



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

www.geocities.com/MotorCity/Garage/1074

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MESSAGE FROM OUR PRESIDENT

Happy New Year!! Hopefully, everyone had a safe holiday season, and you've all done as little shoveling as possible this winter.

I would like to start my first President's Message by thanking Bill Marcy for the outstanding job he did as my predecessor. Fred Goerlitz, elected the new Vice-President at our November meeting in Hackettstown, NJ, has been hard at work compiling a list of upcoming events, and I hope that anyone who knows of interesting car shows, tours or cruise nights will forward them to him as soon as possible. In between issues of The Criterion, we can get them posted on our web site as we learn about them.

As it stands now, the 2007 show season is shaping up as one which will combine several old favorites with some exciting new events. On Sunday, June 3rd, our Chapter will be sponsoring its Sixth Annual Charity Car Show at Peddler's Village in Lahaska, PA, which is open to all years, makes and types of vehicles in addition to professional cars. From June 21st-23rd, the PCS Miller-Meteor Chapter will be hosting another reunion in Piqua, OH for Miller-Meteor Cadillacs and Cotner-Bevington Oldsmobiles, which have been invited to take part in the big Saturday parade celebrating Piqua's bicentennial. Closer to home, the Cadillac-LaSalle Club's 2007 National Driving Tour will take place in the Hudson Valley the same week, and the 31st Annual PCS International Meet will give you many good reasons to be in Los Angeles from July 10th-14th. Believe it or not, our 2007 calendar doesn't wind down until the weekend of November 3rd-4th, thanks to an invitation we've received to display our ambulances at the prestigious Hilton Head Concours in South Carolina (contact Bill Marcy or Gregg D. Merksamer if you have something suitably nice you would like to be considered by the car selection committee). Additional info on these events, and others you should consider, can be found at the back of this issue.

One of the most important things that we discussed at our March 25th Chapter Meeting in Hackettstown is our hosting of the 2008 PCS International in Mount Laurel, N.J. next August 4th through 9th. The Wyndham Hotel has enough room for 150 show vehicles parked a space-and-a-half apart, and we only stand to benefit from how the Cadillac-LaSalle Club is having its Grand National in neighboring Cherry Hill the following week! Our day-by-day schedule of events is still tentative, but it is most likely going to feature motor coach trips to historic central Philadelphia, Atlantic City and Liberty State Park, which will offer easy access to the Statue of Liberty and Ellis Island boat rides. We're also making plans for "early bird" tours of area rescue squads, and a big pro-car convoy to P&L Custom's ambulance plant in Manasquan. As you can tell, Leo Maren III put a lot of time and effort into the hotel and the itinerary before he decided to step down as the head of the meet a few weeks ago, but we are going to need as much help as we can get to make sure all the little details come together smoothly and "Garden State in '08" is a success. If you would like to help, in any capacity, please let me know as soon as possible.

As print and postage costs have escalated to the point where they constitute a major share of the Northeast Chapter's annual expenses, it was also decided at our March 25th meeting that anyone receiving complimentary copies of The Criterion will start getting them as an e-mailed Adobe Acrobat attachment starting with the Summer, 2007 issue. A traditional, snail-mailed paper newsletter will still be available to those who join the Chapter at our \$12 annual rate, as well as any current, dues-paying member who contacts me and expresses this preference by June 1st. Chapter members who would rather receive The Criterion by e-mail are also urged to contact me and say so by this date. -

See You at Lahaska! Dan McCann

WHERE WE WENT THIS WINTER

The main reason why this is the tardiest-ever winter issue of The Criterion is that Your Editor, on top of the week he went to Detroit for press days at the North American International Auto Show in January, spent an a total of seventeen days on the road in February. At least, the round trip drive to Lisa Lachover-Merksamer's parents in Delray Beach, Florida included some professional car activity we'll chronicle here.

Seeing Interstate 95 as a Damnation Alley where tractor-trailers vie for the land speed record regardless of traffic and weather conditions, Your Editor worked as many back roads into the route as possible; about the only time we used the Interstate was after dark, when there's nothing to see anyway. The secret to making good time on the old two-lanes is to find a couple of state or U.S. highways that avoid the busy cities and go all the way from one state line to another, so you're simply following a number instead of checking the map at constant intervals. This year's drive south took in long stretches of U.S. 15, U.S. 522 and state 46 in Virginia, plus a portion of U.S. 17 in northern Georgia where we spotted a line of airport crash trucks being offered for sale at a South Newport forest fire consultancy and a tremendous pyramid of aluminum cans, collected by a Vietnam vet who peddles fruit and veggies by the roadside in Eulonia. A

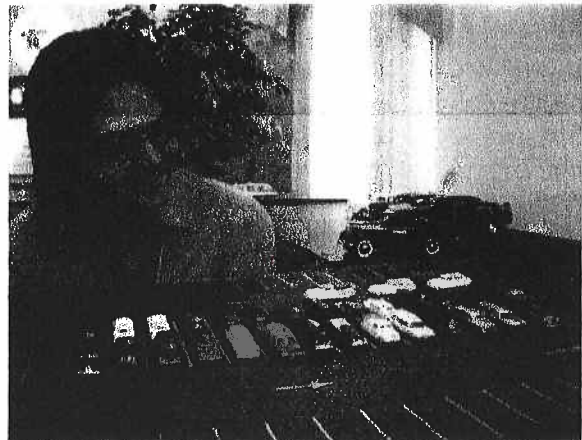
\$9 buffet offering fried chicken, fried okra and peach cobbler, served by Altman's Restaurant at the junction of U.S. 17 and Georgia 99, re-confirmed that we were far below the Mason-Dixon Line, and about a million miles away from the uniform blandness of franchise food!

Though the Florida portion of the trip relied on I-95, sighting three of Dale Earnhardt, Jr.'s distinctively-decorated race car transporters heading to the Daytona 500 was an exciting moment. It also reminded us that our return

trip should include a link-up with PCS Club Store Manager Bill Wright, who is no doubt the southernmost member of the Northeast Chapter. Our supper rendezvous took place at Dustin's BBQ, which is situated across Clyde Morris Boulevard from the Volusia Memorial Funeral Home where Bill works. Many Noreasters will recall that the Port Orange Chapel, with catering by Dustin's, hosted the Tuesday evening welcoming BBQ when Bill hosted the 2004 International Meet. The latest addition to the facility's vehicle fleet is a 2006 Eureka Cadillac hearse, and Bill could not resist pointing out that the rear door's "leaning E" logo was like a mirror version of the #3 on Dale Earnhardt's Monte Carlo. He also showed us a high roof, commercial glass S&S 6-door limousine that had been displayed at Cadillac's World Headquarters in Detroit during the make's 100th anniversary in 2002.



On a Sunday morning in Ahoskie, N.C., an Emergency One ladder truck from Murfreesboro takes part in a warehouse firefighting exercise.



Patrick Martin with a parking lot full of the 1/87 scale pro-cars he brought to the PCS Mid-Michigan Chapter's 2007 Micro-Meet in Flint.

Bill told us that, after being badly damaged by the 2004 hurricanes, the oceanfront Hilton that hosted the PCS International was renovated and is now known as the Shores Resort & Spa. The sight of its covered pedestrian bridge brought back many pleasant memories as we took the A1A beach route through downtown Daytona, but it surprised us greatly that so many hotels still had vacancies with the 500 taking place in two days. We theorized that temperatures in the low 50s were the culprit, and immediately re-focused our attention on how many of the local mini-golf courses incorporate full-sized airplanes into their decor.



Sarah Snook and her fiancée Chase Mohr, photographed with one of the model displays at the Plumb-Smith Funeral Home. He even proposed in her 1966 M-M combination, by hiding the ring in the zippered headliner.

Beyond our first overnight stop in Kingsland, GA and breakfast the next morning at Ida Mae & Joe's North Midway Restaurant ("A Local Landmark Since 1939"), our South Carolina leg used U.S. 17 Alternate

between Walterboro and the Francis Marion National Forest, state highways 41 and Alternate 41 up to the Marion area, and U.S. 501 through Dillon to the North Carolina state line. Some of the more interesting sights along the way included an airport outside Walterboro where they trained Tuskegee Airmen and interned German POWs during World War II, and a big flea market at Ladson where Your Editor stocked up on freshly-boiled peanuts. Reaching South of the Border around sunset, we got back on I-95, overnighted outside Ava Gardner's home town of Smithfield, N.C., and spent Sunday morning heading northeast on state highways 42 and 11 to the soundtrack of a rocking, African-American gospel station. There was no time, this round, to take in "America's Largest Pork Display" in Nahunta, though the billboard we passed made it sound as tempting as the local sweet tea.

After reaching the U.S. 13 junction in Ahoskie, N.C., by far the biggest city of the morning with both a hospital and a funeral home, a tall column of smoke drew us to a big warehouse fire that had been set for training purposes by the train tracks downtown. Next up was Norfolk, VA and the awe-inspiring Chesapeake Bay Bridge & Tunnel, where we enjoyed a good but reasonably-priced seafood lunch on the southernmost man-made island. Some of the more interesting cars spotted on the East Shore en route to our final overnight in Dover, DE included a 1957 Buick hardtop in a chicken wire enclosure near the historic Almshouse Farm; a 1970 Superior Cadillac Sovereign parked outside the burned-out Lilliston Funeral Chapel in Accomac, VA; a gold-colored 1973.

Pontiac LeMans coupe on sale at Hopeton; and a well-preserved, 1950s vintage Chevrolet Step Van advertising an antique shop in downtown Salisbury, MD.

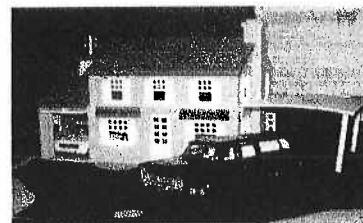
On February 24th, only five days after returning home from Florida, Your Editor flew to Detroit for the PCS Mid-Michigan Chapter's Third Annual Micro-Meet. Held in concert with the winter board meeting at the Plumb-Smith Funeral Home in Flint, MI, this Concours for scale model professional cars was billed as being "Smaller and Better Than Ever Before!" PCS



This 1957 National Buick ambulance was a big draw in the Buick Gallery at the Alfred P. Sloan Museum.

National President Brady Smith, who started collecting toy hearses as a ten-year-old four decades ago, got the idea after seeing how the model cases in his hallway attracted more attention than "all the expensive art objects in this building. Little old ladies who have

been to funerals (here) will call me up and ask if they can bring their friends over." One of the coolest items on display, secured from a friend at Comcast Cable, is a large, bright green Cadillac hearse sent to HBO affiliates as a "Six Feet Under" promo; the rear door opening was even equipped with an electric table, albeit used to load a CD player instead of a casket.



