



MILLER-METEOR REUNION

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SOME REMARKABLE PHOTOS FROM RIDDLE COACH

THE PROFESSIONAL CAR



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IN THIS ISSUE: A TREASURY OF RIDDLE FACTORY PHOTOS
FLOWER CAR FEVER: 1940 HENNEY PACKARD
OWNER'S PRIDE: 1952 S&S CADILLAC FLOWER CAR

COVER PHOTO – One of the big events on this year's professional car calendar of events is the Miller-Meteor Reunion, which will be hosted by the Society's ***Miller-Meteor Chapter*** in Piqua, Ohio in mid-June. Miller-Meteor was created through the acquisition of the Meteor Motor Car Company of Piqua and the A.J. Miller Co. of Bellefontaine, O. by Wayne Corp. The first coaches to bear the new Miller-Meteor nameplate were introduced for the 1957 model year. After 23 years as one of the industry's leading players, Miller-Meteor ceased operations at the end of the 1979 model year. The Miller-Meteor reunion on our cover took place at the Tri-Chapter PCS Meet held in Dubuque, Iowa in June, 2002. From left to right are combination coaches built in the company's final four years: Chuck Kramer's 1979 Landau Traditional; Tony Karsnia's 1978 Classic Limousine; Kevin Anglin's 1977 Landau Traditional, and Larry Dirks' 1976 Classic Combination. This photo was taken by Miller-Meteor Chapter Newsletter Editor Tony Karsnia.

INSIDE BACK COVER - The existence of the Dixie Coach Company profiled in Jeremy Ledford's story in our last issue came as a real surprise to many of us who thought they knew *all* the players in this relatively small industry. Here's another one some of you may not be familiar with. The ***Able Coach Co., Inc.*** of Buffalo, N.Y. specialized in hearse, ambulance and combination conversions of standard station wagons. Illustrated in this ad in *The American Funeral Director* is the Able *Ambu-Herse* Combination based on a 1963 Buick Estate Wagon.

BACK COVER – Mike Riefer sent in this photo of a ***1960 National Chevrolet Ambulance*** once used by the Gottenstroeter Funeral Home in his home town of Owensville, Mo. The standard-wheelbase Chevy was powered by the 348 V-8 engine with automatic transmission and air conditioning -- unusual options at the time. The 1960 Chevrolet replaced a 1952 National Pontiac ambulance which Mike now owns and is in the process of restoring. In turn, the 1960 National Chevrolet was eventually replaced by a 1971 Cotner/Bevington Oldsmobile Seville.