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It's Renewal Time in the Valley

Seems like just last year that we...well, Henneyway, the calendar has flipped and we call for renewals again. You may wonder why; here's why, we're a PCS Chapter and we do things according to them there bylaws. Still no dues, just that we need to keep tuned in to sincere interest on the part of the membership. You must be a current PCS member.

If you wish to renew, the process is simple; hit REPLY on that email this attachment came in, say YES or write a whole paragraph if you wish, but give the office some indication that you desire to continue with the Chapter. And pleeeeee don't make us spend the next month chasing you down, with the threats and late-night visits on your front porch. Because that work has become time-consuming, we are changing

the renewal period to TWO YEARS.

And while we're at it: per the bylaws, it's also time to hold our semiannual officer selection. We've been puttering along with the same hierarchy for 12 years, and if you feel you'd like to be the new Glorious Leader, or if you know someone you think would be good for the group, now is the time to nominate him/her/yourself.

Arbitrarily we put the nomination deadline at 15 January, and if a contest develops, we will work up a ballot. Also: if Henneyone would like to be the editor, you can nominate yourself or someone for that position and the next-term President, whether it's the incumbent or a newbie, will make that selection.

In the meantime, happy new year all.

On the Cover: A 1954 Henney Poses

Hard to imagine a more attractive coach than this one, in service at the Crumpler Funeral Home in Raeford. Fully decked out with lights, whitewalls, and the rear-window lines, this combination car stood ready for Crumpler—which is still there, at 131 Harris Avenue.

What's more, they are still using this photo on their Website!

It has been our experience, in researching these old in-service photos, that hardly ever does a funeral home leave the stage; the name stays on for decades, no matter who is running it now. That's the result of long-time community involvement.



THE HENNEY PROGRAM OF PROGRESS

George Hamlin, Editor

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Gadget of the Quarter



We've run one of these before, and wondered what to call it. One of America's leading funeral directors advises that it's a clothes brush - something everyone used to keep looking natty back in the day. Probably also to spiff up the departed's jacket just before the service, which would explain why Henney distributed them. And apparently it's a sought-after item these days, on the occasions that one turns up at auction.



Sale

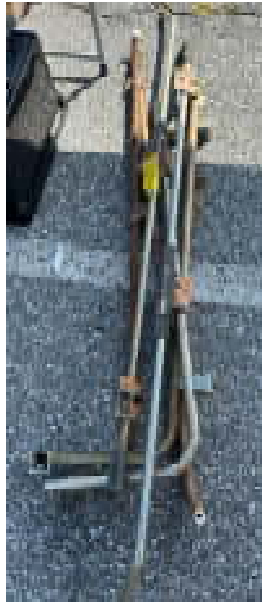
If anyone is interested in a set of stretcher/cot locks for a 48-50 Packard, see this set at right: \$20.00 for everything .

I am also selling a set of wheel wells covers, \$100.00 for the set.

andzi5@aol.com

mandzi5@aol.com

Jeff Mandziuk



More Information Surfaces on This Car



This interesting 1947 Henney has piqued interest in several places over the years, and most have decided that it was a Derham job post-Freeport. Stuart Blond, The Packard Club's quarterly editor, did some tracing and it turns out, that wasn't an original treatment.

"I spoke today with Oksana Skop, whose husband owned the 1947 seven-passenger with the blanked-in quarter window," wrote Stuart. "She told me that it

was NOT built that way, but done by a previous owner. And while it may have been owned by a Governor of Florida, it was not built for him. Original owner unknown." Well, the shiny top didn't look Derham anyway; they used leather mainly.

Someone once said, when one door closes, another opens. In this case: solving one question raises another, one that may be even harder to answer.

The Henneys of Tampa's Wilson Sammon

One of the PCS Faithful, Cary Livingston of the Southeastern Chapter, sent in this most interesting collection of material relating to the Wilson Sammon Funeral Home and its Henneys. Foremost is "the most unusual Henney I had ever seen. The image is from the National Funeral Directors Convention. Note the neon 'Funeral' Light, the Wilson Sammon nameplates on lower edge of hood, and the matching ambulance that they had ordered.

"Wilson Sammon founded the firm in 1939 along with his wife Elizabeth. They continued operation until 1975. Wilson died in 1961 with Elizabeth running the show until they were absorbed by another firm. Hope your readers will enjoy this."

