



Important Dates to Remember

- **January 2:** Monthly meeting, Woody's, Farmingdale, NJ.
- **January 19:** The Gathering, our annual event-planning meeting, Woody's, 1-3 PM.
- **September 14:** Brits on the Beach 2019, Ocean Grove.

What's Inside:

Rose, Rosie, Ruby, et al., 5
Clubman of the Year, JQ, 6
PEDC Annual Awards, 6
From the Driver's Seat, 7
Welcome New Members, 7
From the Navigator's Seat, 8
November Meeting Minutes, 9
Winter Projects, 10
PEDCers and ABRR, 12
The PEDC: How It All Began, 16
PEDC Sponsor Ads, 20
Classified Ads, 21
2019 Events Calendar, 22
PEDC Officers and Staff, 22
PEDC Regalia, 23
The Last Word, 24
2019 Membership Form



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



Is It Better to Have Loved and Lost?

TOM SIWEK

THE FIRST TIME I LAID EYES ON AN Austin-Healey Bugeye Sprite was in the back lot of a gas station in Clifton, NJ. I was a teenager with a brand new driver's license on a mission to find my first car. All my friends owned big, gas-guzzling muscle cars—GTOs, Firebirds, Mustangs, and Camaros. They all cruised the main street just like in the movie *American Graffiti*. That was fun, but it wasn't what I was looking for. I didn't want a car that was only good for going fast, going in a straight line, and draining your wallet. (Don't forget, gas cost an outrageous \$0.37 per gallon back then.) No! None of that for me. I wanted a car that was fun to drive on twisting, turning

country roads, one where the steering wheel was just as important as the loud pedal. So I scoured the want ads for any sports car I could find and afford. That's when I saw the ad for an Austin-Healey Sprite Mk I in Clifton for \$300. The price was a little steep, and at the top end of my budget, but I threw caution to the wind and bought it.

Continued on page 2 – Loved and Lost

Tom & Debbie Siwek with Rose, **above**, at the 2018 Brick PAL show. Rose at Brits on the Beach 2018, **right**. She won her class. Well done!





Continued from page 1 – Loved and Lost

Remarkably, the car made it the entire 30 miles back home from Clifton. I had a little something to eat and anxiously ran out to show off my new wheels to my girlfriend. No sooner did I get ten blocks away from her house when a large land yacht ran a stop sign and “t-boned” my car. So I had owned the car of my dreams for three whole hours, and now it was gone. Just like that. Thankfully neither of us was badly injured. Not even the stogie-chewing idiot in the fedora that was driving the Queen Mary.

A few months later I was with my closest friend on a trip to the “Speed Shop.” He planned to buy more do-dads to make his car burn gas even faster. By sheer happenstance there was a Bugeye parked in front of the shop. I burst through the doors and yelled out, “who owns the Bugeye?”



“I pieced together one fun, drivable sports car.”



After a short discussion with its owner, I learned he had a spare Bugeye body he was willing to sell. We made a deal, and I towed the body back home a few days later. I spent the next few months picking and choosing the best parts from the original wreck and the spare body. From the one-and-a-half cars, I pieced together one fun, drivable sports car. She was not going to win any beauty pageants with a red & black interior and half-primer/half-blue paint, but she was a lot of fun to drive and she was mine.

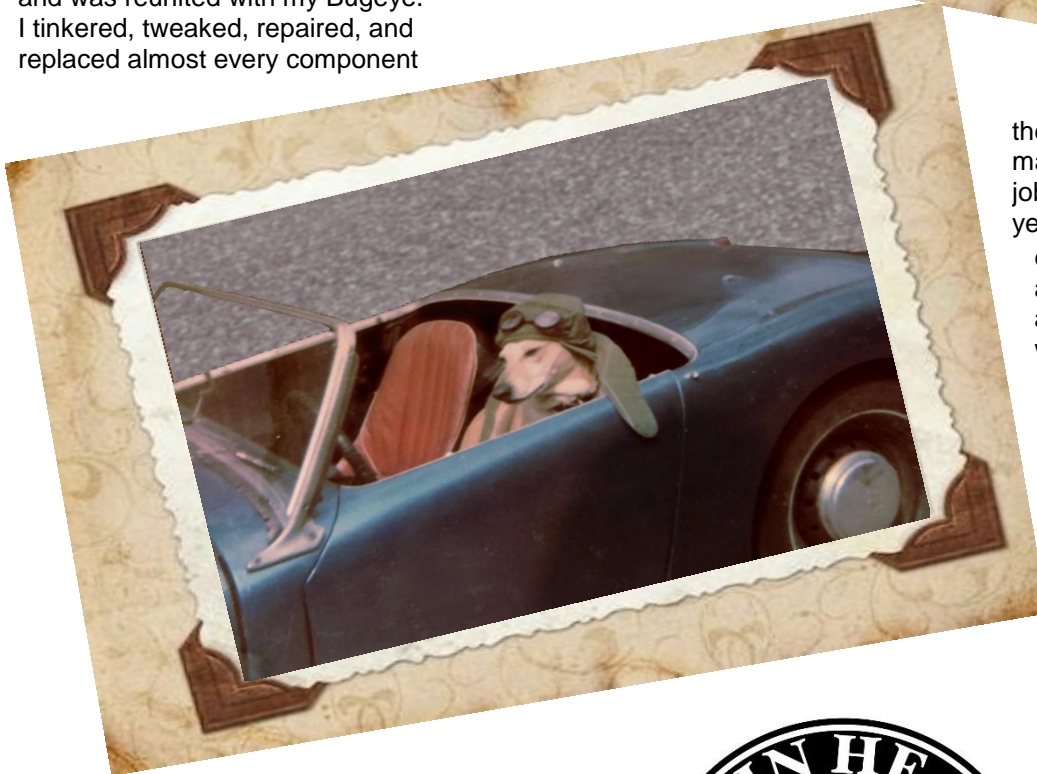
Continued on page 3 – Loved and Lost

Top: Tom & Trish Gutwein, Tom & Kevin Siwek, and Pete Dow pose with Rose. **Middle:** Rose's Frog-eyed Sprite grill badge on right. **Left:** Rose's design evokes beauty in simplicity.

Continued from page 2 – Loved and Lost

Shortly thereafter I was torn away from my Bugeye for the second time. Uncle Sam in his infinite wisdom re-instated the draft and held a lottery to see which lucky men would be given an all-expenses-paid trip to Vietnam. That's the only lottery I've ever won. But to forego that privilege I chose to enlist and get a guarantee NOT to visit Vietnam. I spent my three years of service in Korea and Germany. All the while my dad kept my Bugeye running, and whenever he wasn't driving her to or from work, my dog, Dino, would sit in my car for hours on end. My mother would dress him up and take pictures of him and the car to send to me.

