

March 2017
Volume 25, Issue 3



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 March

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

March 4 Saturday,

PEDC drive to the **Best of
Britain Show**
(see ad page 11)

March 15 Wednesday

PEDC St. Patrick's Day Dinner
(see ad page 9)

March 25 Saturday,

PEDC Pot Luck Dinner
(see ad page 20)

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2017 PEDC Membership Form
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MY LED CONVERSION - Let there be Light!

Article & Photos By Mort Resnicoff

I am driving a car that will be 67 years old this June. Since we make many long distance road trips, my goal has always been to make the car roadworthy and as safe as possible on today's modern roads. These are some of the modifications I have made in the 6 ½ years since I purchased my 1950 MG TD:

Billet Crank

Supercharger

Roller Lifter cam

Austin-Healey Anti-sway Bar

Rear End Replaced with a 4.55 Ratio

5 Speed Transmission (original in my garage)

Seat Belts

Turn Signals

Forged Pistons

4 Core Radiator

Third Brake Light

Side View Mirrors

In Line Fuel Filter

Electronic Ignition

Air Horns with Relay

Over-bored Cylinders

Lightweight Flywheel

16 Position Fuse Block

Removable Head Rests

Crankcase vent to PCV

Back up Facet Fuel Pump



Mort in the moment

MY LED CONVERSION - Let there be Light!

Article & Photos By *Mort Resnicoff* (CONTINUED)

Oxygen Sensor for A/F Ratio
 7 Vane Asymmetric Fan Blades
 Halogen Headlights with Relays
 Front Fender Rear View Mirrors
 Clutch Connecting Rod Modification
 Fire Extinguishers, Halon and Type B
 Fume Excluder on Accelerator Linkage
 Suicide Door Locks with Warning Lights

The current modification I am working on entails switching my stoplights, turn signals and brake lights from incandescent to LEDs. The original incandescent system had a relatively low light output. Clear and definitive signaling of my intention to stop or turn is critical for safety. The main reason I have delayed this long in making the conversion is that my car is positive ground. Unlike incandescent bulbs LEDs are polarity- sensitive. As positive ground LEDs became available I have used them where applicable. The first conversion was the instrument lighting on my dashboard. I can now actually read most of the instruments at night. Converting the four lamps in the fixtures on the fenders was a little more involved. The stoplights and brake lights were no problem at all and are much, much brighter than the incandescent bulbs. The turn signals are a different story completely. The standard turn signal flasher that was in my car and millions of other cars around the world relies on a bimetallic switch to make and break the circuit. The current drain of the incandescent lamps heats the bimetallic strip. The current draw from an LED system is so low that it hardly tickles the bimetallic switch. Hence the industry devised an electronic relay to replace the old flashers. This relay is also polarity-sensitive and since most cars are negative ground, that is what the industry developed. Eventually a positive ground relay came on the market. So I thought that it was the last piece to the puzzle. And it should have been.

But now I must digress. When I purchased the car the wiring under the dashboard was a mess. Even some of the

instruments and switches on the dashboard were in the wrong place. There were many loose wires hanging down with little white tags on them for identification. However, they were all blank. After a bit of troubleshooting I got the car wired and functioning. In the intervening years I have added a few electrical and electronic devices:

A power port for my GPS
 A toggle switch for two modes of my electronic ignition
 Turn signals
 Heater
 Door locks with alert lights
 An air/fuel ratio sensor
 A toggle switch for the backup fuel pump
 A USB port
 Air horns
 A toggle to switch between air horns and standard horn
 A 16-position fuse block

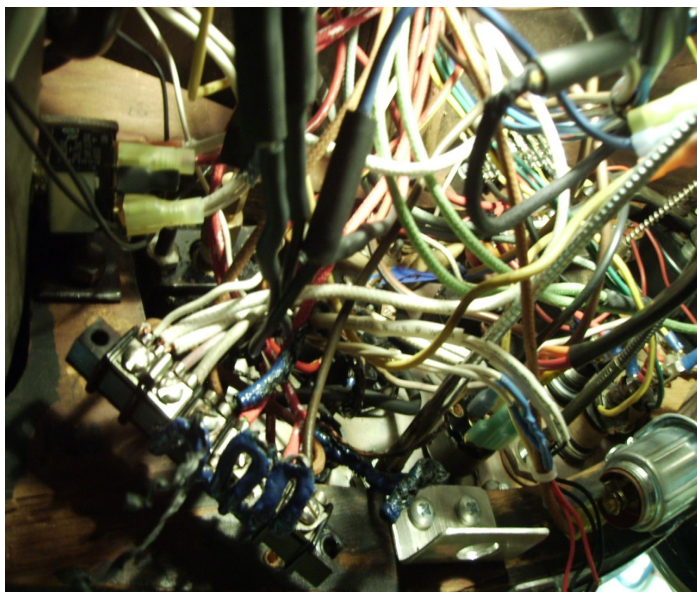
This became the most complex of the wiring modifications. I basically interrupted 16 devices in the existing circuitry in order to insert the wires for the fuse block.

