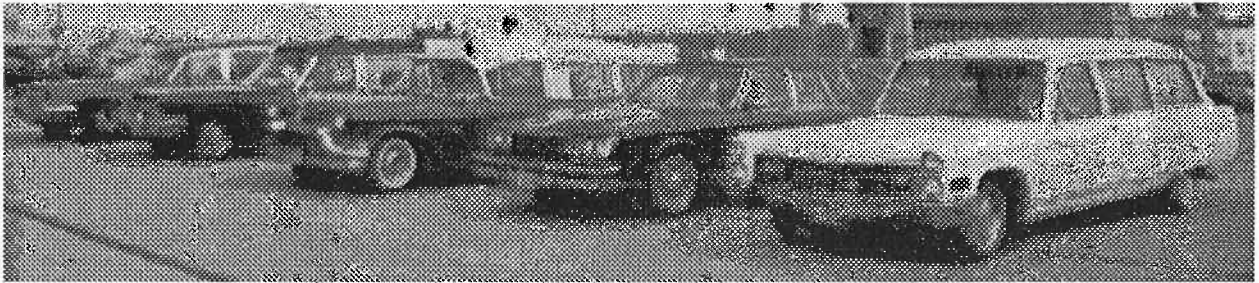




# The Criterion

NEWSLETTER OF THE NORTHEAST CHAPTER OF THE PROFESSIONAL CAR SOCIETY  
SECOND QUARTER 1999 GREGG D. MERKSAMER, EDITOR

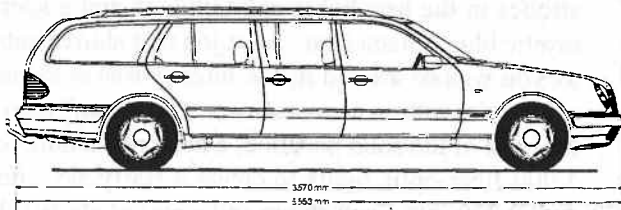
## THE LATEST ON PCS LANCASTER '99: Your involvement will make it memorable!



More than one hundred funeral cars, limousines and ambulances from all over the U.S. and Canada can be expected when the Northeast Chapter hosts the 23rd Annual PCS International in Lancaster, PA this August 18th-21st. Only enthusiastic volunteers can make this meet a success! To get involved call Leo Maren at (908) 647-3738 or attend our May 2nd, June 13th & July 11th planning sessions in Stirling, NJ.

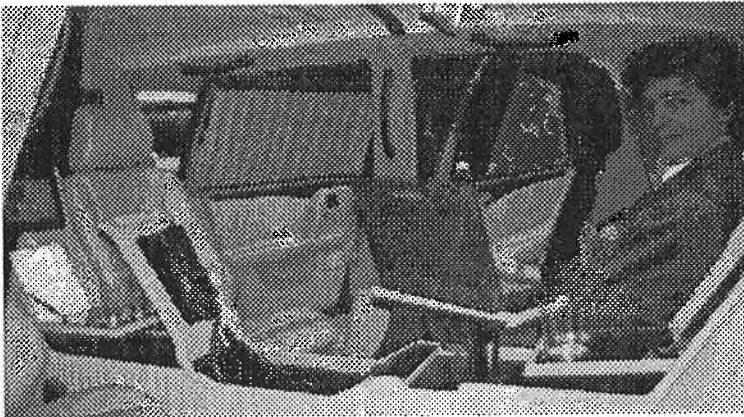
As the Northeast Chapter prepares to host the Professional Car Society's 23rd Annual International Meet in Lancaster, PA this August 18th-21st, various details concerning this undertaking continue to be settled at the monthly planning meetings Chapter President Leo Maren has been staging at the Long Hill First Aid Squad HQ in Stirling, NJ (the final ones take place May 2nd, June 13th and July 11th; call Leo at 908-647-3738 or E-mail [caddy@bellatlantic.net](mailto:caddy@bellatlantic.net) if you

need directions). PCS members can now request registration packages containing event rates and an up-to-date itinerary by writing Andy and Karen Toton at 765 Livezey Street, Philadelphia, PA 19128 or e-mailing [ATOLK@aol.com](mailto:ATOLK@aol.com). Special rate reservations at the Best Western Eden Inn Resort, our meet HQ at the intersection of U.S. 30 and PA state 272 (Oregon Pike), should be secured by calling the hotel directly at (717) 569-6444.



