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It's gonna be a fun-filled summer

First, of course, we hope to see everyone at the International Meet. Dozens of folks drive for hundreds of miles for the unique opportunity to show everyone their cars, to meet new and familiar folks, and maybe to find a car they haven't seen before; that's just one of the advantages to moving it around from time to time, though the next two will both be in Pennsylvania; that won't hold the crowds down, Hershey is in Pennsylvania every year and everyone keeps coming.

Second, our annual Henney dinner at the International: check with the registration desk on arrival—there will be signage there indicating time and place on Friday. This dinner is a unique thing in the Club, and we're kinda proud of the idea,

being as how we're non-geographical. The event will be at the host hotel, 6 p.m. Friday. For the military and world-traveler crowd, that's 1800. For Naval personnel, that's 4 bells. For owners of GM cars, that's little hand on the six.

Finally, an innovation: the Chapter will have a Zoom meeting, again because we're non-geographical. We've done a couple of actual get-togethers, but this electronic idea will give everyone a chance to meet up. We'll do this after Independence Day, and we'll notify everyone by means of a Henneygram about a week ahead.

On the cover: a Henney serves a child's funeral in 1930

You can tell from the size of this crowd that whoever the unfortunate youngster was, the family was well thought of. The funeral, on 6 November 1930, was in Toronto; the picture was taken leaving the girl's home at 200 Dovercourt Road.

It has already snowed in Toronto; you can see

traces of the last snowfall at the curb.

Times were getting tough enough in 1930 without losing a child in the cold of winter.

Behind the Henney is the grille of a Packard of some sort, we are guessing a limousine. Information as to the home operating these vehicles, we do not have.



THE HENNEY PROGRAM OF PROGRESS

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We could not make this stuff up



Yes—there was an earthquake in central Maryland, not far from this quarterly's publication office, a cou-

ple of years ago.. Wasn't serious or Henneything. But yes—the epicenter was *right here*.

Postcard of the quarter

Okay, we hear you asking: where's the rest of the bloomin' postcard? Well, we don't know. It was sent in here and when we opened it to use this issue, this is all we got: part of it clipped off by someone, who, we suspect, put it in the scanner the wrong way. Nevertheless, we are using it in this issue for a couple of reasons.

One reason: we're out of postcards unless we can find some more somewhere, so we can't be choosers.

Reason two: this factory is very much in the news these days, what with occasional threats to tear it down, and although some of the postcard is miss-

ing, most of the building is there. Running this whole-building shot will serve to remind us what a significant piece of architecture this building is.



Letters

About the 1952 Henney military ambulance and its year, it wasn't a matter of discerning the virtually invisible grille crest (and no block letters on the hood) as the ad for the car when it was for sale showed many detailed photos including the ID tag on the A pillar which started with 2513 for the 1952 commercial chassis. It also has the 1952-type turn signal lenses which were different from those used in 1951.

Don Pierson

I am writing to ask if you would have any connections to a hubcap for our 1932 Henney Hearse. I am missing one final hubcap to make the coach 100-percent complete. I did find one on eBay last fall and purchased it. I had it refurbished to perfection.

Any information or lead would be greatly appreciated.

Andre Pilon
Arnprior Ontario
andre@pilonfamily.ca

This is a rare car that deserves our cooperation. If Henneyone out there can help out, please do.

Bill Alexander

The Professional Car Society and the Henney Chapter lost Bill Alexander in April. It would be hard to overstate his value to the Society and its members.

Bill took over the Society in late 1977 and took it to new heights. He and his 1927 Henney (see *The Henney Program of Progress*, first quarter) were faithful participants in so many of the Society's (and his home chapter, Mid-Atlantic's) activities. He had the Henney in movies, at car shows, in displays, in social occasions. And apart from his direct service to the PCS, one needs to recognize a particular singular accomplishment: he got professional cars back into the AACA.

In the beginning, AACA did not care what you drove, as long as it was old. But a couple of wise guys spoiled that for everyone else by putting boxes and even skeletons in antique hearses, so that got them banned from AACA events. While they were at it, they banned the ambulances as well, apparently because they looked too much like hearses, and also possibly because some were combinations.

Bill was at an event one summer and the president of AACA wandered in. Bill sat him down on the run-

ning board of his Henney and they talked. We are not privy to the actual conversation, but the AACA man left convinced that these cars had history. Shortly after, ambulances, then hearses, then eventually postwar versions, were allowed onto the AACA field. Everyone in this segment of the hobby owes Bill Alexander for that act alone, plus so many other contributions.

Farewell, valued friend.



When they were new

Occasionally a photo comes in over the transom that begs for inclusion. This one, of a 1951 Henney with LOTS of equipment and serving the McCoy-Leffler Funeral Home in Middletown, Ohio, was pulling away from the gas station. One thing we'll point out is the fender skirts; we've had some rescue types say, they threw those things away first time they had to change a tire on the road. Okay, maybe that hadn't happened yet, but we will opine that they add a lot to the car. So do the whitewalls, another thing some folks have said

a service ambulance would never have had.

