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FOURTH QUARTER 2022

Published by the Henney Chapter, Professional Car Society, and dedicated to the history and products of the Henney Buggy Company and the Henney Motor Company

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### The Henney Chapter dinner: a successful annual tradition

As a non-geographically based Chapter, we face a few challenges that are different from those our sister groups contend with. The Miller-Meteor Chapter showed one way: an occasional Reunion somewhere near the factory. We've done that, at Freeport, although the last one didn't happen because not enough folks signed up for it.

So we came up with another idea that we hoped would make a nice tradition: a dinner (or maybe a lunch) at the site of the International Meet. *Voila*, an iconic experience was born. Sometimes at the Meet hotel, sometimes right around the corner, if we hold it, they will come.

This year we stayed in the host hotel for the event, and here's who came:

- Bee Hamlin
- Dan Reynolds
- Steve Lichtman
- Elizabeth Sunday
- Marah Sunday
- Brady Smith
- Dr. Dennis Lloyd
- Cole Miller
- Andrew Lloyd
- Janet Smith
- Rick Duffy
- George Hamlin

We regret, no group photo. Maybe next time.

### On the cover this issue: A Henney in ACTION in Tallahassee



We do not have much information about our cover ca this quarter, other than that the action took place in Tallahassee. We cannot even remember who sent it in, for which we apologize. The emergency appears to be connected to the construction project we see under way, and what

we assume to be an accident victim is being loaded into the Henney by construction workers rather than a cadre of ambulance attendants.

We are left to hope that the chap made it to the hospital and underwent a full recovery .

**THE HENNEY PROGRAM OF  
PROGRESS**

George Hamlin, Editor

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For further information on PCS, visit

[www.theprofessionalcarsociety.org](http://www.theprofessionalcarsociety.org)  
[www.professionalcarsociety.org](http://www.professionalcarsociety.org)

## Welcome new members

**Jeff & Mary Hookway**

64 Mudcut Road  
Lafayette NJ 07848-4607  
(862) 254-6309  
hookjch@ptd.net

Our Faithful Membership will recognize the names immediately. Perhaps one of them can even supply our new members with a lead on a really nice Henney, as they have none at the moment.

**Don Pierson & Richard Nichols**

126 Seaview Avenue  
Santa Cruz CA 95062  
(408) 771-5750  
forums@packardimperial.com

This membership brings us a rarity: a 1951 Packard Air Force ambulance. Many of these cars did not retire peacefully, ready to show. You can bet we are looking forward to featuring THAT one in a soon issue, soon as it's ready for photos.

## Postcard of the quarter

We have run this car before but not this card. See detailed comments with the feature article beginning on page 5.



*Harry S. Truman Library and Museum*

## Notices

I am looking for a roof-mounted siren pedestal for a 1951 Henney Packard. The pedestal needs to be the taller type as used on military ambulances to get the light at the back of the Federal siren above the roof-mounted fresh air vent. A 6v WLR siren would be nice too but not as important as the pedestal! Even to borrow and duplicate one would be fine. My car is rough so rough-looking parts are good.

Apparently my Henney Packard also had a pair of small gumball lights as I see where they had been, one at either side, but I don't know if they were from Henney or added later. It may have also had pod lights as there are holes at either side of the front of the roof but I'm not sure about that either.

If I knew what the mounting hole pattern looked like for them, it might help, but they might at least be a good way to cover the holes even if I had to drill new ones!

Don Pierson

henney@packardimperial.com

We look forward to laughin' and scratchin' with all of you at the PCS space in the Packard Club's tent at Hershey again this year. But beware: Hershey Estates, wanting to use the space for its park activities on Saturday, has forced Hershey Region to change the dates of the show and swap meet, starting and ending a day early.

We'll be on the Green Field as usual, GAD-26, but now only TUESDAY THROUGH FRIDAY (7 OCTOBER).

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**For sale:** 1942 Henney hearse, body with all doors and rolling frame. \$500 or best offer. Car is located in Warren, Michigan. Jeff Mandziuk, <mandzi5@aol.com>

SEE PHOTO BELOW



## Henney: In service all over



We continue to receive photo of Henneys in formal poses with their proud owners all over the globe. Above: a 1934 Henney Oldsmobile Progress, standing with the proud folks of McLaughlin, Saint Louis; this firm is still in business at 2301 Lafayette Avenue.