Each one of these required some additional wiring throughout the car and under the dash, 32 new wires in all. The result became an almost impenetrable mass of wires.

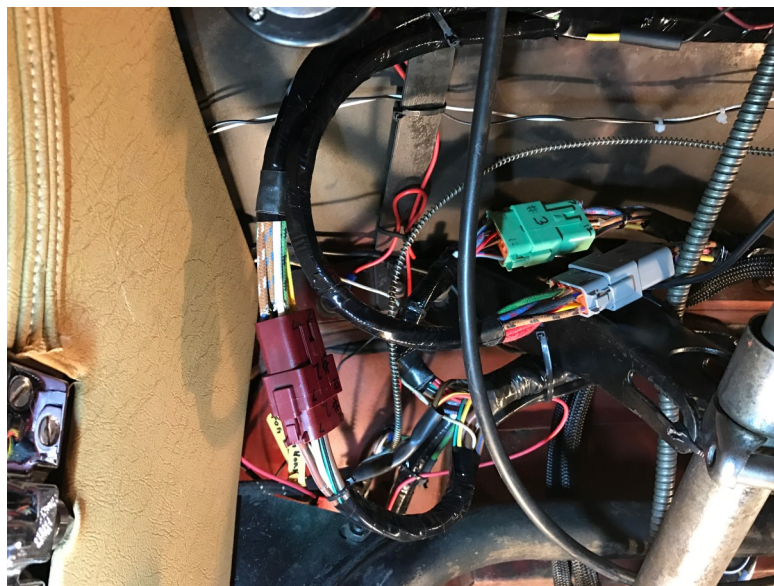
Back to my LED conversion story. After considerable fiddling (that's an automotive electrical expression) with relays I was able to get the running lights, the brake lights and the turn signal lights to function properly. I then realized I had two small problems. The indicator light on the dashboard would flash all the time, even when I was not signaling. The other problem was more perplexing. At night when the lights were on and I signaled a turn, my instrument lights would also blink. Then, after much cogitation and some encouragement from the MG bulletin board that I frequent, I decided to completely gut and rewire everything under the dashboard.

MY LED CONVERSION - Let there be Light!

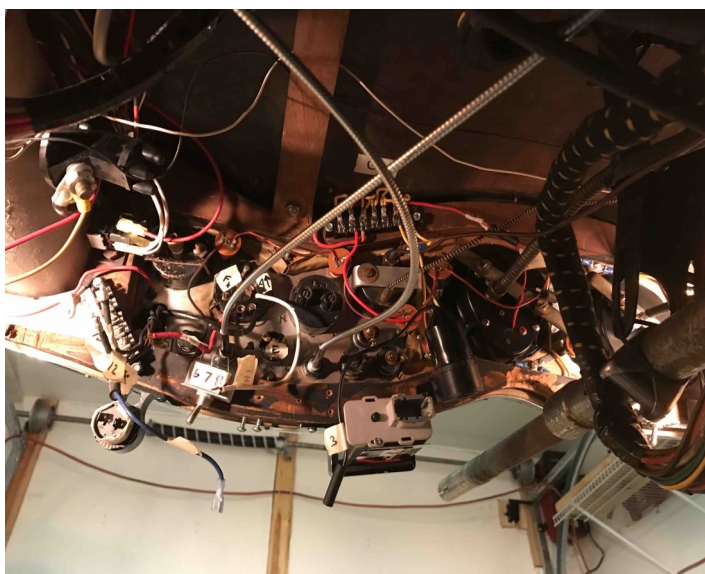
Article & Photos By *Mort Resnicoff* (CONTINUED)



Pre-conversion mess

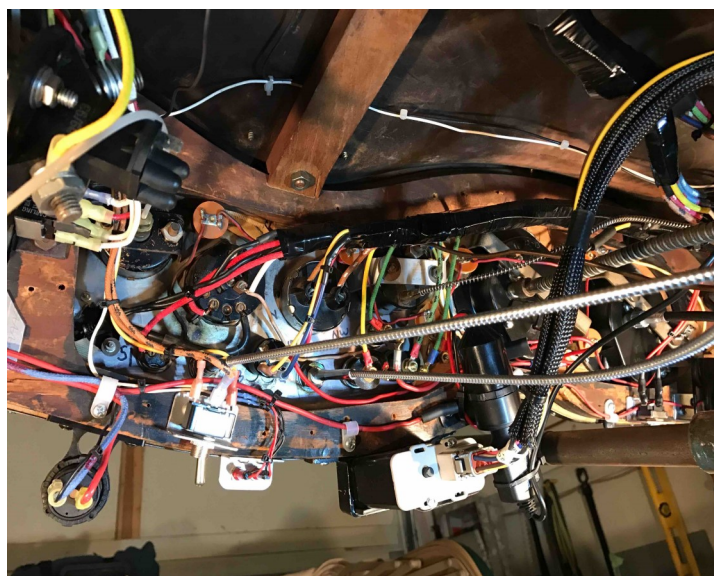


New connectors



Wires Stripped

My plan was to create several harnesses and use multi-pin connectors. I configured the harness groupings so that by disconnecting two of the three connectors, I could remove the dashboard without disturbing any wiring. Now under the dashboard I can actually see the backs of the instruments and where all the wires are connected.



