

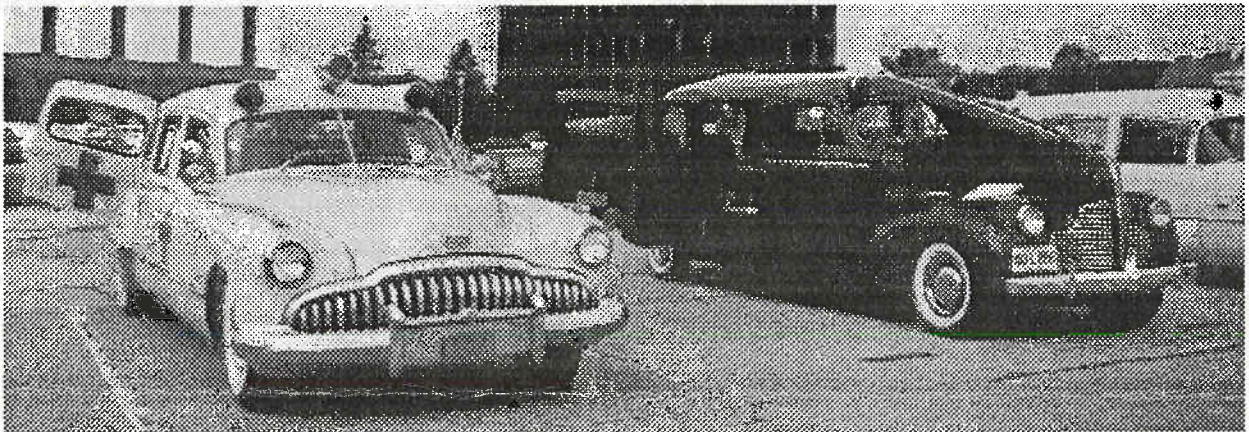
The Criterion

NEWSLETTER OF THE NORTHEAST CHAPTER OF THE PROFESSIONAL CAR SOCIETY
FOURTH QUARTER 1997

GREGG D. MERKSAMER, EDITOR

HUNT VALLEY DALLY:

Recalling the 21st Annual PCS International Meet, Baltimore



Two Flixible-bodied Buick ambulances, Bob Behr's 1949 and Paul Vickery's 1940, stood side by side during Saturday's show at the Fire Museum of Maryland. Fresh from an engine rebuild, Paul's rig was making its first appearance at a Professional Car Society International Meet in ten years.

Given that the Mid-Atlantic Chapter has hosted an International Meet on three previous occasions, PCS people gathered in Baltimore from August 19th-24th expecting that organizers Gene & Steve Lichtman, Jim McKay, George & Bee Hamlin, Lew Wallace and Ted & Jonell Hake would break a few rules and show us a good time doing it. Indeed the only things we could count on to stay the same, proclaimed a billboard as we headed downtown for crab on the harbor, were "Death, Taxes and Cal Ripken Jr."

All in all the meet attracted 73 ambulances, funeral cars and limousines from as far off as Florida, Wisconsin and Ontario, with Jeremy Illington driving his 1972 Superior Cadillac 3,417 miles from British Columbia to film his documentary about hearse clubs; ultimate distance honors went to three Australians (Phil Smith from Victoria, Martyn Donalson from Brisbane and Neil Gray from New South Wales) who weren't even traveling together! Early Birds toured

Washington D.C. by "Duck," a restored WWII amphibious landing craft that handled the Potomac and Pennsylvania Avenue with equal ease, while trainspotters used a crossing down the street from the headquarters hotel to witness first week operations of the Hunt Valley extension of Baltimore's newfangled "light rail" trolley system.

During Thursday evening's cruise aboard the 1854 schooner replica *Clipper City* - updated with a steel hull and party facilities for 150 - PCS people were encouraged to help the crew hoist the main and fore sails (a motor rumbling below deck made sure we actually made it down the Patapsco River) before taking in Baltimore's beautifully refurbished inner harbor (Hard Rock Cafe to port, and the Maryland Science Center to starboard). Before turning back within sight of the Francis Scott Key Memorial Bridge we saw the biggest ambulance we'll ever likely to see at a PCS meet, the 1,600 bed, 1,180 foot long U.S.

