



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

www.PCSNortheast.com

Fourth Quarter 2017

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President's Message

by Fred Goerlitz

I hope that everyone had an enjoyable year and that you attended all the activities you wanted to attend. We recently held our fall meeting in southern New Jersey, hosted by Rich Litton. The entire slate of officers was unanimously re-elected. Thank you for your vote of confidence! We look forward to many upcoming events in 2018 including hosting our own show in late spring. The officers and I wish you all a very happy and healthy holiday season.

Fred

Editor's Message

by Bill Marcy

As we come to the end of another year, we as an organization should take a few minutes to review the year. What were our high and low points, for an example? Did we have any significant accomplishments this year? How many new members did we recruit? What can we do to make 2018 better, than the year 2017? There are many questions we can ask ourselves, if for no other reason, but to make the Northeast Chapter the best and most enjoyable it can be, not just for ourselves, but for all of our members.

Along these lines, I too have made a couple of commitments to the Northeast Chapter for 2018. I have decided to stay on as your editor for at least another year. And I have volunteered to be in charge of putting together and running a Northeast Chapter charity car and truck show. As some of you may know, we began doing these shows back in 2002 and we kept them going through 2015. We decided at our Fall meeting, to do it again for 2018. We will have all of the show information in the first quarter edition 2018 of The Criterion. Until then, we have tentatively selected June 10, 2018, as our date of choice, so please mark your calendars! We will hope for your participation and your support.

We wish everyone Happy Holidays! I hope that we can all work together to make the New Year a great one for the Northeast Chapter and its members.

Northeast Chapter Fall Meeting

by Bill Marcy

On Sunday November 12, 2017, the Northeast Chapter held its Fall Meeting at SweetWater Restaurant on Rte 130 in Cinnaminson, NJ. The meeting was attended by some members of the chapter and a couple of guests. In attendance were; President Fred Goerlitz, Vice President Jenn Morin, Treasurer & Membership Director Jeffrey Hookway, Recording Secretary Mary Hookway, Michael and Victoria Barruzza and their grandchild Harley, Rich Litton, Steve and Helen Ahlstedt, guests Gerald and Jenn Carroll with their 1969 Superior Cadillac Crown combination and Lucille and Bill Marcy.

After ordering lunch, the meeting was called to order by President Fred Goerlitz. Secretary Mary Hookway read the Minutes of the last meeting and they were accepted as read. Jeffrey Hookway presented a membership and treasurer's report and made a motion that Northeast Chapter dues remain at \$15, the motion passed. The nominations were made for the entire slate of officers to remain, motion made, seconded and the officers were re-elected.

Then, a motion was made and seconded, that the Northeast Chapter host another charity car and truck show in 2018. The preferred date for a show is June 10, 2018, but the location has yet to be determined. Bill Marcy volunteered to find a location and organize the show.

It was also suggested, that we should participate as a group in several other car shows during the year. We decided to participate as much as possible in the North Jersey Auto Show, Mars Show, Newark Fire Muster and Shook Funeral Home Show. Most of the information for these shows will appear in the First Quarter edition of The Criterion.

When the meeting was adjourned, we went outside for a group photo and to admire Gerald and Jenn Carroll's very nice, but a work-in-progress, 1969 Superior-Cadillac Crown combination hearse/ambulance. And then we all said good bye and left for home.



Working Autos Exhibit Open at Hershey, PA's AACA Museum

shared by Gregg Merksamer

“Vehicles are used for a myriad of purposes. They can be utilized as a daily driver to get us to and from work, others for sport or pure enjoyment. The vehicles featured in this exhibit were all created with a specific purpose in mind. Milton S. Hershey in his early days as a candy maker had one of the first vehicles in Central Pennsylvania, using it to sell his candy. Maybe you remember those days when the milkman would deliver fresh milk door-to-door or the lively bell on the ice cream truck in your neighborhood during the summer. Our next exhibit focuses on these working vehicles; those employed to *get the job done*, whatever that job might be!

