



# The Criterion

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

**TWO THOUSAND ELEVEN** is a big year for the Northeast Chapter, which observes the 25th Anniversary of its chartering this coming August 19th. This makes us one of the oldest chapters in the Professional Car Society, and we are asking the membership for their suggestions on how we can celebrate this milestone. An idea, perhaps, might occur to you after reading in this issue of *THE CRITERION* how the Mid-Atlantic Chapter marked its own Silver Anniversary last August with memorable activities on both the Maryland and Pennsylvania sides of the Mason-Dixon Line. Any and all ideas you can offer by e-mailing [heavyd27170@aol.com](mailto:heavyd27170@aol.com) or phoning me at (732) 433-2024 would be most welcome!

Once again, it is that time of the year we start getting our old rides ready for car show season. In recent years, we have successfully pushed for many events in our region to create a class for our professional vehicles, but we have often not turned out in big numbers as a Chapter for one reason or another. It would be nice if we started going to these shows again, lest our class gets discontinued owing to a low turnout. If you know of a show where professional cars would be welcome, please let me know so we can get the word out to everyone as soon as possible. Two events I'm especially eager to see us appear at in force are the Newark Fire Department Historical Society Muster and Parade that will take place the first Sunday in June, and the International Fire Buff Associates Convention that's also being hosted in New Jersey this September. A large number of other worthwhile events are listed in the Calendar section at the end of this issue.

In addition to our 25th anniversary, 2011 is the 10th year that the Northeast Chapter will host its annual car & truck show in Lahaska, Pennsylvania at Peddler's Village. This time around, the show will take place Sunday, June 12th, and it remains open to all years and types of vehicles in addition to professional cars adhering to PCS display rules that prohibit caskets, skeletons and other macabre decor. Please feel free to make copies of the registration form in this newsletter and hand them out to your friends, reminding them that almost any car can win when most of the top awards are chosen through a people's choice vote.

In a year of milestones for the Northeast Chapter, it's no less exciting to note that the PCS as a whole will witness its 35th Anniversary at the 2011 International Meet, which is being held at the Clarion Inn in Hudson, Ohio July 12th through 16th. As this is a straight shot west for most of us on Interstate 80, it would be nice to see Northeast Chapter members turn out in the same huge numbers they did for the 2010 PCS International in Albany. Starting with an "early bird" cruise night in downtown Cuyahoga Falls on Monday, July 11th, Meet Host Sarah Snook and the rest of the PCS Ohio Chapter have planned a wonderful itinerary that includes a pro-car photo shoot inside a hangar at the Military Aircraft Preservation Society (MAPS) Museum in Canton; the world-renowned Crawford Auto Aviation Museum in Cleveland; a "Drive-In Movie Night" at the Midway Theater in Ravenna; and the first Go-Kart and "Procar Jeopardy" tournaments in PCS history. The event's dedicated website at [www.pcs2011.com](http://www.pcs2011.com) offers full schedule details and online registration using PayPal or a credit card, and prospective attendees can also e-mail [info@pcs2011.com](mailto:info@pcs2011.com) or telephone (330) 356-8202 for further information.

If you've not had a chance to visit the Northeast Chapter's website at [www.pcsnortheast.com](http://www.pcsnortheast.com), I also want to use this message to encourage you to check out the photo gallery of member cars - anyone with pictures they want added can e-mail them to Jeff Hookway's attention at [hookjch@ptd.net](mailto:hookjch@ptd.net) - and our current membership roster, which is accessed by entering "1967s&s" in the password link on the Members Only page.

Lastly, I would like to apologize to our members for the number of months that have elapsed since you received your last fresh issue of *THE CRITERION*. Your Editor, Gregg D. Merksamer, takes the blame upon himself, though he's been plenty distracted by his national PCS Publicity duties, a difficult changeover to a new computer system and two throat surgeries that have proven only partially successful in restoring the voice he lost under sudden, strange circumstances nearly two years ago. Hopefully, the thickness of this issue will compensate for its tardiness, especially as it also debuts a new "SHORT STRETCHES" summarizing brief items of interest to pro-car enthusiasts. - *All the Best Until I See You, DAN McCANN*

## Minutes from Our Latest Chapter Meeting

When Chapter V.P. Fred Goerlitz and his wife Tracy hosted the Northeast Chapter's spring business meeting at Hackettstown, N.J.'s First Aid and Rescue Squad Station 78 HQ on Sunday, April 17th, 2011, Chapter President Dan McCann got proceedings off to a happy start by observing the Northeast was one of only three PCS Chapters that's reached its 25th anniversary milestone. This invited formal discussion on specific activities that could effectively mark the occasion sometime this summer, with Allentown, PA's auto museum or the United States Military Academy at West Point, N.Y. being two of the destinations floated. Other suggestions can be directed to Dan's attention at (732) 433-2024 or [heavyd27170@aol.com](mailto:heavyd27170@aol.com), along with inquiries about purchasing any of ambulance lighting, sirens and equipment recently donated to the Northeast Chapter by Leo Maren III (Fred Goerlitz can also send a list to anyone that e-mails him at [goerlitz@goes.com](mailto:goerlitz@goes.com)).

In his report, Chapter Treasurer Jeff Hookway said 35 of 37 members had renewed so far at the 2011 annual dues rate of \$10, out of which just seven still receive traditional paper copies of *THE CRITERION* owing to their lack of an e-mail address. Every one who re-upped received a copy of the member roster (most of them electronically) and the new Chapter patches ordered late last year. Having also recently renewed the Chapter URL [www.pcsnortheast.com](http://www.pcsnortheast.com), Jeff encouraged people to visit the Members Only page by entering "1967s&s" in the website's password field, and reminded everyone who wanted pictures of their pro-cars added the photo gallery can e-mail JPEGs to his attention at [hookjch@ptd.net](mailto:hookjch@ptd.net).

With specifics of the February 19th Micro-Meet and February 20th tour fully-chronicled by a separate feature in this issue of *THE CRITERION*, Dan also declared in Hackettstown that the PCS Michigan Chapter put on a "very nice program in Flint," adding that "some people who could not attend actually mailed their models to meet host Brady Smith." The PCS Winter Board meeting that took place that same weekend delivered the good news that, "for the first time in four years, National PCS finally in the black," thanks to heroic work by Treasurer Lee Ann Boston and the initiation of a competitive bidding process for printing *THE PROFESSIONAL CAR* that's saved thousands of dollars per issue. One outstanding problem was that Lou Farah, who co-chaired Chapter Relations prior to his irrational declaration of war on the

National PCS, actually set fire to regional chapter charters and many other historic files entrusted to his care, forcing a painstaking, local-level reassembly of records that could be complicated by the death or current inactivity of the founding individuals.

Though her new liaison at Peddler's Village had proven hard to reach at times and a rival car will be taking place show in Hamilton, N.J. on the same date, Jennifer Morin was looking forward to hosting the Northeast Chapter's Tenth Annual Car & Truck Show in Lahaska, PA on Sunday, June 12th. She noted Jeff & Mary Hookway had already seen to the trophies (most of which will be awarded through people's choice voting), while the dash plaques feature an image of the lovely little 1986 Eagle Pontiac tail-stretch hearse owned Clarksboro, N.J. enthusiast Wayne Guy. While Jeff Hookway had scored "a bunch of car cleaning stuff" to augment the car models Jenn was planning to present as door prizes, she remains receptive to any other swag that PCS members can bring to Peddler's Village. In case anyone was tempted to make a weekend of it, Jenn also said the Golden Plough Inn was offering 10% room discount to PCS people who come down Saturday.

New Business discussed at Hackettstown was largely focused on the 35th Anniversary PCS International Meet taking place in Hudson, Ohio from July 12th-16th, 2011, with the attending Chapter members approving a \$50 expenditure to sponsor the Medics Choice Award. The Annual General Membership Meeting that will take place Friday morning, July 15th will likely see some amendments proposed to the PCS by-laws to bring them into compliance with New Jersey's requirements for non-profit organizations, and a "1 member, 1 vote" initiative should prove another major topic of discussion.