The photo came off the Internet somewhere, identified as a 1953, but we all know better from the bonnet letters, the parking lights, the side trim, the windshield, and the grille.

The funeral home is still there, now known as Breitenbach-McCoy-Leffler. Breitenbach has obviously been busy acquiring and expanding; there's also a Breitenbach Anderson funeral home in Middletown.



Feature car: Northcutt's 1937 120CA



This quarter's Henney feature is a spectacular 1937 Packard 120CA from Northcutt Funeral Home in Morehead, Kentucky. Originally, Denny Northcutt tells us, it resided at Stowers Funeral Home in Brandon, Florida; it came to Morehead in 1973. "I put on new tires," Denny tells us, "but otherwise it's all original." Both these establishments earn major thanks

from the Henney community for preserving this car in the condition we now find it. It's a 3-way, with the movable table, and was one of the best products in the market at the time. Designated Henney's model 872 Nu-3-Way, it had a hand-operated table and retailed for \$2954.95.

Continued on page 6

Feature Car: 1937 Packard 120CA continued



The 1937 Packard 120CA chassis used for this car benefited from two years of field experience with its predecessors, 120A and 120BA. It was still called “One Twenty”; the next year would see it renamed “Eight” for a short while. Records indicate that Packard made 1300 commercial chassis for 1937, nearly all of them the 120 version. Packard was really hitting its stride with this series of professional cars, and the beginning of the Henney agreement made this product phenome-

nally successful.

We take a moment here to clarify the Henney/Packard agreement. Packard did not have Henney in an exclusive agreement; it was the other way around. Packard agreed to supply no other body maker with its commercial chassis. Such exclusivity works out well for the participants, because each can tailor its design a little to the other’s capabilities

This was still the era when Packard made a literal commercial chassis; that is to say, a drivable product. Longtime Henney people have recalled for us the thrills involved in picking up these chassis at the dropoff point and driving them to Freeport, perched on things like peach crates. Must have been particularly enjoyable in an Illinois January.

Northcutt Funeral Home, now celebrating its 46th anniversary, had 85 services in its first year, and now conducts over 300 yearly. One or two of these are done using the Henney, but no parades.

We do not generally cover “other” makes of professional vehicles in this publication, but

Continued on page 10







Feature Car: 1937 Packard 120CA continued

the Northcutt stable is so interesting that we make an exception. There are other motorized funeral cars too, and some spectacular horse-drawn vehicles we thought worth sharing.

This group of hearses from the 1890s, below and on the following page, includes products from Crane & Breed, Cunningham, S&S, and Riddle. Okay: we are impressed. And appreciative of the Northcutt home for sharing this remarkable fleet with us. Our Hero appears in the photo below.





The Henney Kilowatt: a media star!

After half a century in obscurity, alluva sudden, the car gets a feature in *Antique Automobile* (see last issue) and now there are model Henney Kilowatts (Henneys Kilowatt?) in great profusion to be found in the model sector. We cited one, a while back, being offered by Car-Horse in 1/43. Comes now a veritable flood of the things: at right, one from Milena Rose. Wait wait, there's more; another one in the past couple of weeks, this one by Silas.

These all look alike, but these two version at least have the Henney sig on the front.

MILENA ROSE MODELS



1:43 scale resin models of interesting subjects have been released by Milena Rose, a French company owned by Frederic Cros. Frederic is well-known for his 1:43 scale Silas models of British cars and his Milena Rose dioramas, but the French cars branched Milena Rose are a new direction for his business.

Renault Dauphine Henney Kilowatt 1957 - Milenarose 1/43

Shop with confidence

Henneys aweigh

There's a war on, so what better way to rouse the patriotic spirit in Freeport than to have a parade of 1942 Henney Navy ambulances down the main drag? We

have NO details about time or occasion. It might even be that they were being motorcaded to a shipment point, bound for service right off the assembly line.



Tech topics: gasoline

It's no secret that the gasoline you buy for your Henney these days is bordering on junk, thanks to all the corn it contains; sitting in the tank for a year or two will ruin it, so use the cars (by coming to the PCS International Meet, of course, but also for Burger King runs).

There are products on the market that will slow this decomposition down; one of the better ones is Star Brite's Star*Tron enzyme fuel treatment. You can buy a big monster gallon jug of the stuff on line and it will last a long time, at

one ounce per 16 gallons of gasoline.

And about gasoline: a bunch of political types started a push, a couple of years ago, to make gas stations change their per-gallon price according to the time of day. They reasoned that, everyone knows liquids expand when hot, so you are really getting less fuel in the afternoon, so make the evil oil companies charge less then. Someone should have told them that the temperature in those underground

tanks is pretty constant year around. Maybe someone did; we haven't heard much about that push recently.

