



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

May 3 Wednesday

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

May 13 Saturday,

Open House at Rick Stoeber's

(see ad page 3)

May 20 Saturday

PEDC Tech Session

(see ad page 8)

May 25 & June 1 Thursday,

PEDC Ice Cream Runs

(see ad page 8)

June 4 Saturday

PEDC Brunch at McLoone's Pier House

(see ad page 13)

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Concours Restoration vs. Ultra-Low-Mileage, Original-Preservation-Class Car

By Mike Browne

What a strange and wonderful hobby we PEDCers participate in. We take pride in our little British cars (LBCs), enjoying them in different ways. Fortunately this hobby is big enough so that all those different ways of enjoying the cars are perfectly all right. Some of us have beautifully restored works of art from a previous era, and we enjoy taking them to shows and competing. Others of us simply like driving the cars because they bring back memories from our youth. We like to get out and drive 'em. We are not as concerned with maintaining our LBCs as works of art as we are with wanting them for nostalgic reasons.

We remember the joy of driving our LBCs because, let's face it, they have a certain uniqueness about them. They have a "feel" that is quite different from other cars. Some of us like racing these cars in vintage race events, some of us like taking them to shows, some like driving them for the simple pleasure of driving down a country

road on a summer day. Yet some of us are afraid to drive them, and that's a real shame. These cars were meant to be driven!

Recently a number of our club members had an online discussion on the pros and cons of owning a concours restoration LBC vs. owning an ultra-low-mileage, original-preservation-class car or survivor. The discussion sparked quite a bit of interest and response, so much so that it gave me the idea to write this article.

I know that some PEDCers own or have owned concours-quality restored cars. Many of us would love to have the resources to purchase one. However, to be able to compete at a concours with such a car is quite difficult. First, they are very expensive to own and maintain. Second, unless you trailer the cars to a show or event, roll them off the trailer, and otherwise never use them, you may be lowering their value every time you start them up to take them for a drive. You have to ask yourself, what do I really own

Concours Restoration vs. Ultra-Low-Mileage, Original-Preservation Class Car (continued)

By Mike Browne

here? Do I own a “monument” that represents all the time and money I spent to get the car to concours level? Do I own a 4-wheeled trophy? If you believe in the car’s original purpose as a mode of transportation, as I do, you have defeated that purpose in my opinion. Even if your LBC has been restored to original specs, what part of it is truly “original”? Does it really have any “originality” left? If not, it took money to get it restored. All it would take is money to restore it again if something happens to it when you drive it, right? So, why not drive the car? Well, the answer is, it just isn’t practical to own a concours-quality car and drive it too, unless you have unlimited resources.

That being said, I have never owned a concours-quality, competition-level, restored car. But I have owned an original, ultra-low-mileage car, and it was like owning a concours-quality car, only worse. Some of you may remember that a few years ago I bought a 1971 Austin America with a 4-speed manual. It was a very rare bird. It had only 903 certified original miles on it. In fact, the factory plastic was still on the back seat, and the original factory Manufacturer’s Statement of Origin (MSO) sticker was on the windshield. It had never been titled. Yes, that’s right, it was 100% factory original! And, as they say, “it’s only original once.”

It was a wonderfully 70s car. I felt as if I were driving a brand new 1970s car. In 1971, an Austin dealer that went bankrupt took this Austin out of the showroom and put into storage—for 35 years. Then it was sold from one dealer to another and put in their collections. Well, I always wanted a time-capsule car, so I bought it. I was so happy. And it was so cool to tell people that this wasn’t *like* the factory built it, this was the way the factory actually built it. Like a concours-quality restored car, the value of this Austin was really only there if you didn’t put mileage on it. For the year and a half that I owned the Austin I cringed

every time I started it up to take it to a show or to drive it. I felt I was ruining what others had tried to preserve for 40 years. I actually remember when the odometer turned 1,000 miles. It was apocalyptic! Finally I had to sell the Austin, as I felt guilty about driving it.

I knew it should go to a museum or to someone’s collection to be preserved. A guy in Switzerland who had a collection of ADO16 cars bought it. ADO16 cars had the same body style as this Austin but were rebadged as MG1100s, Austin Princess Vanden Plas, Wolseley 1100s, Riley Kestrels, and others. So, my little 1971 Austin America is now where it belongs. I will never buy another extremely low mileage, original car again. I learned my lesson.

What is the answer? Well, I think there will always be people who want to restore cars, although values for unrestored, original survivor cars have skyrocketed in recent years. In my humble opinion even though most of us would love to own one of these types of car, it’s simply impractical or impossible for most of us. Cars like that should be placed in museums or collections, not driven. They should be preserved for their originality and aesthetic beauty.