“Getting the Job Done: Vehicles That Earned Their Keep” opened with a preview party on Friday night November 17th and continues through April 23, 2018. Our featured vehicles include **2 fire trucks, police cars & a California Highway Patrol motorcycle, a Good Humor Ice Cream truck, a milk truck, a banana truck, a Mexican taxi, REO funeral hearse and more!** We also have a **1960 Imperial Crown Limousine special-ordered for New York Governor Nelson Rockefeller and Whitney Houston’s first limousine, a 1986 Rolls-Royce.** In total this display is made up of about two dozen vehicles that range in age from a **1913 furniture delivery truck** to a **1992 Mexican VW Beetle Taxi.**

A special thank you to our exhibit sponsor **Klick-Lewis.**

The following vehicles will be on display (*subject to change*):

1913 Ford Model T C cab furniture truck, 1922 Brockway La France Fire Truck, 1923 Ford Model T Pick up, 1924 Reo Funeral Coach, 1938 Mack Firetruck, 1938 Autocar Tanker Truck, 1941 Lincoln Zephyr Ambulance, 1945 Harley Davidson CHP motorcycle, 1947 Kaiser Pick Up (custom), 1947 GMC banana delivery truck, 1950 Crosley Panel Truck, 1950 Chevy 3100 John Deere Delivery truck, 1951 Studebaker Business coupe, 1959 Ford Station Contour Wagon, 1960 Imperial Crown Limo, 1964 Chevy Corvair ramp side truck, 1959 Chevy El Camino, 1970 Mercury Monterey California Highway Patrol car, 1973 Ford F-350 Wrecker, 1976 Checker Taxi, 1986 Rolls Royce limo Whitney Houston limo, 1992 Ford Mustang Florida Highway Patrol Car, 1992 VW Mexico City Taxi

Other featured exhibits also on view include three award-winning Corvettes gathered for the **National Corvette Restorers Society in our Williams-Clyne Gallery**, a **1933 Graham Blue Streak 8 Sedan** Number 19 on the National Historic Vehicle Register as part of an ongoing display by the **Historic Vehicle Association.** The very first **DeLorean, the prototype 1** and a later production model are on view together. During the holidays, from mid-November through December, the Museum is decorated for the holidays with themed trees and model train displays throughout the galleries. Giving back is also part of the holiday season, so we will again host our annual **food and toy drive.** We are an official collection location for **Toys for Tots** and we will also be collecting non-perishable food and personal care items for donation to the **Central PA Food Bank.”**

EMS Council Display

by Bill Marcy

On October 14, 2017, the Northeast Chapter and friends turned out in force, for a display of car-style ambulances at the EMS Council meeting, which took place on a perfectly lovely Saturday in October at the Sheraton Parsippany in Parsippany, New Jersey. While our ambulances on display were an aside to the events going on both inside and outside of the hotel, we were nonetheless, well received. In all, there were no less than nine beautiful car-style ambulances on display.



