



# The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

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**MESSAGE FROM OUR PRESIDENT**

Looking to 2005, our first Chapter event will take place on Saturday, February 19th, when we meet for dinner at the Bonfire Restaurant in Paterson, N.J. It's an easy place to find, located off Interstate 80, Exit 59, on the right side of Market Street between East 38th and East 39th Streets, and those of you who attended the dinner that the Northeast Chapter held there in 2000 will no doubt recall the great time we had. The food isn't cheap, with a fixed price dinner including salad, soda, a choice of beef, chicken or fish, dessert and coffee costing \$24.80 per person including tax and tip, but it's an excellent value given the quality and the dining room is comfortable and cheerfully decorated. Cocktails, if you want some, start at 6:30 pm while dinner begins at 7, but please RSVP to me at (201) 342-4871 so that I can arrange for the restaurant to have enough tables to seat us together. If you need directions, call the Bonfire directly at (973) 278-2400.

Other events have already been scheduled for the coming year as well. Be sure to mark Sunday, March 6th on your calendars, when the next Northeast Chapter business meeting takes place at a location that will be announced later by postcard. We also have our Fourth Annual Charity Car and Truck Show in Lahaska, Pennsylvania to look forward to on Sunday, June 12th, and our newsletter editor Gregg Merksamer is also seeking a suitable date sometime in April or May to schedule a pro-car convoy/mini-meet at the New York State Museum in Albany, where a marvelous exhibit of historic ambulances has just opened. If you have an idea for another Northeast Chapter activity, or a suggestion concerning old car shows that we can attend as a group, please don't hesitate to contact me or one of the other officers listed to the left. We are especially interested in getting a volunteer to host another Chapter Picnic like the fine one Paul and Donna Vickery held last summer.

If I have any other hopes for the coming year, it's that our members will take every opportunity to seek out like-minded professional car enthusiasts who might not be aware that the PCS exists and encourage them to join our group. With regards to the general public who may give hearses and ambulances a wide berth, every encounter is an opportunity to answer questions, clear up misconceptions, and educate the people around you. -

**May Your Holidays Be Merry and Bright, BILL MARCY**

## MINUTES FROM SPARTA

### Warm Weather Spurs an Ad Hoc Mini-Meet

Unusually warm, 65-degree weather prompted several people to bring their classics to the PCS Northeast Chapter's November 7th business meeting in Sparta, N.J. Our hosts, Chapter Treasurer Jeff Hookway and Secretary Mary Hookway, had their 1966 Cadillac DeVille convertible on hand as they welcomed attendees to the Sparta Volunteer Ambulance Squad HQ, while Bill & Lucille Marcy brought the 1949 Flexible Buick Roadmaster ambulance that Your Editor profiled in Third Quarter issue of The Criterion. The parking lot mini-meet also featured Peter & Skeeter DeMattia's 1989 Dodge Caravan "first call" coach and a baby blue 1963 S&S Cadillac Park Row combination coach driven all the way from Bristol, Pennsylvania by Mike & Vicky Barruzza. Other regulars in attendance included Fred & Tracy Goerlitz, Andy & Karen Toton, Jack Cipriano and Northeast Chapter V.P. Dan McCann. A new face at the meeting, representing the Raritan River Region of the Cadillac-LaSalle Club, was Pat Caruso of Green Brook, N.J., who reported that his "pro-car friendly" chapter has attracted 120 members owning 160 automobiles since it was formed two years ago. Intent on increasing this total, he passed out membership applications and complimentary copies of the Chapter publication Caddy Corner; a worthwhile website is also maintained at [www.rrrclc.org](http://www.rrrclc.org).