Some of you may also remember that a couple of years ago I bought a 1967 Riley Elf MkIII, which Linda and I dubbed “Olive.” It was a lovely little car based on the classic Mini that they never imported to the USA. It was a “driver” at best. I set out to restore it to original factory specs. It was difficult to find out the original specs because it was a New Zealand car; however, I pulled a few strings and was able to get the build sheet. With that in hand I was able to restore the Elf to its original specs, gathering parts from all over the world. When I was finished with the restoration I was very proud of it. It probably wasn’t a concours restoration, but it was close enough for me. I knew it was done to the best level of restoration I could manage, and, for me, it was an aesthetically pleasing car to look at

Concours Restoration vs. Ultra-Low-Mileage, Original-Preservation Class Car (continued)

By Mike Browne

and drive. It wasn't restored to the point that I was paranoid about driving it, but it was nice enough to take to shows and on drives.

I think that is the answer: finding or fixing up a car that meets your expectations and standards aesthetically, and mechanically, that you can take on drives and enjoy for what it is—a car to be driven. We all value our LBCs. We are always a little paranoid about taking them places, but as long as that paranoia is manageable to the point where you can enjoy the car, it shouldn't be a problem.

Looking back at my experiences (especially after buying the TR7 that I wrote about in the February 2017 newsletter) I would say the bottom line is this: buy a mostly original car that you desire, with "relatively" low mileage (less than 50,000 miles), one that is well maintained with service records. That way, it's broken in and has been used and driven, which proves that previous owners serviced it, loved it, and used it for what it was intended . . . as a car. In the long run it's better to buy a car that has some mileage on it rather than none. If you are lucky enough to buy from the original owner, it has probably been serviced by the dealer and things were done that only a dealer would know to do to that vehicle. As far as I am concerned, the car should also meet your criteria for condition and has to be aesthetically pleasing enough that you are going to want to drive it and use it in the ways that you want. Otherwise, you have a 4-wheeled trophy or a monument that is going to sit in the garage. And here is the kicker . . . if you don't drive the car, things are going to go wrong with it anyway, so you might as well just enjoy driving it. Some of us are afraid of breaking down, and I understand that, but most of us have AAA or some other kind of roadside insurance that will get us back home. As I like to say, "get out and drive 'em!"

Open House at Rick Stoeber's Saturday May 13

Rick has graciously invited members to an open house at his garage shop from 9AM to Noon. The shop is located at 65 Park Avenue in Shrewsberry, NJ. It will be a great opportunity to get together with PEDC members and other car enthusiasts to see Rick's cars and enjoy some interesting discussions on LBCs. Coffee and donuts will be provided.

First Annual PEDC Irish Pub run

Mark Wintjen

Photos by C. Kyle

On Saturday April 15th the PEDC held its first annual Irish Pub run. The venue was McDonagh's Pub located in Keyport NJ. McDonagh's is located in an historic building on the corner of Broad and Front streets in downtown Keyport. The building was formerly an antique store and has been restored to give an authentic Irish vibe. It is consistently voted one of the top Irish pubs in Monmouth County.

The event was attended by 18 members/spouses and 11 LBCs.

After enjoying lunch at the pub, members were able to stroll the main street, which has several antique stores and retail establishments, and to head down to the waterfront park and boat launch, just one block away. The entertainment was provided by watching the boaters trying to get their boats on their trailers without getting wet! Not an easy feat.

Attendees were Ken and Carol Kyle, Maria and Mark Wintjen, Lynn and Charlie Jackson, Fredda Fine and Mort Resnicoff, Joe Lippi, Bob Canfield, Mike and Linda Browne, Tom and Alice Albertalli, Sergey Martynovych, Randy Geck, Debra Bennett and Rick Stoeber.

The management at McDonagh's reserved their parking lot for us and really appreciated our attendance. All in all a very nice day.



From the driver's seat

RUSS SHARPLES, PRESIDENT



I started this week with big plans – I was going to get my carbs back on Monday, get them and the distributor installed in the MGA during the week, get the engine tuned, and be able to use the car to lead a club drive from Woody's to the Grounds For Sculpture in Hamilton.

No plan survives contact with reality.

I have had this MGA since October of 2011. During that time the car has been nearly trouble free. Sure it has its quirks like it runs hot, and when it gets really hot the oil pressure gets pretty low at idle. But except for minor wear adjustments with the ignition points, it has been unusually reliable – always ready to run any time of year, starting within seconds of turning the key. The one exception has been some problems with the carburetor adjustments. I'd never been able to set the mixture myself – I didn't understand what part to turn what way or even how to get my hand, and arm, into the (hot) engine compartment and

reach the adjustments. I had read plenty of stories of people taking their stable running cars and screwing them up while trying to perfect the carburetor adjustments. Since I love driving this car I have left it to the professionals to make the necessary tune-up adjustments and they had done well by me.

However, when I found the "mixture enrichment control" (choke) was stuck on my front carb, I figured it was busted anyway so how could I make it worse and so I took the carbs apart. That was five months ago in November. Monday night I get out to the garage and open the box of shiny shiny carbs, where all the parts are polished and move so smoothly, and I suddenly realize that I need to also properly reassemble a bunch of small linkage parts and brackets and gaskets and I don't remember exactly where these parts go, or where I put them in the garage. Yes, I had committed the cardinal sin of just throwing the bolts and fasteners and brackets and such on the work bench, or in some unlabeled plastic tubs. Luckily I did take pictures.

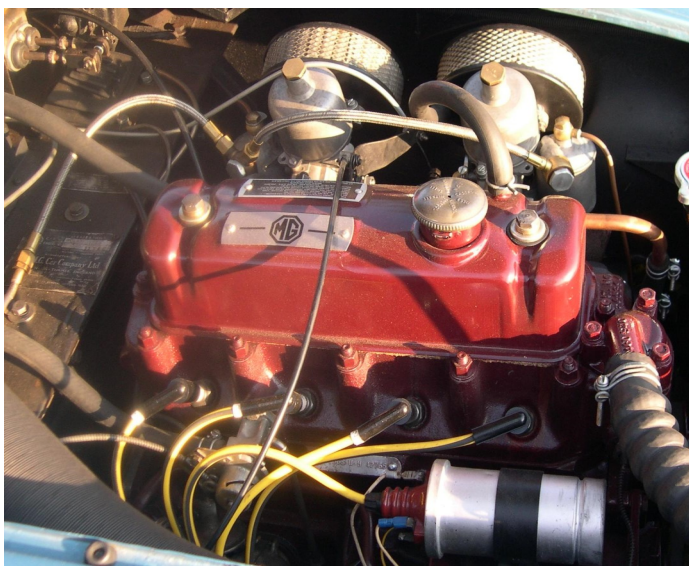
Furthermore, I sort of forgot all the things I had taken apart on the MGA since November. With the carbs and distributor out for months, I had started working on several little projects – the new fuse box, a redesign of the foot well blower fan, repair of the windshield washer, cleaning up the heater shelf. So when I headed out to the garage Monday I found the car and my workbench were a bit of a mess. Tuesday, Wednesday, and Thursday were spent finishing off all these little projects. The distributor went in easily on Thursday – it was perfectly adjusted when it came back from Advance Distributors – and that left only the carbs for Friday night.

Several hours of work Friday night managed to get me the rear carb positioned on the engine with its new copper overflow tube tentatively bent into an S shape so that it can slip through the newly handmade bracket on the engine block, and I had figured out again the configuration of brackets and springs and wire clamps that make up the throttle assembly. Clearly this car wasn't going to be making the club drive on Saturday. Luckily I have my Miata to fall back on.

However, while Friday night's forecast for Saturday was

From the driver's seat (CONTINUED)

clear, Saturday morning showed intermittent rain in the area. After spending a couple of hours making up maps and guides for the scenic drive from Woody's in Farmingdale to Woody's in Allentown and then on to the Grounds For Sculpture, it required active drizzle before I was willing to cancel the drive at 8 AM Saturday morning. By 11 of course the rain had stopped and so I was regretting my choice but then I was vindicated by an afternoon full of



rain. All this rain gave me the chance to get back into the garage and get those carbs done! Many more hours of work saw the front carb mounted, its overflow tube snaked down to the engine block bracket, and all the linkages hooked up. By 4pm I was ready for the moment of truth – pulling the starter knob. First I had to check for, and then fix, the inevitable leaks (did I really forget to tighten that fitting!?!). But sure enough, when I pulled that knob the engine fired right up! What a great sound to hear! Even though the mixture adjustment was so far off the engine had no power I was able to back it out of the garage (which was filling with exhaust) into the driveway where I could start to tune it up. Just as I had assembled my tools on the fenders ready to start, the rain returned, so back inside it went. The tune up would have to wait for Sunday.

Sunday turned out to be a beautiful day for a drive, but I had a date with gasoline and timing lights and my first ever attempt trying to successfully set up SU carburetors. After

two careful sessions of following the online guide for adjusting SUs, I have a car that will get down the street ok, but still stumbles and sputters at low RPM in high gear. I think the mixture is too rich and will pull the sparkplugs to see how they look. While it was satisfying on Saturday to spend the day carefully assembling the carbs on the engine, gracefully routing the overflow tubes, and precisely adjusting the motion of the throttle and choke linkages, it was frustrating to not be able to get the mixture adjusted on Sunday when the weather was just beckoning me to go out for a spin.

In the end, none of my plans worked out like I expected, and I have invested a lot of head scratching in the carb mixture adjustment. However, I'm in the thick of this now and I am determined to see it through. Hopefully it won't take too many more hours to get my engine tuned right because I am planning to bring the car to our next meeting on May 3rd!

