



# The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY  
[www.PCSNortheast.com](http://www.PCSNortheast.com)

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## MESSAGE FROM OUR PRESIDENT

Hopefully, everyone in our Chapter had an enjoyable summer and show season, making the sort of memories that will last long after your pro-cars are put away for the winter. Though an overturned truck on Interstate 80 delayed many attendees, our November 15th business meeting in Hackettstown, N.J. gave us a useful early start on next year's activities.

First and foremost, a motion was passed to start distributing THE CRITERION as an e-mail attachment to our members that have given us their e-mail address, though you will still receive a paper copy if you don't have e-mail or contact me to say this is your preference. Doing this should ensure the Chapter big savings on the \$250-per-issue it currently costs to print and snail mail paper issues, which constitutes our biggest regular expense.

As part of our ongoing Internet initiative, a new Chapter web site also went live at [PCSNortheast.com](http://PCSNortheast.com) this past April. We'll own the name, while Jeff Hookway will run it for us on a day-to-day basis. So far, only seven of THE CRITERION's 61 back issues have been archived on its pages, but that should improve following our decision at Hackettstown to have GoDaddy assume hosting duties for \$56.88 annually; this move will give us 10 gigabytes of space, and allow portions of the site to be password-protected for dues-paying members.

One of the big articles in this issue of THE CRITERION concerns the Northeast Chapter's 2009 Lahaska meet, which attracted 62 cars of all kinds to Peddler's Village on Memorial Day Weekend. The Mid-Atlantic Chapter has offered to help us co-sponsor our 2010 edition, which will take place on Sunday, May 30th. Bill Marcy, the meet's outgoing organizer, said this joint venture is "just what the show needs to go to the next level." Since there are more demands on his time these days, Jenn Morin is succeeding him as our person-in-charge, and the Hackettstown attendees also decided the Bucks County SPCA should remain the charitable beneficiary.

The November 15th meeting also witnessed the election for our 2010 Chapter officers, with yours truly remaining President while Fred Goerlitz, Jeff Hookway and Mary Hookway continue in their respective posts as the Northeast region's Vice-President, Treasurer and Secretary. In October, the PCS Mid-Atlantic Chapter (which, by the way, celebrates its 25th anniversary in 2010) elected Northeast Chapter veteran Jeff Beyer as their new Chapter President, with Steve Lichtman becoming the Chapter's new V.P. & Activities Director, on top of which his father Gene will serve as the Chapter's Secretary-Treasurer. Congratulations all around!

If you know of any old car events we should be attending as a Chapter in 2010, please let Fred Goerlitz know so we can get the word out to the rest of our members, and post it on our web site. If you had a great time in Mt. Laurel last summer, you'll be thrilled to hear that Daniel K. Herrick's Upstate Chapter will be hosting the 2010 PCS International in Albany, N.Y. next July 27th-31st in concert with the New England Chapter. Registration info and details on the itinerary, which will include Lake George, the Saratoga horse track and Fort Ticonderoga, can be obtained from Dan at (518) 392-2807 or [dkherrick@juno.com](mailto:dkherrick@juno.com). The host hotel will be the Best Western Albany Airport Inn on Wolf Road, reached at (518) 458-1000 for reservations at a special \$95 nightly rate.

Acting on a recommendation made by Chapter Treasurer Jeff Hookway after examining our current account balance, attendees of the November 15th meeting also passed a motion that the Northeast Chapter's \$15 annual dues will be suspended for all current members for 2010. Have a Happy and Safe Holiday Season! - Dan McCann

## WINERY PROVES A SPLENDID SEASON STARTER

Though Your Editor is a teetotaler who had to drive 150 miles to reach Egg Harbor City, N.J., he still had a fine time at the sumptuous Renault Winery brunch that kicked off the Northeast Chapter's 2009 events calendar on Sunday, March 29th. With almost no expressways available to speed his trip from Warwick, N.Y., he reveled in the unusually high count of vintage cars along U.S. 206 and 30, such as a 1956 Dodge, a 1960 Rambler American, a 1962 Pontiac Tempest and a tremendous old three-axle fire truck being offered for sale to anyone with sufficient garage space. An old farm near the Winery entrance even touted a photo-worthy pair of late 1950s Bentley S1 saloons - one road-ready, the other for parts - with "wedding white" exteriors.



**This "wedding white" pair of S1 Bentleys was photographed outside the entrance to the Renault Winery in Egg Harbor, N.J. just prior to the PCS Northeast Chapter's March 29th, 2009 tour.**

Arriving a minute ahead of our brunch's scheduled start at 12:29 PM, the looming, high-top roof of Richard Litton's 1965 Superior Pontiac ambulance offered immediate reassurance that this was the right place. A couple of spaces closer to the building, Joe & Helene Nicastro had parked a 1990 S&S Buick commercial glass hearse borrowed from a customer of their South Plainfield, N.J. garage, while the familiar, deep blue Fleetwood of Mike and Vicky Barruzza had its rear seat occupied by PCS newcomers Bud & Barbara Coleman, who own a 1940 LaSalle sedan and a 1938 Cadillac Fleetwood Seventy-Five billed as being "under construction." After entering the restaurant through a house-height redwood barrel that once held 10,000 gallons of spirit, some of the other PCS regulars encountered included Chapter President Dan McCann; Chapter

V.P. Fred Goerlitz and his wife Tracy; Bill Marcy, our event organizer and Chapter President Emeritus, joined by his wife Lucille; Jenn Morin; and Joseph C. Buono. A near-immediate topic of discussion were the odd angled holes covering many walls in the dining room, which turned out to be "riddling racks" for storing downward-pointing bottles by the neck; these are used to trap dead yeast cells and other sediments while champagne undergoes its "in the bottle" fermentation process.

