



The Criterion

NEWSLETTER of the NORTHEAST CHAPTER of the PROFESSIONAL CAR SOCIETY

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CHAPTER MEETING

**Sunday, November 3, 2013
America on Wheels Museum**

On Sunday November 3, 2013, the Northeast Chapter will have a tour of the America On Wheels Museum located at 5 North Front Street in Allentown, Pa. This museum has an interesting array of automotive related displays, antique cars and trucks and a special display that changes on a regular basis, so there is always something new to see, even if you have been there before. And it is designed with the entire family in mind. There is even a café, just in case you get hungry.

We will meet in front of the museum at 11:45 AM, it opens at noon. If we have at least ten people, it will cost us \$7 each. The tour takes about one leisurely hour. We will leave the museum about 1:15 PM.

We will then proceed to Northeast Chapter member Nicos Elias' funeral home, where we will begin our business meeting at about 1:30 PM, or so. After the meeting, Nicos will give us a tour of his lovely funeral home. We will also see the cars Nicos owns, including a gorgeous 1963 Eureka Cadillac landau hearse and his recently acquired 1973 Superior Cadillac HighTop Ambulance.

For anyone who might be hungry, we will then proceed to a local diner for food and good conversation with our Northeast Chapter friends.

This promises to be a very enjoyable day, so please attend, if you possibly can! Everything is conveniently located just off of Rte 78 in Allentown. Besides, most of us have not seen Nicos' funeral home and I have been told that it is very beautiful.

America On Wheels Museum 5 North Front Street Allentown, Pa 18102
Phone 610 432 4200 Please arrive by 11:45 AM, thank you!

Nicos Elias Funeral Home 1227 Hamilton Street Allentown, Pa 18102 Phone
610 433 2200 Meeting at 1:30 PM To be discussed; Board Elections, Car
Show, Gettysburg Meet and More!

My cell phone number is 201 954 3159, for any questions that day. SEE
YOU THERE!!

Editors Message

Welcome to the third quarter 2013 edition of The Criterion. I am certain that by now, you have noticed a couple of changes. It is my hope to improve the quality as we move forward and I gain some experience knowing what I do that you like and what you don't. To this end, I am always looking for stories that might be of interest to our members, so please send me your literary contributions, pictures, etc that you would like to share with the rest of us.

In this edition, we have a story written by Northeast Chapter member Wayne Guy about his 1986 Pontiac hearse, I hope you will find it entertaining. We also have a story submitted by member Mike McDonald about a very special ambulance and a new PCS member that he pursued. Those of you who frequent The PCS Message Board may have read about some very exciting ambulance rescues that happened recently, we have a small story about the ambulances and the men involved in their rescue.

In early October, there will be a reunion of The Bogota, New Jersey First Aid Squad and their 1959 Eureka Cadillac Hiboy Ambulance. There are events scheduled in Bogota and your editor intends to be there to take a few pictures and get interviews with some of the people involved, hopefully including the current owners, who are shipping the historic ambulance from Europe to America, as I write this message, for the reunion. It should make for interesting reading.

As always, please send your feedback, your stories and your pictures to me, I will really appreciate your help.

Bill Marcy

Chapter and National Information from Membership Director Jeff Hookway

Chapter news:

2013 Lahaska Meet just about broke even. Detailed results on chapter website.

We currently have 29 members.

News from the 2013 international meet in Milwaukee:

PCS Treasurer LeeAnn Boston has decided to step down effective February 2014. Anyone interested in being considered for the job, please contact PCS President Paul Steinberg. Experience with Quickbooks would be helpful.

The publication of TPC magazine is going to bi-monthly, with no increase in dues.

The Professional Car Society has a website with information about the club, not Forums. Go to professionalcarsociety.org (the Forums) then click on "About Us" at the top of the page.

The following tentative meets were approved: 2015 – Houston, Texas, and 2016 – Gettysburg, PA

A full index of all the TPC's was created. Check the website to view, goto About Us then click on TPC Magazine link.