Navy hospital ship *Comfort*, converted from an oil tanker and boasting eight fully-equipped surgical bays and four helicopter pads. Those lacking sea legs hung out in the PCS hospitality suite at the Hunt Valley Inn, where Steve Lichtman's Association for the Preservation of Historic Ambulances sponsored a video film fest featuring the "Emergency!" TV pilot and the movies "Mother, Jugs & Speed" and "Avalon," in which Lichtman's 1947 Flxible-bodied Buick ambulance had a cameo.

Friday was the official primp n' polish day, when the PCS convoyed fifteen miles north into the heart of Harford County's horse country for a Concours and a photo session at the Ladew Topiary Gardens, a fragrant 22-acre spread graced by forests of elaborately trimmed bushes (one such sculpture resembled dogs and horsemen jumping a fence in pursuit of a fox) and a tea house originally used as the ticket booth for the Tivoli Theatre in London. A fascinating group of vintage professional cars gathered on a nearby hilltop normally used for jumping practice by the Elk Ridge Hunt Club, including *three* matching pairs of Superior-bodied Pontiacs (John McCarthy's and Jim McIssac's white '67 ambulances from Ontario, two red-and-white '65 ambulances shown by Rich Litton and Evan Butchers, and a '64 ambulance and limousine-style hearse brought by Lew Wallace), John Satterthwaite's rare commercial-glass 1966 Cotner-Bevington Oldsmobile limousine and a 1952 S&S Cadillac flower car owned by Eddie Moore that had survived a stint as a delivery vehicle for a Virginia clothing shop. Friday evening's big business meeting saw two-term PCS President Mike Barruzza succeeded by Gene Dybinski, whose Illini Chapter will host the 22nd PCS Annual International Meet in Chicago next August 12-15. "I love throwing parties," Dybinski said, "and this is just the biggest party I've ever thrown in my life."

Saturday morning found our procars snaking through the Maryland State Fair traffic on York Road to gather at the Fire Museum of Maryland on the outer rim of the Baltimore Beltway. Stephen Schaech displayed an elaborate 1968 Superior Cadillac Crown Sovereign that his small funeral home on the east shore of Chesapeake Bay still uses every day, while Northeast Chapter members Paul & Donna Vickery brought down two vintage ambulances from New

Jersey, a Flxible-bodied 1940 Buick that originally served at the New York World's Fair (fresh from an engine rebuild, this was its first appearance at a PCS International since New Hope in 1987) and a Miller-bodied 1956 Cadillac that appeared onscreen in *Malcolm X*, *A Bronx Tale* and two other motion pictures. Though the PCS focus on the style and workmanship of these virtually custom-built vehicles discourages certain modifications, few could resist watching the remote-controlled jig danced by Ron Dermotta's 1961 Flxible Buick Premier Landau "lowrider" hearse, controlled by 62 feet of hydraulic piping in the chassis.

The Fire Museum's indoor vehicle displays also proved a tempting diversion, featuring a hand-operated pumper that participated in an 1824 Baltimore parade honoring Revolutionary War hero Lafayette, a 1916 Christie front drive tractor that took the 1905 LaFrance steam pump attached to it out of the horse-drawn age and a 1908 Hayes-Baltimore aerial ladder trailer (originally pulled by three horses) that stayed in service until 1971. The museum's extensive photography exhibits include film footage of the Great Baltimore Fire of 1904 (there were other "Great Baltimore Fires" in 1796, 1822, 1848, 1857, 1873 and 1888), in which 2,500 businesses (but no lives, at least) were lost when a cigar fell through a street grate and ignited some blankets in the basement of a warehouse; in the long run the fire was lauded as a boon to Baltimore, allowing the city to widen streets and improve fire codes.

Saturday night's closing banquet featured a reunion of past PCS presidents (including our first two from 1976-80, Dwight Heinmuller & Bill Alexander) and a slide show where Friday's class winners were flashed across the screen as their owners collected their trophies. As recalled in the previous issue of *The Criterion*, Northeast Chapter cars swept the judging with a total of six first place prizes and five other awards. Best of Show went to a humble 1938 Seibert-Ford service car, originally used for first calls and other everyday duties at a West Virginia funeral home before Harry Foor passed by and purchased it in 1971; treated to a six year restoration that was finished the night before it was trailered from Frostburg, MD to Baltimore, Foor's Ford became the first car to score zero deductions at a PCS International Meet!

