HENNEY PROGRAM OF PROGRESS

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SECOND QUARTER 2023

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

Inside this issue:

Start thinking Chapter dinner at the International Meet

Tradition! We love tradition. This Chapter, being non-geographical, holds very few auto events because there's no specific location, other than Freeport, that seems appropriate.

That did not, however, stop us from coming up with a unique idea for Chapter camaraderie: a lunch or dinner at the PCS International Meet every year. We'll do it again this summer.

While we do not have enough specific data for times and scheduling, what we CAN do is suggest that everyone check for specific details when logging in at the registration desk upon arrival. We will make sure that there is signage saying where and when; we always get cooperation and suggested settings from the Meet host, and that's what we will be doing this year.

Come meet with us! Bring pictures! Swap stories! Bring an appetite. Bring a friend if you have any. See you there.

Henneys in ACTION: a 1935 120A

This 1935 Henney Packard (we're pretty sure it is a 1935, rather than the very similar 1936) is shown serving the Middlesex Hospital in Middletown, Connecticut.

The Packard chassis is 120A; the A suffix was used by Packard for a professional-car chassis. The choice of that letter, which lasted for some time in Packard chassis designation, derived from the word ambulance, we have always suspected, and of course 120 referred to the new One Twenty line. The Henney model number for this unit would be 854.

The hospital is still there, as one might expect, and operates as "The flagship location for Middlesex Health," a system covering the range from primary care to specialized surgery. The door markings on the Henney show that this unit was the hospital's own, not that of a funeral home's ambulance service.

THE HENNEY PROGRAM OF PROGRESS

George Hamlin, Editor

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Address all correspondence and contributions to the Chapter at:

P O Box 123
Fulton MD 20759-0123

For further information on PCS, visit
www.theprofessionalcarsociety.org
www.professionalcarsociety.org

Welcome new members

Matthew L. and Linda Packard
9909 Greenel Road
Damascus MD 20872
(301) 461-7499
packard.matthewL@yahoo.com

The Packards have a nice 1947 Henney Packard Custom Super Clipper 8-passenger sedan. You will be seeing more of it in this quarterly, we think.

And that brings us to another suggestion: if you have a nice Henney we haven't made into a feature car, why not share it with everyone? Drop us a line. We would ask for detail shots, an interesting story about the car—its history if you know it—and one really nice spectacular shot for the centerspread.

We know that not all our members get the centerspread in a form that will print the quarterly on 11 x 17 paper, and we're sorry; we can't do much about it. Limitations of technology, etc.

Blotter of the quarter

Long-time readers will know that when we feature an old blotter, matchbook cover, postcard, or similar with a Henney on it, we look up the facility that issued the thing and, nearly always, discover that it is still in business, often at the same location.

This time the result was different. John went into business in 1897 with a partner, bought out the partner and opened the building on West Devon in 1934. After generations of operating the business the family decided to retire.

The building was sold for $1.22 million and, at last word, was scheduled to be destroyed and replaced by a mix of stores and apartments.

The name was then transferred to the Habel Funeral Home & Crematory.

Letters

The red military ambulance in the first-quarter issue is a 1952, not a 1951, but was advertised incorrectly. I am in touch with its current owner, who has supplied me quite a few photos of the Federal WLR siren and its base so I was able to find one for my car.

Don Pierson

Upon further review, as they say, we believe that we do see, faintly, the grille medallion that didn't appear until the 1952 models.

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Regarding the Henney building here in Freeport: the building suffers from having a flat roof that is prone to leaking. Rain water has been getting into the building for a number of years. The first result was mold, followed by rotting floors. All the floors are wood and they don't do well with repeated soakings. I have been told that there are areas that are not safe to walk on. I have not heard of any schedule yet for demolition.

Thank you for all that you do to keep this Chapter alive and well.

Dick Farnsworth

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That gorgeous 1930 Pierce-Arrow limousine-style hearse on page 5 (1Q issue) ain't no Henney. It was built for the Pierce Bros. mortuary by the local Copple Auto Body Works. Read all about them in the special Pierce-Arrow issue (#158) of TPC by the late, much-lamented Tom McPherson.

Walt McCall

Well, as I have little patience with current programming and prefer earlier TV and movies, one of the things I am doing is watching every single episode of *Perry Mason* in order, starting with September of 1957. At the moment I am in the second season, episode 24, which aired on 18 April 1959.

