



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY
Third Quarter 2001 - Ted Collins, Publisher - Gregg D. Merksamer, Editor

LAHASKA CROWNS A BUSY SUMMER PCS cars are stars at Cadillac-LaSalle Club meeting

Surrounded by a hundred antique stores, restaurants and boutiques in a quaint Bucks County setting, seventeen vintage funeral cars, limousines and ambulances belonging to PCS members proved the main attraction out of 83 cars attending the Cadillac-LaSalle Club Valley Forge Region's Fall Meet at Peddler's Village in Lahaska, PA on September 30th.

Credit for the record turnout could be directly attributed to extremely-active Philadelphia PCS/CLC member Andy Toton, who got the welcome mat rolled out by opening up the show field to all makes of professional cars and offering free pre-registration to PCS members who were not members of the CLC. In addition to sending more than forty letters to people who had cars, he also personally constructed a series of trophies incorporating model funeral vehicles (such as a 1/25-scale '55 Chevy Nomad turned into a flower car) that were passed out to the class winners.



Ted Collins' exquisitely-restored 1966 Superior Cadillac flower car received the 1960-up Best-of-Show, a commercial class first from the Cadillac-LaSalle Club and the Professional Car Society's award for the Best Flower Car at Lahaska on September 30th. - Gregg D. Merksamer photo