**One neat thing about having a Northeast Chapter meeting in Hackettstown is that attendees can go behind Station 78 to check out this rusty, but still awe-inspiring, 1951 GMC rescue truck bodied by Gold Crest Emergency Vehicles of Dunellen, N.J.**

## Daytona Dibs 2012 PCS International

As Meet Host Sarah Snook has already announced the Hudson, Ohio Clarion Inn hosting the 2011 PCS International is down to its last few vacancies, it's actually not too early to think about the 2012 edition former Hudson Valley Nor'easter William Wright recently received PCS Board of Directors approval to host in Daytona Beach, Florida from June 18th-22nd. Bill says his truly novel, Monday-to-Friday schedule will give longer distance attendees "two days to get there and two days to get home," and hopefully encourage them to also bring their pro-cars to the Cadillac-LaSalle Club Grand National taking place in St. Augustine, FL one week prior.

The host hotel for PCS Daytona 2012 will be the Shores Spa & Resort that was (prior to a massive, post-hurricane renovation) the beachfront Hilton that hosted the 2004 International Meet so capably. Bill says all of its guest rooms now feature romantic four-poster beds, while the \$99 pre-tax nightly special rate will be in effect three days before and after the PCS event. The official itinerary will include a drive through St. Augustine, dubbed "America's Oldest City" after being founded by Spanish explorer Don Pedro Menendez de Aviles in 1565; a free welcoming BBQ at the Volusia Memorial Home on Monday, June 18th; a Tuesday bus trip to the Kennedy Space Center, followed by seafood at the famous Dixie Crossroads Restaurant; a Wednesday one-lap "Pro-Car 500" at the Daytona International Speedway, notable as the "world's largest lighted sporting arena"; and a Thursday trip around Daytona that will include a photo shoot on the world-famous Drive-On Beach.

The main pro-car exhibit taking place at the host hotel on Friday, June 22nd, 2012 will include a Special Surprise Sound-and-Light Show by vintage police vehicles from the surrounding area, which should certainly encourage the attending PCS ambulances to be even louder. "If I can drive up to Albany with it costing me nothing more than a water pump, and Mt. Laurel costing me nothing more than a head gasket," Bill proclaims, "you can come down to Daytona," stressing his alter ego The Godfather already knows the address of every no-show.

## Mid-Atlantics Strike Silver on the Mason-Dixon Line

As the PCS Northeast Chapter ponders how to celebrate the 25th anniversary of its chartering on August 19th, 1986, inspiration could be found in how the Mid-Atlantic Chapter marked this very same milestone last August 20th through 22nd. Though the turnout wasn't huge, the attendees of this so-called "Sizzlin' Silver Celebration" wound up making some truly wonderful memories as their pro-cars convoyed back and forth across the Mason-Dixon Line.

The Friday evening pizza party that welcomed them to the Hampton Inn in Shrewsbury, PA was tailor made for people seeking to stay up late and get up late, which was a near-inevitability once a laptop's DVD player presented an opportunity to freeze-frame member pro-car movie cameos. The best ones included a shot of Steve Lichtman's 1964 Superior Pontiac ambulance in Peter Jackson's *THE LOVELY BONES*, and the truly-improbable sight of a young Johnny Depp with George Hamlin's 1953 Henney Packard in John Waters' *CRYBABY*. Ironically, both rigs originally served with the Titusville, N.J. Emergency Squad.

Thanks to the beer that flowed as freely as the conversation, was not until 11:30 AM the next morning that the meet attendees motored onto southbound Interstate 83 and headed into Maryland, where they picked up delectably-twisty state highway 137 and headed west toward a midday show and family-style meal at the Friendly Farm Restaurant outside Foreston. Having spent a decade-and-a-half admiring Mid-Atlantic Chapter President Jeff Beyer's 1955 Studebaker Ambulet at various PCS events, it was a true privilege for Your Editor to spend all day Saturday riding in the car's front seat, where he was awe-struck at the sheer number of people who waved to us from the roadside flea markets we passed at frequent intervals. Despite its status as a PCS veteran, it was intriguing to learn Jeff's Studebaker still had only 36,000 miles on its odometer versus the 9,000 miles it had clocked when he bought it in Erwinna, PA back in 1972. Perhaps the only thing more surprising was Jeff's revelation he would have to start heading home to New Tripoli, PA by sunset; repair his 18-wheeler in time to drive it to Patchogue, Long Island by Sunday night; and get the load he was picking up to Edmonton, Alberta by Tuesday! If this pace was standard procedure, it was less shocking to hear Jeff had hit eight deer in



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the course of his long-haul trucking career ("I even did two at once one time," he added).



The impressive Henney Packard turnout at the PCS Mid-Atlantic Chapter's Silver Anniversary meet included this final year 1954 ambulance purchased new - and still owned after 88,000 miles - by the Waynesboro, PA squad. The Federal Propello-Ray above the windshield has a rotating red light that turns faster when the car is running, and the radio still "hums" with EMS chatter.

Once the pro-cars reached the Friendly Farm - which has been feeding folks since 1959 - it was clear MAC's Silver Anniversary was shaping up to be one of the first PCS events in some time where Cadillacs weren't completely dominant numbers-wise. Though PCS National President Rick Duffy and his girlfriend Cindy Haser snared the distance honors after bringing Rick's 1964 Miller-Meteor low-top from Pittsburgh, and Jack Cipriano's 1989 S&S Cadillac Victoria hearse had also come west from Southampton, PA, George & Bee Hamlin achieved Henney Packard parity with their 1950 "flowerpot" and 1954 limousine, which teamed factory a/c and Matador Maroon paintwork with a four-window padded roof from Derham of Rosemont, PA. The Cormorant Contingent was further bolstered by Bob Herb of Littlestown, PA, who showed a 1954 Henney Packard ambulance purchased new - and still owned after 88,000 miles - by the Waynesboro, PA squad southwest of Gettysburg. Especially interesting touches on this new-to-us rig included special jacking points that resembled flag holders, but were specially fitted to accommodate the coachwork's greater-than-stock weight ("You would bend the bumper if you jacked the car up by the bumper," George Hamlin emphasized) and a right-side patient cot, sourced from Washington Mortuary Supplies, that cleverly converted into a pair of sequentially-arranged attendants' seats.

Ultimately, the tree-shaded show field at Friendly Farm was tilted back in General Motors' favor by the arrival of Steve and Gene Lichtman's 1964 Superior Pontiac ambulance from Mt. Airy, Maryland, as well as a pair of Cadillacs from the first two seasons of the "downsized," 144.3 inch wheelbase Commercial Chassis. Harrisburg enthusiast Charles A. Eckert's 1978 S&S Victoria hearse had the Pennsylvania vanity plate "XPIRED," while Brian Ochs' red-and-white 1977 Superior ambulance from Glen Arm, MD - the sixth of ten built in Lima, OH during the platform's introductory year - was originally painted yellow for its use as a company demonstrator. After serving with B&B Ambulance of Illinois (Steve Lichtman recalled shooting its photo with two other downsized Cadillacs at the 1988 PCS International in Decatur), it wound up with the Harford Road Advanced Care Unit in Parkville, MD, which used it mostly for parades. Adding the 15,000 miles he'd put on it since his 2006 purchase had taken the odometer to 123,295 miles by show day, Brian said he'd wanted a rig of this sort "since I was a kid," as "the lady across the street from where I grew up in Baltimore had an ambulance service. I was on the Web one day, looking at a '64 Miller-Meteor, when a girl I worked with walked by and said she knew of one 'a lot newer' nearby. When I bought it, I was not even sure it ran or had a title, but I had to have it."



