



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY
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MESSAGE FROM OUR PRESIDENT

Hopefully everyone had a happy and safe holiday season. Before we all know it, the show season will be starting up and we'll have much to look forward to.

As you all know by now, the Northeast Chapter will be hosting the 32nd Annual PCS International Meet at the Wyndham Hotel in Mount Laurel, N.J. from August 5th through 9th. The meet committee has been working hard to make the event a success, and is planning bonus activities on top of the events already listed in the registration packet. The dash plaques and T-shirt design have also been finished, but there is still much to be done and the meet committee can use help getting various things ready. We'll also need assistance during meet week to make everything run smoothly, so please call or e-mail me if you want to volunteer.

In addition to the International Meet, the Chapter will be hosting its annual car & truck show at Peddlers Village in Lahaska, Pennsylvania for the seventh time on Sunday, May 25th, 2008. Previous Chapter President Bill Marcy is running the event again, which is open to all years and types of vehicles in addition to pro-cars.

For the convenience of our readers, registration forms for both the International Meet and the Lahaska Car Show are found in this issue. If any member knows of any car show or other event coming up that we could participate in, please get in touch with me or Fred Goerlitz so we can get the word out.

I look forward to seeing everyone in Lahaska and at the International Meet.



The PCS delegation to the 2007 Hilton Head Concours in South Carolina included (clockwise from right) Danny Ryder's 1970 Miller-Meteor hearse/ambulance "combination" from Tate, GA; Mike Barruzza's 1977 Superior Cadillac from Bristol, PA; and the 1971 Superior and 1976 Miller-Meteor high-top ambulances shown by Jamie Boles of Southern Pines, N.C.

PCS TURNS HEADS IN HILTON HEAD

Invited to exhibit ambulances at the Sixth Annual Hilton Head Concours d'Elegance & Motoring Festival, PCS people had an extremely strong incentive to be in South Carolina from November 3rd-4th, 2007. The invite had been arranged by Jamie Christie, a Virginia-based motoring journalist and advisor to the Concours who covered the 2006 PCS International Meet in Kingsport, Tennessee and came away deeply impressed with the PCS' focus on authentic preservation. Hilton Head Concours Chairman Paul L. Doerring Ph.D. called the special "Quest for Speed and Style" display in which the PCS entrants, joined by antique fire trucks and police cruisers, took part "our experimental venue, where we can try things on the public. In the past, we've had the history of stock cars, various sports cars and General Motors concept cars. We call it the 'buffet,' where you get to sample what you like."

Defying the odds, Jamie Boles' 1976 Miller-Meteor Cadillac Lifeliner from Southern Pines, N.C. edged out hundreds of other equally-interesting entrants at the Honey Horn Plantation to represent the Concours on the front page of *The Island Packet's* Sunday edition. This Omaha Orange and Cotillion White high-top, which served the Martinsville and Passaic Township, N.J. rescue squads before passing through the hands of Mike Barruzza, Craig Stewart and M. David Hall, was joined on exhibit by a red-and-white 1971 Superior Cadillac that Boles purchased about a year ago from Matthews, N.C. PCS member Rob Johnson. Mike & Vicky Barruzza drove nearly 800 miles south from Bristol, Pennsylvania in the 1977 Superior high-top used for their wedding ceremony at the 2004 PCS International in Daytona. As the first of only thirty ambulances constructed by Superior on the newly "downsized" Cadillac Commercial Chassis through the 1979 model year, Hilton Head spectators were immediately intrigued by its compact proportions and eventful history, which included the melting of its original roof cap in an intense fire at the Cheesequake Volunteer First Aid Squad HQ in Old Bridge, NJ on the night of August 16th, 1981. Though another ambulance was a total loss in the blaze, the '77 was refurbished by its original sellers at the Wolfington Body Co. in Exton, PA and remained in service until April, 1994.

Though the original invitation mentioned ambulances exclusively, the Hilton Head Car



Vintage fire trucks in the "Quest for Speed and Style" exhibit at the 2007 Hilton Head Concours included this company-owned 1928 American LaFrance 1,000 G.P.M. pumper originally used in Irwin, PA.

Selection Committee was ultimately convinced to consider "combination" coaches of the sort once used by funeral homes to provide ambulance service in many small communities. Joined at Hilton Head by his employee Cynthia Hensley and his parents Fred and Ruby, Danny Ryder responded with a pretty, Astral Blue 1970 Miller-Meteor Cadillac that previously belonged to Chapman's Funeral Home in Jasper, Georgia where he had started working as a teenager in 1979. "Most of the miles on it, I put on it," he explained, elaborating that the odometer showed 55,000 miles then and 136,000 miles now. After being purchased second-hand from its original owners at the Almon Funeral Home of Carrollton, Georgia in 1976 - which had occasionally used it for emergency response including an airliner crash in Dallas, Georgia - Ryder recalled "we ran convalescent ambulance in it until 1992 (and it) has real sentimental value. Most of my family was carried to their funerals in it, and my father used it for follow-up doctor's visits after he broke his leg. I love the fact that the rear A/C and heat still work." He also noted that the car had been treated to only "one paint job around 1996 and got a new windshield in 1985, but the rest is original. My mama did the curtains. She just looked at the old ones and they turned out pretty good."