Why this may be of interest is that in every episode so far where there is an ambulance required to pick up the murdered stiff, it is a 1948-50 Henney Packard. Usually the scene is shot from the rear of the vehicle and not for long. I have not seen the front to possibly determine the exact year. It has appeared in maybe six episodes so far. Between that and *Highway Patrol*, I get my fix of old cars and great scenery, AND the bad guys usually get caught. A novel concept these days…

Jeff Beyer

Hey MikeMikeMike—what day is it? Henneys on nice calendars

Part of the year is gone now, but if you don't have a 2023 calendar yet, there is still a way to improve your den wall with some nice Henney content.

The one at right is from Rosedale Memorial Park in Bensalem, Pa. It shows the whole year on one page and some really nice Henney vehicles in line. The Rosedale calendar is not generally available, but we are grateful that they sent us a copy so we can show our membership what it looks like.

The other one, however, you can get.

It comes from our own Tri-State Chapter, their annual spectacular (which usually has a Henney gracing one of the months). This year's choice, for April, is a 1950 flower car. There are 11 miscellaneous makes for the other months, all equally well presented.

You can order the Tri-State calendar for $12 ($15 for non-Chapter members), plus $5 shipping by writing **tscpcscalendar@gmail.com** and inquiring about payment arrangements. Hurry; it's April already!

The Fallbrook Henney, this time for real

ONE OF THESE DAYS WE'LL GET THIS RIGHT: In our last issue we ran this heartwarming, spectacularly written and lavishly illustrated story about the Fallbrook (California) Henney. Only we pushed the wrong key when inserting the photo, and it ain't Fallbrook's at all; it's Toronto's, Tonto. The real Fallbrook Henney (seen at right) ran as a feature car in 2018.

More important, here is the REAL photo of the car, back when it had that new-Henney smell. Or close to it (the photo was taken on 4 June 1955).

This view, kindly provided by Mike McDonald, has the crew named on the back. Best we can read:, standing: Fire Surgeon Simon, Deputy Chief Gillen, Chief Thurber, Chief Norville, Captain Burnaman (?), Asst Chief McDonnell, photographer Ahrend. Front row: Ross, Rawlinson, Lash, Johnson, Lt Bell, Lt McLean, Spencer. Everyone smile...

The Federal Trade Commission
Washington, D.C. 20580

"Small Town"
:30/:20 TV PSAs.

V.O. Announ: Most of us don't think about death or funerals

. . .until we have to.

It's a difficult time

. . .but being prepared can make things easier.