Suzanne Dawson, serving as the PCS' tour guide after a brief Chapter meeting, began her talk by noting the Renault Winery was celebrating its 145th birthday this season. Its founder, Louis Renault, was born in Rheims in 1822 - pointing out that "Renault is a very common French name," Ms. Dawson said he wasn't related to the auto-making family - and immigrated to America after a plant louse dubbed "The Wine Plague" destroyed two-thirds of all the grapes in Europe. Starting off with just three acres in 1864, he had 1,100 acres under cultivation by the time he passed away in 1913, having nearly reached the age of 92 with "two wives, assorted mistresses, two full batches of sons" and the distinction of being the first person to make champagne in the U.S.



**PCS people learned about the Renault Winery's history beneath barrel-framed portraits of vineyard founder Louis Renault and 1923-48 President John Andrea D'Augustino, who kept the doors open during Prohibition with medicinal, cooking and sacramental wine.**

In 1923, three years after Prohibition was enacted, the Renault Winery got itself a new, but similarly-colorful, owner named John Andrea D'Augustino, who was only 23 years old at the time but "had

connections,” according to Dawson. While Al Capone, a rather-successful secondhand furniture salesman from Chicago, “used to visit or hide out all the time,” his youthful host kept the operation on the up-and-up by selling cooking wine and sacramental spirits for church services, though most of his revenue - \$1 million a year in Roaring Twenties dollars! - was derived from “Renault Tonic.” Combining a 22 percent alcohol content with a peptone enzyme claimed to aid digestion, this medicinal was billed as “The Fountain of Youth” and being “good for pregnancy pains.” As the enzyme would crystallize at the bottom of the bottle if you chilled it, Renault Tonic also bore a useful label warning “CAUTION: DO NOT REFRIGERATE AS IT MAY TURN TO WINE.” After John Andrea was killed, with surprising legitimacy, in a 1948 auto crash, his sister and mother (both named Maria) ran the place until 1968. Wine consumption may have helped the sister live from 1909 to 1989, while the mother lasted long enough to celebrate her 102nd birthday before expiring in 1972. The Renault Winery’s current owner, Joe Milza, acquired the place in “teardown condition” in 1977, expanded the total acreage to 1,400, and emphasized tourism by adding a hotel, a golf course, and two restaurants.



**Suzanne Dawson explains how the downward-angled “riddling racks” seen on many of the Renault Winery’s interior walls are used to trap sediments in the neck of the champagne bottle, where they’re flash-frozen during fermentation. The fencing masks were furnished for eye protection when the bottles were shook or corked by hand.**

cabinets were sourced from the office library of Senator Emerson L. Richards after he died, while the balance was built by same craftsman who worked on the pipe organ at the Atlantic City Convention Center). The oldest glasses noticed were 13th

After passing through a charming interior courtyard whose vine-covered arbor was made from the white oak staves of old wine barrels, the tour was directed into the dimly-lit, but indisputably-extensive, champagne glass museum commissioned by Miss Maria in 1965 (several

Century Byzantine patterns, while the most-spectacular were arguably the extra-tall “coupes” created to toast the opening of the Eiffel Tower. Some of the other artifacts attracting attention in adjoining halls included a 1908 receipt for the purchase of a two-seat horse-drawn surrey in exchange for \$50 in cash and \$35 in wine, hand-operated corking tools from the 19th Century, and old fencing masks that were used for face protection during the process. As part of her mini-treatise on production, Dawson told us a champagne cork is one-and-a-half times the width of the bottle opening, and needs soaking in hot water to make it more pliable and easily-compressed. “That’s why you can’t get it back in the bottle, and you might as well finish it once you’ve opened it,” she added.

After informing us the cone-shaped depression used to strengthen the bottom of a wine bottle is called a “punt,” Dawson took us into the fully-automated press room for a look at the “serious hardcore end” of the business; with 13 hand-picked varieties of grapes to handle, she noted this operation is “really busy” in September and October. Though Renault’s state-of-the-art machinery can press three-and-a-half tons of grapes at once without crushing the bitter seeds (with nothing wasted, these are recycled as mulch), tourists who want to tap into their inner Lucy Ricardo “can come in, stomp some grapes and take home the juice they’ve created.”



**THE MOMENT OF TRUTH - Mary and Jeff Hookway sample the Renault Winery’s product in the tasting room, having learned the evaluation essentials of sight, swirl and sniff. In the adjacent gift shop, prices range from \$9.99-per-bottle for French Columbard or Fresello white wines to \$28.99 for hand-fermented Premium Champagne.**

## LAHASKA'S LASTING APPEAL

In spite of iffy A.M. weather and some stiff competition for entrants from the M&M/Mars meet taking place 50 miles to the northeast in Hackettstown, N.J., the PCS Northeast Chapter fielded 62 vehicles at its Eighth Annual Car Show in Lahaska, PA on Sunday, May 24th, 2009. In his continuing capacity as the event's chairman, former Chapter President Bill Marcy remained grateful that "Peddler's Village goes out of their way" to ensure the PCS a properly high profile amid the many other diversions found in Bucks County during Memorial Day weekend, asserting "they are great friends to our show and they really earn our business."