This Mercedes E320 6-door wagon by the German coachbuilder Binz was just one of several European procars making their U.S. debut at the Limousine & Chauffered Transportation Show in New York City March 11-13th. A full report begins on page two.

So that meet-related preparations will continue to get the undivided attention they deserve, Northeast Chapter V.P. Bill Marcy has postponed all potentially competing Chapter activities until after Lancaster. "I would like to encourage all of our members to join us in Lancaster this August, whether or not they can bring a car to display," Bill stated in an April 14th message to *The Criterion's* readers. "While we hope you'll bring a professional car or cars if possible and will encourage anyone you know to do the same, these awesome events are really about people. Each time that Lucille and I attend a PCS International, we make many new friends and we are very sad when it's all over. However, we always have the next meet to look



Binz-built Mercedes limousine at the Javits show featured airline drapes and a laptop computer console.

forward to! As for this year, your help can make this meet a great one."

The event's itinerary has undergone several changes since a preliminary schedule was published in our last issue. The official schedule at now commences when our busses depart the Best Western Eden Inn at 9:15 Wednesday morning and head down Route 30 to the Harley Davidson motorcycle factory and museum in York (which does not have enough parking to accommodate a procar convoy). Following this visit and lunch at an area restaurant, the PCS will head to nearby Manchester, PA and tour the Quigley Motor Co., a highly-regarded manufacturer of four-wheel drive and right hand drive conversions for emergency vehicles. Thursday's festivities consist of two different bus tours heading to Hershey's Chocolate World in Hershey, PA, followed by a traditionally hearty Pennsylvania Dutch dinner at the Hershey Farm in Lancaster; Tour "A" takes in the rides, shops and restaurants of HersheyPark and the animal attractions at ZooAmerica, while Tour "B" features a guided tour of "Chocolate Town U.S.A." and visits to Founder's Hall and the world-renowned library and archives of the Antique Automobile Club of America.

On Friday morning the PCS will convoy to scenic Strasburg, where you can take an old-time stream train ride to Paradise, examine historic locomotives in the Railroad Museum of Pennsylvania or marvel at the models in the adjacent Toy Railroad Museum. Prior to Friday evening's general membership meeting, which takes place at the hotel at 8pm, attendees will have some free time in the afternoon to sample local

produce at the Bird-in-Hand farmer's market, take a horsedrawn Amish buggy ride, tour the Anderson Pretzel factory or prepare their professional cars for Saturday's Concours (leave your caskets at home and don't forget to have a 2.5-pound fire extinguisher in your vehicle); shopping shuttles to the Rockvale Square Outlets and the Tangier Outlet Center will also be available from 10am and 3pm on show day. Saturday evening's closing banquet will feature the reminisces of Cadillac-LaSalle Club national president Richard Sills, the presentation of trophies and the traditional "sound and light show" by our ambulances' sirens and emergency beacons.

## WHO NEEDS ATLANTIC CITY?

Even those who didn't grasp the irony of Cadillac supplying the food and Lincoln supplying the tables for the luncheon could appreciate the convenience of *Limousine & Chauffeured Transportation* magazine's first industry exhibition at the Jacob Javits Convention Center in Manhattan from March 11-13th. Even casual passers-by could enjoy a taste of the inside action as 11th Avenue witnessed an impromptu display of *two* superstretch Hummer limousines (one a 140-incher from San Francisco-based California Coach, the other a 180" Ultra towing a matching "Humdinger" golf cart on a trailer) and a six-wheeled Lincoln Navigator.

While there were no funeral vehicles at Javits, the VIP-type limos on display offered tantalizing glimpses of contemporary coachbuilding talent. DaBryan featured a 120" Lincoln with Secret Service-style strobes in the headlights and taillights and a special mystic blue "chameleon" paint job that shifted subtly as you walked around it; the interior was even more spectacular with an animated neon "DaBryan" logo on the back of the solid partition, a mirrored ceiling with 1,000 fiber-optic lights to create a starry sky effect, and an 800-watt Sony stereo and a pair of electrically-folding flatscreen monitors to explore the sensory potential of a Kenny Loggins concert on DVD. "Basically, we turned the guys in the shop loose on it," DaBryan's Director of Manufacturing John Berry explained to admiring spectators.