Facing page: courtesy of Brady Smith, the staff and cars of the William H. Loss Funeral Home at 1005 Beach Street (across the street from the court house) in Flint, Michigan. The photo, taken in front of the funeral home shows Mr. Loss (Center) along with four attendants, including a very young Wilson R. "Smitty" Smith who later became well known as a close associate of Leo A. Groves, also a Flint undertaker. The firm closed in the late forties but the building survives as law offices.

One notable item in the Loss photo is the Civil Defense logo on the white ambulance. This logo was the symbol of the new U.S. Civil Defense agency formed in 1949. That means that this photo was taken just before the firm closed. A stylized version is below. This agency was also responsible for the CONELRAD idea, about which more in a later issue.



## Feature car(s): 1950 Henney Lincoln White House limousines

We have, as noted in the postcard page, cited this car before—but we did not have the *Popular Science* article at that point, nor the Ford Motor Company spec sheets. So we thought, maybe take a break for one issue from featuring current cars and talk a little more about the Henney-built White House Lincolns.

The postcard on page 2 shows the same car, different view, from the car we used in 2014, and is a stock item at the Harry S Truman Library and Museum in Independence, Missouri. Photographed and published by Paragon Products of Kansas City, it says on the reverse:

*1950 Lincoln Cosmopolitan used by the White House during the Truman administration. On the rear seat is a lap robe used by Mrs. Harry S Truman.*

We will pause to note that the Museum has fallen into a common trap: giving Truman a middle initial rather than simply a letter. They put a period after the S so we edited it for them and took it out, because Mr. Truman had no middle name, just an S standing for nothing.

Henneyway.

We should note that the convertible parade car—the one in the centerstretch—was the only one in the fleet that was not built by Henney, but by Dietrich.

Henney built all the others.

We need to apologize for the readability of this quarter's feature; the best version we could get of the documents involved was a little shaky. But we also felt that they should be put out for The Faithful, so here they are.

The photos *Popular Science* used, both on page 11 and the center-spread, were of the convertible version—the one built by Dietrich—but they illustrate the vehicle generally. The promo also had a page of specifications, which you will find on page 12. This feature takes up a lot of space but we thought it worth doing.

The press release begins on page 6.

## In service all over, continued



## The Henney White House Lincolns, continued

LINCOLN-MERCURY NEWS BUREAU  
6200 W. Warren Avenue  
Detroit 32, Michigan  
TYler 3-9800

### APPROVAL DRAFT

The Ford Motor Company has completed and delivered to the White House the first of a special fleet of custom Lincoln Cosmopolitan limousines, Benson Ford, vice-president and general manager of the Lincoln-Mercury Division, has announced.

The seven-passenger limousine is the first of nine similar limousines and one Lincoln Cosmopolitan seven-passenger convertible being custom built for White House use, Mr. Ford said. Delivery of the remaining cars will follow at regular intervals.

Car No. 1 is to be used by President Truman. It is equipped with special running boards for the Secret Service agents who travel wherever the President goes. The seven-passenger convertible also will be equipped with running boards.

The 10 Lincoln Cosmopolitans are being leased to the Government under a contract with the Ford Motor Company through which the title remains with the Company. A similar leasing arrangement for White House cars has been in effect for many years.

The President's car as well as three other limousines have been fitted with special gold-plated appointments in the passenger compartment which is separated from the driver's compartment by a glass partition. The remaining five limousines have chrome plated appointments. All 10 cars are painted black and each has two extra folding seats.

The cars were designed by Lincoln-Mercury engineers under Harold T. Youngren, vice-president, engineering, of the Ford Motor Company. Each car

- 2 -

is powered by a regular high compression, 152 HP V-type Lincoln 8-cylinder engine and each is equipped with heavy duty Hydra-matic transmission.

<sup>No. 1</sup>  
The limousine ~~now ready for delivery~~ has a special wheelbase of 145 inches as compared with the 125-inch wheelbase of standard Lincoln Cosmopolitans. Each has a special frame, chassis and springs.

The bodies were constructed by the Henney Motor Company, Inc., of Freeport, Ill., under the direction of Lincoln-Mercury engineers and with the aid of Company technicians. Each limousine has been given additional head room in the rear compartment. The convertible body is being built by Raymond H. Dietrich, Inc., body builders of Grand Rapids, Mich.