George Hamlin's "Glorious Funeral Home of Boris" diorama had a 1970 GAZ-13 "Seagull" hearse and Leonid Brezhnev's Lada sticking its nose out of the garage.

Attendees for the Micro-Meet came from all over the map. So-Cal Chapter President Lou Farah, optimistically renting himself a rear-wheel-drive Mustang after flying into Detroit, was the event's official distance

champ. Passing through Detroit as well, Upstate Chapter Founder & President Dan Herrick flew into Flint from Albany, NY and left the Hertz counter with

a far more-practical Hyundai Sonata. After completing a five-and-a-half-hour, non-stop drive from Pittsburgh, Rick Duffy and previous PCS President John Ehmer arrived around noon on Saturday. George & Bee Hamlin flew from Maryland with in incredible array of PCS Mid-Atlantic Chapter material. Larry Wilson and PCS archivist Nick Bliss came from Indiana in a 1991 S&S Cadillac six-door limousine, while Patrick Martin drove out from Palatine, Illinois in a nearly identical-looking 1991 Moloney Cadillac tagged "HULL 534" in honor of the Queen Mary's shipyard designation. "When I brought my first limo, a 1984 Hess & Eisenhardt 6-door," he explained, "my parents told me 'you don't have a land yacht. You've got a land liner.' And that's where this came from." The bright yellow Dodge Caliber hatchback that Your Editor rented from Thrifty attracted its own share of comment; "Did you pick up a few fares on the way over?," Patrick asked, while Decatur, Illinois mortician Dan Brintlinger wondered if the car had been borrowed from Airport Maintenance.

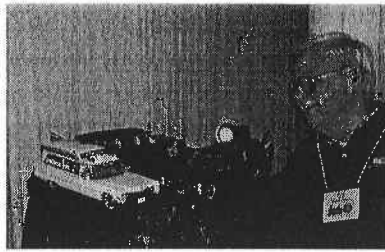
Inside Plumb-Smith's main chapel, the participating models were displayed on asphalt-colored cardboard that was cleverly striped-and-marked to resemble parking lots. A Kleenex box from a nearby table was quickly drafted into duty as a "host hotel" for the 31 tiny, 1/87 scale pro-cars in Pat Martin's assemblage, while the display put together by PCS Publications Director Walt McCall included a circa-1965 photo of his model hearse collection. "They didn't stand up very well," he conceded, explaining that "they were made mostly of cardboard and plasticene beyond the \$1.49 AMT model kit front clips." With Superior springing for a display, some of these creations were exhibited at the 1961 NFDA Convention in Minneapolis, but the "best ones were in Tom McPherson's showcase at Eureka" when the company went under.

Dioramas were another big sensation, especially with George Hamlin following up last year's Soviet Embassy display with the "Glorious Funeral Home of Boris." The hearse was a Packard-like GAZ-13 "Chaika" (Seagull) in 1/43 scale, which was teamed with ZIS, ZIL and Chaika limousines dating from the late 1940s through early 1970s. Clawson, MI residents Kevin & Wendy Carter countered with a Corgi Toys 1962 Superior Cadillac 48-inch Rescuer ambulance sitting in a winter forest. The full-sized car, Kevin explained, "was given to my wife as a

wedding present by our friend Tom Walker, but we had a week to move it out of Brighton, Michigan. It was the first snowstorm of 2004 and the tow truck was too busy to come out, so I ended up taking the picture."

Having previously used the Micro-Meet to debut his 1938 S&S Cadillac carved panel town car hearse, Alan Novak of Precision Miniatures in North Hollywood, CA sent prototypes of his new 1/18 scale 1966 S&S Cadillac professional cars in black Victoria landau, maroon limousine-style hearse, and white Kensington ambulance variants. After Walt McCall uncovered their tiny turntable in classic auto show fashion, attendees judged them to be Precision's nicest models to date, with intricately-detailed S&S emblems on the fuel caps and extending casket tables for the hearses. Dale & Betty Cole, veteran PCS members from nearby Rochester Hills, Michigan, took over an adjacent viewing room to promote their impressively-comprehensive Henney-Packard CD reference library, which fills three discs with specifications, catalog pages and factory memos dating back to 1929. Though there's 678 pages of material on the first CD alone, a set costs just \$60 to purchase including postage, out of which 15% is donated to the Mid-Michigan Chapter and another 15% goes to the regional Chapter treasury of the purchaser, if he or she supplies a name & address.

While the die-cast pro-cars were submitted to a popular vote, the awards for scratch-and-kit-built models were decided by George Hamlin's judging committee. John Kline of Milford, MI was the day's big honoree, earning best kit-bashed rescue vehicle for a 1970 National Chevrolet Suburban ambulance constructed from a mix of Blazer and pickup parts, and best modified funeral vehicle for a 1968 Plymouth Fury lead car made from Jo-Han's police car kit. He also received the top score in the "Senior" category for class-winners from previous micro-meets, with a 1976 Chevrolet Caprice high-top ambulance with Miller-Meteor Lifeliner-inspired styling. To complete this 1/25th scale project, Kline needed three months, a pair of MPC Caprice coupe kits and a 1966 Jo-Han Cadillac ambulance, whose stretcher was used to build the roof-mounted fracture board compartment. Even in the case of such entirely-speculative rigs, Kline told Your Editor "I try to do as much research as I can before starting. If it has windows, I want to do a full interior."



Walt McCall admires the 1966 S&S Cadillac professional cars debuted at the Micro-Meet by Precision Miniatures. Nifty details include intricate S&S emblems on the fuel caps and extending casket tables for the hearses.

Best-in-show, meanwhile, went to PCS Recording Secretary Sarah Snook for a 1959 Miller-Meteor Cadillac combination coach by Polar Lights, but this was not the weekend's biggest news in her case. Flint was the first time

that most PCS members got to meet her fiancée Chase Mohr, whom she met while they were working on the "Industrial Electronic Music Show" at the Baldwin-Wallace College radio station. Chase even proposed to Sarah in "Patty Hearse," her Cascade Green 1966 M-M Duplex Combination, by hiding the ring in the zippered headliner. The intimate, invitation-only nuptials take place May 19th at Cleveland's Knollwood Cemetery, which Sarah used as a playground growing up.

Following the conclusion of awards at half past three, a tour bus generously supplied by the Flint Area Convention & Visitors Bureau (Jerry Preston, the organization's President, actually works in GM founder Billy Durant's old office on the second floor of the Durant/Dort Building) took attendees to the Buick Gallery at the Alfred P. Sloan Museum. Presented with one of Tom McPherson's Flexible books as a gift for the Museum's archive, Weekend Manager Jen Hall noted that the facility touts one of the biggest collections of one-off concept cars in the U.S. Vertically-ribbed body side moldings and open front wheels respectively-defined the 1951 Buick XP-300 and 1954 Wildcat II roadsters, while the 1956 Buick Centurion hardtop sported a missile-shaped tail and transparent roof panels. The 1963 Silver Arrow inspired the first Riviera after GM abandoned the idea of using it to revive LaSalle, and the low-slung, Pontiac-flavored Phantom coupe rewarded scrutiny as a most-personal retirement project for 1958-77 GM design chief Bill Mitchell. Though a World War II vintage Hellcat Tank Destroyer trumped it for massiveness, PCS people devoted much of their camera memories to an

extremely rare 1957 National Buick ambulance loaned by Buck Kamphausen of Sacramento, California. Dinner afterwards took the form of an all-you-can-eat buffet at the Fire Mountain Restaurant, located on Miller Road in the southwestern outskirts of the city.

While it was wonderful to catch up with the people normally seen only at each summer's International Meet, the freezing rain that started falling around 6 am Sunday deterred many fliers from staying for the workshops and the 2007 L.A. Meet preview held at Plumb-Smith through the afternoon. Your Editor, who almost NEVER receives good news from an airline, couldn't get ANYONE to pick up at Northwest's toll-free number after four attempts, and finally drove back to Detroit Metro Airport without knowing if he would get any further. As about 25% of the outgoing flights were canceled, he considered himself most-lucky to have gotten off about a half-hour behind schedule, with the only major snafu being an "equipment change" requiring a dash from one end of Terminal C to the other. Dan Herrick, who did manage to reach Northwest, was initially told that the first flight out to Albany would be on Wednesday, but learned later at the Hertz counter that his connection from Flint to Detroit was not cancelled after all; still, had something like ten minutes to get himself through security with two pillar spotlights in his hand luggage, and spent ten hours in Detroit waiting for a connection that got him home to Chatham, NY by 2 am Monday. Lou Farah, reportedly marooned in Chicago, never got to use his ticket to the Oscars. Given such travails, it's no wonder Saturday evening's board meeting witnessed speculation about a winter meeting in a warmer venue, such as Scottsdale, AZ during Barrett-Jackson Auction week.



Brady Smith, Matt Taylor and Daniel K. Herrick admire Buick's 1956 Centurion Concept Car. The clear roof was dramatic, but completely-impractical for highway use!

MINUTES FROM OUR NOVEMBER BUSINESS MEETING

Dan McCann's promotion from Vice-President to President headlined the elections held at the PCS Northeast Chapter's autumn, 2006 business meeting, which took place Sunday, November 5th at the Hackettstown, NJ First Aid & Rescue Squad HQ. Fred Goerlitz was elected to succeed Dan as the Chapter's second-in-command, while Jeff & Mary Hookway accepted another term as Treasurer and Secretary.



Dan McCann, elected the new Northeast President, assumes the Chapter's charter from Bill Marcy.

All told, fifteen people were counted in attendance when the meeting was called to order at 1 pm, and the total would have been even higher had the water pump of Mike & Vicky Barruzza's 1963 S&S Cadillac

combination not gone "through the hood" en route from Bristol, PA. Two other classics did complete their trip to Hackettstown, including the all-original, 22,000-mile 1978 Ford LTD 4-door pillared hardtop that Your Editor found at Fall Hershey three weeks earlier; upon arrival, this pale jade beauty was parked nose-to-nose with a copper-colored 1976 Oldsmobile Custom Cruiser station wagon owned since new by Joseph C. Buono.

Bill Marcy opened his last meeting as Chapter President by noting how glad he was, following a show of hands, that most of the attendees had received the autumn issue of *The Criterion* mailed by Ted Collins a few days prior. Turning to a "cruise-through" of the Chapter's 2006 events, he was strongly compelled to address criticisms posted on the PCS message board that some cars attending the Peddler's Village meet in June "were not properly dressed"; though he was "personally not happy" about the skeleton shown in one hearse, he still believed that PCS display rules banning macabre miscellany should

not apply to Lahaska, as it was a fundraising-focused event admitting all makes of cars and trucks including modified vehicles. Peter DeMattia pointed out that the non-compliant entrants at Lahaska "were not PCS members so this was hard to control. Bill Wright and John Ehmer talked to some of these guys, and some had not even heard of the term 'professional cars.' But the way they handled it, the guys with caskets were receptive." By the time the discussion moved on, a consensus had been reached that PCS vehicles at future Lahaska meets should be displayed separately from modified pro-cars or funeral coaches not complying with PCS display rules.

