



The Criterion

Northeast Chapter - Professional Car Society

June, 1993

Dear Members:

IT'S SHOW TIME !!!

Summer is finally here. We can get out our Professional Cars, dust them off, and enjoy all of the up coming events for 1993.

Four of these shows that have a Professional Car Class are:

- | | | |
|------------------|---|--|
| July 28th - 31st | - | The Cadillac - La Salle
National Meeting
Lancaster, Pa. |
| Aug. 4th - 8th | - | The Professional Car Society
International Meet
Chatham, Ontario, Canada |
| Aug. 14th | - | New Hope Auto Show
New Hope, Pa. |
| Aug. 28th | - | Laurel Lions Car Show
Laurel Race Course, Maryland |

If any member is interested in attending any of the above shows please contact Mike or Leo.

Our last meeting was an informal get together at the Allentown Spring Thaw Flea Market. Several club members and friends enjoyed a relaxing walk through the flea market where some equipment was purchased. Then there was a motorcade to a restaurant where we had lunch and discussed some club business.

The next meeting will be at the Bucks County Automobile Show in Langhorne, Pa. on Sunday July 25th. Bring your Professional Car and enjoy a day of fun and food. This is the first year for this show and they have agreed to have a Professional Car Class for us. Let's have a good showing so they will continue our class in years to come.

We have enclosed a flyer for the Bucks County Show. Any of our members who will be attending, with or without, their cars please contact Mike or Leo.

Our favorite time of summer will soon be here. Our Professional Car Society International Meet in Canada should be one of the best ever.

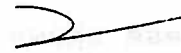
If you have not made your vacation plans yet Ontario would be a great place to take your family.

You will meet Professional Car enthusiasts from all over the United States and Canada. There have been many activities planned for our members and their families to enjoy. We already have a few of our chapter members registered and hope that more of you will be attending. If you are going to Ontario please call Mike or Leo.

Further back in this newsletter you will find some helpful hints for travel to Canada from AAA.

HAVE A GREAT SUMMER !!!

Mike



Cadillac makes 'headliners' with recycled pop bottles

They're no longer returnable — but the pop bottles that come with Cadillac Eldorados and Sevilles and the soon-to-come 1993 Brougham offer a value that can't be measured in "return for deposit."

"We incorporated 30 post-consumer recycled pop bottles into the headliner substrate of Eldorado and Seville for 1992 and will carry that over to the 1993 models. The new Brougham will contain 38 recycled bottles," reports Terry Cullum, of the Material Engineering Staff in Vehicle Engineering.

The two-liter plastic bottles are melted down to a substance called polyethylene terephthalate (i.e., polyester) and the liquid injected into the mold used to make a headliner, he explains.

Cullum says the pop bottle recycling is an example of several short

term strategies that are being incorporated into the material selection process. These strategies include material substitution on current parts to utilize more recycled materials, materials deproliferation to reduce the number of material types used which will enable more efficient recycling of the product, and new parts to be identified with a new standard that will improve the recyclability of the part.

Long term, Cullum says another environmental-friendly strategy involves the process used to select materials for future vehicles. Cadillac is involved in a Cooperative Research and Development Agreement (CRADA) with the U.S. government in a program that involves the development of a knowledge-based system for material selection.

Headliners: environmentally-friendly

"The purpose of the system is to provide the engineering community with a material selection tool that will seek harmony between materials and processes, car attributes and the environment," he adds. The system will also address the environmental impact of material selections from cradle to grave, involving such elements as energy, toxicity, pollutants, waste minimization, mass, life cycle costs and end of primary life cycle disposition.

"Cadillac is providing a leadership role in this effort and will pilot the knowledge-based system for General Motors," Cullum says.





Sunday - July 25, 1993

10AM - 5PM

FIRST ANNUAL

Bucks County Automobile Show of antique and collectible vehicles

presented by CHURCHVILLE NATURE CENTER
and

BUCKS COUNTY DEPARTMENT of PARKS and RECREATION

to be held at Core Creek Park, Langhorne PA

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- 24 Classes of Automobiles on Display
- Automotive & Crafts FleaMarkets
- Children's Activities
- Food Vendors
- Hayrides
- Music

GENERAL ADMISSION:

ADULT
\$5.00

CHILDREN UNDER 12 - FREE
PARKING - FREE

for more information, contact
CHURCHVILLE NATURE CENTER
215/357-4005



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Cars to be judged by the participants of the following classes:

- | | | | |
|------------------------|-----------------------|-----------------------------|---------------------------|
| 1. AACA Seniors | 7. Production 1960-69 | 13. Corvette 1953-62 | 19. Commercial Vehicles |
| 2. Original/Unrestored | 8. Model 'A' 1928-29 | 14. Corvette 1963-67 | 20. Professional Vehicles |
| 3. Production to 1929 | 9. Model 'A' 1930-31 | 15. Camaro/Firebird 1967-69 | 21. Fire Trucks/Military |
| 4. Production 1930-39 | 10. T-Bird 1955-57 | 16. Sports/Imports | 22. Farm Equipment |
| 5. Production 1940-49 | 11. Mustang 1965-69 | 17. Street Rods | 23. Stationary Engines |
| 6. Production 1950-59 | 12. Chevrolet 1955-57 | 18. Motorcycles | 24. Special Interest |



First, Second & Third, each class, awarded Mercer Tiles at 4:00 pm

All cars to be in place by 11:00 am

Dash plaques for first 100 cars registered

FOOD * MUSIC * ENTERTAINMENT * CHILDRENS AREA * HAYRIDES

All proceeds to benefit Churchville Nature Center and Bucks County Department of Recreation

Automobile Registration: \$10/gate, \$8/advance by deadline below

Mail registration form (one per entry) by July 17, 1993, to:

Churchville Nature Center

501 Churchville Lane, Churchville, PA 18966

(Please duplicate for additional cars)

FOR MORE INFO:
 (215) 357-4005

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NAME _____ PHONE _____

ADDRESS _____

_____ ZIP _____

CLUB AFFILIATION _____

CAR REGISTRATION _____ YEAR _____

CLASS NUMBER _____ REGISTRATION FEE _____

AUTO FLEAMARKET SPACE (10' each, \$10) _____

CRAFT FLEAMARKET SPACE (10' each, \$10) _____

S&S Crash Test

At over 30.5 miles per hour, the coach was propelled into a solid, steel reinforced concrete wall. Both driver's and passenger's air bags deployed perfectly.

Company officials at S&S/ Superior of Ohio, Inc., announced that they have crash tested a full size, 1993 Cadillac commercial glass funeral coach, and passed with flying colors.

Ron Benedict, Vice President of Operations at S&S/ Superior, noted that "As the recognized leader of the professional vehicle industry, we believe that it is mandatory to prove that our vehicles are not only built to last, but they're safe to own and operate as well."

Superior Coaches and S&S Coach Company took one of their largest 1993 Cadillac funeral coaches to TRC, an

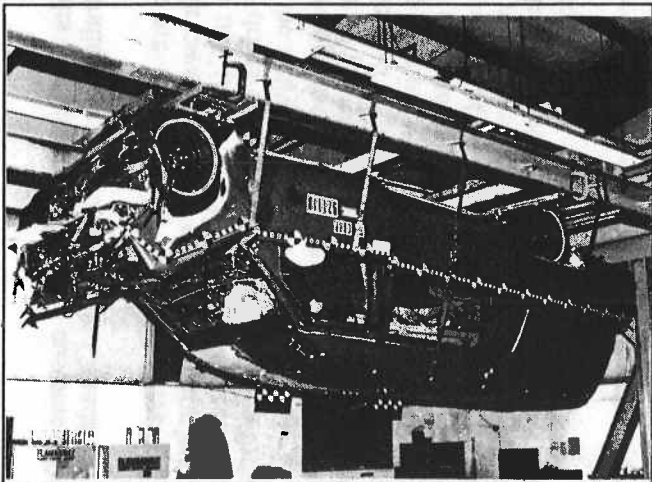
independent test facility located in Ohio, for a two-part destructive crash test. The vehicle was a true commercial glass production model which S&S and Superior constructed on a 1993 Cadillac Fleetwood chassis. The rear compartment was weighted down to simulate the weight of an oversize casket while the front compartment contained two high-tech crash dummies.

At over 30.5 miles per hour, the coach was propelled into a solid, steel reinforced concrete wall. Both driver's and passenger's air bags deployed perfectly. The actual head injury stress loads experienced by the two crash dummies were only about one-third of allowable levels. The coach was rotated 90, 180, 270, and 360 degrees to verify the fuel tank integrity. At the end of the first day of testing, Superior and S&S had demonstrated com-

plete compliance with all safety standards. But that was only one half of the test.

On the second day, TRC conducted the rear impact test. A 1.5 ton steel sled was slammed into the back of the coach at over 30.5 miles an hour. Once again, the hearse was rotated to check for fuel leakage. Even though the coach experienced devastating front and rear impacts, all U.S. and Canadian Motor Vehicle Safety Standards were met or exceeded.

This test was 100% funded and conducted by S&S and Superior alone, said Don Cuzzocrea, President and CEO. "No competitor, to our knowledge, has crash tested one of their funeral coaches. S&S/ Superior is totally dedicated to meeting or exceeding all U.S. and Canadian safety standards. Our company has the engineering expertise, manufacturing know-how and- financial strength to prove our cars are built or correctly", said Cuzzocrea.



