



The Criterion

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

Now that we're back in that time of the year when we get to bring out our pro-cars and show them off, it is plain to see this season is shaping up to be a busy and exciting one. Our Memorial Day weekend show at Peddler's Village in Lahaska, PA, now chaired by Jenn Morin, attracted several interesting new autos profiled in this issue, as well as several favorites from past years that continued to win important awards in our people's choice voting. The PCS Mid-Atlantic Chapter also proved an enthusiastic co-sponsor under the leadership of its President Jeff Beyer, and our turnout - even with brutally hot and cloudless weather - was good enough to raise a \$100 donation for the Bucks County SPCA.

One Chapter member who was sorely missed at Peddler's Village was Harvey Schofield, who passed away precisely one month prior on April, 30th, 2010. The memorial car show that took place at his May 7th funeral in Cherry Hill, N.J., as well as his life and unequalled enthusiasm for Lincoln limousines built by Lehmann-Peterson of Chicago, are also covered in these pages. His passing at the age of 74, I am sad to add, came just 12 days after the death of 87-year-old Georgia Parsons, who was married to Clarendon Hills, IL PCS member and 1986-88 National President Robert Parsons for an astounding 60 years. I extend condolences to both their families on behalf of the entire Northeast Chapter.

As this issue of THE CRITERION goes to press, many of you are no doubt preparing to attend the Professional Car Society's 34th Annual International Meet, which takes place at the Best Western Albany Airport Inn in Albany, N.Y. July 27th through 31st. Our own Dan Herrick, whose Upstate Chapter is co-sponsoring the event in concert with the PCS New England Chapter, has promised us an exciting, fun-filled week, featuring everything from a Lake George cruise and Saratoga horse races to a Sheriff-escorted, 17-mile-long "Code 3" convoy to the Museum of Firefighting in Hudson, NY.

Closer to home, former Chapter President Bill Marcy gets my congratulations for winning the First Place trophy at the Newark Fire Department Historical Society Muster and Parade on June 6th. The organizers have already expressed interest in seeing more PCS ambulances at next year's event, which will also be held the first Sunday in June, 2011. The Fire Buff Association of New Jersey has also recently announced it will be co-hosting the International Fire Buff Associates Convention in September, 2011. The PCS was well-accepted when it took part in the 1989 Secaucus muster that marked only the third time this event has taken place in New Jersey (the previous two were Newark in 1956 and Jersey City in 1964), so I've already spoken with the planners about a follow-up appearance. If you think you can display a car, please let me know as early as possible so I can fulfill their request for an approximate turnout number.

In May, Northeast Chapter Treasurer Jeff Hookway announced that he's expanded our www.pcsnortheast.com website to include the current membership roster, which is accessed by entering "1967s&s" in the password link on the Members Only page. He has also enhanced the website's visuals with a photo gallery of member cars, and is encouraging anyone with pictures to e-mail them to his attention at hookjch@ptd.net. About the same time, OLD CARS WEEKLY announced that THE CRITERION was one of four PCS publications being honored with the 2009 Golden Quill Award, along with THE PROFESSIONAL CAR edited by Walt McCall; the Mid-Atlantic Chapter's ON CALL, edited by Bee Hamlin; and THE SUPERIOR TIMES, edited by Brady Smith of the Michigan Chapter. "Though my first Golden Quill certificate from 2004 still occupies a prominent place of honor above my desk," says our editor Gregg D. Merksamer, "I was frankly surprised to be recognized for 2009, as I only managed to get out two issues last year thanks to all the time I frittered away at doctors' offices owing to my ongoing voice and allergy ailments." He also apologizes for how his medical problems have played a part in making this our first 2010 issue, and hopes that quality offsets quantity now that it's out. - *With Best Summer Wishes, DAN McCANN*

Lahaska's 9th Outing; New Chief, New Partner

Two-thousand-ten marked the first time that the PCS Mid-Atlantic Chapter was a co-sponsor of the Northeast Chapter's Annual Car Show in Lahaska, PA, which attracted 50 cars to Peddler's Village on Sunday, May 30th. Though the event's Ninth edition was also notable for Jennifer "Mother Hen" Morin assuming chairmanship duties from Bill Marcy, the Bucks County SPCA remained the charitable beneficiary of a \$100 donation, and the wide array of shops and restaurants abutting the show field remained a useful diversion from the heavy pollen and cloudless midday heat.

Another attractive constant of Lahaska is that it's likely the only regional PCS event open to all makes, models and types of autos, which affords wonderful opportunities each year for admiring what other sorts of classics PCS members own besides funeral vehicles, limousines and ambulances. Joe Nicastro, Jr. of South Plainfield, NJ - readers may recall the 1961 Buick Electra "lead car" he drove to last summer's International Meet in Flint, MI - showed a rare surviving 1930 REO Flying Cloud 20 Sport Sedan that his father purchased in the early 1970s, and later liveried as a Hunterdon County, N.J. Sheriff's car for a documentary on the 1932 Lindbergh baby kidnapping. "It still has its original title, recording it was bought new by Newark fellow named William Parr," Joe said, observing "he must have had money as he traded in a Peerless."



An interesting Lahaska newcomer was the Washington, N.J. Emergency Squad's 1972 S&S Cadillac Medic Mark I ambulance, which employed "West Coast" mirrors and externally-mounted quarter window nameplates.



Noteworthy among the non-coach-built cars shown by PCS people at Peddler's Village, Joe Nicastro's 1930 REO Flying Cloud 20 Sport Sedan had been decorated as a Hunterdon County, N.J. Sheriff's car for a documentary on the 1932 Lindbergh baby kidnapping.

Pointing out "it could be a flower car," Southampton, PA PCS member Jack Cipriano showed an Aircruiser Red 1939 Plymouth P-8 Convertible Sedan that was number 311 of just 387 made during the sole model year this style was sold by Chrysler's entry level brand. Originally delivered to a Camden, N.J. dealer - several others were used to chauffeur celebrities at the New York World's Fair - it teamed a Murray-built body with a manually-operated soft top, bolt-in center pillars and a double-X frame touting its own exclusive 117-inch wheelbase. While the car was also, impressively, one of twenty known survivors, it was nonetheless in pieces when Jack purchased it in Ivyland, PA a dozen years ago, "because the owner had lost interest after seeing what had to be done. It took about one-and-a-half years to reassemble. This is the car's first time at a PCS event, but it's been to Carlisle several times. This was a good day to bring it out as I'm doing a parade in the Bensalem area tomorrow."

The Northeast Chapter pro-car contingent was rich with returning favorites, such as the 1977 Superior Cadillac ambulance and 1963 S&S Park Row Combination shown by Mike & Vicky Barruzza of Bristol, PA; Rich Litton's 1965 Superior Pontiac Bonneville high-top from Moorestown, N.J.; and the 1978, 1981



Beneath Lahaska's sunny skies, Karen Toton's 1957 Cadillac Coupe DeVille promised welcome shade to these Yorkies belonging to spectator Doris Karstensen.

and 1994 S&S Cadillac hearses respectively brought from Harrisburg, Hatboro and Allentown, PA by Charles Eckert, William Duvall and Nicos Elias. Pro-cars entered by Mid-Atlantic members included Jim & Eula McKay's 1962 Eureka Cadillac 3-way Landau from Lancaster, PA (placed, for an intriguing side-by-side comparison, beside Dave Sabonjian's 1962 Series Seventy-Five Limousine from Wall Township, N.J.) and the Pima and Sonora-colored 1955 Studebaker Ambulet that Chapter President Jeff Beyer purchased in nearby Erwinna, PA when he was still a high school student in 1972 ("It was advertised in *The New York Times*," he's previously recalled, "and I was the only guy who responded to the ad. I had to sell my Honda 350 motorcycle in order to afford it"). A notable newcomer, shown at Peddler's Village by Captain Charles Van Deurson, was the Washington, N.J. Emergency Squad's all-red 1972 S&S Cadillac Medic Mark I ambulance, a highly-original, 103,000-mile unit using West Coast mirrors and unusual, externally-mounted quarter window nameplates.

One other enduring draw of a PCS Lahaska show is that almost all of the awards are all decided by popular vote instead of formal judging, insuring the results are excitingly subjective and just-for-fun. Fourth Place went to Ronald Lewis for the sweet-sounding 1968

Chevrolet El Camino SS-396 "pickup car" he brought from Warrington, PA, while New Hope, PA resident Paul Lang won Third Place honors with a fascinating 1953 "Studillac" powered by a 1957 Cadillac Eldorado 365 CID, 300 HP V-8 with dual generators, dual batteries, and an underhood gauge cluster where twin amp meters flanked an engine vacuum gauge. Incredibly, he had bought this one-off for \$225 in 1968 and had finally finished restoring it last year, learning in the interim that it was originally built by Jack Lentz, a Belford, NJ body shop owner who was evidently inspired by the 130 Studillacs Bill Frick built on Long Island for two years. Chevy headlight buckets, Oldsmobile HydraMatic transmission and Chrysler type Kelsey-Hayes wire wheels further emphasized what it meant to be a "hybrid" car in the 1950s, and it was also interesting to hear that 12-volt electrics were fitted because the original 6-volt system couldn't crank the Cadillac engine.



The overall Best-of-Show winner at the PCS Northeast Chapter's May 30th, 2010 Lahaska meet was this flamboyant 1959 Cadillac Fleetwood, which Stan Noll bought from his brother in boxes about a decade ago. Sold new in Philadelphia, its \$7,512.18 sticker was around \$1,500 less than a house in nearby Levittown cost at the time.

Second Place in this year's Vox Populi was well-deserved by the Murat Green 1952 GMC one-ton pickup that had already earned Louis H. Monetti of Stockton, PA the Best-of-Show at two previous PCS Lahaskas and First Place at the 2009 edition. Once it was given First

The Criterion - Summer 2010

Place, the same opinion applied to Bruce Uhrich's truly-fascinating 1956 Checker A-8 taxi from Glenside, PA, which received Chairman's Choice from Bill Marcy at Lahaska 2009 and was one of only four known survivors out of 9,996 produced between January, 1956 and September, 1958 (found in a Northern New Jersey wrecking yard by veteran Checker Club Member Bill Hossfield, it was likely one of many cast off by the big New York City cab fleets for \$150 each once the iconic, dual headlight A-9 debuted). The overall Best-of-Show winner was a flamboyantly-finned 1959 Cadillac Fleetwood 4-door hardtop that was making its first showing at a PCS-sponsored Lahaska event. The owner, Stan Noll of Southampton, PA, said this Silver Poly beauty had been sold new by Scott Smith Cadillac in Philadelphia for \$7,512.18 when "a tract house in (nearby) Levittown cost like \$9,000," and that "my brother drove it daily, then took it apart in the mid-1990s for a repaint. I bought it in boxes six years later." Turning to the two-tone black-and-white interior, Noll was no less amused to point out it had "four cigarette lighters and not one cup holder."



Awarded First Place in the 2010 Lahaska spectator poll, Bruce Uhrich's beautifully restored 1956 Checker

taxi was rescued from a Northern New Jersey wrecking yard. It's one of only four known survivors out of 9,996 A-8 models produced.

To officially conclude the 2010 Lahaska awards, Jenn Morin presented Chairman's Choice to a truly-magnificent, 3-way loading 1951 Henney Packard Landau owned by Hellertown, PA funeral director David J. Heintzelman. He recalled "the hood ornament was the only thing missing" when he bought this 36,400-mile survivor from a 90-year-old Sayre, Oklahoma collector, and joked the experts at Antique & Classic Restorations LLC of Germansville, PA (situated just a mile from

Jeff Beyer's home in New Tripoli, PA) "didn't know what they were up against when they opened this puppy up." Though corrosion went no further, per Heintzelman's original search objective, than a small spot on the passenger floorboard, the black exterior was teamed rather-oddly with a charcoal gray roof and bright gold drapes. "It was a little too much for me, (so) it's now all-black with a burgundy interior and dark gray drapes," while the hydraulic casket table and power windows were updated to electric operation to eliminate leaks that would have damaged the paintwork. The loading door had to be very carefully aligned as well, as it "barely clears the bumper guards and a small rear shunt could seal the casket inside." Though he didn't add power steering or brakes in anticipation of the dozen services he's handled since the restoration was completed last year, Heintzelman retrofitted a/c and confirms his Henney "runs like a champ, as nice as our 2006 S&S Cadillac. I offer it to other funeral homes through my Forever Remembered Hearse Company, which also offers a motorcycle hearse" and a beautifully decorated transport trailer that was well worth admiring as the Packard was re-loaded for its trip home.



If Yours Truly had been afforded opportunity to present an Editor's Choice Award at Peddler's Village, the 1949 Chrysler

Windsor 8-passenger limousine shown by Worrell "Walt" Stout of Huntington Valley, PA would have won it easily owing to its unique appointments and truly fascinating back story. A funeral director in Mahanoy City, PA (which was so hemmed in by mountains it had been the first town in the U.S. to get cable TV the year before) had ordered it without an interior so custom upholstery could be fitted at Derham's Rosemont, PA shop; to boot, the base vehicle used a pre-production "postwar" body that had mounting holes pre-drilled into the package shelf for an air-conditioning option that had been cancelled

four years earlier once the intended supplier, Bishop & Babcock, went out of business. "It was supposed to be delivered by rail until a strike started, so it wound up getting trucked from Detroit and misplaced for three months," Walt recalled. The original owner's daughter, who was six years old when the car finally arrived, remembers her and her father sitting on milk crates for the drive down to Derham, after which they took the Liberty Bell interurban street car home to Mahanoy City; "Running north from Paoli to Lehighton," Walt added wistfully, "the interurban could do 110 mph, which was like flying the Concorde today."

To finish the '49's interior, Walt further detailed, "Derham used a combination of Crown Imperial and self-made parts. The daughter remembers it originally had a two-way radio telephone like the one in the Audrey Hepburn movie SABRINA." A Shenandoah mortician became the Chrysler's second owner after it was traded for a Lincoln circa 1956, though a minor fender-bender compelled him to resell it to a nephew for \$50. Shortly afterwards, Walt continued, "the nephew flipped it to his uncle for \$100, which was a lot of money for a kid back then. When the uncle went through a nasty divorce in 1970, he sneaked the car onto a consignment lot near the Palmyra Bridge that also had a Crosley wagon and an Edsel convertible. Back then, you could make a U-turn on highway 73, and I bought it on the spot." In the forty years he's owned it since, Walt was proud to note that this essentially one-off and impressively-original limousine had taken him "from pimples to gray hair. What you're looking at, Chrysler did 61 years ago, excepting the parking lot ding on the right rear fender."



Nicely-showcased toolkits drew attention to the 1931 Ford Model A Tudors brought to Lahaska by Bob Bisaccio (left)

and Mitch Hartka (right), who said "If we break down, we'll call a tow truck instead of opening these."



Southampton, PA PCS member Jack Cipriano attended the Northeast Chapter's 2010 Lahaska show with this 1939 Plymouth Convertible Sedan that was number 311 of 387 built the only year Plymouth offered it. Its Murray-built body was mounted on a double-X frame with its own exclusive 117-inch wheelbase.

Mid-Atlantic PCS Anticipates Silver Anniversary

Having rightfully concluded that the 25th Anniversary of their chartering is much too big a deal to mark in isolation, the PCS Mid-Atlantic Chapter is inviting other regions to join them for three days' worth of tours, festivities and fellowship straddling the Mason-Dixon Line between York, PA and Baltimore from August 20th through 22nd. The HQ for this so-called "Sizzlin' Silver Celebration" is the Hampton Inn at 1000 Far Hills Drive in New Freedom, PA (after leaving south or north-bound Interstate I-83 at Exit 4, pick up eastbound PA 851, turn left onto northbound Wolfe Rd. beyond the Mobil station, and make a second left onto Far Hills Drive). To reserve rooms at a specially-discounted PCS rate of \$110 nightly including fees & taxes, phone the hotel directly at (717) 235-9898 by Friday, August 6th.

The fun officially begins 7 pm Friday, August 20th with a welcoming pizza party in one of the hotel's hospitality rooms, where attendees are encouraged to keep the atmosphere lively by providing photo albums, literature, music, DVDs and small for-sale items. From 11:30 am to 3:30 pm on Saturday, August 21st, the participating pro-cars will be displayed outside the Friendly Farm Restaurant, in business

since 1959 at 17434 Foreston Road in Upperco, MD (take Interstate I-83, Exit 27, drive five miles west on Route 137, and go a half-mile north after turning right onto Foreston Road). Following a traditional lunch of chicken, roast beef and all the trimmings served family style from noon to 1 pm, the PCS will host an official Mid-Atlantic Chapter Commemoration featuring a 25th anniversary cake and participant awards that will include Longest Distance Driven, Oldest Vehicle, Most Interesting Vehicle (only professional cars driven are eligible for the first three prizes), Newest MAC Member, Original Charter Member and Best Period Outfit.

At 4 pm Saturday, the PCS will convoy to the Speedwell Garage on Dairy Road, Parkton, MD, where renowned automotive restorer Ross Miller will be hosting an open house until 7 pm. The celebration's concluding event is an 8:30 am Sunday convoy to Penn-Dutch Restorations in Glen Rock, PA, where owner and PCS member Jeff Hammers and his son Devon will be hand to show off the facilities and techniques that have attracted so many admirers at PCS events in recent years. While these tours are free-of-charge, the Friday evening pizza party and Saturday lunch respectively cost \$10 and \$19 in advance. To receive a registration form for the Sizzlin' Silver Celebration, contact Bee Hamlin at gbhamlin@juno.com or (301) 604-7374 and return what she E-mails no later than August 10th. Checks should be made payable to Mid-Atlantic Chapter PCS and mailed to Bee at 7357 Hopkins Way, Clarksville, MD 21029-1810.



Lahaska offered an intriguing comparison of 1962 Cadillac limousines & hearses through the side-by-side

display of Dave Sabonjian's Fleetwood Seventy-Five and Jim & Eula McKay's Eureka 3-way Landau.

Harvey Schofield remembered

When Harvey W. Schofield, having spent his last ten days at the Samaritan Hospice Inpatient Center in Mt. Holly, N.J., took the exit ramp for Heaven's Highway at exactly 4:30 am on Friday, April 30th, 2010, both the Professional Car Society and the Lincoln & Continental Owner's Club lost a peerless authority on the pioneering stretch limousines built by Lehmann-Peterson of Chicago from 1964 to 1970. Born on February 3rd, 1936, he was 74 and-a-quarter years old when he left us, and had made a modest lakeside ranch (excepting its extra-deep four-bay garage) in the southern New Jersey town of Marlton his home for a quarter-century. Married for 45 years to the former Elaine Atkinson, with whom he had a daughter now named Miriam Buzzi, he had been predeceased by his wife since March, 2004.



During his May 7th funeral in Cherry Hill, N.J., Harvey's Schofield's 1967 Lehmann-Peterson mini-stretch was shown outside St. Andrew's Methodist Church, adjoined by a lace-covered table for his tallest car show trophies

While there are myriad reasons Harvey will be greatly-missed by those who knew him best, there's the overriding sense that his affection for 1960s clap-door Continentals was inseparable from the sort of man he was in every aspect of his life. At PCS events where other attendees never resist a chance to fire up their sirens and roof beacons, his self-effacing manner made him someone who placed more stock in showing up than showing off, ensuring his stately Lincolns got their fair share of scrutiny at the International Meets

The Criterion - Summer 2010

where Cadillacs, Pontiacs and Packards constituted 95% of the action. As an award-winning industrial facilities engineer who spent 31 years employed at Rohm & Haas in Bristol, PA after studies at Drexel University and stints as a 2nd and 1st Lieutenant in the U.S. Army's ROTC program - and a man whose family, he emphasized fondly, was "several generations deep in crafts persons," counting a father who hung wallpaper and a maternal grandfather who served as the construction foreman for New Jersey's Fort Dix barracks during WW II - Harvey disdained ostentation but respected quality, especially as secondhand Lincolns delivered so much of it at bargain prices. "If I bought them when they were five years old, fixed them up and ran them for ten years," he realized long ago, "it was really not much more expensive to run a used luxury car so long as I could keep the power windows working."



Though they're fervent Cadillac collectors, Mike & Victoria Barruzza (center, right) couldn't resist admiring Bill Carter's recently-restored 1967 Continental four-door convertible at Harvey Schofield's funeral.

Harvey's fondness for 1967 Continentals in particular stemmed from his belief they were the pinnacle of "Maximum Consumer Freedom and Minimum Government Intervention" so far as the American auto industry was concerned, patently superior to the post-1979 Lincolns he scorned as "Moderate Sized, Box Inspired, Underpowered Challenges to Amateur Maintenance." His first 1967 sedan, all-black and originally part of a lease fleet delivered by Waller Motors on the northwest

Philadelphia "Main Line," cost him just \$500 circa 1974; reliably racked up nearly 50,000 miles on his 40-mile daily commutes; and, with its interior ultimately retrofitting a split front seat with a passenger side-only power headrest, was still a treasured heirloom when Your Editor last visited his home the Sunday after the 2008 PCS International Meet concluded in nearby Mt. Laurel, N.J. About a year-and-a-half after he bought the black one, a second 1967 sedan - delivered new to the New York area, and finished in gray with a black vinyl top - was purchased though a classified for \$300, and also remained in Harvey's garage for the rest of his life. He once e-mailed, without regret, it was "easy for my interest to stagnate on the 1967 Milestone, since major discretionary purchases are no longer feasible for a retiree like me."

As soon as their first prototype was made public in May, 1963, the center-stretched Continental limousines constructed in Chicago by former Indy race car builder Robert Peterson and fellow racing enthusiast George Lehmann earned widespread admiration for their elegant proportions and plush appointments. Seeing them as "an upgrade to finest standard production car I know of," Harvey's deep appreciation for these stately autos saw him appointed the LCOC's National Custom Class Advisor from 1985 to 1995, a position from which he cultivated a special appreciation of Lehmann-Peterson's non-standard creations. Armed with copies of the company build sheets that Otis Schmidt of the LCOC Mid-Continent Region had luckily obtained from Robert Peterson's post-1970 partner, fellow Chicago limo pioneer Earle Moloney, around 1980, Harvey calculated "out of 500 L-P Lincoln limousines made from 1964 to 1970, there are maybe 150 survivors, out of which just six have other than 34-inch center stretches (not counting the 36-inch extensions on the two prototypes, which were based on 123-inch wheelbase 1963 models instead of the 126-inch wheelbases used from 1964-up). I own three of those six," which he considered "a modern miracle because it's so statistically improbable that anyone of modest means like me could acquire that many of the remaining cars, especially since one came

The Criterion - Summer 2010

from Chicago, the second came from New York and the third came from Washington, D.C. It keeps my faith going.”

Discovered through a 1981 HEMMING'S ad, Harvey Schofield's very first Lehmann-Peterson was a 1967 (naturally!) eight-inch mini-stretch limousine originally built for John Searle, the CEO of Searle Pharmaceutical in Skokie, IL. With his firm flush with profit from the first successful birth control pill, he'd "bought it as a 65th birthday present to himself, after deciding he wasn't going to drive himself through downtown Chicago traffic anymore," Harvey told me. "Though he had some downtown Chicago directorships, he was a regular-type guy who didn't want to be chauffeured in a big, long Cadillac limousine." In place of the standard 34-inch model's sliding partition, Searle's mini-stretch fitted a one-piece, vertically-retracting center window that was cleverly-sourced from a Ford Fairlane/Falcon station wagon tailgate. The interior also featured fold-down tables and ceiling-mounted air conditioning vents (the only other L-P Lincoln so-equipped was the raised roof, Hess & Eisenhardt-armored Presidential limousine delivered to Richard Nixon in 1969). As Searle also owned "a 1957 Mark II with finned aluminum valve covers and a chrome air cleaner with a 4-point Lincoln star instead of a thumbscrew," Harvey also detailed, L-P's engine dress-up option was also specified for the new limo; "If you're a rich guy sending the bill to your family company," he asserted, "you would have those appearance upgrades."

Since Searle spent January, February in March in Florida, his Lincoln remained indoors when Chicago streets were at their saltiest and most rust-inducing. "The car stayed in the family about five years," Harvey further recalled, "until the boss died and the company's new managers, who preferred Cadillac Fleetwood Seventy-Fives, sold it to a small limo service that soon realized it had no profit potential." Fortunately, "a former Studebaker stylist saw it at the limo service, appreciated it and latched onto it." When Harvey came along in 1981, he actually "did not know there were any L-Ps but 34s, so I was out to Chicago in a flash when I saw this ad for an 8-inch stretch."

While he carefully checked tire pressures before starting his trip home, Harvey's post-arrival inspection revealed that the upper ball joints had worn away the inner sidewalls of the wider-than-stock 70-series radials all the way to the cords! To boot, the spare tire used a Ford wagon wheel whose center hole was a quarter inch smaller than the Lincoln's, so "it wouldn't have fit if I had gotten a flat. God was looking after me on that trip, don't you think?"



Harvey Schofield had insisted on a Lincoln for his last ride, so the Schetter Funeral Home of Cherry Hill borrowed this Krystal-

bodied 2007 Town Car hearse from Mike Carnesdale's Hammonton, N.J. mortuary.

Widely-admired during its last PCS International Meet appearance at Mt. Laurel, N.J. in 2008, Harvey's second Lehmann-Peterson was a 1967 "Special Order Formal Sedan" built with an eight-inch wheelbase stretch but NO partition for William V. Fisher, the longtime President & CEO of Anchor Hocking Glass in Lancaster, Ohio. As the rear footrests he requested blocked the heating ducts under the front seats, Harvey recounted "he was not a happy camper after paying more than two times what you would for a standard sedan. After two years of being cold in the back, he took the car to New York where he thought he'd get the best trade-in deal on a '68 or '69 a Rolls-Royce, and it ended up at Port Motors of Manhasset, Long Island." Harvey's introduction to the car occurred when he displayed his first L-P at the 1983 New Hope show, where a now-deceased New York painting contractor named Philip Wichard "came up to me, saying he had one just like it, and invited me to see it at his home on Long Island. It turned out I had his build sheet. He was a really sophisticated collector who kept six cars on this gorgeous estate in Hauppauge, and maybe 90 more in warehouses, including Rolls-Royce, Bentley, Cadillac, Chrysler and a

The Criterion - Summer 2010

1920s Willys-Knight plaid-side. I only met him twice in person, but made a point to send him a Christmas card and the occasional letter," urging him to write if he was ever ready to part with the Lincoln.



Prior to his funeral service, Harvey Schofield's penchant for preparation was epitomized by the memento table he'd arranged himself to showcase cherished family photos, his late wife Elaine's Hummel figurines and the Lionel trains that had been the other major passion in his life.

After Wichard began having health problems that compelled an April 1st, 1995 Christie's auction of his classics, Harvey believed "God stepped in and helped me again. I learned about the sale from an issue of HEMMINGS I started reading after supper on the Friday night before it was to start. So I called Christie's offices in California, which was three hours behind, and asked (citing the VIN) 'is Lincoln 837276 in that sale?' When they told me yes, I said to Elaine 'we're taking a trip,' and we were there 7 am the next morning." The \$13,000 Harvey successfully bid sans buyer's premium "was BY FAR the most I'd ever paid for a car, but it was one of the most exciting days of my life, up there with the day I was married, my daughter Miriam being born, and driving the '67 limo home from Chicago. I was bidder 570 and I still have the paddle," while the fox hood ornament with hunting outfit was moved into the dining room china cabinet. Though its 462 cubic inch V-8 initially ran on just six cylinders and "the brake lines were so rusty that they broke off when I disassembled them," this car would eventually earn Harvey one of his biggest and most treasured trophies, the Best Primary Closed Lincoln Senior

Award from the 2004 LCOC Eastern National in Ellenville, N.Y. "Another 1967 L-P, Gordon Jensen's 34-inch, won Best-of-Show that day," Harvey added, "and it was the first time that a custom class vehicle had taken best-of-show at an LCOC National. For me, the maximum satisfaction that day was being asked 'do you drive it much?,' to which I answered '200 miles this morning!' It was a message to everyone who shows that it's possible to drive these cars and still earn a Senior."

The last Lehmann-Peterson Lincoln that Harvey Schofield had the opportunity to show under PCS auspices, namely the Northeast Chapter's May 24th, 2009 event at Peddler's Village in Lahaska, PA, was a standard-wheelbase 1965 limousine originally ordered for the PHILADELPHIA INQUIRER's publisher through Fred Ryder Lincoln-Mercury of Wynnewood, PA. It took almost seven years to fully refurbish after being purchased through another HEMMINGS ad out of Washington, D.C. in June, 2000, but Harvey simply couldn't resist owning the only known surviving L-P finished without a vinyl roof, as well as the only example with an entirely stock exterior appearance. Even without a chassis stretch, the driver's seat could still accommodate his 6-foot-3 frame comfortably, because the partition only filled in the space between the headliner and the top of the seatbacks to allow unimpeded front seat travel. "Isn't that shrewd?," Harvey once posited. "This car is a tribute to Peterson's ingenuity. The rear compartment air conditioner is also mounted in the trunk, instead of in the partition as on 34-inch limousines," while the front center armrest was permanently affixed in the down position so the rear ventilation and radio controls could be fitted in the space between the front seatbacks. With safety consciousness a side effect of the two broken arms he'd endured as a "clumsy kid" growing up in Audubon, N.J., Harvey swapped the lethally-fixed hood star for a nose-mounted 1968 version; retrofitted dual-circuit brakes; and fitted the driver's area with shoulder harnesses and a padded 1967 steering wheel, though the original 1965 wheel and NOS hood ornament were always handy in the trunk for judging purposes.

The Criterion - Summer 2010

When Your Editor asked Harvey about the three non-standard length Lehmann-Petersons he DIDN'T own, he could detail these included an early un-stretched '64 with a formal top owned by Tim Brady of Kansas when it was profiled in the September/October 1997 Continental Comments; the 8-inch stretch 1964 Town Brougham show car which was later updated with 1965 styling and is now reportedly owned by Chicago collector Joe Bortz; and a 1970 Mark III four-door with a 7.3-inch wheelbase stretch that was made for Martin-Marietta Corporation Chairman Grover M. Hermann (as a two-door, L-P's 1966 Continental Coronation Coupe wasn't counted). "According to L-P foreman Bill Palmer," Harvey added as a most intriguing aside about the standard 34-inch limousines that took an average of 27 days apiece to complete at L-P's Armitage Street plant in northwest Chicago, "they arrived at the length of the center stretch by measuring the production front door skins. The front door panel was 36 inches wide, or 34 inches with the ends folded over so there was no piecing or leading. Part of the value Peterson brought to the partnership was that he thought of those neat little things that made car easier to build. He was a race car fabricator, used to doing more with less."

Having avoided hospitalization all the way from 1949 to an early 1980s hernia operation, Harvey's health became more critical after a 2007 cancer diagnosis and July 7th, 2008 gall bladder surgery that took 40 pounds from his traditionally-lean, 6-foot-3 frame. Even when he was at his thinnest and frailest, he heartened his hobby friends by attending as many car shows as he could manage (the last of which was a 100-mile round trip to the LCOC's October 25th, 2009 season-ender at Lahaska) and maintaining an impressively positive attitude (after the removal of two cataracts, for example, he liked to say "Life is much brighter for me"). It was most-ironic, yet entirely-fitting, that he learned about the Samaritan Hospice's Veterans Outreach Program at a Cherry Hill, N.J. car show held to benefit the not-for-profit organization in June, 2009, picking up a brochure at their info table "just in case."

Anyone who went to Cherry Hill, N.J. for Harvey Schofield's funeral on Friday, May 7th, 2010 would have deemed him most successful in his aim of making the 11 am viewing and 1 pm service, as his daughter Miriam Buzzi put it, an occasion with "everyone hanging out, just talking." Adjoined by a lace-covered table displaying his tallest car show trophies, Harvey's 1967 L-P limousine occupied a parking place of honor nearest the entrance of St. Andrew's Methodist Church, while the adjacent spaces hosted a memorial car show assembled by his friends from the Professional Car Society and the Philadelphia Region of his beloved Lincoln & Continental Owners Club. PCS Publicity Chair Gregg D. Merksamer drove almost 130 miles south from Warwick, N.Y. in his Pale Jade 1978 Ford LTD four-door pillared hardtop (upon seeing it, Miriam Buzzi recalled her "nana" Miriam Atkinson owned a similar LTD, perhaps a '79, in the same color), while 1995-7 PCS President Mike Baruzza and his wife Victoria brought their baby blue metallic 1963 S&S Cadillac Park Row Limousine-Style Combination from nearby Bristol, PA. Wayne Guy came from Clarksboro, N.J. with his black-over-silver 1976 Armbruster/Stageway 1976 Pontiac six-door limo, which was slated to handle a high school prom for his tenant's granddaughter that evening.

Since it was positioned second-closest to the church, the Lincoln contingent was unofficially led by close friend and pallbearer William Carter's freshly-restored, Florentine Gold 1967 Continental four-door convertible from Shamong, N.J., which Bill Breitwieser complimented with a deep blue 1948 V-12 convertible using a four-window top shared with pre-World War II Zephyr models, as opposed the blind roof panels, longer hoods and exposed spare tires that distinguish the more commonly-surviving Continental Cabriolets. Factory Cadillacs were represented by the 1967 Coupe DeVille that Joe Carbone of Medford, N.J. purchased eight years ago, elaborating he was only the second owner of this "totally original" 28,000-mile survivor that a Broomhall, N.J. widow had kept covered in her garage for 14 years. Joking "I think mine's the shortest," John Giacoboni and his wife

The Criterion - Summer 2010

Deborah contributed a Regatta Blue 1969 AMC AMX 2-seat coupe teaming 390 cubic inch V-8 with a 4-speed manual gearbox. As the couple-in-charge of the Samaritan Hospice For Veterans Car Show that would be taking place at Cherry Hill, N.J.'s West H.S. the following June 26th, they were keen to tell Harvey's friends that Miriam would be invited to present the six-foot-six Best-in-Show trophy that was being dedicated to her father's memory.

Though Mike Barruzza had offered to carry the flag-draped casket in his 1963 S&S Cadillac - the private family burial, at Locust Wood Cemetery the following Monday, would actually be preceded by a cremation - Harvey had insisted beforehand his last ride would be Lincoln-built, so the Schetter Funeral Home of Cherry Hill reached out to the Mike Carnesdale Funeral Home of Hammonton, N.J. for a 2007 Town Car hearse bodied by Krystal Enterprises of Brea, CA. "He was very focused and hands-on with his funeral in a way lot of people wouldn't want to be," noted William A. Schetter III, adding "I've been a funeral director for thirty years, and this was the first I've done one with a car show." Bill Carter observed that "Harvey had planned everything out to the smallest detail in his life, so it isn't surprising his final arrangements would be anything different. During his last weeks, he liked to point out that 'funeral' starts with the word 'fun.'"

Inside the lobby of St. Andrews, Harvey's talent for preparation was further evident in the memento table he'd arranged himself to showcase cherished family photos, Elaine's Hummel figurines and the Lionel toy trains that had been the other important hobby in his life. During her eulogy, Miriam recounted that one of her father's fondest memories was a December holiday affair for area train collectors at his home where "grown men, sitting cross-legged around a layout on the bedroom floor, scrambled about like little kids when the log carrier discharged its load of Tootsie Rolls." Her husband Paul had already noted during the viewing that their 13-year-old son "P.J." (Paul Junior) had inherited his grandfather's interest in model railroading.

After sermons and prayers supervised by the

Reverend Dr. Gina Hendrickson, and the playing of John Denver's "Sunshine on my Shoulders (Makes Me Happy)" as Harvey's self-selected farewell song, attendees were invited to offer their own remembrances. Quite a few were volunteered by the Samaritan Hospice staff that had been helping Harvey prep for his transition since December (excepting his two final weeks at Virtua Hospital managing pain and symptoms, most of this had been handled on a home care basis). Public Relations Manager Carol Paprocki, who helped Harvey compile his biography and is married to an engineer herself, called him "a special patient with a special story" who "even made up a formula, $HS + SH = HHHH$, which he said stood for 'Harvey Schofield plus Samaritan Hospice equals Harvey's Happy Highway to Heaven.'" Social Worker Betsi Bell-Brann agreed Harvey stood out because "he could totally entertain himself," while Hospice Chaplain Anne Butts felt "it was a wonderful reflection of his penchant for planning that he died at 4:30 AM on April 30th. God could have not picked a better moment." Miriam, adding her father's beloved, 12-and-a-half year-old Dachshund Heidi (whom he once described as being "long, low and black like most of my hobby cars") had been adopted by one of his hospice nurses, reassured Harvey's friends "He was not suffering" at the end, "and it was a blessing for me too that he had everything planned out. He was only 74, but he packed a lot into those years and did good (deeds) until the end. He had two favorite phrases in hospice: 'keep an attitude of gratitude,' and 'please consider these as tears of joy.'"



Harvey Schofield as most of us last saw him, showing his 1965 Lehmann-Peterson Lincoln at the PCS Northeast Chapter's May 24th, 2009 Lahaska meet.

CRITERION CALENDAR:

August 6th-8th, 2010 (Fri.-Sun.), Macungie, PA: 47th Annual Das Awkscht Fescht at Macungie Memorial Park, PA 100 south of I-78 and US 222 corridors. Gates open 6 am. Features live musical entertainment, a Friday evening cruise, Saturday indoor & outdoor toy shows, folk art exhibits, Saturday night fireworks and a 55th anniversary Thunderbird display. For further info phone (610) 967-2317 or log onto www.awkscht.com.

August 14th-15th, 2010 (Sat.-Sun.), New Hope, PA: New Hope Auto Show, 9am to 4 pm daily at New Hope-Solebury High School, 180 West Bridge Street (PA 179) south of US 202 corridor. Special Pontiac Tribute featured at 2010 edition. **ADVANCE REGISTRATION REQUIRED** (available online) as show field limited to 250 vehicles daily. Registration is \$25-per-vehicle for one day, \$40 for the weekend, and \$50 for car corral vehicles posting FOR SALE signs. For further info phone (215) 862-5665 or log onto www.newhopeautoshow.com.

August 20th-22nd, 2010 (Fri.-Sun.), New Freedom, PA, Upperco, MD & Parkton, MD: PCS Mid-Atlantic Chapter's Sizzlin' Silver 25th Anniversary Celebration, headquartered at Hampton Inn, 1000 Far Hills Drive in New Freedom, PA. Features 7pm Friday pizza party at the host hotel; an 11:30am - 3:30pm Saturday car display & family-style meal at Friendly Farm Restaurant, 17434 Foreston Rd., Upperco, MD; a 4-7 pm Saturday open house at Speedwell Garage on Dairy Rd. in Parkton, MD; and an 8:30 am Sunday tour of Penn-Dutch Restorations in Glen Rock, PA. To request registration form contact Bee Hamlin at gghamlin@juno.com or (301) 604-7374. For hotel rooms at \$110 nightly PCS rate, phone Hampton Inn directly at (717) 235-9898 before August 6th.

September 12th, 2010 (Sun.), Oakhurst, N.J.: Cadillac-LaSalle Club Raritan River Region autumn show at Gold Coast Cadillac, 2123 Highway 35. For further info E-mail Patrick_Caruso@merck.com or log onto www.rrrcl.org.

October 16th, 2010 (Sat.), Rockville, MD (rain date October 23rd): Pre-1986 hearses sought for Pumphrey's Funeral Home special exhibit at Rockville 150th Anniversary Antique and Classic Car Show, Glenview Mansion at Rockville Civic Center Park. Car show registration \$10 before September 10th and \$15 afterwards. Day-of-show registration from 8:30 to 11am only. Free admission for spectators and 1930-and-older vehicles. To request registration form E-mail Bee Hamlin at gghamlin@juno.com.

October 31st, 2010 (Sun.), Lahaska, PA: All makes welcome to Philadelphia Region Lincoln Continental Owners Club's Annual Fall Meet at Peddler's Village, junction of U.S. 202 and PA 263.

July 12th-16th, 2011 (Tues.-Sat.), Hudson, OH: Ohio Chapter hosts the Professional Car Society's 35th Annual International Meet between Cleveland and Akron. For interim info contact Jerry Jacobson at (216) 381-2577 or Jerry-J@msn.com, or Sarah Snook at (330) 688-2996 or RoyRacer@aol.com.

CRITERION CLASSIFIEDS:

1938 S&S LaSalle V-8 Carved Panel Hearse. Awe-inspiring, California-sourced classic with intricately-cast aluminum draperies. Asking \$50,000. Contact Tom Gambardella at (914) 968-5898 (Yonkers, NY).

1939 Henney Packard Limousine Style Hearse. Freshly restored inside and out. Original "straight 8" engine runs like new! \$69,000 OBO. Phone (574) 206-3242 for more info (Indiana).

1948 S&S Cadillac Landau Hearse. Also offering 1947 Cadillac Series Seventy-Five Limousine and 1953 Series 62 Sedan. Contact Bob Marcy at (440) 593-4253 or smm214@suite224.net (Conneaut, OH).

Rubber door seals for 1970s Miller-Meteor Cadillac and Cotner-Bevington Oldsmobile professional cars being reproduced. Friendswood, TX PCS member Gregory O. Jeter is seeking other M-M & C-B owners who could use part of a 1,000-foot minimum order mandated by the California-based manufacturer he's contacted. Unit cost is \$4.00 per foot. E-mail jeter@flash.net if interested.

Sunset Coach 1/18 scale professional car models for sale. Assortment includes 1938 Cadillac V-16 and 1921 Ford Model T carved panel hearses and variants of the 1959 Superior & 1966 S&S Cadillacs. 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.

THE PROFESSIONAL CAR SOCIETY
Northeast Chapter
159 George Avenue
Wilkes-Barre, Pennsylvania 18705

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



Chairman's Choice at the PCS Northeast Chapter's May 30th, 2010 Lahaska meet was awarded to a 1951 Henney Packard 3-way Landau owned by Hellertown, PA funeral director David J. Heintzelman. Taken where it's needed in a beautifully decorated trailer, this fully-restored coach is available for hire through the owner's Forever Remembered Company.