Foreign car makers were surprisingly well-represented at the show, as their understated styling and short stretches click with flash-averse corporate customers. Binz, a coachbuilder based in Lorch, Germany, displayed a six-door, 29" stretch Mercedes E320 station wagon (the conversion costs \$45,400) and a "traveling office" built from an E280 sedan that featured a 38" chassis stretch, airline-style sliding drapes, hidden emergency releases for the center panels (mandated by German law) and a full-length console with gathered leather upholstery and a foldaway laptop computer (though they can't be sold here, the company also builds Mercedes passenger car-based ambulances for the European market).



**Volvo unveiled a full-sized plastic model of the S80 stretch limousine it plans to sell in the United States.**

Now part of the Ford Motor Company family, Volvo's Car Special Vehicles division unveiled a full-sized plastic model of their upcoming 53" stretch S80 limousine - the missing driver's side was kept out of sight against a wall - which will feature a one-piece steel roof pressing from the Swedish automaker's usual supplier and a choice of rear compartment seating configurations including four bucket or two bench seats arranged conference-style or a funeral-style configuration with six doors and forward-facing bench seats. "The television and on-board electronics also come from our regular suppliers so that we can cover the entire vehicle bumper-to-bumper," explained Volvo Car Special Vehicles chief Johan Beyer. The division also displayed a standard-wheelbase S80 Executive sedan with heated rear bucket seats straddling a center console housing a DVD player and a wireless fax machine.

Operators at the recreational end of the market, meanwhile, expressed increased interest in luxury busses like Krystal's new 33-footer on the Ford F-550 pickup cab cutaway chassis and a \$41,000 GMC van from Milwaukee-based Custom Craft with high-back swivel chairs, a conference table and a standard 6,500 pound trailer towing package to court the Airstream and car collector crowds. Those with unlimited livery budgets (and those without, as well) were drawn to a 45-foot MCI motorcoach (the same outfit that builds Greyhounds) furnished with three full-sized TVs, a vanity table, a 17 cubic-foot refrigerator and first-class seats for thirty by Entertainment Coaches of Leesburg, Florida - believe it or not, this company completes fifty such vehicles a year at \$600,000 to one million dollars a pop.

## NEW TO OUR GARAGES

Northeast Chapter VP Bill Marcy recently fulfilled his long-held ambition to purchase Phyllis and John Schmidt's 1961 Eureka Cadillac combination coach, a most dynamic-looking procar that Your Editor remembers fondly from the 1994 PCS International Meet in Pittsburgh. "How great is the PCS?," Bill asked recently. "John Ehmer, without hesitation, offered to drive the car six hours to New Jersey for us," arriving in time to attend the Northeast Chapter's April 11th planning meeting. "Not many people would do that, especially when the car in question had been sitting for a while. Thanks a lot, John!"

Down in Philadelphia Andy Toton has purchased a pale blue 1955 Eureka Cadillac ambulance, whose body is "intact and rust free" even though a total mechanical restoration will be required. Bearing body number 266 - this was the second-to-last model year that this skilled but conservative coachbuilder from Rock Falls, Illinois relied on wood-and-metal composite construction - Andy's car was discovered in a Philadelphia storage garage and saw service in the Trenton, NJ area. Not only does it have just 18,000 miles on the odometer, PCS National V.P. Tom "Eurekaman" Hoczyk believes it may be the only surviving 1955 example.