Three long years later I returned home and was reunited with my Bugeye. I tinkered, tweaked, repaired, and replaced almost every component



there was. Finally, she got the cosmetic makeover she deserved with a new paint job and interior. I spent several happy years enjoying that little gem. We went everywhere and had many an exciting adventure. Unfortunately time is not always kind, and eventually my Bugeye was again showing her age. She needed far too much work and finances for a proper restoration. I had neither the time nor the money to rescue her. So, I reluctantly sold my beloved Bugeye. Once again, I was separated from the car that I loved. And this time seemed like it might be . . . forever. Life got in the way, and with each passing year it seemed more and more unlikely that I would ever get the chance to own another Bugeye Sprite. I would only be able to cherish the fond memories.

Top: Tom and his two best friends.
Above: The ever-loyal Dino waits patiently for his master to return from overseas. *Historic photos courtesy of Tom Siwek. Austin-Healey Sprite badge courtesy of wikipedia.com.*



Fast forward 40 years and I finally had the means to get another one. I searched the internet and found a website by David Silberkleit (www.bugeyeguy.com), a true Bugeye fanatic. Dave specializes in restoring Bugeyes and has made a living by repairing and rebuilding them.

Continued on page 4 – Loved and Lost



Continued from page 3 – Loved and Lost

He even has an electric model currently in development. I would highly recommend him and his services to anyone searching for a little British car (LBC). Occasionally he has models other than Bugeyes for sale on his website.

After settling on a few Bugeyes listed for sale, I made the trek up to Dave's Connecticut facility, and the rest is history. "Rose," a 1960 Primrose Yellow Austin-Healey Sprite Mk I, was love at first sight. Dave shipped her to me, and she has never seen the inside of a trailer since. I drive Rose around the neighborhood and on short joy rides just for the sheer fun. And she always performs as good as she looks.

Everywhere we go she turns heads and gets a lot of thumbs up and comments. Incidentally, avoiding longer jaunts has more to do with my own personal performance than Rose's.

I intend to pamper my precious Rose for the rest of my days. I've waited far too long to be reunited with another Bugeye. I hope my son, Kevin, will find the same affection for Rose and carry on as her caretaker. My plan is to attend as many PEDC events as I'm physically able. The PEDC members are a great bunch, and I'm so happy to have found you all. Rose and I hope to be around for many years to come, enjoying your company.

In closing, I may have lost my beloved Dino and my original Frankenstein Bugeye, but that closest friend from over 50 years ago is still by my side. ■

Above: Photo courtesy of Tom Siwek.

NAMING YOUR LBC

"Confused.com research shows that over a quarter of UK motorists have names for their cars. So, if you want to give your car a name but don't know where to start, we can help. Our car name generator can help you choose the perfect name for your four wheels. Simply answer a few questions about your car, such as its colour and personality, and the generator will pick the perfect name! And, just to make it official, you can even print out a birth certificate." **Source:** <https://www.confused.com/car-name-generator>

PEDC NAMING CONVENTIONS

- ❖ **Mark Wintjen** named his TR4 *Donnie* in memory of his dad.
- ❖ **Tom Siwek** named his Bugeye Sprite *Rose* because she's Primrose Yellow.
- ❖ **Joe Lippi's** MGTD is named *Abbey* for Abingdon, where MGs are manufactured.
- ❖ **Island John Gazarek's** MG is affectionately known as *Midgie* for obvious reasons.
- ❖ **Mark Wintjen's** family & friends, after being surveyed, settled on *Rosie* the Spitfire.
- ❖ **Mort Resnicoff** chose *Mobius* for his MGTD after the German mathematician August Ferdinand Möbius.
- ❖ **Bob Canfield** chose *Volney*, his dad's first name, for his Spitfire.
- ❖ **Rich Huy's** Midget is named *Ruby* for her beautiful color.
- ❖ **Evan Broadbelt** named one of his MGBs *Syd* (the other one is *Enever*). Syd Enever designed the MGA and MGB.

SEE PAGE 5 FOR PHOTOS.



MARK WINTJEN
1965 Triumph TR4A, "Donnie"



TOM SIWEK
1960 A-H Sprite Mk 1, "Rose"



JOE LIPPI
1952 MGTD, "Abbey"

Rose, Rosie, Ruby, & Friends

PHOTOS BY CAROL & KEN KYLE



ISLAND JOHN GAZAREK
1969 MG Midget, "Midgie"



MARK WINTJEN
1978 Triumph Spitfire, "Rosie"



MORT RESNICOFF
1950 MGTD, "Mobius"



BOB CANFIELD
1966 Triumph Spitfire, "Volney"



RICH HUY
1979 MG Midget, "Ruby"



EVAN BROADBELT
1966 MGB-GT, "Syd"

PEDC Clubman of the Year John Quelch



PRESIDENT RUSS SHARPLES PRESENTED

the PEDC 2018 Clubman of the Year Award to John Quelch, **above**, who has been instrumental in helping the club meet one of its important club goals: to keep our British cars on the road.

To that end John helped create the PEDC Garage Squad, an informal group of members helping members with various technical and repair problems. John coined the motto, "Hey, it's not our car!" Seriously, though, over the last two years John has kept track of the Squad's membership, sourced Squad regalia, and set up several tech sessions, not only at the Farmingdale Citgo, but also at members' homes.

Left to right are John with Paul Johnson, Ken Kyle, Jack Kelly, and Bob Canfield in Bob's garage.



Annual Awards

Longtime members **Mike and Linda Browne, above**, received a 2018 PEDC Certificate of Appreciation for successfully planning and executing six club events in the last two years: two ice cream runs to Candiqueen's in Barnegat, NJ; two dinner-theater outings to the SurfFlight Theater in Beach Haven, NJ; and two car displays at the annual Greenbriar Oceanaire car show in Waretown, NJ. Not content to rest on their laurels for having served as Vice President (Mike) and Regalia Manager (Linda) from 2008-2011, they have stepped up, gotten actively involved, and organized some memorable events.

Also receiving a Certificate of Appreciation were PEDCers **Ken and Pat Wignall, below**, who've been members since the 1990s and served as newsletter editors in the early 2000s. Since then they've continued to actively support our club, most notably organizing two annual events: the Father's Day show in Spring Lake Heights, NJ and a car display at Shore Antique Center in Allenhurst, NJ. They've also hosted several Irish dinners at St. Stephen's Green Publick House in Spring Lake Heights. Pat has rounded up numerous door prizes over the years for our Brits on the Beach raffle table. Thank you, Brownes and Wignalls, for your enthusiastic support!



from the driver's seat

RUSS SHARPLES, PRESIDENT

WELCOME TO 2019! THE PEDC gets off to a fast start with our first monthly meeting at Woody's on Wednesday, January 2nd, so don't let the fog of New Year's Day cause you to forget to stop by. We also have our annual club event planning meeting, The Gathering, scheduled for Saturday, January 19th, 1-3 PM, also at Woody's. Come early for lunch and help us plan another year of fun rides and club events. Put it on your calendar now, and if you can't make it, email me with your ideas or wants—we are always looking for new ideas.