Cuzzocrea continued to say that vehicle safety should be a critical issue when a professional buys a coach or limousine. "Hopefully they won't need it, but it's there should emergency arise. In addition to safety, our crash testing program also proves that the extra time and money we put into our exceptional structure will furnish our customers with a car that lasts longer and provides better service and resale value than any of our competitor's models", concluded Cuzzocrea.

For more information, contact Mike McKiernan at (419) 222-1501 or (419) 224-3910. □

BORDER INFORMATION

ENTERING CANADA AND RETURNING TO THE UNITED STATES

PASSPORTS to enter Canada or return to the United States are NOT required of U.S. citizens. However, proof of citizenship must be carried; a birth, baptismal or voter's certificate will usually suffice. Proof of residence also may be required. Naturalized citizens should carry naturalization papers, and U.S. resident aliens must have an Alien Registration Receipt Card. Minors (under age 18) traveling without their parents—i.e., alone or with friends or relatives—must, in addition to having proof of citizenship, present a notarized letter of consent signed by both parents or guardians. If Canadian Customs has been advised that a divorced or separated parent is attempting to cross the border with a minor, he or she may be stopped unless having written permission to do so by the absent parent.

THE CANADIAN GST: Effective January 1, 1991, Canada established a 7 percent Goods and Services Tax (GST) levied on most items sold and most services rendered.

However, non-Canadians may apply for a GST rebate on many items, including short-term accommodations. The minimum rebate claim allowed is for \$7 of GST.

Purchased items on which the GST is not refundable include restaurant charges and meals, tobacco, alcoholic beverages, camping and trailer park fees, automobile fuel and certain services such as dry cleaning.

Brochures further explaining the GST and containing a rebate form are available in Canada at land border and airport Duty Free shops, Tourist Information Centers, Customs Offices and at many hotels.

For more information write:

**Revenue Canada, Customs and Excise
Visitors' Rebate Program
Ottawa, Canada KIA 1J5**

You may obtain information toll-free in Canada by phoning (800) 66VISTIT. Outside Canada, phone (613) 991-3346.

CANADIAN CUSTOMS REGULATIONS

VEHICLES, including trailers not exceeding 2.75 metres (9 ft.) in width, entering Canada for touring are generally subject to quick and routine entry procedures. You may not leave or store a car, trailer or other goods in Canada while you leave the country without either paying import duty and taxes or presenting the necessary permit to leave the items in Canada. This

and any other required permits are issued by Canadian customs officials at the point of entry. Vacation trailers may not be stored in Canada during the off-season.

Vehicle registration cards are necessary for Canadian travel. If you're driving a car other than your own, you must get written permission from the owner for use of the car in Canada. A copy of the contract is required for rented cars. A valid U.S. driver's license is valid in Canada for varying periods of time as ruled by the individual provinces and territories.

If you're planning on driving in Canada, you must obtain a Canadian Non-Resident Inter-Province Motor Vehicle Liability Insurance Card from your insurance company. The card is proof of financial responsibility in accordance with the minimum amount required in every province and territory of Canada. Additional short-term coverage, such as a trip accident policy, is recommended. Evidence of financial responsibility is required at all times. The penalties for not producing such evidence vary by province and territory and can result in complicated, costly and time-consuming problems if you're unprepared.

WHEN YOU TRAVEL IN CANADA

AAA-affiliated motor clubs form the Canadian Automobile Association, with its national office at 1775 Courtwood Crescent, Ottawa, ON, Canada K2C 3J2. CAA clubs provide the same services for AAA members as do the AAA clubs in the United States. Establishments displaying the Official Appointment sign have met the rigid inspection requirements of the two associations.

SEAT BELTS: The use of seat belts by vehicle drivers and front-seat passengers is required in all provinces, Northwest Territories and Yukon Territory.

RADAR DETECTORS: The possession and use of radar detection devices is illegal in Manitoba, Newfoundland, Northwest Territories, Nova Scotia, Ontario, Prince Edward Island, Québec and Yukon Territory.

INSURANCE: Driving your car into Canada? Obtain a Canadian Non-Resident Interprovince Motor Vehicle Liability Insurance Identification Card from your automobile insurance agent. The card certifies that you carry statutory minimum liability requirements while driving in Canada. If renting a vehicle, check with the rental car company.

CURRENCY: All prices and admission fees quoted are in Canadian dollars. Private establishments are under no obligation to accept, convert or pay a premium on currency of other countries. It is to your financial advantage to use Canadian currency when traveling in Canada. The only means of obtaining the official exchange rate is to change U.S. funds at a bank or purchase travelers checks in Canadian currency. If you plan on carrying cash instead of travelers checks, be aware that some Canadian banks will not accept U.S. bills in large denominations for exchange.

PROVINCIAL REGULATIONS: Check the Fast Facts or For Your Information boxes for any additional regulations imposed by individual provinces or territories.

