



The

Criterion

Northeast Chapter - Professional Car Society

OCTOBER, 1993

At the annual PCS International Meet, held in Chatham, Ontario, numerous Chapter members were present. Seen in a Miller-Meteor, Lifeliner ambulance were Leo Maren and Craig and Roseanne Stewart, all from New Jersey. Those who brought cars all went home with awards, including three first-places, a Chapter first, folks!

FIRST PLACE	LIMOUSINE	Bill Wright, 1969 Cadillac Fleetwood 75
THIRD PLACE	COMBINATION	Mahlon and Bonnie Thompson 1956 Meteor Cadillac
FIRST PLACE	HIGH TOP AMBULANCE	Mike Barruzza, 1976 Miller-Meteor Cadillac
FIRST PLACE	FUNERAL COACH	Mike Barruzza, 1973 S&S Victoria Cadillac

Two weeks later at the New Hope, Pa. Auto Show, where the 1987 PCS International Meet was held, Mike took Second Place with his S&S Victoria, while Mahlon garnered First Place with his 1938 Henney Packard Hearse. Harvey Schofield was awarded Third Place for his 1967 Lehman Peterson Lincoln Limousine.

Meanwhile, on a HOT 100° August afternoon, Mike walked away with another First Place with his S&S Victoria, at the Laurel, Maryland Lions Club Auto Show. His 1976 Miller-Meteor Ambulance took Third Place, and was driven by Craig and Roseanne.

Appointed to serve as Activity Director for the remainder of the year is Craig Stewart. Plans are currently underway to tour a major area professional car distributor, as well as a year-end tour of a New Jersey ambulance manufacturer. Details will be forthcoming as they develop. Suggestions for future outings are always welcome.

There is some important information from the National Chapter, that President John Hadley has asked us to include in our newsletter.

All PCS vehicles to be parked with other PCS vehicles at a Chapter or International Meet must have a minimum 2.5 pound fire extinguisher. A 10 pound fire extinguisher would be ideal. At the meet in Pittsburg, Pa. in 1994 no cars will be judged or allowed to park in the PCS area without meeting this requirement.

John has appointed Tony Karsnia, President of Northland Chapter, as the new archivist for the Archiving and Research of PCS materials, and he is now in the process of receiving the materials from Bernie DeWinter. You are asked to forward any pictures or materials to Tony at 2245 N. Hamline Avenue, Roseville, MN 55113.

The 1994 International Meet will be held August 10th - 13th in Pittsburg, Pa., at the Greentree Holiday Inn. The Tri-State Chapter is the host. At this meet there should be many new cars not seen by members before. This meet is in a good location for our chapters.

Our next meeting will be held at the Township of Passaic First Aid Squad Building, November 7, 1993. We will meet at the Squad Building at 10:00 AM and go to a Flea Market at the Greenbrook V.F.C. located at 115 Greenbrook Road, Greenbrook, N.J.. After the Flea Market we will return to the Squad Building for a Chapter meeting at 1:00 PM. At this meeting we will be electing Chapter Officers for the up coming year.

PLEASE MAKE EVERY EFFORT TO ATTEND THIS IMPORTANT MEETING!!!

THE PROFESSIONAL CAR SOCIETY
NORTHEAST CHAPTER

ELECTION MEETING

DATE: November 8, 1992

TIME: 1:00 P.M.

PLACE: Township of Passaic First Aid Squad Building

Your attendance at this meeting is important!

Elections will be held for every office in the chapter:

President
Vice President
Treasurer
Secretary
Activities Director

Please bring your professional car.

For further information, contact:

Leo Marren - (908) 647-3738

Mike Barruzza - (215) 788-8105

DIRECTIONS

From Route 78:

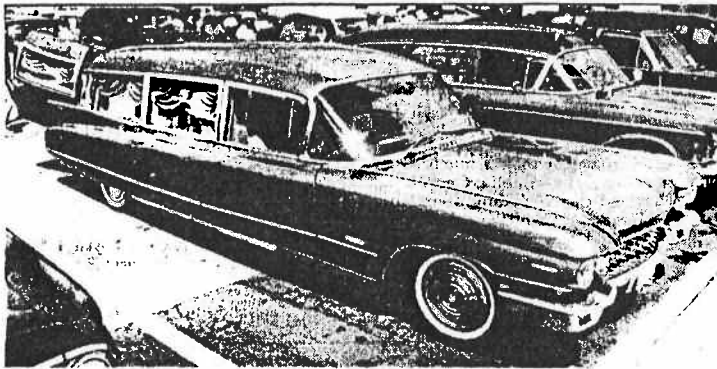
Exit 36 (from 78 East left off ramp or from 78 West right off ramp). Continue on King George Road to first stop sign; turn right onto Valley Road. Go through three traffic lights; squad building is on the right immediately after Valley Mall Shopping Center.

