



# The Criterion

NORTHEAST CHAPTER-PROFESSIONAL CAR SOCIETY

Issue No. 13

Winter, 1990

## LABOR DAY PICNIC

The Chapter's 2nd Annual picnic was held on Sunday, September 3 at the home of BOB & KAROL COSGROVE in Islip, NY. Sunny blue skies and mid-70 temperatures dominated the day, encouraging lots of neat, old cars to come out to play. The Chapter was joined by several members of Bob's Nash Car Club of America, who brought lots of special-interest stuff, ranging from: 1939 Coney Island bumper car, built in Germany, to a 1949 Nash 600 sedan...you know, those famous 'bathtubs'. In between was a 1927 Reo Speedwagon stake truck, a 1947 Cadillac sedanette, and a 1924 Minerva roadster, the only one built. Not to be outdone, was Bob's own one of a kind, a 1932 Nash 999 Victoria, that reportedly gets 9 miles to the gallon!

The Cosgrove home is also a museum of sorts, as Bob, a once AMC dealer, has amassed a huge collections of Nash artifacts, ranging from showroom posters and factory photos, to 1/25th promo models of all makes. He even has a 1949 Nash stopwatch which mounted neatly into the center of the steering wheel hub. It was optional at extra cost back then.

The Islip Fire Dept also stopped by, with their 1988 Chev P L modular ambulance, which helped close the day's activities with a light and sound show, PCS style! Those present included:

Mike & Joyce Satterthwaite  
Rich & Diane & Katelyn Valesky  
Leo Maren Fred Goerlitz  
Lance & Wendy Alfieri  
Paul Hoversen  
Jeff & Mary Hookway  
Sue & Patrick McBurney  
Craig & Roseanne Stewart

1956 Miller Cadillac ambulance  
1982 Checker taxi (last 100 built)  
1971 S&S Medic Mark I Cadillac amb

A NOTE OF THANKS TO THE  
COSGROVES IN HOSTING  
THIS EVENT. THE DAY WAS  
SUPER, THE FOOD, SUPERB,  
AND  
WE THANK YOU.

"Dis must be da place. . .  
Thoughtfully prepared sign  
guided PCS cars to their  
positions.



TECH TALK. . . . .

Often times in dealing with antique motor vehicles, the age-old problem of starting frequently rears its head. Results at best include gnashing of teeth. These starting problems are many times caused by corroded battery terminals. Let us examine a few procedures that may help correct this problem. . .

**CLEAN THE BATTERY POSTS**---many posts need cleaning badly. Sometimes a brush-type post cleaner just won't do the job thoroughly enough. Often the brush will not adequately remove the hard dull gray layer that is often present. Ordinary slip joint pliers (not Channel-Lock type) suffice. The curved serrated part of the jaws can do a decent removal when rotated around the post with light pressure. The cylindrical surface of the post should finish bright and shiny, rather than dull and gray.

While cleaning, all connections in the starting and ignition circuits should be cleaned and tightened to maximize the voltage and current available for starting.

**WASH THE BATTERY TOP**---This should be performed at least twice a year to neutralize the sulfuric acid that accumulates. One of two teaspoons of baking soda in a cup of water is usually sufficient. It is brushed in until the fizzing stops and then dried. DO NOT get any of the solution inside the battery or the vent caps.

**USE OF FELT WASHERS**---Readily available at auto parts stores are chemically treated felt washers. These prevent or retard corrosion and are available in two varieties: A) dry, often dyed red and green; B) dark red and gooey. Forget the discount store dry ones, and use the messy kind as they do a better job.

**INSTALL MARINE TYPE TERMINALS**---marine type battery lugs have a stud and wing nut so the cables may be easily disconnected for safety and security. When the vehicle is parked in its garage, these should be disconnected to reduce the chance of a disastrous, high current, unfused short circuit. Instead, we can also use standard battery cables and lugs, and install a disconnect switch in the circuit. If this route is chosen, make certain that the disconnect switch has enough current capacity. These are often advertised in the various antique auto trade journals. As a note, most ambulances manufactured after the mid-60s usually have a dual-battery system with a cut-off switch.

**USE OF PETROLEUM JELLY**---A coating of this on the battery connections is also an additional corrosion protection measure. Attempt not to get any on the connecting surface between the lug and post.

The following hints will also aid in keeping the system well-running: Use only distilled water in the battery. With early generators the battery will not be kept fully charged due to low running time and/or charging rate. Therefore, a battery charger must be used periodically to bring the battery up---or to get started if we neglected maintenance charging. A charger is also advised for winter use during storage, maybe twice a month, as even a disconnected battery will slowly discharge.

THIS JUST IN . . . .

As we prepare this issue, we've been in contact with personnel from the New York City Fire Dept, who will be celebrating their 125th Anniversary with a gala parade, flea market, and antique vehicle display. This will occur on SATURDAY, MAY 5, and the Chapter is promised a parade application. More details as they become available. This promises to be an event not to be missed!!