Northeast Chapter President Bill Marcy opened the meeting by discussing PCS-related correspondence he has received in his capacity as the national Vice-President. During the 2004 PCS International Meet in Daytona, Jeremy Ledford of Tennessee-based Volunteer Chapter debuted a banner emblazoned with the club logo that regional-level PCS chapters can purchase and display as a recruitment tool when they take attend car shows as a group. These attractive, durable banners were originally slated to cost \$200 each, but PCS Chapter Relations Committee Co-Chair Lou Farah did some follow-up research and determined that the cost could be reduced to \$175 apiece if at least five chapters buy them. As an added inducement, banner purchases

will be subsidized by the national PCS treasury to some extent, with Marcy adding that "my gut feeling is the amount will probably be \$50, making the final cost to us \$125. Those of you who saw these banners in Daytona know that something like this would be great thing to have in Lahaska."

In further reference to the Peddler's Village show, the Sparta meeting attendees voiced unanimous approval for staging a Fourth Annual edition which was, following further discussion, scheduled for Sunday, June 12th, 2005 rain-or-shine. The Bucks County SPCA, who sent a letter of thanks for the \$1,308 they received following the 2004 event, will remain the beneficiary, with Bill Marcy declaring that "we chose them because they're local and they're grateful. The amount of money we raised last year fed a lot of animals." Beyond the purchase of a banner to promote the PCS Northeast Chapter more effectively, other ways to improve the meet were considered, with the most important proposals being the distribution of door prizes and restaurant coupons from merchants in Peddler's Village and more invitations to other car clubs such as the International Station Wagon Club, recently organized by Renfrew, Pennsylvania PCS member Chuck Snyder.



**Jeff & Mary Hookway brought their 1966 Cadillac DeVille convertible to the PCS Northeast Chapter Meeting they hosted in Sparta, N.J. on November 7th, 2004.**

One of the big attractions of collecting funeral vehicles and ambulances is that the full history of many cars can be chronicled from the very first owner, which has been a boon to PCS Archivist Tony Karsnia's ongoing effort to assemble a permanent, comprehensive database of member cars. Peter DeMattia reported that the PCS Northland Chapter website at [www.northlandpcs.com](http://www.northlandpcs.com), where Karsnia has maintained a similar database for some time, contains guidelines on what sort of information is requested on individual vehicles, and Karsnia can also be directly e-mailed on the topic at [tcriterion@comcast.net](mailto:tcriterion@comcast.net). At the Northeast Chapter level, Gregg D. Merksamer (reached at [845] 986-6857 or [merks62@warwick.net](mailto:merks62@warwick.net)) has volunteered to assist members in compiling clear and suitably-comprehensive histories of their cars.

Former Chapter President Leo Maren III chaired a discussion concerning other activities where the PCS Northeast Chapter should participate as a group. One event he feels particularly strongly about is the Club Day at Das Awkscht Fescht, which takes place in Macungie, Pennsylvania in early August and typically attracts more than 1,400 vehicles. Bill Marcy reported that the PCS table set up at the AACA's Fall Hershey meet by Ann Keel of the Mid-Michigan Chapter proved extremely successful its first time up, passing out perhaps 30 applications to "people who owned pro-cars but came up to the table not knowing anything about the PCS."

While the great success of the 1999 PCS International in Lancaster has encouraged discussion of an encore in Northeast Chapter circles for some time, Bill Marcy emphasized that considerably more preparation will be required to land one given the recent establishment of a Meet Committee to evaluate International Meet bids from 2008 forward. Recalling how the Southern California Chapter won 2007 hosting privileges at the PCS governing board meeting in Daytona this past summer, Bill asserted "I have never seen a presentation like Lou Farah's, which had times, places and costs all laid out in great detail. If we're serious about hosting another International Meet, it will likely be harder than 1999. The new Committee won't allow one person to have the meet all on his shoulders. We must submit a proposal in writing, and we'll need at least five Chapter members to go on the hook financially. One reason the committee set up was that Zach Helm (hosting the 2005 International Meet in Denver)

signed a hotel contract in the PCS' name. The National won't assume any financial liability, though they will advance up-front funds as needed. The costs of these things are skyrocketing, and attendance seems to be going down as more, and bigger, regional events take place." Dan McCann observed that International Meets staged in the northeastern U.S. traditionally "have the best attendance, car-wise and people-wise, since Pennsylvania has the largest concentration of PCS members."