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From the navigator's seat

KEN KYLE, VICE PRESIDENT



What to Do with a Rubber-Bumper Midget

Back in the early 1990s there was a book called *101 Uses for a Dead Computer*. This whimsical paperback detailed various things you could do to repurpose (a word that was just coming into vogue back then) all the dead PCs that were starting to pile up as the first generation of them began to pass into obsolescence. The book's suggestions ranged from the tongue-in-cheek (turn it into an aquarium) to the more practical (make it into a mini file server).

That book came to mind recently when I came across information about the Tifosi Rana, a Bugeye Sprite replica you can build by combining a kit produced by Hall's

Garage in England and any MG Midget you can lay your hands on. This is a brilliant idea for two reasons: first, unlike a fiberglass MGTD body on a VW Beetle chassis, the end product really is a genuine British sports car, and second, you can take an unloved, inexpensive, ugly-duckling, rubber-bumper Midget and turn it into a thing of beauty for relatively little money. This is not to say that you can't beautify a rubber-bumper Midget simply by removing the offending bumpers, smoothing out the bodywork underneath them, and lowering the suspension (witness Joe Lippi's striking white and silver car), but doing the Bugeye conversion takes it to a whole new level.

I don't know why the kit and the cars made from it are called Tifosi, which is an Italian term for sports fans, particularly those who support the Ferrari Formula 1 team. "Rana" at least makes sense as it is the Spanish word for frog and, as we all know, the Brits refer to Bugeye Sprites as Frogeyes. In typical struggling British cottage-industry fashion, the Rana was first produced by Tifosi Sports Cars of Chulmleigh in 2006, then production passed to the Star Motorcar Company Limited in Kingsbridge in 2008 before the tooling and name rights were finally scooped up by Hall's Garage in Bourne in 2014. Hall's is a shop that specializes in MGs and did machine work on the famous BRM grand prix cars of the 1960s.

As most LBC enthusiasts know, all Sprites and Midgets, from the first Bugeyes to the last rubber-bumper cars, are basically the same car underneath. In fact, when you look at a Midget from the side, you can see that the bottom edges of the front wings curve upward where they meet the rear edges of the front wheel wells, just like the sides of the one-piece bonnet on the Bugeye do. Thus, the conversion is fairly straightforward, at least at the front. You take off the original front wings, bonnet, and front fascia, then replace them with the one-piece fiberglass bonnet supplied in the kit. Things get a bit more complicated at the rear, where you must cut away all of the outer body skin aft of the door jambs before riveting and bonding the one-piece rear body shroud into place. All of the attaching hardware is also supplied, along with the fiddly bits like lights and even a flip-up fuel cap. You reuse the Midget doors, which gives you several "luxuries" unknown to original Bugeye owners: roll-up windows, opening vent windows, and—hold onto your hat—external door handles! In addition, you keep the Midget interior, which is a far cry from the Spartan fittings of the original Bugeye and also spares you the agony of wiring in a new dashboard.

When it comes to cost, prepare to be pleasantly surprised. Hall's lists the price of the complete kit at a very reasonable £1800 including VAT. Since VAT is generally not charged on goods exported to the US from the UK, the price to us would be about £1500, or approximately \$1900 at the current exchange rate. I don't have any information on shipping costs to

From the navigator's seat (continued)

KEN KYLE, VICE PRESIDENT

the US, but considering that Hall's offers to install the kit on your donor car for only an additional £1000 (about \$1300) plus the costs of any restoration required and painting, it might actually be better to ship your donor to them, have the kit professionally installed by people who know what they're doing, and then reimport it to the US.

So, do you want to turn an ugly duckling rubber-bumper Midget into a beautiful swan? Find out more about how to do it at <http://sebringsprite.webs.com/>.



When was the last time you saw a Bugeye with door handles? (Photo courtesy Hall's Garage)

It's That Time Again **ICE CREAM RUNS!!**



May 25 7:30 PM Heavenly Havens Creamery 33 S. Main Street, Allentown, NJ.

6PM dinner at La Piazza 11 Church Street, Allentown, NJ ([http://](http://lapiazzaristorante.com/)

lapiazzaristorante.com/) RSVP for dinner Russ Sharples rpsinet-mga@yahoo.com

June 1 7:30 PM Dairy Queen 40 Trenton Lakewood Road (Rt526) Clarksburg, NJ. 6PM

dinner at Albivi Brick Oven 866 Perrineville Road, Millville, NJ ([http://](http://www.albivi.com)

www.albivi.com). RSVP for dinner Gary Watson gwatts56@aol.com or 908-670-4638 by May 31.

Running When Parked

Editors Note: This is a new feature I would like to run every month. We have all driven by LBCs in need of TLC so I want you to take a picture(s) of any LBC you drive by that looks forgotten. I think this can be a real interesting addition to our newsletter. Credit will be provided to the member who submits the pictures and location of the picture.