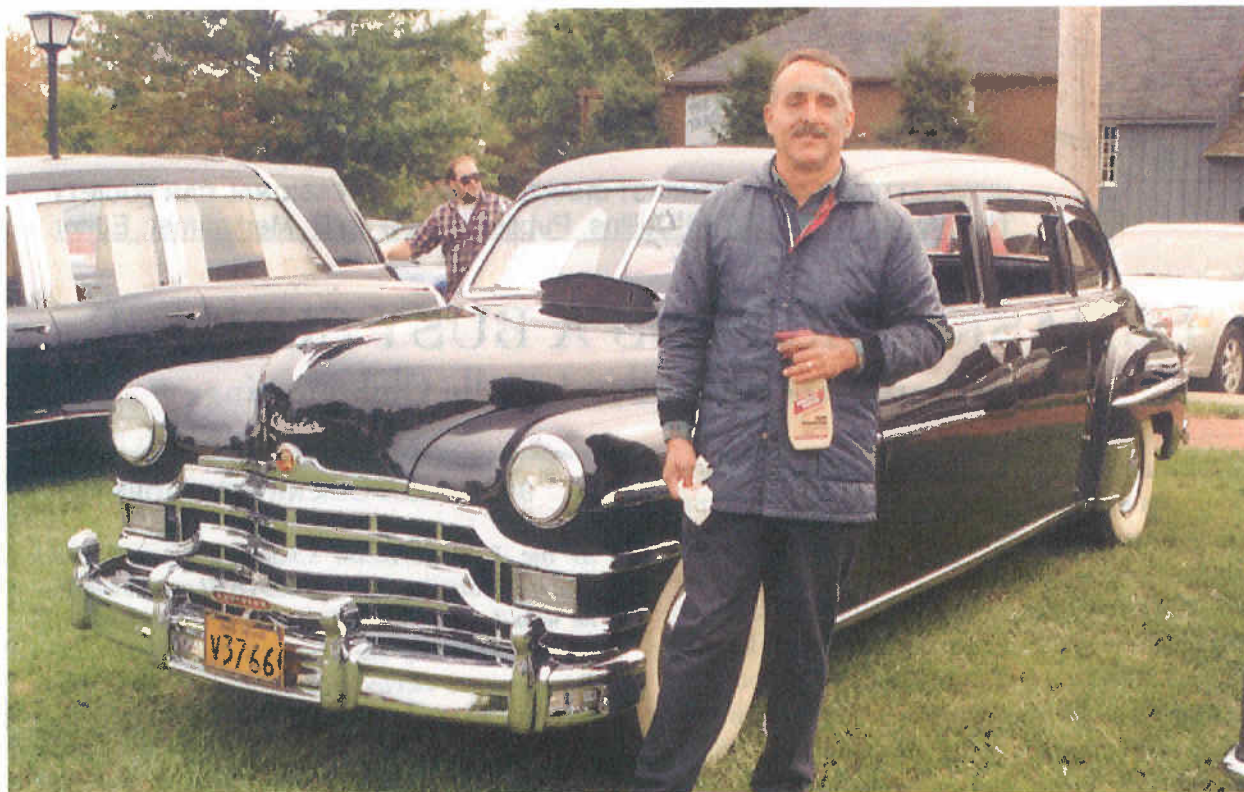
BILL MARCY OUR NEW PRESIDENT

At the PCS Northeast Chapter's November 4th meeting in Stirling, NJ, Leo Maren III announced that he would not seek another term as President. Bill Marcy, previously the Chapter's V.P. and Activities Director, was elected to succeed him, while Craig Stewart assumed the Vice-Presidency and Jeff & Mary Hookway retained their respective positions as the Chapter's Treasurer and Secretary. While a more complete record of the Stirling meeting must wait until the 4th Quarter issue, Your Editor is pleased to convey the following statement from our new Northeast Chapter President Bill Marcy...

Hello, everyone! As you may already know, I was elected the new President of the Northeast Chapter of the PCS. It is with great joy that I accept this position. I love the PCS, our chapter members and our cars. In 2001, we had several successful events including a brunch at the Renault Winery, a brunch at the Mt. Haven resort, a Tour of Gambardella's Livery and several shows in which our procars were invited and well received. I truly hope that 2002 will be an even better year for our chapter.

This year has brought some terrible tragedies to our country, in many cases affecting us on a personal or professional level. We must, however, live our lives to the fullest, and my goals for the coming year are many. First of all, I hope to have at least one activity each quarter. I hope to get the newsletter out quarterly. I want to encourage everyone to participate in our shows and activities. Last but not least, I want to thank Leo Maren for the six years he has served as our Chapter President and congratulate him for a job well done!

- Bill Marcy

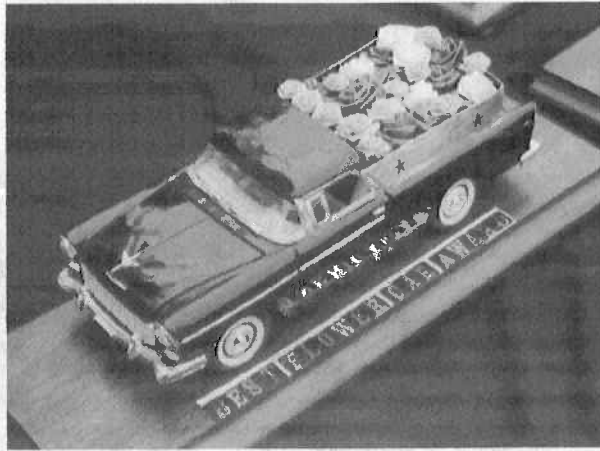


In addition to an Imperial-style custom interior by Derham of Rosemont, PA, Worrell Stout's 1949 Chrysler Windsor 9-passenger sedan touts all of its original documents including its first license plate and the warranty cards for the clock and radio.

The most-honored auto on display was *Criterion* publisher Ted Collins' 1966 Superior Cadillac flower car from Wilkes-Barre, PA, which earned the 1960-up Best-of-Show, a Commercial Class first from the CLC and the PCS award for the Best Flower Car in attendance. Former PCS President Mike Barruzza brought a total of five Cadillacs including his baby blue 1963 S&S Park Row "combination," a 1973 S&S landau hearse, a 1974 Superior flower car, a 1977 Superior Hightop ambulance (one of just ten examples completed in the first year of downsizing, versus 114 in 1976) and a chocolate-colored 1967 DeVille convertible. Joined by his lively friend Laura Kruger, Nick Elias showed his 2nd-to-last-year 1963 Eureka Cadillac Landau, which won 3rd place honors in the CLC Commercial Class. As Your Editor's very first car was a champagne-colored 1972 Cadillac Sedan DeVille, I was personally thrilled by the debut of Bill & Lucille Marcy's black 1972 Fleetwood 9-passenger sedan. "It came out of Indiana and was on the PCS Message Board for all of half-

an-hour," Bill reported, adding that "the seller didn't even like the car and couldn't find a buyer until he logged on to our web site. To me a '72 is what a Cadillac is all about - tasteful, stylish, conservative, rich-looking, and mechanically a good year. This car also brings back good memories because we had a triple-black '72 Brougham when we were first married."