With these caveats considered, the discussion in Sparta turned to how, and exactly where, the Northeast Chapter might host a PCS International Meet. While the Hudson Valley above New York City was briefly considered, a general consensus emerged for the Mount Laurel region centered on New Jersey highways 70 and 73, thanks to the concentration of Chapter members in the area and its proximity to Philadelphia, Atlantic City and, by mass transit if need be, Manhattan island. As far as dates were concerned, it was suggested that the meet would be advantageously scheduled were it to take place during a week preceding or succeeding the Cadillac-LaSalle Club's 50th Anniversary Grand National Meet in Cherry Hill, N.J., which will take place August 13th-16th, 2008. After Bill urged that a preliminary itinerary be established by the time the PCS Northeast Chapter holds its next business meeting on Sunday, March 6th, Leo added that "I can't stress enough that three or four people will have to follow up. In 1999 we worked well as a team, and we were all still friends when it was all over, but we'll have to work harder to make it all come together the next time."



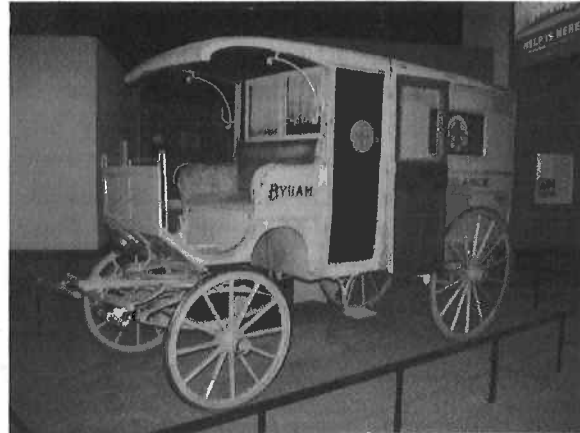
Following the Northeast Chapter's November 7th meeting in Sparta, N.J., Jack Cipriano, Andy Toton and Bill Marcy pose with Bill's 1949 Flxible Buick Roadmaster ambulance.

## EMS EXHIBIT OPENS AT NYS MUSEUM IN ALBANY

On November 30th, 2004, Your Editor headed to the New York State Museum in Albany for the opening reception of "Help is Here: Emergency Medical Services in New York." This must-see special exhibit, open through September 11th, 2005, features fifteen historic ambulances ranging from a horse-drawn 1911 Cunningham to a 2004 Ford Econoline Type II raised roof van by McCoy-Miller, banner-sized period photographs depicting emergency squads in action across The Empire State, and an extensive gallery display containing splints, back boards, collars, CPR mannequins, early telemetry devices, vintage uniforms (one of which identifies the wearer as a "Medical Emergency Technician" instead of the other way around), a Bearcat scanner monitoring regional EMS transmissions and a pair of handcuffs of the type that was standard on New York City municipal ambulances in the late 19th Century.

If "Help is Here" has a central theme, it's that the hundred-year-long process of refinement represented by the vehicles and equipment on exhibit has also spurred significant enhancements in the skills and training of emergency personnel. Where yesterday's ambulance attendant was typically a part-time funeral home employee instructed in basic first aid at best, the modern paramedic undergoes thousands of hours of advanced training that enables them to save countless lives before the trip to the hospital even begins.