The overall length of Car No. 1 is 20 feet as compared with an overall length of 18.44 feet for the regular Lincoln Cosmopolitans. The overall width of Car No. 1 is 7 feet 5½ inches as compared with a width of 6.58 feet on regular Cosmopolitans.

The special running boards on Car No. 1 and the convertible are 7 feet 3 inches long and 9½ inches wide. Red running lights are fitted into the running boards fore and aft. Tires on the limousines are 8.20 x 15 specials with white side walls.

The curb weight of Car No. 1 is 6,163 pounds as compared with a curb weight of 4,457 pounds on regular Lincoln Cosmopolitan sedans.

Each of the limousines has two fresh air heaters, one under the hood for the driver and one fitted into the trunk for the passengers. The rear heater is connected with the radiator with tubes and a special fresh air inlet protrudes above the top of the rear deck. The top of Car No. 1 is covered with pyroxalyn Lendau grain coated fabric, adding to the custom appearance of the car.

## President Gets New Convertible

**T**HE man in the White House took delivery the other day of a specially built seven-passenger Lincoln convertible with disappearing steps on which Secret Service men ride like footmen. Last of 10 cars built for Mr. Truman, his family, and distinguished visitors, it has a 145-inch wheel-base compared with 125 on the Lincoln Cosmopolitan. It has an over-all length of 20 feet compared with the standard 18½.

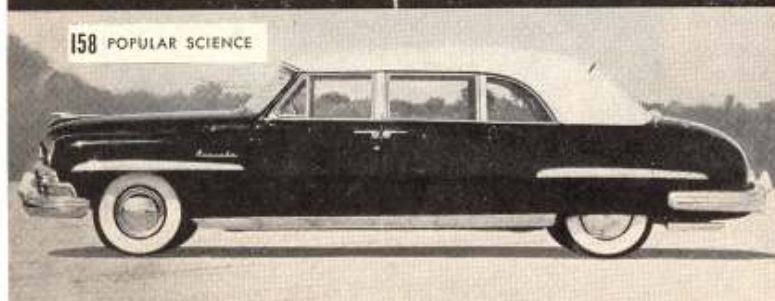
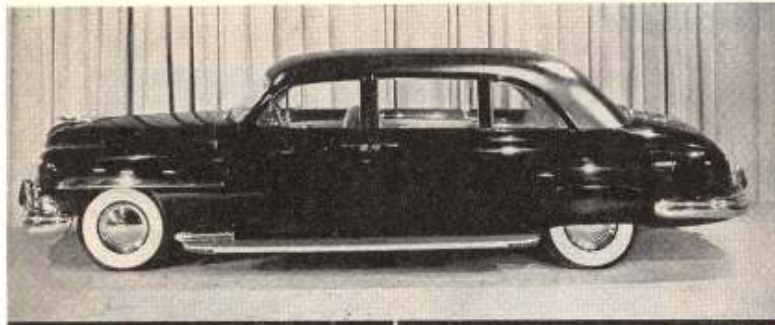
The other nine cars are limousines. Four of the nine, used by the First Family itself, have gold-plated fittings. The remaining five, with chrome substituted for the gold plate, are for distinguished visitors.

The cars have the regular 152-hp. V-8 engines, with heavy-duty Hydra-Matic transmissions. Their curb weight ranges from 6,100 to around 6,500 pounds—some 1,700 more than the regular Cosmopolitan. Special equipment on the convertible includes a warning siren and a flashing red light. All cars have an extra rear-seat heater. Coal-black, the convertible has white sidewall tires, red-and-black leather upholstery, a tan top, and two jump seats.

To strengthen the extra-long frames, a cap of ¾-inch steel was welded to the longitudinal members and crosspieces. Limousine

tops have one regular top and part of another welded together. Lengthening drive shafts required adding a universal joint.

The convertible body was built by Dietrich Creative Industries, Inc., of Grand Rapids, Mich., the limousine bodies by Henney Motor Co., of Freeport, Ill.