Epitomizing the meet's multi-make focus as far as funeral cars and ambulances were concerned, Bob Behr's Flexible-bodied 1949 Buick ambulance earned "Nurse's Choice" while Mahlon Thompson's 1953 Henney-Packard "Junior" won Best Combination and Harvey Schofield's 1967 Lehmann-Peterson Lincoln 8-inch mini-stretch received Best 1960-95 Limousine honors. Pontiac's procar prowess, meanwhile, was epitomized by Bill Deegan's 1966 Superior Consort and Rich Litton's 1965 Superior hi-top ambulance; while Rich explained that his rig originally served in Nebraska, the Moorestown, NJ resident added "75% of Superior Pontiacs went to South Jersey and Pennsylvania, and there were three ambulances just



Andy Toton worked extremely hard to promote the Lahaska meet to PCS members, and an important incentive were handmade trophies like this flower car model he created from a '55 Chevy.

like this in my city. So I'll pull up to different fire musters in South Jersey and they'll think it's their ambulance."

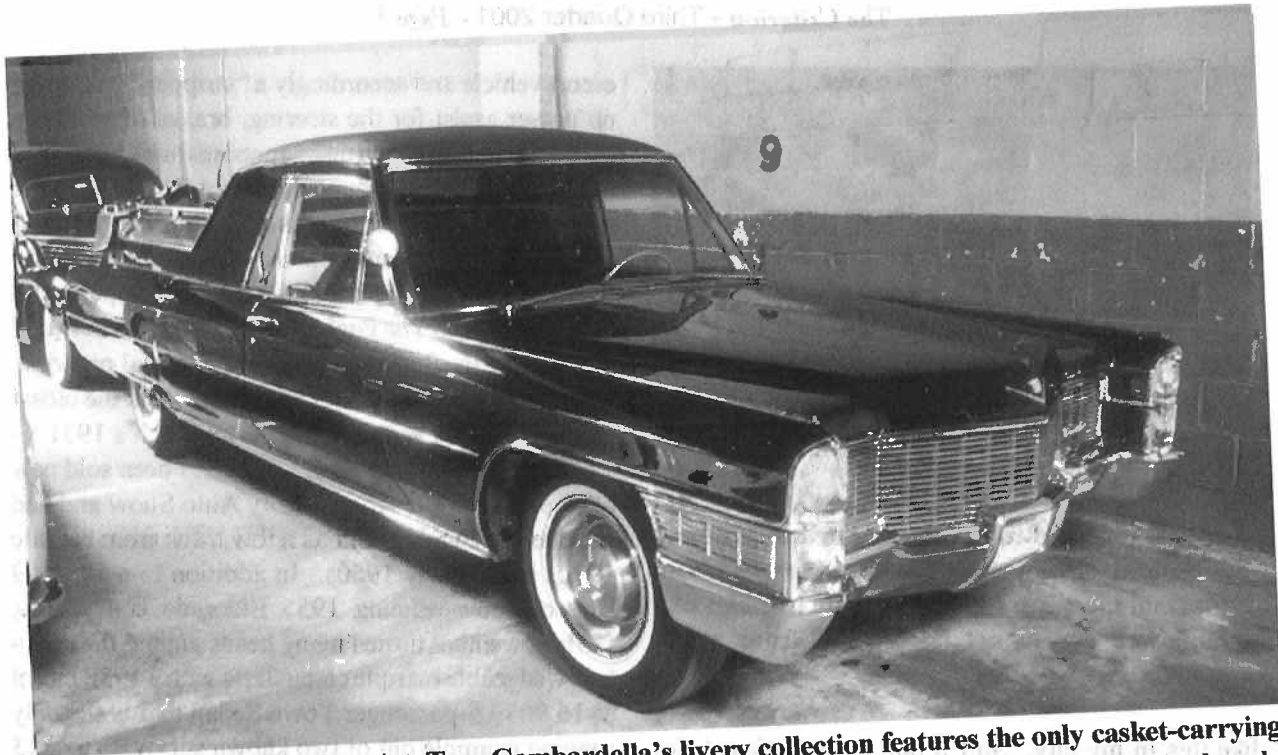
Awarded Best Early PCS Car kudos by the Cadillac-LaSalle Club, Worrell Stout's 1949 Chrysler Windsor L49W 9-passenger sedan touted all of its original documents including its first PA license plate and inspection sticker (artfully depicting the state capitol building in Harrisburg) as well as the warranty cards for the clock and radio. Originally ordered with just half-a-front seat by the Scherer-Lewis Funeral Service in Mahanoy City, PA, the car was one of only six long-wheelbase, 6-cylinder Windsors (out of 323 built in the post-strike 1949 "second series") sent to Derham of Rosemont, PA for the installation of an Imperial-style interior with flush-fitting jump seats and rolltop ashtrays. "You can feel the remains of a window track inside the headliner, and the front seat back has a custom metal cover with an ashtray you don't see in any Chrysler literature," Worrell noted. "While reconstructing the car's history I linked up with the daughter of the original owner, who remembers riding with her father down to Rosemont on a milk crate." Both the Best Late PCS and Best 1929-59 Limousine awards were given to Mike Satterthwaite's dark blue 1953 Packard 26th Series limousine, which was one of six originally purchased by the U.S. government as a Secret Service

