



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

www.PCSNortheast.com

Fourth Quarter 2016

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Editor's Message

by Bill Marcy

There is little doubt that 2016 has been a year filled with events good and bad. On the plus side, we had several successful events this year, a nice brunch in Lambertville NJ, a wonderful picnic at the home of Donna and Paul Vickery and the conclusion of the PCS 2016 Int'l Meet in Gettysburg, Pa. On the bad side, was the sudden passing of Northeast Chapter President Daniel P McCann III. And somewhere in between good and bad, was a Presidential Election that seemed less than presidential more often, than not. However, it is all in the history books now and with that said, I hope that 2017 will be a good year, full of new thoughts, ideas, peace and love.

In this edition, we have a couple of articles submitted by guest writers. I hope you will enjoy. In the future, some of you might like to contribute a short story, or article to The Criterion, we will always be happy to have items of interest for our readers.

We have a couple of interesting events already in the works for 2017, look for them in our next edition of The Criterion.

In an effort to make your membership relevant and worthwhile, please know that your thoughts, ideas and suggestions are always welcome. Together, let's make 2017 a fabulous year!

HAPPY HOLIDAYS!!

President's Message

by Fred Goerlitz

As I sit here thinking about what to write to summarize 2016, I realize that this year has been a very challenging year for the Northeast Chapter. On a positive note, we, along with the Tri-State, Mid-Atlantic and Henney Chapters, hosted the successful 40th International Meet in Gettysburg in August. The four host chapters worked on this monumental event for over two years, and while there were ups and downs it proved to be a great event. One month later, we were all shocked and saddened to learn that our friend and longtime chapter president, Dan McCann, passed away very suddenly. Dan was president for several years and did a great job. His shoes will be very difficult to fill.

At our recent chapter meeting in November, there was discussion of what activities we wanted to concentrate on. We discussed attending the Memorial Motor Madness Show in Hackettstown, NJ on the Sunday before Memorial Day. We also have an invitation to show ambulances again at the EMS Council of NJ Convention (formerly the NJ State First Aid Council) in October in Parsippany. I encourage you to attend both the Annual Micro-Meet in Flint, Michigan in February and the International Meet in Lebanon, Missouri in July.

I would like to take this opportunity to thank Jeff and Mary Hookway, Bill Marcy and Roy Garretson for the work they do to keep this chapter running. I would also like to welcome, Jenn Morin as your new Vice President. If you have any suggestions for activities they would be greatly appreciated.

Welcome A New Chapter Member!

Please join me in welcoming our newest member Michael Hysek of Bristol, PA. If you attended the Gettysburg Meet, you may already have met Michael. While he does not currently own a professional car, he is looking for one. Michael also owns a collection of vintage cars.

Welcome to The PCS, Michael!!

Northeast Chapter Fall Meeting

by Bill Marcy

On Sunday November 13, the PCS Northeast Chapter held its Fall Meeting at a new location. This time, our meeting was held at the Chimney Rock Inn, located at 800 N Thompson Ave in Bound Brook, NJ. The day was an absolutely spectacular 60 degree day. The restaurant was lively, comfortable and served good food that was reasonably priced. All of these factors served to guide us through a difficult agenda.

As you are surely aware, we needed to nominate and vote for our new chapter president, who would replace Daniel P McCann, who served as president for the past eight years. Obviously, this brought us all to reality. However, in spite of the sadness of losing our well-loved president, we got on to this important task. Nominations were as follows; Fred Goerlitz President, Jenn Morin Vice President, Mary Hookway Secretary and Jeffrey Hookway Treasurer/Membership Director. And so it is that we unanimously elected our Northeast Chapter officers for 2017. Congratulations to Fred, Jenn, Mary and Jeffrey.

Another topic of discussion was whether the Northeast Chapter should host another car show, either at Peddlers Village, or possibly at the Alpine Lookout in Alpine NJ. We discussed the pros and cons of having another show. Then it was suggested that we consider participating as a group at someone else's show, such as the show at M&M Mars in Hackettstown, or the North Jersey Auto Show in Paramus NJ. Ultimately, we decided to attend the M&M Mars Show, as a group. As information becomes available, we will publish it here in a future edition of The Criterion.

We discussed the Gettysburg Meet, which is now in the history books. There was a crew from MotorWeek filming the cars and some of our members. The show began airing on Velocity Channel's television series MotorWeek. It did a nice job of showing the PCS and our cars to the public.

Congratulations are in order to Northeast Chapter member Wayne Guy, who has become Vice President of the Pontiac Oakland Club International's Professional/Commercial Vehicle Chapter. Wayne will be a real asset to that club, just as he is to our club, with his passion and knowledge of these Pontiac-based cars.

Lastly, I announced that I will be retiring as the editor of The Criterion, effective with the 4Q 2017 edition of The Criterion. If anyone is interested in becoming the new editor, please contact any of the club officers. Thank you all for allowing me the honor of being your editor over the past few years.



*Northeast Chapter members outside of the Chimney Rock Inn, after our Fall Meeting.
Pictured from left to right, are: Rich Litton, Joseph Bueno, Mary Hookway, Gregg Merksamer, Jeffrey Hookway, Wayne Guy, Jenn Morin, Fred Goerlitz and Lucille Marcy.*

NJ State First Aid Council Convention

by Fred Goerlitz

On October 15, 2016 the Northeast Chapter made our annual appearance at the EMS Council of New Jersey (formerly the New Jersey State First Aid Council) convention in Parsippany, NJ. Despite a very chilly, rainy fall day 4 professional cars were in attendance. Liberty Corner's 1972 Superior Cadillac, Elberon First Aid Squad's 1965 Superior Cadillac, Rich Litton's 1965 Superior Pontiac and Fred Goerlitz's 1976 Superior Cadillac. We had a lot of interest in our vehicles by some of the 150 cadet members (under age 18) several of whom asked how we used to work in these cars. The Northeast Chapter has been invited to participate at the 2017 convention to be held October 14, 2017 at the Parsippany Sheraton. We look forward to having more cars next year; hopefully Mother Nature will be cooperative.