Since the Hilton Head organizers also sought police vehicles for the exhibit, PCS member Joe DiCorpo came over from Georgia with a 1970 Ford Galaxie 500 sedan he carefully de-trimmed to

Custom level and restored as a black, white and green NYPD radio car from the 68th Precinct. "NYPD used this color scheme from 1939 to 1972," explained the Clarkston, Georgia P.D. lieutenant. "How many police departments had three distinct colors on their cars? Not very many! Luckily, a friend of mine in Texas, Lieutenant Andy Longo, did a '66 NYPD car and he gave me the paint codes." Incredibly, DiCorpo had put more than 4,000 miles on the Ford since finishing the restoration eight months earlier, debuting it at the NYC Police Museum event in lower Manhattan before driving it to the Chicagoland Emergency Vehicle Show. The interior featured a calibrated Borg Warner police speedometer to the left of the glove box, while the carefully-researched roof hardware included fold-up McDermott light bars, a Federal P-220 siren and an urban-specific, Federal 175-H high base Beacon Ray where, Di Corpo noted, "two of the lights have a 10-degree incline versus the 45-degree incline you usually see on a single lens. In New York City, they quickly realized that a 45-degree light would serve no purpose beyond hitting the sixth story in all the apartments." Though they didn't display any cars on the field, former PCS Membership Secretary David Petke (now Editor of the Volunteer Chapter newsletter The Dixie Lifeliner) traveled from Kingsport, Tennessee and M. David Hall of Clinton, N.C. had a nice reunion with the 1976 Lifeliner he sold to Jamie Boles last January.

Aside from an unprecedented - and long-sought - opportunity for the PCS, as Jamie Christie put it, "to be counted in the big picture of car collecting," other inducements of Hilton Head included gloriously cloudless weather - often, an antique biplane was the only thing above the show field - a laid-back, low-key atmosphere (a true rarity at a Concours-level event) and a 450-strong contingent of cheerful, helpful volunteers. "The people here are super nice," asserted Randy Still of Kingsport, Tennessee, who displayed the dark blue 1925 Franklin limousine that earned him Best-in-Show at the 2006 PCS International. "I've never been thanked so much by people for bringing out my car." Master of Ceremonies Ed Lucas was another Hilton Head regular expressing appreciation for the PCS presence, explaining "I have a 2000 Crown Victoria police car of my own and my father and uncle had a funeral home in Port Huron, Michigan."



Hilton Head "Queen of the Concours" Joanna Yarbrough, who appeared in several surfing movies during the 1960s and was married to Max "Jethro" Baer, Jr. of The Beverly Hillbillies, was one of many spectators drawn to Jamie Boles' 1976 Miller-Meteor. "With these heels," she said, "I might just need an ambulance if I fall." Famed for sourcing her elaborate outfits from garage sales and thrift shops, Yarbrough's ensemble cost her just \$6 in total.

Though the special exhibits at the 2008 Hilton Head Concours, taking place October 30th through November 2nd, will be moving on to vintage trucks, the PCS has been invited to enter 1965-and-earlier Cadillac, Buick, Oldsmobile, Pontiac, GMC and Chevrolet pro-cars in the "Unique Look at 100 Years of General Motors" display at the similarly-prestigious Glenmoor Gathering of Significant Automobiles in Canton, Ohio this September 12th-14th. Carved-panel hearses from the pre-World War II era are especially being sought. For further info, call Executive Director David Schultz or his administrative assistant Sue Kirby at (330) 966-3600, e-mail skirby@glenmoorcc.com, or download an entry application at www.GlenmoorGathering.com.



Dave Petke, Mike Barruzza and Danny Ryder stand beside Barruzza's 1977 Superior Cadillac as the PCS promotes serious ambulance collecting at the 2007 Hilton Head Concours.

six-cylinder engine, same as the hearses,” he also recalled, adding that company founder “Maurice Wolfe got to thinking of low cost boats around December, 1928, had his prototype in the Miami River by mid-January, and was in the New York boat show by the end of the month.”

As might be expected, the Reunion’s first order of business was a pilgrimage to the old Clark Street plant where Miller-Meteor production took place from 1961 to 1979. Axis Machine & Tool Co., a three-man operation that manufactures machine parts for auto



Miller-Meteor 2007 Reunion Co-Chair Tony Karsnia (center) poses outside the Piqua plant with former employees (L-to-R) Gary “Flippo” Phlipot, his father Dorvan Phlipot, Charles Bernardi & Gary Crosby.

and aerospace applications, now occupies the old showroom and delivery area after moving from the old Gulf station on the corner. Partners Jason Rhoades & Joe Symons (joined on the job by Joe’s son Kurt Phelps) may have put only 4,000 of the 500,000 square feet available back to work, but they were quite excited to see the PCS arrive for the official photo shoot. “We had no idea you were coming until you were standing out there,” Rhoades declared. “It

blew us away when your hearses pulled up, because we knew the history of the building.” Symons, who was born in Piqua in 1969 and sometimes uses the cavernous assembly halls to fly remote-controlled helicopters indoors, added that he “grew up on Downing Street, right around the corner. I remember the hearses being here. The frames used to sit across the street with their tires on them.”