Another piece of advice making the rounds: don't fill up while the tanker is there, or immediately after, because the monster gush from the tanker roils up all the sludge in the storage tank. Amoco began putting filters on its pumps in the 1950s, and now everyone does. Not something you need to worry about all that much, we'd posit.

Henney's spring outing at the Micro-Meet

For the Henney community, we displayed a concatenation of Henney vehicles in 1/43 scale at the recent PCS Micro-Meet, sponsored the last couple of years by the Mid-Atlantic Chapter and held in Frederick, Maryland. This group of 18 miniature Henneys

ranged from a 1936 coach to a 1960 Kilowatt, all gathered for a scale-model Henney Chapter convention at a remote motel. The Kilowatt wasn't, of course, a professional car, but nobody complained.



The name goes on

DAVID J. HENNEY
FUNERAL HOME



Above: the David J. Henney Funeral Home, located in South Park, Pa.

Left Paul Henney Cremation & Funeral Tributes, Bethel Park, Pa.

Below: Leo J. Henney Funeral Home, Carnegie, Pa.

 Leo J. Henney
Funeral Home

Stuff

We take this opportunity to introduce someone new to The Community (okay, new to our editorial board): one Jane E. Henney, former FDA commissioner, whom we should have heard of long ago. She is back into the news now due to Supreme Court consideration of a medicine she approved some years back.

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A Dodge Sprinter went past us the other day and reminded us of something. Once upon a time you could get a Rambler as either a Nash or a Hudson, depending on which make you'd rather have. Both Kaiser and Frazer offered the Manhattan model. Chrysler Corp. loved that stunt, even when it wasn't the manufacturer: there was Colt - it was either a Mitsubishi, a Plymouth, or a Dodge. And it was even called Lancer, and under that name has been a Mitsubishi, a Chrysler, a Hindustan and even several different brands, without the Lancer name. And that Sprinter: you could have it as a Mercedes, a Dodge, or a Freightliner, depending on your mood and who your nearest dealer was. Such fun. Also worth pointing out that most of the makes cited above ended up in the Stellantis family, one way or another. And no: the Progress was not a model of another brand while it was a Henney. We knew you were going to ask.

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These days, when you start a crossword puzzle, you know that some answers (like ERIE or OREO) will turn up often. Recently one has been popping up a lot: the answer to "Unsuccessful Ford" or equivalent. That would be, EDSEL. It's becoming apparent that the current generation thinks it was a model in the Ford line, not a make.

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While we're on non-Henney makes: we are lately seeing ads for a couple of cars we never heard of, so we went searching. One, named Polestar, turns out to be an electric spinoff of Volvo, but the information was not that easy to find. The other, Rivian, is apparently an Electric thing from Kia. We're still back when the last new make introduced was Edsel. But it didn't just quietly appear in ads; the industry made a big Thing of a new make back then.

♪ ♠ ♥ ♣ ♦ ♮

It can't happen to a Henney: Nissan is recalling nearly a million SUVs in North America because their jackknife folding ignition key doesn't stay open, thus killing the engine, and thus the power brakes.

↔ ® ⊕ ∠ ζ № ☉

Buick is planning to phase out sedans in a couple of years. What this will mean for professional cars if more follow suit, we do not know.

Long-time readers will recall that occasionally we review television commercials so you don't have to. Among this quarter's winners: a Tide commercial in which a dude crashes through the ceiling from the attic into the living room.

A Klondike ad showing an elderly woman suddenly being whisked to the sky, tethered to a bunch of party balloons.

A Flonase ad: beleaguered citizens battling a 15-foot-high monster who is smashing the city.

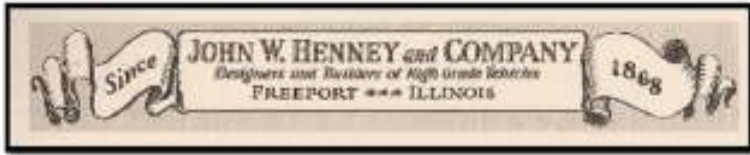
Do not attempt!

§ # & ^ ¶ ¥

There's a candy circulating now called Fruit Roll-Ups. We noticed it because it's being smuggled into some countries to save duties, and because the maker posted a TikTok video warning its customers *not to eat the plastic wrapper*.

And if you think no, nobody would do that, we discovered the other day the result of a study conducted in Halifax, Nova Scotia. It was conducted by one Mary Jane Copps, and it found that four out of five millennials now say *they have to prepare themselves mentally before making a phone call*. Apparently they are so addicted to texting that some of them even take anti-anxiety meds before they can work up the nerve to place a call.

We can't picture The Henney Community being that antisocial. See you all at the Henney Dinner in Pennsylvania this summer.



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