--condensed from ENJINE! ENJINE!  
Issue 1988-4, Winter, the official  
publication of SPAAMFAA.



ABOVE: Just a sampling of the Cosgrove AMC-Nash museum. The photo does no justice to the artifacts.

RIGHT: Lance Alfieri takes time out to make carb adjustment on his Checker cab. NOTE NY personalized license plate: TAXI MAN.

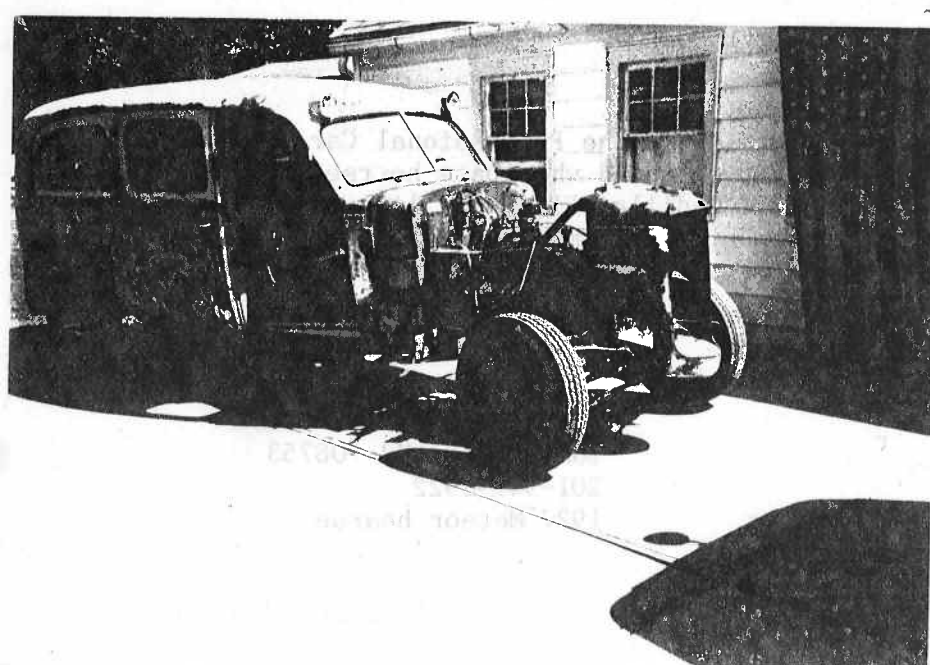


ENGLISHMAN AUTO SHOW

Also in the works is Bob's project car, his 1938 Miller Cad ambulance. Movie star car was rescued from the wilds of North Jersey..vehicle is presently offered for sale, and made an appearance in "The Godfather."

WELCOME NEW MEMBERS:

Matt Siegel  
 1301 Northridge Ave  
 Brooklyn, NY 11230  
 718-404-1307  
 1904 Premier (Brooklyn) Dr



## WINTER MEETING

To help keep warm during the dreary winter cold, the Chapter will hold a sort of informal get-together at 1:30pm on SUNDAY, FEBRUARY 18. The site will be at the Bergen County EMS Training Center, located at East 285 Pascack Rd in Paramus, New Jersey. It is located within the grounds of the Bergen County Vocational School, however. A map has been enclosed, with self-explanatory directions. But if you feel the need for assistance, feel free to contact Craig at 201-438-1757 prior, or should you become lost, the school's number is (201) 967-0751.

In addition to viewing PCS member Dave McCamey's video of the '89 Meet, plans for the upcoming Woodbridge Twp, NJ annual St Patrick's Day parade on Sunday afternoon, March 11. ALL professional cars are welcome!

Light refreshments will be served, and there is also a fully equipped kitchen which can be made available for those wishing to bring their own covered dishes.

The Training Center is sort of a museum in itself for the rescue types, as their mobile stock includes a Ford C-Gerstenslager heavy rescue unit, several modular ambulances, and even a 1976 Superior Cadillac hightop! A tour of the facility will also be made available to us, as this is one of the state's most comprehensive Emergency Medical Technician site. Complete programs are also offered in Haz-Mat and Heavy Rescue operations. The entire program is funded through the efforts of the Bergen County Board of Chosen Freeholders, who have recently approved a multi-million dollar bond for the construction of a new facility specifically tailored for the needs of the EMS community.

Professional cars are always welcomed, as there is ample parking. Prospective members are encouraged to attend, too. Remember the date, Sunday, February 18 at 1:30pm. BE THERE OR BE SQUARE!

## MARKETPLACE

FOR SALE: 1976 S&S Cadillac Professional ambulance; Grecian White over Caribe Aqua (1968 Cadillac colors); runs ok; former NJ fire dept unit. CONTACT: Leo Maren, 201-647-3738.