After Tom Caserta gathered the group inside a huge, dark room that was entirely empty except for an RV-sized box compactor, he said that John Scarborough, the building’s current owner and the man who kindly called the cops to toss us out ASAP, paid just \$125,000 for the property in the 1980s but is seeking a million dollars for it currently. Prior to the plant’s closure, the space that the attendees stood in was used for final touchups, with the nearly-complete

“drive-away” cars situated closest to the showroom in the north end of the building. The older brick building to the east, whose interior was visible beyond a plastic-sheeted opening in the wall, was used to finish special body vehicles like flower cars and hearses equipped with 3-way tables and vinyl tops. “The last time I was here was in April, 1972,” Walt McCall remembered, and “it was a lot busier than it is today. The final assembly area was humming, literally. Back then, factories had a hum you don’t have anymore. I remember cars were in here bumper-to-bumper, and there was not much room to move around.” Jeremy Ledford thought it was “just sad” to see the space so empty, “but think of all the equipment that went through this very room.”

With so much left to imagination, the detailed reminisces of former M-M employees were much appreciated during the factory tour. Charles Bernardi, who “started sweeping the floor out of high school in 1960 and became a group leader by the time I finished up in 1979,” also felt “sort of sad looking at the front of this plant today. There used to be a flower garden up front that you could see from the street.” Even though he swept up lead, fiberglass and asbestos on the job, he added “I’m 65 and still feel pretty good. If they called me tomorrow, I’d come back to work here.” Gary “Flippo” Phlipot, a 54-year-old who spent five years in the assembly department, agreed that Miller-Meteor “was a good place to work. You worked hard but you had fun. It wasn’t as fast-paced as people work today. Five (cars) a day was the most they’d ever run.” His 81-year-old father Dorvan Phlipot, a former Group Leader with 19 years’ experience, elaborated that “each car spent one-to-one-and-a-half hours in each station. You worked 7 am to 4 pm with an hour for lunch. I often took a nap in the back of a hearse.” During the annual model year changes, however, he added “we worked as much as 18 hours a day.” Asked by Tony Karsnia if there were any specific cars that former employees remembered especially-fondly, Bernardi cited a 1968 Cadillac Duplex “that we made for a lady out of New York who had show dogs” she wanted to transport in style. “It had a wood floor with stainless steel over it in the cargo area.” Doris McMillan, who spent twenty years in the payroll & personnel department (“that’s why I knew so many men”), recalled that her father

Herman West played an important role in building the Divco milk trucks that were also produced under Wayne Works' corporate umbrella. "My dad was small," she explained, "so they had him stand in a mockup of the truck body and welded it all around him."

After a second, half-mile convoy to Meteor Motor Car's original office building on the southeast corner of Roosevelt and Clark Avenues - the property was later taken over by a tool maker that constructed the adjacent factory and produced huge quantities of trench shovels during World War II - Tom Caserta led the Reunion attendees up South Roosevelt Avenue to the tavern opened by his father Charles in 1916, about five years after he emigrated from Messina, Sicily. Now run by his nephews Randy & Tom, the place had a wonderful, old-time small town feel with bargain prices, real wood tables, a 1950 class photo from the



Followed by six-limousines transporting veteran Miller-Meteor employees, Gene Smith's 1973 Cotner-Bevington Oldsmobile ambulance parades past Piqua, Ohio's main post office.

local catholic high school and a thermometer advertising Mail Pouch tobacco. During lunch, M-M retiree Norman Marshall noted that "this tavern has been here as long as I can remember, and I'll be 80 in September."

During Friday evening's downtown car show, Lorna Swisher of Main Street Piqua brought out giant period photos from the Meteor factory floor and leaned them against the participating PCS vehicles. At the nearby corner of Ash and Main Streets, the front window of Knobby's tobacco shop displayed other vintage images of a huge open house held at the Van Decker Packing Company on April 30th, 1933; the parking field was full with 6,500 people counted in attendance, though it's unrecorded if they ever ate burgers or sausages again! A tent was also erected close by to offer entertainment that included Mills Brothers Music from the Very Large Quartet; the Mountain Dulcimer Society of Dayton; and living history performer Hank Fincken as Thomas Edison, an Ohio native who installed Piqua's first electric lights in 1884.

In addition to the PCS' Miller-Meteors, Saturday's

Bicentennial Parade touted a Model J Duesenberg that once appeared at the Pebble Beach Concours, a 1967 Pontiac convertible used to carry Piqua's Mayor, and a horse-drawn mosque deck hearse (likely built by James Cunningham, Son & Co. of Rochester, N.Y.) belonging to the Melcher-Sowers Funeral Home (the firm could trace its history to 1898, when the Groven undertaking firm set up a



In addition to the PCS pro-cars, Saturday's bicentennial parade offered this mosque deck horse-drawn hearse belonging to the Melcher-Sowers Funeral Home of Piqua. It may have been built in Rochester, NY by James Cunningham, Son & Co.

combination furniture store in the present Piqua Elks building at the corner of Ash and Wayne Streets). After the last Shriner go-kart and antique farm tractor had passed by, Your Editor headed to Piqua's central fire station at the corner of Water and Downing Streets to examine the modern truck-based ambulances currently in service. With a GMC delivered since the Reunion, the newest unit eyed that afternoon was a 2004 Road Rescue Ultramedic mounted on an International chassis with a 20,000-pound Gross Vehicle Weight Rating, which shared garage space with a 1999 McCoy-Miller ambulance on a Freightliner FL50 chassis and three fire trucks powered by Cummins diesel engines. McCoy-Miller patient modules were also mounted on the 1996 Freightliner and a 1990 Ford Econoline 350 housed in the facility's rear annex.

