



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

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MESSAGE FROM OUR PRESIDENT

As you are probably aware, I am not planning to run for Northeast Chapter President for another term. Having proudly served as your president for a number of years, I feel the time has come for new leadership of our great chapter of the PCS. Over the years, I have eagerly answered phone and email questions from members and non-members about many different things pertaining to professional cars and related items of concern or interest, and let me say that the pleasure has been all mine. I hope that I have done a good job and made you all proud to be members.

Looking back on this year's car show season, I was extremely pleased with the wonderful turnout we had for our Fifth Annual Peddlers Village Car & Truck Show in Lahaska, PA and our Third Annual Summer Picnic at the home of Paul & Donna Vickery. On top of this, I counted 16 Northeast Chapter members at the 30th Anniversary PCS International Meet in Kingsport, Tennessee, and all I can say to that is WOW! I'm also proud to note that Gregg D. Merksamer, Editor of The Criterion, was one recipient of a newly-established award for outstanding PCS newsletter achievement during 2005, along with Brian Stahl of The Livery (PCS Tri-State Chapter), Brady Smith of The Superior Times (Mid-Michigan Chapter), and Lou Farah of the California Collector. In the same spirit am also pleased to report that Pat Caruso or Green Brook, N.J., our Chapter's contact with the Cadillac-LaSalle Club's Raritan River Region, received the Web Site Excellence Award at the 2006 C-LC Grand National Meet in Orange, California this past June.

I was very proud to run for PCS National President. Even though I was not elected, I thank all of you who voted for me and want you all to know that I thank each and every one of you from the bottom of my heart for your support. While I was disappointed not to win the election, I always believe that everything happens for a reason. Please support our new President Brady Smith, for I think he will be a fine leader.

Looking toward the Chapter elections that will be taking place at our November 5th meeting in Hackettstown, N.J., I urge all of The Criterion's readers to consider who would make a good candidate for our new Chapter President. Is it you? I would encourage our next President to be a real people person and a car enthusiast; after all, these are important qualifications to run a car club, don't you think? By the way, this job is NOT difficult. In fact, I think it is a true pleasure and would be happy to speak with anyone who is interested. I will also be available to assist our new Chapter President, should they ask for my help or advice.

In closing, I want to say thank you for allowing me the honor and privilege of being your President for such a long time. You have all made me very proud.

- With Best Wishes, BILL MARCY

LAHASKA HITS 5-YEAR MILESTONE

Given that the Charity Car Show in Lahaska, PA is the Northeast Chapter's biggest and most important annual activity, Your Editor acknowledges how ironic it is that The Criterion is the very last PCS publication to report in detail on the Fifth Anniversary Edition. This was necessary because the 2006 event, held a week earlier than usual to coincide with a June 4th crafts show at Peddler's Village, fell on the same day as a previous work commitment to the Greenwich Concours in Connecticut, so it is indeed fortunate that Hewitt, N.J. Chapter member Peter DeMattia proved an able substitute photographer. Under the circumstances, The Criterion is also indebted to the impressions published in the July issues of the Mid-Atlantic Chapter newsletter On Call and the Mid-Michigan Chapter's The Superior Times, which are respectively edited by Jim McKay and our newly-elected National PCS President Brady Smith.

In spite of early morning rain and threatening clouds all afternoon, Northeast Chapter President Bill Marcy counted 78 registered vehicles, including a new record of 24 professional cars fielded by members of the Mid-Atlantic, Tri-State and Northeast Chapters. More than \$1,100 was raised for the Bucks County SPCA, taking the event's five-year aggregate donation to this worthy cause above the \$4,000 mark. Having traveled all the way from Pittsburgh, outgoing three-term PCS President John Ehmer and his family attended in their 1985 Allen Coachworks Lincoln Formal Limousine, while his successor Brady Smith came in from Flint, Michigan a few days early to join Wayne Collins, Dwight Heinmuller and George Hamlin at the annual Orphan Car Tour around Gettysburg. Once this event concluded, George took



George Hamlin's 1950 Henney-Packard flower car traveled nearly four hours from Maryland to attend the 5th Annual Lahaska meet.