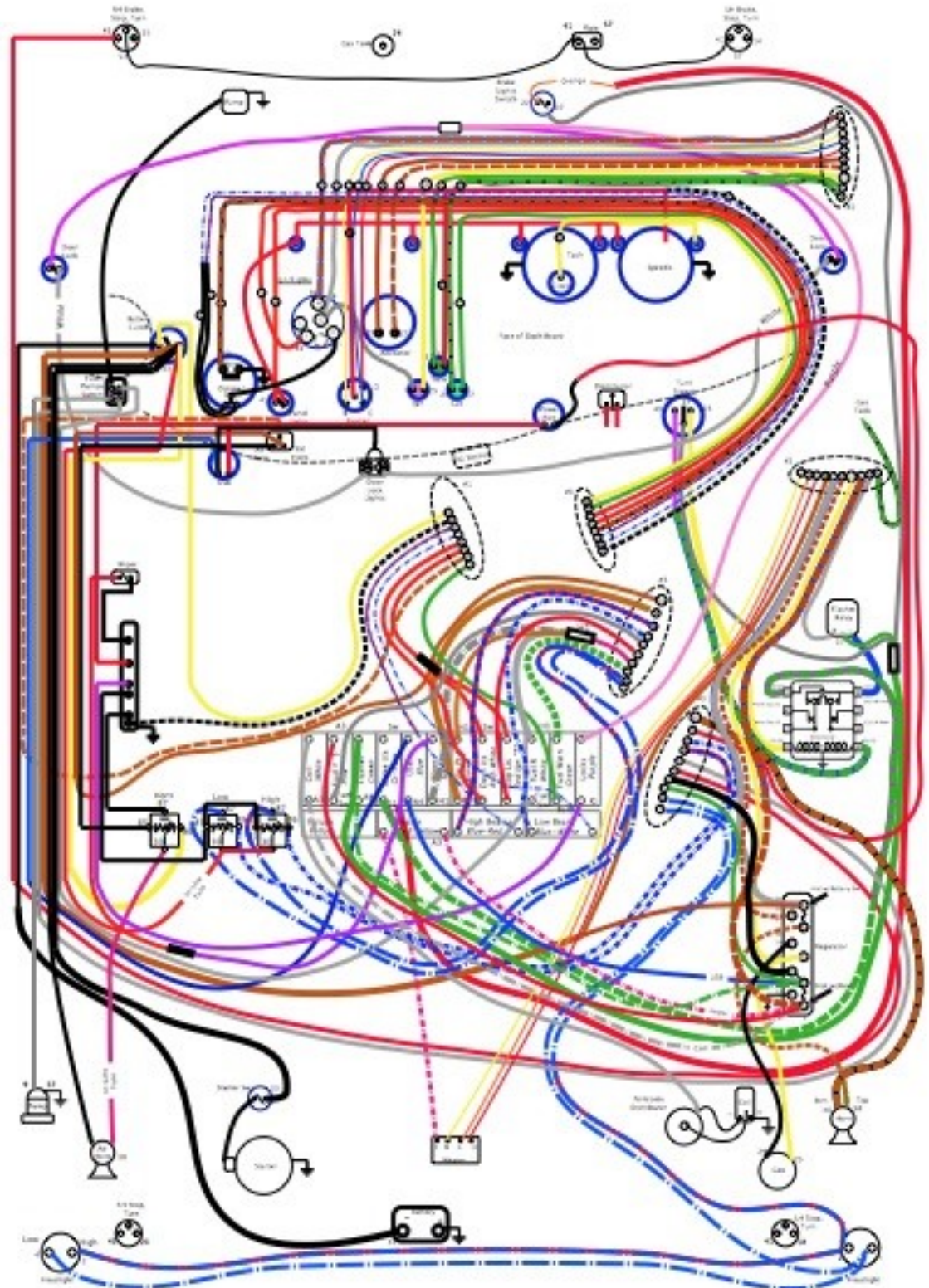
New wiring

With the battery connected I have checked virtually all electrical devices and they are functioning perfectly. There are still a few things to check after the motor is installed but so far so good. The brightness of the LEDs is amazing. Mission accomplished.

MY LED CONVERSION - Let there be Light!

Article & Photos By Mort Resnicoff (CONTINUED)

Wiring diagram with correct color codes, that I created to document the conversion



From the driver's seat

RUSS SHARPLES, PRESIDENT



Wow, have we had some awesome weather recently – 70 degrees in February! It would be great if winter was past and we were in for mild weather from here on out but if my memory serves me, winter in NJ always seems to cough up one more snow storm in March. My MGA is sidelined right now anyway. I sent the distributor and carbs out for re-builds by the experts and I have the distributor back but not the carbs, so the car is garage-bound.