1966 Superior-Cadillac owned by Jeff and Mary Hookway



1965 Superior-Cadillac owned by Elberon First Aid



1965 Superior-Pontiac owned by Rich Litton



1976 Superior-Cadillac owned by Fred Goerlitz



1976 Superior-Cadillac owned by Steve and Helen Ahlstedt



1972 Superior-Cadillac owned by Liberty Corners First Aid



1968 Superior-Pontiac owned by Lucille and Bill Marcy



1956 Miller-Cadillac

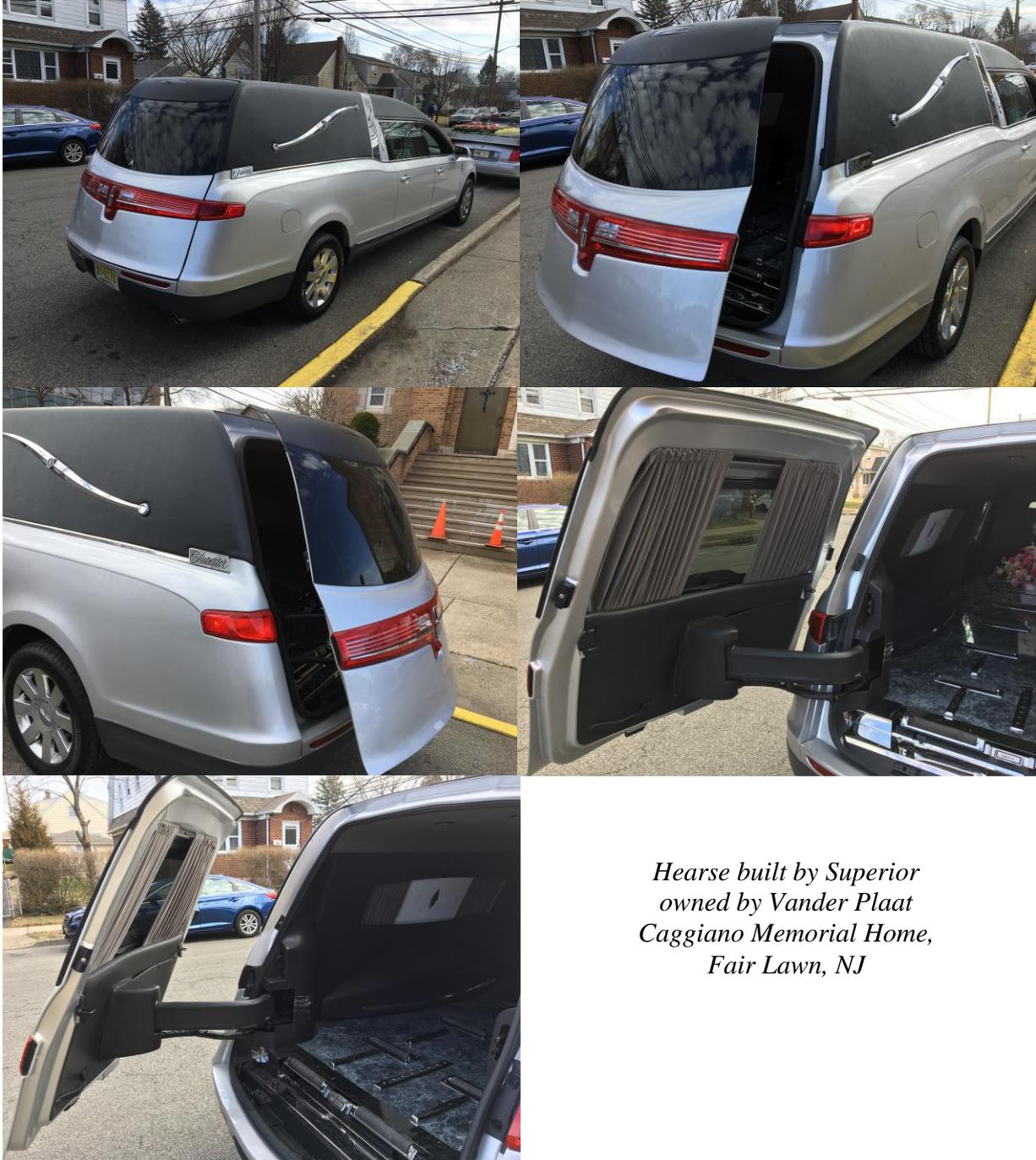


1940 Flxible-Buick owned by Paul Vickery

Hearse Comparison

by Roy B. Garretson

When the demand for funeral livery is more than we have on hand, we turn to other funeral homes in the area for cars. Many of my colleagues in funeral service have chosen Lincoln Professional Cars over Cadillac. Built on the Lincoln MKT chassis, the hearses come with three different rear door configurations. On the hearse owned by Vander Plaat Caggiano Memorial Home in Fair Lawn, NJ, built by Superior, the entire rear pops opens with the press of the button located in the center of the bumper, above the license plate. The door then swings out and around to the side of the car on a very elaborate set of hinges. Although this moves the door completely out of the way for ease of access, the operation of the door can seem quite complicated.



