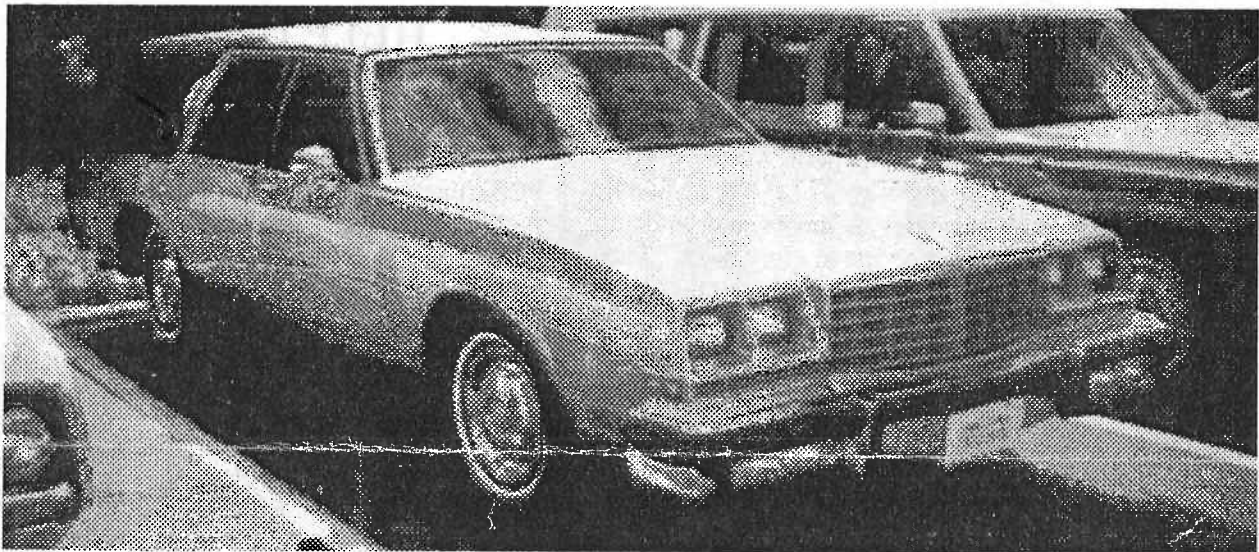


The Criterion

NEWSLETTER OF THE NORTHEAST CHAPTER OF THE PROFESSIONAL CAR SOCIETY
FIRST QUARTER 1999 GREGG D. MERKSAMER, EDITOR

LOOKING TOWARDS PCS LANCASTER '99: Schedule Takes Shape At Northeast Chapter's Autumn Meetings



Andy Toton brought his latest procar purchase to October's meeting in Stirling, a 1981 Buick LeSabre Estate Wagon "first call" car with just 36,000 original miles. Fitted with five color-coded body bags (not for a single trip, presumably), this dealer-converted vehicle was recently decommissioned by the same Philadelphia area funeral home that sold Andy his 1978 Miller-Meteor Cadillac Landau hearse.

Preparations for our hosting the Professional Car

Society's 23rd Annual International Meet in Lancaster, PA next August 17th-21st remained the #1 topic when the Northeast Chapter met at Stirling, NJ on October 11th and at Wood Ridge, NJ on December 6th (both meetings attracted 17 people, almost one-third of the total chapter member count, while December's gathering also witnessed the re-election of all chapter officers for 1999. *The Criterion's* congratulations go out to returning president Leo Maren, vice-president and activities director Bill Marcy, secretary Mary Hookway and treasurer Dottie Forvour).

Even though no one can underestimate how much the hosting of a PCS International Meet will test our energy and enthusiasm, words of encouragement were offered in a recent letter to the Chapter from PCS President Gene Dybinski, who described his efforts for

TIME TO RENEW!

