



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

www.PCSNortheast.com

Fourth Quarter 2015

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Editor's Message

by Bill Marcy

As difficult as it may be to believe, we are nearing the end of another year. In my opinion, 2015 was a good year, full of car shows, cruise nights, events and friends. We did several things in small groups and those of us participating, had a good time. We had brunch at the Bear Mountain Inn, displayed our professional cars together at Lead East and The New Jersey First Aid Counsel (pictures and story elsewhere in this edition), we had a planning meeting in Gettysburg for the upcoming PCS International Meet, and of course, we had our Fall Meeting of our own Northeast Chapter. Each and every one of these events require a certain amount of effort and member participation, in order to be all they can be.

It is my hope that we can make 2016 an even better year, full of things to do, car shows to attend and be part of, with our professional cars and most importantly, I hope everyone will attend the PCS International Meet in Gettysburg from August 15 through August 20, 2016. Come with your professional car, no matter what condition it is in. And if you have no car, come anyway, you will love it!

Please know that our club runs best when we get suggestions for shows and events from our members. If you have an idea, please share it with one of the officers, or with me, as I am the activities director. Your participation in our club events also makes a huge difference; it is simple, more people means more fun! So, please consider being involved in 2016, it will really make a difference and you will really enjoy yourself too!

PCS Northeast Chapter Exhibits at The New Jersey State First Aid Council's 2015 Convention

Story & Photos by: Gregg D. Merksamer, PCS Publicity Chair
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The Professional Car Society's Northeast Chapter offered EMS personnel much-appreciated diversion from their antiseptic seminars by assembling nine classic, car-based ambulances at the New Jersey State First Aid Council Convention that occupied the Parsippany Sheraton near the bustling junction of Interstates 80 and 287 on Saturday, October 17th, 2015.



Moorestown, NJ Chapter Member Rich Litton, long renowned for the way he relies on face-to-face networking instead of the Internet to forge PCS ties with Garden State EMS veterans, was the organizer-in-charge of reaching out to the squads to bring their rigs, which were grouped together by year of manufacture to facilitate comparisons between coachbuilders. As a result, the Omaha Orange-and-white 1976 Superior Cadillac "54" of PCS Northeast Chapter V.P. Fred Goerlitz turned heads beside an identically two-toned 1976 Miller-Meteor Lifeline belonging to the Arbor Rescue Squad of Piscataway, N.J. Cassandra Kline and Dawn Wiedow of Chester, N.J.'s Volunteer First Aid Squad used the adjacent space to show a 1973 Miller-Meteor Lifeline with 1970 Cadillac wheel covers, wide whitewall tires and 50,797 miles on the odometer. "I used to ride on calls in this with my grandpa (founding squad member Reuben Thompson) when I was just four or five years old," Cassandra recalled, "but there were fewer rules back then."

The opposing row of the Parsippany assemblage was anchored no less attractively by Liberty Corner's blue-and-white 1972 Superior Cadillac "54" and the Washington Emergency Squad's all-red, Hess & Eisenhardt-bodied 1972 S&S Medic mark I. The latter's driver, Charles Van Deursen, detailed it had clocked just 3,600 miles in 43 years as "it didn't handle too many calls and the nearest hospital was just ten miles away in Phillipsburg." Another interesting thing brought to notice by this side-by-side display was that the Superior-bodied Liberty Corner Cadillac used a DeVille-type "V" beneath its hood crest, while the Washington S&S fitted a Fleetwood wreath for additional prestige.



Further up the line, the commercial-height windshields and curved side glass debuted on Superior's all-new 1965 coachwork was well-represented in high headroom ambulance form by Rich Litton's Coke bottle-contoured Pontiac Bonneville and Elberon, N.J.'s 51-inch headroom Cadillac Rescuer, which has arguably been shown much-too-rarely since its PCS debut at the 1987 International Meet in New Hope, Pennsylvania. The convention attendees who tendered the people's choice ballots in their registration packets apparently agreed with this assessment, as Elberon's Superior garnered the most votes while Liberty Corner's 1972 Superior Cadillac came in second and Chester, NJ's 1973 Miller-Meteor Lifeline finished third.