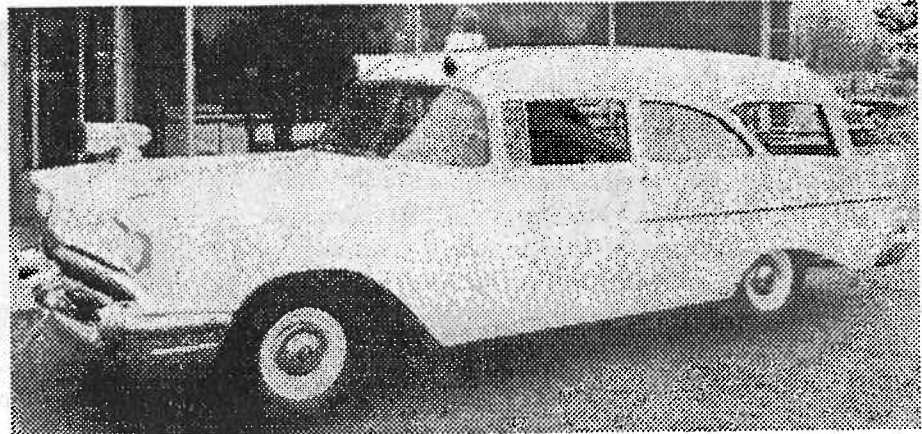


## MYSTERY RESOLVED!

PCS Ohio Chapter President C. Marshall Long has identified the builder of the 1957 Chevrolet "first call" car that appeared on the cover of the last *Criterion*. He kindly loaned Your Editor a period photo sheet from the Comet Coach Company (then located at 3723 Lamar Avenue in Memphis, Tennessee, one of several small coachbuilders

taking advantage of that state's skilled but cheap craftsmen and "right to work" laws), which shows a pristine version of the 3-door Chevrolet in question and an even more unusual Plymouth 5-door combination coach with a side-hinged rear door. Even though Chevy offered a 2-door wagon in 1957, Comet's high-roof conversion was, judging from the side window design, built from a 2-door sedan.

After selling its name to Ford in 1959 for use on Mercury's new compact, the company renamed itself Cotner-Bevington after its two top executives and

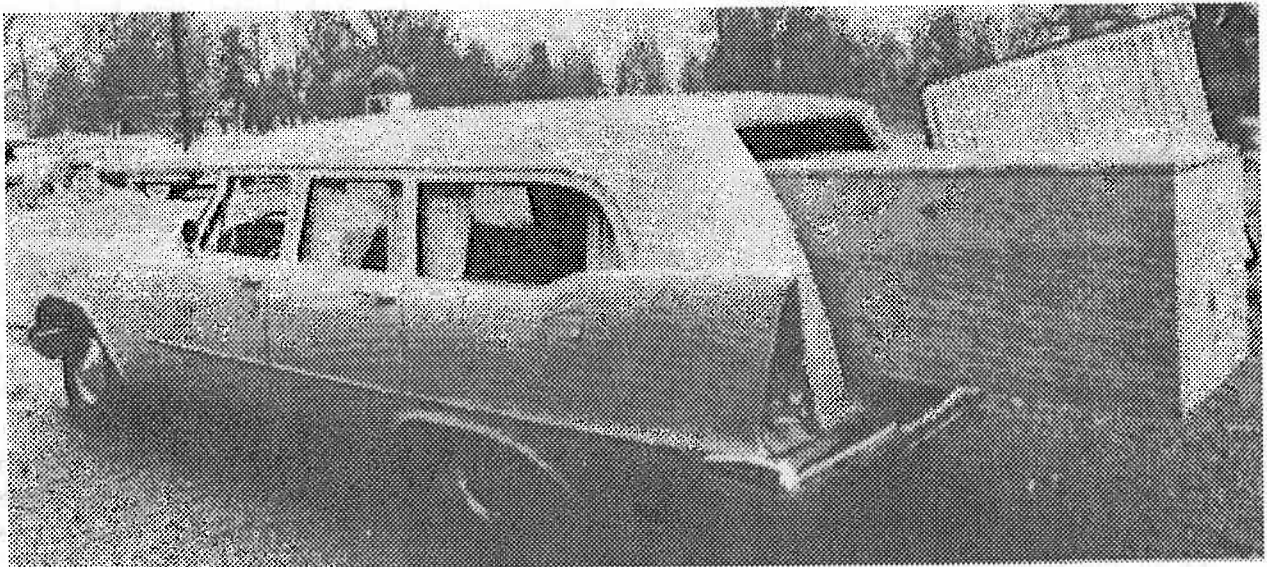


As as-new photo of our mystery car from the last issue of *The Criterion*.

moved across the Mississippi to Blytheville, Arkansas. Best-remembered for its Oldsmobile-chassied procars, the firm ultimately merged with Miller-Meteor in late 1963 and built its last vehicles in 1975.