As active members are the life blood of any car enthusiast organization (as are up-to-date addresses and phone numbers for the mailing list), all our readers should make sure to fill out the 1999 renewal form at the back of this issue, write a \$10 check payable to the Northeast Chapter - Professional Car Society and mail it to membership director Dottie Forvour's address by February 15th. Thanks!

the 1998 PCS International in Chicago as "the greatest spare time project I ever dreamed of and I had a ball doing it." Even though Gene had only his mother Shirley and a few other volunteers to assist him, Northeast Chapter V.P. Bill Marcy said that "Gene obviously enjoyed himself even though he had a lot on his mind. He just did it and those of you who went to Chicago know how successful he was."

As this will be the first time that the PCS Northeast Chapter has hosted an International Meet since Lambertville, NJ in 1987, the excitement was palpable as the itinerary for PCS Lancaster '99 was more or less finalized at the meetings at Stirling and Wood Ridge. Meet headquarters will be the Best Western Eden Inn Resort, located at the intersection of U.S. 30 and PA state highway 272 (Oregon Pike), which offers such amenities as indoor and outdoor swimming pools and a refrigerator in every room. "The parking lot we'll be using on the West side of the hotel has a 210 space capacity," noted meet registrar Andy Toton (who, along with his wife Karen, bring to bear several years of experience with the Cadillac-LaSalle Club's gigantic Grand National Meets), "and it's one of the best I've ever seen in terms of security." In order to take advantage of the special group rate of \$90 plus tax, prospective attendees are encouraged to make reservations at the earliest possible date by calling the hotel directly at (717) 569-6444.

While the Pennsylvania Dutch Country's tourist diversions will no doubt encourage many PCS people to arrive the preceding weekend, the meet's official itinerary commences on the morning of Tuesday, August 17th with an "early bird" tour of the Swab ambulance plant that's located about fifty miles

northwest of Lancaster in Elizabethtown, PA. Wednesday will see the PCS bus down westbound US 30 to take in the world-famous Harley Davidson motorcycle factory in York; thanks to Paul Vickery's excellent suggestion at the December meeting, this may be followed by a visit to the Quigley Motor Company, a world-renowned manufacturer of four-wheel drive vans and right hand drive conversions based in nearby Manchester, PA.

HELP US PLAN PCS LANCASTER '99!

In order to finalize details on next summer's PCS International Meet, Northeast Chapter President Leo Maren has finalized a once-a-month schedule of Sunday meetings at the Long Hill First Aid Squad HQ in Stirling, NJ (if you need directions call Leo at 908-647-3738 or E-mail him at caddy@bellatlantic.net). Please mark your calendars and join us there at noon on February 14th, March 14th, April 11th, May 2nd, June 13th and July 11th.

Thursday's activities will take place in Hershey, PA, universally savored as "Chocolate Town U.S.A." and home to the world-renowned library and archives of the Antique Automobile Club of America, and will conclude with a traditionally hearty Pennsylvania Dutch dinner at the Hershey Farm in Lancaster. Friday morning will find the PCS in scenic Strasburg, PA, where their cars will be on display outside the Railroad Museum as their owners take an old-time stream train ride, marvel at the models in the Toy Railroad Museum or grab a meal at the Caboose Motel restaurant. Next stop is the famous farmer's market in Bird-in-Hand, where meet attendees will be able to take an horsedrawn Amish buggy ride or a free tour of the Anderson Pretzel factory.

Saturday, August 21st is the official show day at the Best Western Eden Inn, which will give PCS members the opportunity to examine rare funeral cars, limousines and automobile-chassied ambulances from all over the United States and Canada. Squeamish Lancaster locals need not shy away, either, since the

ADJUSTING OUR BOOKMARKS

Our more detail-focused readers may have noticed by now that we have dispensed with the "Fourth Quarter 1998" issue of *The Criterion*. While you can still expect to receive four issues of your Chapter's newsletter this year, the fact that we will devote so much space in the coming months to this August's activities in Lancaster made this an especially appropriate time at which to revise the way in which they're dated.