**Thanks to a borrowed uniform, Wesley Wood (left) declared he FELT like an EMT as he rode shotgun to the Friendly Farm in this 1977 Superior Cadillac high-top owned by Brian Ochs of Glen Arm, Maryland (right).**

During a family-style lunch that featured delectably light fried chicken, truly-amazing coleslaw and a beautifully-decorated 25th anniversary cake - the napkins, bearing the PCS logo, were actually leftovers from the very first PCS International Meet Your Editor attended at Chatham,

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Ontario in 1993 - meet organizer Bee Hamlin made a point "to especially thank those of you who dove hundreds of miles to be here." Once the group adjourned downstairs for an awards presentation that included special ribbons for Charter Members Gene Lichtman and George Hamlin, she also asked for reminiscences of the Mid-Atlantic Chapter's early days. Steve Lichtman said his first MAC event was "a very nice little meet" at Doug Hayes' house in Virginia, which attracted the Bill Alexander 1927 Henney now owned by Marietta, Ohio mortician Bill Peoples (it recently enjoyed extended screen time with Bill Murray, Sissy Spacek and Robert Duvall in the Oscar-nominated film *GET LOW*). Jeff Beyer added his introduction to the Chapter was a circa 1990 tour of Thacker Coach, which George Hamlin recalled was "also an S&S dealer. At the first PCS meet in Cincinnati in 1977, there was this rival dealer who was complaining about how Thacker shouldn't be an S&S dealer while building vehicles of his own. He was told 'when you sell half as many S&Ss as he does, you can complain.'" As the MAC's first hosting of a PCS International Meet - at Gaithersburg, MD in 1989 - took place on the upper deck of a parking garage, Steve Lichtman also fondly remembered how "There was this beam across the entrance that limited the maximum vehicle height to seven feet, and they cut it out for us so our high-tops could get up there." Adding "it was still glowing red when we were in there" and was welded back into place once the pro-cars headed home, George Hamlin asserted "If that beam hadn't been cut out, we would have had the meet in Frederick instead."



After the Mid-Atlantic Chapter's Silver Anniversary luncheon at the Friendly Farm, current Chapter President Jeff Beyer (*center*) presented special Charter Member ribbons to Gene Lichtman (*left*) and George Hamlin (*right*).

invitingly cool and scenic in late summer, it was a big plus that Saturday afternoon's convoy shunned

Interstate 83 in favor of old Maryland 45 - once the main route between Baltimore and York, PA, in spite of its twists and hills - giving the pro-cars' brake pads a real workout on the stretch that ran through the eastern portion of Gunpowder Falls State Park. The PCS' destination was Parkton, MD and the Speedwell Garage, a restoration shop Ross Miller headquartered at an old grist mill he's also converted into apartments and offices, reminding tenants of the structure's original purpose with an old mill stone set into the floor near a refreshment table offering welcome helpings of ice tea, lemonade and "Limited Time Only" Mountain Dew Throwback using real sugar in the recipe. Unsure if it was due to "mental illness, genetic deficiency or an Act of God," Ross purchased his first Packard, a 1950 Super, at the age of fourteen, and said the 1940-up models he's focused on refurbishing for the past two decades made for "a recession-proof business," thanks to the large number originally sold and still surviving in Pennsylvania and Maryland. The cat lovers visiting him were no less delighted to meet "Terror," a 19-year-old feline who reportedly does quite well on Purina Kitten Chow, even if his spine was the boniest most of us had ever petted.



En route to the Mid-Atlantic Chapter's 25th anniversary tour of the Speedwell Garage in Parkton, Maryland, Rick Duffy's 1964 Miller-Meteor Cadillac tackles curvy highway 45 with Steve Lichtman's 1964 Superior Pontiac in close pursuit.

Local old car hobbyists who turned out for Speedwell's open house included Frank Noble of Spring Grove, PA, who looked like a moonshiner with his long beard and matte black 1958 Ford Custom 300 Tudor, which was just a 6-cylinder 3-speed with 71,000 original miles and a distinctive, ribbed roof stamping used on 1958s only. Packard's final postwar glories were epitomized by a Gulf Green Metallic 1953 Caribbean convertible owned by Gettysburg, PA enthusiasts Dave & Jane English, who recalled her father bought the car - one of only



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750 made in the model's debut year - secondhand for \$1,500 in 1961 and "drove the wheels off it. Before we rebuilt the engine, it was so underpowered that we had to back it up hills. Ross rebuilt the engine and the Ultramatic about 5,000 miles ago, and it now runs like a scalded cat." Completed one month prior to the PCS' visit after three years of work in his spare time, another notable demonstrator of Miller's skills was his "Speedwell Roadster # 1," a simply-bodied sports car employing Packard components like an illuminated Pelican hood ornament and a 1951 vintage, 288 cubic-inch "Thunderbolt" straight-8 engine that got the speedometer hitting 90 MPH on a short demonstration run up Maryland 45. "I've wanted to do one like this since I was a kid," he told me as the wind roared over the low-cut windshield, adding "I originally thought I'd make it out of Plymouth parts, but I had all these Packard parts lying around."



**Classic "civillian" Packards welcoming Jeff Beyer's 1955 Studebaker Ambulet to the Speedwell Garage included this Gulf Green Metallic 1953 Caribbean convertible brought from Gettysburg, PA by Dave & Jane English, who reported her father had bought it secondhand for \$1,500 in 1961.**

Having had four cars restored at Penn-Dutch Restorations - including the 1953 Henney Junior Low-Top Ambulance that had earned him a class first in Albany three weeks prior - it was Steve Lichtman who led Sunday morning's caravan up Shrewsbury's Main Street to the company's shop in Glen Rock, PA. General Manager Jeff Hammers, up early to receive us with his Chocolate Labrador "Farfel" (whom Steve notes was just a puppy "when we started the Packard, and now he's old and gray"), started restoring cars in the basement of a barn back in 1979, and erected his current facility eleven years later. His well-deserved rep as the Mid-Atlantic

Region's go-to guy for pro-car restorations was arguably pre-destined, given his admission "I like difficult projects. My degree from Franklin & Marshall was in archaeology, so I consider myself an industrial archaeologist" who "got into this by accident through my hobby. I grew up poor, and was pursuing a Ph.D. in anthropology and South Asian studies when the fellowships ran out."



**Finished one month prior to the PCS Mid-Atlantic Chapter's visit to his shop, Ross Miller's "Speedwell Roadster # 1" required three years of work to finish in his spare time, as well as whole lot of repurposed Packard parts. The engine is a 1951 "Thunderbolt" inline eight displacing 288 cubic inches.**

Even before the Mid-Atlantics entered Hammers' shop, they were fully captivated by an outdoor line of faded coaches that included a 1952 Superior "FUN CAR" (no more "ERAL" on the dash-top sign) that was the same year and coachbuilder as the hearse used by his ex-wife's grandfather (an area funeral director from 1906 until the 1970s), as well as 1958 model Eureka and Superior Cadillacs with limousine-style bodies. These hearses were bought to help restore the Eureka flower car competed in 2005-6 for Springfield, Virginia PCS member Martin Shepherd, which was one of only four essentially hand-made at the Rock Falls, Illinois plant that year. Given that total, it was truly exciting to find another 1958 Eureka flower car "returning to earth" in waist-high weeds beside the shop's west wall after contributing what few parts could actually fit its sibling. Shepherd's car, Hammers said, "was only a little better than this one" when his work started. "A third one in Minnesota is now on eBay, and hasn't gotten any action even with a \$500 opening bid. At the \$1,000 Buy-It-Now price, I'd consider getting it just to put next to the others."

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During the PCS Mid-Atlantic Chapter's visit to the Speedwell Garage, Jack Cipriano took a breather beside a partly-restored 1956 Packard Clipper whose undercarriage was being "serviced" by "Terror," a sweet but scrawny 19-year-old feline

After his guests got a moment to admire all the car-shaped planters filling the walls of the front office, Jeff introduced his 27-year-old son, Shop Manager Devon Hammers, who said "I grew up in this building, and I'll be going to my 28th Hershey this fall. I started out polishing hubcaps because that's how tall I was" (we also met his wife Jackie, a music teacher at Red Lion Junior H.S., who "knew what I was getting into" after four-and-a-half years of pre-nuptial dating). Counting two full-time painters and a full-time woodworker who previously did a lot of furniture restorations, Jeff reported he employed a half-dozen full-timers and a couple of part-timers. "We've got equipment and room to do big cars," he added, while an Amish foundry in nearby Lancaster, PA ensures a missing molding or coachbuilders' badge is no issue either. The secret to taking on tricky projects is, he explained, is to "sell it first, and then you learn how to do it. I'm an AACA Senior Judge who's been doing this for 32 years, so there's little that scares me anymore."