The nice weather has made it much more enjoyable to open up the garage doors and work on the MGA. This has allowed me to get to some projects that I started but never finished. Last August I wrote about adding fuses to my MGA. My specific solution applies to MGA 1600 models but the principal can be applied to many early 60s British cars that have two-fuse electrical systems. Here's what I have done:

All MGA models, and many other British cars, have two fuses as shown in Figure 1. One, the bottom one in Figure 1, serves only the horn, which is wired directly to the battery connection so it always works. The other fuse, the top one,

serves the electrical accessories: wipers, fuel gauge, blinkers, and brake lights (e.g. all things connected to the green wires). The headlights are wired to the red wire that comes off the ignition switch – no fuse there. The pink wires in Figure 1 are white wires in the car. A white wire comes from the ignition switch bringing

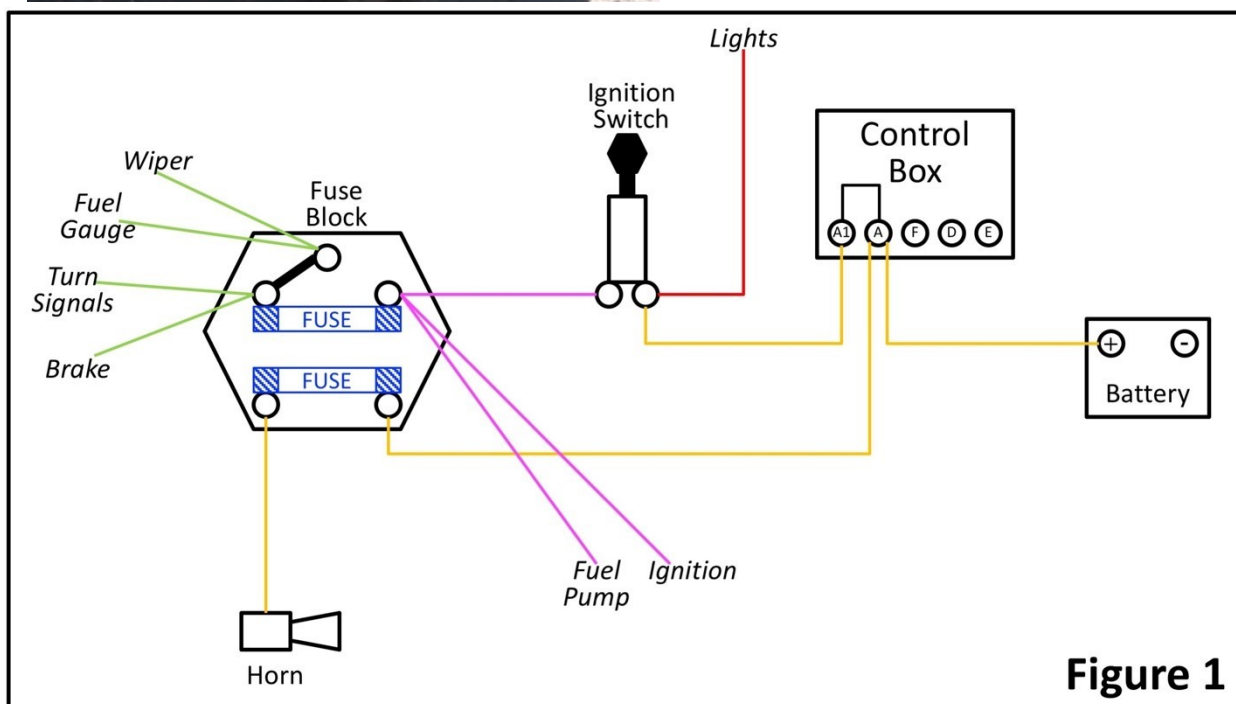


Figure 1

From the driver's seat (CONTINUED)

battery power to the upper fuse when the switch is on. Connected directly to that white wire are the wires for the ignition coil and the fuel pump – again no fuse here though turning the switch off will cut power to the ignition and fuel pump if there is a problem. No such luck with the lights though – a short there will just burn wires until the battery is disconnected.

As it turns out, the way an MGA is designed makes it fairly easy to modify this wiring to include a new fuse block. See Figure 2. I bought a Lucas accessory fuse block that has 4 fuse positions. I mounted this using one of the mounting holes in my firewall that would normally be used to mount the turn signal relay block on an MGA 1500 model. This position is close enough to the original fuse block that I was able to take the two unfused white wires (for the ignition and fuel pump) off of the old fuse block and put them

on the first of the 4 new fuse positions. Then I ran an additional white wire from the old fuse block terminal where the ignition switch white wire was connected to the new fuse block and used it to power the first 3 fuse positions.