Don't rightly know how they could **not** enjoy these, thanks. Cary also sent a couple more items, including the 1950 ad at right. We are also wondering



Growth Through Service

In 11 Years
Wilson Sammon Co.
Funeral Home
Has Become one of
the South's Largest

CELEBRATING OUR
11th Anniversary

With the Finest in Life-Saving Ambulance Service

In 11 years an opportunity has been overlooked for modernizing and improving Wilson Sammon Company equipment and service. Our goal has been to provide this area with the finest ambulance and funeral home service in the world. Success can be measured by our 11-year growth. Today Wilson Sammon Company is one of the South's largest.

IN TAMPA — IT'S ALWAYS
WILSON SAMMON CO.

Funeral Home - One of the Finest in the South
Ambulance Service - Any Time - Cremation

Palm and Florida 3-2727

3 WAY RADIO
Life-Saving Resuscitator

Wilson Sammon Company was the first to provide 3-way radio ambulance service in Tampa. A modern system was installed in 1947 to assure the best ambulance service possible. It operates from car to car, car to station, and station to car. Cars now call for instructions at any time. Incorrect addresses can be corrected en route in seconds of accidents. Additional cars can be called quickly when needed. Doctors can be summoned by the station operator when patients express a preference to ambulance attendants. Each ambulance is equipped with a modern resuscitator and life-saving oxygen. Attendants are first aid graduates qualified to render first aid and combat shock.



what Henney's opinion was of putting the WILSON SAMMON CO nameplate on the hood where the HENNEY nameplate generally goes.

That 1948 NFDA show was a huge one, what with so many manufacturers (Henney included) finally getting fully back into the business after the



war...and, of course, with all the customers waiting with pent-up enthusiasm for merchandise they had not been able to get during those four years.

The new professional cars were shedding all the traces of prewar design, and funeral homes wanted to look modern same as everyone else.

Henney rode that wave, producing nearly 2000 units for the 1948 model year.

Wilson Sammon Company
 HOME FOR FUNERALS
 WILSON SAMMON, Funeral Director

AMBULANCE SERVICES ANY TIME
 EQUIPPED WITH THREE WAY RADIO SERVICES

Phone 2-2727

Florida and Palm Avenue TAMPA, FLORIDA

 A large rectangular advertisement for the Wilson Sammon Company. At the top, the company name "Wilson Sammon Company" is written in a large, stylized serif font. Below it, "HOME FOR FUNERALS" is in a smaller, simpler font, followed by "WILSON SAMMON, Funeral Director" in an even smaller font. The center of the ad features a black and white photograph of a two-story building, presumably the funeral home, with trees in front. Below the photo, the text "AMBULANCE SERVICES ANY TIME" and "EQUIPPED WITH THREE WAY RADIO SERVICES" is centered. Further down, the phone number "Phone 2-2727" is centered. At the bottom, the address "Florida and Palm Avenue" is on the left and "TAMPA, FLORIDA" is on the right.

WILSON SAMMON CO.
FUNERAL HOME

Ambulance Service
PHONE M-1770
 1902 FLORIDA AVENUE • CORNER PALM

 A rectangular advertisement for Wilson Sammon Co. Funeral Home. The top half features the company name "WILSON SAMMON CO." in a large, bold, sans-serif font, with "FUNERAL HOME" below it in a similar font. In the center is a detailed illustration of a vintage ambulance, shown from a side profile. Below the illustration, the text "Ambulance Service" is written in a cursive font, followed by "PHONE M-1770" in a large, bold, sans-serif font. At the bottom, the address "1902 FLORIDA AVENUE • CORNER PALM" is written in a smaller, bold, sans-serif font.

Feature Car: 1940 Nu-3-Way



This quarter's feature is a striking 1940 1801 residing with John and Robyn Forkner in Spring Hill, Kansas. Getting to this condition wasn't easy, we'll let John tell the story.

"I was living in the Seattle area and found this 1940 Henney Packard in Spokane. Upon first inspection I found the vehicle to be very solid and complete. At some point the original engine had been replaced with a 1954 Thunderbolt 327. It had an oil-change sticker from a Gulf Station in Bethlehem, Pennsylvania on the driver's door with no discernible date. I have no further history on this magnificent funeral coach. The right front fender had at one point come in contact with something really sturdy, and upon separation, tore the fender outwards. The interior was in really





good shape except for the bottom of the door panels, which had deteriorated from being wet. It has the Nu-3-Way mound and Leveldraulic suspension that still work, and still has the bubble level mounted on the radio delete panel.