The following was submitted by Mike McDonald:

George King III is the Owner of the Restored Model-T Ambulance that was selected to be in President Obamas' Inaugural Parade earlier this year. When we "got wind" from some members back east that he was NOT a PCS member, I thought it fitting that he be "comp'd" in to the National PCS for the "PR" Value that may occur indirectly. At any rate, it seems like it didn't happen right away like we had hoped.... but now he is "IN" and also apparently a happy member of the New England Chapter with his 1st PCS Picnic under his belt!
MM

**GEORGE KING III
THE "AMBULANCE 255" PROJECT
859 ROUTE 32
NORTH FRANKLIN, CT 06254**



**Michael B. McDonald
PO Box 3336
Escondido, CA 92033-3336**

Dear Michael,

I am writing to thank you for making me a member of the Professional Car Society. I understand that you did this some time ago but I never received anything in the mail. It appears that the computer program took the "III" suffix of my last name and made it part of the mailing address. Thus the post office was unable to deliver it.

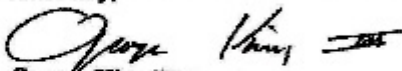
Anyway, I attended the New England Chapter picnic last weekend with my ambulance and we had a fine time. We corrected the computer errors. I asked for your address so I could send you this belated thank you.

In October of this year, we will be participating in a fund raiser with American Airlines in Ft. Worth, Texas. This is to raise money for kids who have lost a parent in Iraq or Afghanistan. Next year, we hope to bring the ambulance to France for WWI centennial events. We are engaged in fundraising for that trip now.

We are on the road every week with events to support veterans and volunteer organizations. I think we are making a difference.

I thank you for your kindness and generosity.

Sincerely,


George King III



Wayne Guy's 1986 Pontiac Parisienne Hearse

Each time that I walk into my garage, I feel like I am on the set of "That 70's Show." One day, it dawned on me that I had been stuck in the 1970s for way too long. It was time to move away from that era. But what would be the best direction to go?

Many times in the past, I had considered the purchase of a car from the '60s or '50s. For some reason, however, I never made the move. Maybe I should try newer, say from the '80s? So, when I saw this 1986 Parisienne hearse advertised for sale by a fellow member of the Professional Car Society, I decided to make the move. I added this one to my collection in March

So, What Is It, Exactly? Well... It's an Eagle

This coach was built by Eagle Coach Company in Amelia, Ohio. Eagle built hearses based upon Buick, Olds, or Pontiac. These were basic models, generally not as elaborate or as ornate as Cadillacs. Small town funeral directors typically bought these hearses. They were end loaders, meaning that a casket can only be loaded from the rear. The starting point was the passenger car station wagon.

And, it's a Station Wagon

I never liked station wagons, but I figured I needed one in my Pontiac collection. After all, I currently have nearly every other body type – convertible, 2-door hardtop, 4-door hardtop, 2-door sedan, 4-door sedan, 6-door limo, and a Superior Pontiac commercial chassis ambulance/hearse.

This car began life as a Parisienne wagon, manufactured at Pontiac's assembly plant in Pontiac, Michigan. The normal station wagon tailgate window, operated by a dashboard switch, has been disabled. For obvious reasons!

But, it's also a Hearse

There are several other modifications which transform the original station wagon into a hearse. A divider window separates the front seat from the rear compartment. Rear seats are removed and replaced with a roller floor.

The body has been stretched ten inches over the standard wagon. This stretch is behind the rear wheels, so the car retains its original wheelbase. Air shocks were added to handle the additional weight. A raised vinyl roof with sconces and landaus completes the hearse look. However, all window glass is the same as the original wagon.

Of course it's a Pontiac

The 1986 Parisiennes were the last full-size, rear-wheel drive Pontiacs, and I think this may be one of the last carbureted Pontiacs as well. The Parisienne models were first made in Canada before appearing in the US. This 1986 model was the final year for the Parisienne.

It's kind of an Oldsmobile too

By 1986, General Motors was using corporate engines interchangeably in all their models. This 307 V-8 was originally developed by Oldsmobile. Several people have told me about the good performance that they obtained from this engine. It has a reputation as a dependable engine, or so I am told. But regular maintenance is always necessary, and I had to replace the intake manifold gasket soon after I bought the car.

But Mostly, it's a Lot of Fun

This car has been shown at two national meets of the Professional Car Society. In 2004 at Daytona Beach, Florida, the car won a first place trophy. In 2008 in Mt. Laurel, NJ, the car did not place, but scored highest of my three Pontiac professional cars.