Jeff Hammers, the General Manager of Penn-Dutch Restorations in Glen Rock, PA, poses proudly with the Boyertown-bodied 1937 GMC rescue truck he'd just finished restoring for its original owners at the Phillipsburg, N.J. Rescue Squad.

On the day of their Penn Dutch visit, one of the first in-progress projects to capture the Mid-Atlantics' attention on the main floor was a 1937 S&S Buick Byzantine carved panel hearse once owned by 2003-6 PCS National President John Ehmer, which was being restored for Wilkes-Barre, PA funeral director and *CRITERION* Publisher Ted Collins; though almost all of its ash wood body framework had to be replaced after picking up termites in Mexico, Jeff anticipated finishing it in time for this summer's PCS International in Hudson, Ohio. Another interesting sight was a Boyertown-bodied 1937 GMC rescue truck - noteworthy as the first brand new piece of apparatus purchased by the Phillipsburg, N.J. Rescue Squad, which still owned the vehicle - which was just a week from completion after three years of work. A "clean room" in the northwest corner of the building offered a rare opportunity to scrutinize a split rear window 1949 Volkswagen (likely a personal import by a U.S. serviceman returning home from Germany), as well as a 1948 Buick woodie wagon that would retrofit air conditioning but otherwise look stock upon completion.

When someone asked Jeff "do you flip a coin to decide what to work on?," he responded "it depends. Perhaps it's which car needs to get ready for a show, or which owner is screaming the loudest. Some things are on a fast track. Some things are on a budget. Some things wait for inspiration, and some are waiting for me (to simply get to them). If someone calls me with an interesting car, we'll try to get it in. I enjoy working on PCS cars, now that I'm learning the language. Beforehand, I had a different conception of what a 3-way was."



One of the oddest derelicts at Penn-Dutch was this 1949 Oldsmobile woody wagon WITHOUT any wood left on it. Alluding to Jack Pinner's Albany recollections about how his father cannibalized junkyard sedan deliveries to make steel roofs for his ambulances, Steve Lichtman wondered aloud to the other Mid-Atlantics "Do you think this roof would turn Jack Pinner on?"

## **Micro-Meet Remains a Big Deal for Flint**

In the midst of the worst winter we've witnessed since *THE DAY AFTER TOMORROW* was in theatres, the "Vehicle City" of Flint was still the place to be when PCS President *emeritus* Brady Smith and other Michigan Chapter members hosted their Seventh Annual Micro-Meet Weekend from February 18th-20th, 2011. Even the first-timers knew they were in for a good time when they showed up at Brick Street of Grand Blanc for Friday's welcome dinner and discovered former Nor'easter William Wright had forsaken sunny Daytona Beach, Florida to join us, while Ed Renstrom had driven a near-equivalent distance eastward from Hot Springs, South Dakota. With New York and New Jersey being only half as far away, the Northeast Chapter delegation counted President Dan McCann, V.P. Fred Goerlitz, Treasurer Jeff Hookway, Your Editor Gregg D. Merksamer, and 2010 Albany Meet Host Daniel K. Herrick; by the time festivities concluded Sunday afternoon, PCS National V.P. & Webmaster Paul Steinberg and Romeo, Michigan enthusiast Jim Vowell would become Chapter members as well.

The following morning, attendees arriving at PCS President *emeritus* Brady Smith's "Garage Mahal" - proclaimed "The 8th Wonder of the World" by one indoor sign - found the pad beside his vintage Texaco pumps showing off the sleek black 1972 S&S Cadillac Victoria that earned fellow Swartz Creek, Michigan resident Kevin M. Parkinson (celebrating his birthday on meet day) Second Place in the Hearse Class at last summer's Albany International. Though just three-and-a-half weeks had elapsed since he'd played a central role in proving, in concert with other regulars on the national PCS website, that the 1963 Superior Pontiac Navy ambulance Barrett-Jackson auctioned in Scottsdale, Arizona on January 22nd was only a REPLICA of the car that transported President Kennedy's body from Andrews AFB to Bethesda Naval Hospital on the night of the assassination, Maryland paramedic Steve Lichtman managed to complete a 1/25th scale version that was judged the best scratch-built or "major" kit-bashed rescue vehicle in "Class I." Having decided the project "will be old news next year," Steve's departure point was a 1963 Bonneville wagon kit by R and R Resins (luckily, he reported, "I called the distributor and they had one left"). As soon as fellow Marylander George Hamlin saw Steve's model in its display case, he quipped "so, this is what the crusher does,"

alluding to the actual ambulance's 1986 destruction at the Kennedy Library's behest.



**Finished in just three weeks for the Flint Micro-Meet, Steve Lichtman's 1/25th-scale model of John F. Kennedy's 1963 Superior Pontiac Navy Ambulance garnered effusive admiration from George Hamlin and Jeremy Ledford.**

While writing up the display sign adjoining his tiny, flood-lit turntable, Hamlin followed Barrett-Jackson's hyperbolic lead in asserting his "Extremely Historic," 1/26th scale 1950 Henney Packard flower car was "in the White House fleet for many years," and was used to transport the remains of Presidents Truman, Eisenhower, Kennedy, Johnson, Nixon and Reagan (Gerald Ford, meanwhile, must have had a Lincoln for his funeral). "Although press reports of the times (have) different vehicles being used for this task," the sign added, "these were cover stories put out by Barrett-Jackson ... Even more interesting is the report, which we have carefully researched, that this 1950 vehicle was also used to transport Roosevelt's body," even though his funeral had taken place in 1945. "It turns out that Mr. Roosevelt quietly resigned the presidency, turning it over to Harry Truman with disinformation indicating he had died; instead, he retired quietly and spent his remaining days in complete obscurity in Warm Springs with Lucy Mercer." With a back story like that, Hamlin was a shoo-in to win best scratch-built or "major" kit-bashed funeral vehicle in Class I, which compensated nicely for the fact that Frontier Resin omitted such arguable essentials as flower bed railings: "My Godfrey, a challenge," George recalled of the build.

Having already shown it as a work-in-progress at the 2010 Micro-Meet, Dale Cole of Rochester Hills, Michigan deservedly earned top honors among Class I scratch-built livery vehicles for the 1927 Henney Service Wagon he'd originally



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been inspired to create from a period advertising image. Serving as one of the judges, PCS Publications Director Walt McCall was especially impressed with how Dale's background as an engineer was reflected in the big display of technical drawings and special tools needed to complete the project, such as a digital angle gauge and a thin V-file for door gaps. No less noteworthy was his canny repurposing of hobby shop bits, with doll's heads turned into headlight buckets while the bed rail stanchions were formed from cross-drilled jewelry beads attached to the rear deck with tiny machine screws.



**Dale Cole's engineering background was well-reflected by all the technical drawings and special tools he'd made while scratch-building his 1927 Henney Service Wagon.**

Though the rear compartment contained a casket in conflict with PCS judging rules, John Kline of Milford, Michigan topped the Class II kit-bashed funeral vehicle category with a 1/25th scale 1974 Dodge "first call" van that complimented an actual Chrysler shade of pale blue paintwork with a landau top and bumper-mounted purple beacon that, Kline explained, would have allowed the full-sized vehicle to fit inside a standard garage. Ed Renstrom showed two Matchbox-scale color testers of the 1963 Superior Cadillac hi-top ambulance once owned by Wall, N.J. Northeast Chapter member David C. Sabonjian, which Ed is currently rebuilding for current owners Brendan & Jen Martin of Tiverton, Rhode Island. The full-sized rig, Renstrom promises, will look "spectacular" with the dark green body and pale green roof cap decided upon using the models, "but what a son-of-a-bitch" he's found the mechanicals and electrics to work on!