Here is a Triumph Spitfire I recently saw on Rt 24, Schooleys Mountain New Jersey.



PEDC Tech Session Saturday May 20

PEDC will have a Tech Session at the Citgo Station at 28 Main Street, Farmland NJ starting at 10:30 AM and running to 2:30 PM. This Tech Session is organized by Zig Panek and Bob Canfield. The station lift will be available to be used for LBC undercarriage inspection. There is plenty of parking for all the LBCs so bring them out. Please contact Bob Canfield at joisuzu@optonline.net or 732-620-2378 if you want your LBC worked on or checked out using the lift. This is always a great event so come on by and check it out.

Minutes of the PEDC General Meeting April 5, 2017

Submitted by Carol Kyle, Secretary

President Russ Sharples opened the meeting at 7:33 PM. In attendance were 54 members. First-time meeting attendees Stuart and Jennifer Ducker were present. A motion to accept the minutes of the March 1, 2017 meeting was made, seconded, and carried.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance stands at \$3,297.78 and that 158 members have paid their 2017 dues. A motion to accept the treasurer's report was made, seconded, and carried.

SUNSHINE

Sunshine Chair Nadine Berkowsky reported that she sent flowers to the Kyles for the passing of Ken's dad and also to Keith McEligot for the passing of his wife, Mace.

REGALIA

Secretary Carol Kyle filled in for Regalia Manager Sue Smith. Carol stated that May 3rd has been designated "Wear Your PEDC Regalia Day" in memory of Karen Moutenot. Carol urged members to wear their PEDC regalia and drive their LBCs on May 3rd, in tribute to Karen, even if they can't attend the meeting.

OLD BUSINESS

President Russ stated that the potluck dinner was canceled at the Smiths' home but that they hope to reschedule.

Pete Dow talked about the drive he organized to the Simeone Museum in Philadel-

phia to see the AC Retrospective, which included a great collection of AC models made from 1909 through the 1980s. He mentioned that the lunch stop was good.

Pat Wignall discussed the Irish dinner she planned at St. Stephen's Green in Spring Lake Heights. Eighteen people signed on for a night of fun, including green prizes, a sing-a-long with Altha Morton, and green stick-on mustaches courtesy of Rodney Ford. St. Stephen's, a consistent show sponsor, gave Pat a gift certificate again this year to be used as a door prize at Brits on the Beach 2017.

In Dennis Drake's absence, Mark Berkowsky talked about the car display and wine tasting at Laurita Winery that Dennis organized. Mark said about five cars showed and that the wine was good.

NEW BUSINESS

Rick Stoeber regaled us with an amusing story about his trip to Amelia Island this year. He drove his new Jaguar from NJ to FL and had a little run in with NJ law enforcement on the way down.

VP and Events Coordinator Ken Kyle reminded us about the upcoming events in April.

Sunday, April 9. Bob Canfield talked about the drive he is leading from Woody's to the State Museum in Trenton to see their Toy Exhibit. Apparently New Jersey was a mecca for toy innovation and development at

one time. A lunch stop at the Yardville Inn is included.

Saturday, April 15. Mark Wintjen told us about the first-ever PEDC Irish pub run he has planned at McDonagh's Pub in Keyport, NJ. This is not a drive but a gathering for lunch. He said the pub has been consistently voted one of the best Irish pubs in NJ. He also said that Keyport has a nice downtown with shops and antique stores, plus there is a new promenade along the waterfront as well as a firehouse museum worth visiting.

Saturday, April 22. Russ Sharples spoke about the drive he has planned from Woody's through backroads to the Grounds for Sculpture in Hamilton Township, NJ. This is an outdoor sculpture garden, and Russ recommended buying tickets at the gate rather than in advance, as there is no rain date. Admission is \$16 for seniors, \$18 general admission. A lunch stop is planned in Allentown at Woody's Towne Café.

Sunday, April 23. Gary Watson has planned a PEDC bus trip again this year to the Jacob Javits Center in NYC to see the New York International Auto Show. The trip will be as last year, starting in Freehold at the Freehold Center near the train station. The bus leaves at 10 AM. Admission to the show is \$17pp, and he has coupons for \$2 off. Early dinner is planned at John's Pizzeria on 44th Street between 7th and 8th avenues. Plans are to be back to Freehold by 8 PM.

Saturday, April 29. Secretary Carol spoke briefly about the afternoon tea she has planned at 600 Main in Toms River, NJ. Twelve members signed on.

Minutes of the PEDC General Meeting April 5, 2017

Submitted by Carol Kyle, Secretary (continued)

Sunday, April 30. Pat Wignall talked about British Car Day at Shore Antique Center in Allenhurst, NJ. As in past years the PEDC is invited back to display our cars in the lot across the street. Tea and scones will be served, and attendees can enjoy perusing all the antiques for sale inside. Pat mentioned that it might be fun to gather at Mr. C's in Allenhurst afterward for drinks and refreshment, perhaps early dinner. Contact her if interested, pdurkin@comcast.net.