Owners of "regular" cars are generally curious and inquisitive about my hearse at local shows and cruises. However, it never seems to garner many popular votes, probably because of the negative connotations. Who wants to vote for a hearse? Nobody wants to go for a ride with me, especially when I drive through the senior citizen housing developments.

History

This hearse was sold new by Spitler's in Montoursville, PA. A dealer of RV's and professional cars, Spitler's is still in business today (www.spitlerinc.com). The original owner was Brooks Funeral Home of Turbotville.

Brooks used the hearse until about 2000 when it went to a private owner who moved it to Florida. From there it was purchased by a member of the Professional Car Society, who sold it to me in 2007. Thus, I am the fourth owner.

During the mid-'90s when this hearse was still in service, I had several of my Pontiacs stored in a friend's barn about five miles from the Brooks Funeral Home. I would visit the area frequently to run my cars and occasionally revisit my alma mater, Bucknell University, in Lewisburg, PA.

The hearse and I never crossed paths during that time, at least to the best of my knowledge. But I find it kind of neat that I was often in very close proximity to the hearse, and then 12 years later it would join my collection.

In the summer of 2007 I was traveling to Corning, NY. I planned my route to pass through Turbotville. My idea was to locate Brooks Funeral Home and perhaps meet the original owner, or someone who remembered the car. Turbotville is a small town

of just over 700 residents, so it was not difficult to locate the funeral home just one block off the main street. Turbotville is located about 20 miles southeast of Williamsport, PA.

The Brooks Funeral Home is a neatly maintained small town mortuary, however on this day there was no sign of life there. I'll to acquire some early history of the car.

Believe it or not, the small town of Turbotville, PA has an antique car museum located Brook's Funeral Home. On my return trip, I wanted to visit on the weekend when they were open. You can read about the museum on the web at the following website: <http://www.merchantcircle.com/business/Turbotville.Auto.Museum> The number there is 570-649-6731. They are only open on weekends however. A look shows a 1964 Pontiac GTO on display, although they do have five other Pontiacs in storage. Basically, the museum is a private collection of cars mostly from the '50s and '60s. All the cars appeared to be well maintained, and there was an emphasis on muscle cars. Some of

have had a local history, but I left the museum smug with the thought that I was the owner of a very prominent local car that had served the town of Turbotville for over 15 years.

The Next Chapter

In 2011, this car was 25 years old and therefore eligible for historic tags in New Jersey. I am glad that I am still around to see the car pass this milestone and to take care of the registration change. The car will continue to get driven to cruises and shows.

It's a nice riding car with a very comfortable velour interior. I had a pleasant road trip bringing the car up from its previous home near Savannah, GA. Of course, I avoided I-95 and opted instead to use Route 17 and other local roads at more moderate speeds for the two-day trip. (Just call me "Slow Lane Wayne!")

The current mileage is only 51,000, and the car had no problems in passing the New Jersey state inspection in 2009. I would not hesitate to take this car on a long trip, say to a national event like the POCI convention or a Professional Car Society meet.

The Final Chapter

If, however, I were to take an early exit ramp on my drive through this life, then this Parisienne hearse would be a very capable vehicle to take me on my final ride.

Contemporary hearse styling has changed somewhat since 1986, but this vehicle would not look out of place today – especially if you're a Pontiac fan. And the car is still in the same pristine condition as when it served the town of Turbotville. Additionally, the use of my own vehicle in my funeral will save my heirs a small percentage of the funeral cost.

Of course, the ultimate final ride for me would be my 1970 Superior Pontiac hearse. Unfortunately, I haven't gotten that one up to the standards that I would like. It could use some mechanical work as well as cosmetics.

In its working life my '70 Pontiac hearse was a first call car, meaning that it transported the dead from their place of death to the funeral home or morgue, but not usually to the cemetery.

As such, it was not equipped with rollers, so I still need to outfit that one with a casket rack to fully prepare it as my final ride.

Until that time, this '86 Parisienne will be ready in standby mode. It's always good to have an exit strategy, and this beautiful and stately '86 Parisienne will be my backup plan.