Aside from his aforementioned Henney Packard flower car - and the previously-seen Plumb Funeral Home model that proved an evocatively modernist backdrop for the Jim LoSasso-built, 1/43 scale 1949 Miller Cadillac oval window landau hearse ultimately given this year's Best-of-Show - George Hamlin debuted an O-scale cemetery diorama where the grave markers belonged to veteran PCS members like Walt McCall and PCS President Rick Duffy, as well as an HO-scale replica of the Henney New England Company dealership, once situated at 1265 Boylston Street in Boston, where visitors "will find some 1/87 scale refreshments inside." Sarah Snook, who also earned the 2011 Senior Award for a 1/25-scale Jo-Han replica of her 1966 Miller-Meteor Cadillac combination "Patty Hearse," embraced the diorama route as well with her Matchbox-scale depiction of a drive-in movie night with the PCS Ohio Chapter. As fellow attendees admired how the screen contained a still of Elvis Presley driving his race car in *VIVA LAS VEGAS*, she denied it was a promo for the 2011 International Meet she's hosting in Hudson, Ohio July 12th through 16th, since "It's NOT like we're going there Thursday night or anything!" After he won Most Interesting Display for a tremendous glass case containing 237 miniature ambulances by Brady Smith's count, Illinois funeral director William Donnell declared "never again will it come off my coffee lounge wall" owing to the set-up/take-down time; the adjacent, black cardboard "parking lot" for ultra-small pro-cars also touted a 1920s prize ambulance from a Cracker Jacks box that Donnell paid \$65 for on eBay three or four years ago, on the grounds "I had seen one for \$150 at a car show, so it seemed like a deal."



**Sarah Snook's drive-in movie diorama hinted at an actual event that will be taking place when her Ohio Chapter hosts the 2011 PCS International this July. The still on the screen shows Elvis Presley driving his race car in *VIVA LAS VEGAS*.**

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Following an on-site lunch (Steve Lichtman noticed the potato chip bowl was actually an inverted beacon dome) and a George Hamlin organ concert where PCS President Rick Duffy sung popular Irish ballads in anticipation of St. Patrick's Day, Toronto-based author/authority Tom McPherson introduced a talk by Bill Hess, Jr. on the history of Hess & Eisenhardt and its predecessor Sayers & Scovill, which were world renowned for building S&S professional cars and one-off "head of state" limousines at a succession of Cincinnati area plants. Some of the narrative highlights in McPherson's summary included the 1929 "Signed Sculpture" hearse that "restored symbolism and reverence" after a decade of dominance by limousine-style coaches; the industry's first air-conditioned ambulance in 1937; the fleet of twenty Cadillac six-door limousines constructed to carry King Saud's hundred-plus wives between Riyadh and Mecca behind one-way mirrored glass windows (even the drivers' partitions were so-treated); the 1961 Lincoln "X-100" parade car in which John F. Kennedy was assassinated; and the armored 1961 Cadillac limousines built for FBI director J. Edgar Hoover and Egyptian President Gamal Abdel Nasser, which needed three-piece windshields to bridge the gap between the A-pillars with multi-layered transparent armor. Research for his upcoming book on S&S/H&E history "has been going on for a long time," McPherson added, "and I think this is going to be a fascinating book because of the diversity of products, from horse-drawn hearses to armored vehicles. It's interesting that H&E kept that part of the business when the hearse



**Canadian pro-car historians Walt McCall and Tom McPherson could not have been more thrilled to welcome Bill Hess Jr. to Flint for a fascinating talk on his family's affiliation with the Cincinnati-based armorer/coachbuilder Hess & Eisenhardt.**

division was sold to Superior."

During his turn at the podium, Bill Hess endeavored to "fill in the gaps, though there aren't many, in Tom's presentation," adding his grandfather Emil Hess & Charles Eisenhardt, Sr. joined Sayers & Scovill as 14-year-old office boys in 1891, when Cincinnati - "an old German town with lots of skilled craftsmen" - boasted more than sixty carriage firms. Supposedly, S&S displayed a gasoline-

powered ambulance at the 1907 Chicago auto show, though no photos have surfaced confirming this. Having respectively become the company's General Manager and head of marketing by 1916, Hess & Eisenhardt purchased a controlling interest in 1941 "and reopened on the north side of Cincinnati, where they were soon flooded out. I remember putting my fishing waders on and going through the second floor of the factory in a rowboat." Fortunately, the partners "landed three nice contracts that got 'em through" World War II, when they manufactured army ambulances; Crosley radar components on a subcontractor basis; and battle tank recovery trailers for Trailmobile. In 1946, Hess & Eisenhardt completed a new plant in the northeast Cincinnati suburb of Rossmoyne, with a separate "skunk works" building Bill Hess dubbed "a miniature Detroit" in terms of design and prototyping capability. Aside from the King Saud "Harem" Cadillacs that also fitted super balloon tires and extensive air filtration systems to contend with Arabia's omnipresent sand, other memorable specials included Cadillac sightseeing coaches for the Broadmoor Hotel in Colorado (some of which, Hess recalled, had retractable roofs); engineering prototypes for the Continental Mark II that employed re-proportioned 1952-4 "Road Race" Lincoln body shells; and a car for a Coca-Cola executive who had the windshield specially-made to his prescription because he hated wearing eyeglasses.

The main factory building, Hess continued, had two full-length tracks where the pro-cars-in-progress were pushed on carts from one production station to the next. "With our top-grade enamels and gas-fired ovens, we were very proud of our paint quality, as well as other little touches that put us above the competition," he recalled. "We were very interested in door closing quality and front seat comfort, which was good for the people working in these cars. The engineers were doing a lot of market research and listening to the customers, and tried to respond to their needs quickly. We also prided ourselves luxurious interiors that were also sturdy, practical and easy to maintain." Turning to the famous White House cars constructed by H&E, Bill Hess thought the 1961 Kennedy "X-100" was "a fascinating vehicle," based on a factory four-door Continental convertible lengthened 33 inches. Prior to Dallas and a \$500,000 armoring job that added a permanent transparent armor top, the roof was reconfigurable as well as removable. "My dad (Willard Hess) actually got a call from JFK's doctor about the President's back trouble and a 'slight abnormality in the rear end' - namely, one of his buttocks was lower than the other. So my dad, his

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chief engineer and a trim guy spent four days in D.C., adjusting the rear seat and adding a lift so he could look taller in parades. At one point, the President came out to sit in it, and we were told one cheek was still not high enough."

With the pro-car models safely packed away - and Saturday evening's Board of Directors meeting at the Plumb-Smith Funeral Home thankfully finished in shorter-than-average time - Sunday's Micro-Meet itinerary proved enjoyably eventful, with breakfast at the venerable White Horse Tavern followed by a memorable midday tour of a Packard-focused "man cave" in Flint's east side. Our host, Bruce Wayne Blevins, seemed a man of action even with no Batman capes in sight, being a 1973 West Point graduate who manufactures precision aviation fittings and artificial hip joints. His 8,800-square-foot hobby building, given an extension every decade from the 1950s through the 1980s, was originally used to make auto compasses by the Dinsmore Instrument Company. "When Bob Dinsmore had to go into the nursing home," Bruce recalled, "his family offered me the building for taxes" that equated to just \$7,000, while much of the shop equipment was purchased just as cheaply at auction.



**Aurora, Colorado member Jim LoSasso, who earned Best-of-Show with this magnificent, 1/43rd scale 1949 Cadillac oval-window landau hearse by A.J. Miller, was of several modelers who mailed their Micro-Meet entries to Brady Smith if they couldn't attend in person.**

The first thing Bruce demonstrated to his PCS visitors was vision and a talent for multi-tasking, by lingering beside the chassis of the 1933 Packard 5-passenger sedan he'd bought

disassembled in Kalamazoo, Michigan for \$600 in May, 1969, when he was 18 years old and just a month away from going into the Academy. "It sat in my uncle's garage for the entire ten years I was in the service," he said, but he couldn't resist the purchase after contracting a childhood Packard bug from a 1934 model owned by this same relative. He nonetheless declared himself partial to 33s style-wise, because "it's the only year that they combined skirted front fenders with high fender fronts and the classic ox-yoke grille. I like Standard Eights the best as the engines are big enough and the car is small enough," and how nice those can be was epitomized through the superb originality of a 1933 model 613-1002 Standard Eight Sedan parked in the center of the Blevins' building. "Debbie," as she's called, was bought in Altoona, Pennsylvania with 45,000 miles on the clock in 1987, and she's needed only minor re-plating and an engine rebuild to stay road-able and presentable. "A lot of guys come and look at this car when they're restoring theirs," Bruce added; "In the summertime, we take this to the hot dog stand, but we don't eat inside it - that's what the running boards are for."

