



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

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MESSAGE FROM OUR PRESIDENT

Hello everyone! So far as the Northeast Chapter is concerned, it has been a wonderful year so far, with a couple of nice surprises in addition to the shows and cruise nights we usually look forward to.

During the first week of August, several Chapter members headed to Denver for the 29th Annual PCS International Meet, and a good time was had by all who attended this nice, friendly event. We met lots of people who had never been to a PCS International before, and most of the cars were newcomers as well. Congratulations are in order to Leo Maren III and his Meet Committee, since the event saw the PCS Board of Directors select the Northeast Chapter as the host of the 2008 PCS International Meet, right here in New Jersey! Naturally, Leo will be speaking about our preparations and plans for this important project at our November 6th meeting, and I would think that anyone who would like to work on it should attend.

A few weeks later, on August 20th, Donna and Paul Vickery hosted the second annual Northeast Chapter picnic at their terrific home in Millington, N.J. Not only was the weather perfect, there were about seven professional cars in attendance, including a 3-way loading 1976 Superior Cadillac hearse recently acquired by Jeff Beyer and a '78 Miller-Meteor combination that Dan Herrick picked up in Minnesota on the way home from Denver. We all stayed until well after dark and left very reluctantly after a full day of food, fellowship and fun. For all your hospitality, THANK YOU Donna & Paul!

In mid-September, the PCS Northeast and Mid-Atlantic Chapters joined forces to show our cars at the Hagley Museum in Wilmington, Delaware. All I can say here is "what a show!", though I have contributed additional recollections to the official event report found inside this issue.

In addition to his hard work on the Northeast Chapter's successful bid to host the 2008 PCS International Meet, Leo Maren III deserves further congratulations on becoming the new President of the Miller-Meteor Chapter of the PCS. If you own a Miller-Meteor or simply love the cars from Piqua, Ohio as much as I do, I am sure you will want to join.

Looking to our November 6th business meeting, which will commence 1 pm sharp at the Sparta Ambulance Corps HQ in Sparta, N.J., the nominations and election of 2006 Chapter officers will be another important part of the agenda. We will also be discussing several events in which we plan to show our cars or otherwise participate during 2006, including our own, 5th Anniversary Charity Car Show at Peddler's Village in Lahaska, Pennsylvania next June. Your input is needed and appreciated on all of these matters, so please attend.

If you would like to run for a particular office, simply have someone nominate you at the Sparta meeting. Positions are open to ALL Chapter members. The current slate of officers has been in place for a number of years, and I want to take this opportunity to thank every one of them for making my job as Chapter President so easy and pleasant. In fact, I want to thank the entire Northeast Chapter for its support and for affording me the privilege of serving as your President. The pleasure has been all mine, and I would be pleased and very proud to continue as President if the Chapter so desires.

Enjoy the rest of the season! - **BILL MARCY**

PICNIC AT THE VICKERY'S

With two kids, four cats, one dog, three chickens, a bearded dragon lizard and a 1956 Miller Cadillac ambulance, the Revolutionary War era homestead of Paul & Donna Vickery in Millington, N.J. proved itself, as was the case last summer, a wonderful setting for the PCS Northeast Chapter's 2nd Annual Summer Picnic on Saturday, August 20th, 2005. Not only did the weather cooperate with the proceedings, which lasted from around 3:30 pm until well after dark, the turnout of vintage autos turned the suitably-spacious back yard into a full-fledged mini-meet.

"Civilian" vehicles included Jeff and Mary Hookway's 1966 Cadillac DeVille convertible from upstate Sparta, N.J. and Joseph C. Buono's impeccable 1976 Buick Riviera coupe from Harrington Park, N.J. (Your Editor, being a big fan of station wagons, was intrigued to learn at the picnic that he also owns a 1976 Oldsmobile Custom Cruiser), while the pro-car contingent touted Dawson Blackmore, Jr.'s extremely-rare 1957 Memphian DeSoto high-top ambulance from West Haven, CT; Peter & Skeeter DiMattia's 1989 Dodge Caravan "first call" coach from Hewitt, N.J.; and a red-and-silver, 1974 vintage Miller-Meteor Cadillac Criterion ambulance brought from nearby Stirling, N.J. by Leo Maren III, who, appropriately-enough, recently assumed the presidency of the PCS Miller-Meteor Chapter from Minnesota enthusiast Tony Karsnia. Though they had to leave before the barbeque reached critical mass, Steve and Laura Goldner of Hackettstown, N.J. made their presence known with a Toronto-built 1985 Eureka Cadillac commercial glass hearse they named "Urn, as in cremation urn." Via eBay, they had found the car in Sarasota, Florida and picked it up during the 4th of July weekend, and a set of false teeth was found inside during the initial clean-out.