Pat Caruso, joined by his 9-year old twin nieces Grace & Gabby and 4-year-old nephew Alex, came to Lahaska in a Linden, N.J.-built 1975 Cadillac Sedan DeVille that has clocked just 54,000 miles since his aunt & uncle, Paul & Dora Sargenti of Eastchester, N.Y., bought it brand new from Royal Motors of White Plains, N.Y. for \$8,800.

standard-wheelbase 1965 Lincoln Continental by Lehmann-Peterson; counting the 8-inch stretch 1967 sedan and mini-limo, he owns an incredible three of the six Lincolns the Chicago firm completed with something other than a 34-inch center extension! An elaborate model hearse display - not to mention a throbbin' stereo system - offered extra incentive to examine the 1981 S&S Cadillac Victoria Landau that William L. Duval drives daily, while the Shook Funeral Home of Clifton, N.J. showed a standard-wheelbase 1996 Lincoln flower car constructed at a Kentucky body shop on commission from John Muster's dealership. Having originally teamed it with a matching Federal hearse, owner Roy B. Garretson recalled it was "the only car we didn't retire when we went to Krystal Lincolns in 2008, because it was too expensive to replace."

Though a stretcher or a set of casket rollers was not required for admission to the show field, it was no surprise to see several interesting pro-cars entered. As he had gained 35 pounds since the surgeries he'd endured just prior to the 2008 International in Mt. Laurel, PCS people were especially pleased to find out Harvey Schofield had come up from Marlton, N.J. in his partition-equipped,

Among the "civilian" classics, Chevrolets did especially well in the People's Choice voting that determined most of the day's awards. Perkiomenville, PA denizens Ed & Diane Zglenski earned Third Place for a 1963 Impala SS hardtop whose crisply-tailored, convertible-style roof bows were attractively accentuated by engine-turned taillight trim and Salsa Red paintwork from GM's 2005 palette, and the teaming of a 327 CID V-8 with a 2-speed Powerglide transmission and Positraction proved equally intriguing once it was learned the owners had done most of the mechanical work themselves. Vern Levingood took Second Place for a 1957 Corvette he had bought, in 1968, for \$700 when he was just a 19-year-old student at New Jersey's Gloucester County College; "we grew up together," he declared, noting "this was my first Corvette, though I've owned twelve and have three now, including a 1960 in Horizon Blue and a Magnetic Red 2004 convertible in which we'll be doing Route 66 this summer." Bill Marcy also bestowed a Special Recognition Award on the 1966 Chevy Impala four-door hardtop shown by Nelson Perez of Piscataway, N.J., explaining he "brings friends" to Lahaska and epitomizes "a lot of guys starting out in the hobby who have big bills to pay, and might otherwise never win a trophy."



Bruce Uhrich received the 2009 Chairman's Choice award from Bill Marcy for this 1956 Checker A-8 taxi that is one of only four known survivors out of 9,996 examples completed through September, 1958. Its green-and-yellow exterior was the uniform of New York City's giant cab fleets when the rates were just 25 cents for the first 1/5th of a mile.

Since 1995-97 PCS President Mike Barruzza and his wife Victoria are best known for showing Cadillacs like their 1963 S&S combination, 1967 DeVille convertible or the 1977 Superior ambulance used for their 2004 nuptials at the Daytona International Meet, old acquaintances did a double take when their 2009 Lahaska entry turned out to be a 21,000-mile 1970 Corvette T-top that Mike had owned for 38 years. "This is its first time out in six years," he told us as spectators admired its iridescent Donnybrook Green paintwork and a beautifully pinstriped custom hood, "but we figure we've saved it long enough. I bought it off one of my customers when it was one-and-a-half years old and had 4,900 miles. Having first seen it when it had 24 miles and still had that blue stuff on the tires and plastic on the seats, I told him to think of me if he ever wanted to sell it." Having already won the Best-of-Show at two previous PCS Lahaska meets, Louis H. Monetti of Stockton, PA earned another First Place at the 2009 edition with his Murat Green 1952 GMC one-ton pickup; aside from pointing out that there were only three fuses underhood, Monetti was also keen to note that 90 percent of his vehicle's mechanicals didn't interchange with period Chevy pickups, starting with a 228 CID six that bested the Bowtie block by twelve cubic inches.



Eschewing their usual Cadillacs, Mike & Vickie Barruzza's 2009 Lahaska entry was a Donnybrook Green 1970 Corvette T-top with 21,000 original miles. Mike purchased it at the 4,900-mile mark 38 years ago, and was showing it for the first time in six years.



Having gained 35 pounds since the surgeries he endured last summer, Harvey Schofield seemed in good spirits as he showed his standard-wheelbase 1965 Lincoln Continental limousine from Lehmann-Peterson of Chicago.