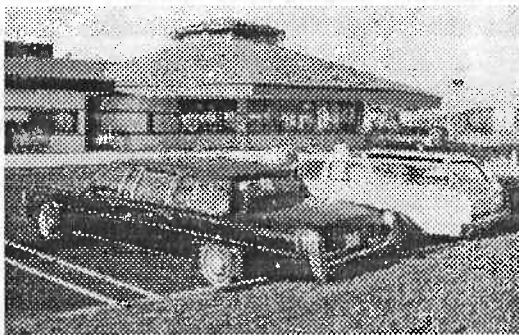
organizers will continue to enforce the Society's strict ban against displaying caskets, skeletons and other morbid miscellany in the vehicles on the show field (for safety's sake, all participants are also required to have at least a 2.5-pound fire extinguisher on hand). For added diversion a "shopping shuttle" will be available on show day for those who need to exercise their spending power.

Epitomizing the increased interest that the PCS is currently enjoying in larger car club circles, Cadillac-LaSalle Club national president Richard Sills has agreed to be the speaker at Saturday evening's awards banquet. Having known this Washington D.C.-based attorney-by-trade for twelve years, Andy Toton asserts

that Richard "knows many people in high places in the automotive field and has a photographic memory with regards to anything he's read. Whether you have a new car or an old car, he can tell you the paint code," and fellow CLC veteran Craig Stewart adds that "Richard's a real nice guy who can let his hair down" during a speech. Following the presentation of trophies in such categories as Funeral Director's Choice, Medic's Choice and Best-of-Show, PCS Lancaster '99 will conclude in the traditional fashion with a sky-piercing "sound and light show" by the ambulances' sirens and emergency beacons.

Registration packages for PCS Lancaster '99 will soon be available from Northeast Chapter President Leo Maren, who can be reached by phoning (908) 647-3738, E-mailing caddy@bellatlantic.net or by writing him at 369 Chestnut Street, Stirling, New Jersey 07601. In addition to volunteers for various meet-related projects, the Chapter is also interested in securing trophy sponsors and other contributors of time and material. During the December meeting in Wood Ridge, Bob Behr announced a \$50 donation towards expenses by Ken Becker of Secure America, a Pottstown, PA-based specialist in security systems and OSHA compliance equipment.

HEY, CARHOP!



Though just two professional cars were on display, Bill Marcy described the November 15th Chapter meet at Sonny's Drive-In in Augusta, NJ as "a nice day and a nice ride." In addition to Bill and Lucille's 1964 Olds Amblewagon, Gregg and Lisa Merksamer's armor-plated 1984 Cadillac Formal Limousine by Protective Materials made its PCS event debut. Even though he's "still shopping for a procar, something garageable," Craig Wexelblatt and his wife also drove out from Stroudsburg, PA to attend. Located at the junction of US highway 206 and NJ 15 in the northwest corner of the state, Sonny's good, cheap food and "car crazy" atmosphere (besides a continually rotated collection of custom 1950s cars in the center of the dining area, local enthusiasts graced the parking lot with three 1960s Corvettes, a 1958 Oldsmobile and a rare, mint-condition 1970 VW Camper) certainly warrant a return visit by the PCS.

THE EDITOR'S TWO CENTS

In recent months the fast-growing Southern California Chapter of the PCS has found itself embroiled in controversy as the result of opinions expressed in its publication *The California Collector* and on the PCS Web Site's virtual bulletin board. Basically, SoCal Chapter President Lou Farah and his chief lieutenant Jim Crabtree have been wondering whether the PCS might attract more members on the national level if it relaxed its long-time restrictions against the display of caskets and modified vehicles on the show field, especially from organizations like the Grimriders that have no objection to such trappings. "The suggestions that you read from us are basically the steps we took to make the Southern California Chapter successful," Farah explained in a New Year's Eve posting to the PCS message board in response to the often-angry criticism his ideas have received. "If we could grow as fast as we did in three years, is there anything wrong with taking a few of these suggestions

and applying them to the national?"

