



PCS MOTORCADE ARRIVES AT FOREST LAWN

NUMBER 82 FOURTH QUARTER 1996

INTERNATIONAL MEET ISSUE

# THE PROFESSIONAL CAR

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## 1996 INTERNATIONAL MEET ISSUE

ON OUR COVER - In keeping with past practice, our final issue of the year is devoted to extensive coverage of the Professional Car Society's 1996 International Meet, which was hosted by the Northland Chapter in the Twin Cities of Minneapolis/St. Paul in mid-August. We've omitted some of our regular features to make more room for meet coverage. Our official meet photographer, Gregg Merksamer, took our cover photo on the final day of the meet, as a long cavalcade of vintage funeral coaches and ambulances arrived at Forest Lawn Cemetery in St. Paul for our official photo session.

The coach in the foreground is Floyd Miller's 1930 Eureka Buick Side-Servicing Hearse, which is followed by Mark Dahlstrom's 1934 Superior Studebaker Westminster Funeral Coach.

Included in our meet coverage is a special Photo Gallery of some of the more interesting cars at this year's meet. We are again indebted to Gregg Merksamer; Tri-States Chapter member John R. Schmidt and Mid-Atlantic Chapter member Steve Lichtman for many of the photos in this issue. Gregg took both the front and back cover photos. And special thanks to Tony Karsnia and his committee for another great International Meet.

INSIDE BACK COVER - Side servicing was the focal point of the Henney Motor Company's advertising through the 1930s. The company heavily promoted the "dignity" which side servicing imparted to the funeral service. This art deco rendering is from a 1939 Henney Packard ad which extolled the virtues of the Henney Nu-3-Way Hearse. Note the ease with which the Funeral Director, formally attired in swallowtail morning coat, operates the Henney Eledraulic side-servicing casket table by moving the lever on the front of the table mound.

BACK COVER - The Superior Coach Corporation of Lima, Ohio built only 30 ambulances on the downsized Cadillac commercial chassis during model years 1977, 1978 and 1979. The first and last of these hightop units were among the nearly 80 professional cars which participated in our 1996 International Meet. PCS President Mike Barruzza's 1977, on the left, was the first. Dr. Roger D. White's 1979 was the last.