We finished out 2018 in terrific style with our holiday party on Saturday, December 8th. We had close to 70 members at our new location, the Lakewood Country Club. This was a much larger venue than we have had in the past, giving us a big dance floor, plenty of room for dinner tables, and the bar and buffet in a separate area that also featured chairs and tables if you were looking for a quieter place to talk. A huge THANK YOU goes out to Fredda Fine and Mort Resnicoff who did all the heavy lifting to create this party for the club. If you couldn't make it this year, stay tuned for next year, because the PEDC holiday party is a great event for celebrating with your fellow club members.

This time of year is all about making plans and doing projects. The cold weather and salted roads keep our little cars inside, safely

slumbering under a cover, or maybe suffering the indignity of a teardown with their parts scattered all over. Of course, as I write this, it's 60° outside and pouring rain, making me wonder if I made the right choice selling my kayak last year.

“ . . . on my way to our final 2018 tech session on November 10th – 45° and top down, . . . ”

I'm sure by the time you read this Old Man Winter will have found his way to New Jersey and delivered the necessary weather to kill our urge to take a spirited ride somewhere with the top down. Speaking of such,



check out this picture of me on my way to our final 2018 tech session on November 10th – 45° and top down, I was cruising at 65 MPH when I got on to Route 33 eastbound. All it takes is the right equipment!

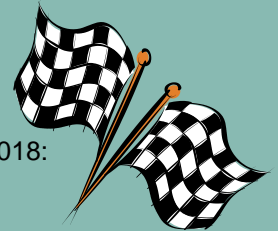
I hope your holidays are warm and rewarding and that you get some time off from your usual schedule to have some fun with friends and family and your LBC. Looking forward to seeing you in 2019! ■

Check out Russ's article, "PEDCers Participate in ABRR," on pp 12-15.

Welcome New Members

The following members have joined since November 2018:

- David Thomson, Eatontown, NJ, MGB
- Scott Freund, Chatham, NJ, Triumph TR6
- Duncan & Carol MacQueen, Somerset, NJ, MGTD
- Paul Hatten, Fort Lee, NJ, Austin-Healey 3000 MK III Phase 2
- Ted & Roey Rainer, Point Pleasant, NJ, Austin Mini, MG Midget
- Larry & Lynne Styles, Princeton, NJ, Triumph TR3A, GT6, TR6



from the navigator's seat

KEN KYLE, VICE PRESIDENT

From A to K

I love finding clever ways to improve LBCs. Back in May of 2017 I wrote a piece about using molded fiberglass body components to convert a rubber-bumper MG Midget into a Bugeye Sprite clone. Recently I ran across something even more exciting: a way to convert the Spridget's engine, or any BMC A-series powerplant, into a DOHC, 16-valve powerhouse using old motorcycle parts.

Wait . . . what??? How is that even possible? Well, you need a suitable cylinder-head donor, and in a remarkable coincidence that proves there is a God and He loves little British cars, it turns out that the bore spacing of the A-series



engine block matches that of the BMW K1 motorcycle engine. For those of us not steeped in high-end European motorcycle lore, the K1, introduced in 1988, used BMW's first in-line, 4-cylinder motorcycle engine with a 16-valve head. Oh, and it had Bosch electronic fuel injection, too, which you can carry over to the A-series intact. Right out of

the box this engine produced 100 bhp from 987 cc. Can you imagine what the K1 cylinder head could do on top of a 1275-cc A-series block?

Well, you don't have to imagine it because it's been done, and it's good for at least 130 bhp. Of course it's nowhere near as simple as just bolting the K1 head onto the A-series block.

The three forward-most cylinder-head stud locations match up, but you have to weld up all the remaining head stud holes, all the pushrod holes, and all the water passages in the top of the block before you drill new ones. To modify the BMW head you have to weld up the oil drains at the back and a small area at the front of the head where the chain drive for the cams used to be. In addition to the block and head mods, you have to machine pockets into the piston crowns to prevent interference with the valves. To drive the double overhead camshafts

you need to install a belt-drive system that will also turn the old camshaft to drive the oil pump. Fortunately the BMW cams are symmetrical, so the fact that the A-series and the BMW engine run in opposite directions is not a problem. And, finally, you have to fabricate a custom exhaust manifold.

It sounds like a lot of work, and I'm sure it is. For those seriously interested in a project like this, you can get a 58-page guide book and the necessary used BMW parts from UK BMW specialist Motorworks, www.motorworks.co.uk. You can also purchase a conversion kit, including most of the non-BMW parts you'll need, at www.ebay.co.uk/str/Specialist-Components. Be the first on your block to drive a fire-breathing Spridget that can boast (most of) its original engine! ■

Left: Pete Cosmides's '62 Austin-Healey Sprite. **Below:** A Primrose Yellow Midget at our Father's Day show.



Minutes of the PEDC General Meeting November 7, 2018

SUBMITTED BY ART BECKER, SECRETARY



President Russ Sharples called the meeting to order at 7:31 PM and welcomed a large turnout of 51 PEDC members. Russ recognized new members Ted Rainer, who owns a 1979 MG Midget and 1972 Austin Mini, and Duncan MacQueen, who owns a 1950 MGTD.

A motion to accept the minutes of the October 3, 2018 meeting was made, seconded, and carried.

TREASURER'S REPORT

Treasurer Mort Resnicoff reported that the club balance stands at \$4938.11. A motion to accept the treasurer's report was made, seconded, and carried. Mort reported that 2018 membership is at 179 members.

NEWSLETTER

Editor Carol Kyle reminded members that the November newsletter is the last one of 2018.

REGALIA

Regalia Manager Sue Smith reported that 30 PEDC grill badges were ordered and were immediately sold out.

OLD BUSINESS

Russ reported that the Comcast email issues with Mail Chimp have been resolved, and he thanked Martin Vickery for his assistance. Russ mentioned that the PEDC membership directory was sent out in an email blast today.

Russ reconfigured the directory to work as a merged file with the PEDC database, which also now includes year, make, and model of cars owned by members.

Mort briefed the membership on the PEDC holiday party coming up on December 8th at the Lakewood County Club. He said it is a new and larger venue than in past years and that we have committed to 75 people. He asked members to sign up and send in their payment ASAP.