Turning to the 30th Anniversary PCS International Meet held in Kingsport, TN from August 1st-5th, 2006, Bill Marcy proudly recalled his counting 16 Northeast Chapter members in attendance. He wondered if "this was maybe more than the hosts, though one of them brought ten cars. I think it says a lot about us that the Northeast Chapter has more people at the Internationals than any other Chapter." He expressed similar satisfaction with the third annual Northeast Chapter summer picnic held at Paul & Donna Vickery's Millington, NJ home two weeks later, adding that the large turnout of cars made it "like a mini-meet in our own state." Responding to Rich Litton's request that its 2007 counterpart be scheduled one week earlier to avoid conflict with the Wheaton Village muster, Paul Vickery penciled the 4th annual picnic into his calendar for Saturday, August 11th, subject to reconfirmation at the March 25th Chapter meeting.



Joseph C. Buono came to Hackettstown in this 1976 Olds Custom Cruiser that he purchased new.

Leo Maren III, who has since stepped down as the meet coordinator, used the November meeting to present an update on the Chapter's preparations for hosting the 2008 PCS International Meet in Mt. Laurel, NJ from August 4th through 9th. Locking in a nightly rate of \$99 a room, a

contract has been signed and a deposit made with the Wyndham hotel on route 73 north just east of the New Jersey Turnpike interchange. Tours of Liberty State Park and Philadelphia were deemed probable events, but arrangements remained tentative due to lead time issues. Bus companies that might be hired to handle the tours, for example, could not yet commit to prices owing to fuel cost uncertainties.

If there was one thing Leo was certain of, it's that there will be "a lot of jobs we need help getting done when the time comes." With Dan McCann now serving as the contact for volunteers, tasks already identified for the to-do list include corresponding with companies for goody and grab bag items, and securing sponsors for the awards, welcome party and other events. As any welcoming party at the Wyndham would be expensive, a simpler affair at some nearby firehouse is being contemplated. Local rescue squads might also be invited to the Saturday's car show free-of-charge, where their ambulances would compete against each other in a special class. Bill Marcy asked Leo if there were any cruise nights during meet week that the PCS should attend as a group, to which Leo responded that the schedule might not leave adequate time but that "a lot happens in Delaware." Andy Toton pointed out that many cruises require participants to "be there early and stay locked in between 4 and 9 pm."

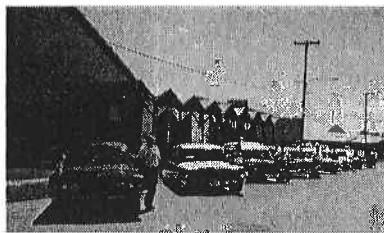
Before the meeting concluded with a hearty round of applause thanking Bill Marcy and his Lucille for their service to the Northeast Chapter during his term as President, it was also decided that Northeast Chapter dues would remain at \$12 for 2007.

BUCKEYE EVENTS WELL WORTH THE DRIVE IN JUNE

Ohio will be alluringly-busy venue for PCS activities in the month of June, and Northeast Chapter members with time-to-spare and a sufficiently-reliable vehicle are strongly encouraged to widen their horizons accordingly. After all, why should John Ehmer and Bill Wright be the only people in our circle regularly savoring the myriad joys of an extended pro-car road trip outside of International Meet week?

First up, on Saturday, June 2nd, is the PCS Ohio Chapter's annual Drive-In Movie Night, which is being hosted by National Recording Secretary Sarah

Snook in the Akron area. The fun begins around 4pm with a potluck picnic at her residence, located at 3060 Kent Road in Silver Lake, OH; prospective attendees should e-mail her at RoyRacer@aol.com and declare how many people and what sort of food they plan on bringing. "I'm going to make a list of what foods people are providing so we don't end up with too many duplicates," she explains. "I'll be providing pop, plates, silverware, ice, hot dogs, and a grill," but folding lawn chairs are another item that participants should try to bring themselves.



The 2004 Miller-Meteor Reunion would not have been complete without a photo session at the old Clark Street plant open from 1961-79. On June 23rd, the 2007 Reunion will find these cars taking part in a parade celebrating Piqua, Ohio's Bicentennial.

At 7:45 pm, a professional car convoy will depart for the Midway Drive-In outside Ravenna, OH, where Sarah says that "there are two movie screens that play two movies each per night. I'll know what's playing the Tuesday before the meet. I'll then e-mail everyone the

choices and we'll take a vote on what movies we'll see." Admission is \$10 if there's one person in the car or \$15 per carload, offering strong incentive to bring a 5-seat combination coach or ambulance instead of a flower car. "Since the theater only broadcasts on FM radio and does not have any speaker boxes, bring a boom box if you don't have a car stereo that you can use without turning the ignition on," Sarah advises. While she can e-mail attendees a list of local motels, people are invited to camp out at her house using their cars or tents.

Given the terrific time that everybody had at the 2004 edition, the 2007 Miller-Meteor Reunion being held in Piqua, Ohio from Thursday, June 21st through Saturday, June 23rd is already shaping up as one of the most-anticipated PCS activities of the year. Northland Chapter President Tony Karsnia and Tom Caserta, a Piqua native who was once M-M's national sales and service manager, are still the co-chairs of the event, which will improve upon 2004's outstanding itinerary by playing a central role in Piqua's Bicentennial celebration. This will culminate in a mile-long parade through the downtown area that

commences 2 pm Saturday. "Miller, Meteor, Miller-Meteor, and Cotner/Bevington vehicles will be placed first in the lineup," Karsnia says, "but all professional cars in attendance, regardless of coachbuilder, are welcome in the parade." The Bicentennial's coordinators, he adds, "feel that all people who made the effort to bring a professional car are entitled to participate. PCS display standards will be enforced, and those with Miller, Meteor, and Miller-Meteor cars are encouraged to invite Miller-Meteor retirees to ride along in the parade."

As was the case three years ago, the headquarters hotel for the 2007 Miller-Meteor Reunion is the Comfort Inn-Piqua, which is located on the grounds of the Miami Centre Mall at Interstate 75, exit 82 for Ohio state highway 36 westbound. In order to receive the pre-tax special rate of \$67.96 nightly, call the hotel directly at (937) 778-8100 before May 21st and mention Miller-Meteor Professional Car Society. Effectively, the official itinerary begins 1 pm Thursday forty miles north of Piqua in Lima, OH, with a tour of the Accubuilt plant where S&S, Superior, Eureka, and Miller-Meteor vehicles are currently built (anyone wishing to take part should arrive at the Central Point Parkway facility, found off exit 122 of Interstate 75, around noon). Following a convoy south to Piqua and check-in at the hotel, a 6 pm welcoming dinner will be held at the China East Restaurant on the south side of Route 36, which will offer attendees an opportunity to socialize with the Miller-Meteor retirees who built their cars. Friday's schedule features a 9 am motorcade to the old Clark Avenue plant where all 1961-79 model Miller-Meteors were constructed, on top of which the ambulance owners can take advantage of an open invitation to photograph their rig in front of the Piqua Fire Department's central HQ. As a prelude to Saturday's parade, a second convoy departing the Comfort Inn at 5 pm will head downtown for an evening display in the parking lot of Francis Office Supply, which is situated on the southwest corner of Water & Main Streets. Especially in concert with the anniversary celebration, the bustling pub and restaurant scene in downtown Piqua should promise plenty of attention for our pro-cars! General info on the Piqua Bicentennial can be found at www.mainstreetpiqua.com, while questions about the Miller-Meteor Reunion should be directed to Tom Caserta at (937) 773-0259 or Tony Karsnia at (612) 325-2344 or kars971@aol.com.

PCS INVITED TO '07 HILTON HEAD CONCOURS

Even if he had never taken up the game of golf, Horace Greeley might well have urged young men to "Go South!" instead of West had he been alive today. PCS members have good reason to heed this call and head to balmy South Carolina on November 3rd-4th, as the organizers of the Hilton Head Concours d'Elegance have invited us to show our ambulances in a special "Quest for Style & Speed" exhibit that will also feature vintage fire trucks and fire chief's cars. Cadillac ambulances are especially encouraged to take part, as this is the featured marque for this year's event.

Jamie Christie, the Hilton Head Concours advisory board member who extended the invitation, is a Virginia-based motoring journalist who covered the 2006 Kingsport Meet for Auto Events magazine. He asserts, and Your Editor enthusiastically agrees, that a nationally-renowned Concours like Hilton Head is an unparalleled opportunity for the PCS "to be counted in the big picture of car collecting." Aside from the publicity, other incentives to attend include that there is no entry fee, meals at the show are complimentary for car owners, and Saturday's schedule features a huge Jamboree of Southeastern U.S. Car Clubs. While the original invitation mentioned ambulances exclusively, Christie says that the Concours' Car Selection Committee will "rule everything in before we rule everything out," so combination coaches will be considered so long as they're limousine-style or otherwise not-too-heavily funereal. "If the exhibit is a hit," he adds, "maybe they'll invite hearses later."

PCS President Brady Smith, well aware of what a display at Hilton Head can do for the PCS, has designated Your Editor and Former PCS National V.P. Bill Marcy as the point men for this project; call Bill at (201) 342-4871, or me at (845) 986-6857, if you own an ambulance that might be suitable. The event organizers have already reserved the PCS a block of 25 hotel rooms, keenly-priced for this resort area at just \$89-a-night before tax, at the Hilton Gardens situated just across the bridge from Hilton Head Island; to secure a reservation at this rate, telephone (843) 837-8111 and mention the Concours and the PCS. These are likely to fill up long beforehand, so make your reservations early! Further info on the Hilton Head Concours, meanwhile, can be obtained from its website at www.hhiconcours.com.

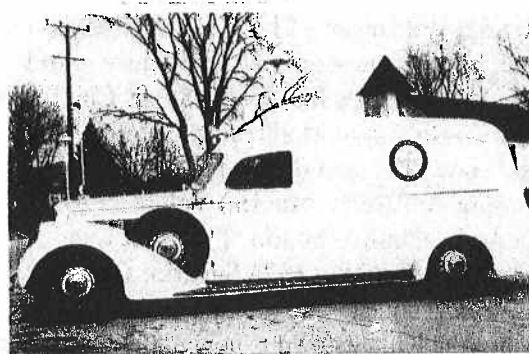
Only one question still remains: is it just a coincidence that, from a distance, the Palmetto tree on South Carolina's license plate looks like a golf ball on a tee?