With his 1955 Studebaker Ambulet, along with the Vickerys' 1940 Flxible Buick ambulance, temporarily on display at the Northeast Classic Car Museum in Norwich, N.Y., Jeff Beyer traveled from New Tripoli, PA in a cream-colored 1976 Superior Cadillac electric 3-way hearse with 60,000 original miles. While it had not appeared at any previous PCS event, Jeff reported that "I've had it about a year. I saw it on (California dealer) Doug Scott's website and bought it sight unseen. I would buy another one from him tomorrow.



Dan Herrick purchased this 1978 Miller-Meteor combination coach from Tony Karsnia, picking it up in Minnesota on the way home from PCS Denver.

It interested me because it was a 3-way and the last of the big Cadillacs, and the pro-car choices among Studebakers are pretty limited." The lack of a vinyl roof was another plus "because you never know what's underneath," and the exterior had undergone several thought-provoking transitions over the years; originally finished in antique white, the car had once been repainted purple-and-white (in spite of its brown paisley interior) for an earlier purchaser by the Superior Western Company of Santa Fe Springs, California.

Dan Herrick earned the event's unofficial distance award, driving 158 miles from Chatham, N.Y. in a 1978 Miller-Meteor Classic Duplex limousine-style combination coach. "Tony Karsnia put it on the PCS web page in April or May of this year," Dan recalled. "I wasn't in the market, but how could I resist it once I saw it? I called immediately, and made a deal within an hour of the posting." Aside from having only 44,000 original miles, the car's history is known from new, with the original purchaser being the Ingram Funeral Home of West Salem, Ohio. An invoice dated June 28th, 1978 records that the coach cost them \$20,322 new delivered, with the \$24,800 list price adjusted by a generous \$6,200 discount and \$1,592 worth of accessories. Finished in Cotillion White with a black crinkle top, it was the 51st of 348 Cadillac professional cars built by Miller-Meteor in 1978 (the Piqua, Ohio plant would be shuttered just a year later), and one of only fourteen finished that season as a hearse/ambulance combination with removable landau panels, plexiglass ambulance signs, a pair of dual-lens Unity spotlights and a low-profile, combination-specific Ferno Washington stretcher. "Tony's e-mail wasn't

totally honest," Dan joked, "in that he forgot to mention the tilt-and-telescope steering wheel and the pre-wiring for a mechanical siren. Part of the deal was that Tony had to keep it this summer and take it to a few shows, to keep it on the road until I could get to Minnesota. I picked it up on the way home from Denver. When the fuel gauge reads one-quarter full, it's actually empty, but it basically ran fine." Since it seats six people - three up front, two in the patient compartment attendants' seats and one in the stretcher - Dan had no trouble registering the car in New York State as a Cadillac "suburban," and it has proven a perfect compliment to the all-white 1977 Miller-Meteor Cadillac he also owns.



Pro-cars at the PCS Northeast Chapter's August 20th Summer Picnic included Dawson Blackmore, Jr.'s 1957 Memphian DeSoto ambulance.

HAGLEY SHOW WORTH THE DRIVE TO DELAWARE

Though Your Editor was stuck at home compiling the 2006 Professional Vehicle Preview issue for *American Funeral Director* magazine, he did receive glowing reports from Bill Marcy and Steve Lichtman on the Tenth Annual Car Show at the Hagley Museum in Wilmington, Delaware, which the PCS Northeast and Mid-Atlantic Chapters attended together on Sunday, September 18th, 2005. "When I tell you that this is the best car show I have ever attended, I mean it," Marcy said. "There were approximately six hundred cars and trucks of every description on the show field. There were steam cars, brass cars, trucks, busses, muscle cars, customs and cars from every decade right up into the 1980s. The feature display this year was emergency vehicles, and there was a huge



Members of the Millville Volunteer Fire Co. brought this magnificent 1955 Superior Cadillac to the Hagley Museum Show held September 18th in Wilmington, Delaware.

assortment of fire apparatus, police cars and ambulances."