“I have a good friend (Larry) who is a master craftsman at anything he does, and had the car delivered to him. He and I got the engine running, and after the smoke cleared we did a compression test, a few zeroes and nothing above 40. I located a rebuilt engine and

we did a transplant in Larry’s garage. Larry then took on the task of straightening the torn fender, and when finished it had nothing more than built-up primer to smooth it out. I stripped the other three and found that both the rear fenders had slight damage from loose tire chains and the left front was like new. I brought the car home from Larry’s shop and proceeded to access what needed to be done next. The project stalled for a while, and then it made a move to Spring Hill, Kansas. Once in Kansas the car sat in an enclosed trailer for a

few years while I built a new garage to work in. Once the garage was done I had a Hudson to finish, and a Studebaker to do maintenance on. I knew that I was not up to painting the car myself so I did some research on finding a restoration shop that could take on the task. The great thing was that it was only seven miles away from our home and they were okay with my stopping by

FEATURE CAR text continues on p. 10







Feature Car, Continued

and helping! I was happy once they started on the paint restoration. The five doors were removed, the fenders came back off, and the engine was removed for painting the engine compartment. The two back doors were repaired with new metal where they had rusted through from water trapped in the tar sound deadener that was installed at the factory. The body was sanded and then sealed with an epoxy primer.

“I ran into an issue with the restoration shop...they were approached by a production company that wanted to do a “reality” television show based on the work they do in their shop (any shots that may have been taken of the funeral coach ended up on the cutting-room floor). The progress on the hearse slowed dramatically while the shop was seeking their 15 minutes of fame. Once shoot-



ing ended and they got to a stopping point, I agreed to take the car back home to reinstall the interior door panels. Once the Henney was back in my garage I proceeded to install a new wiring harness that had been duplicated from the original one I had previously removed. YnZ in Redlands, California did a fantastic job. I also had them add circuits for an electric fuel pump and an auxiliary electric fan, and also had the gauges cleaned up and the temperature gauge rebuilt. I took on the task of cutting new interior door panels out of waterproof cardboard and affixed the original material to the panels. As a side note my friend Larry once owned an upholstery shop just up the street from my funeral home and when we were slow I would go up and visit with Larry. I gained a tremendous insight into upholstery work by watching him work. All of the door panel clips were rusted, and after exhaustive research and asking for numerous samples I determined that I would need to drill new holes in the doors in which to snap the panels. Each door needs about 50 holes for that, and they can't be done randomly. The labor-intensive work paid off. When I got to the bottom of the door panels I could not locate any maroon mohair that matched the original. I did find a close match in a suitable material and did an acceptable repair. I was the first person to ever remove the door panels and found

chalk marks made by the workers, and part numbers stamped into some of the smaller door panel pieces.

“The running boards were in really good shape with the exception of one small chunk missing from the outer edge. I coated the bottom of the running boards with two coats of POR-15 and had Max Merritt make two new pieces of stainless trim for the edges. The stainless trim arrived with a flat finish and I did not want to risk trying to polish a 10’6” piece of trim on a buffer. The owner of the restoration shop suggested I use very fine wet-dry sandpaper, finishing with 3000 grit. Yep, that worked out beautifully.

“The instrument panel had the original Packard finish on it and was sun-crazed and in need of redoing.

After lots of research and phone calls I found a restoration shop a few hours away that used the “U-Grain-It” products. The shop found out which color and grain was used and proceeded to do a horrible job of graining...end of story. I eventually ended up shipping the panel and related parts to Evan at U-Grain-It, located in Florida. We talked and I decided on a different grain pattern, color, and a matte finish for my own preference; I didn’t want a high-gloss finish. It turned out absolutely beautiful. I had the small Packard emblem on the radio delete panel gold-plated to give it a small bit of subtle bling, and to remind me of the expense and the years of time and money I have put into restoring the “Leviathan.”



The Many Versions of 23rd Series Henneys

...and other 23rd Series Packards as well. When the new Series came out in mid 1949, there wasn't much change; the big news was Ultramatic, so a new Series was announced. Roundy taillights (not on the Henneys; some fool might have stepped on them in loading), slightly revised grille, new center side molding.