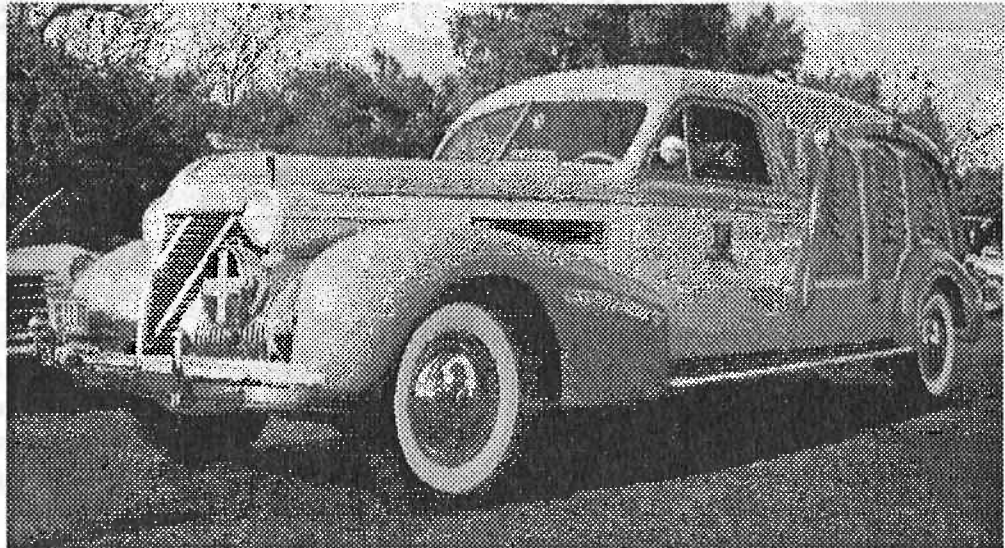
## AT LEAST THE GARAGE WASN'T HIT!

The February, 1999 *YB News* reported that the Moses Lake, Washington funeral home of Jerry and



This standard-wheelbase 1957 Plymouth Comet Junior was still able to fit a full-sized shipping tray.

Ronda Kayser, whose two-tone grey 1939 Sayers & Scovill Cadillac carved hearse won the Best-of-Show award at the 1998 PCS International Meet in Chicago, received some \$35,000 worth of unwanted building renovations when a drunk driver smashed through their front doors in the wee hours of December 4th.



After jumping the curb and plowing through a four-foot retaining wall and a

planter outside the building's entrance, the perpetrator's 1975 Dodge van still had enough momentum to cross the lobby and demolish an interior wall that was part of the family room. The driver fled the scene and was arrested at a local restaurant an hour later.

"After we got over the shellshock of what had happened to us, we decided to make the best of the situation and completely go through the entire building and freshen everything up," Jerry Kayser recalled in a March 8th letter to the Editor. Having repainted, recarpeted and rewallpapered virtually the entire building - all the lobby furnishings and draperies were also replaced since it was impossible to extract the embedded glass - Jerry added that "while it has not been on my 'top ten' list of best experiences in life, it could have been worse. We have received overwhelming support and encouragement from our community and in the end will have basically a 'new' facility to work out of - most of it at our insurance company's expense."

Safe and sound, his 1939 Cadillac is scheduled to appear at the AACA national in Tucson, Arizona this April and the Cadillac-LaSalle Club's Grand National Meet in Santa Clara, California June 16th-19th.

The Best-of-Show winner at PCS Chicago '98, Jerry Kayser's 1939 S&S Cadillac carved hearse will appear this year at the AACA National in Tucson, Arizona and the Cadillac-LaSalle Grand National in Santa Clara, California.

"Maybe the next time I'm able to attend a PCS International Meet," Jerry concluded, "I'll have a couple of 'Senior' badges from these two car clubs mounted on the grille."

## HERBIE THE HEARSE

The March 22nd issue of *Automotive News* reported that the cremated remains of retired Supreme Court Justice Harry Blackmun, who died on March 4th at the age of 90, were conveyed to Arlington National Cemetery in a Volkswagen New Beetle. Painted blue like Blackmun's last car, the vehicle was rented for the March 9th procession after his family failed to find a vintage Bug recalling the rear-engined originals that the liberal justice drove for many years (ironically, the movie "First Monday in October" featured a scene in which a liberal Supreme Court justice played by Walter Matthau drove a white VW Rabbit convertible in a funeral procession otherwise composed of black Cadillac limousines).