In addition to a 1933 Packard 1001 Convertible Coupe that "will be restored someday" and an adjacently-parked 1933 sedan parts car that was originally sold in Denver but sourced from a Dayton, Ohio junk yard, Blevins also impressed the PCS people with a deep blue 1933 Packard Coupe Sedan that's the only known survivor with a rear-mount spare (a side-mount version also resides in Florida), applied to a leftover 1932 body that offers a spacious full-width rear seat: "I bought it from Bob Rose of Nappanee, Indiana in the early 1990s," Bruce said, adding "I'd first seen it at Lola in 1987. I waited hours for the owner to come back, and wound up talking to him all night. Though this one isn't stamped anywhere, I figure 65 or 70 of these were built based on the serial numbers." In case anyone was wondering what turned Bruce on after Packards became Studebaker-based in 1957, he also had a black-and-white 1957 two-seat T-Bird and a tremendous, all-white, all-original 1962 Cadillac Sedan DeVille that previously belonged to an 85-year-old man in Davison, Michigan and was "caught in the rain only one time in its life." Ironically, Bruce added, "I do not like white or black cars, but you get what you get." On the way out the door, it was no less hard to ignore his large collection of antique phonographs (some with intricate flowers painted on their speaker horns) and a plaque beside the exit that enshrined junkyard-sourced firewall tags beneath the legend "THESE PACKARDS MAY BE GONE BUT THEIR MEMORY LIVES ON."



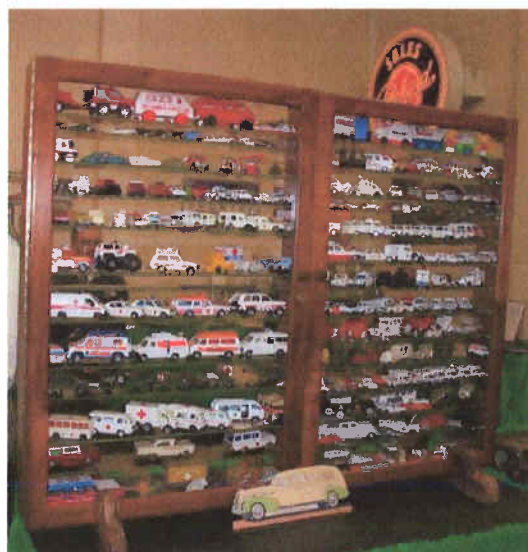
## SHORT STRETCHES

Motor-heads who rose early enough to watch live broadcasts of the April 29th, 2011 Royal Wedding of Prince William and Kate Middleton were richly-rewarded with a uniquely-British classic car show, with the bride driven to Westminster Abbey in the extra-tall, bubble-topped Rolls-Royce Phantom VI originally commissioned by the Society of Motor Manufacturers and Traders for Queen Elizabeth II's "Silver Jubilee" in 1977 (owing to the strikes that plagued England's carmakers at the time, Mulliner Park Ward couldn't complete it until 1978). Prince Charles and his wife Camilla earned the unofficial Senior Award for riding in a straight-eight, 1950 vintage Phantom IV that was one only 18 built exclusively for heads-of-state, while Her Majesty and Prince Philip used the current Bentley State Limousine completed for the Golden Jubilee in 2002. With Prince William's hairline starting to recede like Sean Connery's in his later James Bond years, it was truly fitting that the newlyweds took their first drive as husband-and-wife in Prince Charles' sleek-looking, Seychelles Blue 1969 Aston-Martin DB6 Volante convertible, whose 325 HP in-line six now uses ethanol distilled from EU surplus British wine.



Photo courtesy of [www.autoblog.com](http://www.autoblog.com)

Dr. Jim Moshinskie PhD, a PCS member from Waco, Texas, recently e-mailed he's become administrator for a new Flickr group focusing of New York City Undertakers and Funeral Homes. These historical photos can be viewed at <http://www.flickr.com/groups/new-york-undertakers/>. Thanks to Bill Dever, a commercial police photographer in Hot Springs, Arkansas, Jim was also able to post more than 80 images of funeral home-operated ambulances responding to - and sometimes ending up in - 1964-1973 accidents at <http://www.flickr.com/photos/drmo/sets/72157626658797403/>.



After he won Most Interesting Display at the 2011 Micro-Meet for a this tremendous glass case containing 237 miniature ambulances by event host Brady Smith's count, Illinois funeral director William Donnell declared "never again will it come off my coffee lounge wall."



This 1937 S&S Buick Byzantine carved panel hearse, owned by Wilkes-Barre, PA funeral director and *CRITERION* Publisher Ted Collins, was in this state of disassembly when the Mid-Atlantic PCS visited Penn-Dutch Restorations in August, 2010. Though the restoration entailed replacing most of the ash wood framework due to termite damage, it's supposed to be finished in time for the 2011 International Meet taking place in Hudson, Ohio this July 12th through 16th.

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Traditionally, the Northeast Chapter turns out in big numbers for PCS International Meets, as evidenced by this post-banquet photo from Albany. As 2011 is our 25th Anniversary, this will hopefully stay the case in Hudson, Ohio this coming July 12th-16th. It certainly helps that our members, in addition to New York, Pennsylvania and New Jersey, also hail from places like Florida, New England and - given Jon & Denise Power's appearance in this image - Olde England.

Classic car owners are painfully aware that Ethanol, which the EPA recently approved in 15% concentration for the gasoline sold to newer vehicles, can be corrosive to the rubber components in their fuel systems, while its increased volatility has a greater tendency to induce vapor lock in older autos fitting mechanical fuel pumps. Fortunately, there is now an online database (<http://www.pure-gas.org/index.jsp?stateprov=>) then add an applicable two-letter state code like NJ, NY or PA) to help drivers track down stations selling ethanol-free gasoline. In the same spirit, the Pierce-Arrow Society's technical bulletin recently noted that dissolved foreign matter and fuel line corrosion can be ameliorated with fresh hose designed for high pressure fuel injection systems (marked SAE30R9), and that vapor lock be deterred by insulating the fuel line running between the mechanical fuel pump and the carburetor

Former PCS Northeast Chapter President Bill Marcy has informed us Craig Stewart, the only other person who has served as Editor of *THE CRITERION*, was ordained into the Diaconate on May 21st, 2011. This qualifies him to assist the priest with Catholic masses at the Cathedral Basilica of the Sacred Heart in Newark, N.J. In spite of some health issues she's suffered in recent years, it's also been reported that Craig's wife Roseanne is an teaching EMT Class and otherwise doing well these days,

Late last year, Your Editor e-mailed Australian PCS member and Albany meet attendee Stuart Rowe, asking if there had been any backlash to Melbourne Archbishop Denis Hart's edict (mentioned in *TIME* magazine's September 27th, 2010 issue) against the playing of rock or pop music at Catholic funerals, since services should not be a "secular celebration of the life of the deceased." Stuart responded "I've not heard many of the Dead Kennedy's greatest hits played at the Catholic funerals I've done," but the best music he'd heard at such a service involved "a highly regarded gent from the old car world who dropped off the perch well before his time." When his coffin entered the chapel, "they had the Doctor Who theme music playing. Not sure why that was chosen but I thought it was brilliant." Perhaps the departed anticipated regeneration with a new face, or was hoping his coffin had as much space inside as a Tardis!