But with an interesting catch. Henney advised its dealers that if the customer did not want the new molding halfway up the side, just delete it on the order. But not satisfied with that, Henney also told his dealers that if a 22nd Series (1948-early 1949) owner

liked the new strip, it would be made available for backfit—though it came kinda close to the 22nd Series grille, which had streamers the revised version did not.

But that wasn't the end of it. That strip ended at the front with a trim called "barb," part number 413240/241 right/left. Some cars got it, some didn't. So in the field we have all these cars with different trim. Such fun for judges and editors, who may not know why it happened. Some random cars we've seen:



At left: 22nd Series, side strip added, no barb. At right: 22nd Series, side strip and barb added. Note how the added strip ends up overflowing and being very close to the older grille top, and the barb brings it even closer.



At left: 23rd Series w/ strip, no barb. At right: 23rd Series w/ strip and barb. Note how the 23rd Series grille flowback above the parking light was cut back to give some clearance to the new side molding.

Henneymoney

BALANCE BROUGHT FORWARD	\$ 713.31
RECEIPTS	
Subscriptions for newsletters by post	
Contributions	\$ 25.00
Merchandise sales	12.00
TOTAL INCOME FOR 2023	\$ 37.00
EXPENSES	
Postage	\$ 28.46
Copies	24.08
TOTAL EXPENSES FOR 2023	\$ 52.54
NET INCOME FOR 2023	-\$ 15.54
BALANCE CARRIED TO 2024	\$ 697.77

Henneycare: Electricity

Engines can be hard to start on a cold morning but, once jump-started early in the morning, start and run fine the rest of the day,

During cold weather it is not uncommon for the older style of distributors with the grease cups to lose their ground. This is caused by the grease becoming thick in the bottom of the distributor and insulating the ground to the distributor.

The solution is to connect a 16-gauge wire from the engine block over to the distributor housing, allowing for distributor movement. This will ensure that your distributor is grounded at all times.

- - -

We've mentioned this before, but it's worth pointing out again; we still read auto folks using the word "dielectric" to recommend greases, as in, use dielectric grease 'cause it conducts electricity. It's a case of a person ignorant in a technical field defining a word by its sound. The real meaning is opposite: "dielectric" means it conducts *poorly or not at all*.

