

February 2017  
Volume 25, Issue 2



# The Terminal Post

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

## Important PEDC dates to Remember

### 1st February

Membership Meeting, Woody's  
Roadside Tavern, Farmingdale, NJ

### 28th February

2017 cut off date for membership

### March 4

Saturday, **PEDC** drive to the  
Best of Britain Show

### March 15

Wednesday, **PEDC** St. Patrick's  
Day Dinner

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## A SAGA OF ONE TRIUMPH TR7

Article & Photos By Mike Browne

I bought a 1981 fuel injected Triumph TR7 from a guy in the Miami area back in November of 2015. That guy bought it about 9 years ago and decided to restore the car and do it with the features and such that he would have wanted in the car. However, he only worked on it on weekends and when he had time and *even after over 8 years, he never completed the restoration*. He got married, had two kids, and his time got more and more limited. The good news is that he took the car apart down to the bare metal shell and rebuilt everything from the ground up. The bad news is that HE TOOK THE CAR APART DOWN TO THE BARE METAL SHELL AND REBUILT EVERYTHING!!! He was truly NOT a professional mechanic. However, he put in an aesthetically pleasing custom-made interior, mild cam, electronic ignition, etc. He put a TON of money into it.

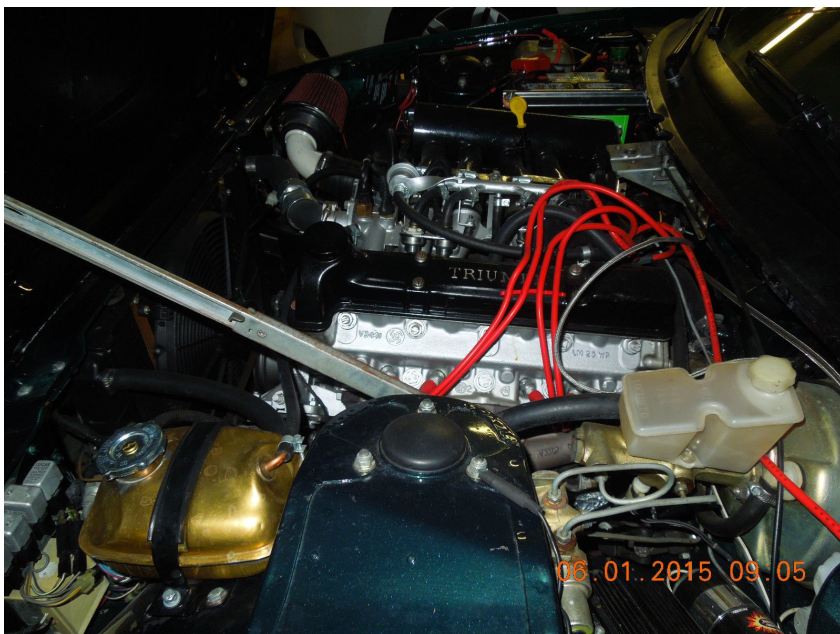
So, I purchased the car and had it shipped up here in an enclosed carrier. But, when I got the car, I knew that this was going to be a nuisance of a project to complete and indeed it turned into the proverbial "can of worms." This was the case for a number of reasons: 1) it wasn't done by a professional mechanic, 2) it wasn't necessarily done to factory specs, 3) since it was not completed, we didn't have a clear idea of exactly what was and wasn't completed, and 4) since it is a comparatively rare, factory fuel-injected car that in itself has posed some interesting yet frustrating problems. But Wayne Simpson,



## A SAGA OF ONE TRIUMPH TR7 (CONTINUED)

who is well versed in TR7s and TR8s, was good enough to come down to my house when he could last winter from January through the spring of 2016, work on the car, and sort things out on it while Linda and I were in Florida. Among other things, he set the valves, sent the injectors out to be cleaned and spec'd, and had a long list of other "issues". So, shortly after we arrived back in NJ from Florida, with Wayne's persistence, the car was running so that I was able to drive it! Getting the car to this point would have been difficult, if not impossible, to do without Wayne's expertise with these cars. During those months of what I thought was a lengthy process at that point, he was persistent and patient. Wayne with his ability to access resources through his "wedge car friends and acquaintances", did an amazing job!! KUDOS TO WAYNE!! At this point I thought the car was almost done. Little did I know that the story was just beginning!!!

One of the main reasons I purchased the car was because it had A/C!! And it wasn't working. It was converted to R134a, but apparently not done correctly or not completed. The compressor would come on...but the system would not blow out cold air. Since Wayne's expertise is not A/C, in June, I looked for a shop who would tackle sorting out the problems with it. Finding that shop was no easy task. Most A/C shops didn't even want to take it into their shop. And most shops who work on LBCs don't usually like to tackle A/C problems because most of the time, the A/C systems are obsolete and the parts are no longer available! I knew there was a shop that specialized in repairing and restoring ONLY TR7s and TR8s up in Taunton, Massachusetts and he also repairs and installs A/C systems in the wedge cars. Talk about a narrow market??? Anyway, I called him to see if he could take the car. He was booked up for almost a year. But he suggested that I call a shop in Pt. Pleasant Beach. He didn't know the guy, but he said that that shop had been calling and ordering parts from him and he said that the guy sounded knowledgeable about TR7s. Turns out that that guy in Pt. Pleasant used to work for Triumph/Jaguar dealers up north. So, I called him and he seemed eager to work on it. I was thrilled!! However, HE