## CRITERION CLASSIFIEDS:

**1948 Packard Super Eight 7-Passenger Formal Sedan.** \$12,000 OBO. Lou Europa, (973) 764-6697.

**1956 National Chevrolet long wheelbase ambulance.** Rare, mint original with 23,000 miles, 265 V-8, 3-speed column shift. \$15,000. Charles Havelka, LaGrange, IL, (708) 246-8116.

**1963 Flexible Buick long-wheelbase hearse.** Rare and restorable! Parts car included. Price reduced to \$850 for the pair. Stan or Jon, Main St. Motors, Somerville, NJ, (908) 231-1144.

**1965 Superior Cadillac 51" high-top ambulance.** 52,000 miles, needs minor body work around fender skirts. \$1,700. Also selling **1973 Contner-Bevington Oldsmobile 54" high-top ambulance.** \$1,300. C. Marshall Long, PCS Ohio Chapter, 2116 Creekview Ct., Reynoldsburg, Ohio 43068 or (614) 861-1112.

**1967 Miller-Meteor Cadillac Embassy Flower Car,** one of six built during 1967 model year. 50,000 miles, Inverness Green with black crinkle-finish roof. Trophy winner at several PCS International Meets and the 1995 Cadillac-LaSalle Grand National. \$15,995. Carlton Ham, (603)934-4913 or e-mail whmtman@together.net.

**1969 Superior Cadillac Flower Car.** One of 24 made, complete project car, runs good. \$2300 OBO. John Giacomantonio or Chuck Six, (732) 286-6753.

**1972 Cadillac Fleetwood Limousine:** Silver with black top and blue interior. Garage-kept, only 50,000 miles. Gorgeous! \$7000 OBO. Eve Schmidt, (717) 732-2750.

**1972 and 1974 Miller-Meteor Cadillac end-loading landau hearses.** The '72 is black over silver with 65,000 miles, & the '74 is gold with 41,000 miles; asking \$2,195 for either. Also selling **1979 S&S Cadillac Victoria hearse,** 42,000 mi., grey/black, \$2,495. Main St. Motors, Somerville, NJ, (908) 231-1144.

**1973 Cadillac Fleetwood Formal Limousine.** Black with matching crinkle finish top. \$2995 OBO. Dave Wilner, (732) 549-5500.

**Parting out 1973 Cadillac Fleetwood 9-passenger sedan.** Tom Completo, (914) 782-5159 (leave message).  
**25-year ambulance and funeral car literature collection:** 53 pieces covering 1941-78 model years and such coachbuilders as Henney, S&S, Miller-Meteor and Superior. Many prestige catalogs! Will pay shipping. \$1,750 for the lot. George B. Ruth, (610) 678-4394.

**WANTED:** Any make 1956-76 high-top ambulance wanted for business promo, light camping. Robert Giaquinto, Dr. T-Shirt, 1716 Hwy 71, Spring Lake Heights, NJ 07762. Phone (732) 449-9227 or fax 449-0804.

**WANTED:** 1955, 1958, 1960, 1962 or 1964 Cadillac limousine with air conditioning, a divider and a good frame and interior. Prefer a dark blue or grey exterior. John Lawlor, (508) 378-3023.

**WANTED:** Repair/Service Manual for 1970s Superior Flower Car deck. Mike Barruzza, (215) 788-8105.

## CRITERION CALENDAR:

**May 2nd, June 13th and July 11th (Sun.), Stirling, NJ:** Planning meetings for the 1999 PCS International Meet, noon at the Long Hill First Aid Squad HQ in Stirling, NJ. For directions call Leo Maren at (908) 647-3738 or E-mail caddy@bellatlantic.net.

**May 14th-16th (Fri.-Sun.), Vienna, VA:** Emergency Vehicle Owners and Operations Association's Annual Convention at the Tysons Corner Comfort Inn, 1578 Spring Hill Road. Call John Bujosa at (509) 244-4062 or E-mail evooa@spokane.net to request further information on the EVOOA or the meet; for preferred rate hotel reservations phone (800) 228-5150 or (703) 448-8029.

**Aug 18th-21st (wed-Sat), Lancaster, PA:** PCS Northeast Chapter hosts the Professional Car Society's 23rd Annual International Meet at the Best Western Eden Inn Resort, U.S. 30 at PA 272. Call Leo Maren at (908) 647-3738 or E-mail caddy@bellatlantic.net to volunteer or request further information.