MANASQUAN'S MAGNIFICENT LINCOLN AMBULANCE

Though they made up for it as Cadillac championed front-wheel drive hearses and the stretch limo industry grew by leaps-and-bounds during the 1980s, Lincoln had a conspicuously low profile in pro-car circles from the mid-1930s through the late 1970s. Accordingly, anything we can learn about Lincoln funeral vehicles and ambulances from this period is extra-valuable, and it should really surprise no one some of the neatest historical gems uncovered resulted from Richard Litton's research into the one-off rigs operated by New Jersey rescue squads.

Confirming that good things come to those who wait, this Moorestown, NJ member recently uncovered new intel on a photo he originally sent to Your Editor in April, 2005, which depicted a quite-imposing 1938 Lincoln Series K V-12 ambulance that was purchased new by the Manasquan First Aid Squad. Judging from the panel-style body, Rich had speculated that the most-likely builder was the Adam Black Co. of Jersey City (which also made moving vans and other sorts of commercial truck bodies) or the Franklin Body & Equipment Corp. of Brooklyn, which mounted advanced-looking, box-type modules on one 1955 and two 1958 Cadillac chassis.

Given a chance to examine the records of the First Aid Squad, however, Richard determined that the Manasquan Lincoln was in fact constructed by the (Silver) Knightstown Body Company of Knightstown, Indiana. This was one of two rival, and almost identically-named, coachbuilders operating in this small community thirty miles east of Indianapolis. They had originally been a single concern, incorporated as the Knightstown Buggy Co. in 1900, but an apparent falling-out between the partners put an end to that in 1922. Since Knightstown Body was controlled post-breakup by the Silver family (father Robert, son Ralph and daughter Jessie), the firm's professional cars were sold as Silver-Knightstowns, while the bodies built by their former partners Charles and Martha Walters at the Knightstown Funeral Car Co. were marketed as Knightstown Galahads. Both



Rich Litton has determined that this one-off 1938 Lincoln V-12 ambulance used by Manasquan, NJ's First Aid Squad was constructed by the (Silver) Knightstown Body Company of Knightstown, Indiana. The coachwork was transferred to a Cadillac V-8 Commercial Chassis in 1947.

companies created an astounding array of vehicles from donor cars that were usually-supplied by their customers, with Galahad bodies appearing on Auburn and front-wheel drive Cord L-29 chassis while Silver-Knightstown built a fleet of four Springfield Rolls Royce Phantom I hearses (plus a matching service car) for the prestigious N.Y.C. funeral firm Walter B. Cooke and a 1934 DeSoto Airflow side-loader used for Walter P. Chrysler's 1940 funeral. After World War II, Vernon Z. Perry (who had been the wood shop foreman at Knightstown Funeral Car) re-united elements of the two firms to create the National Body Manufacturing Co., which initially focused on ambulances and "first call" cars derived from Chevrolet and Pontiac sedan deliveries.

Prior to this, "between 1935 and 1942, Knightstown kicked ass in central and north Jersey," Richard reports. The selling dealer of Manasquan's Lincoln was Harry Wagner of Deal, NJ, who was in the pro-car business all the way from the 1930s through the mid-1970s; Richard adds that "he also sold Meteor from the end of World War II through 1950, S&S from 1950 to '70, and finally Miller-Meteors for the Clark company, where many old S&S customers were conquests." In 1947, Richard also found out from Manasquan's records, the Knightstown coachwork was remounted on a brand new Cadillac Commercial Chassis by the Joseph Wildanger Company of Red Bank, NJ, which was best known as a builder of wooden station wagon bodies. The subsequent whereabouts of the original

Lincoln chassis are unknown beyond its being sold off for \$500 after Wildanger's \$1,955 conversion job was completed, but this one-of-a-kind ambulance is still around. In 1962, reports PCS Publications Chief Walt McCall, it was driven to Montreal for an ambulance operators' convention and donated to the AAM (Amherstburg-Anderdon- Malden) Volunteer Rescuc Squad in Amherstburg, Ontario. Though it was eventually-succeeded by a 1974 Superior Cadillac high-top - AAM added a red top to the white body in the interim - the Knightstown is now in the final stages of being restored for Canada's only EMS museum at the Southwestern Ontario Heritage Village (recently renamed the Canadian Transportation Museum) near Essex, ON.

2007 PRO-CARS BOW AT NFDA PHILADELPHIA

Staged at the Philadelphia Convention Center from October 15th-18th, 2006, the 125th annual convention of the National Funeral Directors Association was the first one held in the City of Brotherly Love since 1950, and also the first time since the 2000 edition in Baltimore that the event had taken place within Northeast Chapter driving distance. Your Editor was certainly pleased to encounter several PCS people on the exhibit floor, including our publisher Ted Collins (breaking from his day job running the family's funeral firm in Wilkes-Barre, PA) and 1980-82 National President Mahlon Thompson, who rode in from Cranbury, NJ with his daughter Christine. "I'm her guest," he explained. "She got the old retired guy down here to see everything." Indiana coach dealer Charlie Butler was another welcome sight especially since Parkinson's makes it hard for him to get around. He started selling Eureka coaches back in 1957, while his father started handling Henney-Packard in 1936.

The main reason, or course, that Your Editor took the three-hour drive from Warwick, NY was to check out the latest enhancements to the 2007 pro-cars. Cremation urn carriers were a popular response to the trend away from earth burials, with the typical installation incorporating special pier pins with padded, C-shaped arms. A silver Cadillac Renaissance shown by Federal Coach of Fort Smith, Arkansas enhanced this feature with a fold-up backing that separated the carrier (which could also be fit a child casket sideways) from the rest of the interior. A

Chrysler Town & Country minivan built in Amelia, Ohio by Eagle Coach touted a pop-up "Urn Enclave" that stored in the well originally occupied by the third row seat, while an adjacent Eagle Lincoln Ultimate Elite used an entirely-removable design with a simulated stone finish, marble insets matching the casket floor, and two pegs that drop into the bier pin holes; as a result, it could be placed in any modern hearse with half-inch bier pin holes.



Krystal Enterprises displayed this Chrysler 300 hearse before delivering it to Inglesby & Son of Pennsauken, NJ. Specifying the 250-horse V-6 instead of the Hemi V-8 held the starting price to \$59,900, on top of which this purchaser added a Bentley grille and in-dash navigation system.

As business and recreational customers can use them too, limousines with curbside fifth doors had a higher profile in Philadelphia than the traditional, funeral-focused six-door models, and the smart money is betting that superior resale value, due to a wider range of potential second customers, will make this the dominant livery configuration in the future. LCW Automotive of San

Antonio, Texas took the idea to the next level by displaying a 120-inch Lincoln Arlington combining a 90-degree fifth door opening with a partition-mounted, slide-out seat. According to its inventor V.Guy Ninio, who is also the President of Silverado Coach of Woodland Hills, CA, the 1,000 pound capacity roller mechanism and built-in, slide-out footrest featured on this "Sterling Handicapped Access Package" allows one-handed operation to "accommodate the passenger instead of the wheelchair. It's made with simplicity in mind, but it could be motorized. The next prototype will have a raised roof for even better access. A gull-wing opening is also in the future, if we can get approval from Ford."

Notable as the first hearse that Your Editor had ever seen with a sporty, floor-shifted automatic transmission, the Chrysler 300 hearse exhibited by Krystal Enterprises was being delivered, post-convention, to Inglesby & Son of Pennsauken, NJ. Though this was the first 300 hearse completed at Krystal's Brea, CA factory - it had been finished the

Monday evening before the convention, and transported all the way cross-country by 7 am Thursday morning - the firm has delivered over a hundred VIP Chrysler limousines with 120-inch center stretches. To hold the starting price to \$59,900, the 250 hp V-6 is used instead of the Hemi V-8, while nickel trim and recessed ceiling lighting afforded the casket compartment a most-contemporary appearance.



The commercial glass S&S Cadillac Victoria Florale flower car was indisputably the most eagerly-anticipated vehicle debut at the 2006 NFDA convention in Philadelphia. This prototype is now owned by the Lawrence E. Moon Funeral Home of Flint, MI.

Even if it hadn't been the biggest on the floor, Accubuilt's nine-car display would have been a big attention-getter owing to the world debut of an S&S Victoria Florale flower car on the heavy-duty Cadillac B9Q coachbuilder platform. Design details distinguishing this vehicle from Eagle's venerable Coupe de Fleur include slightly-inclined side troughs with built-in drains, a full-width Cadillac brake light across the top of the loading door, quarter windows built into the tops of the #2 side doors and a three-sided, "270 degree" stainless steel deck intended for waterfall sprays. Accubuilt CEO Don Cuzzocrea recalled that "we've had requests over the last several years (to do a flower car), and if we were to do one it had to be commercial glass. We finally decided to build it about ten months ago. This car was sold before the show, but not when we started to build it." The prototype seen in Philadelphia, distinguished from production versions by having 39 inches of interior wheelhouse clearance instead of 41 inches, is part of a ten-car fleet acquired by the Lawrence E. Moon Funeral Home of Flint, MI. Joe Bunn, Accubuilt's Sales Administration Manager for Funeral Vehicles,

added that "the idea was Don Cuzzocrea's and Bud Bayliff's. Next, Bud is going to do a carved panel Sovereign for his brother Tom's funeral home in Spencerville, Ohio. The car is framed, and I've seen drawings of the finished car. It looks nice."

In common with any other trade show for any other industry, NFDA had its share of razzle-dazzle. Emphasizing that Philadelphia was once the home of Dick Clark's "American Bandstand," pretty bobby-soxers strolled through the aisles promoting National Pre-Arranged Services, while 1950s style poodle skirts were as prevalent at the Wilbert vault display as the company's clever slogan "Lined. Sealed. Delivered." In this spirit, the Starwalt Motorcycle Hearse Co. of Springfield, Illinois should have hired the Shangri-Las to grace its exhibit of a 1997 Harley-Davidson Ultraclassic V-twin fitted with a side-mounted casket table; the casket on-board was decorated with purple LEDs and the autographs of famous bike builders. Company founder Terry Starwalt, a former carpenter who has been a biker for 32 years, explained that "I was coming home from a West Coast cycle trip, and was passing through Cheyenne, Wyoming. It's a pretty barren place, and I started asking myself 'how can I make a living riding my bike?' I started out doing this for myself, but a lot of people asked me about it and I came to the realization that if I didn't do this, they would get someone else to do it for them. After advertising in YB News and a motorcycle publication called Thunder Press, I have orders for 17 of them."