1962 Eureka 3-way owned by Jim & Eula McKay arrives on the show field at Peddler's Village.

Brady back to Maryland in his 1964 Studebaker and picked up his 1950 Henney Packard flower car for the four-hour trip to Lahaska on Sunday. Still, it was PCS Club Store Manager and former Dutchess County, N.Y. resident Bill Wright who emerged as the event's distance champ, following a trip of least 1,200 miles from his current abode in Daytona Beach, Florida.

Aside from the aforementioned Hamlin "flowerpot" and Ehmer Lincoln, other professional vehicles in attendance included Mahlon Thompson's 1953 Henney Junior "first call" car from Cranbury, N.J.; a Coke bottle-contoured 1965 Superior Pontiac high-top ambulance brought from Moorestown, N.J. by Rich Litton; and a 1962 Eureka Cadillac Landau shown by Jim & Eula McKay of Lancaster, PA, which attracted plenty of attention with its three-way casket table sticking out of the pillar-less side doors. Mike & Joyce Satterthwaite's silver 1967 Cadillac Fleetwood Seventy-Five Limousine also made a return engagement, while the last truly-large commercial Cadillacs were colorfully-epitomized by Leo Maren III's red-and-silver 1974 Miller-Meteor Criterion ambulance, Jeff Beyer's ivory-hued 1976 Superior electric 3-way, and a silver 1976 Superior Crown Sovereign of undocumented ownership. The 1980s offerings proved no less diverse, comprising a commercial glass Eureka Buick LeSabre with Oldsmobile Ciera taillights; rear and front-drive S&S Victorias respectively shown by Jack Cipriano and Oliver Ogden; Peter & Skeeter DeMattia's 1989 Dodge Caravan service coach; a Collins Cadillac Royale adorned with large chrome wreaths and landau bars; and a blue 1981 S&S Victoria that engendered controversy with its on-board casket and "Cadraculac"



Since its last appearance at Lahaska, Dr. David Bresler's "Cavity Buster" fleet added this 1972 Miller-Meteor Cadillac topped by a Federal Q-series siren.

windshield header decal. "Clearly, (coaches like these) were not in compliance with the guidelines for displaying professional cars at a PCS sanctioned and judged show," Bill Marcy emphasized afterwards, "(but) I did not ask these cars to leave the field since this was a charity show and not a judged PCS event."

Hailing from nearby Bristol, PA, Mike & Vicky Barruzza brought four Cadillacs to Lahaska including their baby blue metallic 1963 S&S Park Row Combination, a 1974 Superior Coupe de Fleur flower car, an essentially all-original 1967 DeVille convertible and the first of only ten 1977 Cadillac ambulances constructed by Superior during that first, anxiety-inducing year of downsizing. Doctor David Bresler of Ft. Washington, PA, who bills himself as "The kids dentist kids love to visit," matched



Mahlon Thompson & Mike Barruzza admire Lahaska PCS assemblage that includes John Ehmer's 1985 Allen Coachworks Lincoln limousine, Oliver Odgen's 1988 S&S F.W.D. Victoria, and Jim McKay's 1962 Eureka Cadillac 3-way.