Incidentally, Pat stated that she is looking for some good photos from which to choose this year's Father's Day poster photo. If you have a great photo of your LBC, send it to her, pdurkin@comcast.net.

VP Ken also mentioned some of the events coming up in May and June:

Sunday, June 4. The brunch hosted by the Berkowskys has been moved from May 21 to June 4. The Mill in Spring Lake Heights, where they have hosted brunch previously, is now a banquet hall and no longer offers brunch, so Mark is looking into other venues for us, e.g., McLoone's in Long Branch (\$35pp) and Molly Pitcher Inn in Red Bank (\$45pp). As he firms up plans he'll get the word out.

Friday, June 16. Treasurer Mort talked about an all-marque car show he is putting together with a fellow car friend at Brookdale Community College in Lincroft, NJ. It will be held in conjunction with the Lincroft Village Green Association's food truck festival. 130+ cars are expected. Plans are for cars to be parked in every other parking space to allow plenty of room

between the cars. Last year 3,500 people attended, and this year a car show was added. Cars must be at least 25 years old. Domestic and foreign cars will have separate display areas. Trophies and goodie bags will be given out.

President Russ adjourned the meeting at 8:20 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)

PEDC Welcomes New Members

Jeff Merlette	Middletown, NJ	1953 MG TD
Steven & Teresa Mundt	Hamilton, NJ	1966 Jaguar E Type OTS

Official PEDC Regalia for 2017



T-Shirt, Short Sleeve Crew Neck	S-XL/XXL		\$17.00/\$19.00
T-Shirt Short Sleeve Crew Neck With pocket	S-XL/XXL		\$19.00/\$21.00
T-Shirt Long Sleeve Crew Neck	S-XL/XXL		\$19.00/\$21.00
Gilden Golf Shirt Short Sleeve	S-XL/XXL		\$26.00/\$28.00
Izod Silk Wash Golf Shirt Short Sleeve	S-XL/XXL		\$34.00/\$36.00
Denim Shirt Woven Short Sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Denim Shirt Woven long sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Crew Neck Long Sleeve Sweatshirt	S-XL/XXL		\$26.00/\$29.00
Baseball Hats	One Size Fits All		\$14.00
Cabbie Hat Wool or Cotton/While Supplies Last	One Size Fits All		\$15.00
LADIES			
T-Shirt, Short Sleeve Crew Neck	S-XL/XXL		\$17.00/\$19.00
T-Shirt Long Sleeve Crew Neck	S-XL/XXL		\$19.00/\$21.00
Gilden Golf Shirt Short Sleeve	S-XL/XXL		\$26.00/\$28.00
Izod Silk Wash Golf Shirt Short Sleeve	S-XL/XXL		\$34.00/\$36.00
Denim Shirt Woven Short Sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Denim Shirt Woven long sleeve Button Down	S-XL/XXL		\$31.00/\$34.00
Hooded Sweetshirt	S-XL/XXL		\$34.00/\$36.00
Visor	One Size Fits All		\$14.00
OTHER CLUB ITEMS			
Tool Bag		Black	\$24.95
Grille Badge			\$20.00
Lapel/Hat Pin			\$4.00
Windshield Sticker			\$1.00
Marque Patch			\$5.00
PEDC Logo Patch			\$6.00

Show your club spirit! To order the items above, contact Sue Smith, Regalia Manager, at suzsm@aol.com, or call her at 732-681-5618. All items are supplied to us through Fourth Gear, Ltd.

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THANKS!

Thank you to those
members who
contributed
newsletter articles
this month

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PEDC Brunch Sunday June 4th at 11AM

McLoone's Pier House 1 Ocean Ave. Long Branch, NJ

<http://www.mcloonespierhouse.com>

Come on out and enjoy a nice drive on a Sunday morning.

Price is \$45.00/person includes tax, tip and one drink

RSVP Mark & Nadine Berkowsky at mnberky@comcast.net
 or 609-655-0071 by June 1st.

The Terminal Post

Editor
Art Becker
Technical Editor
Ken Kyle

The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December.

The goal of the PEDC is to preserve, maintain, restore, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at www.pedc.org. Annual club dues are \$15.00.

Meetings are held on the first Wednesday of the month, except December, at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Register (VTR), www.vtr.org.

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.