*Hearse built by Superior
owned by Vander Plaat
Caggiano Memorial Home,
Fair Lawn, NJ*

On the hearse owned by Nazare Memorial Home in Lyndhurst, NJ, built by Superior, the door operates like a standard MKT rear hatch. This door is also opened with the push of a button located in the center of the rear bumper. Although the door is completely out of the way when open and provides a shelter from the elements for the pallbearers, the door does make the hearse look somewhat like a van or SUV.



*Hearse built by Superior
owned by Nazare Memorial
Home, Lyndhurst, NJ*

And finally, the hearse owned by Shook's Cedar Grove Funeral Home in Cedar Grove, NJ, built by Federal, has the standard or traditional rear door opening. This door is operated with a door handle and does not rely on the electronic push button as featured on the other two hearses. Each rear door has its advantages and disadvantages. Vander Plaat-Caggiano found one of the big disadvantages to having the state of the art door was when the vehicle was rear-ended and replacement parts took several months. All of the doors provide the same access to the rear compartment; it's probably more of the personal choice of the funeral director when they ordered the car. Next issue we will take a look at the different Lincoln MKT Limousine rear door or trunk.



*Hearse built by Federal
owned by Shook's Cedar
Grove Funeral Home,
Cedar Grove, NJ*

Blast From the Past

shared by Paul Vickery

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Our Restored '54 Henney-Packard

by Mike McDonald



In 1954 when I was 7 years old...the Fallbrook, CA, Fire Department, where I was born and raised on an avocado ranch, held an open house for the local town's folk to showcase their (brand new) "state of the art" Packard Ambulance. I went there with my Dad in our family's '52 Olds. I was most impressed with the hot and cold running water in the patient's compartment to a Pullman Style Stainless Steel Sink similar to what was found in trains at the time. At the time Fallbrook had a 1941 Henney-Packard as 2nd Run and a 1938 Buick Series 90 Limited Limo (that I later bought for \$200.00 when I was 15 years old). The Buick was donated to them by the Berry-Bell Mortuary circa 1950 who they had bought new as a family car and later had been converted "in-house" by the fire department into a Sedan-Ambulance. The Fire Chief at the time (Bill Thurber) owned a welding shop that later was converted into the town's first official fire station. In 1959 when the Fire Department purchased a new 1959 Miller-Meteor High Top Cadillac Ambulance, the Packard went to 2nd Run, and in 1967 they purchased a new Cotner-Bevington High Top Olds that put the Packard in Reserve. A year or so later, the Packard was sold to a local towing company and I lost track of it after that.



46 years later, circa 2000, PCS Member Tom Shafer found the Packard in a grape vineyard near Napa, CA, with its Straight-8 Engine and "Ultramatic" Transmission removed but otherwise completely intact, including its original stretcher in the back, 6-Volt Unity Lights, Federal Siren, S&M Rear Oval Flashing Red Light and faded gold leaf (hand painted) graphics. After several months of negotiating with a (very unwilling) Packard Collector-Grape Farmer, I was able to buy it and had Hewy & Ruth Wick retrieve and haul it back to Valley Center for restoration.