WAS NOT THE OWNER AND THE OWNER DID NOT WANT HIM TO TAKE ON THE JOB!! Little did I know when I brought it up to him and dropped it off there on June 13<sup>th</sup> that it would turn into what seemed to be a never ending nightmare! Again, just remember that I was dropping it off on June 13<sup>th</sup> to get the A/C fixed. Once again, I had to rely on Wayne to give me the list of what parts I would need to retain the R134a conversion, since no parts exist to overhaul the original R12 system. I had to get comparable parts that would fit. And again, Wayne came through!! I ordered all the parts necessary and surprisingly, they came in within a week. I delivered the parts to Pt. Pleasant and the guy proceeded to dismantle the air conditioning system. He was able to replace everything under the hood/bonnet... BUT...there was a small but significant piece called an expansion valve which had to be replaced and it was located between the heater matrix and the firewall. Then I found out that in order to replace that part, the entire dash, steering wheel, etc. had to be removed!! So, he managed to remove the dash and get the expansion valve installed. However, before he reinstalled the dash, he rightfully wanted to start the engine and test the AC. The engine wouldn't start!!! He did a compression test and found that all the cylinders were very low. He felt that if he were to get it



## A SAGA OF ONE TRIUMPH TR7 (CONTINUED)

started and turn on the A/C compressor, it might very well stall the motor. I considered bringing the car home at that point and probably should have, but since the dash was out and I didn't know whether the air conditioning was fixed, I wrongly decided to have them rebuild the lower half of the motor. So, he proceeded to pull the engine, send the block out to a machine shop, and have the bearings, pistons, rings, etc. replaced. Well, as most of you know, Pt. Pleasant Beach is a community that, like other beach communities at the shore, relies on summer business to keep it financially afloat. About this time, the Fourth of July came, and basically little or no work was able to get done on my car because of the many cars that came in for oil changes, tune ups, exhaust, brake work, etc. So, since only one mechanic works there, my car basically just took up space in a bay in that shop all summer!! Keep in mind, I wanted the A/C to be working so that I could enjoy it for the summer. Well, that was not to happen. The saga continued! There were so many sleepless nights wondering if and when the car, which I wanted so badly, would ever be able to be driven and enjoyed!!! There were moments where I just wanted to cut my losses, trailer it out of there, and push it off the trailer down some boat ramp into the bay!! Well, at any rate, Labor Day came and went. And since this shop had only the one mechanic, I found that September can also be busy for a service center at the beach!! AARGH!!! Finally, by October, the lower half of the motor got rebuilt, and the motor was reassembled and put back into the car. By the end of September, he was able to get the thing running and test the A/C!! **AND IT WORKED!!** However, the motor wasn't running smoothly. He continued tinkering with it without much luck getting it to run better. Finally, I had enough. I told him to reinstall the dash and I brought it home. The car *did* have a lot more power than it did in June, but it was not running the way it should. Running rough would be understating how badly it was running at that point.

Once again Wayne to the rescue!! He and Bob Moser were nice enough to reassure me that they could finish up whatever needed to be done to get it running correctly. So, the

saga continued. Keep in mind that I had bought this car almost a year ago at that point, and it still wasn't running correctly! So Wayne and Bob did a compression test and a leak down test but they found nothing wrong with the work that was done in Pt. Pleasant, so they surmised that it had to be the head! (At this point I must add that I told the guy in Pt. Pleasant to leave the head alone since Wayne had just set the valves, and even though it lacked some power it was running decently and was drivable). Also, you must keep in mind that I was told by the previous owner that the motor was "newly rebuilt!!" Anyway, Wayne and Bob removed the head and found that it was a mess!! It was shot! Luckily, Wayne had a spare head in the "Simpson Spare Parts Bin for wedge cars!" It wasn't a head for a fuel injected car, so Bob had to modify it and take it up to his machine shop up north to have it cleaned and readied for installation in my car. We also decided to remove the electronic ignition and higher-performance cam and replace them with a stock items. The guys replaced the valves, cam, cam followers, etc. **Now, at long last, the car was running as smooth as silk!!! It was perhaps running smoother and quieter than any 4-cylinder British car that I have ever heard. I owe so much to Wayne and Bob for their help with this wedge car! There are not words to describe how grateful I am for their help and expertise.**

It finally came down to sorting out the last couple of items to finish the car to the point where I was totally satisfied. One of the items on "the list" was getting some



## A SAGA OF ONE TRIUMPH TR7 (CONTINUED)

annoying little dings and dents taken care of. I had three rather large "unexpected" dings that bothered me so those are the ones that I concentrated on. Given time all cars will inevitably get these and you either have to put up with them, or get them fixed. I have always felt more than a little apprehensive about taking a car to a body shop. There is the expense, the body work, the concern that they will not be able to match the paint, etc. I have heard a lot about paint less dent repair and looked into it. I did a search online and found a guy in Toms River. His website is [www.DingsAndDentsNJ.com](http://www.DingsAndDentsNJ.com). His name is Jason. I called him and he came to my house (WHEN HE SAID HE WOULD), spent about an hour and a half...*and just that fast, the problem was solved! The dings were gone and at a fraction of what a body shop would have charged. He charged me \$160. And keep in mind, he came to my house. He was punctual, professional, and I highly recommend him. I am mentioning this not as an advertisement, but as a helpful hint in case any of you should need this kind of service in the future.*

