

# The Professional Car

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**COVER PHOTOS** – The car that graces the cover of this issue is a 1949 Miller Cadillac Duplex combination that Gene Smith brought to our Fort Wayne International Meet many years ago. The coach on the back cover is the ‘49 Superior Cadillac landau once owned by Connecticut member Paul Cichon.

**CENTERSTRETCH** – Our two-page centerstretch this time around is the cover of the Superior Coach Corporation’s 1949 full-line product catalog. What’s interesting about this one is that both cars illustrated are the same body style – limousine funeral coach and/or combination. If you look very closely, note the chrome trim under the tail lights: these were standard on the 1948 Cadillacs, but not used on the 1949s – “Jeopardy”-grade professional-car trivia only folks like us would know or care about. Sorry about that, Alex.

**EDITOR’S MESSAGE** – The principal feature in this issue focuses on the funeral coaches, ambulances, service cars, and flower cars built by America’s professional-car industry in a single model year. Cadillac introduced its first all-new post-war passenger cars (and tail fins) in 1948, but the 1946-48 commercial chassis retained the staid, upright styling first seen in 1941. The forty-nines were all new, powered by a brand new high compression 331-cubic-inch V-8 engine. The 1949 professional cars represent one of those rare one-year design cycles. The 1950 Cadillacs, including GM’s special commercial chassis and the Fleetwood Seventy-Five sedan and limousine, were totally new and remained in production, with only modest styling and engineering changes, for four model years, through 1953.

**COMING UP** – A tribute to the limousine funeral-car body style which burst upon the scene 100 years ago. Watch for it!

– WALT McCALL