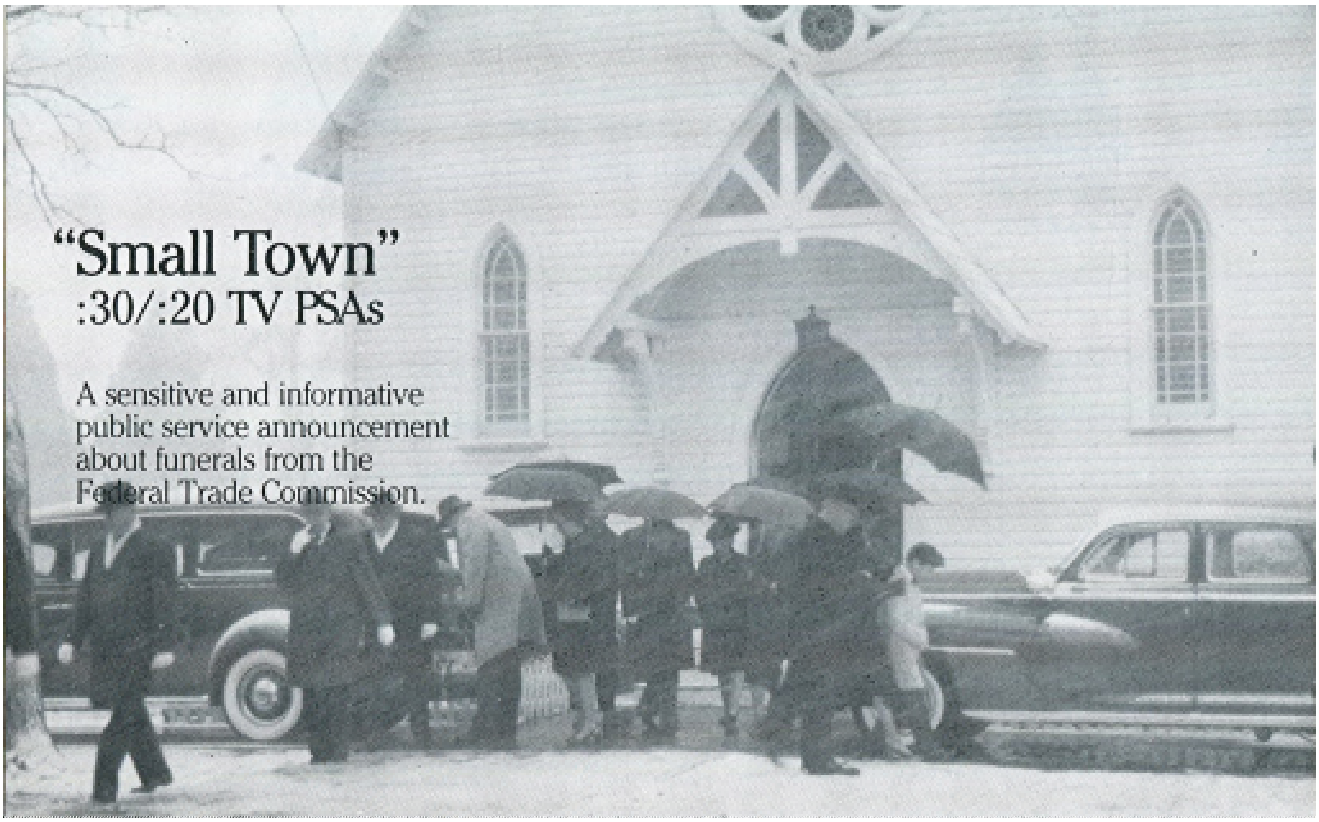
Now you can call any funeral home and find out what individual items and services cost.

Funerals
The Federal Trade Commission
Washington, D.C. 20580

To learn more about funeral arrangements, write "Funerals," Federal Trade Commission, Washington, D.C. 20580.

This FTC spot featured a Henney nationwide

At left and below: a Federal Trade Commission piece that ran on television pushing new funeral regs on 30 April 1984. The 1936 Henney that was central to this promo didn't know it would be doing the gig in a snowstorm. Nor did the FTC. In fact, all the morning shots *had to be done over* after the surprise snow roared in over lunch hour. All those umbrellas had to be sourced locally, in a hurry.



Feature: Major hobby attention for the Henney Kilowatt

On the next few pages: an article that ran in the Jan/Feb issue of *Antique Automobile*, which we reprint by permission. The Henney Kilowatt has been overlooked by the hobby's mainstream for some time because, we think, it didn't hit the big time in sales, was converted from an existing car, and after all, came from the 1960s.

This story gives more information on the car than we have found in other publications, and we think our readership would be interested in seeing it.

The writer wasn't sure what became of the 50 leftover Kilowatts, but Henney Chapter folks already know what became of them, because we have covered that in these pages; they were rebadged as "Tiffany" novelty cars and marketed to the jet set.

One more thing we should comment on: the story cites 2-volt batteries. We've even seen that in a museum display. There ain't no 2-volt batteries, they were 6-volt batteries. We think the misunderstanding arose from the fact that a 6-volt battery comprises three 2-volt cells.

Henney Kilowatt

60 years after the original electric vehicles, and 60 years prior to the current generation

By Peter Kunz

Soon after the Winton automobile company in Cleveland shuttered its doors in 1924, C. Russell Feldmann purchased the factory. At the time, he was about 27 years old and the purchase was a sizable transaction. Feldmann was born in 1898, to a wealthy Connecticut family and he was properly educated to enter the business world. Feldmann's purchase of the closed Winton factory and its subsequent sale to General Motors, was not only a significant business transaction, but the beginning of a career that would make Feldmann an American industry legend ... as well as a multimillionaire. Feldmann also bought Transatone, a company that made the first automobile radio, and through the years started or acquired companies involving products dealing with automotive and other industries. They all operated under his principle company, National Union Electric, which became one of the early American industrial conglomerates.