PCS PRO-CARS BECOME MOVIE STARS

No phone call from a picture car coordinator seems complete without the phrase "I need it yesterday," but PCS people have usually risen to the occasion when a period-perfect funeral coach, limousine or ambulance is required for a film or TV show. On top of the DVD bragging rights, the time and logistical challenges associated with such work are often tempered by the opportunity to make more money in a single day than one usually earns in a week. Judging from the snail and e-mail that has crossed Your Editor's desk on this topic, 2006 was a very good year so far as the demand for movie pro-cars was concerned.

Anyone who went to Albany for the EMS parade and paramedic games at the N.Y. State Museum in May, 2005 will no doubt remember the gold-and-white



Kelley 58 Superior: Joseph K. Kelley's 1958 Superior Cadillac Beau Monde Combination Coach appears on the Brooklyn set of "Fur: An Imaginary Portrait of Diane Arbus."

Diane Arbus," a Picturehouse release that starred Nicole Kidman as the visionary 1950s photographer. Joined by his girlfriend Nancy Coffee, Joe recalled that the shoot took place during a hot summer night at the Brooklyn Navy Yard, where a sign was used to transform a warehouse into the Bleeker Funeral Home. "We arrived at two o'clock in the afternoon and the filming was delayed until three am the following morning, but I really enjoyed the whole experience," he said. "We talked with the director (Steven Shainberg, who also made "Secretary" with Maggie Gyllenhaal and James Spader) and learned a lot about the whole filmmaking process. It was really interesting to see everybody making the set, moving the lights and a staging practice runs for the people walking and the other cars passing by."

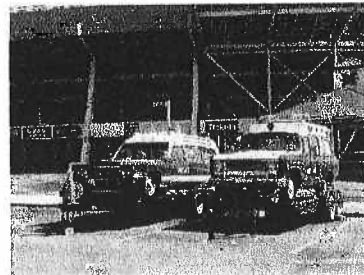


Period funeral vehicles procured for "We Are Marshall" included this impeccably-preserved 1963 Superior Cadillac flower car, which was one of only 28 examples constructed.

prominent alumni and numerous Huntington, West Virginia community leaders (75 souls in all) were killed in a plane crash while approaching town on November 14th, 1970. Steve Lichtman of Mt. Airy, MD, a BWI-Thurgood Marshall airport paramedic who furnished his 1970 Miller-Meteor Cadillac

1958 Superior Cadillac Model 604-C Beau Monde Combination Coach that Myron Gittel borrowed from Joseph K. Kelley of Schenectady, NY. This past autumn, Kelley sent Your Editor photos of his rare survivor being filmed for "Fur: An Imaginary Portrait of

Volunteer and 1971 Springfield International Travelall for scenes where period ambulances, fire engines and police cars race through Huntington's streets to the crash site, reported afterwards that he felt more connected to this film than any of the 13 others for which he has provided vehicles. "I found everyone in Huntington to be very nice and quite supportive of the movie," he recalls, elaborating that many of them saw it as "the last chapter in lifting the burden" of "a heartbreaking tragedy."



Steve Lichtman's 1970 M-M Cadillac Volunteer and 1971 Springfield International ambulances, almost ready for their close-up outside Marshall University's football stadium in Huntington, WV.

Serving as an "extra," Steve drove his own Volunteer during the Huntington scenes, while a local Harley dealer took the wheel of his Travelall. "One man, who owned a '70 Cadillac coupe also used in the movie, noticed my Cadillac was missing a reflector and commented on it. The next morning, I found a replacement

reflector on the hood of my car. No charge!" Though Steve wasn't involved, the streets of Huntington were also used to film a scene where two separate funeral processions bearing plane crash victims encounter each other at a traffic signal. Some the cars involved, brought from Atlanta by someone known to Steve only as "Bud" or "Buddy," included a 1967 Miller-Meteor landau hearse, Cadillac Fleetwood limousines of 1961 and 1964 vintage, and an impressively-pristine, 1963 Superior Cadillac flower car that was one of only 28 constructed.

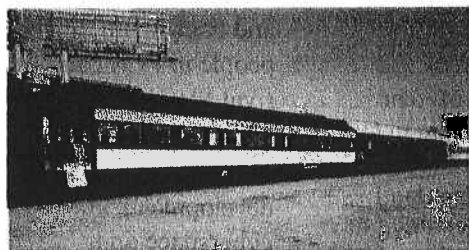
One month later, in mid-May 2006, Steve trailered his International to an airport near Atlanta for the filming of another scene in "We Are Marshall," in which the aftermath of the plane crash was recreated in classic Hollywood fashion. "The special effects staff acquired an actual DC-9 jetliner from an aircraft junkyard, brought it to Atlanta, and cut it up to resemble a crashed plane," Steve continued. "It was painted exactly as the real Southern Airways jet was painted in 1970. It was then rigged with propane lines and diesel fuel pans. Aircraft parts and debris, and old suitcases, surrounded the area. Real tree trunks,

snapped with a bulldozer, were placed around the scene to simulate trees sheared off in the crash." Cast in a non-speaking role as an ambulance driver dashing toward the conflagration with equipment, Steve nearly ran - literally! - into actor David Strathairn, who played Marshall University's president in the movie and also received an Oscar nomination for portraying CBS newsmen Edward R. Murrow in "Good Night and Good Luck."

In addition to Steve's Travelall, a pair of Superior-bodied Cadillac ambulances owned by Georgia PCS members were also used for the Atlanta shoot. The first was Joe DiCorpo's nicely-restored 1967 Rescuer, while Danny Ryder's newly-acquired 1970 Superior 51-inch high-top also ended up in the "We Are Marshall" movie trailer. Though the latter car was unregistered, uninsured and not exactly in pristine shape, nighttime filming downplayed its cosmetic issues and the picture car coordinator only cared, evidently, that the lights and siren worked.

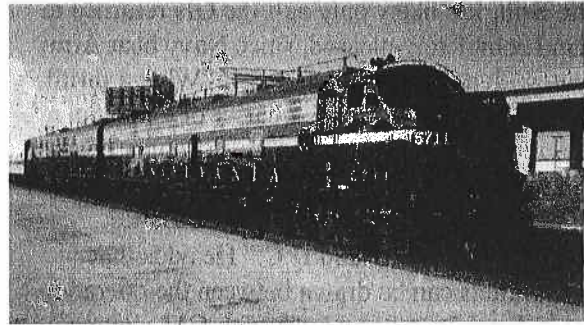
ANDY'S XMAS EXPRESS

In addition to celebrating his 30th anniversary as a Conrail engineer on December 14th, 2006, Philadelphia PCS member Andy Toton is especially proud of the role he's played in helping soldiers, sailors & marines wounded in Iraq and Afghanistan enjoy a brief but much-needed respite from their regimens at Bethesda Naval Hospital and Walter Reed Army Medical Center. For the second year in a row, he did this by serving as the pilot engineer for the Liberty Limited as it traversed Conrail Territory within Philadelphia City Limits and headed to the 2006 Army-Navy football game at Lincoln Financial Field on Saturday, December, 2nd.



One of the most colorful passenger coaches on the 2006 Liberty Limited was the Chesapeake and Ohio RR's "Chapel Hill."

Inspired by his wife's recollections of the special trains that ferried VIPs to the Army-Navy game in days gone



The 2006 Liberty Limited was pulled by a pair early 1950s General Motors Class E-8 passenger diesel locomotives designated Pennsylvania Railroad 5711 and 5809.

by, the Liberty Limited was assembled by Bennett Levin, a prominent Philadelphia railroad hobbyist whose collection almost certainly consumes more space than the biggest hearse or ambulance fleet in PCS annals. He persuaded several other collectors in his close-knit hobby to loan their most-sumptuous rolling stock to the endeavor, while Amtrak volunteered to transport the cars to Union Station in Washington, D.C., couple them together for the round trip to Philly (a task which took at almost three days), and return them to their owners afterwards. Designated CSX P910-02 for dispatch purposes, the train was pulled by two early 1950s E8A class diesels built by GM's Electro-Motive Division for the Pennsylvania R.R. Juniata Terminal 5711 brought up the front, while locomotive 5809 faced rearward toward a line of passenger coaches evocatively-named (according to the website of the Philadelphia Chapter of the National Railway Historical Society) Caritas, Ohio River, Chapel Hill, MKT 403, Oliver Hazard Perry, Golden Tower, J. Pinckney Henderson, Golden Moon, Imperial Leaf, Birken, Silver Shore, Silver Express, Mount Vernon, Dover Harbor, Kitchi Gammi Club, Little Juniata Rapids, Warrior Ridge and Pennsylvania 120. The latter car, one of three sourced directly from Mr. Levin's collection, took President John F. Kennedy to the 1961 and 1962 Army-Navy games and transported Robert F. Kennedy's casket across the country after his 1968 assassination.

En route to Conrail's South Philadelphia yard, the wounded soldiers on the Liberty Limited were wined-and-dined in first class fashion by volunteer hostesses. After being transferred to motor busses for the final leg of their trip to the stadium, they enjoyed special seating that allowed them to watch the game in

warmth. Still, it's likely only half the GIs returned to Maryland completely-pleased, since Navy beat Army yet again with a final score of 26-14. "What a thrill! Imagine a passenger train one-quarter of a mile long," Andy recalls of the experience. "This brought back old memories, just like operating a GG1 electric locomotive pulling 14 to 18 passenger coaches between New York City and D.C." He adds that several parallels can be drawn between the operation of "a long heavy passenger train with GM vintage locomotives and driving our 1958 Cadillac Fleetwood 60 Special. You have to accelerate with ease to gain smooth starts, and give yourself plenty of distance to stop, because you are operating the best that General Motors ever built and providing your passengers with a safe and comfortable ride in luxury." In concert with his wife Karen, Andy also wanted "to give a hearty salute to all these men and women who have served in the Armed Forces in all domestic and foreign wars. We pray for their safe arrival home soon."

PARSONS AMBULANCE GETS A NEW HOME



At a PCS Illini Chapter event held last November, Tim A. Fantin takes delivery of Robert Parsons' multi-award winning 1965 Superior Cadillac ambulance.

purchased it, with just 11,400 miles on the odometer, from a volunteer fire company located next door to his lumber yard in January, 1979, Bob and his wife Georgia have added another 30,000 miles driving the car to countless PCS events over the ensuing quarter-century. By Bob's calculation, it has missed only two International Meets since 1981, and the accolades it's taken home to Illinois include Best-in-Show at the 1982 PCS International in Gettysburg, PA and more First-in-Class awards, we're positive, than any other vehicle in the Society's history. "Each year you do a little work on your car and see if it's as good as the year before," he once told Your Editor with characteristic modesty.