The evening before, several Northeast Chapter members met at the nearby Courtyard by Marriott, where Marcy recalls that "we talked out in the parking lot until around midnight." An early breakfast preceded the professional car convoy to the privately-owned show site, which, Lichtman adds, was at the end of "a two-mile drive along the Brandywine River, through quiet woods and past the remains of buildings" that were once involved "in the manufacture of gunpowder, the first product manufactured by E.I. DuPont beginning after the Revolutionary War. A restored DuPont mansion remains on the grounds as well." The PCS' specially-reserved display spaces, meanwhile, were under the trees in front of the Hagley Library, which houses an important collection of manuscripts, photos, books, and pamphlets documenting the history of American business and technology.

"To say the least," Marcy adds, "the day was spectacular. There were many food vendors and a hot air balloon to ride on, and old car songs and old car commercials were being played by a deejay for our enjoyment." Accompanied by beautifully-restored fire engines and about 35 vintage police cars, the PCS exhibit featured total of seven chronologically-arranged antique ambulances and combination coaches, including George Hamlin's 1953 Henney Packard Senior Ambulance from Clarksville, MD; a 1955 Superior Cadillac Rescuer Ambulance that Robert Herrington of Ocean View, DE donated to the Millville Volunteer Fire Company founded by his parents; Gene & Steve Lichtman's 1960 Flixible Buick Premier Ambulance from Mt. Airy, MD; Rich Litton's 1965 Superior Pontiac 48-inch Ambulance from

Moorestown, N.J.; Wayne Guy's 1970 Superior Pontiac Combination from Clarksboro, N.J.; Andy & Karen Toton's 1970 Miller-Meteor Cadillac Combination from Philadelphia; and Mike & Vicki Baruzza's 1977 Superior Cadillac Transport Ambulance from Bristol, PA. On the main show field, a 1972 Fleetwood 7533 Cadillac Factory Formal Limousine that Bill Marcy discovered in Swedesboro, N.J. over the summer was joined on display by Harvey Schofield's 1967 Lehman Peterson mini-stretch limousine, while Steve Lichtman spotted an early, box-bodied 1977 Swab Chevrolet ambulance but was unable to obtain the owner's name. During the course of the day, Steve adds further, hourly vehicle parades were staged and "the PCS members in attendance caught up on friendships and viewed books of photos brought by Rich Litton and Steve Lichtman. A PCS display table attracted attention and, hopefully, a couple of new members."

NEW COACHES DEBUT AT NFDA CHICAGO

After spending two days at the 2005 National Funeral Directors Association Convention held at McCormick Place in Chicago from Monday, October 3rd to Wednesday, October 5th, Merrillville, Indiana PCS member Richard J. Conjalka kindly sent Your Editor an enthusiastic and impressively-thorough report. Not only was this just the third time in four decades, after 1993 and 1965, that the NFDA Convention took place in the Windy City, this event was also significant for hosting the public debut of the 2006 Cadillac funeral coaches and six-door limousines, which are based upon a significantly restyled and re-engineered DeVille successor called the DTS. "While the 2006 Lincoln coaches and limousines remain basically unchanged from last year," Richard wrote Your Editor, "Cadillac's all-new styling is a fresh and welcome change after a five-year previous edition of the current DeVille's model run."

While Cadillac's Master Coachbuilders completed their display vehicles only a few days before the NFDA convention opened, what the DTS would look like has actually been public knowledge since January 20th, 2005, when its front and rear end designs were previewed on two of the heavily-armored, hand-built high-top limousines used in President George W. Bush's Second Inauguration (this was, no doubt, the first time that the quadrennial parade down

Pennsylvania Avenue had been used to unveil a new model). Since its roof, door panels and basic front-wheel drive power train are carried over from the DeVille, the DTS is billed as more of a "mid-cycle enhancement" than an entirely new car. It looks distinctly different from its predecessor, to be sure, taking up the angular, assertive styling cues originally debuted on the "entry luxury" CTS sedan in 2002 and adopted by the larger STS that succeeded the Seville last year. Notable exterior elements include a satin nickel egg-crate grille with a more-prominent Cadillac medallion in the center, vertically-oriented Xenon gas discharge headlamps and "dihedral" hood contours, while the license plate enclosure has been moved to the rear bumper to allow the trunk lid to incorporate a "tailored" center peak and a larger wreath-and-crest emblem.