In the late 1950s, Feldmann found time to develop an idea. He believed the electric automobile was practical and should be a viable part of the automobile family. He had seen the concept grow and die in his younger years, felt that should not have happened, and wanted to prove the electric automobile could be a factor in the automobile industry. He decided it was time to build an electric automobile. It was not his intention to be an automobile manufacturer building and selling to the consumer market. He wanted to expose the public to electric cars in daily use, so his plan was to make a limited number of cars and sell them to electric utility companies. The companies in turn would have their meter readers use them in their daily rounds, giving the car maximum exposure in a different part of the city every working day.

Feldmann realized it was impractical and expensive to build a car from the ground up. He knew it would be faster and more efficient to convert an existing automobile and he began his search for a suitable car. He selected the small four-door Renault Dauphine, which was capable of carrying the additional weight of the batteries and would be readily recognized on the street. A deal was negotiated to purchase 100 Dauphines, which would be delivered without engine, gas tank, and other parts pertinent to a gasoline engine.

From his many contacts, Feldmann called on Caltech President Linus Pauling to supply an electric speed control system panel. The system would function as close as possible to existing gasoline automobiles. Curtis Industries was selected to build the panels to a design laid down by scientist Victor Wouk, an acknowledged world leader in the field.


REV
FWD
D-C AMPERES
100
200
300
400
20
40
60
80
0
100

A single 25-foot cable serves all three chargers, and is conveniently stored under the hood

Simplified dash: Speedometer and odometer, two power indicators, and forward/neutral/reverse switch complete the uncomplicated Kilowatt dash.

The young gentlemen of the family prepare to go for a ride.

For many years Feldmann had held a financial interest in Henney Manufacturing Company, which converted automobiles into limousines, ambulances, hearses, and other specialized vehicles. When the third-generation John Henney died in 1946, Feldmann acquired the balance of the Henney Company and headed it until 1957. Shortly before his death, John Henney had purchased the Reo-Marmon factory as part of a bankruptcy sale. It was the right size to set up a small production line for the Henney and was located in Canastota, New York.

On March 31, 1960, the Canastota factory shipped the first Henney Kilowatt to New Jersey, equipped with 18 sequential 2V batteries giving a modest top speed of approximately 30–35 mph, to the attention of longtime friend B.L. England, chairman of the board of the Atlantic City Electric Company. England had considerable stature in the electric power industry and he shared Feldmann's enthusiasm for the electric car experiment. The second Henney was shipped April 12th, to Mr. Allan Wyck, president of Illinois Power and Light, in Decatur, Illinois.

Before production started, Wouk, himself, concluded and informed Feldmann that the 36-volt lead-acid batteries the Kilowatt was using simply weren't up to the job. Unfortunately the development cost to fix the problem was too much for even Feldmann's deep pockets, so he pressed on regardless. Sure enough, the cars were not in service very long when the battery package was found to have insufficient capacity to provide the power needed for the meter readers to do a full day's work.

Production was stopped and a redesign was initiated, but not before Feldmann's own National Union Electric took delivery of 24 units. Feldmann contacted the Industrial Division of The Electric Storage Battery Company (Exide), in Philadelphia, which had extensive knowledge in lead acid batteries for rolling stock, namely lift trucks and materials handling equipment. The redesign called for twelve 12-volt golf cart type batteries with more than twice the capacity of the originals. The engineers also designed 12- and 72-volt chargers that would be installed in the car. The chargers' circuitry design included diodes, a new solid-state device. The car was then certified by the U.S. Department of Transportation for street, the first electronically controlled, electric automobile.

These changes were approved by Feldmann and on April 12, 1960, production resumed. The first "second-generation" Henney was shipped to the Illinois Power Company in Bloomington, Illinois. An additional nine cars were shipped to various destinations on June 10.

The meter reader plan proved to be more successful than expected. Every day the cars moved to a different part of town and received much attention in the neighborhoods. The Henney was also displayed at trade shows, exhibitions, and the various activities the utility company participated in throughout the course of the year. The car frequently appeared on TV and in newspapers and gained publicity both nationally and internationally. Trade Journals were eager to feature articles on the Henney Kilowatt. The utility companies promoted the automobile for the next one to three years and the entire program was considered to be more than a nominal success.

The numbers say otherwise, though, Of the 100 Kilowatts manufactured during the two-year production run, a mere 47 were sold, with Feldmann also taking three. Having already taken delivery of the Dauphine bodies from Renault, Henney soldiered on into 1961 using whatever components were available to fulfill orders, but the public remained indifferent. Shipments continued until the last car was delivered to Florida Power and Light in March of 1961. It is rumored, but not confirmed, that a Florida Renault dealer bought the 50 remaining cars, ordered engines and the other parts for a gasoline engine, changed the car's name, and sold them without a Renault warranty.

