desert fashion and a necessary accessory. These waters are heated by the magma of the earth's core. Some miles from these geysers were flowing hot springs. These pools of water provide places in the

(continued on page 15)



Fredda and Mort on the right

Travels with Fredda and Mort

(continued from Page 14)

middle of the desert for swimming and soaking.

But these wonders were dwarfed by our next stop. We flew to the Falkland Islands where we boarded a converted Russian research vessel for a ride to the Antarctic Peninsula. This ride took us through the Drake Passage – known to be some of the roughest waters to navigate. If you have trouble with motion sickness this is definitely not the place for you. Take it from my experience watching my wonderful husband down for the count – 3 days of misery, lying in bed and keeping his eyes closed. However, when we were finally into calmer waters, we experienced the magnificence of an ice-covered continent with birds and fish unlike those we have the opportunity to see in our local waters. There are whales, seals of different varieties, magnificent birds and seven different species of penguins.

As we kayaked each day we never knew what to expect from our environment – it was a thrill every day. The icebergs were masterpieces of nature's sculptures. Ah yes, it was an adventure to remember.

So how do we top this? Each vacation is unique and exciting and seems to be the best ever. So we will forge forward to our next adventure – it is already planned, and we will surely want to tell you about it when we have returned. Travel on! (continued on page 16)



Travels with Fredda and Mort

(continued from Page 15)



Official PEDC Regalia for 2016



IMPORTANT NOTES

PEDC is in need of a regalia manager. If you would like to step up and volunteer as our new regalia manager, please contact Vice President Ken Kyle, kenkyle@comcast.net, or Secretary Carol Kyle, carolkyle4@comcast.net. Until we get a new manager, members should order regalia directly from Fourth Gear.

If you have already placed and paid for a regalia order and have not received it, please contact Treasurer Mort Resnicoff, mortres@pobox.com. Please indicate the item(s), size and color, price, number ordered, approximate date of order, and method of payment (cash or check). If you paid by check and have the check number, that would be helpful.

If you want to place a new regalia order, please visit our PEDC website, <http://pedc.org/club-merchandise/>, which provides a link to Fourth Gear, <http://www.fourth-gear-ltd.com>. Be sure to read the Fourth Gear home page, which explains how to place an order. Fourth Gear is the vendor from which we have been ordering regalia for several years. You may also order by phone 704-351-0864.

Thank you for your cooperation. As the 2016 driving season approaches we hope you will show your club spirit by wearing your regalia.

Ernest M. Caponegro, CEO, CSA®
InEAgency@gmail.com

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***THANK YOU TO THOSE MEMBERS WHO
 CONTRIBUTED NEWSLETTER ARTICLES THIS MONTH!!!!***

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 recovered in

British Cars For Sale

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

2009 Aston Martin Vantage V8, 14,872 miles, Excellent condition, sports shift, 420 HP V8, sports suspension package, navigation, premium audio package, color - Morning Frost, \$65,000 Call Art Becker 609-548-1983 Mar 16



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

Steve and Ann Feld, Morristown, NJ 1959 Austin Healey 3000

Thomas Clark, Farmingdale, NJ 1947 Triumph 1800

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Sunshine Committee

**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



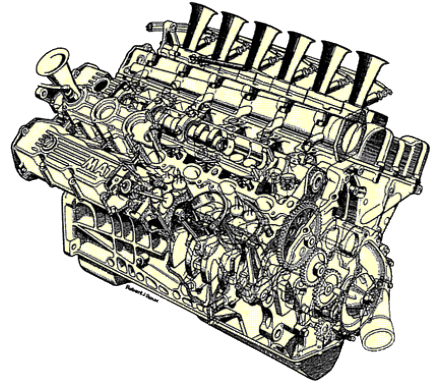
Photo courtesy of Jim Barbato

A Stroll Down Memory Lane

A picture taken in 2015 of a 1972 TVR Vixen 2500 restored by Art Becker in 1980. Art sold this TVR in 1988 to Jim Barbato who has taken extremely good care of it. Jim has now owned it for 28 years.

This car is one of 96 "hybrid" Vixens produced. Hybrids used the new and greatly improved TVR 2500 M series chassis with the old style Vixen body.

**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.

March

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
- 5 Saturday, **PEDC Tech Session**, Citgo Station, 28 Main Street, Farmingdale, NJ, 10:30AM - 2PM – 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. PEDC Email blast will be sent with further details.
- 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. Contact: Eliot Ganek 973-762-8116 ejganek@yahoo.com
- 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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<http://www.pedc.org>

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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, 2016.

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:** _____

Make: _____ **Model:** _____ **Year:** _____

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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.