Following the lead of Brady Smith's Clipper, the Reunion was by no means limited to Piqua-built vehicles. Though he couldn't stay for Saturday's parade, 1999-2000 PCS President Tom Hoczyk turned plenty of heads on Friday with his 1953 Eureka Cadillac flower car. Gene Smith also came from Indiana with a white 1973 Cotner-Bevington Oldsmobile high-top ambulance built by Miller-Meteor's sister coachbuilder in Blytheville, Arkansas. En route to Carl Woerner's dealership in Cincinnati, Tim A. Fantin also stopped by briefly with a 1993 Superior Cadillac Sovereign recently retired by the Brown Funeral Home of Dalton, Illinois ("1990s cars can still rust, especially in

Chicago,” he said of the corrosion-bubbled loading door, which had already been redone once). David Cron, a livery man from Fletcher, Ohio, brought a 1985 S&S Buick Victoria with 55,576 original miles, while the Miller-Meteors built in Hutchinson, Kansas and Norwalk, Ohio were represented by Don Beyer’s 1986 front-wheel-drive Cadillac hearse from Lorain, Ohio (originally delivered to the Brooke Funeral Home of Stokesdale, N.C., population 3,367) and a distinctive, rose-colored 1993 Lincoln six-door limousine that Kent Martinson of Hermitage, Tennessee uses as his daily driver. John Eichholtz, who has a funeral firm in A.J. Miller’s home town of Bellefontaine, Ohio, contributed a well-kept 1988 Eureka Cadillac Concours Brougham d’Elegance, and Dennis Goethe a commercial glass Superior Cadillac six-door that proved ideal for Saturday evening’s post-parade dinner outing at Zender’s Restaurant, which ironically opened for business the same week as the 2004 M-M Reunion.

During dinner, one of the most fascinating bits of trivia disclosed by Tom Caserta was that the Miller-Meteor “M+M” fender badge is actually an inverted Wayne Works logo also used on the company’s busses and delivery vans. As many of our readers know, this Richmond, Indiana-based concern paid \$230,000 to purchase Meteor Motor Car in January, 1954; announced its acquisition of the A. J. Miller Co. on March 19th, 1956; and merged the operations of both coachbuilders at Meteor’s Piqua plant in time to roll out the first “Miller-Meteor” professional cars as 1957 models. As the Reunion wound to a close, Tony Karsnia was especially proud to recall that “one of the retired M-M workers said to me ‘you guys make me feel like a celebrity.’ I told him in my mind that you are, because we take preservation seriously as well as the physical cars themselves. It’s not like Detroit, where five cars went by in five minutes. The folks building these cars connected with them.”

BERNIE DeWINTER REMEMBERED

The PCS lost one of its true spirit guides when lifetime member Bernie DeWinter IV, at the much-too-early age of 56, passed away in a Dayton, Ohio hospice on December 7th, 2007. This was extremely sad news to those of us who were not even aware that he was sick, even if it did explain why he had not been seen at many Society events in recent years.

In spite of the short notice, PCS Publications Chair Walt McCall reported that Bernie’s December 10th



Bernie DeWinter provided his own window nameplates for the 1996 Eagle Cadillac Flower Car that took him on his final resting place at Calvary Cemetery in Dayton, Ohio.

service at the Westbrock Funeral Home attracted seventeen members: “we actually outnumbered his family,” which includes a sister, Dolly Haley; his brothers Jim and Thomas; nephew Todd Haley;

niece Tonya Thomas; and various great nieces and nephews. Northland Chapter President Tony Karsnia, one of Bernie’s best friends for more than twenty years, traveled all the way from Minnesota to deliver a heartfelt eulogy, while Dan & Nedra Brintlinger dispatched a flower arrangement from their funeral home in Decatur, Illinois. For Bernie’s final trip to Calvary Cemetery, Walt added, “we sent him off in real style” using a white 1996 Eagle Cadillac Flower Car that originally served in Philadelphia and, later on, at Stuart’s in Cleveland (following the funeral, Cincinnati coach dealer Carl Woerner sent it down to Florida). Mike Stevens noted afterwards that “they even placed the DeWinter name plates from Bernie’s hearse in the windows of the flower car.” The procession was led, lights blazing, by an ex-Oakwood, Ohio 1979 American-LaFrance Century Series pumper owned by Chip Lytle, who used to get help from Bernie driving it to fire musters. “As his health failed,” Walt recalled, Bernie “implored all ... ‘Don’t let them send me off in a cookie-cutter hearse.’ We didn’t.”