The all-new Cadillac DTS serves as the basis for this 2006 Eagle Ultimate Elite funeral coach unveiled at NFDA Chicago.

Well aware that the Lincoln Town Car is not its only competition anymore, Cadillac has reported that the Lexus LS 400 was used as a quality benchmark for the new DTS. Thanks to improved manufacturing tolerances, the average gap between body panels has been reduced to four millimeters between the hood and front fascia, 2 mm between the tail lamps and trunk lid, and just 1 mm between the fenders, headlamps and hood. Wind and road noise has also been reduced through the addition of structure-less wiper blades with built-in airfoils, new windshield moldings that are shaped to deter high-frequency "whistles" at expressway speeds, a larger, stiffer engine cradle and structural nylon baffles that suppress resonances in hollow spaces like the roof pillars and rocker panels. Front seat spaciousness and visibility have been

similarly-enhanced by fitting one-inch longer adjustment tracks and moving the instrument panel approximately 40 mm forward and 10 mm down, while tactile quality benefits from soft-backed urethane surfaces for the upper door trim and dash pad, chrome-plated door handles, and "protein" vinyl trim for the armrests and seatbacks that's blended with silk to achieve its supple, pliable feel.

The Accubuilt exhibit, Richard reports, was the largest devoted to professional vehicles at McCormick place, with "no less than six cars present on Lincoln and Cadillac chassis." The Lima, Ohio company's top-of-the-line, commercial glass S&S Cadillac funeral coaches (used for the services of Ronald Reagan and Supreme Court Chief Justice William Rehnquist) were represented by an Thunder Gray (a 2005 color) Masterpiece that was, with its \$94,700 MSRP, "probably the most expensive car in the show." This spectacular hearse was joined on display by an all black 65-inch stretch commercial glass S&S Cadillac Presidential limousine; a standard-glass Superior Cadillac Statesman with silver exterior paintwork and an electric extension casket table; and an S&S Lincoln Majestic funeral coach and a Superior Cadillac 6-door limousine that were finished in black as well. Accubuilt's exhibit also featured its interesting new "Commemorative Carriage," which enables funeral directors to handle cremation urns and infant caskets with the same dignity and respect afforded a full-sized casket, even giving the frailest family members the option of serving as pall bearers. Fitted with built-in folding legs to enhance the overall presentation, this device locks securely into the vehicle's bier pin system and also available for purchase as a stand alone accessory through Accubuilt dealers.

The Eagle Coach Co., a well-regarded, family-owned firm based in the Cincinnati suburb of Amelia, Ohio, featured a Cadillac Coupe de Fleur in its NFDA display. With its deep black paintwork and optional gold trim complimented by a stainless steel deck and a matching interior, this \$90,000-plus vehicle is the only extended-wheelbase, casket-carrying flower car available from a Cadillac-certified Master Coachbuilder, and no more than ten a year are typically built to special order. Other cars in the Eagle exhibit included a 2006 Cadillac DTS Ultimate Elite funeral coach with a silver exterior and oval quarter windows, a white 2006 Lincoln Ultimate, a deep blue Chrysler

Town & Country "first call" van, and a sky blue 2006 Buick Tradition. This latter vehicle, based on the luxurious Buick Terraza "Crossover Sport Van" launched last year (the cheaper Chevrolet Uplander version is called the Eagle Alternative), is a particularly-interesting conversion aimed at smaller, budget-minded funeral homes performing 40-60 services a year, adding a hearse-style loading door and a 13-inch quarter panel extension that allows a 96-inch long casket floor to be combined with the full-travel front seats and a driver's compartment partition. "Our first Terraza-based Traditions were completed this past spring," Eagle's Sales V.P. Wolfinger recently reported to Your Editor, "and they were extremely well-received because Buick is still a respected name in the funeral industry. It's been ten years since you could buy a brand new Roadmaster hearse, but a lot of those cars are still in service." Another novelty at Eagle given much attention at NFDA Chicago is an automatically-deployed cremation urn presenter that's neatly-concealed beneath the floor at the rear of the coach. "In principle, it's a lot like the reversing casket rollers you used to see in the old combination cars," Wolfinger explains, "except that it's hydraulically-operated when you press a button inside the loading door frame." In common with Accubuilt's Commemorative Carriage, it is hoped that this new option will encourage the use of hearses in the fast-growing cremation market.