Jeff Hookway would like to let the chapter members know that an [xxx@pcsnortheast.com](mailto:xxx@pcsnortheast.com) email addresses are available. Members can log in to receive email or have the mail forwarded to another email account. If anyone is interested please contact Jeff at: [hookjch@ptd.net](mailto:hookjch@ptd.net). Jeff is also looking into creating a PSC coloring book. If any member would like their cars included please submit an electronic photo of the vehicle to Jeff. Profile photos in front of a building or tree lined road will work best. Please include the year, make and model.



This rusty 1958 Eureka flower car, one of only four hand-made at the Rock Falls, IL plant that year, was "returning to earth" outside the Penn-Dutch shop after contributing those parts that actually fit the sibling restored for Springfield, Virginia PCS member Martin Shepherd.

## CRITERION CALENDAR:

**June 10th, 2011 (Fri.), Mountain Top, PA:** Wright Township FD Annual Parade. Lines up 6 PM for 7 PM start from Crestwood Industrial Park on Elmwood Ave., easily accessible from SR 309 with signs being posted to the assembly location. Visit [www.wtvfd.com](http://www.wtvfd.com) for further information.

**June 11th, 2011 (Sat.), Pompton Lakes, N.J.:** 110th Anniversary parade, departs at noon from Colfax & Wanaque Aves. heading to celebration at Hershfield Park. Visit [www.pomptonlakesfd.com/page35.html](http://www.pomptonlakesfd.com/page35.html) for further info.

**June 12th, 2011 (Sun.), Lahaska, PA:** PCS Northeast Chapter's Tenth Annual Car Show at Peddler's Village, intersection of U.S. 202, PA 263 and Street Road. Show field opens to all years, types of cars and trucks by 9 am; vehicles must arrive by 11:30 am to be judged. Awards include people's choice voting for 1st through 4th place. Visible fire extinguisher required. No alcoholic beverages, "FOR SALE" signs, or macabre displays like caskets and skeletons. Registration fee is \$20 day-of-show. For further info contact Jennifer Morin at (732) 259-8757 or YPERLINK "mailto:motherhen1892@yahoo.com" [motherhen1892@yahoo.com](mailto:motherhen1892@yahoo.com).

**June 17th-18th, 2011 (Fri.-Sat.), Lake George, N.Y.:** Hudson Valley Volunteer Firemen's Association Convention Friday evening and Saturday afternoon parades honoring the 10th anniversary of 9/11. Log onto [www.webtroniclife.net/hvvfa/hvvfaconvention.htm](http://www.webtroniclife.net/hvvfa/hvvfaconvention.htm) for further information.

**June 18th, 2011 (Sat.), Selbyville, DE:** Police & Emergency Vehicle Show at 55th Anniversary Old Timer's Day Celebration. Free registration, with dash plaques for the first 100 participants and door prizes awarded throughout day. Vehicles must be 1975 or older to be judged. Mayor's Choice Award includes \$100 cash prize. Phone (302) 436-8314 to pre-register by June 10th or seek further information.

**June 18th, 2011 (Sat.), Selbyville, Milford, N.J.:** Milford Fire Company's centennial parade, staged in conjunction with the Milford-Holland Rescue Squad's 75th anniversary. To participate, e-mail [chief@milfordfire92.com](mailto:chief@milfordfire92.com).

**June 21st-25th, 2011 (Tues.-Sat.), Pittsburgh, PA:** International Station Wagon Club hosts its 2011 Convention at Embassy Suites-Pittsburgh International Airport, 550 Cherrington Parkway in Coraopolis (phone 412-269-9070 for reservations at a \$119 nightly pre-tax special rate). Activities include the Pennsylvania Trolley Museum, the Heinz History Center, the Frick Art and Auto Museums and the Duquesne Incline Railway to the top of Mt. Washington. For further info contact PCS member & ISWC President Chuck Snyder at (724) 586-7187 or [editor@iswc.us](mailto:editor@iswc.us).

**June 25th, 2011 (Sat.), Ho-Ho-Kus, N.J.:** Vintage ambulances sought for antique apparatus display at Ho-Ho-Kus VFD's centennial celebration, 5 - 10 PM in the Town Green at the intersection of Sycamore Avenue and Orville Court in the downtown business district. The rain date is Sunday, June 26th, 2-7 PM. For more info visit <http://hohokusfire.org/custom.html?id=11362>.

**June 26th, 2011 (Sun.), Jamesburg, N.J.:** 20th Annual Antique Fire Apparatus Show, Parade & "Firematic" Flea Market, staged 10 AM - 3 PM by SPAAMFAA's Mid-Jersey Chapter at Thompson County Park, Perrineville Road & Forsgate Drive. E-mail [famousflame@yahoo.com](mailto:famousflame@yahoo.com) or visit [oldflamefighters@aol.com](mailto:oldflamefighters@aol.com) for more info.

**July 9th, 2011 (Sat.), Lutherville, Maryland:** Chesapeake Classic Car Club's Annual Show, noon - 4 PM at the Fire Museum of Maryland. Pre-1984 classics earn the owner a free admission to the third largest fire museum in world, featuring a newly-reconstructed 1871 fire house and over 40 antique fire engines dating back to 1806. Visit [www.firemuseummd.org](http://www.firemuseummd.org) for further information.

**July 12th-16th, 2011 (Tues.-Sat.), Hudson, OH:** Ohio Chapter hosts the Professional Car Society's 35th Annual International Meet at the Clarion Inn & Conference Center, 240 East Hines Hill Road (off State Route 8 north of Ohio Turnpike, Exit 180). To secure a special \$69 pre-tax nightly rate that includes two free hot buffet breakfasts per room, call the hotel directly at (330) 653-9191 and mention the Professional Car Society. Scheduled events include the Military Aircraft Preservation Society (MAPS) Museum in Canton; the Crawford Auto Aviation Museum in Cleveland; the Cuyahoga Valley Scenic Railroad; a "Drive-In Movie Night" at the Midway Theater in Ravenna; the mansion and gardens at Stan Hywet Hall in Akron; and a Friday evening "Procar Jeopardy" tournament. Full itinerary details and online registration available at [www.pcs2011.com](http://www.pcs2011.com); prospective attendees can also e-mail [info@pcs2011.com](mailto:info@pcs2011.com) or telephone (330) 356-8202 for further information.

**July 24th, 2011 (Sun.), Media, PA:** Delaware Valley Fire Muster & Show, 10 AM - 3 PM at Delaware County Community College, 901 S. Media Line Road. This year's event will honor 100 years of Motorized MACK Fire Apparatus. Co-hosted by the Cradle of Liberty Antique FAA and the Delaware County Fireman's Association. For more info visit <http://clafaa.org/index.html>.



**August 3rd-6th, 2011 (Wed.-Sat.), Liverpool, N.Y.:** National SPAAMFAA Convention and Muster, sponsored by the Central New York Chapter. 9 AM Saturday parade through Liverpool precedes 10 AM - 3PM show in Long Branch Park.. For more info visit [www.cnyspaamfaa.com](http://www.cnyspaamfaa.com).

**August 5th-7th, 2011 (Fri.-Sun.), Macungie, PA:** 48th 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](http://www.awkscht.com).

**August 6th-7th, 2011 (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. **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](http://www.newhopeautoshow.com).

**August 10th-13th, 2011 (Wed.-Sat), Columbus, OH:** Cadillac-LaSalle Club's Grand National, headquartered at Marriott Columbus Northwest, 5605 Blazer Parkway in Dublin, OH. Room reservations at \$129 pre-tax nightly special rate available until July 18th, 2011. For further info visit <http://www.centralohioregionclc.org/2011-grand-national/> or contact Meet Registrar Gary Fisher at (614) 799-8639.

**August 13th, 2011 (Sat.), Pen Mar-Highfield-Cascade, MD:** PCS Mid-Atlantic Chapter car show & picnic staged 1,400 feet above sea level with Mid-Atlantic Packards at Pen Mar Park, High Rock Road at the Mason-Dixon Line. For further info contact Bee Hamlin at (301) 604-7374 or [gghamlin@juno.com](mailto:gghamlin@juno.com).