SMOG SPOILS SPARTA MEETING

Twenty-one people and two Cadillac ambulances (Bob Behr's driven-daily 1971 Superior and Barry Caselli's recently acquired 1974 Miller-Meteor Criterion, *below*) attended the Northeast Chapter's November 2nd meeting at the Sparta (NJ) Volunteer Ambulance Squad headquarters. Setting what must be *some sort* of distance record, Art and Renae Seely of the PCS Lone Star State Chapter traveled up from Denton, Texas with their two year old son A.J. Seely III to visit various PCS people in the region.

The first minutes of the meeting were given to Carmen "Butch" DeZuzio, Charlie Osborne and John Lennox of the Classic Vehicle Advocate Group (Box 2136, West Paterson, New Jersey 07424-3311 or 973-881-8838; a \$25.00 annual membership includes 12 Issues of *The Classic Vehicle Advocate*), who discussed the latest threats to the collector car hobby in New Jersey and asked for volunteers to write legislators (he provides a contact list), register voters and pass out flyers at car shows. DeZuzio asserted that individual car owners are being forced to shoulder an unfair share of the burden for improving New Jersey's air quality (the 2nd worst in the country after California) since they're easier legislative targets than wealthy, well-connected utility and oil companies whose scrappage programs allow them to "use the car as sacrificial lamb so they can keep polluting." He added that "the bulk of New Jersey's pollution comes from 600-1,000 foot smokestacks dotting western Pennsylvania and the Ohio Valley. Less than one-fourth comes from cars, and if we were to shut them all off for a year we would still not be in compliance" with the Federal Clean Air Act of 1990.

With the cooperation of lawmaking allies like

State Senator Dick LaRossa and 18th Legislative District Liaison Ben Deutschman (P.O. Box 21, Iselin, NJ 08830), CVAG is fighting reformulated gasoline and the most draconian provisions of the enhanced emissions testing law signed by Governor Christie Whitman two years ago. DuZuzio told the PCS that "no car over four years old will be safe" if SCS-1700 takes effect in early 1998 as written; in addition to creating a network of treadmill-type dynamometer test facilities (CVAG charges that Envirotest, the Arizona-based company that will operate these centers as a government-sanctioned monopoly, has a much-too-cozy relationship with Whitman advisor Hazel Gluck and a poor reputation for technician training, often leading to inaccurate test results) and a series of roadside sniffers that measure tailpipe emissions on passing vehicles (one such device already monitors the steep hill east of Hackettstown on US 46, DeZuzio warned), the new law also provides that failing vehicles will have their registrations automatically revoked until they pass a follow-up test. Since many NJ municipalities already prohibit unregistered motor vehicles to be parked on "quasi-public" property like a residential driveway, SCS-1700 effectively permits the police to ticket, impound, and even confiscate such cars without compensation.

In addition to virtually outlawing parts cars and project cars for many hobbyists, the New Jersey Freedoms Network publication *Issues and Answers* adds that SCS-1700 will turn hundreds of thousands of low and moderate income motorists into pedestains because the more intensive dynamometer test regimen (which includes a nitrogen pressure test to check for fuel leaks and more extensive checks for tampering or engine modification) is expressly designed to fail more cars than the 12% failed under the current tailpipe test

(the overall failure rate for a 4,572 vehicle test sample in California was a whopping 63%, rising to 72% for vehicles over 10 years old). While Governor Whitman and other state officials claim that owners of collectible cars more than 25 years old will be exempt, DeZuzio counters that harried DMV bureaucrats get



to decide which cars are "historic" and which are not. Well aware that non-complying states are being threatened with the loss of Federal highway funding, DeZuzio said that The Garden State should follow the examples of Maine and Texas and refuse to turn over Federal excise tax revenues in retaliation: "You keep our money, we'll keep your money," he suggested.