Jumper wires carry power to the 2nd and 3rd fuse positions. I use the second fuse to power a cigarette lighter socket under the dash, and the third fuse is used for the radio. I plan to use the 4th fuse position to fuse the lights but to do that I have to run a heavy gauge wire through the firewall and back to the lighting switch. I hope to get that done this winter though not in time for this article. When these changes are complete, all of the circuits in my MGA will be fused though this firewall-mounted fuse block bringing peace of mind and safety without a big sacrifice of original appearance.

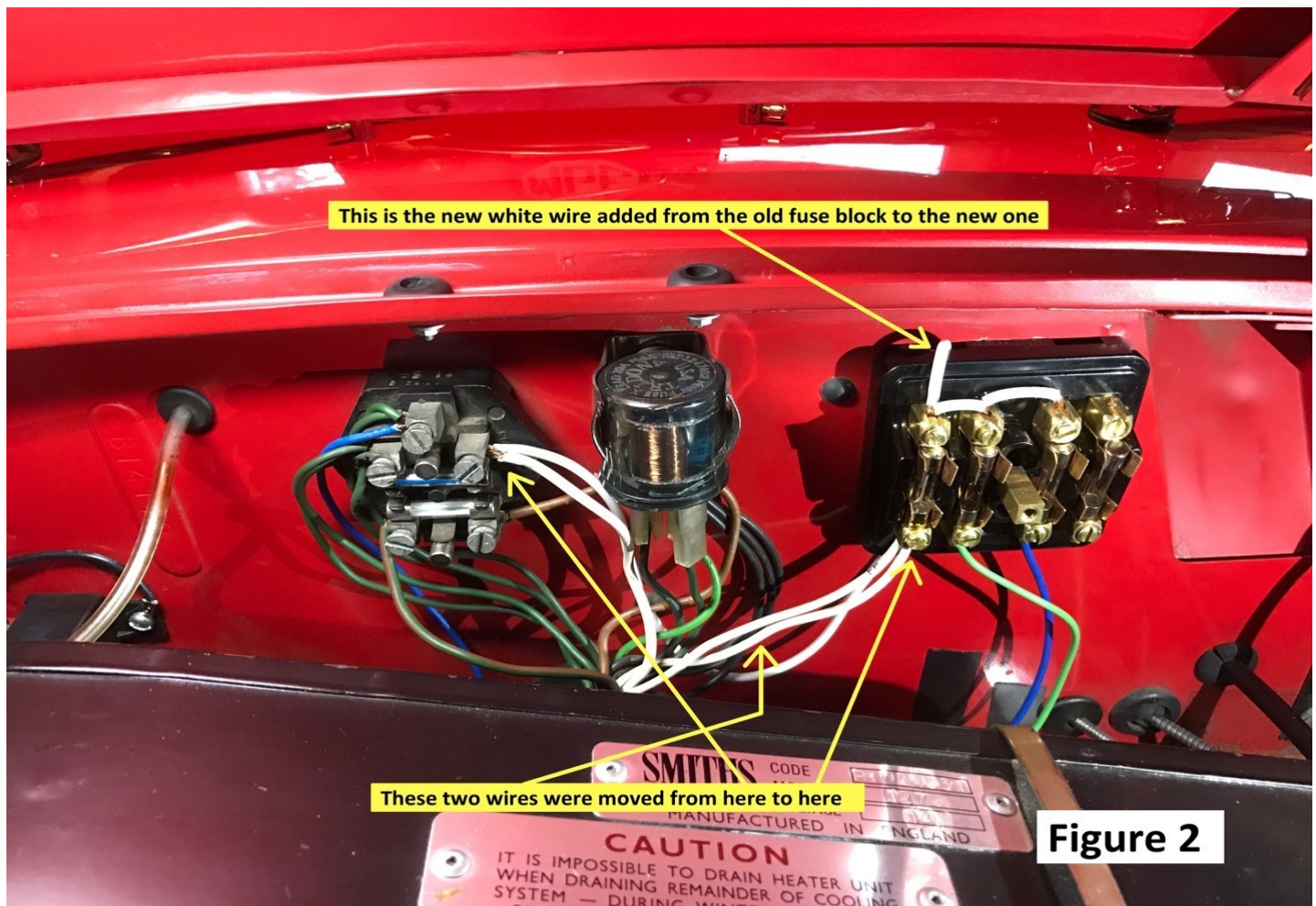


Figure 2

From the navigator's seat

KEN KYLE, VICE PRESIDENT



LBCs You Can Own Soon

Many little British car aficionados in America believe the era of new LBCs ended in 1981, when the last TR7s and TR8s were imported here. The MGB and Spitfire disappeared after 1980, the MG Midget after 1979, and the Triumph GT6, Austin-Healey 3000, and Subeam Alpine and Tiger vanished from new-car lots years before that. After three and a half decades of LBC mania in America, no affordable, mass-produced LBCs were available new in the US, or anywhere else for that matter. A deadly combination of bad management, recalcitrant labor unions, increased government regulations, and changing tastes had finally succeeded in killing off this once-thriving market segment. But the TR7 and TR8 were not the end of the line for LBCs.