The Vintage Triumph Registry has awarded PEDC Webmaster Martin Vickery the 2018 VTR Website of the Year Award. Russ presented the award to Martin.

Russ discussed recent club activities:

2018 America's British Reliability Run (ABRR).

It was a lot of fun as four PEDC members participated. Bob Canfield got a speeding ticket, and Art Becker had a power-steering hose on the TR8 fail. Twenty-seven teams raised \$42,000.00 for the Shriners Hospital for Children® Wheels for Love™ program.



Above: PEDC 2018 Christmas/holiday party hosts Mort Resnicoff and Fredda Fine join Mark and Nadine Berkowsky on the dance floor.

Tir Na Nog Drive hosted by the Kyles was well attended, and everyone enjoyed the drive and venue.

VTR Princeton Battlefield Drive "Magical History Tour" was wet but had good PEDC attendance.

PEDC Halloween Party

A great time for the 46 members who attended. Sue and Woody were great hosts, and everyone had a wonderful time. The Jacksons provided some spooky décor, and the Albertallis provided a great hotdog appetizer.

Garage Squad.

Russ informed members that the PEDC Garage Squad has been busy assisting Ernie Caponegro in repairing his TR7 engine. The Squad removed the cylinder head and discovered a loose nut had been bouncing around in one of the combustion chambers. This caused some severe damage. Stay tuned for updates from Ernie.

NEW BUSINESS

Vice President Ken Kyle informed members of up-coming November

and December calendar events:

November 10th. PEDC tech session at Farmingdale Citgo.

November 12th. Last PEDC drive of 2018 to Vincenzo's Italian Restaurant, Galloway Township. Jack and Sookie McLean are hosts.

December 8th. PEDC Christmas/holiday party.

ADJOURNMENT

Russ reminded members that the next meeting is January 2, 2019. The meeting was adjourned at 8:05 PM. ■

Winter Projects for Our LBCs

FRANK MURATORE

As we say goodbye to another driving season, it's time to give some thought to our winter projects. Unless absolutely necessary, I save those projects for two reasons: I want the cars available for driving when the weather is favorable, and it makes winter more bearable. Being retired I have the luxury of time, but winter days can get pretty boring without a good project sitting in the garage. Like many of you, I find working on my cars (almost) as much fun as driving them.

2018: Replace the Vinyl Top

Last winter was completely dominated by the installation of a new vinyl top for my Austin-Healey 3000 Mk III BJ8, shown right. Unbeknownst to me the top frame had been "repaired" at some time in the past and was totally out of line. Not only would the new material not lay evenly, but also the roll-up windows and weather stripping would not seal. Hard to believe, but it took until late March to get things sorted out, including cutting and re-welding the top frame. Thanks to PEDCer Mike Ferguson for his help with the welding. The car is pretty waterproof at this point.

2019: Rebuild the Carbs

This winter I have several projects planned. When I bought the Healey three years ago I removed the carburetors, shown right, and cleaned them, but now I think it's time to rebuild them. This is a good winter project, because once I remove them from the manifold I can work on them on my bench in the warm basement.

Continued on page 11 – Winter Projects



Frank's Healey, **top and left**, taken August 2017 at the Greenbriar Oceanaire show, Waretown, NJ. Photos by Carol Kyle. Vinyl top and carb photos by Frank Muratore.



Continued from page 10 – Winter Projects

2019: Replace the Clutch Reservoir

Next, I need to replace the clutch/brake reservoir tank, shown left. I have a leak in the tank around one of the fittings, so replacement is in order.



2019: Replace the Radiator Expansion Tank

Finally, I have a leak on the top of the radiator expansion tank. It was damaged and repaired in the past, probably by the same guy who repaired the top frame. Rather than attempt to fix the repair, shown left, I sourced a complete radiator thanks to PEDC'er Ray Carbone. Once I remove the radiator currently in the car, I will take both radiators to Finger's Radiator in North Brunswick and, hopefully, they will create one good, efficient unit.

One more thing. As long as the radiator is out, I will replace the crossmember brace, which was poorly repaired in the past (seems to be a recurring theme). Did I mention it requires welding? I hope Mike Ferguson is reading this.

Well that's it for me. My plate is full, and I just hope that I haven't gotten too ambitious with my winter projects. Wish me luck. ■



Ray Carbone, kneeling, and Frank Muratore alongside Frank's Healey, Greenbriar show, **above right**. Photo by Carol Kyle. Clutch reservoir and radiator photos by Frank Muratore.



BRITS ON THE BEACH ~ OUR 11TH YEAR IN OCEAN GROVE *

Saturday, 14 September 2019, 10 AM – 4 PM

Main Avenue, Ocean Grove, NJ

MARK YOUR CALENDARS!

* AND OUR 22ND ANNUAL PEDC BRITISH CAR DAY

Frank Muratore entering the show field at Brits on the Beach 2018 in his beautiful 1960 TR3A, **left**.



PEDCers Participate in ABRR

RUSS SHARPLES

The 2018 America's British Reliability Run (ABRR) is in the rearview mirror now, but it was a terrific event! This run had everything: two race tracks, "warm enough" weather, pouring rain, speeding tickets, great meals, a breakdown, and, more important, it raised \$42,368 for the Shriners Hospitals for Children® Wheels for Love™ program.

Of the participating 27 teams, 5 featured PEDC members (in bold):

- ♦ *The MG A-Team:* **Russ Sharples**
- ♦ *Healey for Good:* **Steve Feld** and Steve Jekogian
- ♦ *Positive Earth Drivers:* **Barry Shandler** and Peter Nelson
- ♦ *Woodfield Wolverines:* **Bob Canfield** and **Chip Reilly**
- ♦ *Return of the Wedge III:* **Art Becker** and **Pete Dow**

Our departure point was the Quality Inn in Ledgewood, NJ. About 20 of the teams chose to spend Thursday night there since the departure came early at 8 AM Friday morning. The teams organized into three "flights," with flight 1 departing first and driving the fastest. I led flight 3, and we left last (about 5 minutes after flight 2), trying to stick to the speed limit. Following us was the rescue trailer.

Our Friday morning drive was beautiful, cool but sunny so still top-down weather. We took some fantastic roads on our way to Lime Rock Park race track in Connecticut, including a pass through Harriman State Park near Bear Mountain in New York.