While Ford, with a novel Canadian twist, snared 4th Place via Phil Van Leeuwen's 1956 Meteor Rideau sedan from Lawrenceville, N.J., the Buick contingent countered with

admirable breadth of presentation. Even though his 1961 Buick Electra 6-window sedan had traveled almost 140,000 miles, Joe Nicaastro emphasized "the body's never seen Bondo, and the underside is impeccable. It was originally sold in Virginia, and came to New Jersey by way of California." Dan Reiniger, of Hatboro, PA, entered a white 1969 Skylark GS 400 convertible that had clocked just 76,000 miles since it was purchased new by his father Lewis - naturally, "he didn't order AM/FM



A Continental kit, factory-specified to free up space for radio gear, was a most-uncommon touch on the 1959 Edsel Corsair cop car that earned Carl Durr the Best-in-Show at PCS Lahaska 2009. This four-door hardtop was one of seven Edsels originally used by the Jefferson County, Colorado sheriff department including four Ranger sedans, a Villager station wagon and a pair of Corsairs for the supervisors.

for \$95 on a \$3,200 car” - while Dave Johnson said his Guards Red Skylark Custom drop-top from the same model year had been in built at the Trenton, N.J. plant where he once worked as an emblem die-caster. The 1970 Riviera GS fastback shown by Dave & Lenore Merrick sported one of the sexiest automatic transmission shifters ever conceived, employing a console-mounted, sideways-protruding lever that slid across an arc like the thrusters on an airliner, as well as rear fender skirts that were where sourced “from a guy in Texas whose name really was J.R.” Newark resident Antonio Cruz recalled Kojak while exhibiting his 1974 Buick Regal sedan, complimenting its Federal Signal “Fireball” bubble light with a period-perfect 8-track portable tape deck and a Texas Instruments SR-52 calculator. “I bought this car for \$510 on eBay last year, and paid \$650 to ship it from Tehachapi, California,” he reported, ensuring himself a copious parts supply from another, “rattier” 1974 Regal he obtained for \$50 locally.

Even if he hadn’t been among the first enthusiasts to register for Lahaska this past winter, Bruce Uhrich was practically guaranteed the Chairman’s Choice award from Bill Marcy once his truly-fascinating 1956 Checker A-8 taxi arrived from Glenside, PA. Fitting power brakes but no power steering, it was one of only four known survivors out of 9,996 examples built between January, 1956 and September, 1958, and was likely one of many cast off by the big New York City cab fleets for \$150 each once the iconic, dual headlight A-9 debuted. “It was originally found in a Northern New Jersey wrecking yard by Checker Club Member Bill Hossfield,” Uhrich recalled, adding “the trunk still said COZY CAB, West Orange, NJ. Bob Hinckley, another Checker enthusiast from upstate New York, restored parts of it, and I purchased it from him in 1996.” Given its Gotham provenance, green-and-yellow paint was specified when Mark Szpanka’s Legendary Automotive in Hatboro, PA was entrusted to perform a full restoration in 1999. “It wasn’t finished until 2005,” Uhrich added, as his acquisition “was very rusty, and not running, but all the parts were there.” Its three-speed manual gearbox is still linked to the original engine, a 226 CID Continental “Red Seal” L-head six that was also used by hearse makers like Meteor and S&S in the days when they made their own chassis. “Checker started using it in the 1930s,” Uhrich also recalled, “and kept it until they switched to Chevrolet power in 1962. They still make the

engine today for forklifts.” As for other three A8s known to survive, Uhrich reported only one remains in pieces; Joe Fay, former Checker Car Club President, restored his example with green-and-cream Chicago livery, while New York City red-and- white has been applied to the car that Doug Klauck of Charles Town, W.V. is “just getting on the road.”

If attendees were counting on a truly-unusual Best-in-Show winner, they must have been thrilled to see the award presented to a 1959 Edsel Corsair cop car with a Continental kit. The owner, Carl Durr of Forest Grove, PA, said it had originally served in Jefferson County, Colorado sheriff’s department southwest of Denver, and that the bumper-mounted spare was factory specified to make more room for radio gear in the trunk. Built December 16th, 1958 and delivered, at a cost of \$3,726.35 brand new, by Bob Jones Edsel in Lakewood, CO, this unit was one of seven 1959 Edsels purchased by the aforementioned police agency, counting four black-and-white Ranger sedans, a Villager station wagon and a second Corsair four-door hardtop for supervisory duty. “This one has the 361 (Super Express) V-8,” Durr noted, while “all the others were 292s. I found it through HEMMINGS at a small Indiana Museum fifteen years ago. I had frequent flyer miles so I flew out, made a deal, and found a deadhead to truck it home at a good price.” Even more impressively, his affection for the initially-maligned marquee coincided with its much-ballyhooed debut: “I bought an Edsel Ranger when I first came out of the Navy in September, 1957. I even honeymooned in it the seven years I had it.”



Newark, N.J. resident Antonio Cruz donned a Fonzie jacket while displaying his 1974 Buick Regal at Lahaska. The roof was naturally topped with Kojak-style

Federal “Fireball” bubble light, while the gear on the grass included a period-perfect 8-track tape player and Texas Instruments digital calculator.