Feldmann was a pioneer in the electric car field, some six decades after the idea was dropped. He was determined to build an electric car to help solve the problem of pollution created by the internal combustion engine. For the majority of consumers, though, cheap and plentiful sources of petrol simply overcame the problems of the electric automobile.

It is estimated that there are about 20 Henney Kilowatts known to exist. One is in the Renault Museum in Paris (125 Champs Elysees), others are in American and Canadian museums, and the remainder are most likely in private collections.

The Five Sections of the Henney Kilowatt

1. Under the hood, where previously there was a spare tire, tools, and storage space for luggage, now holds six 6-volt "power" batteries, one 12-volt battery, and the chargers for each. The 12-volt battery supplies power to the control panel and accessories (chargers, lights, horn, etc.). The 72-volt charger replenishes the power batteries and the 12-volt charger replenishes the 12-volt battery. The two chargers are coupled to a 120-volt cable and plug. Each charger has an on/off switch.

2. In the cockpit are two bucket seats up front. The car is like any other 1960 automobile, with a few differences. In the center of the dashboard are two meters with a three-position switch between them. The meter on the left reads DC amperes; the four stages for

Performing a specific gravity check for troubleshooting.

acceleration. The meter on the right shows remaining battery power. The three-position switch changes direction: up for reverse, down for forward, and center for neutral. There is an accelerator pedal and a brake, as well as a hand brake; the automobile freewheels and requires the hand brake for the car to remain in place. While there is a gearshift between the two bucket seats, it is not functional, but is an integral part of the transaxle. It is set in third gear and must remain there.

3. The Henney was originally a four-passenger medium-size automobile with a back seat. The rear seat was removed to provide storage space that was eliminated from the trunk.

4. Behind the storage area wall is the control board, with access through a removable panel. The control board is mounted vertically and adjustments are seldom needed. A cable attached to the back of the accelerator pedal runs to the upper right-hand corner of the control board. At the end of the cable, on the left side, are four raised points. Above and to the left are four micro switches. As the accelerator pedal is depressed, the cable advances to where the first point makes contact, depressing the first micro switch, which then activates the motor control and brings the first three batteries (18-volts) on line. As the cable advances, the three remaining banks of batteries come on line. The panel has three additional motor controls to operate the key-switch, forward and reverse.

5. In the back of the car where the internal combustion engine was originally mounted is a 7.2-horsepower 72-volt traction motor sitting on the original engine mounts and directly connected to the transaxle. This section also holds the remaining six power batteries that combined with the first six power batteries make up the 72-volt package.

Driving the Henney Kilowatt is the same as driving any car. It accelerates smoothly and quietly, except when the motor controls open and close as the car accelerates or decelerates.

Owner Comments

In late 1965, I heard that Metropolitan Edison Company, the Electric Utility in Reading, Pennsylvania, had completed their promotional project with its two Henney Kilowatt automobiles and wanted to sell them. One was already sold and I didn't hesitate to commit to buying the remaining car. These were the sixth and seventh Henney Kilowatts built. The Henney was a delight for our family. At that time we had four sons and a baby daughter. My wife would pile the boys into the back storage area (one up front on a rotating basis) and drive them back and forth to school. The car was convenient for going to the nearby shopping center and for other short trips. It attracted attention wherever it went.

I showed it at several antique automobile shows. The Henney received more than its share of attention, and I gave out a self-made information sheet for those who showed interest. After several years, the kids outgrew the car and it

gradually was used less and less. I made several business trips to the Boyertown Auto Body Company and became friends with its president, Paul Hafer. Paul was an avid promoter of the Duyrea, an automobile built in nearby Reading, Pennsylvania.

The Boyertown Auto Body Company built a variety of delivery trucks and special-purpose vehicles beginning with horse-drawn carriages. Hafer's company had made a proposal to the U.S. Postal Service for an electric residential mail delivery truck, but the project was unsuccessful. USPS liked the truck but field reports said that the time required to maintain different types of vehicles could not be justified at individual locations.