For those that couldn’t travel to Dayton for Bernie’s funeral, an on-line guest book at Legacy.com proved a useful conduit for expressing condolences from far and wide. Tom McPherson, the Toronto-based author of *American Funeral Cars & Ambulances Since 1900*, joined wife Cindi and daughter Meaghen in declaring “We count ourselves privileged to have been among your select group of friends. We know that today there’s a new guest in Heaven and that you’re motoring along the Milky Way in a pristine 1956 Superior-Cadillac Beau Monde.” As an actual owner of one of these uniquely rare hardtop pro-cars, Oklahoma’s Jim Jordan added “Bernie was always

so full of knowledge and always willing to share it! I learned more about my '56 Beau Monde in a few short emails with him than in six months of research." Marietta, Ohio-based Packard enthusiast Bill Peoples added "My wife, Pat, and I have known Bernie for at least 25 years, through our association with the PCS. I'm constantly amazed by the knowledge that several of the members have about their interests...Bernie seemed to have ALL of their knowledge combined!" Ohio Chapter President Ron Devies concurred that "Bernie was a virtual walking encyclopedia of professional car history," proclaiming "I for one will dearly miss his knowledge and his unique dry wit." PCS Treasurer Carlton Ham e-mailed from New Hampshire that had first met Bernie at the Society's 1978 "National" Meet at Indianapolis "and considered him a friend ever since ... (He) always teased me about my coral 1958 Cadillac Fleetwood limo a.k.a. 'The Pink Lady,' but when he finally bought his stunning Superior coach he always told me they would make a good pair. :)" Orlando, Florida member



Bernie DeWinter's December 10th funeral procession was led by this 1979 American-LaFrance Century Series pumper that once served in Oakwood, Ohio

Ken Elliott shared his scan of a 1983 Christmas card envelope that Bernie had illustrated with the 1973 prototype of Miller-Meteor's Cadillac Criterion ambulance, which was also hand-addressed with textbook-perfect script.

Especially since it was a one-on-one encounter instead of a meet, Your Editor has similarly-vibrant memories of his first-ever meeting with Bernie DeWinter. Way back in the early 1990s, we had corresponded while I was researching my Pratt Institute industrial design thesis project on futuristic Henney-Packard funeral vehicles, and on a subsequent trip to the Midwest (likely my post-graduation 1993 pilgrimage to the Indy 500) I spontaneously detoured to Dayton, Ohio and basically showed up at his house to introduce myself. He was either on his way to work or just getting home when I arrived, and I recall distinctly that he initially regarded me suspiciously as a stranger. But once he realized I wasn't a salesman or a process server, he opened up completely and we must have spent an hour on that curb, chatting about

pro-cars. He even brought out the art portfolio in his truck, and took obvious delight in sharing his exquisite rendering of historic and speculative funeral coaches he had wanted to see built. Some time after that, he also shared with me his short story on the Sierra Madre-style discovery of the ultimate barn find pro-car collection, which naturally included a hardtop Superior Beau Monde. Though I never did convince him to pose willingly for a photo at any PCS event, I will always regard him highly as the quintessential serious enthusiast.

Prior to his death, Bernie made his final wishes known as to what would happen to his possessions, the most cherished of which was the 1973 Superior Cadillac Crown Sovereign limousine-style combination coach he affectionately named "Pink Champagne" or "Pinky" for short. Fortunately, Your Editor learned from an e-mail that arrived just before press time, the car has found a new and loving home in the Minnesota Twin Cities with Tony & Kim Karsnia. Given Bernie's disdain for the all-too-common black, white or gray landau hearse, it was most fitting that the transport handling Pinky's February 15th delivery also carried a similarly charismatic-looking 2008 Eagle Cadillac Premier Elite that the Skinner Funeral Home of Cumberland, Wisconsin had custom-ordered with Silver Birch paintwork and a dark gray vinyl roof with limousine-style viewing windows and a wrap-over tiara band.



"Pink Champagne," Bernie DeWinter's beloved 1973 Superior Crown Sovereign limousine combination, went to Tony Karsnia accompanied by a similarly-distinctive 2008 Eagle Premier Elite hearse that was being delivered to the Skinner Funeral Home of Cumberland, WI.



Kennett Square, PA was the home base of this flexible-bodied 1941 Buick ambulance, whose photo comes from the Steve Loftin collection.



Steve Loftin's archive furnished this circa-1980 image of a still sharp-looking 1967 Superior Cadillac Rescuer used by the Chesilhurst Inter-Community Ambulance Service in southern New Jersey's Camden County.



The two-tone paint, stylish tailfins and wide whitewall tires epitomized Eisenhower Era exuberance on this 1956 Memphian Chrysler reportedly sent to Sea Isle, N.J. Roger White, M.D. of Rochester, MN supplied us with this extremely intriguing photo.



This Steve Loftin collection photo shows a 1948 Superior Cadillac once used by the Eagle Rescue Squad of Little Falls, N.J. The large group of spectators suggests this was either a parade, or an especially quiet afternoon with little else going on when the call came in!



This spectacular 1973 S&S Cadillac Medic Mark I, also sourced from Roger White, MD's photo collection, saw action in Wellsboro, PA, where the state's "Grand Canyon" is situated. The fire department also operated similarly-finished 1967 and 1975 S&S Cadillac high-tops.



Roger White, MD's extensive photo collection yielded this rarely-seen 1950 Siebert Ford that once served in Lewisburg, PA with the William Cameron Engine Company

CRITERION CLASSIFIEDS

Henney Junior patches for sale as a 2008 PCS International Meet fundraiser. Cloth reproduction of black, gold and silver "BODY STYLED AND BUILT BY HENNEY" logo found on interior door panel of Steve Lichtman's 1953 Packard Junior ambulance. PCS Northeast Chapter patches also available for sale. Both designs \$5 each including postage. Make checks payable to PCS Northeast Chapter and mail to Treasurer/Membership Director Jeff Hookway, 201 Glenside Trail, Sparta, NJ 07871-1249. For further info phone (973) 729-8083 or e-mail hookjch@ptd.net.

Henney-Packard history CDs for sale. Three-volume, Microsoft format set contains more than 1,800 pages of literature, photos, specifications and other material concerning this renowned Freeport, Illinois coachbuilder. Cost \$60/set including postage & handling; portion of sale donated to the purchaser's PCS regional chapter when one is designated. Order from PCS Mid-Michigan Chapter c/o Dale Cole, 784 Wilwood, Rochester Hills, Michigan 48309-2429. For further info phone (248) 375-0979 or e-mail dkcole@worldnet.att.net.

"Ambulances 2008" full-color calendars for sale. Perfect for decorating your squad HQ! \$12 each plus \$3 for shipping up to five calendars. Shipping free when six or more ordered at one time. Limited quantities of 2002, 2001 and 1997 black-and-white calendars also available for \$3 each. Send check or money order to Steve Lichtman - Calendars, 3922 West Watersville Road, Mt. Airy, MD 21771-7334.

Sunset Coach 1/18 scale professional car models for sale. Assortment includes 1938 Cadillac V-16 carved panel town car, all variants 1959 Cadillac, and recently released 1921 Ford Model T and 1966 S&S Cadillac. Direct residential delivery available in local area to avoid additional shipping risk. Contact Joseph C. Buono at 47 Dora St., Harrington Park, N.J. 07640-1354 or phone (201) 768-1079.

1950 Economy Chevrolet Service Coach. Rarely-seen sedan delivery conversion with 18-inch wheelbase stretch & decorative exterior wreaths. Inspected and on the road. OHV 6-cylinder engine with 3-speed manual gearbox. \$8,500 OBO. Phone (315) 685-5684 or e-mail joe@joewhitingmusic.com for additional info and photos (Skaneateles, NY).

1962 S&S Cadillac Limousine Style Side-Loading Hearse, 23,000 original miles, \$19,000 OBO. Also selling 1965 S&S Cadillac Landau Hearse with 41,000 miles for \$5,000 OBO, and 1967 Cadillac Series Seventy-Five 9-passenger sedan with 59,000 miles for \$7,500 OBO. All three cars have rust-free bodies. Contact Andrew F. Reymer at (717) 653-8962 or afreymer@aol.com (Mt. Joy, PA).

1965 Superior Cadillac Combination. Finished as a low-top ambulance with a red body, white roof, and twin Federal dome beacons. Good transmission, body and interior. Needs carburetor & starter work. Best offer. Contact Christian Bechdel at (814) 237-5507 (State College, PA).

1970 Cadillac commercial bumper ends for sale. Compatible with all coachbuilders. Excellent condition left & right. \$120 for the pair. Also selling Miller-Meteor skid plates and casket rollers at discount prices. Phone Andy Toton at (215) 483-2078.

1976 Superior Cadillac 54XL walk-through ambulance. Omaha Orange/Cotillion White exterior. Purchased new by a Nebraska hospital and kept in service as a Basic Life Support unit until 1999. Currently located in Illinois. \$20,000 negotiable. E-mail Bruce Biancalana at cadambrus2@yahoo.com.

CRITERION CALENDAR

March 16th, 2008 (Sun.), Sparta, N.J.: PCS Northeast Chapter's spring business meeting, 1 pm at Sparta Volunteer Ambulance Squad HQ, 14 Sparta Ave. Agenda includes preparations for the May 25th Lahaska, PA car show and the 2008 PCS International Meet. For directions contact Jeff Hookway at (973) 729-8083 or hookjch@ptd.net.

March 21st-30th, 2008 (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.

March 25th-29th, 2008 (Tues.-Sat.), **Baltimore, MD:** EMS Today Conference & Exposition sponsored by JEMS magazine at the Baltimore Convention Center, One West Pratt Street. Features more than 300 exhibitors showing ambulances and other EMS products. Other activities include 5th Annual JEMS Games for testing assessment skills under pressure, ride-alongs with the Anne Arundel County and Baltimore City Fire Departments, and tours of the Johns Hopkins Burn Center and the Montgomery County Fire & Rescue Service. For further info, log onto www.EMSTodayConference.com, or contact A.J. Heightman in San Diego, CA at 1-800-266-5367 x 6847 or a.j.heightman@elsevier.com.

April 5th, 2008 (Sat.), **Nashville, TN:** PCS Volunteer Chapter meet, 10 am at the Lane Motor Museum, 702 Murfreesboro Pike. Phone 1-877-223-7621 or (615) 855-1440 for hotel rooms at \$74.48 AAA special rate (tax included) at the Fiddlers Inn, 2410 Music Valley Drive. Itinerary also features a 7:30 pm CST Friday group dinner at the Caney Fork Fish Camp within walking distance of the hotel, and a 3:30 p.m. Saturday trip to examine *Dukes of Hazzard* memorabilia at Cooter's Place, 2613 McGavock Pike. RSVP to Jeremy Ledford at (615) 604-8725 or j78ledford@juno.com.

May 2nd-3rd, 2008 (Fri.-Sat.), **London, ON, Canada:** PCS Trillium & Mid-Michigan Chapters visit Steve Plunkett's Cadillac Ranch. For further info phone Len Langlois at (519) 352-1888.

May 25th, 2008 (Sun.), **Lahaska, PA:** PCS Northeast Chapter's Seventh 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.

May 31st, 2008 (Sat.), **Bethlehem, PA:** Concours of the Eastern U.S. driving tour to the new America on Wheels Museum and the Clover Hill Winery. For further info phone the Burn Prevention Foundation at (610) 969-3933 or log onto www.concourseast.org.

June 1st, 2008 (Sun.), **Bethlehem, PA:** Burn Prevention Foundation 19th Annual Concours d'Elegance of the Eastern United States, 9am-4pm at Northampton Community College, 3835 Green Pond Road. For further info phone the Burn Prevention Foundation at (610) 969-3933 or log onto www.concourseast.org.

June 18th-21st, 2008 (Wed.-Sat.), **Sturbridge, MA:** International Station Wagon Club's 2008 Convention at the Publick House/Country Motor Lodge. Itinerary includes a driving tour to the Collings Foundation's WW II aircraft collection, Gould's Mini/Microcar Museum and a tour of Boston on the Beantown Trolley. For more info log onto www.iswc.us or contact Steve & Beth Peluso at (617) 327-2122, (781) 329-9462 or sgp358@hotmail.com.

June 21st-22nd, 2008 (Sat.-Sun.), **New York City:** Ambulances wanted for NYC Police Museum Show at Old Slip, below the South Street Seaport. Features a police-escorted daily convoy into Manhattan from the host hotel near Giants Stadium in N.J. For further info contact Glenn Sokolofsky at (917) 873-3068 or SCLSQDS@webtv.net.

July 17th-20th, 2008 (Thu.-Sun.), **Elko, NV:** Emergency Vehicle Owners & Operators Association's 12th Annual Meet. For further info e-mail John Bujosa at evooa@nwadv.com or log onto <http://www.evooa.org/ELKO2008>.

August 5th-9th, 2008 (Tues.-Sat.), **Mt. Laurel, NJ:** Northeast Chapter hosts the Professional Car Society's 32nd Annual International Meet at the Wyndham Mount Laurel Hotel, junction of state highway 73 and exit 4 of the New Jersey Turnpike. Itinerary includes tours of Liberty State Park, Ellis Island, Atlantic City, historic Philadelphia and P&L Custom ambulances in Manasquan, N.J. For registration info or to volunteer, contact Northeast Chapter President Dan McCann by phoning (732) 292-2770; e-mailing HEAVYD27170@aol.com; or writing 197 Parker Ave., Apt. 14-B, Manasquan, N.J. 08736.

August 12th-16th, 2008 (Tues.-Sat.), **Cherry Hill, NJ:** Cadillac-LaSalle Club's Valley Forge Region hosts the C-LC Golden Jubilee Grand National Meet at the Crowne Plaza Hotel, 2349 West Marlton Pike. Itinerary includes a driving tour of the New Jersey Pine Barrens and a bus trip to the Nicola Bulgari Collection in Allentown, PA. For the latest schedule updates or to volunteer, e-mail Jack Hotz at JacksCaddy@aol.com, or log onto <http://www.vfrclc.org/GN08.htm>.

Sept. 12th-14th, 2008 (Fri.-Sun.), **Canton, OH:** 1965-and-earlier General Motors professional cars, especially pre-World War II carved-panel hearses, sought for the "Unique Look at 100 Years of General Motors" display at the Glenmoor Gathering's 2008Concours d'Elegance. For further info call car selection liaison Sue Kirby at (330) 966-3600, e-mail skirby@glenmoorcc.com, or download an application at www.GlenmoorGathering.com.

32ND ANNUAL
PROFESSIONAL CAR SOCIETY INTERNATIONAL MEET
MOUNT LAUREL, NEW JERSEY
AUGUST 5 - 9, 2008

MEET REGISTRATION FORM

Name of Registrant _____

Mailing Address _____

City _____ State/Province _____ Zip Code _____

Phone _____ E-Mail _____

Names and ages of additional attendees

Professional cars you will bring to the meet

Year	Coachbuilder	Chassis maker	Body type
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Date you plan to arrive at the meet _____

Article 7.3

The board of Directors shall strive to protect the society's good name and may refuse admittance to any vehicle at Society-sponsored event. Bizarre decorations and vehicle content, condition not reflecting well upon the automobile hobby, and inappropriate prominent lettering or slogans shall be cause for such refusal. Professional vehicles which have been converted into campers, regardless of the quality of the conversion shall be deemed to have lost their historic value and shall not be judged at Society events, although they may participate if the body is original.