Return of the Roadster

In 1990 Mazda single-handedly re-suscitated the market for traditional two-seat sports cars with its Miata, a car similar in size to the MGB but more like a steel-bodied Lotus Elan in styling and configuration. The Miata was an instant hit around the globe, including the UK. This success inspired British Aerospace, then the owner of the MG marque, to initiate development of the MG RV8. With a tiny development budget of five million pounds sterling (about \$14 million in today's money) they took British Motor Heritage's reproduction MGB body shell, created new fenders, hood, and bumpers for it (but retained the MGB doors and boot lid), dropped in the ubiquitous 3.9-liter, Buick/Rover V8 with a five-speed trans, and treated it to an elm-wood-and-Connolly-hide interior to create a fire-breathing, 190-

horsepower MG that could hit 60 mph in 5.9 seconds. Between 1993 and 1995, only 1,982 RV8s were produced, owing to its exorbitant price tag of 26,500 pounds (about \$46,000 today), which put it in the same league as the Jaguar XJS. Amazingly, more than 75% of them went to Japan, with only 92 LHD cars produced for Europe and the remaining 300 or so being sold in the UK. Since then, however, many Japanese-market RV8s have been re-imported to the UK as British enthusiasts recognized the value of this unique car (and depreciation made it much more affordable). Today, clean, low-mileage examples go for between 20 and 25 thousand pounds (\$25,000-\$32,000) in Britain.

Now for the Good News

So why am I telling you all of this? Because a little-known provision of US regulations allows cars over 25 years old to be imported here without having to meet EPA requirements or federal motor vehicle safety standards. (Actually, it's 21 years for EPA regs and 25 years for FMVSS, but since when is our government consistent about anything?) Since the 25-year rule is based on the actual manufacturing date of the car, not its model year, and the very first RV8s came off the production line on March 30, 1993, early-production examples will be eligible for importation into the US in about 13 months. I imagine LHD versions are now so rare as to be non-existent, but if you can learn to shift left-handed (or you're a part-time

From the navigator's seat (continued)

KEN KYLE, VICE PRESIDENT

mailman) this is definitely a car worth considering. I fully expect to see these pop up at major British car shows in a couple of years.

But Wait, There's More

The RV8 was really just a stopgap measure until MG could introduce a truly modern sports car, the MG F. The MG F was a transverse mid-engined, two-seat roadster similar to the Toyota MR2 Spyder, but it predated that car by four years. It was introduced in the fall of 1995, by which time MG Rover had been sold to BMW, but it's a true British car featuring Rover K-series four-cylinder engines ranging from 110 to 157 horsepower. Even the slowest versions can suck the headlights out of an MGB with a 0-60 time of 9.0 seconds, and the most powerful version can hit 60 in less than 7 seconds. Unlike the RV8, the MG F was produced in the tens of thousands and good examples are available in the 3000 to 4000 Euro price range (about \$3200-4300 currently). What's more, LHD versions were sold in Europe beginning in 1997 and parts are still available for them. 2022 can't come soon enough!

One Other Thing

I'm hoping to write an article about original-owner LBCs sometime this year. If you still have an LBC you purchased brand new and want to share your insights about it with the rest of the club, please contact me. Thanks.



You don't have to look hard to spot the MGB DNA in the RV8. *Photo by Charles01 - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=7440663>*

From the navigator's seat (continued)

KEN KYLE, VICE PRESIDENT



An MG F among some of its forebears. Photo by 111 Emergency from New Zealand - 1997 Rover MGF, CC BY 2.0, <https://commons.wikimedia.org/w/index.php?curid=17727869>



PEDC St. Patrick's Day Dinner

Wednesday March 15 at 5:45 PM

St. Stephen's Green Publick House, Spring Lake Heights, NJ

<http://ssgpub.com/>.

Please RSVP to Pat Wignall at pdurkin@msn.com no later than March 13th to be included in the dinner reservation or call 732-597-0305 with any questions. This is a rain or shine event and seating is limited.

Minutes of the PEDC General Meeting February 1, 2017

Submitted by Carol Kyle, Secretary

The meeting was called to order at 7:35 PM by President Russ Sharples. In attendance were 46 members. A motion to accept the minutes of the January 4, 2017 meeting was made, seconded, and carried. President Russ asked if any new members or guests were present. None were.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance now stands at \$4,100.05 and that 98 members had paid their 2017 dues. A motion to accept the treasurer's report was made, seconded, and carried.

NEWSLETTER

Newsletter Editor Art Becker was not present, but members were encouraged to send him articles for the March issue.

