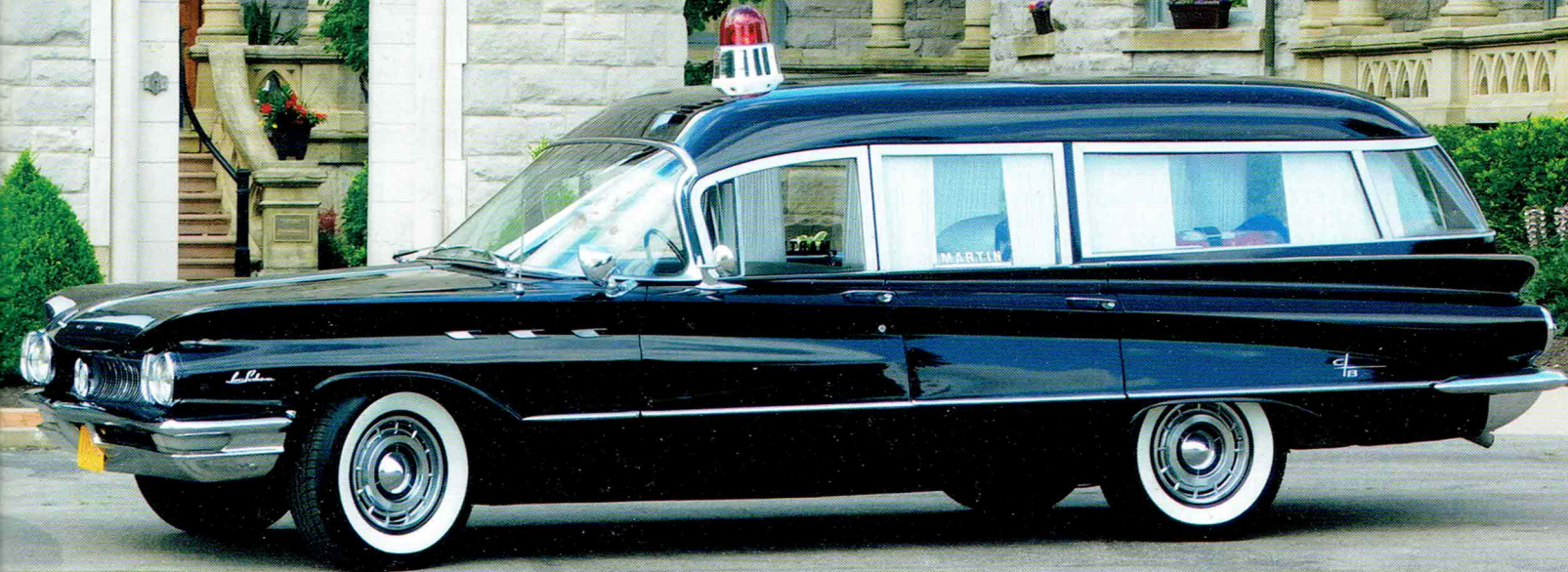


The **PROFESSIONAL** *CAR*



**THE 2021 PCS
INTERNATIONAL MEET**



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COVER PHOTO – The Cotner/Bevington Corporation is best known for its Oldsmobile funeral coaches, ambulances, and combinations, but the Blytheville, Ark. firm also turned out some Buicks and Chevrolets, too. A pleasant surprise at this year’s meet was Tony Martin’s standard-wheelbase 1960 C/B Buick combination -- the first one of these many of us had ever seen. Gregg Merksamer posed Tony’s car in front of the former Ohio State Reformatory in Mansfield for the cover of this issue.

BACK COVER PHOTO – This year’s International Meet was held near Loudonville, Ohio, longtime home of The Fxible Company, a major manufacturer of intercity buses. Starting in 1925, Fxible also produced a full line of hearses, ambulances, and service cars, most of them on Buick chassis. Fxible ceased funeral-car and ambulance production at the end of the 1952 model year but got back into the professional-car business in 1959. The last Fxible Buicks were built in 1964. In early 1965, the company sold its professional-car tooling to National Coaches of Knightstown, Ind. The former Fxible plant is still there on Market St. There were just two Fxibles at the Ohio meet -- Ed Logan’s 1950 Premier combination, which graces our back cover, and Steve Lichtman’s 1960 ambulance, both of which made return visits during the meet to the plant where they were built. Gregg Merksamer took the photo.

EDITOR’S MESSAGE – The principal feature in this issue is a comprehensive report on the Professional Car Society’s 43rd International Meet held in Perrysville, Ohio from June 29 through July 3. Once again, saturation coverage of our biggest event of the year was provided by PCS Publicity Chair Gregg Merksamer. Following the meet, Gregg provided Brady Smith and me with hundreds of high-quality photos and informative, well-written captions on highly organized flashdrives, which made putting this annual meet issue together a pleasure. We simply *cannot* thank Gregg enough for all he does. Thanks, too, to Steve Loftin for his photographic contributions. Coming up in our next issue: a photo feature on the professional cars produced during the war-shortened 1942 model year

– *Walt McCall, Editor*