Article 7.4

At events open to the public, hearse and combinations rigged as hearse shall be displayed empty. Ambulance and combination cars rigged as ambulances may be displayed with authentic standard rescue equipment; funeral vehicles may contain flower displays; and all vehicles may display standard livery nameplates. No emergency equipment shall be operated on public roads for any purpose during Society events, unless specifically authorized by event officials and local authorities, and no criteria if the Society shall specify that emergency equipment shall be operative.

I agree to abide by the rules of the PCS Constitution regarding the display and equipment criteria in article 7.3 and 7.4

REGISTRANT MUST SIGN _____

Registration fee (per family, judging fee for one car) \$50.00 _____

Additional professional cars to be judged \$10.00 per car _____

Tuesday, August 5

Ellis Island/ Statue of Liberty
\$40.00 per person Number attending _____

Wednesday, August 6

Atlantic City
\$25.00 per person Number attending _____

Thursday, August 7

Philadelphia
\$50.00 per person Number attending _____

Friday, August 8

General Membership Meeting Breakfast Buffet
\$20.00 per person Number attending _____

PL Custom Emergency Vehicles
NO CHARGE Number attending _____

Saturday, August 9

Banquet and awards
Adults \$35.00 Number attending _____

Children \$18.00 Number attending _____

London Broil _____ Orange Chicken _____ Vegetarian _____

Total payment enclosed _____

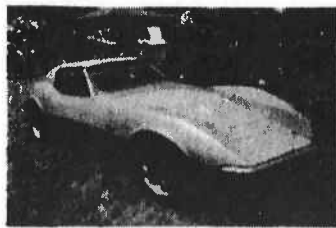
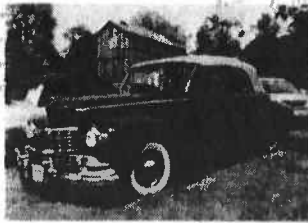
Make checks or money orders payable to **PCS NORTHEAST CHAPTER** (US funds only).

Send payment and registration form to
PCS Northeast Chapter
c/o Dan Herrick
130 Hudson Ave.
Chatham, NY 12037

There will be a \$20 charge for checks returned for any reason.

If you are preregistered and unable to attend, refunds will be prorated based on funds available after all accounts are settled at the end of the meet **if written cancellation is received by the registrar by July 7, 2008.**

If you have questions or need further information, please call Dan McCann at (732)433-2024 or e-mail him at HEAVYD27170@aol.com.



On Sunday, May 25th, 2008 rain-or-shine,
the Northeast Chapter of the

PROFESSIONAL CAR SOCIETY

will hold its 7th Annual Car Show at Peddler's Village, located at the junction of
US 202, PA 263 and Street Road in Lahaska, Bucks County, Pennsylvania.

This charming setting features numerous specialty shops, antique stores and restaurants.

Though the PCS is focused on vintage funeral cars, ambulances and livery vehicles,
this show is **OPEN TO ALL YEARS, MAKES & TYPES OF CARS & TRUCKS.**

Pre-registration by May 18th is \$12 per vehicle, or \$20 day-of-show.

Dash plaques for first 100 registrants - Door prizes - Special Awards

**- FIRE EXTINGUISHERS REQUIRED - NO ALCOHOLIC BEVERAGES -
- NO HEARSES WITH CASKETS OR GHOULISH DECOR -**

*Show field opens 9 am. All entrants wishing to be judged must arrive by 11am.
Popular vote judging ends by 12:30 pm. Awards presented by 2 pm.*

TO PRE-REGISTER OR GET FURTHER INFO CONTACT

Bill Marcy, (201) 342-4871 or bmarcy@optonline.net

MAIL THIS PORTION TO: Bill Marcy, 349 Lookout Ave., Hackensack, NJ 07601
Enclose \$12 per vehicle; make checks payable to **NORTHEAST CHAPTER P.C.S.**

Year _____ Make _____ Model _____ Body Style _____

Name _____ Phone _____

Address (City, State, Zip) _____

E-mail Address _____

Car Club Affiliation _____

I, the undersigned, do hereby state that my vehicle(s) currently carries (carry) liability insurance. I further agree to hold harmless the Professional Car Society & its officers; the PCS Northeast Chapter & its officers; and Peddler's Village for any accident, property, damage, injuries or theft which may occur to myself, my guests or my vehicle(s) while attending or otherwise participating in this show.

SIGNED _____ DATE _____ 2008

THE PROFESSIONAL CAR SOCIETY

Northeast Chapter
159 George Avenue
Wilkes-Barre, Pennsylvania 18705



FIRST CLASS MAIL

Jeff & Mary Hookway
201 Glenside Trail
Sparta, NJ 07871

The Criterion

**NEWSLETTER of the NORTHEAST CHAPTER
of the PROFESSIONAL CAR SOCIETY**



A "two-step" roof with oval S&M tunnel lights was employed for this truly-unique 1961 Cadillac constructed for Denville, N.J.'s F.D. by National Coaches of Knightstown, Indiana. Profound thanks to Roger White, M.D. of Rochester, MN for sharing these rare images.