The oldest PCS ambulance in the October 17th display was Millington, N.J. denizen Paul Vickery's 1940 Flexible Buick, which pops a bit more visually nowadays as its deep green exterior (1965 VW Java Green, Paul admits) was accentuated with 1928 Packard Ivory body-side inserts about a year-and-a-half ago because "too many people thought it was a [bleep] hearse."

This Century-chassied Series 60 Premier was originally all-white when it was first used at the New York World's Fair, after which it served with Bethel, Connecticut's fire department until 1955; subsequently spent one week a year on stand-by at the nearby Danbury Fairgrounds until it closed in 1974; and cost Vickery just \$1,500 to obtain in a mostly-dismantled state in 1976.

The Parsippany Sheraton was also the first place in some time that Paul Vickery's 1956 A.J. Miller Cadillac low-top ambulance was publicly-exhibited to recall the last model year before Wayne Works' merger of coachbuilders begat the Miller-Meteor brand. Having defied replacement owing to its intricate frosting, the left side quarter window still has the crack it picked up not long after it began a two-decade tenure at the Esso Bayway Refinery in Linden, N.J., where it was stored in a shed until Vickery acquired it with 3,100 miles accumulated in 1987. After several PCS event appearances it now has 11,000 miles clocked but remains unrestored excepting a repaint some years ago.

Though the founding of the PCS was partly motivated by the desire to preserve and honor the heritage of car-based ambulances at a time they were rapidly losing ground to the "box," one couldn't help but be intrigued by the latest refinements to truck-based rigs showcased at the Parsippany Sheraton. PL Custom - whose Manasquan, N.J. plant welcomed a PCS tour during the 2008 International Meet - had a Ford E450 fitting rooftop solar panels that can power laptops, suction units and LED lighting while the unit is on standby at an athletic event or fire scene where the engine can't keep idling. Horton Emergency Vehicles of Grove City, Ohio had a Model 553 Type III mounted on a Chevrolet 4500 diesel chassis devoting special emphasis to its company-exclusive "HOPS" Horton Occupant Protection System, which deploys airbags between the interior cabinets and the adjacent attendant's seat to prevent head trauma injuries during rollover accidents.

As a brand-new, truck-based ambulance typically entails a six-figure expenditure, Paul Vickery's Ambulance Network emphasized what's possible on a tighter budget with an Osage Industries Type II van (shown through the courtesy of Phillipsburg, N.J.'s Emergency Squad) employing the spacious, all-new 2015 Ford Transit body shell without structural modification to hold the as-built price to a most-reasonable \$83,000. The career-shortening back injuries suffered by many EMS personnel was also addressed by Stryker, a Portage, Michigan manufacturer of hospital beds and surgical products that used a Braun-converted 2011 GMC Savana cargo van to show how its self-loading Power-Pro XT cot saves the average crew member 3,000 pounds of lifting per shift. Marine-grade, battery powered hydraulics, working in concert with pushbutton height adjustment and wireless communication with the Power-LOAD fasteners built into the ambulance's rear floor, allows this 170-pound cot to handle a 700-pound patient, so Stryker's 6-foot-5, 230-pound Long Island/NYC EMS Account Manager Dan Stupin hardly taxed it. Even if attendants are still on their own when it comes to stairs at their charge's home or apartment, the interior fittings of Stryker's demo van also rewarded scrutiny thanks to diamond plate storage bins using the same sort of netting seen in military cargo planes or the driver's windows of NASCAR racers. Braun's Van Wert, Ohio plant could also take credit for the patient box on a pickup-cab, all-wheel-drive Ford F-450 XLT shown by Par-Troy Emergency Medical Services in proximity to other contemporary offerings from Wheeled Coach Industries of Winter Park, Florida and Demers Ambulance of Beloeil, Quebec.

The main reason, as we all know, EMS moved into vans and trucks was much-enhanced interior space, as emphasized by the Mobile Emergency Medical Care Simulation Lab that was demonstrated outside the Sheraton's northern vestibule by the Atlantic Ambulance Corporation Training Center of Morristown, N.J. I was seriously tempted to tickle the sock-clad feet of the "Sim Man" lying on a cot inside the rear doors, at least until I learned this mannequin can

breathe, talk and register a pulse to make training in CPR, wound care, defibrillation and airway management as life-like as possible, with the results monitored by a large external flat screen plugged into the port side of the ambulance module. The “box” itself, I was told by another convention attendee who handled the extrication, was salvaged from a Type III ambulance wrecked out west in Warren County, N.J., so it’s towed from place-to-place behind a 2500-Series Chevrolet Suburban.

