

The **PROFESSIONAL** *CAR*



*The Sedan-Delivery
Conversion Industry*

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IN THIS ISSUE:

Page 2	Kars On Cars – President’s Message from Tony Karnia
Page 5	Sedan Deliveries: Second-Tier Professional-Car Industry – By Walt McCall
Page 23	Color Photo Gallery – Sedan Delivery Conversions – PCS Member Cars
Page 33	Flint Micro-Meet XIII Report and Photos – Walt McCall & Gregg Merksamer
Page 41	Tesla Electric Funeral Car Makes Its Debut – By Thomas A. McPherson
Page 47	America’s First Electric Professional Cars – By Thomas A. McPherson

COVER PHOTO – Cedar Bluff, Virginia funeral director Jim Singleton bought this 1950 National Chevrolet service car from its original owner, a funeral home in Pennsylvania. Built by the National Body Mfg. Co. of Knightstown, Ind. the 30-inch stretch of a Chevrolet Model 1508 sedan-delivery vehicle has dual side doors and traditional first-call service car wreath ornamentation. Photo from the PCS Archives.

CENTERSTRETCH – The late Peter A. Menedis of Fayetteville, Pennsylvania was the longtime owner of this 1948 Barnette Chevrolet which served as the plant ambulance at a colliery near Frackville, Pennsylvania into the 1990s. Built by the Guy Barnette Co. of Memphis, Peter’s extended-wheelbase sedan-delivery-type ambulance was photographed at a SPAAMFAA antique fire apparatus muster in Frankenmuth, Michigan.

BACK COVER – Over the past 32 years, Len Langlois of Chatham, Ontario has brought his 1954 Armbruster Chevrolet sedan-delivery ambulance to many PCS meets and shows in the U.S. and Canada. Len found this car - a near-duplicate of the one he worked in when he began his ambulance service career in Chatham - in Council Bluffs, Iowa in 1985. Editor Walt McCall photographed it at an antique fire apparatus muster in St. Thomas, Ontario.

EDITOR’S MESSAGE – The main feature in this issue is a companion piece to the one we ran in *TPC#168* on station-wagon-based professional cars. The station wagon’s commercial cousin was the light-duty sedan-delivery. The first sedan delivery-based hearses, ambulances, and service cars, on extended Ford chassis, were introduced by Siebert in 1935. Just after the Second World War, GM’s 1947-1954 Chevrolet and 1949-1953 Pontiac sedan deliveries spawned a whole, new economy hearse and ambulance industry. Dominated by newcomers National and Barnette, this thriving sub-industry also included Weller, Economy, and Acme. In the 1950s, Siebert, Weller, and National also did similar funeral-coach and ambulance conversions of the 1952-58 Ford Courier sedan delivery. Once again, we’re deeply grateful to Contributing Editor Tom McPherson, who deluged us with way more superb sedan delivery photos from his vast collection than we could possibly use.

COMING UP – Tom’s definitive history of the 1935-1954 Packard commercial chassis.

– Walt McCall, Editor