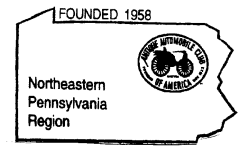


# YESTERGEARS NEWS



VOLUME XLVIII, ISSUE 6

## NEPR AACA 2008

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## 48<sup>th</sup> Car Show is a Hit

All of the ingredients for a successful car show came together on June 7, including cars, club members, the public, and the weather. As a result the NEPR-AACA's 48<sup>th</sup> Annual Car Show and Flea Market was a resounding success.

The day began at 6 AM with members setting up signs, tents, tables, waste cans, and car class markers. Bob Komnath soon had his big grill sputtering and producing sausage and egg sandwiches for the early morning workers. The marker set-up professional team of Catherine and Bob Berkey had the classes set up in time for the arrival of the first cars. The Neimans arrived early to direct the flea market vendors to their slots. For the first time in several years the space allocated for the flea market was filled.

Cars of all descriptions began filing through the gates, and the Day-of-Show line soon backed into Prospect Street. With Bob Harrington's leadership, Alice and Bob Scott, Bernie Healey, and Nicole Boback strove valiantly to keep up with the onslaught. With some process adjustments the line was cleared before the 12 noon deadline.

As more club members arrived, the public gates were manned, and the food stand customers were served. Bob's famous hot dogs and burgers were grilled and served by the hundreds. Ice runs had to be made to replenish the soda and water tubs as the weather contributed to the crowd's thirst. Bob Stavish Jr., his brother Joe, and two nephews, Mike Stavish and his buddy, Mike, kept the food customers satisfied. There were many assistants in the food tent as the day progressed, including Carolyn Martin and her recruit, Holly.

The ice cream specialty vendor had lines all day as people enjoyed the desserts provided. A steady flow of show goers took in the wide variety of items for sale in the flea market. Of course, Rockin' Rich kept the volume high with a steady stream of announcements and his huge repertoire of rock and roll.

Show participants mingled in their assigned classes doing their judging as the Wolfe family and Rick Boback did their usual competent job of compiling the judging results. Some clouds threatened at 3 PM, but the trophy awards went off without a hitch. Many award winners reported enjoying the show and promised to return next year. Jason Wasmanski handled the award announcements with his usual professionalism. Stephanie Wasmanski filled in ably for Treasurer Bob Stavish Sr., who was committed to a family affair. Receipts were promptly recorded, and change was kept flowing to the customer hot spots. Clean up began promptly after the trophies were awarded, and the LCCC grounds were returned to their original condition. Ken and Jarrett Wolfe collected show signs and the other show apparatus and returned the pile to the storage shed in Wanamie.

Bob Komnath, Bob Stavish Jr., and Mike Sawczuk handled the dismantling of the food tent operations, the waste can clean up, and policed the grounds, assisted by Carolyn Martin and Stella Tomshack. Carolyn and Stella, by the way, were all over the grounds during the day, filling in as needed and contributing their long time experience.

The 48<sup>th</sup> show is in the books. Judging by the satisfied trophy winners, the mounds of consumed food and drinks, and the smiles of attendees, the NEPR has done it again. Thanks to all who contributed, even if your names aren't included in this report.

## **President Bob Stavish, Jr.'s Message**

Greetings Members!

Remember this saying as a kid? Rain, rain, go away; come back some other day! The past 30 days or so have been complete wash-outs. But did you know that the only day it didn't actually rain included our annual show plus the past two cruises? Our club is truly blessed!

As you've probably heard by now our 48<sup>th</sup> Annual Car Show and Flea Market was a huge success! I'd like to personally thank each and every one of our show workers and volunteers, both members, relatives of members and non-members who pitched in when ever and where ever possible. It was a true group effort for which I heard nothing but positive reviews. From the food to the flea market, music to trophies, kindness and helpfulness of the members and the overall festive atmosphere made it a memorable and successful event. This in turn allows us to continue to generously support the Nancy Boback Memorial Scholarship Fund at LCCC. Again, I THANK YOU!