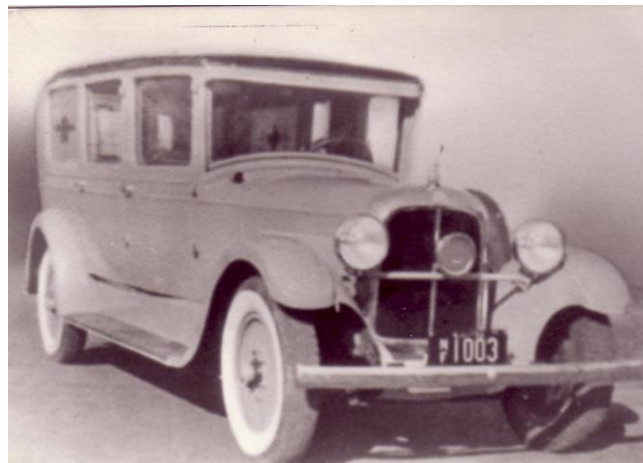
Car-Type Ambulances of Dumont, New Jersey 1937 - 1979

by John A. Fuhrman, DVAC Historian

Dumont is a Borough of 18,000 located in the northeast section of Bergen County which itself encompasses the northeast corner of New Jersey. The George Washington Bridge in Fort Lee and the City of Hackensack are each about six miles from Dumont.

In July 1937 ten members of the Dumont Volunteer Fire Department established the separate, independent, non-profit Dumont Volunteer Ambulance Service. It was among the earliest formed in Bergen County and in northern New Jersey. Until that point if an ambulance was needed for an emergency it would be dispatched from an area hospital carrying a doctor and a nurse. This approach was not cost-effective for the hospitals and they began to curtail their service. Initially in filling this void the Dumont Ambulance Corps also covered three neighboring towns until they established their own ambulance services.

Using donations from supporters and the members' own funds, the DVAC purchased a used 1927 Studebaker Ambulance that was previously owned by Bergen Pines County Hospital in Paramus NJ. After refurbishing the rig, the Dumont Ambulance Corps went into service in August 1938. Over the next 43 years the Corps owned and operated 7 car-type ambulances. Photos of each of those vehicles survive and are displayed below.



1927 Studebaker ambulance, the first rig of the Dumont Ambulance Corps served for 3 years answering 275 calls and was then sold for \$1 to a neighboring town.





The DVAC's second ambulance was a 1940 Henney-Packard model 4094 purchased used for \$2,250 in June 1941. Note the wartime black-out shields covering the headlights in one photo.



In July 1949 the Corps purchased its third ambulance, a new Cadillac Superior with Hydra-Matic Drive that was Ivory Green outside and two-tone gray inside. Donations from a door-to-door fund drive in Dumont covered the \$7,214 price.



The Corps 4th rig was a 1958 Cadillac purchased new and dedicated on May 24, 1958. The exterior color was white over red. Unfortunately, details about that unit and additional photos have been lost.



The 5th ambulance purchased by the DVAC was a 1964 Cadillac Eureka with a list price of \$18,000 although the final purchase price was much less. In this time period the Corps had also built a new building and a Memorial Day photo shows both the 1958 and 1964 Cadillacs on the apron with some Corps members before a parade.



The DVAC's 6th ambulance was a 1968 Cadillac M&M with air conditioning. The final cost was approximately \$15,000. It was two-tone gold and white. Like the 1940 Packard had been, this rig was a particular favorite of many members.



The DVACs 7th (and last) car-type ambulance was a 1972 S&S Cadillac whose delivery was delayed by a lengthy strike at the factory in Ohio. Ultimately 3 members travelled to the factory to take delivery of the rig.

The 1972 Cadillac ambulance stayed in service through 1979. Due to advances in Emergency Medicine there was much attention focused nationally on ambulances and new vehicle standards were issued by the Federal Department of Highway Safety. Many members had received advanced training as Emergency Medical Technicians during the mid and late 1970s and they needed more working room. Portable technology was also advancing such as heart monitors and radio links to hospitals, equipment that was difficult to fit into car-type ambulances. Thusly, after 43 years of providing the backbone of the Dumont Ambulance Corps and helping to save many lives, starting in 1975 the car ambulances were replaced by the now familiar box-type ambulance on a truck chassis.



The Dumont Ambulance Corps was at a transition point in May 1978 when car-type ambulances were yielding to the newly designed box-type ambulances. This is believed to be the last photo of the DVAC's 1972 Cadillac ambulance.

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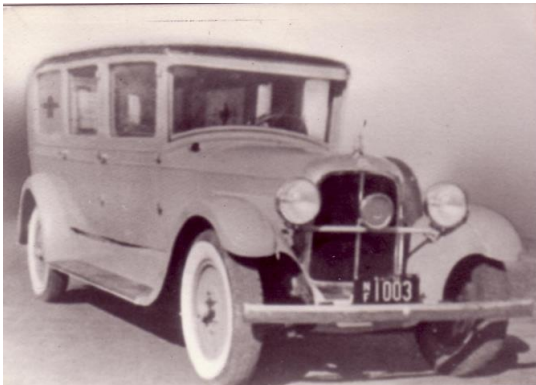
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A 1927 Studebaker ambulance, the first rig of the Dumont Ambulance Corps.