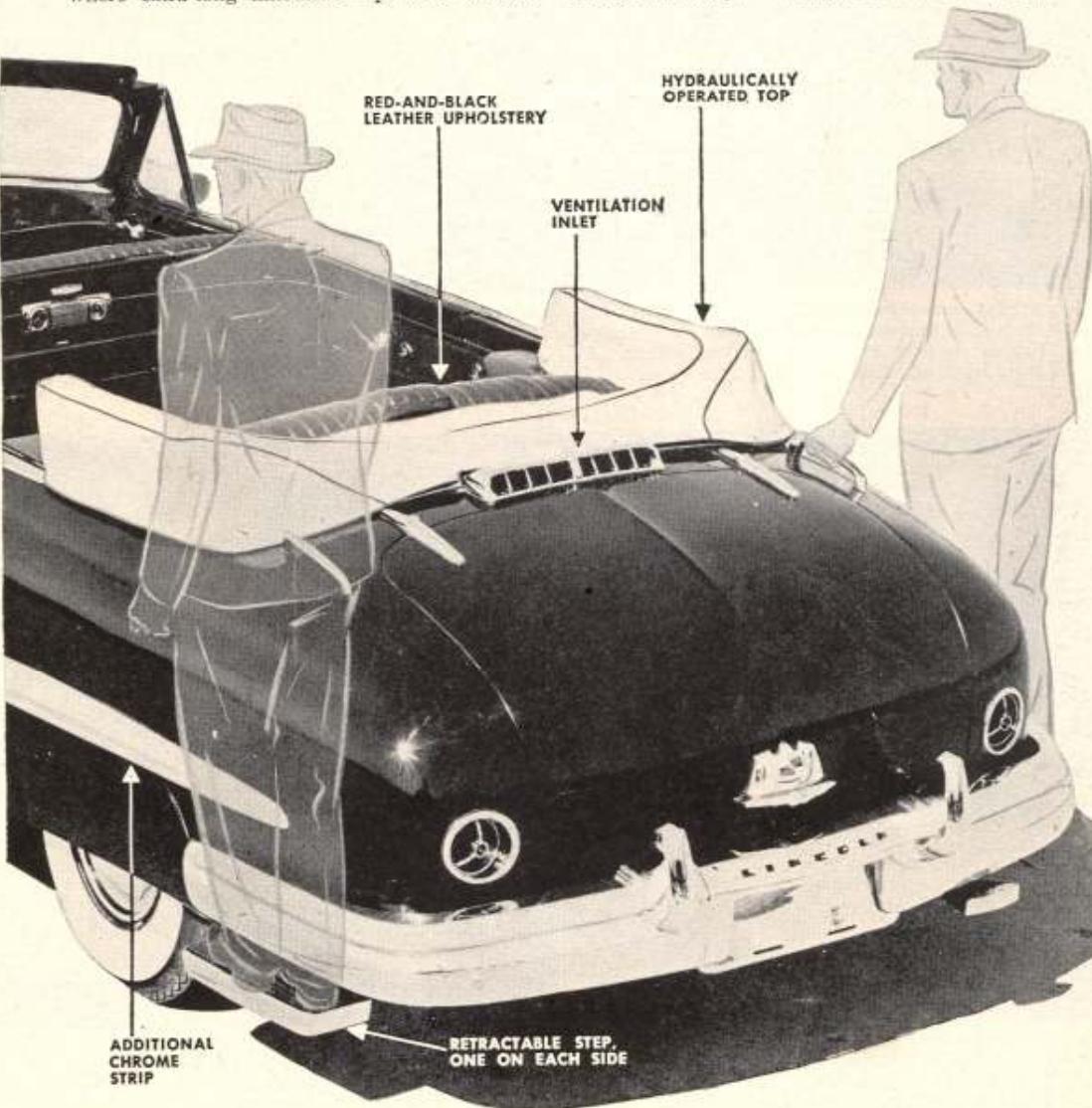


Of the 10 new White House Lincolns, nine look like top car at left. Lone convertible is for parades and reviews. Rear-compartment heating and ventilating units are controlled by passengers. Passengers can talk to driver through microphone. Convertible's king-size top is hydraulically operated. Cars are leased to government by Ford Motor Co. at "nominal sum."