Being someone who most often writes about pro-cars from funeral or livery-focused frames of reference, it was no less fascinating to examine the varied EMS exhibits filling the Sheraton’s hallways. The Parsippany Rescue & Recovery Unit showed a Zodiac boat and wet suit they employ for water rescues on the area’s many lakes and reservoirs, though their repertoire has expanded considerably since their 1960 founding to encompass auto accident extrications, elevator entrapments and confined space rescues for a number of Morris County communities. The National EMS Museum of Taneytown, Maryland filled a table near the restrooms with 40-year-old biophones evoking the units used by paramedics Gage and DeSoto on the 1970s NBC-TV series *EMERGENCY!* - Their treasurer, James Slattery, tells me Steve Lichtman provides the group with a vintage ambulance whenever they do the JEMS convention in Baltimore - while intuitive instructions encouraged interaction with an assortment of automated external defibrillators (AEDs) manufactured by Cardiac Science Corporation of Waukesha, Wisconsin; their increasingly-common presence in airports, health clubs, school athletic facilities and other public places has allowed even un-trained Samaritans to save lives.

It was also inevitable that I would spend some time scrutinizing a table full of loose-leaf binders chronicling the first 75 years of the NJSFAC following its August 29th, 1929 founding in Belmar, especially as the clippings included feature articles on “The Golden Era of Ambulances” penned by PCS Life Member Craig Stewart for *THE GOLD CROSS* magazine back in 1989 (many of the photos have been published since in *TPC*). A roving delegation of affectionate canines representing Creature Comfort Pet Therapy of Morris Plains, N.J. proved similarly irresistible, as did the DVD-ed takeoffs and landings of the New Jersey State Police’s Augusta AW-139 trauma chopper, which is piloted by a trooper joined on board by medical staff from University Hospital in Newark. Bob Denee, the flight medic manning the exhibit, reassured me the service is “free if you need it” thanks to a \$3 subsidy from everyone’s auto registration, adding “I started in a Cadillac (so the PCS exhibit) brings back memories.” The likelihood he was not alone in this sentiment may have much to do with why the Northeast Chapter has already been invited to re-appear at next year’s NJSFAC convention!



*Paul Vickery’s 1940 Flxible
Buick ambulance
alongside his 1956 A.J. Miller
Cadillac low-top ambulance*

A Word of Thanks

by Bill Marcy

As some of you may already know, we are now under the guidance of a new publisher, beginning with the Third Quarter Edition of The Criterion, to this, I have a few words that I want to say.

Ted Collins has been the publisher of The Criterion since 1999. I had the distinct pleasure of working with Ted on The Criterion for over two years. No doubt about it, he is a true perfectionist. To be sure, being publisher is a difficult and thankless position. Having said this, on behalf of our members, I wish to thank Ted for his tireless and dedicated service for many years in publishing and sending out The Criterion to our members.

When Ted gave me a year to find another publisher, I got a sick feeling in my stomach, for I knew that he would not be easily replaced. It was important not only to find a willing participant, they also needed to have the right equipment and desire to carry on our publication.

Our new publishers are Roy Garretson and his daughter-in-law, Annelise Garretson. They have already published the last edition of The Criterion and did a fine job! I have personally found the transition easy, I hope they do too. So may I offer a hearty Northeast Chapter welcome to our new publishers and I look forward to working with them both.



Publisher, Roy Garretson, and his assistant, Annelise Garretson ... or is it the other way around?

Northeast Chapter Meeting

by Bill Marcy

On Sunday November 15, 2015, a small group of Northeast Chapter members got together for our business meeting. We met in Manasquan at the fire house, upstairs, where the fire department holds meetings and special events. Although I was informed that the Northeast Chapter has held meetings there before, it was a first for Lucille and me and we have been a member since 1993. But, in any event, it was a nice place for a meeting.