# THE PROFESSIONAL CAR SOCIETY

*"Dedicated to the restoration and preservation of vintage ambulances, funeral cars & livery vehicles"*

## NORTHEAST CHAPTER

[www.geocities.com/MotorCity/Garage/1074](http://www.geocities.com/MotorCity/Garage/1074)

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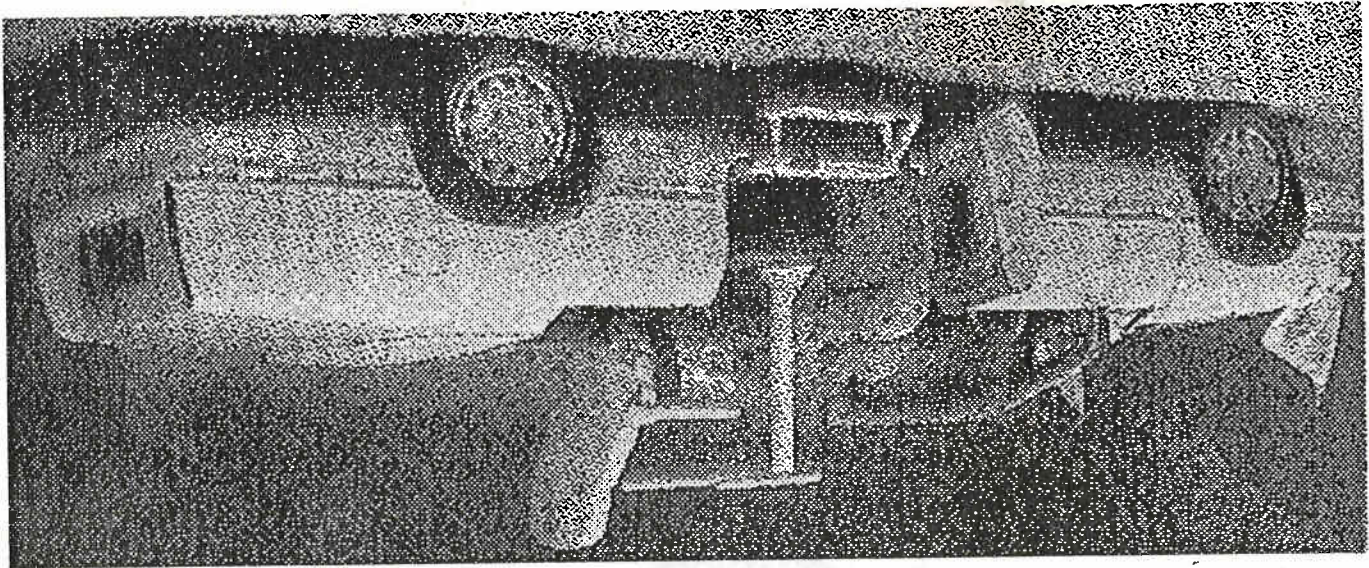
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Servicing Professional Car Society members in New Jersey, New York and Pennsylvania, the Northeast Chapter of the PCS operates under a charter granted by the Society's Board of Directors on August 19th, 1986. Subscription to this publication is by membership in the Chapter through the Membership Director listed above. **Membership in the national organization of the PCS is a prerequisite to membership in any of its regional chapters.** Details on joining can be obtained from National Secretary Beverly Ruff at P.O. Box 9636, Columbus, Ohio 43209 or by accessing the official PCS home page at <http://www.professionalcar.org>.



WE DON'T NEED NO STINKIN' BUBBLE!: General Motors de Mexico, Roush Technologies and Eureka Coaches of Norwalk, Ohio co-created this 1999 Cadillac convertible limousine for Pope John Paul II's recent visit to Mexico City. Modifications included a 30-inch unibody stretch, extra-wide doors and an elevated hydraulic platform for the papal chair.

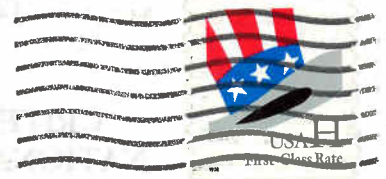
NORTHEAST CHAPTER



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OF THE PROFESSIONAL CAR SOCIETY

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