Aside from the clouds cast by the scrappage issue, there was plenty of good news to report at Sparta. According to participants Karen Toton, Dottie Forvour & Bob Behr, the Northeast Chapter's exhibit at the 3rd Annual "Planes, Trains and Automobiles" show at the Reading (PA) Regional Airport September 20-21 (which featured the Totons' 1970 M-M Cadillac combination and Mike Barruzza's 1974 Superior-Cadillac flower car & 1977 ambulance) made such an excellent impression that the organizers already wrote to say they "definitely want the PCS back at our next show" and offer prime exhibit space inside the hangar for next year's display, which may also involve the PCS Mid-Atlantic and Tri-State Chapters. Leo Maren, Bill Marcy and Mary Hookway were also re-elected as the Chapter's President, Vice President and Secretary; job-related commitments will keep Andy & Karen Toton from continuing as the Chapter's Co-Treasurers and Membership Coordinators once they finish handling 1998 membership renewals (please be sure to fill out the form on the inside cover of this issue of *The Criterion* and mail it to the Totons), though both plan to stay involved in the Northeast Chapter's preparations for hosting the 1999 PCS International Meet in Lancaster, PA and Dottie Forvour has already volunteered to assume their responsibilities.

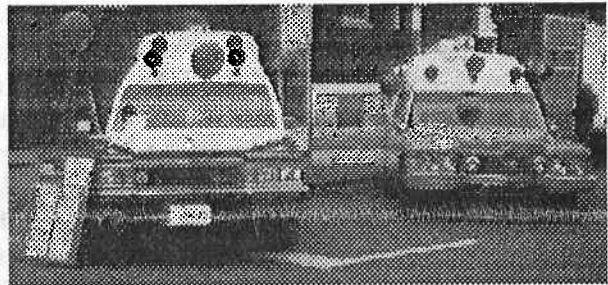
OUR NEW DEADLINES

In order to make sure that *The Criterion* continues to be published in a smooth and orderly fashion four times a year, it was also decided at the November 2nd meeting to establish official deadlines for editorial contributions, event announcements and classified ads. From here on all reader submissions must reach your editor by March 15th, June 15th, September 15th and December 15th, which should allow each new issue to be mailed out during the first or second week of January, April, July and October.

EGG BRUNCH SCHEDULED

The PCS Northeast Chapter will stage a spring brunch in Egg Harbor, NJ on Sunday, March 22nd, starting 12:30 pm at the Renault Winery at 72 North Bremen Avenue (phone 609-965-2111 for directions). The all-inclusive brunch costs only \$14.95 per person and participants need not pay until the day of event; it is, however, important that those attending RSVP Bill Marcy at (201) 342-4871 by the end of February. "If more than 20 people attend we'll be given a private room," Marcy promises. "The scenery is really beautiful on the winery tour, and there's plenty of parking if you want to bring your professional car."

CADILLACS IN KEARNY



Dan McCann deserves kudos for arranging a display of Northeast Chapter member ambulances at the Kearny, NJ Volunteer Emergency Squad's Annual Open House on Sunday, October 26th. Joined by a boat and trailer from the New Jersey State Marine Police and other exhibits by area fire departments and paramedic units, Craig & Roseanne Stewart showed their bronze-colored 1978 Miller-Meteor Lifeline (one of only four completed by M-M in that second year of downsized Cadillacs) alongside Northeast Chapter newcomer Barry Caselli's 1974 Miller-Meteor Criterion "walk-through" ambulance with its full-length center aisle. Finished in Omaha Orange and Cotillion White, Barry's rig was recently acquired at the Colorado dealership of Fred McPeck, a former Miller-Meteor distributor whose shop still displays the company's logo. Driven from Denver to its new home in Southern NJ without incident, Caselli's 65,000 mile car is also scheduled to appear at the 1998 PCS International Meet in Chicago August 12-15.

FWD EUREKA PROTOTYPE FINDS A GOOD HOME



This year's Christmas card from former PCS President John Hadley, his wife Barbara and daughter Lois announces that a unique front drive Cadillac funeral coach prototype built by Eureka now serves the family's funeral firm in Marietta, Ohio. "Parked at the Eureka Coach plant in Norwalk, Ohio to rust away in the weeds, we saved it and love the way it drives and looks," John writes. Featuring a 32-valve Northstar V8 and a 32-inch wheelbase stretch, this innovative coach was first seen wearing 1996 model sheetmetal at the 20th Annual PCS International in St. Paul, Minnesota, after which it returned to Eureka to be retrofitted with 1997 front fenders, grillework and open rear wheelarches to prep it for its next public appearance at the NFDA Convention in Cincinnati. John also expressed regret for missing the last two PCS International Meets, explaining that Lois's band camp competitions also take place in August. On the bright side, John added that she got to play her clarinet alongside other members of the Marietta High School Band in the Orange Bowl parade in Miami, Florida on New Year's Day.