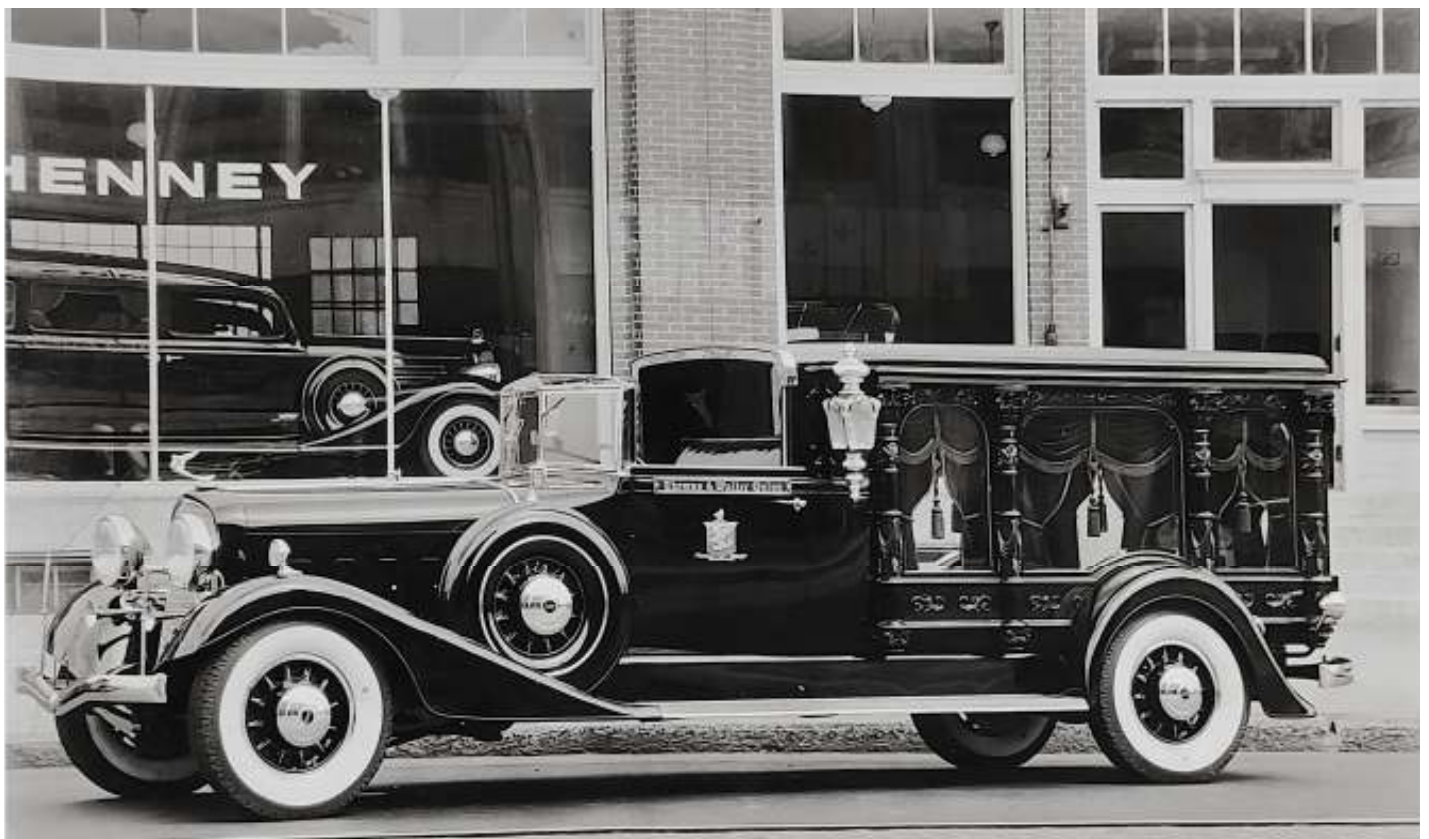
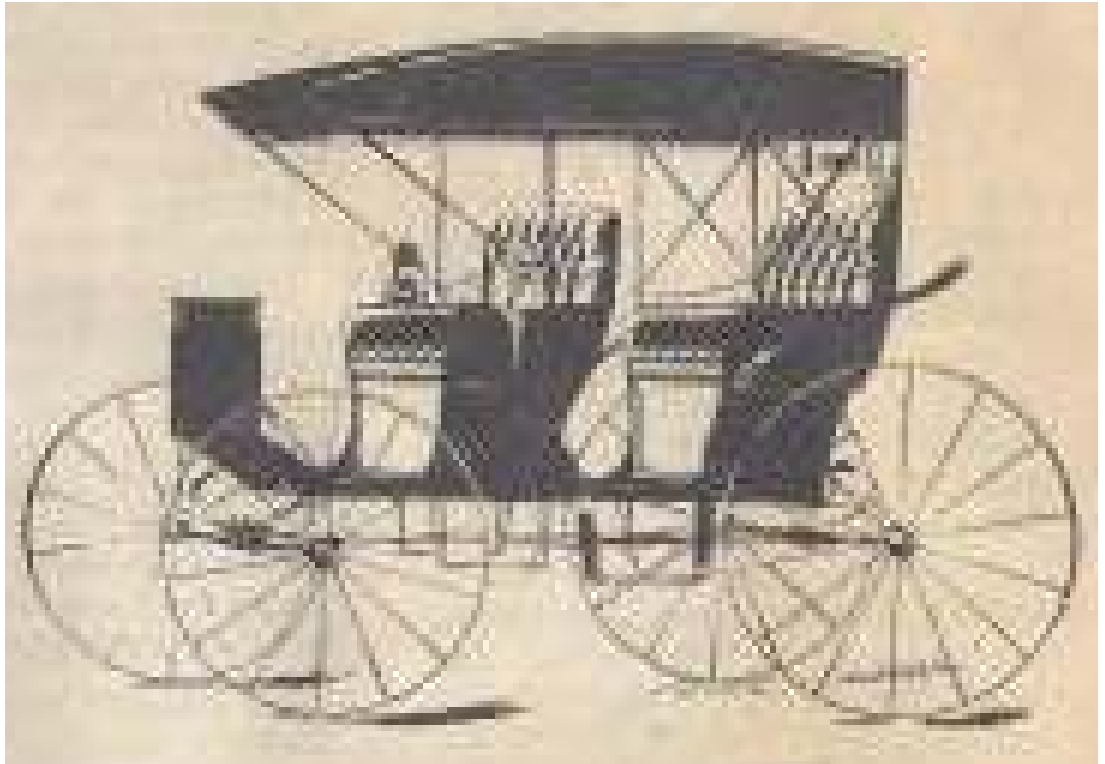
- - -