I have had LBCs since 1973. MGs, Triumphs, a TVR, a Sunbeam, a Riley Elf, etc. But over the past 15 years or so, I have had nothing but classic Minis and variants of Minis. It's been a long time since I had one that has *legroom*, A/C, and a 5-speed transmission that allows me to cruise at highway speeds effortlessly and keep up with traffic. It's been so long that I forgot what it was like to actually be comfortable while driving one!! No kidding!! These wedge cars are in many ways "a modern car!!" Time will tell, but even though I was never attracted to the styling of TR7s and TR8s, I realized after driving Wayne's back in 2015, the Brits finally had the ergonomics, comfort, and trunk space right with these cars. *But then...they went out of business! GO FIGURE!!* However, it was quite a surprise to find out that out of all the different models of Triumphs through the decades, *the TR7 was the best-selling Triumph....EVER!!* I highly recommend to all of you who appreciate LBCs for what they are, with all their quirks and idiosyncrasies, that you at least try a test drive in one of these cars. I think you will be pleasantly surprised. Admittedly, I made a financial mistake buying the one I did. I never should have bought it without hiring a professional mechanic who specializes in British cars to inspect it first! But there are quite a few nice

ones out there that are selling for comparatively reasonable money.

Looking back, I made a bunch of bad decisions concerning this car. Believe me, I would do things a lot differently if I could go back in time. That, unfortunately, is not possible, so...it is what it is! One decision I made that I would not do differently is the one where I had Wayne and Bob work on the car. I would do that again in a heartbeat!!! Honestly!!! I bought this car because ***it looked like a beautifully done TR7.*** And aesthetically, it was basically done the way I would have wanted it done. Unfortunately the DPO (dopey previous owner) totally neglected all the mechanicals and misled me about them. *So, bottom line is that over the past 14 months, I had to have the entire engine rebuilt, wiring issues sorted out, loose nuts and bolts tightened, etc.!!!* As I mentioned, I made a bunch of bad decisions on this car. But I suddenly found myself into it so deep financially that I came to a point of no return. So, financially, this car has been a disaster, but hopefully, I will now have a comfortable, aesthetically pleasing LBC with working A/C and a 5 speed that lets it cruise effortlessly down the highway for years to come. Simply thanking Wayne and Bob doesn't seem adequate now that the car is running...and running superbly!! Thanks guys!!!

I also would be remiss if I didn't thank the club members whose encouragement kept me going through the sleepless nights of the summer and anticipating that the car was literally never going to be able to be enjoyed and driven. They were tough times!! Advice from Rodney Ford who has one of these cars, as well as Art Becker, who offered the use of his lift, made it easier to sort out some of the problems.

The way it looks at this point, I will be seeing you on the road on drives, at shows, and in events this coming year and hopefully trailering the TR7 behind the motorhome to use as our transportation next winter in Florida.



## From the driver's seat

RUSS SHARPLES, PRESIDENT



This column is reaching you in what should be the middle of winter in New Jersey. Snow, ice, salt on the roads – this stuff is much too messy for LBCs, which is why nearly everyone in the area has theirs tucked in tight this time of year. We all know how 60-year-old British steel gets along with road salt... However, I have seen some photos and videos taken recently of some nuts out exercising their cars. To this I say bravo! I bought my 1960 MGA the day before Halloween in 2011. This meant that I brought it home just in time for a season of nothing. I was too new to the car to have any confidence in driving it in adverse conditions so it stayed buttoned up. That was a good thing too because early in the spring I found out that the brake hoses were shot and the front calipers needed a rebuild.

I did take it out a couple of times though, and I'm rather amazed that the first real trip, i.e. not a loop starting and ending at home, was a 40-plus-mile drive to a November Cars-n-Coffee in Maple Shade NJ. It was below freezing

when my son Will and I set out, in the low 20's, and that was our first experience with British "weather equipment." I had no idea how uncomfortable I would find a jet of 25 degree air blowing from the door jamb directly on to my hip. I was not prepared with the extra sweatshirts and towels I carry now to shove in the cracks and block the drafts. With the drafts well managed, the MGA heater actually works – my car can remain comfortable at road speed (assuming you are wearing a winter coat, hat, and gloves) and gets downright hot when you roll up to a traffic light and stop for a few minutes. Of course, we got lost navigating around Fort Dix trying to find the scenic route, but we had fun and the CnC event in Maple Shade was a classic example with just the right number of cars from all eras and manufacturers in a Starbucks parking lot. Luckily it was sunny and warmed up by the time we got down there so we were able to enjoy looking at the cars.

This time of year, the middle of winter, is also when our club is at the height of the January 1<sup>st</sup> to March 1<sup>st</sup> member renewal activity. Please remember to send in your renewal with the form in the back of this newsletter or you can download it from our website at <https://pedc.org/>. We do ask that you fill out the form completely so we can confirm that we have your current email address and phone numbers, as well as what British cars you own. All this data we collect ends up back in the member's hands in the form of the club directory and we want the directory to be as accurate as possible.

We also plan something different this year with the directory. In years past, we have published the directory as a small 8.5x5.5-inch book which we then hand out to members at the monthly meetings. However, the bulk of the club members don't attend the monthly meetings and so we have to mail the directory to them. As the club has grown, so grows the directory with extra pages driving a pretty steep price increase for both printing and mailing costs. In our budget planning this year we found that the cost of printing and distributing this 8.5x5.5-inch book would rise by 40% or more (and yes, we compared prices with online printing companies). Then there is all the work of distributing the



## From the driver's seat *(CONTINUED)*

directories by hand and by mail, keeping track of who has picked one up and who needs one mailed, etc.