Barruzza's total by expanding his "Cavity Buster" fleet (already featuring a 1966 Chevy Good Humor truck and a 1988 DaBryan Lincoln wide-body limousine) to encompass a 1972 Miller-Meteor Cadillac ambulance (touting a massive Federal Q-Series siren) and a 2002 Corvette customized with Lamborghini-style scissor doors. Other notable entrants included a dark green 1939 Cadillac V-8 limousine given an AACA National Senior Award in 2005; a 1956 Chrysler Windsor Town & Country that had to be one a handful surviving out of 2,700 originally built; a subtly-lowered 1959 Chevy Impala hardtop sporting shaved door handles and other period-perfect customizing touches; and a pair of 1964 Chevelles, specifically a red hardtop hot-rodged with Cragar mag wheels and a dark blue "stripper" sedan with standard hubcaps. The Ford Blue Oval was ably-represented by a 1926 Model T Fordor and 1930 Model A Tudor that were both displayed with full tool kits, as well as a 1940 V-8 coupe and a truly-unusual Shelby EXP 350 with two-door hardtop instead of fastback styling. Lincoln loyalists, attending Lahaska as their official alternative to the LCOC Eastern National Weekend in Kalamazoo, Michigan, took on Cadillac with a five-car delegation featuring a 1957 Mark II owned by Philadelphia Region Manager Ron Ross, a similarly-stately 1965 Continental sedan and Harvey Schofield's one-off 1967 Lehmann-Peterson 8-inch mini-stretch limousine. The import contingent, meanwhile, offered one of the last MGB roadsters built in 1980 and a rarely-seen TVR Griffith from the late 1960s. "This is truly a show to note in your calendar for next year," Jim McKay noted kindly in his On Call report, "assuming a sixth happening of this sort."



Leo Maren's 1974 M-M Criterion joins Paul Vickery's 1940 Flxible Buick and 1956 Miller Cadillac ambulances on display at the PCS Summer Picnic.

NORTHEAST PICNIC TOOK PLACE AUGUST 19th

As was the case the first and second time around, the third annual PCS Northeast Chapter summer picnic took place August 19th at the charming, Revolutionary War era homestead of Paul & Donna Vickery, who continued to make the drive to Millington, N.J. well worthwhile with a guarantee of good food, good fellowship and ample acreage for displaying (and, perhaps more crucially, turning around) a dozen vintage cars or more. Contributing to the fun are Vickery's children Ian and Claire, and a household menagerie that totaled four cats, three lizards, a dog nicknamed Jack the Deficator, one Angora rabbit and two curious chickens named Sarge and Butterfly, who immediately reminded Your Editor of the fowl that farmers used to throw into the road during the pioneer days of motoring, in order to extort outrageous recompense from well-heeled early automobilists.



David & Julie Sabonjian's 1962 Cadillac Series Seventy-Five Limousine follows their 1963 Superior Rescuer ambulance up the driveway at Paul & Donna Vickery's.

Paul's 1940 Flexible Buick and 1956 Miller Cadillac ambulances were already settled in the backyard as the first attendees turned off Long Hill Road around 2 pm. Returning favorites included Bill & Lucille Marcy's 1972 Cadillac Fleetwood Seventy-Five Limousine (transporting a giant plate of succulent cocktail shrimp), Leo Maren III's 1974 Miller-Meteor Criterion, Jeff & Mary Hookway's 1966 Cadillac DeVille convertible and the 1989 Dodge Caravan "first call" coach owned by Peter & Skeeter DiMattia. David & Julie Sabonjian, cutting short their stay at the Brogan Cadillac show in Totowa, N.J., arrived soon afterwards with their 1963 Superior Rescuer ambulance and dark blue 1962 Cadillac Series Seventy-Five Limousine.

The latter car, whose spacious back seat was sampled by Your Editor during a post-arrival run to the liquor store in nearby Sterling, had also appeared at the International Meet in Kingsport, Tennessee two weeks earlier, where Dave recalled it had been purchased from a movie car company through a 2001 classified in Hemmings Motor News. "What attached me to it is that it was pretty much unmolested," Dave recalled. "It needs the bumpers re-chromed and a little paint, but then it will be real sharp with its original interior," which combines grey broadcloth rear upholstery and a black leather chauffeur's compartment. The car also fits air conditioning employing intake vents on the rear deck, which was a not-inconsiderable \$624 extra on top of the \$9,937 original base price.