I encourage all members to visit our website at [www.nepraaca.com](http://www.nepraaca.com) to see all the coverage from the show and the cruises plus, updates to our calendar of events.

Don't forget to mark your calendars for our annual Show Workers/Summer Picnic at Frances Slocum State Park coming up in August. Details are to follow in next month's newsletter and on the web site.

Now that it appears some of this "moist" weather is beginning to break, I encourage and hope to see other members out and about at the cruises and other shows. It's always nice to see a "contingent" representing our club. And if it looks like rain don't worry about it!! I'm told by the older members "your car is not made of sugar, it won't melt!"

Happy Motoring!

Bob Stavish Jr.

### **NEPR MONTHLY MEETINGS**

NEPR AACA monthly meetings are held at 7:30 p.m. on the first Tuesday of each month (except March and December) at the Wilkes-Barre Area Vocational Technical School, Jumper Road, Plains, PA. March and December meetings will be held on an announced basis.

### **Newsletter Information**

Yestergears News is published monthly by the Northeastern Pennsylvania Region of the Antique Automobile and

### **For Your Information....**

is distributed to all members and other select individuals or organizations. Articles may be reprinted with proper credit given to NEPR AACA.

If you have something you wish to have included in an upcoming newsletter please forward it to:

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Visit our national website at:  
[www.aaca.org](http://www.aaca.org)

Visit our local website at:  
[www.nepraaca.com](http://www.nepraaca.com)

## INTERESTING TIDBITS.....

### A Twist of Automotive History

The minivan concept is credited to a Ford designer, Don DeLarossa. Some time in the late 1960's he convinced his boss, chief of design at Ford, Gene Bordinat, that a vehicle with the utility of a station wagon and a van, but more stylish and more economical than either, would be a hit. Hal Sperlich, a top Ford exec, was brought on board, and together this group convinced Lee Iacocca that the minivan would be a marketplace success.

The group had a major roadblock to overcome, however, Henry Ford II. For the minivan to meet their requirements for carrying capacity, economy, and fashionable design, it needed to be built on a front wheel drive platform. Henry the Deuce did not want to build front wheel drive vehicles. He had already decided against a front wheel drive small car in favor of a traditional rear wheel drive downsized standard size car. His decision had been a safe one instead of one which challenged traditional design and led in a new direction.

The battle between the group supporting the minivan and those opposing it, lead by Henry Ford II and finance man Ed Lundy, seemed to favor the former group when Ford marketing researcher Norman Krandall revealed the results of one of his marketing studies. It showed that the minivan's prospects were even brighter than the group favoring it appreciated.

His numbers showed the minivan might top the 400,000 units the Mustang sold in its first year.

Even better, the minivan sales would not be at the expense of other Ford vehicles, and Ford could charge a premium price for it. All of the numbers suggested the minivan would be a hit, and Ford would be the first to the market with it. It would also open a new market niche.

Even with these impressive numbers, the minivan group was dismayed to see continued resistance. The Ford bean counters were committed to spending millions to introduce the vehicle which became the Escort, and could not be convinced to spend money on a second new introduction. They would not borrow money for another introduction because it might jeopardize Ford's Triple A market rating.

Because of their constant battles with the money men who held the reins at Ford and with Henry Ford II, Hal Sperlich and then Lee Iacocca were eventually fired. Sperlich managed to catch on with Chrysler, and immediately supported a front wheel drive program which had been initiated there. Chrysler, however, was sinking fast and close to bankruptcy. Iacocca was hired, gained a government loan of \$1.8 billion, and managed to launch the K-car, which saved Chrysler.

In 1980 Sperlich and Iacocca resurrected the minivan, but now it was at Chrysler Corporation. With the front wheel drive K-car already in place, the minivan was an easy introduction. Its 1983 debut was a resounding success, and it has been one of Chrysler's few profitable lines since then. Looking at today's automotive situation, what might have happened had Sperlich and Iacocca been successful with the minivan at the Ford Motor Company a decade earlier? You be the judge.

