

# *The Professional Car*

Issue Number 200

First Quarter 2024

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**COVER PHOTO** – A regular event at the time, a truckload of 1973 Cadillac Commercial Chassis pulls out of the loading area at the Cadillac Motor Division's assembly plant on Clark St. in Detroit, headed for Ohio, with dropoffs at Superior in Lima, Miller-Meteor in Piqua, or the Hess & Eisenhardt (S&S) plant in Cincinnati. Only the waybill will tell. Alas, we couldn't find one for this particular shipment.

**CENTERSTRETCH** – Cadillac introduced a totally new perimeter-frame Commercial Chassis for the 1965 model year. Replacing the "X"-frame chassis introduced in 1957, the new box-frame underbody structure was used through the 1976 model year. This two-page color spread appeared in the October 1964 issue of *The American Funeral Director*, the magazine's annual new-model issue which previewed the professional-car industry's thoroughly restyled offerings for 1965.

**BACK COVER** – A 1972 Commercial Chassis nears the end of the final assembly line in the Cadillac plant in Detroit. Bare-bones Commercial Chassis were interspersed among the standard production Series Sixty-Two, Deville, and Fleetwood passenger cars on the plant's main assembly line. Note the large box holding rear fenders and various other components strapped to the chassis.

**EDITOR'S NOTE** – A new publishing year, and a major milestone for our club publication! The cover notes that this is our 200<sup>th</sup> issue. Truth be told, however, it's actually our 202<sup>nd</sup> when we count the two unnumbered special international meet issues we published in 2011 and 2012. Professional Car Society co-founder George Hamlin edited the first two issues of *The Professional Car* in 1976-77, then asked yours truly to assume the editor's duties effective with *TPC#3*. With this issue, I begin my 47<sup>th</sup> year at the helm. But the end is in sight. The next issue will be my last in that capacity. But I plan to continue to serve as a contributor. More in our farewell issue. Watch for it.

– Walt McCall