Trouble Ahead

It was on our way past Greenwood Lake, just inside the NY state border, that we saw our first sign of trouble. I was leading flight 3, and Bob and Chip were my "caboose." As we entered the town of Greenwood Lake I noticed we were missing the last two cars—Bob's green Spitfire and the white MGA that was in front of him. We had been in radio contact, but there was no reply from Bob now. I pulled my flight over on a long stretch of shoulder in Greenwood Lake and waited. Somewhere along the way we had passed flight 2 and now saw them coming up through town. I asked

Continued on page 13 – ABRR



Part of the run included an incredible drive along a portion of NY 92, built into the cliffs overlooking the upper Delaware River, **top.** Russ flying solo as the MG A-Team, **above.**

Continued from page 12 – ABRR

them if they had seen our missing cars, and indeed they had a couple of miles back, pulled over by the police! What had happened is that as flight 1 came through town blasting along at supersonic speeds, the peace officers of Greenwood Lake had taken notice and concealed themselves in a key location. Then as we tooted by at just a little over the limit (45 in a 35? Maybe?) they nailed the end of the line, and Bob took the ticket for the team. (Paul in the white MGA pulled over just in case but avoided a ticket.) Bob had pulled over expecting the cop to pass him by and was totally surprised when he pulled in behind him. Incidentally, Bob drives about 45K miles a year, and this is the first ticket he has had in ages. The cop wasn't sure what he had pulled over, and he didn't really care that we were on a charity-fundraising drive for kids; however, he was nice enough to write it up as a non-points violation. Bob soon rejoined us with his battle scar, and flight 3 was on its way again.

Laps at Lime Rock

We made it the rest of the way to Lime Rock without incident and had a nice catered lunch there in warm sunshine at trackside while race cars roared by us. Then the track went quiet at noon and we were able to get out there for a couple of parade laps and a picture. After the parade laps we stopped for a final nature call

Continued on page 14 – ABRR

PEDCer Barry Shandler and navigator Peter Nelson, **right**. A good photo op of all the teams, **below**, before running the laps. Lime Rock Park logo courtesy of wikipedia.com.



The Terminal Post

EDITOR
Carol Kyle

TECHNICAL EDITOR
Ken Kyle



The Terminal Post is the newsletter of the Positive Earth Drivers Club (PEDC), a nonprofit, all-marque British car club founded in 1989 and incorporated in 2010 in central New Jersey, USA. Our newsletter is published monthly, except in December. The goal of the PEDC is to preserve, maintain, restore, drive, and otherwise enjoy vintage British automobiles. Visit us on the web at www.pedc.org. Annual club dues are \$15.00. Meetings are held on the first Wednesday of the month, except December, at Woody's Roadhouse Tavern, 105 Academy Street, Farmingdale, NJ 07727, 732.938.6404. Meetings begin at 7:30 PM. All British car enthusiasts are welcome to attend. We are also an official chapter of the Vintage Triumph Register (VTR), www.vtr.org.

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

Continued from page 13 – ABRR

and then the flights headed out again for our overnight stop in Binghamton, NY.

Miata to the Rescue

As we lined up flight 3 for departure, I saw that Art and Pete of team Return of the Wedge III were looking under their bonnet, which was not good. It turns out that they had heard some funny sounds from the steering while out on the track and, sure enough, as they turned the wheels left and right, fluid sprayed from the power steering hose all over the engine compartment. We had three choices at this point—drive it as is and hope the pump doesn't die or the fluid catches fire on the hot V8 manifold right above it; cut the belt to the power-steering pump (that was all it was running); or swap the TR8 for the Miata in the rescue trailer. Hopeful that somewhere along the way they could find a power-steering hose that would fit, Art and Pete swapped for the 2nd-generation Miata in the trailer. Their quest for a belt was unfulfilled, however, by the time we got to Binghamton (they were doing internet searches and calling shops along the way), so they ended up cutting the belt and getting a workout at the wheel of the TR8 for the rest of the drive.

A Wet Watkins Glen

Our first overnight was in Binghamton with an early departure again Saturday morning for Watkins Glen. Saturday started out gray and cooler but still top-down weather; however, rain was promised around lunch time and, as luck would have it, as we entered Ithaca we could see yellow and red storm clouds ahead on the weather radar. An impromptu stop was

scheduled so that run participants could fit their “weather equipment,” and that was just in time because as we climbed out of Ithaca we drove straight into the heart of the downpour. Not everyone had weather equipment, of course, and some equipment worked better than others, but we all got to the Glen fine, except the guys in the Birkin who were SOAKED with just their heads dry.

Though it was raining when we arrived at the Glen, there were still cars out on the track practicing at full speed. By the time we had lunch and a brief talk on the history of racing at Watkins Glen, the rain had stopped and the track dried enough so that we were able to get out for some fast parade laps there. The lap leader challenged us to maintain an even 60 MPH around the course, and my MGA was barely able to hold its own.

From NY to PA

Our next stop after the Glen was a car collection in Pennsylvania, so back out on the road again for the longest stretch of the weekend—4 hours and 172 miles. The collection was small but spectacular, with two incredibly rare Cunninghams. From there we were off to our hotel in Dunmore, PA (near Scranton) and dinner at Chaplin's Honky Tonk and Saloon. One of Chaplin's featured dishes was an absolutely massive platter of ribs, potatoes, and sides—what a feast!

Continued on page 15 – ABRR

Wet weather on the way to Watkins Glen, **below left**, gave way to clear skies for some fast laps around the track, **below**.



Weekend Wrap-Up

Sunday was the final day of the run with a short 120-mile run back to northern New Jersey and the awards banquet. The day started out with intense fog (classic British weather) but cleared quickly. This run included another set of amazing roads including NY 92, which snakes along the NY-PA border and follows the Delaware River. One of the highlights of NY 92 is Roebling's Delaware Aqueduct, the oldest existing wire suspension bridge in the United States, built to allow canal boats to cross the Delaware (a water bridge) and now converted to allow a single lane of traffic. Another highlight is the "Hawks Nest," a portion of NY 92 built into the cliffs overlooking the river. It's an incredibly fun road for a small British car (probably less so in a big American SUV). We got to our finish point right on schedule with 26 of 27 teams, having lost one team in Binghamton due to illness.

At the heart of the ABRR is a competition to see who among the participating teams can raise the most money for the Wheels for Love™ program at Shriners Hospital in Pennsylvania. So at the end of the weekend, at our awards luncheon, the "winners" were announced. This year's winning team was our own Steve Feld and Steve Jekogian, driving the latter's 1965 Austin-Healey 3000. They raised \$5,351. Congratulations to the Steves!

Plans for the 2019 ABRR are starting to form now. For those interested, you can sign up for our mailing list plus see all the photos and videos from this year and previous years at the ABRR website, www.britishreliability.org. ■

Above: The two Steves raised the most money this year. Congratulations!

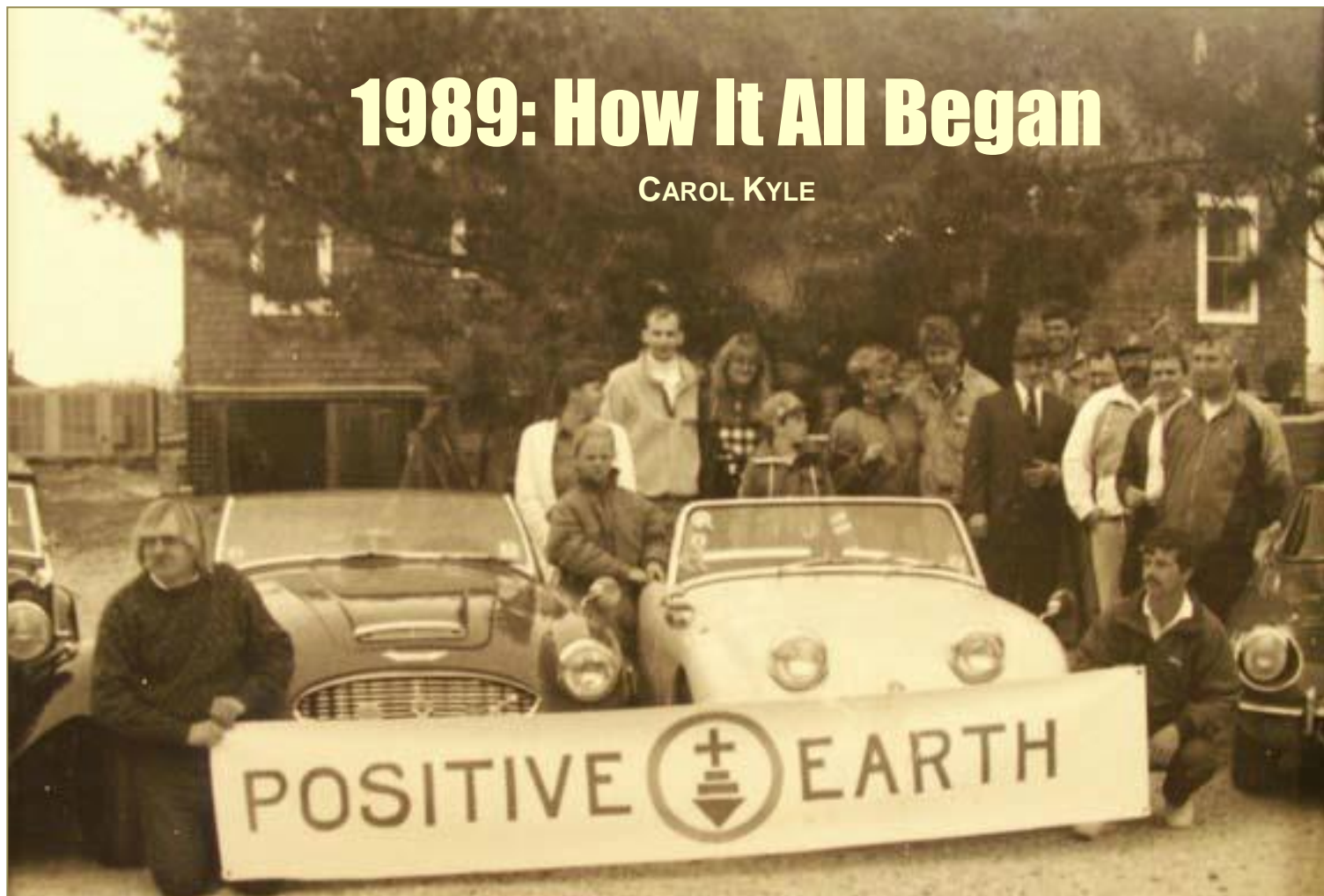
Right: Bob Canfield and Chip Reilly in Bob's 1966 Triumph Spitfire represented Team Woodfield Wolverines. Photo by Chip Reilly.

All other photos for this article courtesy of Russ Sharples.



1989: How It All Began

CAROL KYLE



After all these years our PEDC founding fathers, who called themselves “Earthlings,” have emerged from the recesses of time and decided to make contact with us. Here is their story . . .

IT'S A SIMPLE STORY, really, of how the Positive Earth Drivers Club (PEDC) came to be. In 1989

Jim Lowda pulled into a Wawa on Fischer Boulevard in Toms River, NJ with his 1967 MGB (which, a few years later he would take apart and rebuild, doing all the body work and painting himself). A guy in a big truck pulled in next to Lowda and said, “Nice B.” Lowda replied, “Nice truck.” The guy in the truck turned out to be **Frank Clarici**, also of Toms River. The two struck

up a friendship that would last 22 years, until 2011, when Clarici died suddenly. (Clarici’s obituary was in *The Terminal Post*, May 2011 issue, Jon Spare Editor.)

It turned out Clarici was an Austin-Healey Bugeye Sprite lover and had owned three. Lowda, who currently owns 10 British cars, had lived in North Jersey, moved to the Jersey Shore, but in 1989 was still a member of the MG Car Club, Central Jersey Centre, Inc., <http://www.mgcccny.org>. Meetings had been held in

Whippany, NJ, and Lowda got tired of traveling up to North Jersey to attend them. Lowda and Clarici got the idea to start a British car club at the Jersey Shore, so they made up flyers and handed them out to other British car enthusiasts. If they saw a British car parked somewhere, they put a flyer on the windshield. “Back then you used to see more British cars on the road than you do today,” Lowda says.

The pair stopped by Tally’s Dodge in Point Pleasant, NJ, where they picked up two

more members in **Christopher Meccia** and **Gerry Brinkman**, who told me he was Earthling #4. Meccia, 1st cousin of PEDCer and Morris Minor guy Marc Meccia, lived in Spring Lake, NJ and owned a British car repair shop on

Continued on page 17 – 1989

The above photo, circa 1992, appeared in the May 2011 issue of *The Terminal Post*. Source unknown. The late Frank Clarici is kneeling on the right; Christopher Meccia is in the suit and tie, wearing a fedora. Jim Dalglish (with beard) stands to his right.

NOTE: This article first appeared in the January 2015 issue of *The Terminal Post*.



Continued from page 16 – 1989

Route 88 in Point Pleasant. At the time he drove an MG Midget and a right-hand drive Mini Cooper. Brinkman drove an MG Midget and a Reliant Scimitar (shown above, 3rd from left). Lowda would first meet **Ted Robinson** in Washington, D.C. at a Jaguar show. Robinson had an Aston-Martin DB6 Vantage and, coincidentally, lived in Point Pleasant, just a few miles from Lowda's home in Toms River.

By now the fledgling group from northern Ocean County and southern Monmouth County had grown to six members, including catalysts Lowda and Clarici, C Meccia, Brinkman, Robinson, and also **Jim Dalglish**, an Austin-Healey 3000 owner who lived in Manasquan, NJ.

The Early Gatherings

The six first met informally as a British car club at Lowda's boat repair shop in

Toms River. The group then moved to Robinson's basement in Point Pleasant; however, when the group grew too large for his basement, they moved to Hart's Idle Hour Bar on Route 88 in Point Pleasant. By then there were 15-20 members, including current PEDCers **Ray Carbone**, (Austin-Healey 3000 Mk III), and **John Hunt** (various British marques), who both remember attending some of the earliest meetings, as well as **Jim Spring** (Morgan). Carbone, Hunt, and Spring are the only PEDCers who have been continuous members ever since the early days of the club's founding—and kudos to them.

Like Lowda, who tired of traveling to MG meetings in North Jersey, Dalglish and Carbone, who were members of a North Jersey Austin-Healey club, got tired of traveling long distances to meetings. Joining a British car club at the Jersey Shore interested them.



Robinson recalls that there may have been a move to Rac's Hut, which bordered Lakewood, NJ, though the final meeting place would be The Bluffs, a restaurant in Bay Head, NJ (where the photo on page 16 was taken). "When we moved to The Bluffs the membership really took off," Lowda says, "and by 1993-94 there were about 30 members."

Other early members included **Warren Wolf** of Brick, NJ, who owned a Triumph TR4 and attended only a few events, and **Dave "Crazy Dave" Balint** of

Continued on page 18 – 1989

Above, left: The late Frank Clarici, PEDC founding father (shown far left in photo), at an early PEDC show in Lavallette with his Austin A-40, next to Marc Meccia's Lotus Elan, Gerry Brinkman's Reliant Scimitar, and Marc's brother Joe's Morris Traveler. The photo was taken between 1998 and 2002.

Above, right: Christopher Meccia with his British-made three-wheeler Citroen, here shown with Frank Clarici's daughter, Tiffany, at a Stowe, VT show. Date of photo unknown but probably taken a few years ago. *Photos courtesy of Marc Meccia.*

Continued from page 17 – 1989

Mantoloking, NJ, a sail maker who owned a beat-up MG TD. Lowda recalls that the TD, Balint's daily driver, always needed a lot of work. Everywhere the group went the TD broke down. Balint is shown kneeling on the left side of the photo on page 16.

Keeping It Simple

"The original concept of the club was to bring English car guys together to drive the cars . . . just a loose group of guys getting together to tour on the weekends and help each other keep the cars running. There were no dues, no officers, and no formal organization," says Robinson in reminiscing about those early PEDC years. He continues, "The club grew, and we would anoint a 'King' to run the meeting." At some point a name was chosen for the group, and Positive Earth Drivers Club (PEDC), including the current club logo, won out.

For us PEDCers who have long wondered what happened to the original members, Lowda explained that as club membership increased, some new members wanted to take the club in a direction that was not in keeping with the original group's intent. When things began to get too structured, the original group lost interest and began to drop out. Nonetheless they remained good friends through the years, as they had other common interests besides British cars.

According to Lowda, the PEDC that he and Clarici

formed, together with the other original members, held together for about five years, 1989-1993. Lowda and Clarici would attend their last PEDC meeting in 1996, somewhere in Farmingdale, NJ (though not Woody's). Lowda relates that the club, post-1993, went on because of two members: **Craig Coleman** and **George Keith**, whose father had owned The Stable, a purveyor of classic cars in Gladstone, NJ.

The First Newsletter

In late 2012 Ken and Pat Wignall helped Jim Spring move to his new home. While helping Jim sort through his files Pat found an old PEDC newsletter dated November 1990, Issue #1 (See the January 2013 issue of *The Terminal Post*.) This first newsletter, whose editor was Lowda, was proof positive (or so we thought) that the PEDC founders first met in 1990. However, Lowda and Meccia disagree. They claim that they actually met as a British car club in 1989. In fact, in 2009 they had their own PEDC 20-year reunion in Cape May, NJ. So, as strange as it may seem, evidently the founders met in 1989 but waited until 1990 to publish their first newsletter.

Apparently we missed the opportunity in 2014 to celebrate a year-long PEDC 25th anniversary . . . except for the last-minute birthday cake we had at our October meeting. Oh well, there's always the 30th anniversary.

And Bob's Your Uncle

as the British say, which,



BRITS 2014 PHOTOS.

Top: Founding members Jim Lowda, Ted Robinson, and Christopher Meccia have a laugh with Jim Spring in his new Jaguar F-type convertible. **Middle:** Jim Lowda enters the show field in his 1967 MGB as Ted Robinson walks alongside.

Bottom: Ted Robinson and Marc Meccia. Photos by Carol Kyle.

translated to American English means, "and there you have it." And so ends the story of how the Positive Earth Drivers Club got started, who the founders were, where they met, and

Continued on page 19 – 1989



Continued from page 18 – 1989

what they had in mind—to get together informally, drive the cars, work on the cars, and have fun (which is not too different from what we do today as a club). One thing is certain, however. Were it not for catalysts Jim Lowda and Frank Clarici, together with the other early Earthlings, there would be no PEDC.

What happened to the club after 1993-4, when the original members began to drop out, is beyond the scope of this article. If any PEDCers out there recall the years beyond 1993-4, please let us know, as we would be interested in hearing the details (perhaps you'll write an article—hint, hint), and seeing photos that you might have.

Reunion at Brits 2014

We were delighted that Lowda, Meccia, Brinkman, and Robinson accepted our invitation to attend Brits on the Beach 2014. While there they met up with Carbone and Spring (and Christopher's cousin Marc Meccia), so it was a reunion of sorts for all of them. I sensed that the founding members were pleased the club they formed 25 years ago has thrived and grown. I suspect, too, they realize that with such a large club—we are now 152 members strong—a certain amount of structure is indeed in order. Officers, dues, bylaws, incorporation, club insurance against liability—these are all things the founders tried to avoid back in those early years.



From having joined us at Brits on the Beach 2014, they saw firsthand that we have a great camaraderie and are a very active, social club. We really do get out and drive 'em, as the cars are still very much the focus of the club. In recapping the PEDC's first official meeting October 28th, 1990, Lowda wrote, "I think one thing we all had in common was that we all want to use the cars as they were intended and not let the[m] lay around waiting for an occasional sunny drive. Whether it is a monthly rally, a trip somewhere, or whatever, everyone wants to have an active club, where the cars are the main activity." ■

PEDC FOUNDING FATHERS TODAY:

Gerry Brinkman, top, with his supercharged MGB at The Paddock, Wall, NJ. Christopher Meccia above, left, heading home to Richmond, VA, from Brits on the Beach 2014 in his 1978 KG Farfadet. Jim Lowda stands alongside our PEDC badge, above, right, and poses next to his 1967 MGB (which took 3rd in class) with Ted Robinson, right, at Brits on the Beach 2014.