The Criterion is particularly proud to report that Myron Gittell, a PCS member from New Paltz, N.Y. (already known to many of you for reprinting and distributing Katherine Traver Barkley's 1978 book, "The Ambulance: The Story of Emergency Transportation of Sick and Wounded Through the Centuries," through his Load N Go Press in 1990) was responsible for the original idea and worked hard over a fifteen-year period to bring it to fruition. Senior Historian Geoffrey N. Stein, who serves as the New York State Museum's transportation and medical collection curator, recalled that "in 1989 Myron came to the Museum, saw our collection of fire apparatus, and inquired why we didn't have any ambulances, especially as so many departments operated them. We did have a 1939 Superior Pontiac



The oldest ambulance in the New York State Museum exhibit is a horse-drawn 1911 Cunningham Model 724 built in Rochester, N.Y. Fitted with a foot-operated warning bell, a spring-suspended "Chicago" cot and Light Silk Gray paint accented by gold lettering and silver plated hardware, it was originally constructed for W.E. Byham's funeral firm in Meadville, PA.

from the Adirondack Museum that had never been displayed, and Myron knew where to find other ambulances that had either served in New York State or been built in New York State, but injury, illness and death are subjects that some people have difficulty dealing with, so it took a long time to sell the idea to the Temporary Exhibit Committee."

After being originally rejected in 1989, and rejected again a second time in early 2001, the proposal was finally approved after the September 11th terrorist attacks and the subsequent opening of a permanent World Trade Center exhibit at the Museum that includes a 1994 Seagrave from FDNY Engine Company 6 that was crushed and burned at Ground Zero. "Because of 9/11, there's a much greater appreciation of emergency workers," adds Museum Director Clifford A. Siegfried, Ph.D. "We didn't want to just do an ambulance exhibit, as was initially proposed. We wanted it to be a story of the rescue service in New York State, so we could fully engage casual visitors with artifacts and videos."

Gittell's greatest find for "Help is Here," arguably, was a horse-drawn ambulance constructed in 1911 by James Cunningham, Son & Company of Rochester, N.Y., which was one of two hundred antique carriages that a Sussex, N.J. resident named William Greene inherited from his father. "There are scores of horse-drawn hearses out there," Myron

observes, "but very few horse-drawn ambulances have survived to the present day and this one's entirely original." Other interesting vehicles on display include:

- A 1918 Dodge military ambulance, possibly bodied by the H.H. Babcock Company of Watertown, N.Y., which was used by the National League of Women's Service to collect wounded soldiers from returning troop ships and transfer them to various New York City hospitals. It was nicknamed "Eli" since the Yale Club donated it. After driving the vehicle 25,000 miles and maintaining it herself, NLWS volunteer Nancy B. Kirkman acquired it and took it to her summer home in Cape Vincent, N.Y., donating it to the local John C. Londraville American Legion Post in 1950.

- A 1939 Dodge panel truck purchased secondhand for \$450 by the Cobleskill, N.Y. Fire Department in 1942 and refurbished for ambulance use by adding rear compartment windows and an all-white \$120 paint job from the local body shop. Current owner Brian D. Head, whose grandfather Joseph served with the squad in the 1950s, loaned it to the Museum along with a Minutes Book chronicling the January 26th, 1942 meeting where its original purchase was approved.

- A 1948 Meteor Cadillac that the Brentwood Legion Ambulance corps on Long Island purchased secondhand for a dollar and kept in service until the mid-1960s. Until the squad building was completed, "Baby" was parked at the town gas station. Used today as a parade vehicle, and occasionally as a hearse for squad members.

- A 1957 Miller-Meteor Cadillac, distinguished by dramatic wraparound rear windows, loaned by the Bangs Ambulance Company, of Ithaca, N.Y. Rita was a nurse, and she recalls in the exhibit signage that "we went 17 years without a vacation" after her family firm started offering ambulance service in 1945.

- A home-built 1963 Chevrolet Biscayne station wagon ambulance that the Macedon Fire Department outside Rochester, N.Y. purchased from a local dealership for around \$2,700. "With its 230 cubic inch six-cylinder engine and Powerglide transmission, it has to be the slowest ambulance ever built," Geoffrey Stein told us. The vehicle was furnished by Fuzzy and Bob Taber, who drove it in the 1970s.

- A 1969 Ford Econoline van ambulance, thought to be the first of its kind completed by Horton Emergency Vehicles of Grove City, Ohio. Though they were not as stylish as a passenger car-based unit, vehicles like these proved extremely effective in addressing the emergency profession's emerging desires for more equipment and interior space.