May

- 3 Wednesday, **PEDC** monthly meeting at Woody's, Farmingdale, NJ, 7:30 PM, woodysroadside.com.
Note: Regalia Night in memory of Karen Moutenot. Be sure to wear your PEDC regalia to the meeting!
- 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 an open house at the garage shop of PEDC member Rick Stoeber, 65 Park Avenue, Shrewsbury, NJ, from 9:00AM until noon. Coffee and donuts will be provided.
- 20 Saturday, **PEDC Tech Session** at the Citgo station, 28 Main St., Farmingdale, NJ starting at 10:30 AM and running until about 2:30 PM. Organized by Zig Panek and Bob Canfield. The station lift will be available, and there will be room to display our cars and the PEDC banner. Contact Bob Canfield at joisuzu@optonline.net or 732-620-2378 if you want your car worked on or checked out.
- 25 Thursday, **PEDC** ice cream run to **Heavenly Havens Creamery**, 33 S. Main St. in Allentown, NJ, at 7:30 PM. Dinner beforehand at 6:00 PM for those interested at La Piazza, 11 Church St. in Allentown, <http://lapiazzaristorante.com/>. Please RSVP for dinner to Russ & Pam Sharples at rpsinet-mga@yahoo.com or 609-721-2149 by April 24th.

June

- 1 Thursday, **PEDC** ice cream run to **Dairy Queen**, 40 Trenton Lakewood Road (Rt. 526) in Clarksburg, NJ at 7:30 PM. Dinner beforehand at 6:00 PM for those interested at Albivi Brick Oven, 866 Perrineville Road in Millville, <http://www.albivi.com/>. Please RSVP for dinner to Gary Watson at gwatts56@aol.com or 908-670-4638 by May 31st.
- 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, **PEDC** brunch at **McLoone's Pier House**, 1 Ocean Avenue, Long Branch, NJ, <http://www.mcloonespierhouse.com/>, at 11:00 AM. Price is \$45 per person including tax, tip, and one drink, and seating is limited. RSVP to Mark and Nadine Berkowsky at mnberky@comcast.net or 609-655-0071 by June 1st.
- 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, **PEDC Pre-Summer Kick-Off BBQ** in Barnegat Light, NJ at the home of Andy Moutenot, starting at 11:00 AM. Please bring a salad, side dish, or dessert. RSVP to Andy at kamouts@comcast.net by June 5th.
- 10 Saturday, **A Touch of England** Vintage British Automobile & Motorcycle Show. Sponsored by the NJ Triumph Association (NJTA), <http://www.njtriumphs.org>.
- 10. 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, 10:00 AM to 1:00 PM, then BBQ and covered dish party immediately afterward at Paul and Mary Johnson's home in Wall, NJ. Organized by Ken and Pat Wignall.
- 24 Saturday, **PEDC Drive through the Pine Barrens**. Details to follow. Hosted by Peter Dow.
- 29. 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.
- 5 Saturday, **The 13th Annual Pennypacker Mills British Car Day**, hosted by the Delaware Valley Classic MG Chapter. See <http://www.dvcmg.com/> for details.
- 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 mem-

bers will park together, and food will be available on site. Please RSVP to Mike Browne, cap-tain61ny@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>.

- 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.woodyside.com>.

December

- 9 Saturday, **PEDC Christmas/Holiday Party** at the Lobster Shanty, 83 Channel Drive, Pt. Pleasant, NJ, from 7:00 PM to 11:00 PM. Tickets are \$46 per person. Organized by Fredda Fine.

Trenton Museum Drive Bob Canfield

Photos by Bob Canfield, Ken Kyle and Art Becker

On a chilly Sunday morning in early April 14 PEDC members fired up their LBC's (plus one LJC) and headed to the state capital. We were not going to protest (although there are many things in New Jersey to upset us all), but heading to the NJ State Museum to see the Toy World Exhibit. Although we traveled a familiar county road most of the way, the club had never visited this museum before.

When we reached the museum we found that the adjacent parking lot, usually reserved for state employees, was almost empty and open for museum visitor parking on weekends at no charge. When we entered the building we also found that there was no charge this weekend to see the exhibits. Being a lifetime NJ resident I am not used to free stuff, so I ended up putting some cash into the 'support the museum' box.

The Toy World Exhibit was not as large as anticipated, but contained toys/games that were designed and/or manufactured in New Jersey. It was amazing how many toys we recognized, yet did not know they were products of our state. Lionel Trains were manufactured in Irvington. The Meccano Company manufactured construction sets (like ancestors to Legos) in Elizabeth. In Trenton the Horsman Doll Factory employed hundreds of workers. And one of the larger tinplate toy factories was J. Chein located in Burlington.

In 1857 a German immigrant from Newark patented the 'Return Wheel,' which was an early version of the yo-yo. In 1929 a teacher from an Atlantic City school assembled the first version of Monopoly, which is why the places named on the board are all Atlantic City locations. In 1885 the first pinball games were created by a Jersey City resident who called his company Bagatelle Game. It was easy to see that New Jersey was a large contributor to the growth of the US toy industry from the late 1800's to the 1960's. Today there are very few toys manufactured in New Jersey. Like many other industries, these companies have either gone out of business, sold to another company, or moved to a less expensive location.