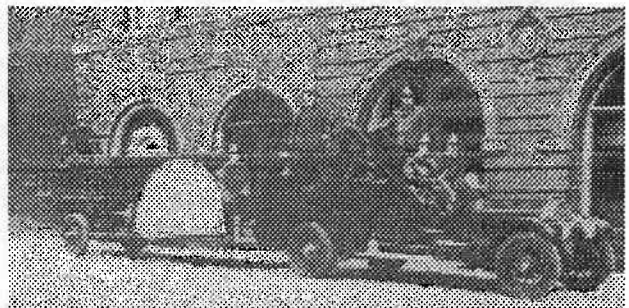
HOCZYK GETS HITCHED

From co-host of our 1995 International Meet in Fort Wayne to national Vice-President for 1998, few people have worked harder for the PCS than Tom Hoczyk so we're pleased to announce here that he married his longtime flame Marlene Schultz on December 28th. Those of you who have met her at past PCS meets will agree that Tom's a lucky man

indeed, and will be among the first to dispatch congratulations to hoczyk@fortwayne.infi.net or 3302 Country Dale Drive, Ft. Wayne, Indiana 46815. The nuptials somewhat eclipsed Tom's other news that he also purchased a 1954 Eureka Cadillac Electric 3-way Landau hearse from Arizona, which he added was entirely rust free and well-preserved except for an exterior repaint from black to white. Tom plans to rectify a cracked cylinder head and return the car to its original color in time for PCS Chicago '98.

WHERE THERE'S SMOKE...

Pittsburgh-area PCS member John R. Schmidt has written the first comprehensive history of that city's fire department entitled *We Have a Box Working*, whose 300-plus photos (25 in color and many never before published) depict every type of apparatus ever used by the Pittsburgh Bureau of Fire in its 203 year history, as well as chronicling fire stations, training procedures and historical highlights of major fires. To obtain this 234 page, 9x12 format soft-bound book is available send a check or money order for \$35.00 plus \$3.50 postage & handling to John at 1319 Sylvandell Drive, Mt. Lebanon, PA 15243-1709.



HAIL TO THE CHIEF

The Pontiac-Oakland Club International has chartered a Commercial and Professional Vehicle Chapter for fans of Pontiac-chassied funeral cars, ambulances and sedan deliveries. The founder is POCI's longtime Minnesota Chapter newsletter editor Paul Bergstrom, who can be contacted at 1165 County Road 83, Independence, MN 55359 or Parajada@aol.com.

CRITERION CLASSIFIEDS:

1940 Henney-Packard Series 1801 Hearse/Ambulance. Restoration started, body sandblasted and primed. Covered dual sidemounts, 3-way entry. \$3,500. Joe Napoli, (201) 251-9746.

1950 Chrysler Crown Imperial Limousine. Complete and running but needs restoration. \$3000. Sal Anicito, (201) 440-5337 days.

1958 S&S Cadillac Victoria Hearse. Good running condition, new exhaust. Needs restoration. Best offer. Anthony L. Perito, (718) 931-6149 (Bronx, NY).

1958 Eureka Cadillac Limousine-style Combination Coach. Original gray finish with matching crinkle-finish top and optional rear wrap-around corner windows. This 44,000 mile car attended the 1978 and 1982 PCS International Meets before going into carriage house storage in 1986. Asking \$6,500. Carlton Ham, (603)934-4913 or e-mail whtmtman@aol.com. **Also selling 1967 Miller-Meteor Cadillac Embassy Flower Car**, one of six built during 1967 model year. 50,000 miles, Inverness Green with black crinkle-finish roof. Trophy winner at several PCS International Meets and the 1995 Cadillac-LaSalle Grand National in Albany. \$15,995.

1964 Checker. Black 6 cylinder, "three on tree," 39,000 original miles. Used to chauffeur a monsignor around Jersey City, solid but needs restoration. \$1,200. John Nielwocki, (908) 722-7256.

1967 Miller-Meteor Cadillac End-loading Funeral Coach. Grey exterior with black vinyl top, original mileage in mid 60's, runs sweet but needs cosmetics. \$2,000 obo. John Barruzza, (215) 785-4695 anytime.

1974 Superior Cadillac High Top Ambulance. Complete equipment and emergency lighting, 93,000 miles, some rust on hood and rear quarter panels. \$1,000. Jim Spahr, (610) 527-0223.