**Built from a six-cylinder Pontiac chassis to hold its original price to \$2,170, this 1939 Superior Provident featured one of the first all-steel professional car bodies. Used in the Adirondack region towns of Blue Mountain Lake and Long Lake until 1962, it's the only ambulance of fifteen in the "Help is Here" exhibit sourced from the New York State Museum's own collection.**

- An all-red 1974 Miller-Meteor Cadillac Lifeline with 54 inches of patient compartment headroom, which clocked 66,000 miles over a twelve-year period responding to 6,000 calls with the West Webster Fire District outside Rochester, N.Y. With its \$18,140 original price positioning it as an intermediate model between the 48-inch Miller-Meteor Volunteer and the 64-inch headroom Criterion, the rig is on loan from the FASNY Museum of Firefighting in Hudson, N.Y.

- A 1987 Ford Bluestar ambulance built by Medical Coaches of Oneonta, N.Y., which served the Delhi, N.Y. Fire Department until the spring of 2004.

- FDNY Ambulance 485, a Horton-bodied 1997 Ford F-350 Type I "modular" that responded to the World Trade Center attacks and still bears bodywork scars from the collapse of the Twin Towers. Carlos Lillo, one of the paramedics manning the vehicle on September 11th, 2001, was one of six EMS providers who died at the scene that day, and this rig was used to return his remains to his family. FDNY has operated New York City's EMS since 1996, and its 410-ambulance fleet is the largest in the U.S.

Not to gun our own sirens too loudly, but other Professional Car Society members played an important role in providing artifacts for the exhibit. Rev. Daniel Herrick of Chatham, N.Y., who recently submitted an application to form a PCS Upstate Chapter, furnished a Sarole "scoop" stretcher that his local rescue squad used in the 1960s and 70s. Steve Lichtman, who ably represents the PCS Mid-Atlantic Chapter from his home in Mount Airy, Maryland, provided a nifty, 1971 vintage photo of Wolfington Body Company salesmen posing with their extensive stock of Superior Cadillac ambulances. From his home in St. Paul, Minnesota, PCS Archivist Tony Karsnia sent a video of himself converting his 1978 Miller-Meteor Cadillac from a funeral coach to an ambulance, which is used to explain the principle behind a beautifully-restored, maroon-and-black 1940 Miller LaSalle combination lent by Utica, N.Y. funeral director J.W. Dimbleby. Myron Gittell's own archive, meanwhile, contributed a circa 1932 ink blotter advertising the Walter B. Cooke Ambulance Service of New York City, which delivered "Day & Night Service Anywhere in the Bronx" for \$8 from its HQ at the corner of Jerome Avenue and West 190th Street.

The November 30th reception counted emergency medical technicians from all over New York State as special guests, and their reaction was strongly positive across-the-board. "I think this exhibit is long overdue," stated Barry Cooperstein, a paramedic with the Town of Liberty Volunteer Ambulance in the Sullivan County Catskills. "The people in EMS really work hard without much publicity, even though we run ten to twelve times as many calls as the firemen. They have the shiny red trucks, so it's not as high-profile when we rescue people from their cars and homes. The vast proportion of EMS providers are volunteers as well, and this display is nice recognition for their service." Jack Flynn, a Con Edison utility employee from Rockland County who also serves as a Second Lieutenant with the Pearl River Alumni Ambulance Corps (with its 1936 founding making it the oldest volunteer ambulance corps in New York State, the organization was in an ideal position to provide numerous exhibit artifacts), added that "a lot of people don't realize how much time EMS volunteers put in, or the amount of training required to do the job, and that it's one of your neighbors out there, on call 24-7 waiting to help

you. With most people these days working two jobs to make ends meet, the sacrifices involved are a real labor of love. An exhibit like this will hopefully get us a few more members."