Topics included the usual treasurer's report, reading of The Minutes from the last meeting, etc. There was a motion made to keep club dues at \$15 and the motion passed. There was more discussion of our upcoming Gettysburg Meet and the decision was made to have several meetings between now and next Summer. Then it was election time. A motion was made and seconded to nominate the current slate of officers and they were re-elected to their current positions; Daniel McCann President, Fred Goerlitz Vice-President, Jeffrey Hookway Treasurer and Membership Director and Mary Hookway Secretary. Congratulations to our new/old officers!



*From left to right: Lucille Marcy, Jeffrey Hookway, Mary Hookway, Fred Goerlitz, Daniel McCann, Jen Morin
Front row: Gregg Merksamer*

Mystery Hearse

by Bill Marcy

I received this photo from a friend who lives in Waldwick, NJ. This unique Lincoln Continental hearse appears to be a 1966 or 1967, but there are unanswered questions about it. Who was the coach builder, or who did the conversion? Was there more than one, or is this the only hearse of its kind? Has anyone else seen this coach? Although it clearly says Bayview on the nameplate, does anyone know the current owner, or have their contact information? In my opinion, I think it would be wonderful to have this coach in Gettysburg for our PCS International Meet in August. Would anyone with any information please share it with me?



PCS International Meet – Gettysburg 2016

by Bill Marcy

On Saturday October 31, 2015, a Gettysburg Planning Committee Meeting was held at our host hotel, The Wyndham Gettysburg. In attendance were members of the Mid-Atlantic, Tri-State, Henney and Northeast Chapters. As you can imagine, there was lots to discuss and we accomplished everything. We already had the tours in place, so that was done. We did need to price registration, tours and the banquet. In addition, we approved art work and a slogan to be used in advertising, T Shirts, dash plaques and the like. We also discussed many other aspects of our event and we are all pleased with our decisions.

Many of us stayed overnight at our host hotel and we were very impressed. The Wyndham, our host hotel, is a top-notch hotel with all of the amenities you could possibly ask for. There are gorgeous rooms, a fine restaurant, a bar, a lobby with lots of comfortable chairs to sit in and socialize, a swimming pool and fitness room, a very attentive and congenial staff and lots of eateries within close proximity to the hotel. The show field area is bigger than we have ever seen; we can hold hundreds of cars on it. The hotel staff is going out of their way to make our meet a success.

You will find a Registration Form elsewhere in this edition. Please register early! Although you do have the ability to register on line, we would prefer you to register using the form and sending a check, because by registering on line, we will have to pay fees and they add up. So, please register by mail, if you can, but definitely register!

Remember, this is our 40th Anniversary and we are pulling out all of the stops, to make this event enjoyable for you, your family and friends. And if you know someone who has a professional car, even if they are not a PCS member, please encourage them to attend our meet, hopefully with their professional car. Also, please encourage past PCS members to attend; we would love to see them again! I have personally contacted several former PCS members, who seem excited to attend and they are glad they were invited. I know you know someone, please invite them!

2016 Professional Car Society International Meet - Gettysburg

Monday, August 15, 2016 at 11:00 AM - Saturday, August 20, 2016 at 10:00 PM

**Wyndham Gettysburg
95 Presidential Circle
Gettysburg, PA 17325**

Scheduled itinerary as follows:

Monday, August 15	Tuesday, August 16	Wednesday, August 17	Thursday, August 18	Friday, August 19	Saturday, August 20
Early Bird Tour of New Oxford antiques or Allentown- area funeral homes	Bus Tour to Maryland museums	Bus Tour to Gettysburg Battlefield	Bus Tour to Antique Automobile Club of America (AACA) Museum	Bus Tour to President Dwight D. Eisenhower's farm and Gettysburg Museum of the Civil War	Professional Car Society Concours De Elegance

Please visit: <https://2016pcsinternationalmeet.eventbrite.com> for all details

Have questions about the Professional Car Society International Meet - Gettysburg 2016?

Contact either John Ehmer at (412) 969-7240 or vintagemotors811@yahoo.com

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

THE PROFESSIONAL CAR SOCIETY

Northeast Chapter

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This unique Lincoln Continental hearse appears to be a 1966 or 1967

Photo Courtesy of Paul Willson