Another newcomer, so far as the Vickery picnic was concerned, was a 1958 Cadillac Fleetwood Sixty Special four-door hardtop that Philadelphia enthusiast Andy Toton purchased back in 1989. "We bought this car from fellow Cadillac-LaSalle Club member 'Honest John' Foust, who found it in Fort Worth, Texas," Andy said, adding that it had accumulated only 123,000 miles under the two previous owners and another 19,000 miles since. "We found its entire history in a manila envelope in the front of the trunk. It cost \$6,232 when it was sold new in Beverly Hills, California, and that's what I paid Honest John in 1989."



Though it's never been to a PCS picnic, Andy Toton has owned this 1958 Cadillac Fleetwood Sixty Special since 1989.

AN ANNIVERSARY WE ALMOST MISSED

While the International Meet in Kingsport reminded many people that the PCS is celebrating its 30th Anniversary during 2006, a three-ring binder of old Criteria brought to the Vickery picnic by Craig

Stewart reminded us of two other anniversaries that almost escaped our notice. It turns out that Craig's last issue as the first and only previous editor of *The Criterion*, put out in the spring of 1996, focused on the PCS Northeast Chapter's 10th Anniversary, revealing by extension that we almost went through 2006 without celebrating the Chapter's even more-auspicious 20th birthday. According to a history he compiled circa 1990, Craig Stewart and his wife Roseanne began exploring the idea of a Northeast Chapter in February, 1986, and the first PCS member to join their initiative was another, now-deceased New Jersey resident named Phil Jast. By May, the trio had drafted an invitation letter to PCS members in New Jersey, New York and Pennsylvania; the group's first meeting, held on Sunday, June 22nd, 1986 at the Cranbury, N.J. home of Mahlon Thompson (who had served as National PCS President from 1980-82) and his wife Bonnie attracted eleven people, four professional cars and a model ambulance collection. The agenda of this initial event naturally included the drafting of a Chapter Constitution and the establishment of a newsletter, though it would not be called *The Criterion* (in honor of Superior Coach's 1957 styling theme) until the sixth issue appeared in the spring of 1988.



This 1947 Superior Cadillac ambulance is one of several endangered pro-cars at Bobby's Antique Classic Cadillac Parts in Hamburg, PA.

After receiving its official charter at 10th Annual PCS International Meet in Tulsa, Oklahoma on August 19th, 1986, the Northeast Chapter hit the ground running, displaying five pro-cars during its public debut at the annual Englishtown Auto Show on Sunday, September 28th, 1986. With their first Chapter roster counting an impressive twenty-one members from three states owning 38 cars, the group

was certainly big enough to host the 1987 PCS International in Lambertville, N.J. This event, held in conjunction with New Hope Auto Show on the other side of the Delaware River, drew 49 vehicles from all over the United States, and proved instrumental in the establishment of a professional car class at New Hope. In anticipation of the 2008 Mount Laurel meet, the next issue of *The Criterion* will contain a complete retrospective of the first International ever hosted by the Northeast Chapter.

HAMBURG PRO-CAR HORDE FACES CRUSHER

For some time, Philadelphia PCS member Andy Toton has been closely monitoring a situation of concern a-brewing in Hamburg, PA, which is located along Interstate 78 about halfway between Allentown and Harrisburg. This is home to a pull-it-yourself wrecking business called Bobby's Antique Classic Cadillac Parts, which has about a dozen pro-cars in imminent danger of going to the crusher to make space for smaller and faster-selling stock. Yard owner Bobby Stewart reports to Your Editor that an extremely-rusty 1975 Miller-Meteor Criterion and similarly large Superior 54 XL ambulance already met this fate on October 26th, but reassured us "they were pretty much stripped so you didn't lose much. To me, they were deadheads." Photos taken by Toton, meanwhile, reveal that the survivors have plenty of commercial glass and coachbuilder-specific moldings worth salvaging, though a brush cutter or a machete would come in handy towards this goal. Just a few of the professional Cadillacs captured in his shots include a regally-tall 1947 Superior ambulance; a 1958 Miller-Meteor



This 1967 or '68 model Superior Sovereign still appears to have plenty of salvageable glass and trim. Can it be saved?