## REFLECTIONS ON FLINT

Given General Motors' bankruptcy and painful, ongoing reorganization, Flint, Michigan could have proved a somber place for the Professional Car Society to stage its 2009 International Meet. Preconceptions aside, the PCS Mid-Michigan Chapter did a great job showcasing Genesee County's colorful history and ongoing turnaround, impressing funeral vehicle, ambulance and limousine enthusiasts who traveled from as far off as California, Florida and England to attend the August 11th-15th gathering at the Holiday Inn Gateway Centre. Even Mother Nature seemed to side with the Vehicle City, as the week's only adverse weather was a five-minute cloudburst coinciding with the Sunday morning departures!



During Wednesday evening's Sonic Drive-In cruise in Flint, PCS Noreasters Mary & Jeff Hookway admire the 1959 Superior Cadillac owned by Dr. Dennis M. Lloyd of Flushing, MI, which would receive Second Place in the 1959-79 Hearse category at Saturday's Concours.

Following Tuesday's "Early Bird" exam of his funeral home's model pro-car collection and an evening pizza party at his brand new "Garage Mahal" on Flint's southwest outskirts, meet host Brady Smith and his co-organizers (chief among them Kim & Jim McDonald, Dale & Betty Cole, Russ Dalziel, Tim Cenowa, Walt McCall, Mike Barrow, Brad Ross, Scott Walker, Jim Vowell, Bee Hamlin and Dr. Dennis Lloyd) kicked the schedule into high gear with a moving, Wednesday morning pilgrimage to the 1936-7 Sitdowners Monument outside UAW Region 1-A HQ, which recently added new statues honoring autoworker wives and sisters who hoisted food-filled picnic baskets into the striking factories, or fought off their own share of tear gas and fire hose attacks by the "bulls." As they had almost been discontinued to save money, the ensuing tour of General Motors' Truck & Bus Assembly plant across Van Slyke Road was another privilege for the PCS, especially since the 3,200,000-square-foot facility

(now employing only 1,500 people producing 550 vehicles daily, following the recent shutdown of its medium-duty truck line) has a future manufacturing the Chevrolet Volt's hybrid-electric powertrain. Fittingly, the subsequent bus trip past the mansions



En route to the Walter P. Chrysler Museum on Thursday morning, Northeast Chapter member Joe Nicastro's 1961 Buick Electra from South Plainfield, N.J. passes the pro-car convoy being led by Peter Adsten's 1975 Superior from Saskatoon, SK. Having clocked only 2,800 miles since new, the latter car would earn Best-in-Show, Medics Choice and the Cadillac-LaSalle Club Awards.

of lumber, carriage-making and GM big-wigs in the ritzy Woodcroft section presented a dramatic panorama of the plant beyond the Swartz Creek Golf Course and Chevrolet-Buick Freeway.

To the delight of old car enthusiasts who were streaming into Flint for the concurrently-scheduled Back-to-the-Bricks event, the PCS people relied on long, dramatic convoys of ambulances and funeral coaches to reach their destinations for the balance of the week. Wednesday afternoon saw their high-tops and hearses heading up Dort Highway to Crossroads Village for an old-time train ride and a leisurely stroll amidst 19th Century buildings relocated beside an artificial lake from all over Michigan. A pair of horse-drawn hearses in the Carriage Barn, one of which was painted white for children's funerals while the other was prepped for winter with ski-type runners, seemed nearly as exciting as the fully-restored 1912 Carousel. The dinner hour, meanwhile, saw our attendees served by roller skating car hops at the Sonic Drive-In cruise night on Miller Road.

Thursday's morning's procession down I-75 to the Walter P. Chrysler Museum in Auburn Hills was headed by a 1975 Superior Cadillac high-top with 2,800 original miles; put into mothballs, with 1,976 miles, when its first owners at American Ambulance of Detroit learned about the downsized 1977 Cadillacs, it would ultimately earn Peter

Adsten of Saskatoon, Saskatchewan the Best-of-Show, Medics Choice AND Cadillac-LaSalle Club Awards! The subsequent afternoon visit to the Packard Proving Grounds Historic Site outside Utica



After the PCS arrived in Auburn Hills, Northeast Chapter V.P. Fred Goerlitz and Jenn Morin checked out the Bugatti-flavored 1995 Atlantic concept in the entrance atrium of Walter P. Chrysler Museum. Above their heads, the 2002 Dodge Razor concept sported bright metallic orange paintwork

only 14-and-a-half acres out of its original 600, the protected portion crucially includes the Tudor-style administration building and garages designed by Albert Kahn (he also served as the architect for Packard's magnificent main plant on East Grand Boulevard in Detroit, which has fared far worse over the years); an airplane hanger used by Charles Lindbergh; and a 458-foot section of test track used for an impromptu, if sedately-paced, Henney Packard "drag race" between Greg Schultz's 1950 landau hearse from East Point, MI and the ex-Titusville, N.J. 1953 ambulance owned by former PCS Chief Judge George Hamlin since 1969.



one of Virgil Exner's first design collaborations with Carrozzeria Ghia of Turin, Italy, whose craftsmen could complete a fully-roadworthy dream car at a fraction of what it would have cost in the U.S.

was a poignant homecoming for the owners of Packard pro-cars that were bodied, through an exclusive arrangement lasting from 1938 to 1954, by the Henney Motor Co. of Freeport, Illinois. Though the property, listed on the National Register of Historic Places in 2007, totals

The meet's longest convoy was Friday morning's 50-mile foray up northbound U.S. 23 to Bay City, MI, where the Antique Toy and Firehouse Museum founded by Jimmie Dobson and his late son Jeffery touted the world's largest collection of Tonka toys and a stable of 60 full-sized fire trucks headlined by the N.Y. Fire Department's fabled "Super Pumper"



Friday's tour of the Jimmie Dobson's Antique Toy and Firehouse Museum offered such Northeast region apparatus as this 1950 Seagrave that originally served the Consolidated Fire Co. in Bordentown, N.J. During his stint in the U.S. Navy, the department chief had noticed that battleship gray paintwork didn't fade like red.