With its Fire Engine Red paintwork complimented by a Chicago-style black roof and fender-mounted Mars lights that wobble in a figure-8, Robert Parsons' 1965 Superior Cadillac Royale low-top may be one of the most-venerable ambulances in the PCS. Having

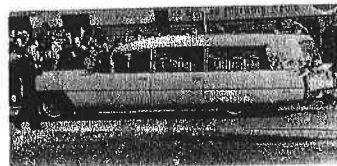


Tim A. Fantin's recent purchases also include the very last McClain flower car, which was built in Anderson, Indiana from a 1997 Lincoln.

Though Tim A. Fantin, of Merrillville, IN, has set his own record of sorts for establishing how many pro-cars it's possible to own at once, he was particularly proud to become the new owner of Parsons'

1965 Superior Cadillac at the PCS Illini Chapter's October 1st, 2006 get-together in Wilmington, IL. Staying true to character, only a few weeks elapsed before Tim e-mailed Your Editor to report that yet another milestone vehicle was joining his fleet. His encore took the form of a white 1997 Lincoln that's believed to be very last flower car completed by McClain Sales and Leasing of Anderson, IN. Specially-ordered by Baines Professional Cars of Wheeling, IL, the funeral home that commissioned it had just traded it back in on a new Eagle, and the person who purchased it from Baines proved amenable to a part-cash trade for one of Tim's other cars. Since a vast majority of the 400-or-so conversions completed by McClain between 1959 and 1997 were based on Cadillac Coupe DeVilles, "Baines said when they ordered this car from McClain, it was like pulling teeth," Tim adds. "But in the end, the car was built and everyone was happy."

... AND JFK'S HEARSE GOES TO AUCTION



A 1964 Miller-Meteor Cadillac belonging to Oneals Funeral Home bears the body of JFK from Parkland Hospital to Love Field in Dallas. Future PCS Publications Director Walt McCall fished this AP wire photo out of a wastebasket while he was working at The Windsor Star.

In spite of a job-related move from Oklahoma to Virginia and back again, few people in PCS can rival Steve Loftin for his ability to keep tabs on pro-car developments in cyberspace and disseminate them lightning-quick to fellow hearse and ambulance enthusiasts. Not long ago, he

learned from a Michael E. Young dispatch for The Dallas Morning News' online edition that a 1964 Miller-Meteor Cadillac used to transport President's John F. Kennedy's body from Parkland Memorial Hospital to a waiting Air Force One was being auctioned off. The sale will take place at the Worldwide Group's Houston Classic Auction on Saturday, May 5th, in conjunction with the 12th Annual "Wheels & Keels" Concours at the Lakewood Yacht Club in Seabrook, TX.

This all-white, limousine-style coach was already familiar to Your Editor as its current owner, an Alvarado, Texas hearse dealer and PCS member named Ardeen Vaughan, had called up to detail the vehicle's history a couple of times over the past few years. Ironically, he always professed no interest in selling the car, since it was in constant demand for the funerals of people in his area who admired JFK. Before it entered service with Vernon B. Oneal's funeral home at 3206 Oaklawn Ave., the car was shown at the 1963 NFDA convention in Dallas. The selling dealer was Tony Solar, who also constructed A.G. Solar "first call" conversions from station wagons and Suburbans through the late 1980s. Oneal, oddly enough, also operated the 1962 Ford station wagon ambulance that rushed Lee Harvey Oswald to Parkland after he was shot by Jack Ruby in the Dallas P.D. garage.

With 25-year-old Aubrey Rike handing the driving and Jacqueline Kennedy joining her husband's bronze coffin in the rear compartment, the somber, three-mile drive from Parkland Memorial to Dallas' Love Field took about ten minutes. Walt McCall, still a decade-and-a-half away from becoming the Publications Director of the PCS, fished an AP wire photo of the hearse out of a wastebasket at The Windsor (Ontario) Star where he was working, and famously ran it in the Winter, 1983 issue of *The Professional Car*. At the end of the flight back to Washington, D.C., a 1963 Superior Pontiac Navy ambulance picked up the president's body and carried it to Bethesda Naval Hospital; Decatur, Illinois PCS member Dan Brintlinger found out that this vehicle, given to the Kennedy Library on November 5th, 1980, was evidently destroyed after the Archivist of the United States granted permission on August 5th, 1985. With his body transferred to a new mahogany casket after the autopsy at Bethesda, Kennedy's first coffin met the same fate as well.

Several years after the assassination, Oneal's Miller-Meteor was taken in trade by Joseph W. Summers, a Flixible, S&S and Superior dealer in Duncanville, TX who also founded Trinity Coach with Dallas businessman G.M. Fulgham and produced a number of interesting, Buick-based professional cars in 1967 and 1968. His son Jim sold the Cadillac, which spent an extended period sitting behind his dealership without fanfare (it was even repainted brown at one point, before the original color was restored), to Ardeen Vaughan around 1980. John Lyons, the vice president of sales & marketing for the Worldwide Group, told The Dallas Morning News that "we think it will end up in a museum. We know the question of price is going to come up, but I really can't put an estimate on it yet. Basically, the talking point on that is this is the first time the hearse has been available." Another offering of interest in the Houston sale, according to an ad in Hemmings, is an all-original 1932 Ford V-8 ambulance/hearse with 30,000 miles that is claimed to be the only one in the world. More particulars on that car, and others, are available by phoning 1-866-273-6394 or logging onto www.WWGAuctions.com.

NEW MODELS TO TOY AROUND WITH



1921 Ford Model T offered by Abbott & Hast includes a removable, period-style coffin with its own church truck.

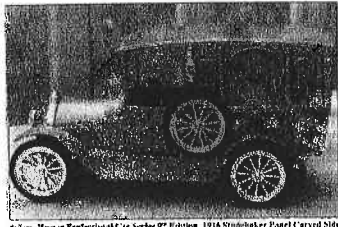
Given that 37% of PCS members don't actually own a professional car due to budget or garage space limitations, model hearses and ambulances are a valued substitute in our circle.

Fortunately, the makers of scale automobiles have been paying increased attention to this niche in recent years.

One especially-convenient place to shop for pro-car models is the Death Care Web Store at Abbott & Hast Publications, which also publishes *Mortuary Management* magazine in Monterey, California. Joining the 1/18 scale 1938 and 1959 Cadillacs it catalogs already, Abbott & Hast's latest offering is an 1921 Ford Model T carved panel funeral coach with opening doors, a wood-grained interior, an intricate

CHRISTINE'S CRYPT TO BE OPENED

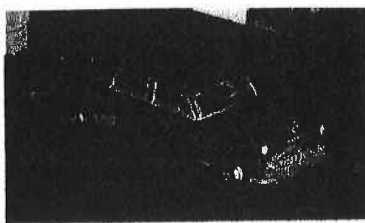
little church truck for the removable opening casket, and high-gloss paint in the purchaser's choice of black or gray. Aside from the fact that many early 20th Century morticians transitioned to internal combustion by transferring a horse-drawn hearse body to a Model T chassis, it is also worth noting that Mortuary Management publisher Gregory Abbott used to convert Ford station wagons into "first call" cars during the 1960s and 70s. The Model T hearse can be purchased for \$99, plus \$9 shipping, by logging onto the Death Care Web Store at www.abbottandhast.com or phoning (800) 453-1199.



This 1916 Studebaker carved panel hearse is number 9 in a budget-priced series from Askew-Houser Funeral Homes of Ebensburg, PA.

Further confirmation that a fancy Cadillac or Packard chassis isn't always mandatory for funeral service can be found in the 1/25 scale 1916 Studebaker Carved Panel Hearse recently added to Askew-Houser's Professional Car Series. In common

with eight other models previously designed and commissioned by Ebensburg, PA mortician Tim Houser and his son John Paul, affordability was emphasized by basing this offering on SpecCast's 1916 Studebaker panel truck. Its bronze gold exterior is attractively accented by silver coach lamps, a traditional "H" monogram on the front doors and, most notably, carved sides cast with pewter inserts that provide much more depth and texture than is possible through printing. As the edition is limited to 504 units, it pays to order promptly at www.askew-houser.com.



1951 Henney Packard was a giveaway at the 69th NFDA Convention held in Philadelphia from October 23rd-26th, 1950.

Now one of the hobby's most sought-after pro-car models, this large-scale replica of the all-new

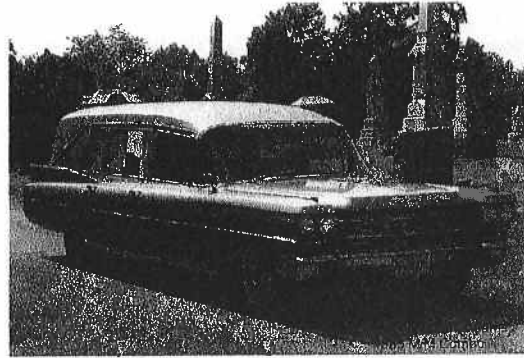
Technically, the demonically-possessed Plymouth from the Stephen King novel and its 1983 film adaptation was a 1958 Fury, but this headline proved too tempting when word reached here that Tulsa, Oklahoma was preparing to unearth a 1957 Belvedere hardtop from a time capsule buried by the southeast corner the county courthouse a half-century ago.

The internment took place during the oil city's Golden Jubilee celebrations on June 15th, 1957, at which time the so-called Tulsarama chairman Lewis Roberts Jr. said that Plymouth was chosen for epitomizing "American industrial ingenuity with the kind of lasting appeal that will still be in style fifty years from now." Just in case its concrete-and-steel crypt proved an inadequate corrosion deterrent, the gold-and-white Belvedere was coated with Cosmolene metal preservative and wrapped in plastic. As we were all expected to be driving atomic cars by 2007, the trunk was thoughtfully packed with 10 gallons of high-test gasoline and 5 quarts of motor oil. Other artifacts stowed on-board from the obviously health-conscious Eisenhower era included Schlitz beer, a vial of tranquilizers, and a pack of cigarettes, as well as prayer books and aerial photos of the Tulsa area accompanied by aeronautic maps. An unpaid parking ticket, fourteen bobby pins and a tube of lipstick were also placed in the glove box to chronicle the contents of the typical purse in June Cleaver's day.

After the Plymouth is exhumed during Tulsa's Centennial celebration this coming June 15th, it will be awarded to the person (or his/her heirs) who most accurately predicted, back in 1957, the city's current population. The guesses were recorded on microfilm that was placed in a steel canister inside the car; the correct answer should be somewhere around 385,000, given the slight drop calculated since the 2000 United States Census counted 393,049 residents. As the vault has not been maintained and may have been cracked open by vibration from surface traffic, it will be interesting to see if the car's notoriously rust-prone body has withstood the test of time. If nothing else, the winner's haul also includes a \$100 savings instrument that has probably accrued several hundred dollars in interest by now. Updates on the Belvedere's impending re-appearance can be found at www.buriedcar.com and www.forwardlook.net/19571958Plymouth/countdown.asp.