Considering that a much greater proportion of funerals conclude with cremations on the west coast and the discomfort level generated by a fully loaded hearse is accordingly lower, I was personally not surprised to see SoCal emerge as the first PCS chapter to energetically question the "no casket" rule. While I don't agree with their position for reasons I will soon discuss, I do believe Lou and Jim have earned the right to forward such radical proposals in light of their chapter's pioneering contributions to the PCS with regards to our presence on the Internet and co-sponsored events like their novel and highly successful tie-in to the *Emergency!* TV series convention in Burbank. Many of their recent suggestions, including

proposals that the frequency of national-level PCS communication be increased and that new members be automatically referred to a regional chapter, are most worthy of examination and eventual implementation.

Lou's New Year's Eve posting on the PCS Web site also wondered if "jealousy" was the reason why "many of you don't like us." Judging from the conversations I have had regarding this controversy, I want to reassure him that the biggest beef other PCS members have with the SoCal Chapter is that they sent a large, enthusiastic delegation to this year's International Meet in Chicago, got us all very excited about the idea of a 2001 International Meet on the west coast, and then failed to mention their misgivings about the PCS' most fundamental policies at the very same meeting. While it is unlikely to (and in my opinion should not) derail their bid to host the 2001 International, keeping these opinions to themselves until they could be aired without face-to-face discussion in *The California Collector* or on the Internet simply struck many of us as undiplomatic.

But this is all secondary to main issue. Having reflected upon my experiences conveying the PCS' ideals to the "outside world" in my capacity as National Publicity Chairman, I fervently believe that the "no casket" rule, by keeping people focused on the style and workmanship of our rare, virtually custom-built vehicles, is one of the cornerstones of our success and the main reason why funerary vehicles are more readily accepted at car meets, cruises and shows. As Ohio-based PCS veteran Bernie DeWinter put it so successfully in his January 8th contribution to the Internet debate, before the PCS was founded in 1976 "the general impression of anyone who owned an old hearse was that they had to be some kind of ghoul. PCS made it possible for people to be accepted as normal if they owned a hearse, and gave them a measure of respectability. All the while, it did more to encourage the historical aspect of the cars. This was done because professional cars were always the most overlooked aspect of automotive history. Considering what PCS was formed for, it's done a mighty DAMN good job." The only thought I would care to add is that, since the Grimriders and Phantom Coaches-type groups are strongest on the west coast anyway, the PCS cannot possibly prosper in the long term by compromising the high standards of originality and

FUN CITY UPDATE

When Mayor Rudy Giuliani recently declared war on New York City's strip clubs (along with sidewalk hot dog vendors, jaywalking and several other things that give The Big Apple its unique, er, character) one particularly creative entrepreneur literally took the issue into the streets. reports an article by Maura Egan in the January 4th issue of *New York* magazine.

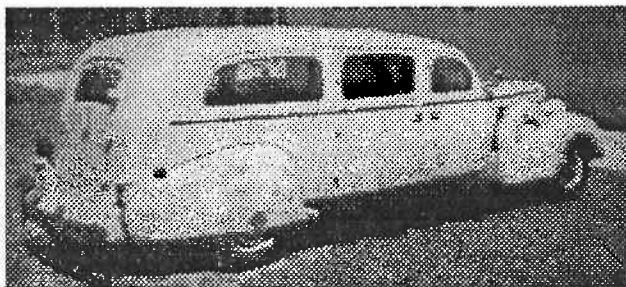
For \$400 a hour, those searching for adult entertainment can call Centerfolds-To-Go and hire a chauffeur-chaperoned stretch limousine with its own private stripper (if you have a bachelor party in mind, \$1,000 an hour gets you three exotic dancers). Having seen his business grow more than 40% in recent months, owner Chris Kellund told *New York* that his concept is particularly popular with time-challenged, anonymity-seeking executives on their way to the airport. "With our service they can order a car, get picked up right in front of the office - and no one knows." Since Kellund's superstretches aren't public venues, his enterprise isn't hamstrung by the myriad regulations and street corner protests that other strip clubs are subject to.

authenticity that keep its identity distinct from these other organizations.