In manufacture, workman files down seams together. Convertible's steps (below) extend, retract manually. [Continued on next page]



## The Henney White House Lincolns, continued

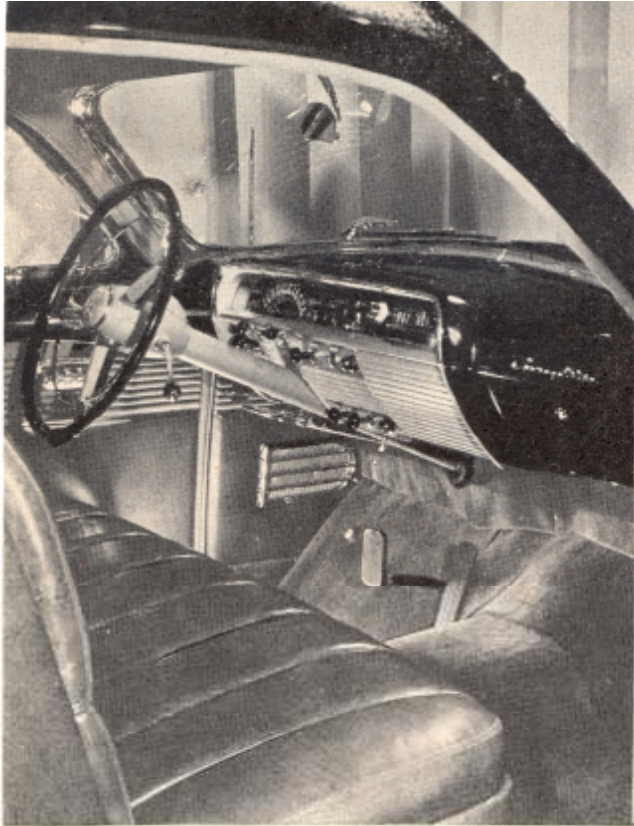
- 3 -

Two standard radios, one for the driver and one for the passenger compartment are installed in each limousine and an intercommunication system permits the passenger to talk with the driver.

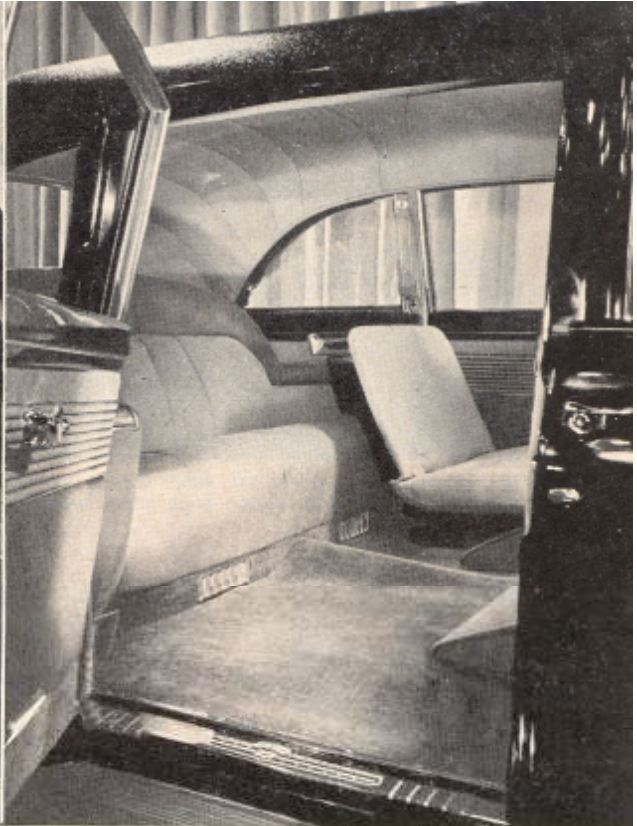
In the President's car and three other limousines being fitted for use of high dignitaries, there are special fitted cases of brown lizard skin recessed into the sides of the compartment including a thermos case, writing case with gold pen, cigar and cigarette case and arm rest cigarette case. There also is a lap robe of finest broadcloth with a plush lining of harmonizing colors.

The upholstery of Car No. 1 is a rich gray, shadow-stripe broadcloth with gray grain metal garnish mouldings. This is offset with gold-plated fixtures which include:

- Radio control panel and speaker grille.
- Asy tray assembly in rear side of quarter arm rests.
- Door lock push buttons and door handles.
- Rear quarter window handles.
- Hydraulic window regulator switches.
- Heater control panel.
- Robe rail handles.
- Door panels and scuff plates.
- Courtesy lights in doors.
- Dome light and switch button housing.
- Heater vent grilles in rear seat heel board.
- Assist strap brackets.
- All exposed screws and washers.