The brand new 1957 Plymouth Belvedere hardtop placed in Tulsa, Oklahoma's 50th anniversary time capsule, which will be re-opened on June 15th, 2007.



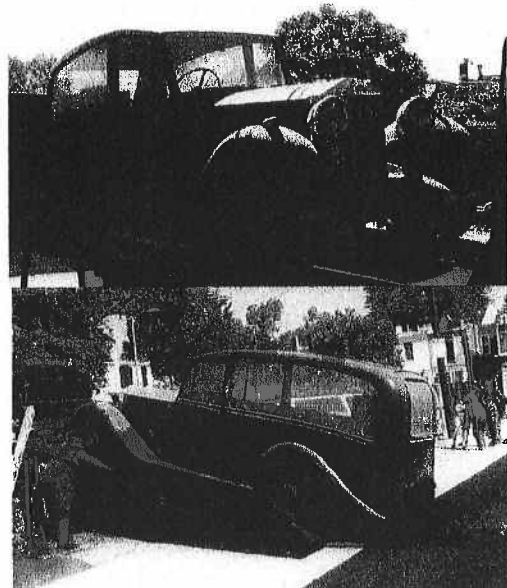
Morrow, Ohio residents Mark & Susan Adams joined the PCS Northeast Chapter late last summer. With its half-landau, half-limousine styling, this first year 1963 Miller-Meteor Paramount Combination may be the rarest vehicle in their so-called "Adams Family" fleet. They also own a 1970 Superior Cadillac combination, a 1972 M-M Landau Traditional 3-Way Hearse, a 1973 M-M Citation End-Loader and a 1979 M-M End-Loader that was likely one of the last completed at the Piqua plant.



Held at Lahaska, PA on October 29th, 2006, the season-ending Fall Meet of the Philadelphia Region Lincoln Continental Owners Club offered this lovely, teal-colored 1967 Lehmann-Peterson limousine shown by Leroy Zettlemoyer of Sellersville, PA. The previous owner was Huntington Valley, PA PCS member Mike Satterthwaite.



This incredibly well-preserved 1940 Superior Pontiac Limousine Style Hearse, showing just 36,052 miles on the odometer, is being restored by the Hunt -Stellato Funeral Home of Fort Lee, N.J. Your editor spotted it after covering the nearby George Washington Bridge's 75th Anniversary festivities on October 25th, 2006.



Bodied in "aluminium" by Simpson & Slater Ltd. of Nottingham, England, this 1937 Rolls-Royce hearse was pulled from a Washington, D.C. lockup by Contemporary Automotive of Beltsville, Maryland. Having clocked only 42,681 miles, this rarity ultimately went to Colfax, Washington state as a funeral home decoration. The chassis was originally fitted with a 4-door limousine body by Thrupp & Maberly of London, which was in business all the way from 1896 to 1967.

CRITERION CLASSIFIEDS

Henney Junior patches for sale as a 2008 PCS International Meet fundraiser. Cloth reproduction of black, gold and silver "BODY STYLED AND BUILT BY HENNEY" logo found on interior door panel of Steve Lichtman's 1953 Packard Junior ambulance. PCS Northeast Chapter patches also available for sale. Both designs \$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.

Sunset Coach 1/18 scale professional car models for sale. Assortment includes 1938 Cadillac V-16 carved panel town car, all variants 1959 Cadillac, and recently released 1921 Ford Model T and 1966 S&S Cadillac. Direct residential delivery available in local area to avoid additional shipping risk. Contact Joseph C. Buono at 47 Dora St., Harrington Park, N.J. 07640-1354 or phone (201) 768-1079.

"Ambulances - 2007 Calendar" for sale. Features full color photos of a different car, truck or van-based ambulance each month. \$12 each plus \$3 shipping for up to five calendars; shipping free if six-or-more ordered at one time. Limited number of 2006 calendars also on sale for \$6, while small quantities of black-and-white 2002, 2001 and 1997 calendars also available at \$3 each. Send check or money order to Steve Lichtman - Calendars, 3922 West Watersville Road, Mt. Airy, MD 21771-7334.

1937 Eureka Cadillac Flower Car. Notable as one of the very first flower cars ever built. Flathead V-8, manual transmission, 60,776 miles. Fully-restored from the ground-up, and reasonably-priced at \$29,500 US. Phone Neal Elliott at (519) 264-1772 (Mt. Brydges, ON, Canada).



1942 Cadillac 7533F Limousine. Not running, needs restoration but very rare survivor with solid body that's been stored inside for many years. Phone Richard Crane at (908) 696-8018 or cell (862) 812-2943 (Basking Ridge, NJ).

1957 Superior Cadillac Hearse/Ambulance Combination. Extremely rare, solid Western car that comes with identical 1957 Superior Cadillac parts car. Asking \$8,900 U.S. Phone (519) 853-0998 evenings (ON, Canada).



1962 S&S Cadillac Limousine Style Side-Loading Hearse, with black paint and 23,000 original miles, \$19,000 OBO. Also selling 1965 S&S hearse, with silver exterior (needs paint) and 40,000 miles, and 1967 Cadillac Series Seventy-Five 9-passenger sedan with 59,000 miles, \$7,500 OBO each. All three cars have rust-free bodies. Phone Andrew F. Reymer at (717) 653-8962 or e-mail afreymer@aol.com (Mt. Joy, PA).

1965 Superior Cadillac Low-Top Combination. Outfitted as an ambulance with a red body, white roof, and twin Federal dome beacons. Can be driven for short distances but needs engine work. Good transmission, body and interior. Best offer. Contact Christian Bechdel at (814) 237-5507 (State College, PA).

1969 Cadillac Fleetwood Series Seventy-Five 9-Passenger Sedan. All original, always garaged car with 62,000 miles, silver paintwork, black vinyl top and gray interior without divider window. Asking \$6,500. Contact Nick Elias at (610) 740-0990 or ENickElias@aol.com (Allentown, PA).

1970 Cadillac mechanical & cosmetic components for sale. Available parts include a complete commercial rear bumper assembly compatible with all coachbuilders, windshield fitting all 1965-70 commercial glass cowls, rebuilt front brake calipers, reconditioned starters for 472 V-8 engines, left & right cast iron exhaust manifolds with new studs, and Miller-Meteor glass for the #2 side doors, rear quarters and rear door. Call for prices. Contact Andy Toton at 765 Livezey St., Philadelphia, PA 19128 or phone (215) 483-2078.

1972 Cadillac Fleetwood Seventy-Five Limousine. Black exterior with black leather chauffeur's compartment, blue cloth rear compartment and working center partition. Executive-owned, ex-California car with full service history, 120,000 original miles, ice cold a/c, 472 C.I.D. V-8 and a rust-free, solid body. Carburetor also rebuilt, and less than 500 miles on four new heavy-duty Coker whitewall tires. \$9,900 OBO. Call Bill Marcy at (201) 342-4871 (Hackensack, NJ).

1988 Eagle Mercury Grand Marquis Funeral Coach. Exceptional, 46,800-mile example with silver paint and black vinyl top. \$5,500 OBO. Contact John at (973) 263-1607 or cell, (973) 445-0489.

1988 S&S Cadillac Victoria end-loading Funeral Coach. Excellent, 74,000-mile car with three-year-old black paint, recent transmission service and new brakes, auto load leveling, and catalytic converter. Factory aluminum wheels with good tires, burgundy leather driver's compartment. \$2,000 OBO. Contact Gregory Miller, (609) 392-7763 or GRMReaperNJ@aol.com (Trenton, N.J.).

FUNERAL HOME WANTED. PCS Member and experienced funeral director with excellent credit, substantial cash and high level of interest looking to purchase a funeral home business handling approximately 40-120 calls annually. Any location considered; in or near a metropolitan area a plus. Contact Nick Elias, (610) 740-0990 or ENickElias@aol.com (Allentown, PA).

CRITERION CALENDAR

March 31st, 2007 (Sat.), Moosic, PA: Scranton Region AACA's Winter Flea Market for car parts & toys, 8am-3pm. \$10 vendor registration, free admission. For further info contact Stanley Sipko at (570) 654-0891.

April 6th-15th, 2007 (Fri.-Sun.), New York City: Public days for New York International Auto Show at the Jacob Javits Convention Center, Eleventh Avenue between West 34th and 39th Streets. For further info phone (800) 282-3336 or log onto www.autoshowNY.com.

April 14st, 2007 (Sat.), Bowie, MD: PCS Mid-Atlantic Chapter gathering at the Radio & Television Museum. For further info contact George Hamlin at (301) 953-7208 or geohamlin@isualum.com.

April 21st, 2007 (Sat.), Treose, PA: 1st Annual Spring Fling Car Show, 9am-3pm at Faulkner Pontiac-Buick-GMC, 4427 Street Road. For further info phone (215) 752-0484 (Bobbi), (215) 637-3746 (Carole) or log onto www.farnortheastcruisers.com.

April 22nd, 2007 (Sun.), Brienigsville, PA: Lehigh Valley AACA's Mini Glidden Tour of Bucks County and the Amish country. Begins 9am at Hometown Diner on U.S. 222, approx. 10 miles west of Allentown. Free registration and admission. For further info contact Robert I. Frey at (908) 454-1618 or (908) 454-4963.

April 29th, 2007 (Sun.), Macungie, PA: 29th Annual All GM Vehicle Gathering at Macungie Park. Sponsored by Keystone State Chapter of Pontiac Oakland Club International. For further info phone Don Haley at (610) 640-7464.

May 4th-6th, 2007 (Fri.-Sun.), Rogers, MN: Third Annual PCS Northland Chapter Spring Fling. Headquartered at AmericInn Lodge & Suites, 21800 Industrial Boulevard. Itinerary features the nationally-famous, 100-acre salvage yard at French Lake Auto Parts, the Ellingson Car Museum and the 20th Annual Car Show & Swap Meet at the Minnesota State Fairgrounds. Call hotel directly at (763) 428-4346 to reserve rooms at special \$82.99 pre-tax nightly rate. RSVP Tony Karsnia at (612) 325-2344 or kars971@aol.com.

May 20th, 2007 (Sun.), Millburn, NJ: 15th Annual Classic Car Show sponsored by Downtown Development Alliance, noon-4pm rain or shine. For further info phone (973) 379-2341 or e-mail www.info@downtownmillburn.org.

June 2nd, 2007 (Sat.), Ravenna, OH: PCS Ohio Chapter Movie Night at the Midway Drive-In. 7:45 pm convoy preceded by a 4pm potluck picnic at Sarah Snook residence, 3060 Kent Rd., Silver Lake, OH. Admission to the drive-in is \$10 with one person in the car and \$15 per carload; bring a boom box if your car's FM radio can't be used without the engine running. To RSVP or obtain further info e-mail RoyRacer@aol.com.