AUCTION ACTION

Several interesting professional cars crossed the block at Kruse International's gigantic Labor Day weekend auction in Auburn, Indiana, *Old Cars Weekly* recently reported. \$22,000 bought a sharp-looking 1926 Buick ambulance (*above*) with beveled window glass, custom-bodied for the City of York, PA by the local Hoover Body Company. An AACA Grand National First Place prize-winning 1937 Miller-LaSalle ambulance (*below*) sold for \$30,000, while a



one-off 1949 Buick flower car by Wellander (seen at this year's PCS International Meet in Chicago) fetched \$10,500. Even though its engine was missing the 1962 Ford Ranch Wagon that rushed Lee Harvey Oswald to the hospital after he was shot by Jack Ruby still commanded \$32,500, while the "Boot Hill Express" (built by George Barris in 1966 using an 1850 horsedrawn hearse) changed hands for \$33,000. While these final figures were impressive they were still a far cry from the \$340,000 paid by a Florida museum for the fully-functional "Batman Forever" Batmobile with its neon-illuminated internals.

VOLVO STRETCHES OUT

Using London's Tower Bridge as a background, a 50-inch stretch limousine created by Volvo Car Special Vehicles AB (*bottom*) appeared on the cover of November's *Limousine & Chauffeured Transportation* to herald the Swedish automaker's entry into the American specialty vehicle market. "We are in a transition period right now . . . selling out our Volvo S90 (sedan) and V90 (wagon) model limousines, hearses and ambulances," Product Manager Johan Beyer wrote the Editor from Göteborg, Sweden on November 26th. "We have not really gone full speed ahead with the U.S. limo market. We have about 17 U.S.-spec S90's we'll sell over the next couple of months and then they are gone for this market. The first one is going to Sweden's ambassador in D.C., Rolf Ekeus, (who) was former arms negotiator for the UN in Iraq." Featuring front seats fitted with side-impact airbags, head restraints for all passengers and a front disc/rear drum anti-lock braking system, Volvo's limousine is available with six doors and forward-facing seats or four doors and conference-style seating. Beyer adds that a second-generation version based on Volvo's stylish new S80 large sedan (featuring front-wheel drive and a sideways-mounted inline six-cylinder engine) will be launched this coming fall of 1999. "If all goes well with the transport, we will have a full-scale clay model of the S80 limousine at the Limousine & Chauffeured Transportation Show in New York City March 11-13 (see the 'Criterion Calendar' on page six for details on attending)."



CRITERION CLASSIFIEDS:

1948 Packard Super Eight 7-Passenger Formal Sedan. \$12,000 OBO. Lou Europa, (973) 764-6697.

1963 Flexible Buick long-wheelbase hearse. Rare and restorable! Parts car included. Asking \$950 for the pair. Main Street Motors, Somerville, NJ, (908) 231-1144.

1967 Miller-Meteor Cadillac Embassy Flower Car, one of six built during 1967 model year. 50,000 miles, Inverness Green with black crinkle-finish roof. Trophy winner at several PCS International Meets and the 1995 Cadillac-LaSalle Grand National. \$15,995. Carlton Ham, (603)934-4913 or e-mail whtmtman@together.net.

1969 Superior Cadillac Flower Car. One of 24 made, complete project car, runs good. \$2300 OBO. John Giacomantonio or Chuck Six, (732) 286-6753.

1972 Cadillac Fleetwood Limousine: Silver with black top and blue interior. Garage-kept, only 50,000 miles. Gorgeous! \$7000 OBO. Eve Schmidt, (717) 732-2750.