Located in downtown Albany at the south end of the Empire State Plaza, the New York State Museum housing the exhibit is easily reached from the N.Y. State Thruway by taking the Interstate 787 spur to the U.S. 20/Madison Avenue exit and heading west up the hill to the Cultural Education Center. The suggested donation is \$2 per person or \$5 per family, and the parking lot adjacent to the Museum is free-of-charge after 3 p.m. In PCS circles, the pre and post-opening buzz for "Help is Here" has been so strong that Your Editor, acting on a suggestion from West Haven, Connecticut PCS member Dawson Blackmore, Jr., has begun exploring the possibility of a pro-car convoy to Albany. After conferring with other State employees, Geoffrey Stein has confirmed that it might be possible to cordon off one of the parking lots adjacent to Museum for a club display, and a parade from Washington Park (situated another half-mile west down Madison Avenue) has also been suggested. He urges that we schedule a date as soon as possible and I encourage any readers with a preference to call me at (845) 986-6857 or e-mail merks62@warwick.net; I personally believe that April or May, perhaps even Memorial Day weekend since there will be fewer competing old car shows, might be best.



The factory long-wheelbase Cadillac Commercial Chassis was the ambulance platform of choice after World War II, and it was plain to see why once New York State Museum visitors took in this 1948 Meteor that the Brentwood Legion Ambulance corps on Long Island purchased used for a dollar and kept in service until the mid-1960s. The adjacent 1957 Miller-Meteor Cadillac belongs to the Bangs Ambulance Company of Ithaca, N.Y.



### BANGERS & MASH, PIQUA STYLE

With a Nash Metropolitan strapped to its roof, a 1968 Miller-Meteor Cadillac funeral coach became a casualty of the comic-yet-tragic Classic Banger Day at Hednesford Hills Raceway in England on October 3rd, 2004. A "Grim"-credited photo of the car that ran in the December issue of Great Britain's Classic & Sports Car, reprinted here with the much-appreciated permission of the magazine's Editor James Elliott, revealed that the car was an extra-rare three-way loading model as well, judging from the exterior handle location on the #2 side doors.

Owing to their size, bulk and propensity to rot, CS&C reports that big, heavy, coach-built vehicles like this are in particular danger of this fate in Great Britain, and the sellers of such cars are urged to check out prospective buyers very carefully. Perversely, many banger racers consider it a badge of honor to destroy the last surviving example of a vehicle, with the magazine adding that other rarities among the 100-plus classics condemned to the track at Hednesford Hills this year included a late 1960s Austin 3-litre limousine and a pair of Abbott-bodied, 1956-62 vintage Ford Zephyr station wagons entered by "The Mob" from Scotland.

### HERSHEY SWEETS

As if we needed another reason to attend the Antique Automobile Club of America's tremendous National Fall Meet at Hershey each October, this year's edition saw a much-enhanced PCS presence thanks to Mid-Michigan Chapter President Ann M. Keel's idea of establishing a promotional tent the White Field. "I was here a couple of years back," she explained as Your Editor and PCS National President John Ehmer arrived to assist her, "and I noticed this space across from the Packard Auto Club tent that was not all the



"Help is Here: Emergency Medical Services in New York," runs at the New York State Museum in Albany through September 11th, 2005. Participating vehicles (left-to-right) include a 1939 Dodge originally used in Cobleskill, N.Y.; a 1967 S&S Cadillac from the Commack, Long Island Volunteer Ambulance Corps; a 1940 Miller LaSalle combination loaned by Utica funeral director J.W. Dimbleby; and a 1939 Superior Pontiac ambulance from the Museum's permanent collection.

way full. Since he brings PCS info with him anyway when he goes to Hershey, I asked George Hamlin about it and here we are. There are a lot of people out there who own professional cars but have never heard of us, so they're thrilled to find us here." On Saturday, October 9th, PCS Co-Founder Dwight Heinmuller helped draw attention to the display by bringing the Elecdraulic-equipped 1948 Henney-Packard Custom Eight Nu-3-Way funeral coach he's owned for 31 years, enabling the Society to sign up several new members and pass out at least 30 applications. A lovely, deep green 1952 Packard 200 Deluxe 4-door sedan that the Mid-Atlantic Packards raffled off in front of the PCS table (the drawing