From Route 287 South:

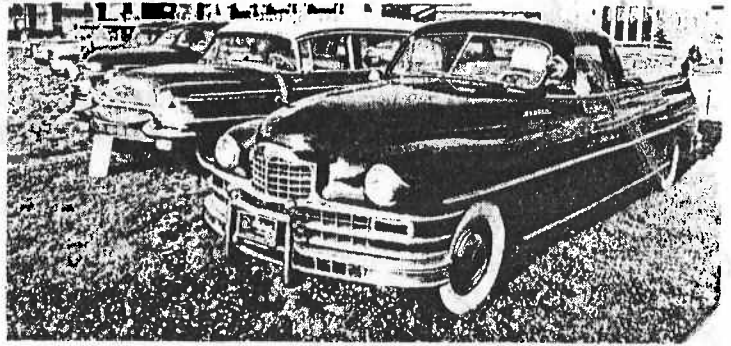
Exit 26A (North Maple Avenue/Basking Ridge). Go through first traffic light. Bear left at Y onto South Maple Avenue. Continue to blinking traffic light at top of hill; bear left, following the ridge of the hill, on Long Hill Road. At first stop sign, turn right onto Central Avenue. Go over tracks; it turns into Main Avenue. At first traffic light, turn left onto Valley Road. Go through two traffic lights; squad building is on the right, immediately after Valley Mall Shopping Center.

Township of Passaic First Aid Squad Building

(201) 647-2181



Rick Stockellburg won the long distance award for driving his 1960 Miller-Meteor Cadillac hearse from Lincoln, R.I., to participate in the Professional Car Society International Meet in Canada.



Dale Cole's 1948 Henney-Packard Flower Car and Mahlon Thompson's 1956 Meteor Cadillac Starstreak Combination tower over the field at Chatham, Ontario, Canada Professional Car Society's 1993 International Meet.

Canada hosts Professional Car Society International Meet

By Gregg D. Merksamer

Gathering over 60 old hearses and car-based ambulances in Chatham, Ontario, Canada Aug. 4-7 for its 17th annual International Meet, the Professional Car Society (PCS) proved its members aren't necrophiliacs but admirers of the craftsmanship, dignity and concern for individual customer needs embodied in these specialized vehicles.

On Saturday, Aug. 7, perhaps the longest funeral procession ever seen north of Lake Erie drove 20 miles to the Wallaceburg Antique Motor and Boat Outing, to join the displays of wood-hulled Christ-Crafts and Fargo firetrucks. Common sense and strict adherence to Antique Automobile Club of America judging rules forbid PCS members to display caskets in their cars, removing the most obvious source of spectator discomfort. Instead they were treated to a bevy of period stretchers and coaster sirens, which sometimes moaned long after they were shut off.

The camaraderie that results from so much PCS member involvement in the funeral and ambulance trades is reinforced by activities not possible at MG or Corvette Club meets — such as eight of us going to dinner in Harry Carter's 1940 Packard, taking our lumps from a floor covered with protruding casket rollers. Walt McCall, editor of our club magazine, *The Professional Car*, drolly suggested that we take our hearse to a drive-in beer mart and get some ice . . .

Hearse-storians like McCall sometimes follow unusual "procars" from their first sale to decommision, acquisition, and loving restoration by a Society member. One such car, viewed Thursday at Stan Uher's Classic Coachworks in Blenheim,

is the Gothic-panel carved hearse created from a 1941 Cadillac coupe by John Little of Ingersoll, Ontario.

Uher's restoration shop was designed to resemble the Supertest gas station and body shop where Little built many one-off vehicles for Canadian funeral directors between 1939 and 1957. The Cadillac's customer, Chatham funeral director Russel Needham, applied his own cabinet making skills to the project and his son Lloyd rescued it from a field near Kingsville in 1984. Uher, then working at world renowned RM Restorations in Chatham, put the rotted but complete vehicle through a 1½-year restoration that yielded both a 3½-inch thick photo album

and a car without peer for the Society's Best of Show award.

Other interesting vehicles at the Chatham Comfort Inn's meet headquarters were a horsedrawn 1870 Cunningham hearse, fit into the lobby with an inch to spare, and Chicagoan Robert Parsons' very red 1965 Cadillac with a lowtop ambulance body by Superior and fender mounted Mars lights that wobble to part traffic. Warren Waterman of Taylor, Mich., brought his 1977 Cadillac ambulance, one of only 12 or 13 built by Miller-Meteor in that first year of downsizing; few could resist a second look at its bright orange seats, even if his car was dwarfed by Mike Barruzza's adjacent

1976 Cadillac Lifeline (also by Miller-Meteor). Bob and Jackie Collier of Waterville, Ohio, displayed their rare and "hardly used" 1963 Ford ambulance by Siebert. Hoosier Terry Smith showed a 1967 Sayers and Scovill Cadillac Victoria with just 21,400 miles on the clock. It features a three-way casket table that can roll out of the car's side or rear doors and drapes embedded with shimmering metallic thread.