PEDC WEBSITE

Webmaster Martin Vickery spoke about our website, www.pedc.org, which he designed five years ago. He plans to update the homepage and photo library to give them a fresh look. Martin updated the events calendar and uploaded our current membership renewal form. He gave some stats on traffic to the website, which is mostly international, with most foreign visitors from the UK, Brazil, Canada, and India. The number of hits is about the same as usual, and they peak in September as we get closer to Brits on the Beach. His goal is to increase traffic to the website. Martin noted that our private PEDC Group page on Facebook now has 32 members.

OLD BUSINESS

The Gathering. President Russ stated that we had a good turnout of about 27 members to our annual planning meeting in mid-January.

NEW BUSINESS

Vice President and Events Coordinator Ken Kyle mentioned that the club calendar is mostly full now, as a result of The Gathering. He noted there are still some spaces in July for events, in case anyone is interested in planning one. He will work with members who have ideas of things we can do in July or otherwise. Below are some of the events coming up in the next few months:

March 4, Saturday, Simeone Museum, Best of Britain Show. VP Ken spoke about this event, which includes an AC retrospective. He noted that it is a good opportunity to see some rare cars. The show runs February 18 to March 12. We need a volunteer to organize a drive to the museum, which is in Philadelphia. [NOTE: After the meeting Pete Dow offered to do this.]

March 15, Wednesday, Irish Dinner at St. Stephen's, organized by Pat Wignall. Pat says we'll meet for dinner at 5:45 PM (in case any PEDCers want to order from the early-bird menu). Look for a club email blast with details.

March 25, Saturday, Potluck Dinner. Secretary Carol Kyle spoke in Sue Smith's absence and passed around a sign-up sheet for members interested in attending the 2nd annual dinner at the home of Woody and Sue Smith.

April 1, Saturday, Laurita Winery British Invasion Concert and Car Show. New member Dennis Drake has offered to organize this event. Details will be forthcoming.

April 29, Saturday, Victorian Tea. Secretary Carol spoke about the afternoon tea she is hosting at 600 Main in Toms River, NJ. Seating is limited and is open to men and women.

May 5 - May 7, Friday-Sunday, Overnight to Lewes, DE. Secretary Carol is organizing a PEDC group to attend the 22nd annual British car show in Lewes via the Cape May – Lewes ferry. Contact her if interested, carolkyle4@comcast.net.

December 9, Saturday, Christmas Party. Fredda Fine is now organizing the annual Christmas party since Jeanne Miller stepped down. The venue is still the Lobster Shanty in Point Pleasant Beach, NJ. Fredda stated that she is open to new ideas for future parties and that we may need a bigger room since last year we reached the maximum. DJ Rich will be back this year.

MISCELLANEOUS

Nancy Kusch mentioned that the NJ Repertory Company is staging a live show, "JAG," in Long Branch, NJ, which runs to February 21st. It involves a real Jaguar motorcar on stage. Tickets are \$46pp. Look for a PEDC email blast about this event.

Treasurer Mort regaled us with a story about his MGTD involving the engine, which he removed to fix the seals.

Minutes of the PEDC General Meeting February 1, 2017

Submitted by Carol Kyle, Secretary

Rick Stoeber told us about a project he is doing for a client involving a 1929 Willys-Overland Whippet, which had its head light and tail light bulbs removed due to some serious miswiring.

President Russ adjourned the meeting at 8:05 PM.

VTR 2017 Call For Volunteers

The hosting of a convention like VTR 2017 in Princeton this August is a big job involving the efforts of a great many people. Although the PEDC is not financially involved, we have committed to help out by staging a few of the events, namely the TSD and Fun Rallies, along with some of the informal events such as the Breakfast and Ice Cream Runs.

We are currently looking for volunteers to staff the TSD rally checkpoints. What's involved? Checkpoints will be set up for the rally, and staff will record the precise time and entry number of the cars as they pass through the checkpoints. Total time on site should be less than 3 hours. You do not need to be registered for the VTR convention to volunteer. You don't need to be a VTR member; you don't even need to be a Triumph person. All you need is a stopwatch, a pad and a pencil, and we'll provide those.

The TSD Rally is scheduled for Thursday, Aug 17th between 9:00 and 11:00 AM, and will be held in the Princeton area. If you'd like to help out, please contact Wayne Simpson at Wayne@last-chance-garage.com. Thank you! (see ad on Page 14)

March 4th Saturday



PEDC drive to the Best of Britain Show featuring an AC Retrospective at the [Simeone Foundation Automotive Museum](http://www.simeonemuseum.org/) in Philadelphia, <http://www.simeonemuseum.org/>.

We will meet at the Wawa at routes 70 and 539 in Whiting, NJ at 9 AM and depart for the museum at 9:30, rain or shine. Lunch to follow at the Iron Hill Brewery and Restaurant in Maple Shade, NJ. Daily drivers welcome. Please RSVP to host Peter Dow no later than March 2nd at jpdown@comcast.net or 609-661-4380.

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

The Terminal Post

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Technical Editor
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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. 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.

PEDC Mailing Address:

PO Box 6700
 Monroe Township, NJ 08831-6700

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.