Right next door to Eagle was the limousine builder LCW, which has its corporate HQ in San Antonio, Texas and its factory in Nuevo Laredo, Mexico. Its displays included a Cadillac Commuter six-door with a black exterior and a three-inch raised roof, and a gleaming white Lincoln "VIP" limousine whose 120-inch center stretch incorporated a curbside fifth door. On Monday, October 3rd, it was announced at the convention that Accubuilt had purchased the intellectual rights to LCW's Lincoln and Cadillac 6-door funeral limousines, up to the 100-inch center stretches. These models will now carry "LCW by Accubuilt" badging, while LCW will continue to produce its own four-and-five door limousines for corporate, casino and funeral customers.

Federal Coach, descended from the Armbruster/Stageway firm that put Fort Smith, Arkansas on the map by inventing the six-door limousine seven decades ago, welcomed NFDA delegates to its display by offering freshly-baked

chocolate chip cookies. The big news on the company's product front is that the 2006 Cadillac Renaissance, in addition to employing the all-new DTS styling, is significantly larger inside and out. The roof cap, for example, is two inches higher than it was on the 2005 model, increasing the amount of clearance between the casket compartment floor and headliner to 42 inches, while the wheelbase grows from 146.5 inches to 150.5 inches and overall length is extended from 238 to 250 inches; in contrast, the final "pre-downsized" Cadillacs built in 1976 were only about five inches longer, making this a lot of hearse for the money at its \$69,000 MSRP. Given that the Lincoln Town Car accounts for nearly 40 percent of Federal's pro-car output, versus 20 percent for Eagle and 12 percent for Accubuilt, it was no surprise to see its NFDA exhibit also tout a Lincoln Stratford hearse with oval viewing windows and a wrap-over tiara band; a six door, 65-inch 24-hour limousine with a reversible second row seat; and a 120-inch VIP limousine with a partition TV and ceiling-mounted mood lighting.

Richard also noted that GM's Cadillac division and the Lincoln-Mercury Division of the Ford Motor Company had their own exhibits at NFDA Chicago. Cadillac's display featured a "red plum" DTS sedan and a Tuxedo Black VIP limousine, as well as a 2006 Escalade "ESVe" with a 40-inch center stretch; when fitted with the appropriate heavy-duty package, this popular SUV is now officially sanctioned for conversion under the Cadillac Master Coachbuilder program. The Lincoln exhibit, meanwhile, contained a factory-built Executive "L Series" sedan with a six-inch longer wheelbase and rear doors than the standard Town Car (impressively, these now account for nearly 90 percent of all Town Cars ordered with the 535 heavy-duty livery package), an all-white Eagle Ultimate funeral coach, and a Federal Lincoln limousine with a 120-inch center stretch. "In my humble opinion," Richard concludes, "the manufacturers and the coachbuilders did an excellent job in representing themselves and their products."

A LIVERY LEGEND REMEMBERED

As it means there is now one less person in the world who can recall, in detail, the glory days of Henney-Packard and Hess & Eisenhardt, Your Editor is saddened to report the passing of veteran Cleveland coach dealer and liveryman "Big Tony" Mazzarella at the age of 77 on August 9th, 2005. Any PCS member

who dealt with him at American Coach Sales, or enjoyed his recollections at the awards banquet for the 2003 International Meet in Pittsburgh, will surely remember him fondly.