"Super Pumper" from 1963. "People come from all over the world to see it," Dobson said of its 10-wheeled Mack tractor and specially-built trailer housing a 2,200 HP Napier engine that could pump up to 10,000

gallons a minute to three satellite tenders fitting water cannons, adding the mile-and-a-half of high-pressure hose on board "was hooked to eight hydrants on its first job and nearly pulled them out of the ground." Other apparatus from the Northeast Chapter's home turf included a 1926 LaFrance from Teaneck, N.J.; a battleship gray 1950 Seagrave that originally served the Consolidated Fire Co. in Bordentown, N.J. (the department chief, a Navy veteran, had noticed the color faded less than red); and a beautifully-presented 1948 Mack 85 LS triple combination pumper originally used in Newton, N.J., whose garage bay featured a photo of its delivery. The only ambulance noticed in the building was a high-top International Travelall that once belonged to the Centereach F.D. on Long Island, though Dobson recalled that he once owned a final year 1964 Eureka Cadillac combination that "was (President Harry S.) Truman's last ambulance ride, but I never knew it until I gave it to the Rotarians and they shipped it to Ecuador on a 747."





After earning First Place in the Low-Top Ambulance judging at the 2009 PCS International in Flint, Michigan, the freshly-restored, Flixle-bodied 1964 Buick shown by Bill Wright of Daytona Beach, FL spooled up its siren and beacons for the traditional post-banquet "sound and light show."



The age when pro-car builders constructed their own chassis was memorably recalled in Flint by this 1930 Meteor Invalid Coach, which teamed a Continental "Straight 8" engine with a Lincoln-style radiator shell and intricately-lead quarter windows. The Pray Funeral Home of Charlotte, MI was only the second owners of this 20,000-mile rarity, which was purchased from a retiring colleague in Grand Ledge, Michigan for \$100 in the early 1960s.

evening destination, inevitably, was the Fifth Annual Back to the Bricks celebration that attracted a mile-and-a-half of classic cars to downtown Flint's perceptibly rejuvenating business district. Once the PCS assembled in the nearby William S. White lot at the University of Michigan - Flint campus, it was apparent that the Pray Funeral Home of Charlotte, MI turned the most heads with a cream-colored 1930

En route to Friday afternoon's open house and chicken BBQ at Mobile Medical Response in Saginaw - the 15-year-old firm has 450 employees and 90 truck-based ambulances handling 80,000 transports annually - Essexville, MI PCS member John M. Kustuch arranged clearance for the convoy to fire up its lights and sirens for a three-mile "Code 3" run down highway 13's river-lined corridor. The official Friday

Meteor "Invalid Coach" and an awe-inspiring 1937 Meteor LaSalle carved panel hearse both seen previously at the 2002 PCS International in Grand Rapids. A close runner-up was the horse-drawn 1870 Cunningham shown by the Nelson-House Funeral Home of Owosso, MI, which had been used for the 2005 services of civil rights icon Rosa Parks in Detroit.

Saturday, August 15th was the official show day for the 2009 PCS International Meet, which was guaranteed a high profile on the shady, beautifully-landscaped grounds of the Alfred P. Sloan Museum and the adjacent William Crapo Durant Plaza (respectively named for GM's long-time chairman and 1908 founder) at the Flint Cultural Center. Both the prestigious, popularly-voted Funeral Directors Choice Award and First Place honors in the 1958-and-earlier Hearse class went to Durham, Ontario denizens John & Patricia McCulloch, whose 2,800-hour restoration (spread over five-and-a-half years) of a 1939 S&S LaSalle carved panel coach officially concluded with the on-field installation of the horn ring and the driver's window crank by Stan Uher, the proprietor of Classic Coachworks in Blenheim, Ontario. He called the rusted, rotted hulk he'd started working on May, 2004 "probably the biggest challenge automobile I've ever done, in terms of being the one that took the most amount of vision, but I thrive on creating something from nothing." Ernest Morgan, who reputedly operates Canada's oldest mortuary in Niagara Falls, N.Y., earned First Place honors in the 1980-up Hearse judging for a 1984 Superior Cadillac 3-way Landau that had clocked just 45,000 miles since he purchased it brand new, as well as Third Place among 1958-and-earlier Hearses for a 1940 Henney Packard fitting limousine-style quarter windows.