Engine starting can be improved, especially in these 6-volt Henneys and particularly in the ones with the battery under the seat, by grounding the block directly to the frame, rather than relying on the U-joints and spring-shackle bushings to carry that load for you; they don't do it well. Follow the circuitry; without that extra ground strap, those are the parts that connect the engine to the frame eventually.

A Couple of Quick Glances Into Henney's History

At right: Henney's *Premier Extension Top Surrey* from 1868. Who knew this would lead to masterpieces like the one below?!

Specifically, a 1930s Henney Lincoln in the service of Thomas & Walter Quinn, Warwick, Rhode Island. Impressive, eh? We do NOT know where the Henney dealership is, but we suspect Boston. Kinda surprising, given John Henney's long-standing dislike of art-carved bodies.



Stuff

We here at Henney Central have been taking note of the rising popularity of shows like Hearsmania. Lots of PCS faithful have started attending these shows; and for their part, the shows' attendees seem to be throttling back on the casket-and-skeleton stuff. The other two components of PCS, rescue and livery, seem not to be participating in these gatherings.

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Hang onto your Henney: Hyundai and Kia have recalled nearly 3.4 million 2010-2019 vehicles in the U.S. and are telling owners to park them outside due to the risk of engine-compartment fires. Not only outside, but away from any structures!

And those are gasoline jobs. The touted electric jobs? Even worse fires, up to million-dollar buses going up spontaneously, most famously recently in Santa Clara; and EV fires are hard to put out.

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We were doing some nostalgia the other night, playing "Til I Waltz Again With You" by Teresa Brewer. First heard that song 70 years ago, didn't realize until now that it's not a waltz; it's in 4/4 time! Sheesh.

We have seen a few signs recently on cars: FOR SALE BY OWNER. Well, um, by whom else, we wonder? Those signs generally go on houses whose owners don't want Realtors involved. They look kinda funny on cars when you think about it.

♪ ♠ ♥ ♠ ♦ ♪

We learned recently that the term *hippopotomonstrosesquippedaliophobia* means "fear of long words." And we thought, how appropriate.

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Hang onto your Henney if you're thinking of trading for a new car. Hyundai and Kia are now facing lawsuits because their cars are, oh yes, too easy to steal. Let these punks try to steal a 1946-1953 Henney, with the accelerator-linked starter, and see how far they get.

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And while we're on the subject of new cars: did Henney start an unfortunate idea with the Kilowatt? Electric cars all over the map are spontaneously catching fire, to the extent that their manufacturers are warning customers *not to park the things in the garage*. Not even *near the house*.

They're still at it, those lawyers. First up: a BMW (electric) just driving down the road: Do not attempt! Followed by a Capital One ad showing two dudes suddenly jumping out of a plane (no, it was not an F-35) with parachutes: Do not attempt!

Next up: a wolf draped with a sheepskin prowls a hospital in a Sandfi commercial. Dramatization!

Then there's a baby-carriage tag we saw in a store: REMOVE BABY BEFORE FOLDING, it warns.

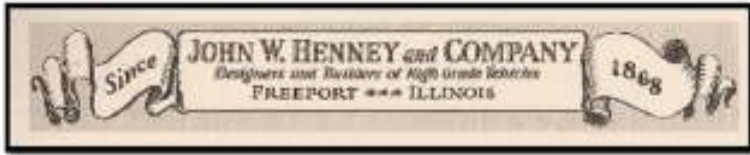
But one of the oddest is an Amazon ad, showing a dog going downhill on a snowboard. Yup: DO NOT ATTEMPT. Whether the advice is for the dog or the owner, they did not specify.

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If the dinosaurs were still around, they'd probably be wandering out onto the Interstates. Then you'd have a lot of Tyrannosaurus wrecks.

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Add to the list: another product that sounds like "Henney" but isn't. We hadn't heard of it but in October winemaker Hennessy celebrated the 25th anniversary of Hennessy "Henny White" with a special limited-edition release.



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P O BOX 123
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FIRST CLASS MAIL