Born in Cleveland and the oldest of six siblings in an immigrant Italian household, Mazzarella was only 13 when he started driving a delivery truck for his parents' West Side grocery store. He was still a student at St. Ignatius High School when he entered the livery business in 1945, paying \$1,400 for used 1937 Packard 120 limousine that he used to chauffeur mourners between the city's churches its many cemeteries. Within a few years he had earned enough to upgrade his fleet with a 1948 Packard limousine and a 1950 Packard convertible that was used as a flower car, and the Monday after he returned from Korea - his father ran the business in his absence - Tony put on his best suit, went to Central Cadillac in Cleveland and purchased a brand new 1952 limousine right off the showroom floor. In 1953, the same year he bought a matching Cadillac hearse and flower car from the A.J. Miller Company of Bellefontaine, OH, he married his first wife Virginia and the happy couple would have six children by the time she passed on in 1975. His second wife, Joanne, had three kids of her own when she married Tony, yet they went on to have two more sons together.



"Big Tony" Mazzarella, shown with his son Robert at the 2003 PCS International in Pittsburgh.

While the celebrities driven by Mazzarella included Frank Sinatra, Judy Garland, Sammy Davis Jr., the guests of Mike Douglas' nationally syndicated TV show and even Lassie ("He was concerned about having his kids in the car," one of his daughters, Anna Maria Masterson, recently recalled to *Limousine & Chauffeured Transportation* magazine, so "you can imagine how he felt about Lassie"), the probable high point came on September 15th, 1964, when he picked up the Beatles at Cleveland's airport and took them to their concert at Public Hall. "People were lined up on both sides of the road," Mazzarella recalled for numerous interviewers in the years that followed, adding that "you'd think the Pope was coming down the road." Once the trip was over, rock promoters and fans

urged him to cut the limousine up and sell the pieces off as souvenirs, but he chose instead to simply trade it for a newer model.

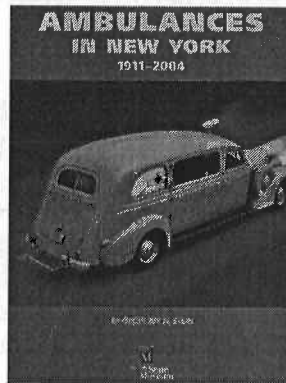
Initially, a ranch house with a seven-car garage on the lower level (I want one, too!) initially accommodated both the business and domestic branches of Mazzarella's life, but by 1970 he had moved both his cars and his office to a dealership in Lakewood that became the official S&S distributorship for northeast Ohio. Appropriately enough, Tony's son Robert eventually went to work at Hess & Eisenhardt's world-renowned Blue Ash Road plant in the northeast suburbs of Cincinnati ("All the seams were filled in with lead," Robert recalled at the 2003 Pittsburgh meet. "Today, OSHA would have shut the place down"). In the fall of 1981, after H&E sold its S&S professional car division to Superior and the operation moved north to Lima, Ohio, Mazzarella and his son hired some of the old firm's veteran craftsmen and founded Eagle Coach.

Expressing sentiments shared by "Big Tony's" numerous admirers, former PCS Archivist and Miller-Meteor Chapter President Tony Karsnia wrote on the PCS Message Board that "Everyone that I know of who dealt with he and his son, Bob, at American Coach Sales was very pleased with the experience. Even though he came off rather gruff at times, Tony had a heart of gold and rarely, if ever, missed daily Mass." Robert Mazzarella, also quoted in *Limousine & Chauffeured Transportation* web site, added that his father "was so Catholic, every time he bought a car he wanted to get it blessed," and always made a point to attend Mass several times a day, even when he traveled to other states; one woman parishioner at his church added, gratefully, that "he always gave me a ride." Condolences from PCS members can be conveyed to Tony's family in care of American Coach Sales, 11723 Detroit Avenue, Lakewood, Ohio 44107.

RECOMMENDED WINTER READING

Though the New York State Museum's special "Help is Here" exhibit of historic ambulances and emergency artifacts, much-promoted in the pages *The Criterion* over the past year-and-a-half, closed on September 11th, 2005, a comprehensive review of its contents is contained in a recently-published book authored by the facility's Transportation Curator Geoffrey N. Stein.

Entitled "*Ambulances in New York 1911-2004*," this glossy, 48-page volume contains more than 70 beautifully-reproduced images chronicling the exhibit's vehicles and the history of E.M.S. in N.Y.S. The period photos of ambulances in action should prove especially-compelling to our readers, and the accompanying text is worthwhile winter reading. This soft-cover, 8.5-by-



A 1939 Superior Pontiac used in the Adirondacks until 1962 is depicted on the cover of the N.Y. State Museum's recently-published ambulance book.