Besides the toy exhibit we were able to check out the other exhibits in the 3-story museum. We saw the 'Exhibit of Pretty Big Things,' an exhibit of archeological finds, a fine art exhibit, and a cultural exhibit that traced early New Jersey settlers from Europe and their interactions with the Native Americans living here when they arrived.

The museum is constantly changing and updating their exhibits, and I am sure we will be back here again when another exhibit catches our attention. Who knows, maybe they will decide to assemble an exhibit featuring British Cars.

Trenton Museum Drive Bob Canfield (continued)



Bagatelle game from 1901



PEDC LBCs



Lionel Trains made in New Jersey



Meccano—an early erector set made in New Jersey

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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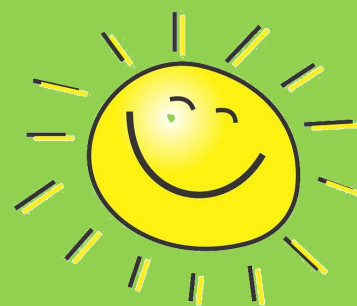



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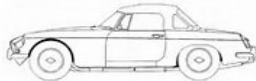
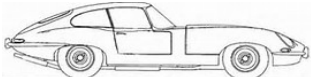
If you know of a club member that is ill or needs some sunshine!!

Please contact
 Nadine Berkowsky

mnberky@comcast.net,
 609.655.0071 home

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Assisting Buyers & Sellers of Collectible Cars**Cars for Sale:**

1969 MGC Very Rare, From a Local NJ Collection \$32,000

1985 Rolls Royce Silver Spur Low Miles Beautiful \$24,500

1977 MGB Fully Restored by Bill Miller Car Finder \$15,500

1979 Triumph Spitfire Project or Parts Car \$1000

Parts for Sale:

1973 Triumph TR6 Many parts Available, call with Needs

1971 Triumph GT6 Many Parts Available, call with Needs

Look for us on Facebook: Bill Miller Car Finder LLC 

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 Apr 17



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

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. NO 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 Apr 17

Laurita Winery Drive April 1

Pictures courtesy of Dennis Drake





Save the date



Holiday Party
Saturday, December 9, 2017
7 PM to 11 PM

Lobster Shanty, 83 Channel Dr,
Point Pleasant Beach, NJ 08742

Make your reservation early so you won't be left out in the cold.

New this year

We are moving to the Main Dining Room and we will have room for more guests. The Main dining room has three walls of glass and great views of the Harbor as well as a Beautiful Bar .

And returning by popular demand, for your listening and dancing pleasure, the world-renowned Entertainer and DJ, Rich Canfield.

The evening will begin with Hors d'oeuvres and Crudités followed by a lavish and delectable Buffet. Dinner will be topped off with dessert and a sumptuous Ice Cream Bar.

We will once again be having our exciting and mysterious gift exchange. (Practice your stealing skills.) One gift per couple. The suggested cost of the gift should be between \$20 and \$30.

The price is \$46 per person.

With our growing membership, the demand for seats will be great.

Make your reservation early by sending in your check now made out to PEDC and mail it to:

PEDC
PO Box 6700
Monroe Township, NJ 08831.



BRITS ON THE BEACH 2017



20th Annual British Car Day

Sponsored by the Positive Earth Drivers Club (PEDC)

In historic Ocean Grove, NJ • Saturday, September 16, 2017

10 AM – 4 PM, rain or shine



NOTE: Space on our show field is limited to 130 cars. In previous years we have filled the show field to the point of overflow. For this reason we encourage you to register early and avoid disappointment.

- Registration: 9:30 – 11:00 AM
- Judging: 12:00 – 2:00 PM
- Opening Remarks: 1:00 PM
- Door Prizes: throughout the day
- Show Awards: 3:30 PM
- Visit www.pedc.org for more information.
- Call 732.620.2378 or email show@pedc.org.

Judging by Participants' Choice.

Classes and number of awards per class determined by pre-registration.

Dash plaques given for first 130 cars registered.

Silent-auction-style drawing for door prizes.

Live DJ music from all eras.

Free admission. All are welcome.

Brits on the Beach Show Registration Form



NOTE: Fill out this form and mail it with your check (made payable to "PEDC") to: PEDC Car Show, 1216 Mohegan Road, Manasquan, NJ 08736

Vehicle 1 Year _____ Make _____ Model _____ (\$15 per car)

Vehicle 2 Year _____ Make _____ Model _____ (\$15 per car)

I specifically do hereby release and indemnify the Positive Earth Drivers Club (PEDC), the show organizers, and the supporting sponsors, collectively and separately, from any and all liability and/or property damages incurred by me or my guest(s) while participating in this event. By signing, I indicate I have read and do agree to this release.

Name: _____ Signature: _____

Address: _____ City: _____ State: _____

Zip: _____ Phone: _____ E-mail: _____ Date: _____