M.P. Sawczuk

(Ref.: Halberstam, David. The Reckoning. N.Y.: William Morrow and Company, Inc., 1986)

### More Automotive Odds and Ends

The first U.S. mall was Northland in Detroit, a 250 acre complex which eventually included a hotel, hospital, and apartment and office buildings. (*What more could a shopper want?*)

The first severe smog in Los Angeles occurred on September 8, 1943. Many citizens thought it was the beginning of a Japanese invasion. (*Apparently no one in LA talked to people in Pittsburgh.*)

Captain Max Schumacher, a former Marine Corps pilot, initiated the airborne traffic watch for station KMPC in California in 1957. *(Now boys and girls have another career to which they can aspire.)*

The first primitive road maps were developed in Boston by George Walker in 1900. *(No GPS in those days, I guess.)*

Wisconsin initiated the practice of giving roads official numbers in 1920. *(Pick a number from one to twenty....)*

In the late 1920's 28 states still did not require a driver's license of any type to operate a motor vehicle. *(This must be when "Dodgem" cars originated.)*

Telegraph and other utility lines went underground in NYC in 1888 because of the great blizzard of that year. *(Thus removing a great target for automobiles.)*

Detroit is known as the Motor City, but Los Angeles took an early lead in automotive density. In 1915 there was a car for every 8.2 LA residents compared to a national figure of 1 car for every 43.1 residents. By 1925 this ratio changed to 1 car for every 1.8 residents in LA, and a national figure of one car for every 6.6 residents. *(Los Angeles – the Traffic Jam City.)*

The first Holiday Inn was built in the early 1950's, named after the Bing Crosby – Fred Astaire movie. *(It could have been named after King Kong!)*

Disneyland opened in California in 1955 and was so successful at moving people that the writer Ray Bradbury suggested Disney should be elected mayor of LA to make the city operate more efficiently. *(You know what happens to good ideas.)*

(Ref.: Finch, Christopher. Highways to Heaven. N.Y.: HarperCollins Publishers, Inc., 1992.)

### **Current Auto News**

As reported in the August, 2009, issue of Automobile magazine:

789 Chrysler dealers received 26 days notice of their terminated franchise agreements, effective on June 9, 2009. Pennsylvania ranked No. 1 among states with the most Chrysler dealerships closing, with 53. Of Chrysler dealers, 25% were terminated, of which ½ half sold fewer than 100 cars per year. The terminated dealerships had 44,000 vehicles in stock as of mid-May.

The average annual earnings of a new vehicle dealership employee is \$48,339, and the estimated job losses as a result of all dealership closings is 150,000, when the estimated 2369 GM dealers are terminated at the end of 2010.

### **NEPR Notebook**

- Our website is up and running and can be viewed at [www.nepraaca.com](http://www.nepraaca.com)  
Bob Stavish, Jr. is looking for as many pictures of members cars, trucks, motorcycles, etc., along with your name and what kind of car, truck, motorcycle, etc., so he can upload it onto our website.
- FOR SALE: Two used Continental tires; good tread P215/60R16 - \$25/both; Brand new "Donut" spare on rim for 2002 Mercury Sable or Ford Taurus - \$5.00. Call Mike at 735-7064
- We are looking for a volunteer to be club secretary for the balance of 2009. Please contact President Bob Stavish.

- **Car For Sale**

2006 Buick Lacrosse, 29K miles

Glacier Blue, in excellent condition

Asking \$13,500. Call 570-443-8759

## **Calendar of Events**

### **June, 2009**

6-2-09 NEPR monthly meeting

6-7-09 NEPR AACA Annual Show - LCCC

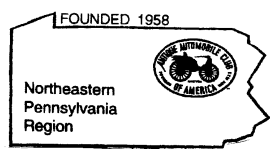
6-26-09 NEPR-AACA Wilkes-Barre Public Square Car Cruise

### **July, 2009**

7-7-09 NEPR monthly meeting

7-31-09 NEPR-AACA Wilkes-Barre Public Square Car Cruise

FROM:  
NEPR-AACA



TO: