



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY
www.PCSNortheast.com

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MESSAGE FROM OUR PRESIDENT

It's been a bit strange around here getting April weather in March and March weather in April, but I hope it's motivated at least some of you to get your car out early in anticipation of a show season that could be among our busiest in years. In addition to our Chapters May 20th event at Peddlers Village in Lahaska, PA - as all of our registration proceeds and other post-expense profits benefit the Bucks County SPCA, we're counting on great weather that encourages a big turnout that Sunday - the 2012 PCS International Meet is taking place earlier-than-usual, from June 18th through 22nd in Daytona Beach, Florida. Having the show and banquet on a Friday will be a new experience, but it means we'll have the weekend to get all the way home for work first thing on Monday. Chapter members who can get down there early should also consider attending the Cadillac-LaSalle Club's 2012 Grand National, which will be held sixty miles north of Daytona in St. Augustine, Florida from June 13th-16th.

Closer to home, Chapter V.P. Fred Goerlitz and I have found several other shows we should try to attend as a group, since it would really demonstrate how our interest in correctly-preserved or restored pro-cars truly honors the history of funeral and ambulance service. Mars candy's Hackettstown, N.J. HQ is hosting its always-popular Memorial Motor Madness Car Show on Sunday, May 27th, while the Newark Fire Muster and Haldeman Ford show in Hamilton Square, N.J. warrant our attention on Sunday, June 3rd. We also hope you will mark your calendar for the June 22nd Car Club Day that will take place in Trenton's waterfront park before a baseball game between the Trenton Thunder and the Reading Phillies, and visit www.newhopeautoshow.com to pre-register your 1985-or-earlier funeral coach or ambulance in the dedicated "Professional Specialty Cars" class (PC) that will be set aside at the New Hope-Solebury High School on Saturday, August 11th. If you know of any other shows where pro-cars would be welcome, contact me at (732) 433-2024 or heavyd27170@aol.com so we can get the word out to people as soon as possible.

Of course, we also remain keenly-interested in any ideas that Northeast Chapter members might have about activities that go beyond a group appearance at a car show. Some of the interesting regional attractions that have been suggested at recent Chapter business meetings have included recently-opened car museums in Allentown and Philadelphia; historic Hudson Valley houses like Olana; the U.S. Military Academy at West Point; a Kingston, N.Y. company that offers World War II PT boat rides; a return visit to the Renault Winery near Atlantic City; and the Steamtown Historic Site in Scranton, PA which could also feature a trip to Cooper's famous seafood restaurant or the gigantic Nicholson railroad viaduct. Even if consensus leans toward something simpler like a firehouse "potluck" or nice lunch or dinner at a local restaurant, it really up to you, the members, to decide what we should do with our time together.

Several Northeast Chapter members including myself, Fred Goerlitz, Jeff Hookway and Gregg Merksamer drove to Michigan this past February for the annual Micro Meet at Brady Smith's 'Garage Mahal' outside of Flint, which has needed only eight years to become an essential remedy to winter's usual dearth of exciting old car activities. The wide array of scratch-built, kit-bashed and factory-made die-cast pro-cars on exhibit were as enjoyable as the general fellowship, and the president of England's Brooklin Models even put in a trans-Atlantic phone call to discuss the range of authentic, white metal ambulances and hearses he's been developing with the help of Toronto authority Tom McPherson. The PCS Mid-Winter Board Meeting held on Saturday evening revealed the club, as a whole, is doing well both financially and membership wise, and witnessed the selection of Milwaukee, Wisconsin as the host city for the 2013 International Meet that will see our cars participating in a prestigious Concours show on Lake Michigan's shore front. The attending directors also approved a by-law change concerning the national election ballots that currently appear in issue 144 of THE PROFESSIONAL CAR, which should now be mailed to the independent CPA who will verify the voter's membership; after he tallies the results and sends them to our Electoral Chairman Jeremy Ledford in a sealed envelope, the PCS' new leadership will be revealed at the Board and General Membership meetings in Daytona.

Even if the voting procedures hadn't been revised, this would still be an important PCS election as our National President Rick Duffy has decided to step down and let others make their mark. National V.P./webmaster Paul Steinberg and Northland Chapter President Tony Karsnia are the experienced, capable candidates running for Rick's office, and it should prove similarly tough to pick between Sarah Snook, Steve Lichtman and Jim Vowell for the two vacancies now opening on the National PCS Board of Directors. Since many PCS members don't want to deface their copies of THE PROFESSIONAL CAR, photocopied ballots will be allowed in this election as long as they adhere to the "one membership, one vote" principle and aren't otherwise voided by inappropriate marks as described in the instructions on page 26 of TPC-144; make sure also that your ballot is postmarked by Saturday, June 2nd, 2012 so it really counts at this crucial time! -

With All My Best Until I See You, DAN McCANN

Highlights from our April Chapter meeting

Though the Maple Avenue headquarters of Hackettstown, N.J.'s First Aid & Rescue Squad has hosted several Northeast Chapter business meetings, our April 22nd, 2012 gathering proved memorable for the long-distance "guest stars" who braved rainy weather and reports of heavy snow coming in from points further north and west on the compass. Given that the rather-late 3 pm starting time as well, we certainly weren't expecting to be joined by PCS Upstate Chapter President Daniel Herrick (who anticipated a four-hour drive home to Chatham, N.Y. afterwards) or PCS National V.P. Paul Steinberg, who stopped by on his way to Spring Carlisle to promote his campaign for the National PCS Presidency (Northland Chapter President Tony Karsnia is also vying for the post) and offer his perspective on the Mid-Winter Board Meeting that took place in Flint, Michigan on February 25th.

With Chapter President Dan McCann stuck in school, it was up to V.P. Fred Goerlitz to run the April 22nd meeting in his home base. The first order of business for the dozen people in attendance was the group signing of a get well card for Patrick Caruso, who has greatly distinguished himself as an enthusiastic booster of PCS activities and objectives among members of the Cadillac-LaSalle Clubs Raritan River Region. Goerlitz subsequently shared Dan's "hit list" of upcoming New Jersey car shows the Northeast Chapter should consider attending as a group, including the massive Memorial Day Weekend event that takes place Sunday, May 27th at M&M/Mars world HQ in Hackettstown; the Wildwood Boardwalk Nationals being staged on the state's scenic southern tip from Thursday, May 10th through Sunday, May 13th (this Cape May County town also hosts a cruise night every Wednesday from May to September); the Mid-Jersey AACA-hosted Haldeman Ford show being held in Hamilton Square on Sunday, June 3rd; the Newark Fire Muster and Parade that's also scheduled for June 3rd; and a June 22nd Car Club Day at Mercer County Waterfront Park that precedes a baseball game between the Trenton Thunder and the Reading Phillies. Further details on these and other upcoming events can be found in the CRITERION CALENDAR section at the end of this issue.

Of course, no discussion on this issue would have been complete without a final briefing from Bill Marcy on the Northeast Chapters 11th Annual Car Show at Peddlers Village in Lahaska, PA, which will take place from 9 am to 3 pm on Sunday, May 20th, 2012. "I have 14 cars pre-registered, but that doesn't scare me too much a month beforehand," Bill reported, adding "I have been beating the bushes to get more cars. My goal is to have at least 60 vehicles on display, and I'm banking on good weather that will bring out many day-of-show entrants." Gregg D. Merksamer, who serves as National PCS Publicity Chair in addition to editing THE CRITERION for the PCS Northeast Chapter, reported in the same spirit that he had placed PDF and Microsoft Word-formatted Lahaska flyers in the press kit CDs he mailed out to Northeast region Cadillac-LaSalle Club chapters to promote the 2012 PCS International Meet, which commences in Daytona two days after the 2012 CLC Grand National concludes just sixty miles further north in St. Augustine. Though the Chairmans Choice and Peoples Choice Awards that will be presented at Lahaska weren't ready yet, Bill was able to preview the 2012 Lahaska dash plaque that's beautifully-illustrated with a photo of Clifton, N.J. funeral director Roy Garretson's 1942 Cadillac Series

7533 Four-Window Formal Limousine; aside from appearing in the Howard Hughes biopic THE AVIATOR, it's one of only two known to exist from that war-abridged model year.

Jeff Hookway, who monitors PCS membership on both the local and national levels with essential help from his wife Mary, reported in Hackettstown that the Northeast Chapter has 52 members - current dues, at \$10, are unchanged from 2011- and that the household name status of the six non-renewals made it likely they would rejoin if they were reminded. Jeff is also hard at work on a 2012 edition of the national PCS Membership Directory (document PCS-13) and announced, as he doesn't rely on website reports of buying and selling to update his database, that any members who've made additions or deletions to their pro-car fleets should e-mail their changes to hookjch@ptd.net no later than 11:59 PM Thursday, May 31st. As the last 2010 edition of the PCS Membership Directory cost \$3,706.09 to print and nearly \$1,300 to mail, some directors at February's Mid-Winter Board Meeting wondered if the PCS by-laws require this "publication" to be made of paper. To reconcile both issues, the odds are high that the next edition of PCS-13 will reach most members on CD, with a limited run of traditionally-printed rosters on offer for a small supplementary fee.

Aided by a list he received from Jeff, Paul Steinberg added he's now pro-actively reaching out to the 30 to 40 PCS members who became inactive each quarter on the national level, and has also initiated a "constant contact" e-mail program through the national website www.professionalcarsociety.org that can identify unanswered messages and inactive recipient addresses. "We have a great website," Paul declared, "but personal contact will grow this club, because it's the thing that makes people truly feel like they're cared about." To ensure they'll be more noticeable in a big stack of mail, Jeff's renewal cards are now colored pink - Paul further advocates the introduction of an orange return envelope that stands out in their minds when we call a member about it - and late renewals are typically backfilled so the member doesn't miss an issue of THE PROFESSIONAL CAR. Paul also emphasized that the magazines delivery is accelerated when the member furnishes their plus 4 zip code suffix to Jeff Hookway, and reminded us that a one-year dues payment is actually equivalent to four issues of the magazine as opposed to 12 months. When Mary Hookway wondered if there shouldn't be a formally-disseminated publication schedule, Paul noted that

Walt McCall and Brady Smith want to get one issue ahead, getting the next one ready while its predecessor is being printed. "Since the magazine is what many people join for on the national level," Paul adds "the publication teams long-term goal is five or six issues annually - or at least another special bonus edition covering the 2012 Daytona Meet - but the economics have to be there and this is why I want to get commercial advertising in our pages."

Given his belief that four magazines for a \$30 annual membership is not enough anymore, Paul Steinberg has also been investigating companies that can cost-effectively scan old coachbuilder literature in the official PCS archive maintained by Valparaiso, Indiana member Nick Bliss. "We have a lot of stuff in our archives no one ever sees or even knows about," Paul asserted, "so we ought to catalog it on a secure area of our website, where it would be available as a download or CD." Including a copyright hologram, an outside contractors scanning cost per-page in "web preview"

low-res and fully-readable, high-resolution formats would range from ten cents for small items to \$1 for an oversized brochure, and Previous PCS President Brady Smith, according to Paul, "thinks we should even sell our literature off after it's digitized. We have no Museum, after all." Inspired by a longtime feature in the Pontiac-Oakland Club magazine SMOKE SIGNALS, Gregg D. Merksamer suggested that THE PROFESSIONAL CAR could add a text box summarizing how members can access the PCS archives, and expressed his belief that the Fair Use Doctrine - which allows copyrighted works to be duplicated for the purposes of scholarship, research or criticism - should protect the PCS from any infringement issues raised by the automakers and coachbuilders who originally published the literature.

In the wake of February's Micro-Meet and Mid-Winter Board Meeting, the Pittsburgh-based PCS Tri-State Chapter asked Dan McCann and Fred Goerlitz if Northeast members might be interested in co-hosting the 2016 PCS International Meet in Gettysburg, PA as a joint project with the Maryland-centered Mid-Atlantic Chapter. As a near-annual visitor to this historic Civil War town and its surrounding battlefields, Gregg D. Merksamer agreed that Gettysburg would be a terrific place to celebrate the PCS 40th birthday and the 30th anniversary of the Northeast Chapter, but Bill Marcy expressed reservations that the planning meetings would be difficult to coordinate over the hundreds of miles and many hours of often-mountainous driving separating the organizers. "Imagine what it would be like to have a planning meeting today, when 12 inches of snow have fallen in Pittsburgh," he pointed out, "or the 1999 meet we hosted in Lancaster. It really puts a strain on people to stage a meet this big in a place that's hours away from where we actually live. Personally, I believe the most successful meets are pulled off close-to-home, by a small core group that really wants to do it. If we have three chapters in on this, none of them will have the drive to do another for a decade, which will put added pressure to host a meet on other PCS regions. If the Northeast has the urge we should do it in our own back yard. Lahaska could be a good International Meet spot, and even this part of northern New Jersey is a pretty place to host something."

One of the ongoing issues that will inevitably be debated in Daytona this June 18th-22nd is whether or not truck-based ambulances should enjoy any official status on the PCS show field. Dan Herrick detailed the controversy really came to a head at the 2011 PCS International in Hudson, Ohio, where William Wright's 1972 Chevrolet Suburban edged out Joseph Torregrossa's 1975 Miller-Meteor Cadillac by a single judging point to snare First Place honors in the High-Top Ambulance category. Though a 12-person, website-based Judging Committee has been working for almost two years on a tentative rule revision creating a "Professional Service Truck" class for half-to-1.5 ton van and pickup cab-based rigs, Paul Steinberg said "there's still no consensus" on a formal proposal that could be submitted to the Board for approval, and it's possible we would actually have to change our basic charter to include truck ambulances. With all the pros and cons, there's been an unbelievable amount of push-back in committee, with some arguing there's no real craftsmanship beyond the truck cab. The issue even has people looking at airport coaches and wondering at what point does a limousine become a bus, and I find it ironic that 2012 ambulances can't be shown at PCS events like brand new limousines and funeral vehicles. All told, he's pretty much convinced this will have to be decided by the members, so the Chapter representatives to the Board must

find out what their members want. It definitely won't be resolved in Florida - this will be a long, protracted conversion if we're going to do it. But if I'm elected president, and that's what the membership wants, that's the way it will be.



The exact same show field spot at Lahaska 2011 was occupied by Mike Barruzza's 1963 S&S Park Row combo in the morning, and Nick Elias' 1963 Eureka Landau in the afternoon.

Before the April 20th meeting formally adjourned at 5:30 pm, attendees also brain stormed on potentially-interesting venues for future Northeast Chapter events. Paul Steinberg endorsed the Essex Steam Train that's been offering nostalgic trips through the Connecticut River Valley since 1971, while Dan Herrick fondly recalled a recent Cadillac-LaSalle Club outing to Olana, the hilltop Hudson Valley villa of the 19th Century landscape painter Frederic Church. Your Editor's suggestions, ironically, included a Hudson and Essex automobile "orphanage" in New Smithville, PA outside of Allentown, as well as the historic race car displays at the Simeone Foundation Automotive Museum in Philadelphia; the U.S. Military Academy's Museum at West Point; and a Kingston, N.Y. outfit called Fleet Obsolete, which offers tours of the Hudson River aboard an authentic, World War II PT boat. Citing the PCS Volunteer Chapter's great success with their driving tours through Tennessee and Kentucky, Merksamer also suggested a road trip to the Steamtown Historic Site in Scranton that could be thematically-combined with a drive up old U.S. 11 to the awe-inspiring railroad viaduct at Nicholson, PA, or a delectably-campy seafood meal at Cooper's Restaurant (it turns out Fred Goerlitz is a big fan of this Electric City institution as well). As for more-modest undertakings, Bill Marcy thought that Ristorante Vincenzo in Lodi, N.J. did a fine job hosting a party for his brother-in-law, and Bethlehem, PA member Eugene N. Brown, Jr. thought a "covered dish potluck" at a firehouse or ambulance squad building could attract donated food "if you talk to the right people." If any of these ideas resonate with our readers, an e-mail to Chapter President Dan McCann or Chapter V.P. Fred Goerlitz is the first step in moving it forward.

A first, last look at Lahaska 2011

Since the PCS Northeast Chapter's 11th Annual Charity Car & Truck Show will be taking place in Lahaska, Pennsylvania just a few weeks from now on Sunday, May 20th, 2012, Your Editor was well-aware this long-delayed issue of THE CRITERION would be his final chance to publish a proper retrospective of the 10th Anniversary Edition staged on June 12th, 2011.



Found in Hanover, PA the preceding November, Brian Lipira's 1961 Superior Cadillac Royale was a newcomer to the Northeast Chapter's 2011 display at Peddler's Village.

Maintaining a tradition that's given our pro-cars some truly-fascinating company since the event's inception, our show field at Peddler's Village was open to all years and types of vehicles, and it was obvious their owners were delighted to receive such novel dash plaques that depicted the handsome little 1986 Eagle Pontiac tail-

stretch landau hearse owned by Clarksboro, N.J. Chapter member Wayne Guy. Though this event was also marking the Silver Anniversary of the Northeast Chapter's August 19th, 1986 chartering by the national PCS, the total turnout was somewhat compromised by humid, overcast weather and a rival car show taking place in nearby Hamilton, N.J.; as a result, two out of 18 pre-registrants were no-shows and two other regulars attended without bringing their show cars.

On the other hand, one big plus of a small exhibit is there's far more time to thoroughly admire the car that actually show up, on top of which their owners have more opportunity to socialize with old friends or explore their credit limits at the varied shops and restaurants situated just a few minutes walk away. While it was getting ready to leave Lahaska about the same time that Your Editor arrived around 11:30, it's always a treat to take in the Benton Blue, six-window "limousine style" 1963 S&S Superline Park Row Cadillac combination coach owned by 1995-97 PCS National President Mike Barruzza (who noted the odometer would be turning 34,000 miles on the trip home to Bristol, PA), and most-deliciously ironic that the very same display space would be filled in the afternoon by Nick Elias' silver-colored 1963 Eureka Cadillac Landau hearse from Allentown, PA. Straight ambulances were well-represented by Richard Litton's red-and-white 1965 Superior Pontiac Bonneville from Moorestown, N.J., and an Omaha Orange-and-white 1976 Superior Cadillac - shown by Chapter V.P. Fred Goerlitz and his wife Tracy - wearing "FORDS" vanity plates to recall its original use in the Fords section of Woodbridge Township, N.J.; within a few hours, this imposing high-top - a true exemplar of the last "big" Cadillacs completed before the "downsized" ambulances debuted as 1977 models - would earn the 2011 Chairmans Choice Award from Jenn Morin.

One hearse that was entirely new to PCS Lahaska was an all-black 1961 Superior Cadillac Royale touting a crinkle-finished landau top and 65,300 miles on the odometer, which Brian Lipira of Lawrenceville, N.J. (joined for the day by 'Mohawk Dave' Wismer of Ewing Township, N.J.) had

found in Hanover, PA via eBay in November, 2010. Asserting "I've always liked hearses and Cadillacs", Brian said "I passed up a 1960 a couple of years ago and spent the longest time beating myself up for it. So I decided to look for another one. 1961 is my favorite year, style-wise, but it had to be close enough to drive home, and nice enough to drive home. I didn't want a combination or some California car I'd have to buy sight-unseen." Having originally served outside Baltimore before it wound up as a haunted house prop near the Philadelphia Airport in the 1990s, this coach certainly fulfilled Brian's proximity requirements, and the character he purchased it from lives in a church and collects just about everything - funeral stuff, circus stuff, you name it! In the between the week I looked at this car and bought it, the American Pickers (Mike Wolfe and Frank Fritz) came to his place. This car was unfortunately not on their show since it was their Civil War episode, but they gave it the 'thumbs up' on my way home when I wound up beside their van on the Pennsylvania Turnpike.

Thanks to nearby Cadillac-LaSalle Club Chapters like the Raritan River Region, PCS Lahaska has typically attracted many fine examples of the marques "civilian models", and the 2011 event was no exception. Pat Caruso came from Green Brook, N.J. in a Linden, N.J.-built 1975 Cadillac Sedan DeVille - his aunt & uncle, Paul & Dora Sargenti of Eastchester, N.Y., bought it brand new from Royal Motors of White Plains, N.Y. for \$8,800 - which found itself memorably flanked on the show field by black and white 1976 Eldorado convertibles respectively entered by Brian Rachlin of Hunterdon Valley, PA and Joe Carlsto of Langhorne. Joe Nicastro, a veteran mechanic from South Plainfield, N.J., raised almost as many eyebrows with his PCS event debut of a Bahamas Beige 1972 Calais hardtop that was one of only 3,900 manufactured, making it far rarer than the ritzier Coupe De Villes that attracted 95,280 customers that model year (the DeVille's main cosmetic differences were a vinyl top, trunk edge trim and rocker panel moldings where, Joe reminded spectators, "rust always began" behind the front wheel openings). Joe further detailed the previous owner, a Mr. Henry Culver, had purchased the Calais in 1979, and the woven nylon seat covers have been on the car since I've known it. Having serviced the 166,000-mile car for almost three decades, he added "I was truly honored that the previous owner's family asked me if I'd like to have it after he passed away this February."

Though there wasn't an official Distance Award, Pete & Jan Grave could have certainly qualified for one after driving down from Ottsville, PA in an ex-Carey Limousine 2006 Lincoln Town Car L with the six-inch factory wheelbase stretch and a truly-epic 407,982.7 miles on its odometer (as Carey also sold Pete a pair of 2003 Ford Crown Victoria long doors with consecutive VINs and total accumulated mileages of 371,000 on one and 290,000 miles on the other, we still can't figure out why the Panther Platform ceased production during 2011). Another notable 'venerable' at Lahaska was the two-tone green 1954 Packard Clipper sedan brought from Huntington Valley, PA by Mike Satterthwaite, who considered the car barely broken-in with 118,000 miles on odometer. "I rescued it several years ago from a Southampton, PA shopping center where it was parked with a FOR SALE sign in the window," he recalled, adding "the original owner was an employee of Packard's Philadelphia agency named Earle Edwards, who would bring watermelons to Packard Club events." In the time since it's proven quite-usable with its power-assisted brakes and steering, while detail-focused spectators are always

intrigued by a drawer-type glove box (flanked by two ashtrays, naturally) and a driver's side spotlight that incorporates a swiveling side-view mirror. The lower right corner of the windshield also featured an authentic, 1954 surplus PA safety sticker that was renewed twice-yearly back in the day.

As trophy time drew near in the early afternoon, Jenn Morin reported that the People's Choice vote was witnessing a four-way tie for third place, on top of which the second and first polling was also too close to call. Ultimately, Fourth Place went to Nick Elias' 1963 Eureka Cadillac hearse, and John Corigliano, Jr. of Boonton Township, N.J. earned Third Place for a fuel-injected 1958 Chevrolet Impala hardtop teaming lustrous, deep black paintwork with Cragar mag wheels. Soon afterwards, Glenside, PA resident Bruce Urich received Second Place for a beautifully restored 1956 Checker A-8 taxi that's already earned numerous Lahaska accolades as one of only four known survivors out of 9,996 completed before the more-iconic, quad-headlight A-9 debuted in late 1958. Finally, since the die-cast Corgi toy is the only example of the model that most car enthusiasts have ever seen first-hand, it surprised few observers that First Place in the 2011 People's Choice vote went to a 1966 AMC Marlin fastback shown at Lahaska with 65,000 original miles and a giant fish hook in its below-grille vent by Barbara Kuter of Roslyn, PA. This Kenosha-built fastback - beautifully finished in Cortez Aqua with Frost White roof and trunk panels - was one of only 4,547 made in the model's second (and second-to-last) year on sale, and was sourced in Schnecksville, PA above Allentown in 2007 or thereabouts. "I was looking for an early Barracuda because I wanted something different," Barbara recalled, "and my husband Ray has the purple '68 Barracuda we've brought here before. When a friend asked me if I'd ever seen a Marlin, I started looking online and found this through the Marlin Club newsletter." Even if the radically-tapering trunk lid opening - barely wide enough to extract the spare tire - was the main attraction styling-wise, anyone who ventured underhood to scrutinize the 327 CID 'Tri-Poised Power' V-8 likely got a big kick out of the slot car track that was being used to stage a micro-scale drag race on top of the air cleaner. "The miniature Barracuda and Marlin you see on there are the same colors as our full-sized cars," Barbara emphasized. "When Ray sets it up at a show, he always positions his Barracuda ahead of my car, so I always come by later and put the Marlin ahead."



Mike Satterthwaite's Packard Clipper rewarded scrutiny with its 1954 Pennsylvania safety sticker, mirror-equipped driver's spotlight and drawer-style glove box flanked by two ashtrays.



Third Place in the 2011 Lahaska People's Choice poll went to this deep black, fuel-injected 1958 Chevrolet Impala hardtop brought from Boonton Township, N.J. by John Corigliano, Jr.

PCS Shows Off In New Hope, Atlantic City

Thanks to truly-dedicated car owners and the event organizers that encouraged them, 2011 proved a fairly-productive year for the Northeast Chapter's ongoing efforts to promote the Professional Car Society's advocacy of authentically-presented funeral vehicles and ambulances to the general public.



Flanked by Richard Litton's 1965 Superior Pontiac and Fred Goerlitz's 1976 Superior Cadillac high-tops, the PCS Northeast Chapter's banner proudly promotes us at the New Jersey State First Aid Council's October, 2011 Symposium and Trade Show in Atlantic City.

The annual New Hope, PA auto show, a 44-year-old area institution that typically attracts several thousand spectators on each of the two days it takes over the New Hope-Solebury High School off state highway 179, kindly facilitated this mission on Saturday, August 13th with a dedicated "Professional Specialty Cars" judging class (code PC) for 1985-and-earlier funeral coaches, rescue vehicles and ambulances. Having finally put his A.J. Miller-bodied 1956 Cadillac ambulance back on the road "after too many years of hibernation," Paul Vickery was one of the veteran Nor'easters taking advantage of the invitation. "My last time at New Hope was in 1997, when my son Ian was just a year old and it was the first time out for the new engine in the my 1940 Flexible Buick," Paul e-mailed Your Editor afterwards; he had a lot of fun, especially with Mike & Vicky Barruzza's 1963 S&S Cadillac occupying the adjacent display space, but got tired of people telling me that it was great that I took my grandson to the car show by myself. Even though reporters had 250 show vehicles to pick from each day, photographs of Paul and Michael's pro-cars were featured prominently in local newspaper coverage of the proceedings.

From October 19th through 22nd, Vickery's 1956 Miller and Barruzza's 1963 S&S made an encore, indoor appearance at the New Jersey State First Aid Council's 2011 Symposium and Trade Show at the Trump Taj Mahal in Atlantic City, where they were joined on display by Barruzza's 1977 Superior Cadillac high-top; the perceptibly-larger 1976 Superior Cadillac ambulance of Fred & Tracy Goerlitz; and Richard Litton's 1965 Superior Pontiac Bonneville. Aided by a centrally-situated space putting the PCS pro-cars back-to-back near the brand new truck rigs shown by PL Custom of Manasquan, N.J. and Paul Vickery's Ambulance Network of Elizabeth - Rich Litton also capably-manned a table in the middle of the exhibit on behalf of the NJSFAC's historical group - Northeast Chapter President Dan McCann asserted afterwards we were the talk of the conference. A lot of people asked a lot of questions, and Dick Krane, the gentleman in charge (as the Convention Coordinator), has already asked if we're coming

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back in 2012. Paul Vickery was truly instrumental in getting us down there, and they even waived \$3,000 worth of show space fees because we were displaying and not selling. Vickery, quipping "I usually get blamed for things that I didn't do, not praised for things that I ostensibly did do," insists "the accolades for Atlantic City should really go to Danny and Rich as they arranged most of the vehicles. I just facilitated getting the space, and that was pretty much a given as the Council really wanted to get our cars there."



Surrounded by more-utilitarian, truck-based Medtec and Life Line modular ambulances at the Trump Taj Mahal, Paul Vickery's 1956 Miller Cadillac proved a memorable blast-from-the-past for EMS professionals.

Shook Rolls Out the Welcome Mat



The Shook Funeral Home's all-Lincoln fleet included this standard-wheelbase 1996 Town Car that had been fitted with a flower bed by Muster Associates of Calhoun, Kentucky. Having recently been replaced as the firm's lead car by an MKS, the 2007 model Town Car sedan behind it was about to be converted into a flower car as well.

Unseasonably-pleasant weather - plus some delicious complimentary sandwiches from helped insure the PCS Northeast Chapter's final event of 2011, a November 13th open house and business meeting at the Shook Funeral Home in the Athenia section of Clifton, N.J., was well-attended and greatly-enjoyed. Our host, General Manager Roy Garretson, made sure our people had something

interesting to photograph the instant they pulled off Van Houten Avenue into the parking lot, where an all-silver, all-Lincoln pro-car fleet awaited our scrutiny. Having switched to Lincolns in the late 1980s after a series of (mostly Superior-bodied) rear-drive Cadillacs proved problem-prone, Garretson surprised us by reporting his 2008 Krystal Town Car Landau and matching 6-door limousine had also had lots of electrical troubles, (and) there's no way to detach the taillight lens on the hearse so you can change a bulb; he also demonstrated that the 6-door's center seat cushion was so high off the floor that the typical occupant sits eye level with the top of the door opening. In contrast, the Federal-built hearse and 6-door that preceded these cars were no trouble at all. I've joked to my drivers that if a fire breaks out in these Krystals, they can wait until it's really going before they call for help.

As Your Editor runs a visually-identical 1997 Town Car Livery Sedan in the same shade of silver, it was inevitable

he would gravitate to the standard-wheelbase, 1996 model Lincoln flower car that had been converted by Muster Associates of Calhoun, Kentucky. Having recently replaced it with a Silver Frost 2011 MKS sedan, Garretson added that the 2007 Lincoln Town Car that had previously served as his lead car would soon be swapping its rear roof and back seat for a flower bed as well, and also directed our attention to the 2006 Ford Windstar minivan he uses for removals. At that moment, Roy's son Tom arrived with his fiancé Annelise Newton (she hails from a funeral directing family in Leonardo, N.J.) in a 2011 Mercedes C-Class sedan that also sees occasional use as a lead car. Owing to a problem with the starter, the deep red 1942 Cadillac Series 75 limousine Roy had recently purchased from Chester, N.Y. enthusiast Ted Kadala would have to be admired on another day, but Bill & Lucille Marcy nicely-compensated for its absence with a 1977 Superior Cadillac Combination Coach they had just obtained from Chatham, N.Y. member Daniel Herrick. Other classics bought to Shook by the PCS people included Joe Buono's 1976 Buick Riviera from Harrington Park, N.J. - such a little jaunt for a car that's already covered 188,000 miles! - And Joe Nicastro's 1972 Cadillac Calais from South Plainfield.

After plying us with sandwiches and other tasty refreshments from Frank's Deli in nearby Belleville, N.J., Garretson gave us a grand tour revealing that the building - perhaps 75 years old at the time - was being used as a boarding house when his father-in-law, Joseph M. Shook, Sr., purchased it for \$25,500 from the Durkos family in February, 1955 ("we pay almost twice that now in property taxes," he noted). A new facade was added about six years after the first funeral was hosted in January, 1956, while other expansions in 1979 and 1992 preceded a 2005-6 redecorating that beautifully restored the original high ceilings. With six bedrooms and two bathrooms reserved for family use upstairs, the structure has about 12,000 square feet of interior space in total, out of which 8,800 square feet is devoted to an office and three big viewing rooms on the main floor that average a little more than 200 funerals annually, as well as basement-level preparation and casket selection rooms adjoining a long, bowling alley-like paneled space that used to be a smoking lounge. Roy added this room, equipped with closed circuit TV "so we can keep an eye on the kids running around down here," was soon being renovated into an arrangement office, while the casket selection room had been redone only two weeks prior to the PCS visit to invitingly evoke a retail space. Some of the truly-interesting details on his very latest Batesville caskets include Memory Safe drawers in the lower lids for storing private farewell messages or mementos - these can be secured with the same key that locks the casket - and Life Symbols that can be attached to each corner of the casket, depicting everything from eagles for patriots to G-clefs for musicians, flower pots for gardeners and tiny golf bags for those people whose first thought of Heaven is a game under par. The interior back panels, Roy added, can also be individually embroidered with images running the gamut from Salt Lake City's Mormon Temple to a John Deere tractor. Though America's ongoing obesity epidemic has also spurred the offering of oversized and even double oversized caskets up to 38 inches wide, it was intriguing to also learn from Roy that cremated human remains typically weigh just seven pounds and can be comfortably contained inside a coffee can - Good to the Last Drop, indeed!



Having detailed his 1976 Buick Riviera now had 188,000 miles on its odometer, Joe Buono (left) joined Joe Nicastro (right) beside the latter's 1972 Cadillac Calais hardtop in the parking lot of the Shook Funeral Home.

Daytona Beach Beckons June 18th-22nd

PCS Northeast Chapter members have a well-deserved reputation for attending distant International Meets in great numbers, so the expectations are high this team spirit will be maintained when the PCS Florida Chapter hosts the 36th Annual edition of this event in Daytona Beach from June 18th-22nd, 2012. The novel, Monday-Friday scheduling was specifically designed to give long-distance attendees added driving time between their workweeks, and the Cadillac-LaSalle Club 2012 Grand National that's taking place one hour north in St. Augustine, Florida from June 13th-16th should prove an irresistible, two-for-one incentive for many prospective registrants.



When the Professional Car Society International Meet returns to Daytona Beach, Florida for the first time in eight years from June 18th-22nd, the itinerary will include a Thursday convoy to Florida's tallest lighthouse at Ponce de Leon Inlet. Pat Brewer's Henney-bodied 1938 Packard 120 hearse and matching 1937 Super 8 limousine certainly proved themselves big attention-getters on the PCS' 2004 visit to this 174-foot-high National Historic Landmark.

"If I can drive up to (the 2010 PCS International in) Albany with it costing me nothing more than a water pump, and (the 2008 meet in) Mt. Laurel with it costing me nothing more than a head gasket, you can come down to Daytona," declares Meet organizer William F. Wright, who also

stresses that his alter ego The Godfather knows the address of everyone who doesn't show. Not only will this year's meet give my pro-car friends a unique opportunity to experience two tremendous, national level car shows taking place less than one week and two hours apart from each other, I guarantee that anyone who attended the Daytona meet I hosted in 2004 will find the tours just as fresh and exciting as the first-timers. Volusia County has changed a lot in the past eight years, and any attractions we visited last time have been dramatically improved and expanded. Since the last time we used it, our host hotel has also been completely upgraded under new ownership and is now the only AAA Four Diamond Resort in Daytona.

PCS Daytona 2012 will be headquartered at The Shores Resort & Spa, a pet-friendly, AAA Four Diamond hotel that's situated directly on the World's Most Famous Beach at 2637 South Atlantic Avenue. Special PCS group rates, starting at \$99 pre-tax nightly for a room facing westward over the show field and the Intracoastal Waterway, are in effect three days before and after the formal meet dates (phone 866-396-2217 or 386-767-7350 for reservations, or use code PRACSH when booking online at www.shoresresort.com), while upgrades to \$119 partial ocean view or \$139 full ocean view rooms are also available. When Your Editor made his reservation in mid-April, the block of rooms set aside for PCS people was more than 60% full for Thursday night and 70% occupied on Friday, so don't dilly-dally! The hotel's amenities include a heated salt water oceanfront pool with outdoor cabanas; on-site masseuse and restaurant facilities; a Kid's Club Activity Center; and a dedicated PCS show field accessed by a covered walkway over Florida highway A1A.

Following a private viewing of local classic car collection for "early birds" who can reach Daytona by Sunday, June 17th, the meet's official itinerary commences 5 pm Monday, June 18th with a catered welcoming barbeque at the Volusia Memorial Funeral Home, where a light and sound show by the ambulances sirens and rooftop beacons should prove a most-exciting bonus. Tuesday's calendar features an all day chartered bus tour of the Kennedy Space Center, followed by a dinner stop with a choice of five entrees at the renowned Dixie Crossroads Restaurant in Titusville. When the participating pro-cars convoy to Daytona International Speedway on Wednesday, June 20th, they'll get three parade laps with lights and sirens blazing on the 31-degree banking of the legendary, two-and-half-mile tri-oval, after which they'll proceed to Bruce Rossmeye's Destination Daytona in Ormond Beach for an encore light and siren demonstration at the world's largest Harley-Davidson motorcycle dealership. Thursday's itinerary - preceded by a breakfast buffet and the annual PCS General Membership Meeting - will present a choice between a scenic, one-hour drive up A1A to meet the dolphins at Marine Land, or a shorter, south-bound trip to Florida's tallest lighthouse at Ponce de Leon Inlet, which can be packaged with a two-hour boat tour of the Halifax River's elegant estates and wildlife aboard the 1890s-style launch THE MANATEE.

As for the main car show that will take place at The Shores Resort on Friday, June 22nd, participating vehicles must adhere to PCS policies prohibiting displays of caskets, skeletons and other morbid decorations, and must also come equipped with wheel chocks and a 2.5-pound minimum A-B-C fire extinguisher. The PCS Northeast Chapter has already pledged \$50 to sponsor the popularly-voted Medics Choice Award that will be presented along with various class trophies, the Funeral Directors Choice Award and Best-in-Show honors at Friday evening's Grand

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Banquet, after which PCS Daytona 2012 will officially conclude with a dramatic, dignified Light Finale where the sirens will be silenced. Attendees who can remain in the region through the weekend might want to consider strapping themselves inside a 165 mph race car at the Richard Petty Driving Experience; head an hour southwest down Interstate 4 to visit Mickey Mouse at Walt Disney World or the Blues Brothers at Universal Studios Orlando; or take part in Old Town Kissimmee's Saturday evening cruise-in for classic autos 1974-and-older.



The last PCS International Meet held in Florida in 2004 saw this memorable pro-car procession up Daytona's famous Drive-On Beach. The lead coach is a Superior-bodied 1967 Pontiac Bonneville that Jon Van Dermark refinished to resemble a U.S. Navy V.I.P. transport ambulance.

A registration form for PCS Daytona 2012 is found on pages 37-38 of the current issue of THE PROFESSIONAL CAR (Number 144), and can also be obtained from Florida Chapter President Richard Vyse by e-mailing rcv0387@msn.com or phoning (386) 427-3634. Tour and itinerary-related questions, meanwhile, can be directed to William F. Wright at (386) 212-7008 or bowling3000@hotmail.com.

It's Official! PCS Milwaukee-Bound in 2013

Some of the most-exciting news to emerge from the PCS Mid-Winter Board Meeting held in Flint, Michigan on February 25th, 2012 was that Patrick Martin's Illini Chapter earned approval to host the 2013 PCS International Meet in Milwaukee, Wisconsin from August 21st-24th. These relatively-late dates will allow attendees of this 37th annual event to exhibit their pro-cars on Lake Michigan during Club Day at the prestigious Milwaukee Masterpiece Concours on Saturday, August 24th. The host hotel will be the Milwaukee Wyndham, which is touting a nightly group rate of just \$85 and a driveway that connects directly to the gas station next door; should the hotel be over-subscribed, there are several others nearby.

Befitting its official "Beer, Brats & Beer" theme, the first tour of the 2013 PCS International on Wednesday, August 21st will be the Miller Brewery (it's possible their Flixible-bodied promotional bus might be present, Patrick Martin stresses), followed by the Harley-Davidson motorcycle plant and the Pabst Mansion. Thursday's itinerary will take in the Hartford - based Wisconsin Automotive Museum (home to the world's largest display of Kissel cars) and the Rambler Gallery at the Kenosha History Center, while Friday will be a Culture Day with stops at Forest Grove Cemetery (which operates a museum detailing its most-famous internees) and the dramatically-domed Botanical Gardens; a meal at Mader's Authentic German Restaurant (a Milwaukee institution since

1902); and what Patrick coyly calls a surprise tour for kids-at-heart that's a little outside of the box and might include trains.

Saturday's Club Show at the Milwaukee Masterpiece Concours will give the PCS unprecedented exposure at a nationally-renowned, invitation-only event that will also feature many of the finest classics from the pre-World War II era. "They love the idea of having us," Patrick Martin says of a Concours organizing committee that didn't want weirdos. This is a wonderful opportunity. We'll be there with other prestigious car clubs with their own sections at a gorgeous lakefront location where the press will be out in great numbers. We'll also be within walking distance of Milwaukee's art and children's museums, and the main Concours will continue for another day on Sunday the 25th." When it was suggested at the Board Meeting that the PCS should do a light and siren demo at the event, Patrick agreed it would be a great idea and promised to propose it to the Concours organizers.



A giant, grille-mounted fish hook - in concert with Cortez Aqua/Frost White two-tone paintwork - helped this supremely-rare 1966 AMC Marlin owned by Barbara Kuter of Roslyn, PA snare First Place - People's Choice at the PCS Northeast Chapter's 10th Annual Peddler's Village car show on June 12th, 2011.



When the Shook Funeral Home of Clifton, N.J. hosted the PCS Northeast Chapter's November, 2011 business meeting, its showed off this all-silver, all-Lincoln fleet that featured a 2008 Krystal landau hearse and matching 6-door limousine; a Muster-converted 1996 flower car; and a 2007 Town Car sedan used for lead car duties.

SHORT STRETCHES:

Given his reputation as a peerless Packard fanatic, it was really just a matter of time before George Hamlin launched the PCS Henney Chapter that received its national charter at last autumn's Hershey Meet. In addition to venerating the pro-cars built at the firm's Freeport, Illinois factory, this non-geographic affinity chapter will honor other Henney products like its horse-drawn buggies, Moline plows and Oneida busses, though a hung jury is conceivable with the Henney Kilowatt electric cars that were based on Renault Dauphine body shells. The Chapter won't charge member dues as its newsletter, the HENNEY PROGRAM OF PROGRESS, will be e-mailed (a traditional paper subscription will be available for \$4 extra), and it's already planning to co-sponsor Henney Homecoming in Freeport, Illinois from August 3rd-5th, 2012 (see the CRITERION CALENDAR for details). Prospective enlistees can e-mail henneychap@ameritech.net or write Henney Chapter PCS, P.O. Box 123, Fulton, Maryland 20759-0123.

A recent issue of HEMMINGS MOTOR NEWS contained a classified for a Murat Green 1952 GMC one-ton pickup offered by Robert Monetti of Stockton, N.J., whose truly-magnificent restoration (aimed towards recreating the truck his late father Louis had used in his building business for a decade-and-a-half) earned Best-of-Show at the PCS Northeast Chapter's inaugural 2002 and 2003 meets at Peddler's Village in Lahaska, as well as first and second place in the people's choice voting at the 2009 and 2010 events. After confirming in an e-mail exchange with Your



Editor that his GMC wound up with very nice folks in Connecticut, Monetti reported he and the Missus were moving to Mississippi to be near our children and enjoy a much longer golf season. We wish them well!

On February 16th, 2012, visitors to the online message board at www.professionalcarsociety.org were saddened to learn of the sudden passing of Jean Ryder - the beloved wife of Tate, Georgia PCS member Danny Ryder - at the age of 67. PCS National Treasurer Lee Ann Boston, recalling the services that took place Sunday, February 19th at the Roper Funeral Home in Jasper, GA, reported almost all the flowers were from club members, and Danny himself detailed Jean was laid to rest at the Cool Springs Baptist Church Cemetery in a white-and-pink Batesville Primose casket sealed within a stainless steel-lined vault. There is no way I can properly thank everyone for the cards, flowers, prayers, (and) thoughts, but I was much better able to deal with things because of all of you, he declared on the message board afterwards. "You don't know how much it meant to me to read all the responses and thoughts and between that and Lee Ann, Jeremy Ledford, and Peter Jennings coming to be with me."

Members of the Pontiac-Oakland Club ended 2011 mourning the thoroughly-shocking, December 29th death of their National President David J. Bennett, who was planning a re-election run when he suffered a fatal brain injury after slipping on some ice in his Burnsville, Minnesota driveway. SMOKE SIGNALS Editor Don Keefe, who typically spoke to David twice-a-day or more, wrote "When the dust finally settles, I know that life will move on and POCI will still continue to thrive, and a lot of the reason will be because Dave Bennett was brave enough, forceful enough and wise enough to institute the changes necessary that the needs and best interest of the membership were kept at the forefront of POCI's mission. With a considerable amount of opposition, he made the daily operations of the Treasury and Club Office completely transparent, eliminated useless bureaucracy and returned the POCI to the membership. He caught a lot of grief for it but shook it off like so much snow on his windshield.

Not long ago, AMERICAN FUNERAL DIRECTOR magazine named Lebanon, Missouri PCS member Kenneth R. Howe its 2011 Funeral Director Of The Year, citing his tenacity, his dedication to family & profession, his involvement in community affairs and his desire to educate future funeral professionals during his 25-year career. "I am very honored to receive this prestigious award," Howe declared afterwards. While the ultimate compliment is the reward I receive when a family selects our services, it is a wonderful addition to be recognized by my peers.

If they have a period photo of their pro-car in service, PCS members can now obtain period-perfect replicas of the original license plates for their show displays. To offer customers a wide range of fabrication options priced from \$29.95 to \$180, CR8APL8 (Create-A-Plate, get it?) works in everything from sheet plastic bearing simulated 3-D letters to 30-gauge aluminum with authentic raised letters. Visit <http://CR8-one.com> to create one.

VOGUE magazine's January, 2012 issue chronicled Prada's memorable debut of a sling-back ladies' shoe evoking the 1959 Cadillac Eldorado's tailfins. The \$1,450 cost per-pair gives the wearer authentic, chrome-like accents and rocket pod lights in each heel; at least it's cheaper than a man cave coach constructed from a '59 Cadillac!



CRITERION CALENDAR:

May 9th-12th, 2012 (Wed.-Sat.), **Southern New Jersey:** Antique Automobile Club of America's Eastern Divisional Tour for 1932-87 vehicles, hosted by the AACA South Jersey Region. For further info phone (856) 575-5547.

May 11th-13th, 2012 (Fri.-Sun.), **Cave City, Kentucky:** PCS Volunteer Chapter Meet at Wigwam Village, 601 North Dixie Highway. Itinerary features a 7 pm Friday seafood/Mexican dinner at El Mazatlan (located at 105 Garbner Lane in Cave City); a Saturday tour of Mammoth Cave National Park; and a Sunday convoy to the Corvette Museum in Bowling Green, Kentucky. Visit www.wigwamvillage.com to reserve a heated and air-conditioned wigwam at a pre-tax nightly rate of \$55.00 for one bed or \$65.00 for two beds. For further event info contact Lee Ann Boston at (615) 969-2880 or leeannboston@bellsouth.net, or Jeremy Ledford at (615) 604-8725 or j78ledford@juno.com.

May 17th-19th, 2012 (Thu.-Sat.), **Reading, PA:** Antique Automobile Club of America's Eastern National Spring Meet, Flea Market and Car Corral, hosted by the AACA Ontelaunee Region at the Reading Expo Center, North 11th Street beside the Warren Street Bypass. Host hotel is the Crowne Plaza at 1741 Paper Mill Road in Wyomissing, PA (phone [610] 376-8888 and request the AACA rate), which will also serve as the departure point for a noonday Thursday bus tour of the Boyertown Museum of Historic Vehicles and a Friday 'Amish Experience' in Lancaster. For further info phone Meet Chairman Glenn Danenhower at (610) 562-3380 (home) or (610) 413-6699 (cell).

May 20th, 2012 (Sun.), **Lahaska, PA:** PCS Northeast Chapter's Eleventh Annual Car Show at Peddler's Village, junction 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 qualify for Chairman's Choice Award and 1st through 4th place people's choice voting (polls close 1 pm; awards presented 2:30 pm). No alcoholic beverages, FOR SALE signs, or macabre, PCS-prohibited displays like caskets and skeletons; stretchers and appropriate emergency equipment are permitted. Visible fire extinguisher required. Registration fee is \$15 through May 5th, 2012 or \$20 day-of-show. Dash plaques to the first 100 registrants. For further info contact Bill Marcy at (201) 342-4871 or bmarcy@optonline.net.

May 27th, 2012 (Sun.), **Hackettstown, N.J.:** 18th Annual Memorial Motor Madness Car Show, sponsored 9 am - 3 pm by the Hackettstown Rotary Club at Mars Chocolate North America, 800 High Street (follow County Highway 517 south from Interstate 80, Exit 19). Visit www.hackettstownrotary.com for further information.

June 1st-3rd, 2012 (Fri.-Sun.), **Harrodsburg, Kentucky:** PCS Volunteer Chapter Beef Festival/Ice Cream Social hosted by the Alexander & Royalty Funeral Home. For further details contact Lee Ann Boston at (615) 969-2880 or leeannboston@bellsouth.net, or Jeremy Ledford at (615) 604-8725 or j78ledford@juno.com.

June 3rd, 2012 (Sun.), **Hamilton Square, N.J.** (RAIN DATE: Sunday, June 10th): Mid-Jersey AACA's Annual Classic & Custom Car Show at Haldeman Ford, 607 Highway 33. Features free spectator admission and two peer-judged Special Interest Commercial/Utility Vehicle classes for 1988-2005 and 2006-up entrants. Registration fee is \$10 through May 30th, 2012 or \$15 day-of-show. On-site registration open from 8:30 - 10:30 am in anticipation of 11 am judging and 1 pm awards. Fire extinguisher required. For further info call (609) 923-5280 or e-mail MidJerseyRegionAACA@gmail.com.

June 3rd, 2012 (Sun.), **Newark, N.J.:** Newark Fire Department Historical Association's 45th Annual Antique Fire Muster and Parade, 10:30 am - 3 pm in front of the Newark Museum, 49 Washington St. All programs are free including a Miniature Fire Apparatus Display and a Firematic Flea Market. For further info contact John Sicignano at (973) 699-7185 or dabull213@yahoo.com, or visit www.newarkmuseum.org/firemuster.html.

June 13th-16th, 2012 (Wed.-Sat), **St. Augustine, FLA:** Cadillac-LaSalle Club's 2012 Grand National, hosted by the Florida Suncoast Region at the newly-renovated Renaissance Resort at Golf World Village. Itinerary highlights include numerous technical seminars; the Lightner Museum's exhibits of Gilded Age costumes & furnishings; Daytona International Speedway; the Alligator Farm Zoological park; and the 16th Century Spanish fort Castillo de San Marcos. Room reservations at \$89 pre-tax nightly special rate available by phoning (800) 266-9432 and supplying the reference code CLC Grand National. Pre-paid, off-site registration must be postmarked by May 26th, 2012. Direct registration inquiries to Lauren Schweitzer at (702) 472-7313 or lauren_schweitzer@yahoo.com, and event questions to Len Berman at (941) 923-7436 or Lsb1946@verizon.net.