Photos by Carol Kyle



Many thanks to Jim Lowda, Ted Robinson, Christopher Meccia, Gerry Brinkman, Ray Carbone, John Hunt, and Marc Meccia for supplying information (and to Marc for photos) for this article.

Sponsor Ads

Commercial ads are available, upon request, to both PEDC member-owned and nonmember-owned businesses that provide sponsorship for our annual car show, Brits on the Beach. Ads will run for a period of one year after the sponsored show or event and must be car-related. Ad size will be at the discretion of the newsletter editor and will appear on a space-available basis. Interested in becoming a show sponsor? Contact Show Chairman Bob Canfield, joisuzu@optonline.net. See next page for Classified Ads.

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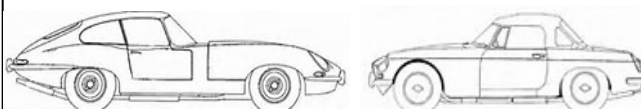
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Photos courtesy of the seller.



PEDC Classified Ads

Want to advertise your British car, or British car parts or accessories, in the PEDC newsletter? Classified ads are free to PEDC members and run for three months. We'll run the ads free for another three months, but only if we hear from you. Please let us know if you've sold what you were selling so the ads don't run needlessly.

Email your ad/photos to carolkyle4@comcast.net.

NOTE: Neither the PEDC nor the newsletter editors are responsible for the content of these classifieds. All photos are courtesy of the seller unless otherwise noted. Classified ads submitted by PEDC members on behalf of nonmembers selling British cars and British-car-related items will be accepted and run as space is available, at the discretion of the newsletter editors. The ads are free for three issues only, with no renewal.

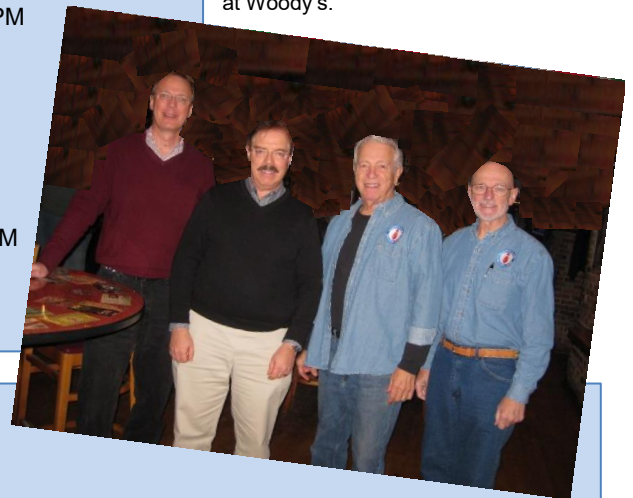


2019 PEDC Calendar of Events ~

Below is a partial list of our upcoming events. Come on out Saturday, 19 January, to "The Gathering" at Woody's. We'll be fleshing out our club calendar for 2019, so bring your ideas! Look for a more extensive calendar starting in February.

January 2, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
January 19, Saturday, The Gathering, Woody's, 1-3 PM. Come early for lunch.
February 6, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
February 28, Thursday, cut-off date for PEDC 2019 membership renewal.
March 6, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
April 3, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
May 1, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
June 5, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
July 3, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM.
August 7, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
September 4, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
September 11, Wednesday, Brits on the Beach goodie-bag stuffing party
September 14, Saturday, Brits on the Beach 2019
October 2, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
November 6, Wednesday, monthly meeting, Woody's, Farmingdale, NJ, 7:30 PM
December 14, annual PEDC Christmas party in lieu of our monthly meeting.

From left, President Russ Sharples, VP Ken Kyle, Treasurer Mort Resnicoff, and Secretary Art Becker at Woody's.



2019 PEDC Officers and Staff ~

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732.619.8152 mobile



Official PEDC Regalia for 2019 ~ Price List

CLUB APPAREL

Men's

CLUB APPAREL	SIZE	PRICE
T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19
T-shirt, short-sleeve crew neck with pocket	S-XL/XXL	\$19/\$21
T-shirt, long-sleeve crew neck	S-XL/XXL	\$19/\$21
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$34/\$36
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$31/\$34
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
Sweatshirt, long-sleeve crewneck	S-XL/XXL	\$26/\$29
Baseball hats	One size fits all	\$14

Women's

T-shirt, short-sleeve crew neck	S-XL/XXL	\$17/\$19
Izod short-sleeve, silk-wash golf shirt	S-XL/XXL	\$26/\$28
Denim shirt, woven, short-sleeve button-down	S-XL/XXL	\$34/\$36
Denim shirt, woven, long-sleeve button-down	S-XL/XXL	\$31/\$34
Sweatshirt, hooded	S-XL/XXL	\$34/\$36

OTHER CLUB ITEMS

OTHER CLUB ITEMS	PRICE
Tool bag, black	\$24.95
Grill badge	\$25.00
PEDC logo patch	\$6.00
Marque patch	\$5.00
Lapel/hat pin	\$4.00
Windshield sticker	\$1.00

Show your club spirit! To order the items listed here, contact Regalia Manager Sue Smith, suznsm@aol.com, 732.681.5618. All items are supplied to us through Fourth Gear, Ltd. The current price list is shown.

HAVING FUN AT MONTHLY MEETINGS, ON DRIVES, AND AT ICE CREAM RUNS!

Rich & Donna Huy, *left*, at Woody's; Tom & Trish Gutwein, *center*, at Beneduce Winery; and Jack & Sookie McLean, *right*, on the way to Jeffreeze Ice Cream.





The Last Word: Get Out & Drive 'Em!



It's always great to see PEDCer and Pennsylvanian Alan Aptner in his rare 1967 Jaguar 420, shown here during our August 2018 drive to Frenchtown, NJ.



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2019 MEMBER REGISTRATION/RENEWAL FORM

Monthly newsletter and membership dues are \$15 per year per family and are due by February 28, 2019.

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

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.

MEMBER INFO			
*Name: _____	Cell Phone: _____		
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*Street Address: _____			
*City: _____	*State: _____	*Zip: _____	
SPOUSE / SIGNIFICANT OTHER			
Name: _____			

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, NAMGBR, etc.): _____

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#	Year	Make	Model	Runs?
1.				
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3.				
4.				
5.				
6.				

* More than 6 cars? Include additional info on back (and get some help!).

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Reminder: The club meets on the first Wednesday of the month at Woody's Roadside 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.