I also offer the free use of this car to any member of the South Jersey Pontiac Club for their own funeral or anyone in their family. If you want to ensure that you go out in true Pontiac style, here is your chance.

My offer is quite serious and sincere, so please do not take it as frivolous or macabre. I would be truly flattered, and I would consider it an honor to help you or your family in this way. I do hope that an event like this does not occur for a very long time, but if you need my car to serve you, please give me a call.

Keep in mind the words of that great philosopher, Yogi Berra, who said, "You should always go to other people's funerals, otherwise they won't go to yours." Think about it.

The previous article was written by Wayne Guy and appeared in the newsletter of the South Jersey Chapter of the Pontiac Oakland Club International.



37th Annual PCS International Meet Report

by Fred Goerlitz

The 37th Annual Professional Car Society International Meet was held August 20 thru August 25th in Milwaukee Wisconsin. It was hosted by Patrick Martin of the Illini Chapter. Patrick did a wonderful job organizing the meet. The tours included a trip to the Milwaukee Fire Department Museum, Miller Brewery and the Harley-Davidson museum. The Concourse de Elegance for this year's meet was held at Veteran's Park on the shoreline of Lake Michigan and it was absolutely beautiful with the lake on one side, the skyline on the other and beautiful professional cars in between. The Northeast Chapter sponsored the Medic's Choice award for this year's event which was won by Mac Gilpin for his 1971 S&S Medic Mark 1. Northeast Chapter members in attendance were Jeff and Mary Hookway, Jennifer Morin, Nick Elias, Jim Vowell, Mike and Vicky Barruzza, Bill Wright and Karen, and Fred and Tracy Goerlitz to name a few. At the Board of Directors Meeting the Northeast, Tri-State, Mid-Atlantic and Henney Chapters were awarded the bid for the 40th Anniversary Meet to be held in 2016 in Gettysburg, PA. Get your cars ready so we can show everyone a great time with professional cars. **Photos submitted by Fred Goerlitz.**



Inaugural Shook Funeral Home Car Show by Bill Marcy

On Sunday September 15, 2013, several Northeast Chapter members participated in the First Annual Shook Funeral Home Car Show located at 639 Van Houten Avenue in Clifton, New Jersey. Shook Funeral Home is owned by Northeast Chapter members Nancy and Roy Garretson.

The show itself was sort of a last minute effort by The Garretsons, who had only two weeks notice to put this show together and may I say, they did a wonderful job! The show was held in conjunction with The Clifton Street Fair, which drew probably several thousand spectators into a six block stretch of Van Houten Avenue, which was closed to vehicular traffic, in favor of the street fair.

There were approximately twenty five show cars, including four professional cars. In attendance were Nancy and Roy Garretson with their 1942 Cadillac Fleetwood 75 Formal limousine, Fred Goerlitz with his 1976 Superior Cadillac 54XL High Top Ambulance, Nicos Elias and his lady friend Genny with their 1963 Eureka Cadillac Hearse and Lucille and Bill Marcy with their 1968 Miller Meteor Cadillac Classic Duplex. Although none of the professional cars took home any awards, I can honestly say that they generated lots of admirers and some interesting and very positive dialogue about the cars.

The show is already being planned for next year. With a bit of luck, we will have even more professional cars on display at the Second Annual Car Show. We will give plenty of notice, so that everyone who would like to attend, can do so.



Roy Garretson with his lovely 1942 Cadillac Fleetwood Formal Limousine



Fred Goerlitz with his nicely restored 1976 Superior Hightop Ambulance



Lucille and Bill Marcy with their 1967 Miller Meteor Classic Duplex Combination



Nick Elias and Genny with the 1963 Eureka Cadillac Landau Hearse

For Sale: 1949 Chrysler Windsor 8 Passenger Limousine. This car is a pre-production model with a Derham custom Interior. It is a totally original and unrestored survivor car. The car shows well and has taken numerous awards. The car's history is quite interesting. The sale includes a mind blowing 40 year collection of impossibly rare NOS and excellent used parts, Plus all original literature and period artifacts. The price is \$22,000 for this historically significant car.

More Information Email:

stoutpartyoftwo@verizon.net

Or Please Call 215-947-7698



Marano Museum Tour Postponed!