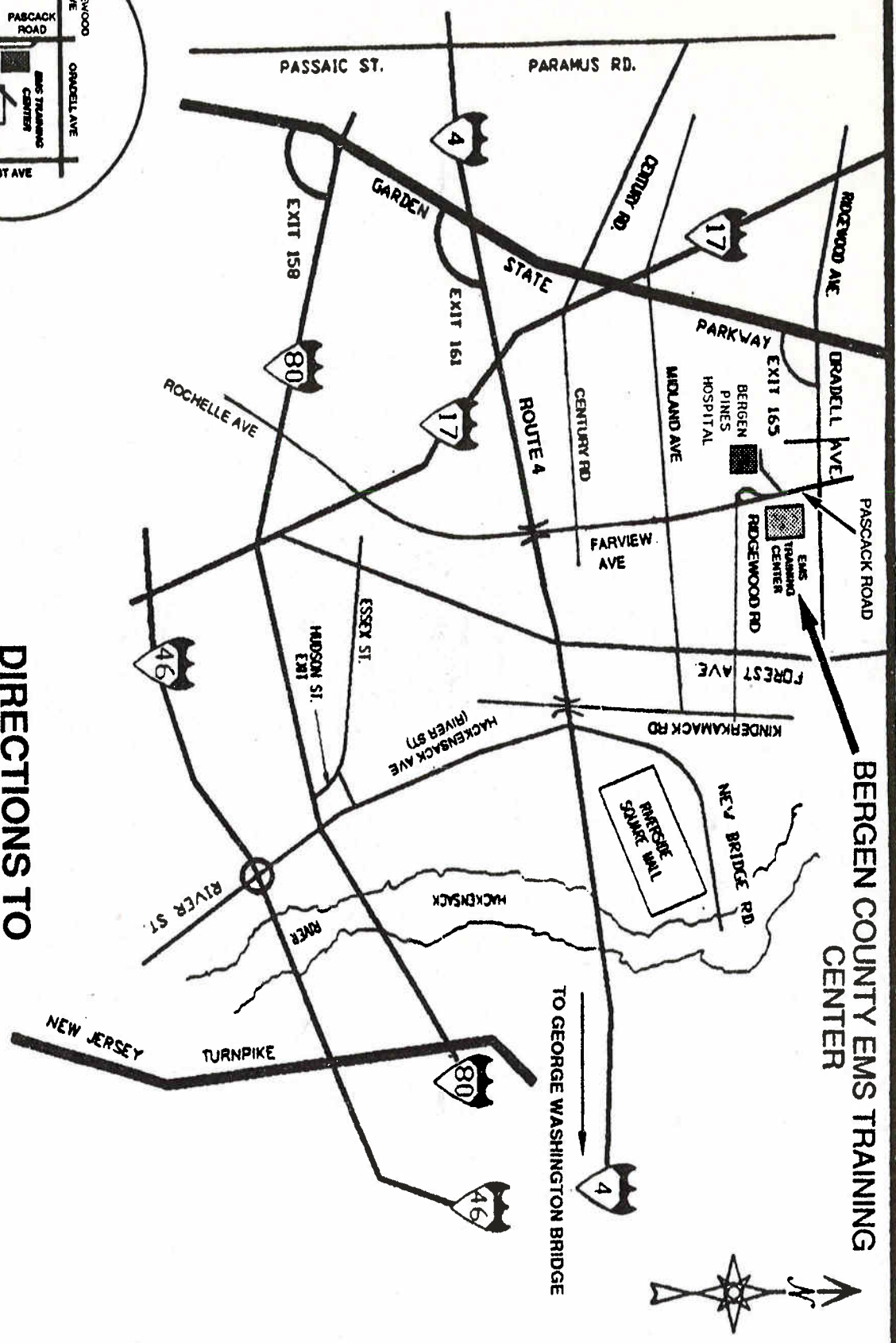
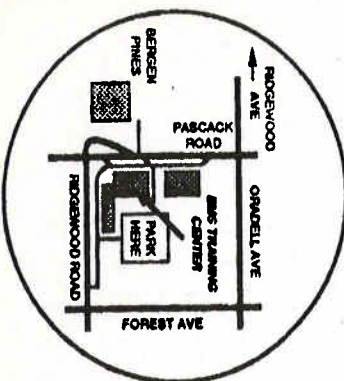
## ENGLISHTOWN AUTUMN SHOW

HARV SCHOFIELD reports only three entries in the Professional Car class at Fall Englishtown: a rare, 1964 Pinner Chevrolet extended wheelbase hearse, owned by new member Matt Siegel of Brooklyn, NY; a 1951 Cadillac Fleetwood limousine in addition to Harv's award-winning 1967 Lehmann-Peterson Lincoln limo.

## WELCOME NEW MEMBERS:

Matt Siegel  
3301 Nostrand Av  
Brooklyn, NY 11229  
718-998-2207  
1964 Pinner Chevrolet Biscayne hearse

Lawrence/Joyce Bolen  
412 Main St  
Toms River, NJ 08753  
201-349-1922  
1927 Meteor hearse



**BERGEN COUNTY EMS TRAINING CENTER**

**DIRECTIONS TO**

**BERGEN COUNTY EMS TRAINING CENTER**

**EAST 285 PASCACK ROAD PARAMUS, N.J. 201-967-0751**