Dale Cole of Rochester Hills, Mich., brought his 17-year-old daughter Donna and 1948 Henney-bodied Packard flower car, a 21-foot long pickup truck-like memorial ship that can carry 30 baskets of flowers in its hydraulically inclined stainless steel deck. Mahlon and Bonnie Thompson came up from Cranbury, N.J., with their 1956 Meteor Starstreak Cadillac, so very 1950s with its cream, coral, and burgundy paintwork. This beauty was a combination coach, with flipover casket rollers and two folding attendants' seats to allow the small town mortician to instantly convert it to an ambulance. Rick Stockellburg won the distance award for driving his 1960 Miller-Meteor Cadillac 1,182 miles from Rhode Island.

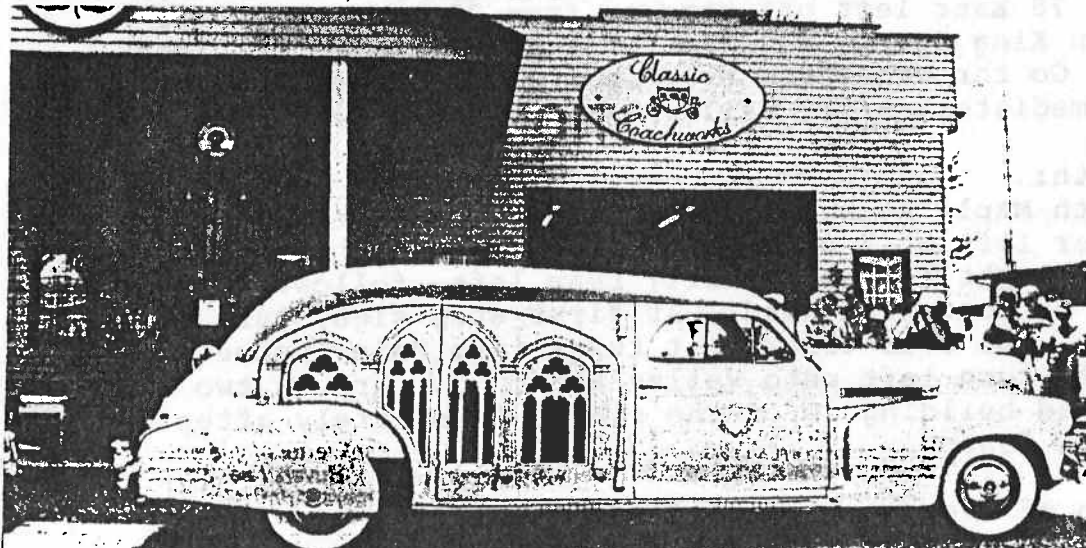
Even though most in the group, said Gene Dybinski, "are so used to leading processions that we don't know how to follow," local coordinator Len Langlois got their long-wheelbased prizes safely through visits to three area funeral homes (one of which had originally been a pizza restaurant) and the Navistar truck plant, which built the International Travelalls that Goline and other firms converted into Canada's first truck-based ambulances. At the general meeting on Friday, Aug. 6, newly re-elected PCS President John Hadley announced that the Columbus, Ohio-based group now had 778 members, up from around 700 last year, and that the next International Meet will take place in Pittsburgh, Pa., on Aug. 10-13, 1994.

Saturday's closing banquet had author-entrepreneur Thomas McPherson autographing copies of his 1973 bible *American Funeral Cars and Ambulances Since 1900* and discussing his early 1980's revival of the Eureka nameplate in Toronto, which shook the established American coachbuilders with interesting products and its then-unheard of (but now universal) practice of building high commercial glass Cadillac hearses by the cut-and-stretch method. The subsequent sound and light show on the Country View Golf Club's lawn by the cars' Beacon Rays and Federal Q-2Bs eloquently rebutted the electronic yelp of the loaded "bread truck" that shot past our line of hightop Cadillacs and Cotner-Bevington Oldsmobiles earlier that evening.

Ownership of a collectible ambulance or hearse isn't required to join the Professional Car Society, just interest. Write Secretary Beverly Ruff at P.O. Box 09636, Columbus, OH 43208 or President John Hadley, 500 Fifth St., Marietta, OH 45750.



Among Professional Car Society ambulances present at Wallaceburg Antique Motor and Boat Outing (WAMBO) was Bob Collier's rare 1963 Siebert Ford. Note size difference between Mike Barruzza's 1976 and Warren Waterman's 1977 Miller-Meteor Cadillacs.



At Classic Coachworks in Blenheim, Ontario, Canada, members of the Professional Car Society admire Ken Uher's restoration of a 1941 Cadillac carved hearse custom built by John Little of Ingersoll, Ontario, and owned by Lloyd Needham, London, Ontario. This unique car won Best of Show at PCS's 1993 International Meet.



The Professional Car Society, Inc.

Northeast Chapter

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The Northeast Chapter of the Professional Car Society operates under a charter granted by the Society's Board on August 19, 1986. The Chapter serves PCS members in New Jersey, New York, and Pennsylvania. Subscription to this newsletter is by membership in the Chapter through the Membership Director listed above. Membership in the Professional Car Society, Incorporated, is a prerequisite to membership in any of its chapters.

The Professional Car Society, Inc.
Northeast Chapter



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