

The **PROFESSIONAL CAR**



**CLASSIC AMERICAN
SERVICE CARS**



NUMBER 194

3rd Quarter 2022

The Professional Car

Issue Number 194

Third Quarter 2022

IN THIS ISSUE:

PAGE 2 – PRESIDENT’S MESSAGE, PAUL STEINBERG

PAGE 5 – CLASSIC AMERICAN SERVICE CARS – BY WALTER M.P. McCALL

PAGE 27 – 2022 MICRO-MEET STORY & PHOTOS – BY GREGG D. MERKSAMER

PAGE 37 – SERVICE-CAR OWNER’S PRIDE, TIMES FOUR! – JOHN EHMER

PAGE 41 – ARMORED CARS AT THE WALDORF – BY GREGG D. MERKSAMER

PAGE 48 – CHOSEN TO HONOR THE FALLEN – JOE VAN VOLKENBURG

FRONT AND BACK COVER PHOTOS - Matthew C. Burke of Queens, N.Y. brought this exceedingly rare 1939 Flxible Buick Sterling service car to the 2012 PCS International Meet held in Daytona, Florida. It’s hard to believe an entire decade has passed since Bill Wright hosted that sun-and-surf meet. Gregg Merksamer photographed this Flxible – and all the other cars at the meet. Sure glad we set these great images aside for possible future use. They were a natural when we started work on this issue.

CENTERSTRETCH - In 1954 and 1956 respectively, the Wayne Works Inc. of Richmond, Indiana purchased the Meteor Motor Car Co. of Piqua, Ohio and the A.J. Miller Co. in Bellefontaine, Ohio – which they merged into a new entity called the Miller-Meteor Division. The Meteor plant was closed and the 1957-59 Miller-Meteors were built in the former Miller plant. For 1960 Miller-Meteor production was transferred to the Piqua plant, where it remained until the company went out of business in 1979. To introduce the new amalgamated brand, Miller-Meteor published a lavish, oversized 1957 product catalog, the theme of which was a “tour” of the entire ‘57 Miller Meteor product line with the company photographer. The back cover of the deluxe brochure featured a flower car with Meteor Crestwood-type simulated wood paneling and a full-sized service car, both on the all-new “X”-frame 1957 Cadillac commercial chassis. We know Miller-Meteor delivered more than a few flower cars that year, but we don’t know if any of the gaudy Crestwood flower cars or long-wheelbase Cadillac service cars were ever actually built. Along with the 1942 Henney catalog, this brochure is among the crown jewels in our personal collection.

EDITOR’S MESSAGE – We’d like to extend thanks to John Ehmer, Cary Livingston, and Paul Cichon for their assistance in helping us illustrate our service-cars story. Next up: a complete report with many, many photos of the Professional Car Society’s 45th Annual International Meet in Sturbridge, Mass. We’re also working on photo features on the 1949 professional cars, and De Soto-based funeral cars, ambulances, and limousines. If you have anything on the latter, we’d appreciate seeing them. Have a great, and safe, summer!

–Walt McCall