25-year ambulance and funeral car literature collection: 53 pieces covering 1941-78 model years and such coachbuilders as Henney, S&S, Miller-Meteor and Superior. Many prestige catalogs! Will pay shipping. \$1,750 for the lot. George B. Ruth, (610) 678-4394.

1973 Cadillac Fleetwood Formal Limousine. Black with matching crinkle finish top. \$2995 OBO. Dave Wilner, (732) 549-5500.

WANTED: Any make 1956-76 high-top ambulance wanted for business promo, light camping. Robert Giaquinto, Dr. T-Shirt, 1716 Hwy 71, Spring Lake Heights, NJ 07762. Phone (732) 449-9227 or fax 449-0804.

WANTED: Repair/Service Manual for 1970s Superior Flower Car deck. Mike Barruzza, (215) 788-8105.

CRITERION CALENDAR:

February 14th, March 14th, April 11th, May 2nd, June 13th and July 11th (Sun.), Stirling, NJ: Planning meetings for the 1999 PCS International Meet, noon at the Long Hill First Aid Squad HQ in Stirling, NJ. For directions call Leo Maren at (908) 647-3738 or E-mail caddy@bellatlantic.net.

March 11th-13th (Thu.-Sat.), New York City: *Limousine & Chauffered Transportation* /National Limousine Association Show at the Jacob Javits Convention Center and the Grand Hyatt Hotel, Park Avenue at 42nd St. Call (310) 533-2410 for registration information.

April 3rd-11th (Sat.-Sun.), New York City: 1999 New York International Auto Show at the Jacob Javits Convention Center, Eleventh Avenue between West 34th and 39th Streets.

August 17th-21st (Tues.-Sat.), Lancaster, PA: PCS Northeast Chapter hosts the Professional Car Society's 23rd Annual International Meet at the Best Western Eden Inn Resort, U.S. 30 at PA 272. Call Leo Maren at (908) 647-3738 or E-mail caddy@bellatlantic.net to volunteer or request further information.

HOW SWEDE IT IS!

While Volvo's annual homecoming bash at its U.S. headquarters in Rockleigh, NJ might be the last place you would expect to find the PCS represented, Northeast Chapter members Gregory Miller (*pictured*) and Will Van Allen made a strong impression on attendees at the October 2nd event with their Heinel-bodied 1965 PV 210 funeral coach. The car features European-style picture windows and a roll-out casket table.





4th Annual

AACA Museum Expo

3 Miles from Hershey

Campbelltown Fire Company Grounds (Rt. 322 East of Hershey)

April 16-18, 1999

Schedule of Events

Table with 2 columns: Day and Event. Friday, April 16, 1999: Flea Market/Arts & Crafts Sales/Car Corral. Saturday, April 17, 1999: Judged Car Show /Flea Market/Arts & Crafts Sales/Car Corral/Tractor & Farm Machinery/Special Events & Displays. Sunday, April 18, 1999: Marque Car Show /Flea Market/Arts & Crafts Sales/Car Corral/Tractor & Farm Machinery/Special Events & Displays.

(Recorded Weather Information: Call (717) 534-9101. Decision made by 6 A.M.)

Auto Exposition and Show- Free Admission and Parking all days!