June 18th-22nd, 2012 (Mon.-Fri.), **Daytona Beach, Florida:** 36th Annual PCS International Meet at the Shores Spa & Resort on U.S. Route A1A at 2637 South Atlantic Avenue (phone 866-396-2217 or 386-767-7350 for reservations, or use code PRACSH when booking online at www.shoresresort.com). A \$99 pre-tax nightly special rate for a westward-facing room overlooking the show field and the Intracoastal Waterway is in effect three days before and after the formal meet dates, and upgrades to \$119 partial ocean view or \$139 full ocean view rooms are also available. The event itinerary includes a private "early bird" viewing of a local classic car collection on Sunday, June 17th; a 5 pm Monday welcoming BBQ and "light and sound" show at the Volusia Memorial Funeral Home; a Tuesday bus tour of the Kennedy Space Center, followed by dinner at the Dixie Crossroads Restaurant in Titusville; parade laps at the Daytona International Speedway on Wednesday, followed by an encore light and siren demo at the world's largest Harley-Davidson motorcycle dealership in Ormond Beach; and a choice of two different Thursday driving tours, respectively heading to Marine Land or Florida's tallest lighthouse at Ponce de Leon Inlet. The main car show and awards banquet take place at The Shores Resort on Friday, June 22nd. Registration packages can be requested from Florida Chapter President Richard Vyse by e-mailing rcv0387@msn.com or phoning (386) 427-3634, while Chapter V.P. William F. Wright can field tour and itinerary-related questions at (386) 212-7008 or bowling3000@hotmail.com.

July 17th-21st, 2012 (Tues.-Sat.), **St. Charles, Illinois:** Pontiac-Oakland Club International's 40th Annual Convention at the Pheasant Run Resort, 4051 East Main Street (for multiple night accommodations at a special POCI rate phone 630-584-6300 or log onto pheasantrun.com; single night attendees are urged to use the Hilton Garden Inn, the Holiday Inn Express or the Hampton Inn & Suites in St. Charles). Three month, \$59 membership special including registration fee available through June 1st, 2012. Highlights include 75th and 50th anniversary salutes to Pontiac's 1937 and 1962 models; a GTO Uprising; a Grand Prix Chapter Cruise from Oklahoma; and an indoor display of Pontiac dream cars from the Joe Bortz collection. Credit card registration available online at POCI.org. For further convention info phone Paul Bergstrom at (877) 368-3454 or (763) 479-2111.

July 22nd, 2012 (Sun.), **Trenton, N.J.:** Trenton Thunder Car Club Day at the Samuel J. Plumeri, Sr. Baseball Field at Mercer County Waterfront Park. Show cars should arrive by 10 am to take advantage of \$3 showcase parking and \$8-per-ticket admission for groups of 20 or more people attending the 1:05 PM game between New York Yankees-affiliated Trenton Thunder and the Philadelphia-affiliated Reading Phillies. Interested PCS members should RSVP Northeast Chapter President Dan McCann at (732) 433-2024 or heavyd27170@aol.com. General event info is also available from Chris Kiernan at (609) 394-3300, extension 111 or ckiernan@trentonthunder.com.

August 3rd-5th, 2012 (Fri.-Sun.), **Macungie, PA:** 49th Annual Das Awkscht Fescht at Macungie Memorial Park, PA 100 south of I-78 and US 222 corridors. Features live musical entertainment, a Friday evening cruise, Saturday indoor & outdoor toy shows, folk art exhibits and Saturday night fireworks. Pre-registration required for Sunday car club exhibits. For further info phone (610) 967-2317 or log onto www.awkscht.com.

August 3rd-5th, 2012 (Fri.-Sun.), **Freeport, Illinois:** Henney-bodied professional vehicles and related memorabilia sought for the inaugural Henney Homecoming, jointly hosted at the Stephenson County Fairgrounds by the PCS Henney Chapter and the Stephenson County Historical Society. The indoor display

area has concrete floors and is locked at 6 pm nightly. To reserve indoor space by May 31st, 2012 deadline, contact Dick Farnsworth at (815) 238-6124 or Dfarns1@msn.com. Log onto www.thefreeportshow.com for general event information; area lodging info available by contacting the Freeport/Stephenson County Convention & Visitor's Bureau at (800) 369-2955 or www.Stephenson-county-il.org.

August 11th-12th, 2012 (Sat.-Sun.), New Hope, PA: New Hope Auto Show, 9am - 4 pm daily at New Hope-Solebury High School, 180 West Bridge Street (PA 179) south of US 202 corridor. Saturday's judging categories include a Professional Specialty Cars Class (PC) for 1985-and-earlier funeral coaches, rescue vehicles & ambulances. **ADVANCE REGISTRATION URGED** (available online) as show field is limited to 250 vehicles daily. Pre-registration is \$25-per-vehicle for one day, \$40 for the weekend, and \$50 for car corral vehicles posting FOR SALE signs. Spectator parking is \$5, while spectator admission is \$5 for adults, \$3 for seniors 62-and-over, and free for children under 12. No bicycles, pets, alcohol or tobacco allowed on school grounds. For further info phone (215) 862-5665 or visit www.newhopeautoshow.com.

September 17th-21st, 2012 (Mon.-Sat.), Williamsburg, Virginia: 47th Packard Club National Meet, hosted at the Crowne Plaza Hotel, U.S. 60/Pocahontas Trail. Activities include driving tours to Colonial Williamsburg, the Jamestown Settlement and the Yorktown Battlefield, plus an evening dinner cruise of Norfolk Harbor and a car show on the lawn at Lee Hall Mansion. Registration forms and further hotel info available at packardclub.org and packardsvirginia.wordpress.com.

September 21st-23rd (Fri.-Sun.), Berea, Kentucky: PCS Volunteer Chapter autumn meet at the Spoonbread Festival. For further details contact Lee Ann Boston at (615) 969-2880 or leeannboston@bellsouth.net, or Jeremy Ledford at (615) 604-8725 or j78ledford@juno.com.

September 29th, 2012 (Sat.), Norristown, PA: 133rd Annual Convention & Parade of the Firemen's Association of the State of Pennsylvania, commences 1 pm promptly rain or shine from the Norristown FD HQ at 235 E. Airy Street. Registration takes place 7 am - noon. Visit www.norristownfd.org/2012-convention.php for further info.

October 10th-13th, 2012 (Wed.-Sat.), Hershey, PA: Antique Automobile Club of America's National Fall Meet. Visit www.aaca.org for further details closer to event time.

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, or Fred Goerlitz at goerlitz@goes.com.

PCS Northeast Chapter T-shirts, jacket patches, dash plaques, and fire extinguisher/wine bags for sale. Visit www.pcsnortheast.com for prices and available T-shirt sizes, or contact Jeff & Mary Hookway at hookjch@ptd.net or (973)862-6047.

Professional car 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. Write Joseph C. Buono at 47 Dora St., Harrington Park, N.J. 07640-1354 or phone (201) 768-1079.

THE PROFESSIONAL CAR SOCIETY
Northeast Chapter
159 George Avenue
Wilkes-Barre, Pennsylvania 18705

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NEWSLETTER of the NORTHEAST CHAPTER
of the PROFESSIONAL CAR SOCIETY



High-top ambulances at the PCS Northeast Chapter's 10th Annual Car Show in Lahaska, PA included this Superior-bodied 1965 Pontiac and 1976 Cadillac respectively displayed by Rich Litton and Fred Goerlitz. All years and types of cars and trucks are welcome at the event's 11th annual edition, which takes place at Peddler's Village on Sunday, May 20th, 2012.