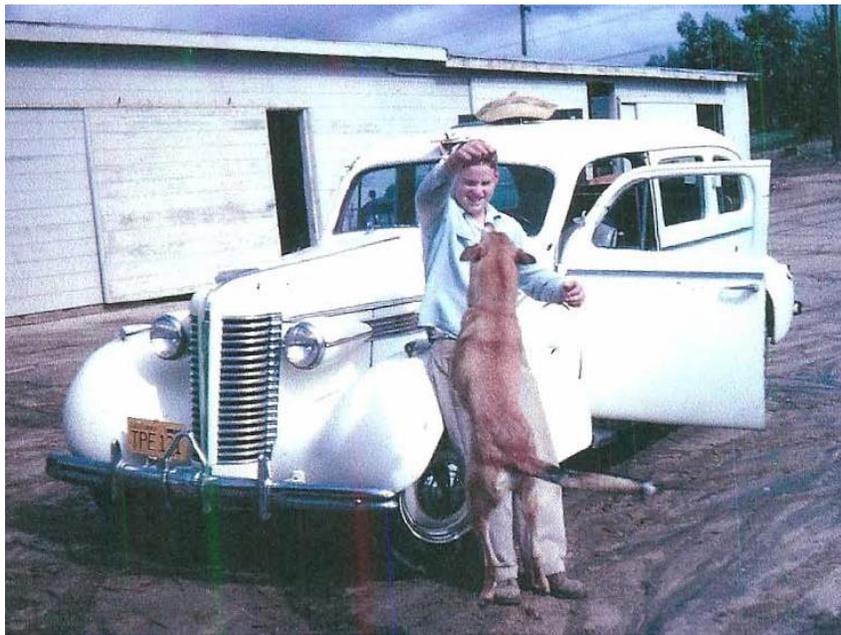
We have found, re-purchased, and restored a number of other ex-Fallbrook Fire Department vehicles including:

1938 Buick Sedan-Ambulance

1957 Dodge-Howe Open Van 4X4 Brush Pumper

1971 Crown Firecoach Pumper

1973 IHC-Van Pelt Pumper



Thank You Mike McDonald

by Bill Marcy

I would like to take a moment to thank our only California resident, who is a member of the Northeast Chapter, for sending us a nice write-up about himself and some professional cars he has restored. Although I don't think I have ever met Mike in person, it is clear to me that he is a very modest man, he does not brag about his beautiful restorations, but clearly he is proud of them. In my opinion, Mike McDonald is a credit to the professional car hobby and the PCS. He displays enthusiasm and pride-of-ownership of not only professional cars, but also fire apparatus. Keep up the good work!

Q&A about the 1954 Henney-Packard Ambulance

Chuck Madderom: Is it safe to assume the Commercial Chassis #5413 is a number Henney used, not Packard?

Geo Hamlin: Packard assigned 5413 as a Chassis number; its predecessor was 2613 (in 1953), and so on, back to the first series. In 1954, they changed from 26th series to the 54th series. The -13 suffix was arbitrary (e.g. - Patricians were 5406). There was also a 5433, for the Junior (Clipper) Hearse/Ambulance. Henney also assigned its own body numbers to that chassis. The Senior Ambulance, for example, was 5494.

Chuck Madderom: Was the Henney model name "Senior Ambulance"?

Geo Hamlin: Henney didn't call it a Senior, though they had a Junior as well. Their total nomenclature was: Ambulance. Catchy, huh? Compare that with the Junior, which they did call "Junior" just to distinguish it from the Main Line.

Chuck Madderom: Do you know the model Packard chassis that was used, such as, Packard, Clipper, etc., etc.

Geo Hamlin: Packard didn't have a name for that chassis, though the Juniors were Clippers. Packard model names and numbers were based more on engine than anything else, and incidentally, they upgraded the engine for 1954 to that used in the Patricians, where previously they had used the 5-main engine in the commercial cars. As to the chassis, contrary to what has become mainstream opinion, Packard didn't make the chassis. Henney did. Sourcing its own frames, glass, and equipment from outside, making its own body parts, and buying kit cars with things like front fenders, hoods, instruments, engines, and transmissions from Packard, Henney manufactured the whole car at Freeport. Henneyway, the resulting chassis was designated 5413 by Packard and referred to as such by Henney.

Chuck Madderom: Just want to be as accurate as possible to avoid as many critics as I can.

Geo Hamlin: CRITICS?! IN THIS HOBBY? NAAAH.

Welcome New Members!

Please join me in welcoming our newest Northeast Chapter members, Gerald and Jen Carroll. They attended their first chapter meeting and showed us their sharp looking 1969 Superior, seen elsewhere in this issue. We sure hope the Carrolls' feel welcome and we look forward to seeing them at upcoming shows and events.



THE PROFESSIONAL CAR SOCIETY

Northeast Chapter

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PCS member Mike McDonald's
1954 Henney-Packard ambulance