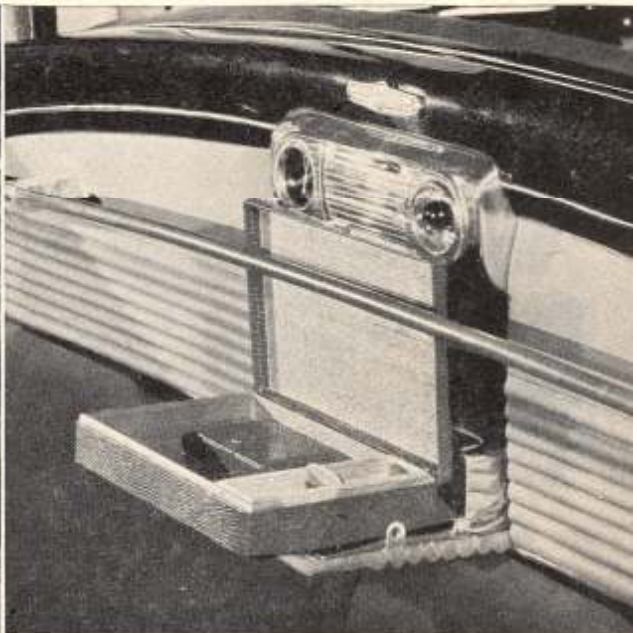
**Driving compartment** is standard. Front, rear seats have individual heaters. Cars have sponge-rubber carpets impregnated with mohair. All seats have padding of finest virgin wool.



**Each car has two jump seats.** Two of the four family Lincolns are equipped with vacuum flask, writing case, cigarette case in one of two arm rests, all encased in brown lizard skin.



**Pillar support** for convertible's top folds sideways into partition and then is covered by hinged cap. Convertible is only one of the 10 cars without an extra radio for rear-seat passengers.



**Cigarette-cigar trays** are built into partitions. Two of family's four ladies' cars have writing and vanity cases and gold pens and pencils, all covered with gold crocodile leather.

## The Henney White House Lincolns, conclusion

### SPECIFICATIONS

FOR

WHITE HOUSE LINCOLN COSMOPOLITAN LIMOUSINE NUMBER ONE

MAKE: Special Custom Lincoln Cosmopolitan  
7-passenger limousine.

WHEELBASE: 145 inches.

OVERALL LENGTH: 20 feet.

OVERALL WIDTH: 7 feet 5½ inches.

RUNNING BOARDS: Each 7 feet 3 inches long and 9½ inches wide.

ENGINE: 152 HP V-type Lincoln 8-cylinder engine.

TRANSMISSION: Hydra-Matic.

WEIGHT: 6163 pounds (curb).

TIRES: 8.20 x 15 specials with white side walls.

COLOR: Black.

TRIM: Gray, shadow-stripe broadcloth with gold-plated fixtures in passenger compartment.

## Henneycare: the distributor cap

Few motorists, let alone Henney motorists, think much about the distributor cap. It sits upside the distributor, wires come out of it. Sometimes the wires are replaced, sometimes the points and condenser underneath, that's about it.

Recently we had a surprising development involving that cap: a car that ran just fine until, one morning, it wouldn't start. No warnings, not even a cough on cranking. Meters, continuity checks, everything was fine—until



the tech happened to look INSIDE the distributor cap. Well for...the contact inside the center had gone away. Worn, burned, disintegrated—one or all, it wasn't obvious upon first inspection and, after all, who looks inside the distributor cap? To do that, you have to wrest it into an unnatural upside-down position against all the wires. Very simple fix, of course: new cap.

Just something else to think about in case of unexpected stoppage, and it turns out, easy to fix.

## Ready to serve you:

Metro Ambulance, Winnipeg, had this nice 1946-7 Henney Clipper in service on a snowy day. But it's a 7-passenger body, not what you'd expect to find in use as an ambulance.

They are not shooting the cars, especially that little Rambler, so much as the house, so they didn't care that they, um, clipped the Clipper's front end off—but we do...



## The Henney "Moderne"—collect the whole set



### ◀ The HENNEY "MODERNE" ▶ With the Electrically Operated 3-Way Casket Table

As the world moves forward Henney always anticipates the needs of the undertaking profession, with the result that the funeral director has learned to look to Henney for new things that enable him to keep in step with progress in his profession.

When the horse-drawn hearse became obsolete Henney pioneered the way to better service—with the motorized carved hearse. When the public demanded a change from the carved hearse Henney introduced the limousine type, end-loading hearse.

Now that the end-loading hearse no longer fulfills modern requirements Henney offers to funeral directors the most practical Three-Way hearse.