11-inch volume is also keenly-priced at \$19.95 plus \$4.00 shipping & handling for the first copy, and just 50 cents for each additional copy (NYS residents must include 8% sales tax on both the book and shipping costs). To order, phone Brad Seymour at the Museum's Publication Sales Dept. at (518) 402-5344, e-mail nysmpub@mail.nysed.gov or send a check to N.Y.S. Museum, Publication Sales, 3140 Cultural Education Center, Albany, NY 12230. As it's currently on sale for just \$4.95 a copy, PCS

members might also want to consider "*From the Collections: The Fire Apparatus at the New York State Museum*," which contains 31 color and/or historical photographs.

Assuming that most of you haven't purchased your 2006 calendars yet, it is worth noting here that the "*OLD CARS 2006 Collectors' Edition Calendar*" features a 1961 Miller-Meteor Duplex combination coach, owned by Springfield, Ohio PCS member Kenneth Michael Stevens, as its November photo. This attractive, limousine-style car, purchased by Stevens' father-in-law Cameron Maine in 1973, was one of five that attended the very first Professional Car Society International Meet held in Cincinnati in 1977. "He was a plumber by trade," Stevens recalled to Your Editor when the car appeared at the 2004 Miller-Meteor Reunion in Ohio, "but he took one look and said it was his. He simply had a fascination with it, and it's the most fun you can have in 6,340 pounds." A copy of the calendar can be purchased for \$9.95 plus shipping & handling by calling F+W Publications at 1-800-258-0929.

CRITERION CLASSIFIEDS

PCS Northeast Chapter Patches now available for sale. \$5 each including postage. Make checks payable to PCS Northeast Chapter and mail to Treasurer/Membership Director Jeff Hookway, 201 Glenside Trail, Sparta, NJ 07871-1249. For further info phone (973) 729-8083 or e-mail hookjch@ptd.net.

Model cars for sale. Collection includes 1/18, 1/24 and 1/43 scale miniature cars and 1/34 scale trucks by First Gear. Contact Joseph C. Buono, 47 Dora St., Harrington Park, NJ 07640-1354 or phone (201) 768-1079 after 7 pm.

1962 S&S Cadillac Limousine Style Side-Loading Hearse, with black paint and 23,000 original miles, \$19,000 OBO. Also selling 1965 S&S hearse, with silver exterior (needs paint) and 40,000 miles, and 1967 Cadillac Series Seventy-Five 9-passenger sedan with 59,000 miles, \$8,500 OBO each. All three cars have rust-free bodies. Phone Andrew F. Reymmer at (717) 653-8962 or e-mail afreymer@aol.com (Mt. Joy, PA).

1964 Cadillac Series 75 Nine-Passenger Sedan. Beautiful Spruce Blue exterior paint. Outstanding original condition! Asking \$18,500. Phone Stuart Levin at (610) 656-5049 (West Chester, PA).

1969 Superior Pontiac LWB Military Ambulance. Unusual, 27,000-mile car with Government-specified steel instead of standard fiberglass high-top, originally used at the ammunition plant in Baraboo, Wisconsin. Good glass all-around, front and rear a/c, 400 C.I. V-8 with 4-barrel carb. Excellent restoration candidate offered at just \$3,000. Phone Lloyd Statz at (715) 639-3205 or e-mail statz@svtel.net (Elmwood, WI).

1975 Pontiac LeSabre 6-door Limousine by Armbruster/Stageway. Lovely, 48,000-mile car with white exterior paintwork, 455 C.I. V-8. Asking \$6,000. Phone Wray Kniffin at (585) 671-0301 or e-mail Buick59@frontiernet.net (Webster, N.Y.).

1985 S&S front-wheel drive Cadillac Victoria Landau Hearse. Original, all-black end loader with blue brocade interior, Princess Blue drapes. Garage kept since new, mint condition & low mileage, still in funeral service. Great for removals or as a collectible car. \$5,000. Phone (610) 264-0601 or e-mail info@Brubakerfuneralhome.com (near Allentown, PA).