PCS co-founder Dwight Heinmuller drew attention to the club's new tent at Hershey by displaying the 1948 Henney-Packard Custom Eight Nu-3-Way Elecdraulic hearse he's owned for 31 years.

takes place at Hershey on October 8th, 2005, and tickets are available from George Hamlin for \$2 each or three for \$5 - e-mail him at [geohamlin@isualum.com](mailto:geohamlin@isualum.com)) proved helpful in this respect as well.

In addition to the PCS tent in space WCG-11, where it is expected to become an annual fixture from this point forward, there were other places on the field at Hershey where professional vehicles could be admired or considered for possible purchase. Martin Shepherd's 1958 Eureka Cadillac flower car from Alexandria, Virginia, one of only four originally constructed and a big draw at the 2004 PCS International Meet in Daytona Beach, attracted plenty of attention at the Penn-Dutch Restorations



An illuminated Indian Chief hood ornament was an interesting touch on this Barnette-bodied 1951 Pontiac Eight combination coach offered at \$8,500 in the Fall Hershey Car Corral.

L.L.C. exhibit in the Red Field. A similarly unusual 1952 Economy Chrysler ambulance was also spotted nearby with a \$10,000 price tag on it, while a somewhat cheaper 1979 McClain Cadillac casket car reinforced Your Editor's old rule-of-thumb about avoiding vehicles where essential parts of the dashboard are sitting in the floor pan! The official Car Corral in front of the Hershey Convention Center offered black 1960, Spruce Blue 1964 and blue-over-white 1972 Cadillac "factory formal" limousines at \$8,900, \$19,500 and \$6,500 respectively (the North Carolina-based seller of the latter car posted a sign urging spectators to "MAKE OFFER. ELVIS IS DEAD & I DON'T FEEL GOOD"), while a "straight eight" engine and an illuminated Indian head hood ornament were notable attractions on an extended-wheelbase 1951 Barnette Pontiac combination coach priced at \$8,500 by a Georgia

enthusiast. With its recently-rebuilt 421 cubic inch V-8 linked to a 4-barrel carb and a column-shifted three-speed manual transmission, a light blue metallic 1964 Pontiac Safari station wagon offered at the same \$8,500 would have made an temptingly-rapid canvas for a "first call" car conversion

## SANTA'S SLEIGH HAS NOTHING ON US

Over the years Andrew and Karen Toton have proven themselves to be peerless PCS ambassadors, putting more than 2,000 miles annually on their beautifully-detailed 1970 Miller-Meteor Cadillac combination as they head to different Northeast region fire musters. The Philadelphia couple's most recent travels took them to holiday parades held in Blackwood, N.J. on December 4th and Hammonton, N.J. on December 11th, where the 1,500 colorful Christmas lights adorning the exterior of their rig caused quite a stir and earned a Best Decorated Ambulance award at the former event. (See cover photo).

Andy observes that the children in the crowds were especially enthusiastic about the costumed teddy bears that Karen placed inside the patient compartment, with one bear dressed as a nurse, the second as a patient resting in the stretcher and the third as a doctor complete with his own stethoscope and medical bag; local firefighters, meanwhile, inevitably commented "What a sharp car. That's what an ambulance should look like. That's the kind of ambulance we used to have at our firehouse years ago." Recommending the calendar on the SPAAMFA web site as an ideal place to learn about upcoming fire department-sponsored parades and musters, Andy also says that "it would be a nice gesture if more PCS members participate in these events in 2005. The volunteers who work extremely hard to put these events together want to see more ambulances come out, especially since there's a widespread impression that they all went to the scrap heap unlike the fire trucks. This past August, we went to a parade in Schuylkill County, Pennsylvania that attracted 282 fire trucks and only one professional car -our own. When it comes to the Christmas parades, decorations are preferred but they're not mandatory, so we hope to see all of you take part next year."