What we plan to do instead is distribute the directory as a PDF file like the newsletter. We will format it as 8.5x11 pages rather than the booklet design, so that folks who want a printed copy can easily print it at home. However, as an electronic copy, the directory will be searchable – so if you want to find all the members who have a TR6, you can easily search for “TR6” in your PDF viewer. Also, we will be able to reissue the directory mid-year as membership grows. Rest assured that members without email will continue to receive a hard copy directory.

We spent \$500 printing the directory last year plus another \$100 or so in mailing costs. By switching to email distribution of the directory file, we can save that expense, and more as the club grows, and put those funds towards events, like donuts and coffee at tech sessions, perhaps a second club sponsored barbeque, etc. Let us know what events you would like to see added to our calendar.



## Welcome New Members

Tom & Mary Jo Heckman- Newtown Square PA

1914 Rolls Royce Silver Ghost Alpine Tourer

1925 Rolls Royce Silver Ghost Pall Mall

1934 Rolls Royce 2D/25 Sport Saloon

1929 Bentley 4.5 Tourer

Philip & Gina Nisbet - Monmouth Beach NJ

1968 Jaguar XKE 2+2

1973 Norton Commando

John & Nancy Ostrander - Fairhaven NJ

1965 Triumph TR4A

Greg Thorne - Jersey City NJ

1967 MGB GT

Tom Thill - Little Silver NJ

1966 Austin Healey 3000

# From the navigator's seat

KEN KYLE, VICE PRESIDENT



## The Concours Experience

I've always wanted to show a car at a concours d'elegance, and last October 2nd I finally got my wish at the Monmouth County Concours (MCC) in Holmdel, NJ. While it doesn't pretend to be Pebble Beach or Amelia Island, the MCC is a real concours complete with grassy show field, VIP tent, judges in blue blazers and straw hats, a grand finale ceremony to award beautiful trophies, and of course a host of classic cars and motorcycles all made prior to 1975. The MCC has been held every year since 2008 with the exception of 2010, and has raised over \$700,000 to date for local charities. This 2016 benefitting charity was 180 Turning Lives Around, which has been helping victims of domestic violence and sexual assault in Monmouth County since the 1970s. A worthy cause, indeed.

My involvement with the 2016 MCC

actually started in April when Carol and I attended the inaugural St. John Vianney High School Car Show and met Dan Danielson, production manager for the MCC and an avid old car enthusiast. Dan really liked our TR6 and urged us to enter it in the MCC, even telling me to mention his name on the application. I had already been thinking about entering, and his encouragement gave me the extra push I needed to just do it. I applied online in early May and received my acceptance letter in July.

I also viewed the concours as an ideal opportunity to promote the PEDC to potential new members. In 2015 we were invited to display some of our cars outside the show field and hand out membership applications, but owing to the short notice that year we managed to

muster only two cars for the display (thanks to Joe Lippi and Mark Wintjen). For 2016 I wanted us to make a better showing, so I decided to contact MCC Founder and Chairman Jeff Cruz in early August to see if they wanted us back for a second year. Jeff's response couldn't have been nicer. He welcomed us to set up a display again, asking in return only that we promote the MCC to our members, which we do. I then solicited PEDCers to man the display, and Mark Wintjen with his Spitfire and Joe Lippi with his Midget promptly volunteered for a second year in a row and were quickly joined by Russ Sharples with his MGA and Ray Carbone with his big Healey, filling up the space allotted to us. Now all we needed was good weather for the show.

Alas, good weather eluded the MCC for the third year in a row, forcing the organizers to move the concours from Saturday to its Sunday rain date just as they had in 2014 and 2015. Unfortunately, even Sunday was an iffy day and only three of the seven PEDC cars entered in the concours actually showed up: Charlie and Lynn Jackson's MG TD, Frank Muratore's TR3, and my TR6. Another PEDCer, Russ Arnone, was in the show as well, not with his MGB GT, but with his rare Porsche 914LE in its original "bumblebee" livery of black and yellow. Overall I counted about 90 cars on the show field out of 132 listed in the program, for a turnout of about 67 percent. No doubt some of the no-shows simply had other commitments on Sunday, but most were probably put off by fears of rain or a soggy



## From the navigator's seat (continued)

KEN KYLE, VICE PRESIDENT

show field, neither of which I encountered.

From the time I arrived on the show field around 9 AM until I left at almost 4 PM, the day passed quickly, much as it does at Brits on the Beach. I was surprised and delighted to find myself parked right beside Russ Arnone. I got a chance to thank Jeff Cruz personally for giving us space for a PEDC display, talked to the judges when they came by to examine my car, took in the entire field, had lunch in the VIP tent, and spent time with our display volunteers, all of whom showed up to fly the PEDC flag, figuratively and literally. There was even a fashion show in which volunteers were driven to the reviewing stand in classic cars to model some pretty fancy duds.

The day culminated with the awards ceremony, done in true concours style with each winner driving on to the red carpet in front of the reviewing stand to receive his or her award. Best of Show went to a magnificent 1933 Packard, while PEDC friend and owner of the Backdoor Garage in Sea Girt, John Shibles, received the Rolling Sculpture award for his 1935 Auburn 851. The Most Elegant Foreign Car award went to new PEDC member Stan Goodman for his 1961 Jaguar XK150S, which is as fine an example of this car as I have ever seen. Stan was recruited for membership by our crack team at the concours. I didn't win anything, nor did I expect to. It was enough for me just to be able to show my TR6 in the company of such great automobiles.

If you have a pre-1975 car and you've never shown a car at a concours, I urge you to apply for entry into the 2017 MCC. The concours experience is something every collector car enthusiast should have at least once.



Same model year, totally different approach to sports car design: my TR6 next to Russ Arnone's Porsche 914LE on the show field. *Photo by Ken Kyle.*



Charlie and Lynn Jackson's 1951 MG TD. *Photo by Ken Kyle.*



## From the navigator's seat (continued)

KEN KYLE, VICE PRESIDENT



The immaculate engine bay of Frank Muratore's 1960 Triumph TR3A. *Photo by Ken Kyle.*



Stan Goodman beside his 1961 Jaguar XK150S, the ultimate evolution of the famed XK120/140/150 series cars. The 3.8-liter engine in this car is the same one used in the early E-types. *Photo by Ken Kyle.*

## From the navigator's seat (continued)

KEN KYLE, VICE PRESIDENT



The PEDC display between the gate and the show field entrance. *Photo by Ken Kyle.*



Happy campers Russ Sharples and Ray Carbone man the PEDC info table. *Photo by Ken Kyle*



# Minutes of the PEDC General Meeting January 4, 2017

Submitted by Mark Berkowsky for Secretary Carol Kyle

The meeting was called to order at 7:35 PM by President Russ Sharples. In attendance were 40 members. A motion to accept the minutes of the November meeting was made, seconded, and carried.

**Treasurer's Report.** Treasurer Mort Resnicoff report that there was \$3,200 in the bank and that an additional \$600 in dues were received. There are currently 72 members paid for 2017. Mort reminded members to pay their dues by February 28, 2017 to be included in the 2017 member directory.

**Old Business.** President Russ reported on the Christmas party. It was well attended and all had a good time.

## New Business

President Russ announced that **The Gathering** will be on Sunday, January 22, at Woody's at 2:00 PM. He urged members to bring their ideas for events they would like to see or host in 2017. If you can't attend, please let Vice President Ken Kyle know if you would be willing to host an event this year. The **Laurita Winery** is having a British Invasion concert and car show on April 1st. A PEDC volunteer is needed to coordinate PEDC participation. The **VTR National Meeting** will be held this year in Princeton at the Princeton Forrestal Village on August 16th-19th.

**Newsletter.** Art Becker reported that due to size of files for e-mailing, he will be limiting the newsletter to 24 pages. All the details of The Gathering are in last month's issue of the newsletter as is the 2017 membership form. He does need articles for upcoming issues and needs articles for the March newsletter by mid-February. He reminded the membership that advertising is for three months and then needs to be renewed if the ad is to continue.

**Brits on the Beach** will be Saturday September 16th.

**Miscellaneous.** Bill Miller announced the sale of a 1971 Lotus Europa by [prospective] PEDC member Brian Boyle. Bill also has miscellaneous parts for a TR6. Bob Canfield described the ongoing repair of his MG.

The next meeting will be Wednesday, February 1st.

The meeting was adjourned at 8:00 PM.



# Official PEDC Regalia for 2016



Club Apparel	Price	Other Club Items	Price
T-shirt, short-sleeve crew neck	\$17	Grille badge	\$20
T-shirt, short-sleeve crew neck with pocket*	\$19	Lapel/hat pin	\$ 4
T-shirt, long-sleeve crew neck	\$19	Windshield sticker	\$ 1
Golf shirt, short-sleeve	\$26	Marque patch	\$ 5
Denim shirt, long-sleeve, woven, button-down*	\$31	PEDC logo patch	\$ 6
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		

\* **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 Sue Smith, Regalia Manager, at [suznsm@aol.com](mailto:suznsm@aol.com), or call her at 732-681-5618. All items are supplied to us through Fourth Gear, Ltd. Shown above is the current price list.

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## THANKS!

Thank you to those  
members who  
contributed  
newsletter articles  
this month



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## The Terminal Post

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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](http://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](http://www.vtr.org).

### PEDC Mailing Address:

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)

# 2017 National Triumph Meet



**August 16 - 19, 2017**

**Celebrating 50 Years of  
the Triumph T6**

**Visit our web site  
VTR2017.ORG**

Please join the fun at the 2017  
Vintage Triumph Register National  
Convention which takes place at  
Forrestal Village, Princeton, NJ



The convention will be  
co-hosted by the  
Delaware Valley  
Triumph Club and the  
New Jersey Triumph  
Association. This will  
be the 2nd time the  
DVT has acted as host  
for this national event  
and the 1st time for  
the NJTA.



Visit us on facebook <https://www.facebook.com/2017VTR/>

Check out our Web Page <http://vtr2017.org/>



## 2017 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 in which space has been set aside for British cars to park together, and (4) select events where British cars are expected to feature prominently. Please note that information below is subject to change.

### February

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 28 Tuesday, 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](http://www.pedc.org).

### March

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 4 Saturday, **PEDC** drive to the **Best of Britain Show featuring an AC Retrospective** at the Simeone Foundation Automotive Museum in Philadelphia, <http://www.simeonemuseum.org/>. This exhibit runs from February 18<sup>th</sup> through March 12<sup>th</sup>. **Please note: A volunteer is needed to organize this event.**
- 15 Wednesday, **PEDC St. Patrick's Day Dinner** at 5:45 PM, St. Stephen's Green Publick House, Spring Lake Heights, NJ, <http://ssgpub.com/>. Wear your green and win prizes! RSVP to Pat Wignall, [pdurkin@msn.com](mailto:pdurkin@msn.com), no later than March 13<sup>th</sup> to be included in the dinner reservation. Seating is limited.
- 25 Saturday, **PEDC Pot Luck Dinner** at the home of hosts Woody & Sue Smith, 6 PM. Wine, beer, and soft drinks will be provided; please bring your favorite dish for everyone to enjoy. RSVP to Sue Smith at 732.681.5618 or [suznsm@aol.com](mailto:suznsm@aol.com).

### April

- 1 Saturday, **The British Invasion Years Concert** at Laurita Winery in New Egypt, NJ, 6-10 PM. See <https://lauritawinery.com/events/the-british-invasion-years/> for details. The **PEDC** has been invited to put on a British car show in connection with this concert. **Please note: a volunteer is needed to organize this show.**
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 8 Saturday, **PEDC** drive to the **Toy World exhibit at the NJ State Museum** in Trenton, [http://www.state.nj.us/state/museum/dos\\_museum\\_exhibit-toy-world.html](http://www.state.nj.us/state/museum/dos_museum_exhibit-toy-world.html). Details to follow. Hosted by Bob Canfield.
- 22 Saturday, **PEDC** drive to the **Grounds for Sculpture** sculpture garden, Hamilton, NJ, <http://www.groundsforsculpture.org/>. Details to follow. Hosted by Russ and Pam Sharples.
- 23 Sunday, **PEDC** bus trip to **The New York International Auto Show** at the Javits Convention Center in NYC. Details to follow. Organized by Gary Watson.
- 29 Saturday, **PEDC Ladies' Afternoon Tea** at 600 Main in Toms River, NJ, <http://www.600mainnj.com/>. Please note that seating is limited. Additional details to follow. Hosted by Carol Kyle.
- 30 Sunday, the PEDC is invited to **British Day at the Shore Antique Center**, 12-3 PM, 413 Allen Avenue, Allenhurst, NJ, 732.531.4466, [www.shoreantiquecenter.com](http://www.shoreantiquecenter.com). A great informal car show hosted by, and right across from, the Shore Antique Center, where owners Chris and Rose Myer will offer tea and scones and all are welcome to

browse, rain or shine. PEDC POC is Pat Wignall.

## May

- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 6 Saturday, **21st Annual Lewes British Motorcar Show, "The British Are Coming,"** Lewes, Delaware, 11 AM – 3 PM, sponsored by the Lewes Chamber of Commerce and the British Car Club of Delaware (BCCD), [www.bccdelaware.com](http://www.bccdelaware.com). **(Tentative)**
- 13 Saturday, the PEDC is invited to the **Long Branch High School ROTC Car Show**. Details to follow. PEDC POC is Jon Spare.
- 21 Sunday, **PEDC** brunch at **The Mill** in Spring Lake Heights, NJ, [www.themillnj.com](http://www.themillnj.com). Details to follow. Hosted by Mark and Nadine Berkowsky. **(Tentative)**
- 25 Thursday, **PEDC** ice cream run to **Heavenly Havens Creamery**, 33 S. Main St. in Allentown, NJ. Details to follow. Hosted by Russ & Pam Sharples.

## June

- 1 Thursday, **PEDC** ice cream run to **Dairy Queen**, 40 Trenton Lakewood Road (Rt. 526) in Clarksburg, NJ. Details to follow. Hosted by Gary Watson.
- 3 Saturday, **39th 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.
- 4 Sunday, **22nd Annual Red Mill British Car Day**, 56 Main Street, Clinton, NJ, presented by the Austin-Healey Sports & Touring Club - NJ. Limited to 100 pre-registered British vehicles. Enjoy the car show and the picturesque Victorian village of Clinton just a short walk away. For more info, see <http://www.austin-healey-stc.org/>.
- 7 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 10 Saturday, **A Touch of England** Vintage British Automobile & Motorcycle Show. Sponsored by the NJ Triumph Association (NJTA), <http://www.njtriumphs.org>.
- 11 Sunday, **24th Annual British Motorcar Gathering**, Hellertown, PA, rain or shine. Sponsored by the Keystone Region MG Club, <http://www.keystonemg.com/events.html>.
- 15 Thursday, **PEDC** ice cream run to **Jersey Freeze**, Freehold, NJ. Serving great ice cream since 1952, plus hamburgers, hot dogs, and more. Dinner at 6 PM, ice cream at 7:30 PM. Hosts: Tom & Alice Albertalli.
- 16 Friday, the PEDC is invited to show its cars at the **Lincroft Village Green Association's Food Truck Festival** held at Brookdale Community College in Lincroft, NJ. Details to follow. PEDC POC is Mort Resnicoff.
- 18 Sunday, **15th Annual PEDC Father's Day Show** in Joseph E. Robertson Park, Allaire Road, Spring Lake Heights, NJ, details to follow. Hosted by Pat Wignall.
- 24 Saturday, **PEDC Drive through the Pine Barrens**. Details to follow. Hosted by Peter Dow.
- 29 Thursday, **PEDC** ice cream run to **TK's**, CR 539, Cream Ridge, NJ, 7:30 PM. Dinner beforehand at 5:30 PM if interested at Ninuzzo's Trattoria, <http://www.ninuzzo.com/>. Please RSVP to hosts Ken & Carol Kyle at [kenkye4@comcast.net](mailto:kenkye4@comcast.net) if joining us for dinner.



## July

- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 12 Wednesday, **PEDC** ice cream run to **Jake's Cree-Mee Freeze**, Manalapan, NJ, details to follow. Hosted by Mort Resnicoff & Fredda Fine Resnicoff.
- 27 Thursday, **PEDC** ice cream run to **Jeffreeze Old Fashioned Ice Cream**, 381 Main St. (Route 9), West Creek, NJ, details to follow. Hosted by Pete Dow.

## August

- 2 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 5 Saturday, through Sunday the 6<sup>th</sup>, **PEDC** overnight drive to the **National Museum of Industrial History** in Bethlehem, PA, <http://www.nmih.org/>. Details to follow. Hosted by Mort Resnicoff and Bob Canfield.
- 7 Monday, **Car Show and Music by the Pool** at Greenbriar Oceanaire, Waretown, NJ, presented by the Greenbriar Oceanaire Classic Car Club. Open to all PEDC members. Details to follow. PEDC members will park together, and food will be available on site. Please RSVP to Mike Browne, [captain61ny@aol.com](mailto:captain61ny@aol.com) or 609-618-7559, if interested in attending.
- 9 Wednesday, **PEDC** ice cream run to **Gil & Bert's**, 69 N. Main St., Cranbury, NJ, 7 PM. Details to follow. Hosted by Mark & Nadine Berkowsky. **(Tentative)**
- 9 Wednesday, through Saturday the 12<sup>th</sup>, **Encounter 40, the Austin-Healey Sports & Touring Club National Meet** in Princeton, NJ. See <http://www.austin-healey-stc.org/general-events/encounter-2017> for details.
- 12 Saturday, and Sunday the 13<sup>th</sup>, New Hope Auto Show at the New Hope-Solebury High School in New Hope, PA. See <http://www.newhopeautoshow.com/> for details.
- 16 Wednesday, through Saturday the 19<sup>th</sup>, **Vintage Triumph Register 2017 National Convention** in Princeton, NJ. See <http://vtr2017.org/> for details.
- 23 Wednesday, **PEDC** ice cream run to **Candiqueen's**, 237 S. Main St. (RT. 9), Barnegat, NJ, details to follow. Hosted by Mike & Linda Browne.

## September

- 6 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 7 Thursday, **PEDC** ice cream run to **The Music Man Singing Ice Cream Shoppe** in Lavallette, NJ, details to follow. Hosted by Ken & Carol Kyle.
- 10 Sunday, **PEDC Drive to the Stockton Inn**, 1 Main Street, Stockton, NJ, <http://stocktoninn.com>. Join us for a gourmet dining experience at this historic country inn. Details to be provided. Hosted by Ken & Carol Kyle.
- 13 Wednesday, **PEDC** Brits on the Beach Goodie-bag Stuffing Party. Details to follow.
- 16 Saturday, our 20th 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. Questions? Want to volunteer? Contact Bob at [joisuzu@optonline.net](mailto:joisuzu@optonline.net).
- 22 Friday, through Sunday the 24<sup>th</sup>, **America's British Reliability Run**. See <http://www.britishreliability.org/> for details.

**October**

- 4 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, [woodysroadside.com](http://woodysroadside.com).
- 13 Friday, through Sunday the 15th, **PEDC Pocono Drive**, details to be provided. Hosts: Woody & Sue Smith.
- 14 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>. **(Tentative)**
- 28 Saturday, **PEDC Halloween Costume Party**, details to be provided. Hosted by Woody & Sue Smith.

**November**

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, <http://www.woodysroadside.com>.

**December**

- ? Saturday, **PEDC** Christmas/Holiday Party at the Lobster Shanty in Point Pleasant Beach, NJ. Details to follow. Organized by Fredda Fine Resnicoff.



## Classified Advertisements

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 Art Becker at: [arttvr@aol.com](mailto:arttvr@aol.com)



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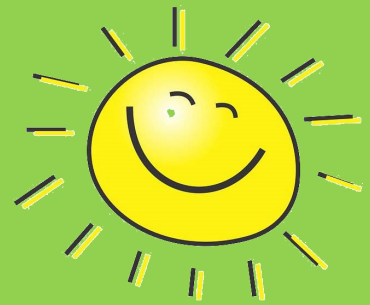



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Sunshine Committee

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

Please contact  
 Nadine Berkowsky

[mnberky@comcast.net](mailto:mnberky@comcast.net),  
 609.655.0071 home



## 1947 MGTC

Multiple time class winner and one Best in Show at Brits on the Beach for sale; \$39,000 OBO. Recent work performed: total engine rebuild, 5 speed synchro transmission installed, 5 new tires—runs and drives better than new. New canvas, including tonneau cover; New Alfin brake drums.

All in all, a lovely little car that I would like to see stay in the area. Asking price does not reflect what I have in it. Phil Schneider 732-310-3673—note: I will discuss the extent of the work done to the car; just call me. Oct 16



## 1974 TR6

- Pimento Red
- Roll bar
- Luggage rack
- 2 sets of rims (org. and spoked)
- 75 K miles original
- Interior has been refurbished
- Body is in great shape - No Rust
- Runs but needs some TLC
- Located in Clarksburg, NJ
- Asking \$12,500

Contact former PEDC members John and Maureen Higgins at 732-616-0179 or mhiggins301@gmail.com

Oct 16



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

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

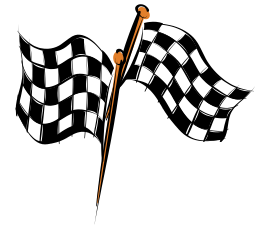
**Motorcar Garage, LLC**





Anything strange about this  
“British Car Show” poster??