1988 S&S Cadillac Victoria end-loading Funeral Coach. Vehicle is in V.G. to excellent condition with 74,000 original miles. Full black vinyl top, rich black paint only three years old. New brakes, auto load leveling, and catalytic converter. Factory aluminum wheels with good tires, burgundy leather driver's compartment, recent transmission service. \$3,500 OBO. Contact Gregory Miller, (609) 392-7763 or GRMReaperNJ@aol.com (Trenton, N.J.).

CRITERION CALENDAR

Nov. 6th, 2005 (Sun.), Sparta, N.J.: PCS Northeast Chapter autumn business meeting, 1 pm at Sparta Volunteer Ambulance Squad HQ, 14 Sparta Ave. Agenda will include election of 2006 Chapter officers, upcoming events in which the Chapter has been invited to participate; and initial preparations for hosting the 2008 International Meet. For directions contact Jeff or Mary Hookway at (973) 729-8083 or hookjch@ptd.net.

January 27th-29th, 2006 (Fri.-Sun.), Suffern, N.Y.: Tri-State International Auto Show. For further info phone (845) 343-2772 or log onto www.rockland.com.

February 4th-12th, 2006 (Fri.-Sun.): Public days for Philadelphia International Auto Show. For further info phone (610) 279-5229 or log onto www.phillyautoshow.com.

February 23rd-26th, 2006 (Thurs.-Sun.), Atlantic City, N.J.: G. Potter King's indoor collector car corral and auction at the Atlantic City Convention Center. 4% buyer's premium is the lowest at any major auction. No reserve vehicles pay a reduced consignment fee. Vendor booths also available. For further info call 1-800-227-3868 or log onto www.acclassiccars.com.

March 23rd-25th, 2006 (Thurs.-Sat.), Baltimore, MD: Vintage PCS ambulances sought for display at EMS Today Conference & Exposition sponsored by JEMS magazine. For further info contact A.J. Heightman, Editor-in-Chief, in San Diego, CA at 1-800-266-5367 x 6847 or e-mail a.j.heightman@elsevier.com.

April 14th-23rd, 2006 (Fri.-Sun.), New York City: Public days for New York International Auto Show at the Jacob Javits Convention Center, Eleventh Avenue between West 34th and 39th Streets. For further info phone (718) 746-5900 or log onto www.autoshowny.com.

Through May 15th, 2006 (Mon.), Norwich, N.Y.: "Red Lights and Sirens." Exhibit of vintage ambulances, police cars and fire engines at the Northeast Classic Car Museum, 24 Rexford Street (N.Y.S. route 23), east of N.Y 12 (North Broad St.) corridor. Admission \$8 for adults, \$4 for students up to 18 and free for children 6-and-under. Open 9 am - 5 pm daily except Thanksgiving, Christmas and New Year's Day. For further info phone (607) 334-AUTO.

June 14th-17th, 2006 (Wed.-Sat.), Orange, CA: Cadillac LaSalle Club's Grand National Meet at the Orange County DoubleTree Hotel, 100 City Drive. Ten minutes from Disneyland and two blocks from the world-famous Crystal Cathedral. Phone (714) 634-4500 for reservations at \$129 nightly special rate. For further meet info, contact Ed Cholakian at (818) 368-1978 or allcads@yahoo.com, or log onto www.cadillaclasalleclub.org.

June 22nd-24th, 2006 (Thurs.-Sat.), Niagara Falls, Ontario: International Station Wagon Club's Annual Meet at the Clarion Hotel on Stanley Ave. For further info contact Charles E. Snyder at (724) 586-7187, e-mail internationalstationwagonclub@yahoo.com, or log onto www.iswc.us.

Aug. 1st-5th, 2006 (Tues.-Sat.), Kingsport, TN: Professional Car Society's 30th Anniversary International Meet, co-hosted by the PCS Southeastern & Volunteer Chapters at the Meadowview Marriott Conference & Convention Center. Mention PCS when phoning (423) 578-6600 for reservations at \$99 nightly special rate. For further meet info, contact David Petke at (423) 288-3454 or fdpetke@chartertn.net, or Jeremy D. Ledford at (615) 444-2458, (615) 604-8725 (cellular) or j78ledford@juno.com

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The Criterion

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



As the Northeast Chapter sponsored the Medic's Choice Award at the 2005 PCS International Meet in Denver, it was perhaps inevitable that the honor would ultimately go to this 1974 Miller-Meteor Criterion ambulance shown by Leo Branstetter.