March

- 1 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, 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/>. We will meet at the Wawa at routes 70 and 539 in Whiting, NJ at 9 AM and depart for the museum at 9:30, rain or shine. Lunch to follow at the Iron Hill Brewery and Restaurant in Maple Shade, NJ. Daily drivers welcome. Please RSVP to host Peter Dow no later than March 2nd at jpdow@comcast.net or 609-661-4380.
- 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! Please RSVP to Pat Wignall at pdurkin@msn.com no later than March 13th to be included in the dinner reservation or call 732-597-0305 with any questions. This is a rain or shine event and 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. If you're bringing a hot dish, please bring along a crockpot or warming tray to keep it warm. Please RSVP to Sue Smith at 732-681-5618 or suznsm@aol.com no later than March 22nd.

April

- 1 Saturday, **PEDC Car Show at Laurita Winery**, New Egypt, NJ. British cars only will be displayed from noon to 4 PM. All attendees who bring a British car will get a free wine tasting and a tour of the winemaking facility. (Please note that the British Invasion Years Concert at the winery that evening is now sold out.) Please RSVP to host Dennis Drake at musiclab@optonline.net or 732-306-0300.
- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, 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. 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** 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. 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.
- 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.
- 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. Details to follow. Hosted by Mark and Nadine Berkowsky.
- 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.
- 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 (rain date June 25th), **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**
- 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 kenkyle4@comcast.net if joining us for dinner.

July

- 5 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, 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.
- 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 or 609-618-7559, if interested in attending.
- 9 Wednesday, through Saturday the 12th, **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.
- 10 Thursday, **PEDC** ice cream run to **Gil & Bert's**, 69 N. Main St., Cranbury, NJ, 7 PM. Details to follow. Hosted by Mark & Nadine Berkowsky.
- 12 Saturday, through Sunday the 13th, **PEDC** overnight drive to the **National Museum of Industrial History** in Bethlehem, PA, <http://www.nmih.org/>. Stops are planned at the America on Wheels Museum in Allentown, PA, <http://americaonwheels.org/> and the Ship Inn English pub in Milford, NJ, <http://www.shipinn.com/> as well. Details to follow. Hosted by Mort Resnicoff and Bob Canfield.
- 12 Saturday, and Sunday the 13th, New Hope Auto Show at the New Hope-Solebury High School in New Hope, PA. See <http://www.newhopeautoshow.com/> for details.
- 15 Tuesday, through Sunday the 20th, **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.
- 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.
- 22 Friday, through Sunday the 24th, **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. Wear your club regalia to celebrate the PEDC's 28th birthday!
- 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

- 9 Saturday, **PEDC Christmas/Holiday Party**. Details to follow. Organized by Fredda Fine.

Some serious work being done on Bob
Canfield's MGB by the PEDC Garage
Squad Photo courtesy of Wayne Simpson



What LBC has this dash board? See bottom of page 22 for answer

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



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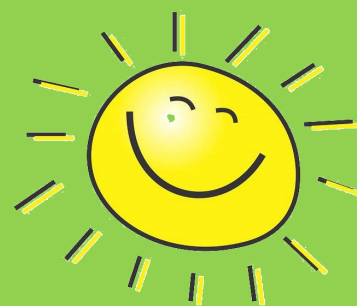



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Sunshine Committee

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

Please contact
 Nadine Berkowsky

mnberky@comcast.net,
 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



Potluck Dinner



PEDC Pot Luck Dinner

March 25 Saturday

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. If you're bringing a hot dish, please bring along a crockpot or warming tray to keep it warm. Please RSVP to Sue Smith at 732-681-5618 or suznsm@aol.com no later than March 22nd.

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1971 Lotus Europa, Benefitting from a meticulous nut and bolt restoration by a recognized Lotus Expert and Certified Aircraft Technician, this car looks, runs and drives better than new. Repainted in original color, re-chromed bumpers and trim, rebuilt Renault R-16 engine with Weber Carb (original Solex carb included), all new brakes, rebuilt suspensions front and rear, new cooling tubes and hoses, beautiful interior with new wood dash, new dash pad, carpet and headliner, new Verdestein Tires, Powder Coated original wheels. Seller is ready for a new Lotus project and willing to consider interesting Lotus trades. Offered at \$30,000 OBO. Extensive restoration website with details of the 4+ year project. All receipts will be provided to buyer. Please contact

Bill Miller Car Finder LLC, 732-778-3274, bmillerreinnj@comcast.net, to ask questions, request more photos and schedule a test drive while you can. Seller also has many additional Lotus Europa parts that could be included for additional \$\$'s. Mar 17

If you have any interest in the MGB below please call Bill Miller Car Finder LLC or email, 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



Parting out 1972 Spitfire. Many good parts, running engine and trans. call Carlos after 6pm. 973-223-2491. Mar 17

Answer to Dash Board Question on page 18 - TVR 1800

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, 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		



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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.