In 1965 Mr. Hafer opened The Boyertown Museum of Historic Vehicles for his Duryeas and other automobiles in his collection. He was interested in adding additional antique vehicles and I offered my Henney in 1973 on an extended loan basis. It remained on display until April of 2011, when damage from a flood required complete restoration of the building. The Henney had sustained a fair amount of damage as well. When it was returned to me, I had it restored as authentically as possible. My search for parts was challenging and often extended as far as California and Mexico. The red glass lenses for the brake lights were finally located in Argentina.

When the car was repainted, DuPont was able to match the original red used by Renault in 1960. The batteries have been replaced twice, with the third set still in service. The odometer reads close to 3,600 miles. Though no factory records are known to exist, I have copies of the modifications Exide made when they re-engineered the automobile. I also have the operating manual, promotional material, and field notices.

Front compartment of Henney with six 12-volt batteries. On the right, front to back, a 12-volt charger, a 72-volt charger, a heatsink, and a 12-volt control battery.

For 1959 and 1960, the Henney Motor Company produced an electric vehicle based on the French-made Renault Dauphine. The cruising speed was around 30 miles per hour, with a range of about 40 miles between charges.

And while we're at it...

At right: someone we are just hearing about, actor and model Daniel Henney. He gained attention as with a 2005 television debut as Dr. Henry Kim on the Korean television drama *My Lovely Sam Soon*. Other movies and shows have followed, including *Criminal Minds* and *Hawaii Five-0*.

Below: being placed in service at the Brown Funeral home in North Carolina, one sharp-looking Henney ambulance with whitewall tires, a spotlight, and a flying lady ornament no less. Normally we dig up the current status of the home, but we are overwhelmed by the number of funeral homes in North Carolina with "Brown" in the title. Also, we normally trim these photos to emphasize the car, but we're impressed by the building too this time.

Stuff

In the unlikely event that our Faithful Readership is unaware of the current overemphasis on safety and legal obligation, here's the tag off a screwdriver recently bought at retail. CAUTION; WEAR SAFETY GOGGLES WHILE USING.

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As we watch various news reports from around the world, we have noticed that the word AMBULANCE is as close to a universal international term as any—even in countries that do not use the Roman alphabet. Maybe AMBULANS here and there, but still nearly universal.

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Every tale we hear about self-driving cars is weirder than the last. A few months ago it was one about how they were stopping at Union 76 stations because they mistook the orange trademark signs out front for stop signals. The new one is rather amusing, if it's true; the new self-driving Fords are designed/programed so that, if you miss a payment, *they will return the car to the dealership*. We can picture a Henney dealership set up like this; would the ambulances be repossessed with lights flashing and everything?

General Motors last year, buoyed by a rebounding fourth quarter, was the top auto seller in the United States. If that doesn't sound very newsy, here's why: for 2021 the top seller in the U.S. was….Toyota. Don't think we're in 1950 any more, Toto.

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And we were reminded of that last observation recently by a film rating. The reviewer had given it a parental warning because it contained the word "idiot."

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On your way to the PCS International Meet this summer, should you find your Henney following a Ford Explorer, fall back or pass. There have been dozens of reports of trim panels *flying off those vehicles* at road speed, some hitting other cars.

♫ ♠ ♥ ♠ ♦ ₪

It's a personal gripe, but it's automotive, so: next chance you get to see "The Maltese Falcon" on late-night television, note the proper pronunciation of falcon: FALL-con. When Ford brought out its new 1960 compact, they mispronounced it to be dramatic and the @#$% mispronunciation seems to have stuck.

So, we were thumbing through the recently debuting movie reviews and stumbled across one, *Creed III,* with a parental advisory: VIOLENCE. Um, it's a boxing movie...

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This quarter's winner for product warnings will have to be the following: This chap gets into a Kia Telluride and goes roaring down the street. Comes upon a construction project and charges right through it, scattering workers, and drives into a 10-foot drainage pipe. Comes popping out the other end into midair, plops onto a football field, and roars down the turf to the other goal. DO NOT ATTEMPT!

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In case you're not worried about this hobby: recent data reveal that only 25% of 16-year-olds have driver's licenses, and only 60% have gotten them by 18. Seems they'd rather call an Uber.

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To those perusing this publication for competitive and scholastic purposes, we certify that it was not prepared by the new AI program ChatGPT.

HENNEY CHAPTER PCS
P O BOX 123
FULTON MD 20759-0123

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SECOND QUARTER 2023

1935 Henney serves a hospital in Connecticut