Buicks bodied by the Flixle Company of Loudonville, Ohio dominated the Low-Top "Traditional Ambulance" awards, with Second Place going to Steve & Gene Lichtman's largely-original, 20,000-mile 1960 model from Mt. Airy, Maryland while the top prize went to Florida-based Noreaster Bill Wright for a North Carolina-sourced 1964 Premier that's believed to be one of only three or four surviving from the firm's final year of pro-car production before it re-focused on busses. The show field at Sloan also proved a fine place for perusing "combination" coaches (fitting part-time

ambulance equipment such as folding attendants' seats, removable beacons and reversible casket rollers) that were commonly run by small town funeral homes before community operated rescue squads became common in the 1970s. The cars that tied for Second Place in this category - Jim & Amy Schultz's Cotner-Bevington bodied 1972 Oldsmobile from Grove City, Ohio, and Paul & Julie Saether's 1969 Superior Cadillac from Blanchardville, Wisconsin - had both played prominent roles in the weddings of their respective owners, while the top scoring combo was deemed to be a white 1970 Superior Cadillac with week-old paintwork and 63,000 original miles; incredibly, owner Greg Steffe recalled it had "originally came from Wangler Funeral Car Sales in Warsaw, Indiana, which was right across the street from my grandparents' house. But I didn't know that until I bought it sight unseen in Bay City, Michigan, got it home, and saw the original owner's manual and registration plate in the glove box."

Buicks bodied by the Flxible Company of Loudonville, Ohio dominated the Low-Top "Traditional Ambulance" awards, with Second Place going to Steve & Gene Lichtman's largely-original, 20,000-mile 1960 model from Mt. Airy, Maryland while the top score went to Bill Wright of Daytona, Florida for a North Carolina-sourced 1964 Premier that's believed to be one of only three or four surviving from the firm's final year of pro-car production before it re-focused on busses. Wright also received the Hard Luck Award for a broken dipstick, but passed it on to PCS V.P. Rick Duffy



after the sound-and-light show concluding the meet proved terminal to the thermostat in the latter's 1973 Superior Cadillac high-top ambulance. "It's still for sale," Duffy assured everyone as the steam reached skyward and coolant pooled upon the pavement,

**Declaring it "ready to go on call with all the boots and coats on board," Jimmie Dobson declared his favorite fire truck to be this 1948 Mack 85 LS triple combination pumper that originally belonged to Newton, N.J. The night before the PCS' visit to his Bay City, MI Museum, it had been driven to Flint for the Back-to-the-Bricks parade.**

prompting Toronto entrant Darren Bedford (whose juggling skills had proved a memorable substitute for a banquet speaker ) to quip "I guess it's a sound, light and smoke show now!"

## DID ONE OF HIS OWN COTS HANDLE THE FIRST CALL?

Ambulances, combinations and other professional cars would have proved a lot less versatile over the past six decades without the church trucks, "first call" cots and stretchers conceived by Ferno-Washington Incorporated founder Richard H. "Dick" Ferneau, who passed away on September 8th, 2009 at the venerable age of 90.



Born on May 19th, 1919 and a resident of Washington Court House, Ohio for most of his life, Ferneau joined the local Washington Mortuary Supply Co. right out of high school and resumed his career with the firm after serving with the U.S. Army in the Panama Canal

Zone during World War II. Two years after being promoted to General Manager in 1947, he took a lot of effort out of body transports by developing the lightweight, all-aluminum Model 21 Klever Cot. This industry-first achievement was succeeded by his 1952 debut of a two-level elevating cot that made it easier to load a body from a household bed, which was soon followed by an improved design that could be raised to the same height as the embalming table. Ferneau also designed the first stainless steel, adjustable-height embalming table with wheels, which remains the industry standard today.

Shortly after Ferneau left the Washington Mortuary Supply Co. to start Ferno Manufacturing in 1955, Cincinnati mortician Burt Weil tapped him to design a cot that allowed a solitary worker to pick up and deliver the deceased. The so-called Ferno One Man Cot proved a huge hit once it went on sale in 1956, allowing Ferneau to take over his old employer and merge their respective product lines under the Ferno-Washington brand in 1960. In the years to come, improvements to the company's

offerings would include independently-foldable legs and higher-capacity cots that could support 1,000 pounds.

Though he did not publicly confirm if a Ferno-Washington cot had handled the “first call” for its own inventor, the company’s current chairman, Elroy Bourgraf, called Ferneau “a true pioneer in the development of mortuary cots and funeral equipment. He had the visionary powers to see what was needed in the market, the ability to communicate with funeral directors across the country to determine their needs and get their ideas, and the mechanical aptitude to bring those ideas to fruition.” If past is prologue, PCS people will remember Ferneau especially fondly whenever they use one of his cots to wheel luggage from their hotel rooms at the conclusion of an International Meet!



This extensive model pro-car display - not to mention a throbbin’ stereo system and some giant, chrome-plated spiders - encouraged people

to examine the 1981 S&S Cadillac Victoria Landau that William L. Duval drives daily.



For the owners of Packard professional cars bodied by the Henney Motor Co. of Freeport, Illinois, the highlight of the 2009 PCS International Meet was Thursday’s pilgrimage to the Packard Proving Grounds Historic Site. Beside the Tudor-style administration building and garages designed by Albert Kahn, George & Bee Hamlin’s 1953 ambulance stands tail-to-tail with Greg Schultz’s 1950 landau hearse.