## CRITERION CLASSIFIEDS

**PCS Northeast Chapter Patches** now available for sale. \$5 each including postage. Make checks payable to PCS Northeast Chapter and mail to Treasurer/Membership Director Jeff Hookway, 201 Glenside Trail, Sparta, NJ 07871-1249. For further info phone (973) 729-8083 or e-mail hookjch@ptd.net.

**1938 LaSalle Ambulance Wanted.** Seeking vehicle similar to Miller-bodied rig used by our squad from 1938-51 (see photo). Contact Brian, Pearl River Alumni Ambulance Corp., (845) 735-4400 or brianhaughney@yahoo.com (Rockland County, NY)

**1952 Pontiac Acme Landau Style Hearse.** All-original Montana car with straight eight engine, 3-speed column-shifted transmission, dark gray paintwork. Asking \$15,500. Pat Anderson, (610) 656-6656 (Media, PA)

**1953 sales catalogs from Economy Coach, Memphis, TN.** Full-color brochure features Pontiac and Ford-based ambulance and combination coach models. One copy for \$11 or two for \$20 including shipping. E-mail diane.kriss@worldnet.att.net.

**1994 Eagle Chevrolet Caprice Standard Wheelbase Hearse.** 60,000-mile car with all-black exterior, grey cloth interior, wire wheel covers, hearse-style rear door. Reasonably priced at \$6,900. Contact Parks Superior Sales, 1-800-229-5008 or www.parkssuperior.com (Somers, CT)

## CRITERION CALENDAR

**Nov. 20th, 2004-Sept. 11th, 2005,** Albany, NY: Exhibit portraying history of Emergency Medical Services in New York, 9:30 am - 5 pm daily at the New York State Museum, Cultural Education Center, Empire State Plaza. For further info, or to loan photos, uniforms, period medical equipment and ambulances built or used in New York State, contact curator Geoffrey Stein at (518) 473-3810 or gstein@mail.nysed.gov.

**Feb. 19th, 2005 (Sat.),** Paterson, NJ: PCS Northeast Chapter winter supper at The Bonfire Restaurant, 999 Market Street off Interstate 80, Exit 59. Cocktails (optional) at 6:30 pm, dinner 7:00 pm. RSVP to Bill Marcy at (201) 342-4871. For directions phone restaurant directly at (973) 278-2400.

**March 6th, 2005 (Sun.):** PCS Northeast Chapter business meeting. Location to be announced by postcard. Info from Bill Marcy at (201) 342-4871 as it becomes available.

**June 12th, 2005 (Sun.), Lahaska, PA:** PCS Northeast Chapter's Fourth Annual Charity Car Show at Peddler's Village, intersection of US 202, PA 263 and Street Road. Open to all cars and trucks. Pre-registration by May 31st \$10, or \$15 day-of-show. Proceeds benefit the Bucks County SPCA. For further info phone Bill Marcy at (201) 342-4871.

**August 2nd-6th, 2005 (Tues.-Sat.),** Denver, CO: Professional Car Society's 29th Annual International Meet at the Hilton Denver Tech Center. Itinerary includes tours of Peek Ambulance shop, Denver Botanic Gardens, Coors Brewery and the Forney Transportation Museum. For further information log onto www.pcs2005.org.

**THE PROFESSIONAL CAR SOCIETY**  
Northeast Chapter  
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**FIRST CLASS MAIL**

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# *The Criterion*

**NEWSLETTER of the NORTHEAST CHAPTER  
of the PROFESSIONAL CAR SOCIETY**



**Adorned with 1,500 Christmas lights for a December 4th parade sponsored by the Blackwood Fire Company in southern New Jersey, Andy & Karen Toton's 1970 Miller-Meteor Cadillac Combination epitomizes the Spirit of the Season.**