Saturday, April 17 (car show raindate: April 18)

\$\$\$ Incentive drawings for all pre-registered show car participants \$\$\$

Show cars on the field by 11:00 a.m. Registration 7:00a.m. - 11:00 a.m. Awards and Incentives at 3:00 p.m. Dash plaques to all pre-registered

Entries after March 15th will receive dash plaques while supplies last

Car Judging by popular vote. 3 awards per class (28 classes) No modified vehicles permitted National First Prize Vehicle Class (must be pre-registered) Display Vehicles: 1975- 1981 Events & entertainment for "young and old"

**Note: If Sunday is Saturday's rain day, participants MUST choose to enter as a judged vehicle or as club affiliation vehicle

Sunday, April 18 (all events rain or shine)

\$\$\$ Incentive drawings for all pre-registered show car participants \$\$\$

Vehicles (thru 1981) classed by individual club affiliation Registration 7:00 a.m. - 11:00 a.m. Awards and Incentives at 3:00 p.m. Dash plaques to all pre-registered

Tractor & Farm Machinery Judging. 3 awards Events & entertainment for "young and old"

All proceeds to benefit the AACAA Museum, Inc. *AACAA Membership not required to participate

Car Corral April 16-18, 1999 Vehicles up to and including 1989 No modified vehicles

Arts & Crafts Sales Giftware, Arts & Crafts Sales for 3 days - Friday, Saturday, Sunday Spaces available in sided tent approximate 9'x 10' or outside space approximate 10' x 30'

Automobile & Collectible Flea Market April 16-18, 1999 (optional set-up Thursday, April 15, 1999) Sales for 3 days - Friday, Saturday, Sunday* Spaces are approximately 10' x 30'

Tractor & Farm Machinery April 17-18, 1999 Spaces are approximately 10' x 30' Pedal Car, Tractor, & Airplane Display

Saturday Classes (25 years old): by make

Classes may be added or deleted at the discretion of the Chairman

NS	National AACA First Prize Class	14	Ford (1932-1948)
1	Chevrolet pre-war to 1942	15	Ford (1949-1974)
2	Chevrolet (1946-1963)	16	Studebaker & Packard
3	Chevrolet (1964-1974)	17	Corvettes
4	Pontiac & Oakland	18	Thunderbirds
5	Oldsmobile & Viking	19	Mustangs
6	Buick & Marquette	20	Commercial
7	Cadillac & LaSalle	21	Fire Apparatus
8	Mercury & Edsel	22	AMC Nash & Hudson
9	Lincoln	23	Motorcycles
10	Chrysler & Imperial	24	Foreign
11	Dodge & DeSoto	25	Sports Cars
12	Plymouth	26	Race Cars
13	Ford (to 1931)	27	All not previously classified
		28	Display Only (1975-1981)

Rules & Regulations:

- Two vendor Locations: Flea market (automotive/collectibles) and Arts and Crafts sales (giftware and handmade)
- All vendors **MUST** possess a valid permanent Pennsylvania sales tax license. (Call: 1-717-534-1910 and ask for PA 100 combined sales tax registration form.)
- No space(s) are transferable
- No motorized vehicles, scooters, minibikes, etc. permitted
- No alcohol permitted; no food and beverages sold except by permission of Chairman or owner of premises.
- No tatio sales/promotions or photographic sales involving models selling photos, videos, etc.
- Rosters, directories, raffles, and all commmemorative or souvenir items of this event are prohibited except by the AACA Museum, Inc.

Return this portion for registration (PLEASE PRINT)

Name _____ PA Sales Tax # (vendors only) _____

Address _____ Phone: Day () Evening ()