June 3rd, 2007 (Sun.), Lahaska, PA: PCS Northeast Chapter's Sixth Annual Charity Car Show at Peddler's Village, intersection of U.S. 202, PA 263 and Street Road. Open to all cars and trucks. For further info contact Dan McCann at (732) 292-2770 or HEAVYD27170@aol.com.

June 9th-10th 2007 (Sat.-Sun.), New York City: Ambulances wanted for NYC Police Museum Show at Old Slip, below the South Street Seaport. Features a police-escorted daily convoy into Manhattan from the host hotel near Giants Stadium in NJ. For further info contact Glenn Sokolofsky at (917) 873-3068 or SCLSQDS@webtv.net.

June 9th 2007 (Sat.), Bethlehem, PA: Auburn-Cord-Duesenberg Club of America Annual Meet and driving tour of Historic Bethlehem, held in conjunction with Concours of the Eastern U.S. For further info phone the Burn Prevention Foundation at (610) 969-3933 or log onto www.concourseast.org.

June 10th 2007 (Sun.), Bethlehem, PA: Burn Prevention Foundation 18th Annual Concours d'Elegance of the Eastern United States, 9am-4pm at Northampton Community College, 3835 Green Pond Road. For further info phone the Burn Prevention Foundation at (610) 969-3933 or log onto www.concourseast.org.

June 13th-16th, 2007 (Wed.-Sat.), Cherry Hill, NJ: Lincoln & Continental Owners Club's Eastern National Meet, hosted by LCOC Philadelphia Region at Holiday Inn-Cherry Hill, NJ Highway 70 East. Call hotel directly at (856) 663-5300 by May 26th to reserve rooms at special \$84 rate. To obtain a registration packet phone Kelly Saunders at (610) 261-1352, e-mail LCOCENM2007@aol.com or write 664 Manor Drive, Northampton, PA 18067.

June 20th-23rd, 2007 (Wed.-Sat.), Poughkeepsie, NY: Cadillac-LaSalle Club's 2007 National Driving Tour, hosted by the CLC Lower Hudson Valley Region at the Poughkeepsie Best Western Inn, 2170 South Road (U.S. 9, eight miles north of I-84). Destinations include the Connecticut Antique Machinery Museum, the Golden Age of Trucking Museum, the Kingston Trolley Museum, Washington's HQ in Newburgh, NY, the U.S. Military Academy at West Point, the Rhinebeck Air Show and the FDR Home & Library in Hyde Park. Call hotel directly at (845) 462-4600 by May 18th to reserve rooms at special \$104.95 pre-tax nightly rate. For further info contact Tour Chairman Dave Rubin at (845) 225-5990 or SJZR5@optonline.net.

June 21st-23rd, 2007 (Thurs.-Sat.), Piqua, OH: Second Miller-Meteor Reunion, hosted in conjunction with Piqua Bicentennial Celebration. Highlights include a Thursday tour of Accubuilt plant in Lima, OH, a welcoming dinner with Miller-Meteor retirees, a Friday evening downtown car show and participation in Saturday's Bicentennial Parade. No registration fee, but attendees are responsible for their own hotel and meal expenses. Call the Comfort Inn-Miami Center Mall (exit 82 off I-75) directly at (937) 778-8100 by May 21st to reserve rooms at special \$67.96 pre-tax nightly rate. For further info contact Tom Caserta at (937) 773-0259, or Tony Karsnia at (612) 325-2344 or kars971@aol.com.

July 10th-14th, 2007 (Tues.-Sat.), Los Angeles, CA: Professional Car Society's 31st Annual International Meet, hosted by the Southern California Chapter at the Burbank Holiday Inn Media Center. Highlights include the J.B. Nethercutt and Petersen Automotive Museums, Cinema Vehicle Services, the L.A. County & City Fire Department Museums, and the Forest Lawn, Rose Hills and Hollywood Forever Cemeteries. Call hotel directly at (818) 841-4770 to reserve rooms at special \$99 pre-tax nightly rate (suites \$159). Obtain registration form from issue 122 of The Professional Car, or contact Lou Farah at (818) 558-5701 or pessocal@yahoo.com.

Aug. 11th, 2007 (Sat.), Millington, N.J.: Tentative date for PCS Northeast Chapter's 4th Annual Summer Picnic, rain-or-shine at the home of Paul & Donna Vickery, 1434 Long Hill Road. Confirmation available closer to the event by calling the Vickerys at (908) 604-7990.

August 10th-12th, 2007 (Fri.-Sun.), Bloomsburg, PA: Fourth Annual Rod & Custom Cruise-In, rain-or-shine at the Bloomsburg Fair Grounds. Proceeds benefit Bloomsburg Hospital. Features \$1,000 cash Grand Prize (must be present to win), Friday night sock hop/prom night, Saturday downtown cruise, model/RC car and flame thrower exhibitions, games for kids, and contests for suspension hydraulics, stereos and wing-eating. Specially-priced hotel rooms available off I-80, exit 232 by calling Econo Lodge at (570) 387-0490 or Holiday Inn Express at (570) 387-6702. For further event info call Cruise In Hotline at (570) 387-2000 or Bill Wegrzynowicz direct at (570) 387-2210, or e-mail cruisein@bloomhealth.net

Nov. 3rd-4th, 2007 (Sat.-Sun.), Hilton Head, SC: Ambulances sought for high-profile "Quest for Style & Speed" exhibit at 6th Annual Hilton Head Concours d'Elegance & Motoring Festival. Event also features a Saturday Jamboree of Southeastern U.S. Car Clubs. No entry fee. Meals at show are complimentary for car owners. Call Hilton Gardens at (843) 837-8111 and mention the Concours and the PCS to reserve rooms at a special \$89 pre-tax nightly rate. Interested car owners should contact Bill Marcy at (201) 342-4871 or Gregg D. Merksamer or (845) 986-6857.



The Northeast Chapter Of The Professional Car Society



*All cars and trucks are invited to participate in our
Sixth Annual Charity Spring Meet and Antique Auto Show
To Benefit The Bucks County SPCA*

Sunday, June 3rd, 2007 (Rain or shine)

Peddler's Village ~ Routes 202 & 263 ~ Lahaska (Bucks County), PA

**The show field and registration will open at 8am
Vehicles to be judged must be on the show field by 11am
People's Choice Voting from 11:30am – 1:30pm ~ Awards at 3:30pm**

Dash plaques to the first 100 vehicles registered ~ There will be door prizes, too!

Pre-registration by Saturday, May 19th, 2007 is \$15.00 ~ Day-of-show is \$20.00

Please note:

- > All vehicles must have a visible fire extinguisher (please, no exceptions).
- > Per PCS rules, caskets, skeletons, or other macabre items will not be allowed. Stretchers and appropriate emergency equipment is permitted.
- > No alcoholic beverages or "For Sale" signs permitted.
- > Questions? Contact Chapter President, Dan McCann HEAVYD27170@aol.com or 732-292-2770

PLEASE indicate your judging class on the pre-registration form, below. (ALL vehicles welcome!)

- | | |
|---|---|
| A = Convertible, 1964 and older | B = Convertible, 1965 and newer |
| C = Sports car, two-seater, any year | D = Muscle car, any year |
| E = Modified, custom, streetrod | F = Two-door, 1964 and older |
| G = Two-door, 1965 and newer | H = Four-door, any year |
| I = Trucks, any year | J = Station wagon, any year |
| K = Professional Car: Ambulance, Hearse, Flower Car, Limousine | L = Special Interest: Police, Taxi, Fire Apparatus |
| M = Original, un-restored (as it left the factory) | X = DO NOT JUDGE |

**Mail this portion to Dan McCann, 197 Parker Ave Apt #148 Manasquan, N.J. 08736
Please make checks payable (@ \$15 per vehicle) to Northeast Chapter, PCS**

Name:

Phone:

Address:

City, State, Zip:

Name of Car Club (optional):

Year & Make:

Judging Class:

Model & Body Type:

I, the undersigned do hereby state that my vehicle(s) currently carries liability insurance and further agree to hold harmless the Professional Car Society, its officers, the Northeast Chapter, its officers, and Peddler's Village for any accident, property damage, injuries, or theft which may occur to myself, my guests, or my vehicle(s) while attending or otherwise participating in this show.

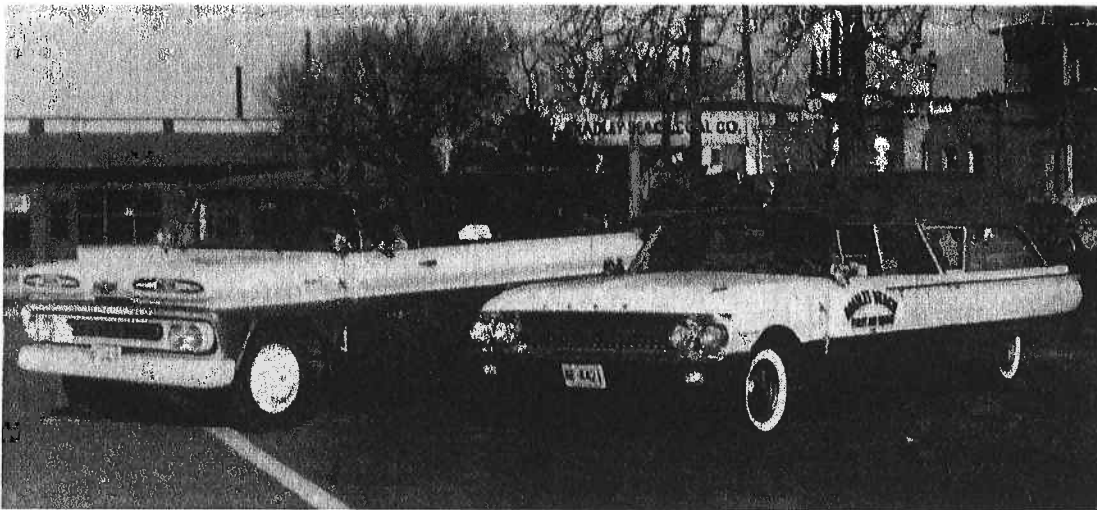
Signature & date:

THE PROFESSIONAL CAR SOCIETY
Northeast Chapter
159 George Avenue
Wilkes-Barre, Pennsylvania 18705

FIRST CLASS MAIL

The Criterion

NEWSLETTER of the NORTHEAST CHAPTER
of the PROFESSIONAL CAR SOCIETY



Back in 1961, the Bradley Beach, NJ First Aid Squad ran this brand new Chevrolet Suburban and Siebert-bodied Ford side-by-side. These are just two of the many unusual photos of Garden State ambulances that belong to Chapter member Richard Litton of Moorestown, NJ.