(Go to bottom of page 22 for answer)



If you have any interest in the MGB below please call Bill Miller Car Finder LLC or email, [bmillerreinnj@comcast.net](mailto:bmillerreinnj@comcast.net). I am glad to answer any questions and eager to schedule an inspection and test drive of this car. Thanks for looking.



### 1977 MGB Roadster

1977 MGB Fully restored by me with help from a few real Pros. Bare metal repaint in original color, new floors, dog legs and front fenders, rebuilt de-smogged engine, 2 new SU HS4 carbs with pre-75 exhaust manifold, new TT polished stainless exhaust, resealed 4 speed trans, recovered seats, new door panels, carpet and top, new brakes, fuel tank and pump, lowered suspension, new bushings, all receipts and many photos. I have put about 1000 miles on this car since Spring 2016 and it is ready for a new owner. Asking \$16500. Jan 17



## FOR SALE: 1977 MGB.

I HAVE OWNED THE CAR FOR 35 YEARS. ONLY 53691 ORIGINAL MILES.

NEEDS NEW PAINT. STORED WITH THE WRONG CAR COVER THAT ENDED UP DOING A JOB ON THE PAINT. RUST IN ONE DOG LEG AND TOP OF LEFT FRONT FENDER. (HAVE FACTORY DOG LEG FOR REPAIR.) PICTURE TAKEN 1 YEAR AGO. NOW SURFACE RUST ON UPPER BODY AND WHEELS. NO RUST UNDERNEATH OR IN SILLS.

RECENT VALVE JOB, TUNE UP, NEW MICHELINS, NEW GAS TANK, NEW PETRONIX ETC. HAVE ORIGINAL WINDOW STICKER. ALL CHROME VERY GOOD WITH EXCEPTION OF WHEEL BEAUTY RINGS.

ASKING \$4500.00 JOE WILHELM 732-972-1849 Jan 17



1960 MGA - This car has a southern history spending much of its time in Alabama and Mississippi allowing it to be a very solid survivor. Car has been transported north and just finished being refreshed. Has many new parts installed: gas tank, fuel pump, master cylinder, exhaust system, all hoses, convertible top, slave cylinder, disc brakes rotors & pads, rear brake pads, steering wheel and more. Rebuilt carburetors, brake cylinders, transmission seals, generator and more. Call or text for more information 201-527-5663. Location: Woodcliff Lake, NJ Price \$19,500 thanks Bill Georgia Jan 17



British Car Show poster answer from page 21 — Car in poster is a '55 Chevy



**TR6 Parts:** I bought this abandoned, 1973 TR6 project from a nearby enthusiast and am now selling the parts. I am more of a MGB guy and I have no interest in moving forward with this project. Former owner completely dismantled the car and had the body media blasted but then let it sit in a garage for several years, this of course allowed the bare metal to develop surface rust all over. The body also has several areas of rust perforation at the rocker panels and floors. Even in its present state there are many repair panels that could be cut off this body for use on another. The frame also suffers from rust at the rear trailing arm mounts on both sides. Former owner did begin to make frame repairs and a new rear suspension cross member has been welded in place. Below is a partial list of the TR6 parts that are still available with asking prices for each part. You can come to Leonardo, NJ 07737 to see and pick up these parts or I will package and ship them to you for actual charges. I do not have a Title for the car and all parts are offered AS-IS. I do own a trailer and I am willing to deliver the frame and or the body within 200 miles for additional agreed upon \$\$'s. Let's put these rare TR6 parts to good use. If you need more photos or have questions please call or email. Please contact Bill Miller Car Finder LLC, 732-778-3274, [bmillerreoinnj@comcast.net](mailto:bmillerreoinnj@comcast.net), to ask questions, request more photos Feb 17

TR6 Frame	\$ FREE (delivery extra)	TR6 Front Sway Bar	\$50
TR6 Body	\$ FREE (delivery extra)	TR6 Fuel Tank	\$75
TR6 4 Speed Transmission	\$100	TR6 Ignition Switch/Key/Pad	\$50
TR6 Tail Light Per Side	\$100 VERY NICE		
TR6 Hood (Bonnet)	\$100		
TR6 Trunk (Boot)	\$100		
TR6 Door	\$150 per side		
TR6 Rear Suspension Trailing Arm (LS)	\$150		
TR6 Speedometer	\$50		
TR6 Air Pump	\$50		
TR6 Remanufactured Alternator	\$50		
TR6 Starter	\$25		
TR6 Radiator	\$75		
TR6 13 Blade Factory Cooling fan	\$50		
TR6 Set of 16 Chrome Lug Nuts	\$40		
TR6 Wiring Harness (some melted)	\$75		
TR6 Air Filter Housing	\$50		
TR6 Steel Dash Backing	\$75		



## POSITIVE EARTH DRIVERS CLUB

*"It's not just a club . . . it's an attitude."*

<http://www.pedc.org>

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Date Paid \_\_\_\_\_

Check # \_\_\_\_\_

Cash \$ \_\_\_\_\_

# 2017 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 28, 2017.

1. **Please fill out this form even if you have made no changes since last year.**
2. Make \$15 check payable to: PEDC.
3. 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:** \_\_\_\_\_

**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.