Finished in Butternut Yellow with Light Charcoal lower accents, one of the loveliest Chevy customs on the 2009 PCS Lahaska show field was this 1965 Chevelle two-door wagon displayed by Poncho Mateo of West Deptford, N.J. Its Billet Specialties wheels measured 18 inches in diameter up front and 20 in the rear.



The Last Chance Garage of Benton, MI was kept “on call” so PCS Flint attendees wouldn’t have to search for a mechanic if they needed one. As Doug Wallace tinkered beneath the hood of Patrick Martin’s 1977 Sharpe “Lincury” hearse from Palatine, IL, Adam White (sorting the plug wires on the pavement) said “I don’t remember seeing my wife and kids this week, but it’s been a great experience, working on this rolling artwork.”

## CRITERION CLASSIFIEDS

**Sunset Coach 1/18 scale professional car models for sale.** Assortment includes 1938 Cadillac V-16 Carved Panel Town Car Hearse, 1921 Ford Model T, and 1959 Superior and 1966 S&S Cadillacs in Ambulance, Landau Hearse and Limousine Hearse variants. Direct residential delivery available with local orders to avoid additional shipping risk. Contact Joseph C. Buono at 47 Dora St., Harrington Park, N.J. 07640-1354 or phone (201) 768-1079.

**PCS "Garden State in '08" International Meet Souvenirs for sale.** Pre-shrunk, deluxe-quality cotton T-shirts available in Medium, XL or 2XL for \$8 each. Fire extinguisher bags featuring silk-screened PCS logo are also available at \$5 each, while "Garden State in '08" metal dash plaques are now \$2 each. Combo special offering one T-shirt, one bag, and one dash plaque on sale for \$12. ALL PRICES INCLUDE SHIPPING TO U.S. ADDRESSES. Make checks payable to PCS Northeast Chapter (Sorry! No Paypal or credit cards) and mail to Chapter Treasurer Jeff Hookway, 201 Glenside Trail, Sparta, NJ 07871-1249 (checks returned by the bank for any reason will incur a \$30 charge). For info phone (973) 729-8083 or e-mail [hookjch@ptd.net](mailto:hookjch@ptd.net).

## CRITERION CALENDAR

**December 4th-6th, 2009 (Fri.-Sun.), Nashville, TN:** PCS Volunteer Chapter's inaugural Winter Get-Together. Following a Friday evening welcome dinner at the Caney Fork Fish Camp (2400 Music Valley Drive), the Saturday tour itinerary features the Lane Motor Museum, the Woodlawn Funeral Home & Cemetery, Ambulance Coach Sales and the John A. Gupton Mortuary College. Specially-discounted accommodations at the Fiddlers Inn on Music Valley Drive, priced at \$71.52 nightly including tax, can be reserved by calling 1-877-223-7621. For further info contact LeeAnn Boston (615) 969-2880 or Jeremy Ledford at (615) 604-8725.

**February 19th-20th, 2010 (Fri.-Sat.), Flint, MI:** Sixth Annual PCS Mid-Michigan Chapter Micro-Meet at Plumb Smith Funeral Home, G-1208 North Ballenger Highway. For further info contact Brady Smith at (810) 691-6352 (cell) or [plumbsmith@ameritech.net](mailto:plumbsmith@ameritech.net).

**April 2nd-11th, 2010 (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](http://www.autoshowNY.com).

**May 30th, 2010 (Sun.), Lahaska, PA:** PCS Northeast and Mid-Atlantic Chapters co-sponsor Ninth Annual 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 Bill Marcy at (201) 342-4871 or [bmarcy@optonline.net](mailto:bmarcy@optonline.net), or Jennifer Morin at (732) 259-8757 or [motherhen1892@yahoo.com](mailto:motherhen1892@yahoo.com).

**June 6th, 2010 (Sun.), Newark, N.J.:** Vintage ambulances sought for 43rd Annual Firemen's Fair and Muster, 12:30 - 4:30 PM at the Newark Museum, 49 Washington Street. Program features a Miniature Fire Apparatus Display and Firematic Flea Market. For further info contact Newark F.D. John Sicignano at (973) 699-7185 or log onto [www.newarkmuseum.org](http://www.newarkmuseum.org) closer to event time.

**July 27th-31st, 2010 (Tues.-Sat.), Albany, NY:** Upstate and New England Chapters co-host the Professional Car Society's 34th Annual International Meet at the Best Western Albany Airport Inn on Wolf Road. Itinerary features Lake George, Fort Ticonderoga, the Saratoga horse track and the FASNY Museum of Firefighting in Hudson, NY. For further info contact Daniel K. Herrick at (518) 392-2807 or [dkherrick@juno.com](mailto:dkherrick@juno.com). For reservations at a special \$95 nightly rate, contact the host hotel directly at (518) 458-1000.

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



Professional cars at the Northeast Chapter's May 24th, 2009 Lahaska meet included Bill Marcy's 1967 Miller-Meteor ambulance from Hackensack, N.J. and Charles Eckert's 1978 S&S Victoria end-load hearse, which arrived from Hershey, PA with 65,043 miles showing. Despite iffy weather, 62 vehicles of all sorts were officially tallied on the Memorial Day Sunday show field at Peddler's Village.