**August 21st, 2011 (Sun.), Millville, N.J.:** Annual Antique Fire Muster and Firematic Flea Market, 10 AM - 4 PM at Wheaton Arts and Cultural Center (formerly Wheaton Village), 1501 Glasstown Road. For further info phone (856) 825-6800 or visit the Glasstown Antique Fire Brigade website at [www.gafb.net/](http://www.gafb.net/).

**August 27th, 2011 (Sat.), Minersville, PA:** Schuylkill County Firefighters Convention & Parade sponsored by Minersville Fire Rescue. Visit [www.minersvillefirerescue.com](http://www.minersvillefirerescue.com) for more info.

**August 28th, 2011 (Sun.), Warminster, PA:** German-American Firefighters Association's annual (static) Fire Muster and Firematic Flea Market, 10 AM - 3 PM rain-or-shine at the Vereinigung Erzgebirge ("V.E.") Club, 130 Davisville Road between County Line Road and Street Road (PA 132). Convenient to the Pennsylvania and New Jersey Turnpikes; Interstate 95; U.S. Route 1; and PA State Routes 132, 232, 532 and 611. For further details visit <http://sites.google.com/site/germanamericanffs/gafa-muster>.

**September 3rd, 2011 (Sat.), Boonton, N.J.:** Boonton FD's 120th anniversary parade begins 1:30 PM sharp at Morris Avenue's intersection with Rockaway Street in west Boonton, proceeding down Main Street, Grant Street and Old Boonton Road before ending at Boonton High School.. **Participants should plan to arrive no later than 12:30 PM for pre-parade judging.** Rain date is Monday, September 5th. For further info download [www.boontonfd.org/labor\\_day/downloads/complete\\_parade\\_kit.pdf](http://www.boontonfd.org/labor_day/downloads/complete_parade_kit.pdf).

**September 6th-10th, 2011 (Tues.-Sat.), Hasbrouck Heights, N.J.:** Fire Buff Association of New Jersey hosts the 59th Annual IFBA convention at the Hasbrouck Heights Hilton Hotel & Convention Center. Muster takes place 9:30 AM - 3:30 PM Saturday, September 10th. Visit [www.fbanj.com/conventionschedule.html](http://www.fbanj.com/conventionschedule.html) for more info.

**September 17th, 2011 (Sat.), Saddle Brook, N.J.:** Saddle Brook Volunteer Fire Department's 100th anniversary celebration. For further info visit [www.saddlebrookfd.com/](http://www.saddlebrookfd.com/).

**September 24th, 2011 (Sat.), Boonton, N.J.:** 30th Annual Antique Fire Apparatus Muster and Flea Market, co-sponsored by the Antique Fire Association of N.J. and the North Jersey Chapter of SPAAMFAA at New Jersey Firemen's Home, Wootton Street & Lathrop Avenue off Exit 45 of Interstate 287 North. Free admission, staged 9 AM - 4:30 PM rain or shine. The on-site New Jersey Firemen's Museum will also be open to the public. For further info, contact Rich Loveless at (978) 228-2188; Michael Foote (Flea Market) at (973) 886-0429; or e-mail [BssFoote@aol.com](mailto:BssFoote@aol.com)

**October 1st, 2011 (Sat.), Hopewell, N.J.:** Hopewell Fire Department and Emergency Medical Unit hosts Mercer County's 2011 Fire Prevention Parade to celebrate 100 years of service to the community! For more info visit <http://hopewellfire.com/100thAnniversary.aspx>.

**October 14th-16th, 2011 (Fri.-Sun.), Emmitsburg, Maryland:** National Fallen Firefighters Memorial Weekend, marking the National Fallen Firefighters monument's 30th anniversary on the National Emergency Training Center's campus on U.S. 15. For more info visit <http://weekend.firehero.org/>.

**October 23rd, 2011 (Sun.), Philadelphia, PA:** Fireman's Hall Museum Fire Safety Exposition and Muster, 9 AM - 4 PM at the Philadelphia Fire Academy, 5200 Pennypack Street. Features apparatus display with judging, team events, children's activities and Firematic Flea Market. Rain date Sunday, October 30th. Visit [www.phillyfiremuster.org/](http://www.phillyfiremuster.org/) for more info, directions and online registration.

**October 23rd-26th, 2011 (Sun.-Wed.), Chicago, IL:** National Funeral Directors Association's International Convention and Expo at McCormick Place Lakeside Center. For further info visit <http://chicago2011.nfda.org/>.

**October 30th, 2011 (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.

**December 9th-11th, 2011 (Fri.-Sun.), Kingsport, Tennessee:** Jointly-sponsored PCS Southeastern/Volunteer Chapter Winter Meet, featuring a cruising of the famous (Bristol Motor) Speedway in Lights. More details to be announced at a later date.

**June 18th-22nd, 2012 (Mon.-Fri.), Daytona Beach, Florida:** 36th Annual PCS International Meet at the Shores Spa & Resort on U.S. Route A1A. The hotel's \$99 pre-tax nightly special rate will be in effect three days before and after the official itinerary, which will include a drive through St. Augustine; a bus trip to the Kennedy Space Center; a tentatively-scheduled lap of the Daytona International Speedway; and a pro-car photo shoot on the world-famous Drive-On Beach. For further info contact William Wright at (386) 255-4704 or [fantafussl@yahoo.com](mailto:fantafussl@yahoo.com).

## CRITERION CLASSIFIEDS:

**Ambulance lighting, sirens and equipment donated to PCS Northeast Chapter by Leo Maren III for sale.**

For full list, e-mail Dan McCann at [HEAVYD27170@aol.com](mailto:HEAVYD27170@aol.com), or Fred Goerlitz at [goerlitz@goes.com](mailto:goerlitz@goes.com).

**Professional car brochures, books, patches and EMS memorabilia for sale.** For a full listing, click "Stuff for Sale" tab on Peter Adsten's [www.EMSclassics.com](http://www.EMSclassics.com) website (Saskatoon, Saskatchewan, Canada).

**Professional cars models for sale.** Assortment includes Sunset Coach's 1/18 scale 1938 Cadillac V-16 and 1921 Ford Model T carved panel hearses, and variants of the 1959 Superior & 1966 S&S Cadillacs. Other scales and 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.

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

**1941 Cadillac Series 6723 Seven-Passenger Sedan.** Stately, number 3 condition car with 65,600 miles, nice interior, fair black paint and manual gearbox linked to strong-running flathead V-8 engine. Brakes, exhaust system and starter recently done. \$15,500; phone Jack Folluo in St. Louis, Missouri at (314) 416-4147 or (314) 780-1911, or e-mail [jackn0rob@att.net](mailto:jackn0rob@att.net).

**1968 Superior Cadillac Limousine-Style End-Load Hearse.** The very last show car to arrive at the 2010 PCS International Meet in Albany. Solid, unusual Saskatchewan survivor with a/c, front disc brakes and Normandy Blue paintwork. Drive it home for \$7,500. Phone Scott Nellis evenings at (519) 853-0998 (Acton, Ontario, Canada)

**1970 Cadillac Fleetwood Series Seventy-Five Limousine.** Stunning, arrow straight black exterior with original black interior combining leather chauffeur's compartment with brocade-upholstered rear seats. Offered at \$21,900 by [www.orlandoclassiccars.com](http://www.orlandoclassiccars.com), or phone (407) 428-0116.

**THE PROFESSIONAL CAR SOCIETY**

Northeast Chapter

159 George Avenue

Wilkes-Barre, Pennsylvania 18705

**FIRST CLASS MAIL**

*The Criterion*

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



**En route home from the Michigan Chapter's 2011 Micro-Meet, Your Editor could not resist a pilgrimage to the St. Thomas, Ontario plant where Ford - employing a venerable "Panther" Platform that can trace its origins to 1979 - will build its final Crown Victorias and Lincoln Town Cars this summer. In addition to NYC-bound taxi package cars featuring six-inch factory wheelbase stretches for the rear seat area, the railroad transit lot had acres of Police Interceptors bound for California (the black-and-white cars), Virginia (blue and gray) and New York State (all dark blue), among other places.**