Today, Henney is helping progressive funeral directors to conduct funeral services in keeping with present day needs through furnishing Henney Nu-3-Way Hearses.

Modern ideas of the reverence and dignity expected of a funeral service have made the disadvantages of the end-loading hearse more and more apparent.

The Henney Nu-3-Way Hearse is Henney's answer to this problem. And it is the only answer that enables the funeral director to demonstrate that his service is in step with what the public now expects and soon will demand.

Henney Nu-3-Way Licensed Under the Heise Patents and Pending Patent Applications.

**HENNEY MOTOR COMPANY**  
**FREEDPORT, ILLINOIS**

We have previously shown a circa 1931 Henney Sedan "Moderne" (See 2015 no 1). Here's the hearse "Moderne," from 1929-1930. Stressing the "disadvantages of the end-loading hearse," Henney is now promoting its solution: the Nu-3-Way hearse, licensed under the Heise patent.

The serious Henney collector would need one of each, we figure.

# Stuff

For decades, the easiest, cheapest, and least intrusive way for the fuzz to keep track of who is parked for how long, other than meters, has been chalking tires. The chalk is applied with a long stick to the tread area of each car parked in a timed zone; when checked an hour later, cars that haven't moved get tickets. Now a U.S. District Judge in Michigan has ruled that Lansing violated the U.S. Constitution by doing that. Namely, marking tires without a warrant *violated constitutional protection against unreasonable searches*.

“Unreasonable” strikes us as the right word for this decision, all right. “Going overboard” strikes us, too. The judge even ruled that Saginaw must pay vehicle owners “nominal” damages (\$1 for each marking).

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Hang on to your Henney, I: General Motors just recalled more than 740,000 Terrain SUVs because the headlight beams are too bright and cause glare for oncoming drivers.

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Hang on to your Henney, II: There have been nearly 400 crashes of a dozen automakers' vehicles with partially automated driver-assist systems (mostly Teslas and Hondas).

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The “common crowd” seems to expect, due to an endless drum of publicity, some other (GM) brand of hearse or ambulance in movies. By “other” we mean, not Henney., and that used to irk us somewhat. But this current nonstop series of pitches for “Rat Fink,” “Haulin’ Hearse,” “Demolition Derby,” and “Ghostbuster” versions, pictures, videos, and models, of that other brand, we’ve come around; *thank goodness they picked THAT make*.

♪ ♠ ♥ ♣ ♦ ♠

According to the September *Reader’s Digest*, the term **ambulance** came from 18th-Century French military hospital usage. These were portable centers that were dismantled quickly and moved around, so they became known as *hôpital ambulant*, or “walking hospital.” In the course of usage, that name became simply **ambulance**.

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We thought we’d seen it all when the packaging of a rubber tow-ball cover warned us a few years ago to “remove cover before towing.” But we hadn’t. The current champ is on a package of sewing needles we bought recently; it says, “WARNING: This contains a sharp object. Keep away from children.”

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Hang on to your Henney, III: Hyundai and Kia are recalling more than 280,000 SUVs, warning owners to park the things outdoors and away from buildings until a problem with the wiring, causing more than two dozen fires and meltdowns, can be fixed. Something to do with an accessory tow hitch.

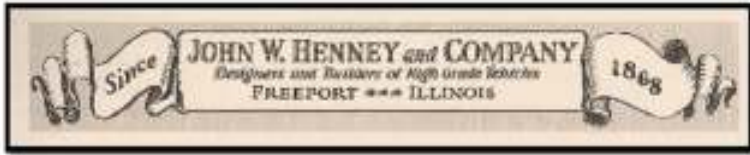
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Hang on to your Henney Kilowatt: as we mentioned in a previous issue, the Hummer, absent from the automotive lists for more than a decade, has now returned as an electric. Background first:

The Hummer was brought to market by AM General (a subsidiary of American Motors) in 1992 as a civilian version of the military Humvee. (Little known is that the military wanted “Humvee” rather than “Hummer” for its version so the soldiers wouldn’t start calling it a “Bummer.”) The brand was purchased by GM in 1998 and discontinued in 2010 but the name returned to the lists in late 2021 as a 2022 GMC model. And as an electric.

And now, the reason we are mentioning the vehicle again. We aren’t sure what the price of the Henney Kilowatt was, but the new Hummer costs... \$130,000. And it weighs 9000 pounds. Words, for once, fail us.

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