escort vehicle and accordingly a "stripper" - no radio, no power assist for the steering, brakes or windows and a column-mounted three-speed manual gearbox in place of the more commonly-seen Ultramatic; after spending time in a St. Louis museum, this 33,700-mile car was used for VIP tours of Washington by the Bellvue Hotel on Capitol Hill (which also operated a nightclub called The Packard Grille) and participated in the Reagan, Bush and Clinton inaugural parades.

Among the non-professional Cadillacs the oldest car on hand was Woody & Fran Rohrbach's 1931 V-12 370 Fleetwood roadster, which had been sold new off the floor of the Atlantic City Auto Show and had survived an ignoble stint as a tow truck from the late 1930s to the early 1950s. In addition to a 1931-59 Best-of-Show-winning 1955 Eldorado convertible, Herb Lewenthal turned many heads among the most-knowledgeable marque enthusiasts with a 1938 model V-16 9039 5-passenger Town Sedan that is the only running example out of two known survivors and 23 completed by Fleetwood in three years. "He hasn't shown it for a couple of years," Alan Lewenthal said of his father's Antoinette Blue beauty, "but the Cadillac club said please, please bring it. People come to it saying 'oh, my God,' because it's very rare even to folks in the Cadillac Club."



Earning 2nd Place in the 1931-47 Class at the CLC Valley Forge Region's Fall Meet in Lahaska, PA, Herb Lewenthal's Antoinette Blue 1938 Cadillac V-16 9039 5-passenger Town Sedan is the only running example out of two known survivors and 23 completed by Fleetwood in three years.



Toured by the PCS on July 1st, Tom Gambardella's livery collection features the only casket-carrying S&S Cadillac flower car completed in 1965; originally built for the Twohey Funeral Home in Newburgh, NY at a cost of \$17,000, it was bought by Gambardella three years and 3,000 miles later for just \$6,800.

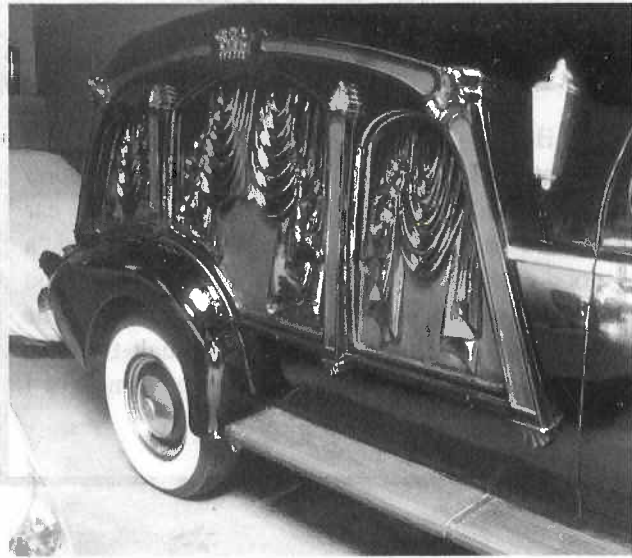
GAMBARDELLA SHOWS US A GOOD TIME

Though the winter's final snowstorm had postponed our visit from March 6th to July 1st, Tom Gambardella rolled out the welcome mat in a big way for the PCS Northeast Chapter members who went to Yonkers, NY for a tour of the livery service founded by his father back in 1919. "He was thrilled to have us and we were treated extremely well there," Bill Marcy reported at the November 4th Northeast Chapter meeting, "and the cars he had were just outrageous." In spite of competition from a Chevrolet Vega Kammback dragster owned by Tom's son that was only half as tall and wide as the stock item, attention quickly gravitated to a 1938 S&S LaSalle carved hearse that Tom had found in Riverside, CA and the only casket-carrying S&S Cadillac flower car completed in 1965, which was originally built for the Twohey Funeral Home in