With the best of intentions and the desire from everyone involved, we just couldn't work out the schedule. As I stated in the previous edition of The Criterion, Mr Marano is very involved in the antique car hobby, he belongs to numerous clubs and organizations and he has just as many obligations and time commitments. However, Mr Marano has promised that we will be able to tour his museum, either in March, or April of 2014. So, now we all have something to look forward to for Spring

Ambulance Rescue

by Bill Marcy and Darryl Thompson

Every once in a while, you hear a story that is nothing less than spectacular. In my opinion, this is one of those stories. It is not spectacular for supernatural reasons, there is no murder, intrigue, or mystery involved. But, it is spectacular, because it involves a man we know, a few men we may not have met and some professional cars that had been doomed and left to rust in peace, never to roll on our highways again, if not for a few determined men, lots of time, effort and money.

If you follow the PCS Message Board, then I am sure you have read about the ambulance rescue, which has had many interested viewers at their computers watching with great interest. If on the other hand, you do not frequent the PCS Message Board, this might be news. Either way, I spoke at length with one of the key players and he gave your editor the inside story and in-depth look at one ambulance in particular.

Some of you may know about Peter Grave and his so-called ambulance junkyard, located on Rte 611 in Ottsville, Pa. Mr Grave was an active member of The Professional Car Society for many years. He and his lovely wife Jan attended PCS Int'l Meets, drove ambulances, talked endlessly about professional cars and their histories and shared photographs, stories and leads with anyone who was interested. They were a wonderful professional car resource and I always enjoyed having them with us. Then Mr Grave's health began to fail, he severed his relationships with some of us and he became grumpy, reclusive and impossible to deal with. There were many ambulances that turned to rust, because he refused to sell them, even to people with cash in hand.

Enter Darryl Thompson, a young, determined business man from Roanoke, Virginia. He somehow saw some pictures of a number of ambulances, sitting in mud and weeds, just rusting away. Where were these

ambulances, he needed to know. He searched and researched and in a few days, he was on the telephone, negotiating to buy, remove and restore as many of these ambulances as possible. What happened, you ask? Did Peter Grave suddenly become Santa Clause? Heavens no! However, the time was right! It seems that Mr Grave had recently leased some acreage and all of a sudden, these ambulances had to go. Whether sold, or crushed, these ambulances were going and they had very little time to work with.

So the trek began, several men, a car carrier and a pocket full of greenbacks were on their way to Ottsville, Pa, for the now famous, Ambulance Rescue. When Darryl Thompson arrived, he already knew the prices he would have to pay and he was ready, willing and able to pay and to coordinate the back-breaking work of liberating these ambulances, that in many cases, were there for decades. But, on his arrival, Darryl Thompson was greeted with attitude and contempt. And for the record, none of these cars were running and he did not buy them for crush-money, he paid real money for every one of them.

Numerous ambulances were saved from the crusher. Of these ambulances, there are several that are already running and driving! In this group of already running ambulances, is the one I will concentrate on today. It is a red 1973 S&S Cadillac Medic Mark I Hightop Ambulance, that was formerly owned by Wellsboro, Pa. This ambulance was highly optioned at the request of Wellsboro. It seems that in 1973, Wellsboro ordered not one, but two of these extremely well-optioned monsters. In late 1974, the other 1973 was destroyed in an accident, but this one survived. Possibly twenty years ago, the Wellsboro car came into Mr Grave's custody, only to suffer the ravages of time and nature.

Darryl Thompson wanted this ambulance very badly. Mr Grave did not wish to sell it, even though he had already agreed to sell it to Darryl for an outrageous price earlier that week. A war of words ensued and the deal was made. Currently, this historic ambulance runs and drives and the electrical system has been repaired, so the lights, sirens, etc are all functioning properly. The ambulance is in need of a full restoration, which it will receive in Darryl Thompson's capable hands.

Now that is a real ambulance rescue and we will one day see it on the show field at a future PCS International Meet, thanks to Darryl Thompson.



Interior of Wellsboro Ambulance with lights working again

All photos courtesy of Darryl Thompson.



Wellsboro car out of the weeds and ready for the future



Darryl Thompson standing by the Wellsboro ambulance in Ottsville junkyard.