1977 Superior Cadillac Funeral Coach. Russet red exterior, black interior and Landau-style top. 66,000 miles. Tape deck. Newly inspected and excellent running condition. Needs body repair on passenger side after being sideswiped by a deer. Asking only \$900. Brian Stahl, (412) 563-4779 or E-mail hogid@ix.netcom.com.

1980 Cadillac Metropolitan Standard Wheelbase Flower Car Conversion. Features tonneau cover, 70,000 original miles. \$3,500 obo. Trades considered. Bill Marcy, (201) 342-4871.

WANTED: Pre-1916 Brass Era procar or police car. Any type considered if it is brass trimmed. Information and photos please. Sam Jaffe, 32 Woodcrest Drive, Scotia, NY 12302 or (518) 399-5910.

WANTED: 1959-74 Cadillac Ambulance. Mike Murphy, (301) 577-7923 or E-mail murphy_m@bls.gov.

WANTED: 1971-6 M&M or S&S Combination or Limousine Style Hearse. **Also selling 1984 Armbruster-Stageway 6-door Limousine.** E-mail George Tower at tower@tiac.net.

WANTED: NOS or excellent 1974 Cadillac DeVille/Fleetwood grille and round hi-lo power beam headlights, Repair/Service Manual for 1970s Superior Flower Car deck. Mike Barruzza, (215) 788-8105.

CRITERION CALENDAR:

February 2-4 (Mon.-Wed.), Atlantic City, NJ: Limousine Digest Show, Trump Taj Mahal.

February 4-5 (Wed.-Thurs.), Secaucus, NJ: Limousine Industry Manufacturers Organization product expo at the Meadowlands Exposition Center, 1- 7 pm Wednesday and 10 am-4 pm. Thursday. Free admission to pre-registrants. RSVP: Hazel Reeves, (703) 538-1792 or Fax: (703) 241-5603

February 21st (Sat.), York, PA: PCS Mid-Atlantic Chapter Banquet, 4:00 pm at Chapps on the Hill restaurant.

March 22nd (Sun.), Egg Harbor City, NJ: Northeast Chapter Spring Brunch at the Renault Winery, 72 North Bremen Avenue. \$14.95 per person. RSVP: Bill Marcy at (201) 342-4871 by February 28th; for directions call the winery at (609) 965-2111.

April 26th (Sun.), Parsippany, NJ: Car show at United Parcel Service featuring professional car class. \$10 entry fee benefits The United Way. For more info: Bill Marcy, (201) 342-4871.

THE PROFESSIONAL CAR SOCIETY - Northeast Chapter

"Dedicated to the restoration and preservation of vintage ambulances, funeral cars & livery vehicles"

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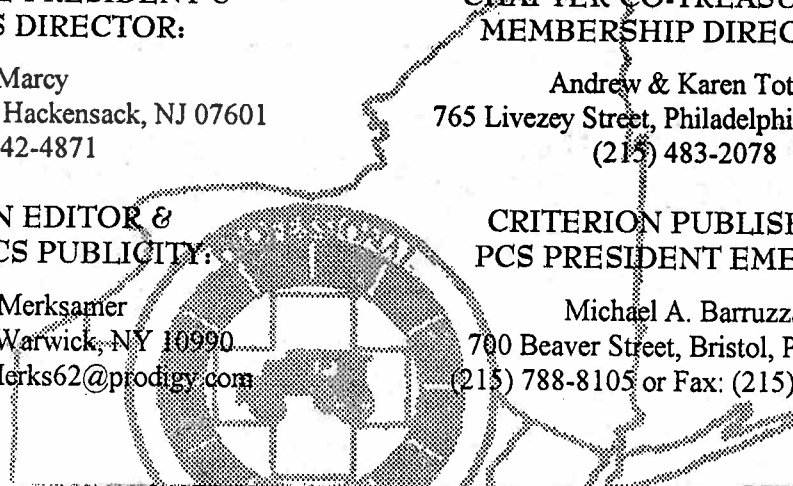
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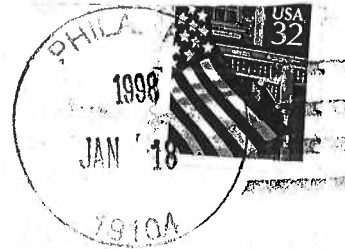
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