Newburgh, NY at a cost of \$17,000 and bought by Gambardella three years and 3,000 miles later for just \$6,800. Other gems included a white 1969 Rolls-Royce Phantom VI limousine that Tom has owned for 21 years (even the headliner was upholstered in luxuriously supple leather), an anthracite-colored 1988 Eureka Cadillac Concours



Bill Marcy scrutinizes Tom Gambardella's regally-tall 1969 Rolls-Royce Phantom VI limousine.



hearse, a Centennial Edition 1976 S&S Cadillac landau hearse (discovered in Virginia two years ago) with 50,000 original miles, a matching 1976 Fleetwood limousine with 32,000 miles, a 1965 Chevy Malibu hardtop and a 1983 Cadillac Series Seventy-Five limousine that's covered only 20,000 miles since Tom purchased it new for \$27,000 from Dell Buick/Cadillac in Ossining, NY. While his cousin Pat Gambardella and his son-in-law Paul Costa had been on hand to make sure there was a steady stream of soda, rolls and coffee at his garage, Tom and his wife Antoinette generously treated the tour participants (among them Mike Barruzza, Victoria Reimer, Ted Collins, Bill & Lucille Marcy, Jeff & Mary Hookway and Your Editor, who brought his armor-plated 1984 Cadillac Formal Limousine) to a hearty supper at Tony Spiritoso's Italian Restaurant that entailed giant, family-style servings of hot antipasto, scungilli fra diavolo and calamari with stuffed mushrooms; the food was so good it was no surprise to find the lobby touting photos of Sophia Loren, Al Pacino and the cast of "Goodfellas" enjoying dinner at this noted eatery.

NEW HOPE HIGHLIGHTS

Marlton, NJ Chapter member Harvey Schofield recently reported to Your Editor that "A Public Exhibition and Formal Judging Opportunity for Professional Cars as a Regular Division occurred at

the 45th Annual New Hope Automobile Show in Eastern Pennsylvania on Saturday, August 11th." While cool, rainy weather saw to it that only three of the eight pre-registered PCS vehicle actually appeared, Harvey was pleased with the quality of the class winners. The First Award went to Jeff Beyer's 1955 Studebaker ambulet, which originally served nearly Erwinna, PA through 1971, while the Second and Third Awards went respectively to Mahlon Thompson's 1953 Henney-Packard "Junior" combination and Jerry Guthlein's Buick-chassied 1937 S&S carved panel hearse.

ONE LAST PEACEFUL WEEKEND

Blessed by perfect weather, the PCS Northeast Chapter enjoyed America's last weekend in a more innocent world as Bill & Lucille Marcy, Leo Maren, Fred & Tracy Goerlitz and Jeff & Mary Hookway gathered at the Mount Haven Resort outside of Milford, PA for the Chapter's autumn brunch on September 9th. "We had a lovely brunch and a great waitress," Mary Hookway reported subsequently via e-mail. "No professional cars, but Leo is very proud of his new, red PT Cruiser." Bill Marcy added "we were seated at a round table, so it made for good conversation. Afterwards, we all went to look at an old military medical helicopter and then to see some old cars for sale at Helm's Garage on Route 209 in Milford. Little did we know what lay in store on that Tuesday."

GRAVE YARD SALE ANNOUNCED

Explaining that "my health has deteriorated and winters part-time in Florida start this year," former Chapter Treasurer Pete Grave of Ottsville, PA has informed us that "I am going to clean out all the ambulances and hearses in my yard as soon as scrap prices improve. They are all for sale at low prices. You can buy here, strip here or take it with you." While he won't fulfill requests for pictures or deposits, he will help purchasers "load if needed and I will dispose of the shell. Better cars are also for sale but not cheap." To arrange a visit or find out what's available, phone Pete at (610) 847-2214, fax (610) 847-8671 or e-mail Radiograveyard@aol.com