City/State/Zip _____ *Description of Art or Craft _____

Vehicle Registration: Saturday, April 17, 1999

_____ AACA Region/Chapter Name _____

_____ Vehicle Registration @ \$10 each (pre-registered by March 15, 1999)..... \$ _____

_____ Vehicle Registration @ \$15 each (after March 15, 1999)..... \$ _____

_____ Vehicle #1: Class _____ Year _____ Make _____

_____ Vehicle #2: Class _____ Year _____ Make _____

_____ Tractor/Farm Machinery @ \$3 per owner.....no limit on display pieces..... \$ _____

Vehicle Registration: Sunday, April 18, 1999

_____ Club Affiliation (non-AACA) _____

_____ Vehicle Registrations @ \$10 each (pre-registered by March 15, 1999)..... \$ _____

_____ Vehicle Registration @ \$15 each (after March 15, 1999)..... \$ _____

_____ Vehicle #1: Class _____ Year _____ Make _____

_____ Vehicle #2: Class _____ Year _____ Make _____

_____ Tractor/Farm Machinery @ \$3 per owner.....no limit on display pieces..... \$ _____

Flea Market - Arts/Crafts - Car Corral Registration

_____ Flea Market Space @ \$30 each (space 10' x 30') Must register by March 15 to be in program \$ _____

_____ Arts & Crafts Space @ \$50 each (sided tent space 9' front x 10' deep) Registration deadline: March 1*..... \$ _____

_____ Arts & Crafts Space @ \$30 each (outside space 10' front x 30' deep) Registration deadline: March 1*..... \$ _____

_____ Car Corral Space @ \$25 each. Pre-registration advised..... \$ _____

Make Check payable to: AACA Museum, Inc.

Mail to: AACA Museum, P.O. Box 234, Hershey, PA 17033. Phone (717) 534-1910

For vehicle registration confirmation, send stamped, self-addressed envelope. Confirmation sent to vendors and car corral registrants only.

THE PROFESSIONAL CAR SOCIETY - Northeast Chapter

"Dedicated to the restoration and preservation of vintage ambulances, funeral cars & livery vehicles"

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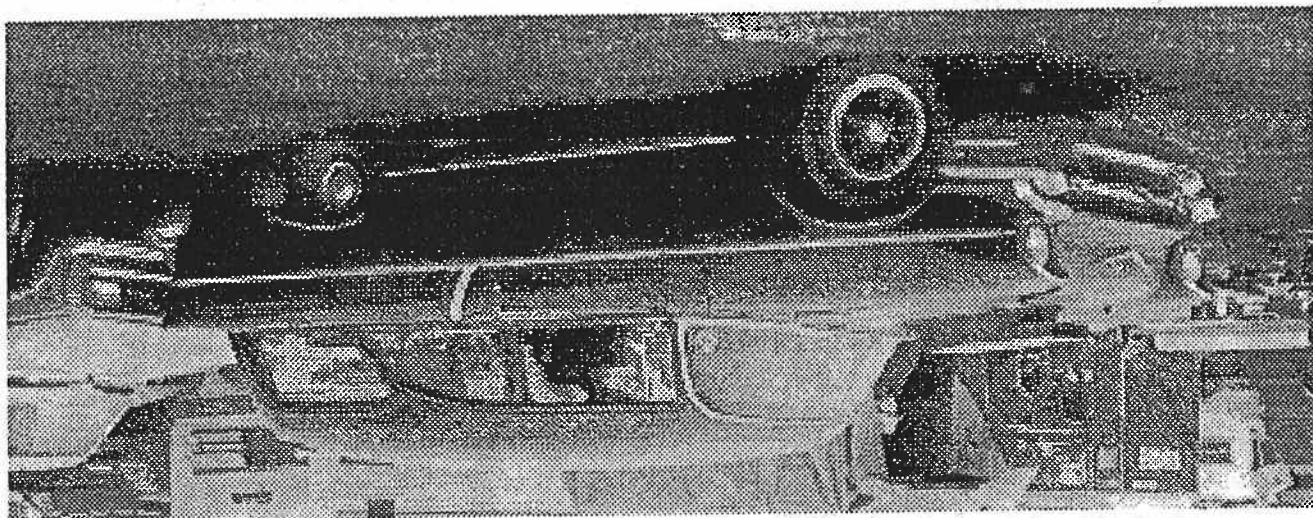
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MYSTERY FROM HERSHEY: Kit Foster, editor of the "Lost & Found" feature in *Special Interest Autos* magazine, sent this photo of a 1957 Chevrolet first call car that he spotted at Hershey this October. Can any of our readers identify the coachbuilder? That the inspection sticker in the windshield has a Canadian maple leaf may provide a clue.



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