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SECOND QUARTER 2024

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Prepare now for the social event of the year

We refer, of course, to the annual Henney Chapter dinner at the PCS International Meet. Scheduled as usual for late Friday afternoon, it will be close enough to the center of activity so as not to cause Henneyone to be late for the Membership meeting that night.

Details will be posted on the registration desk and/or the event bulletin board, if there is one. Come on down! Share

your stories with other Henneyphiles! Bring a new member candidate! But mostly, have fun.

This dinner, as per our tradition, is pay-as-you-go; no registration, no advance payment, just a friendly sitdown.

We originated this idea due to our membership's being distributed worldwide, and it has become a nice unique tradition at PCS meets.

On the cover: a 1940 Henney in Berkeley

This impressive-looking 1801A ambulance began life—we think began, never can assume too much—in California, and sports all kinds of interesting equipment. The dome light, sure, but also fender-top lights and a couple of devices we never saw before on the front bumper inside the guards. Flashers? IDs of some sort?

Then there's a siren out front in a most unusual location: atop the hood, where you'd expect a flying goddess or somesuch. It wouldn't be too much a stretch of imagination to suggest that the driver needed some

experience with that thing out front in the line of sight before responding to an actual emergency.

Though it says BERKELEY FIRE DEPARTMENT on the side, we can't assume that the photo was taken in California while the Henney was in service, on account of all the bare trees in the background, which don't look like Berkeley scenery to us. Nevertheless, as we don't know of a Berkeley in North Dakota or Pennsylvania, we'll assume the photo was taken by the Department while in service.



THE HENNEY PROGRAM OF PROGRESS

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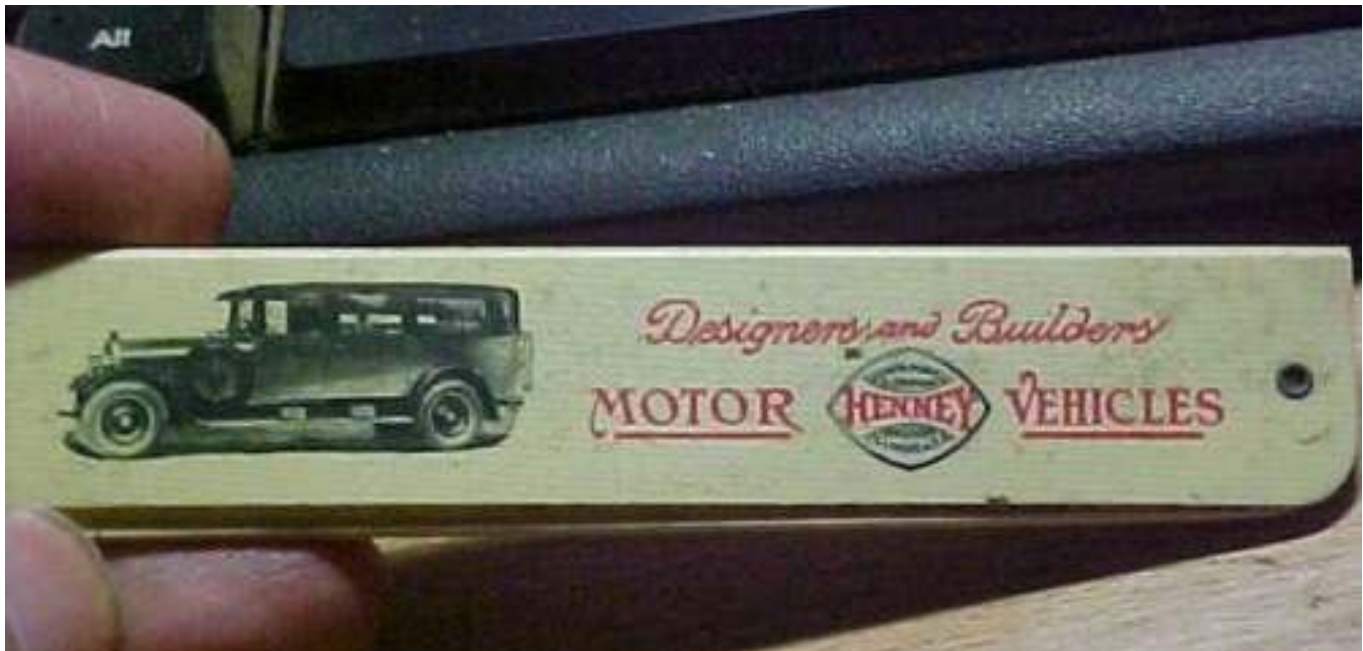
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Welcome new member

Paul Steinberg
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professionalcarsociety@earthlink.net

Our faithful readership will, of course, recognize Mr. Steinberg as The Chief, El Jefe, Big Wheel, President of PCS. Glad to have you aboard. Hope this means that you are considering adding a Henney to the garage...

Gadget of the quarter



We did some combing in 2014's 4Q issue but this one tops them all (yeah, pun intended).

Figuring that everyone carries a foldable pocket comb around while conducting funerals, Henney released this really nice version, apparently in the 1920s.

Stuff like this turns up on the Internet once in a while; this one, sent to us recently, apparently recently changed hands for some outlandish value.

Knives, brushes, combs, models...our favorite bodymaker left a lot of trinkets and memorabilia behind. If our Faithful Readers come up with something we haven't shown, feel free...

Letters

The feature 1801A in the 1Q issue was originally owned by Ritter Funeral Home in Emmaus PA. I found it in Bethlehem in 1964/5 at a collector who owned a spectacular 31 Desoto roadster and bought it for \$200 with 20,000 miles. Owned and enjoyed it for 2 years and sold it to a NJ State policeman from the Jersey shore. Lost track of it when he sold it to someone on the Main Line in Philadelphia. Nice to see it back to new condition.

Ritter also had a 22nd series flower car which has been featured in PCS magazine and perhaps here. Unfortunately, Mr. Ritter would not sell the flower car to me.

Fred Kanter, Boonton NJ



Greetings from Toronto.

I had an issue with the back door stop assembly failing to stop the door and damaging the body.

Does anyone in the Henney-verse have any insight on this issue?

Is it a failure of the integrity of the back door body frame (interior rust untreated that needs reinforcing?), or a failure of the spring mechanism inside the back door to halt the door travel?

Does the screw on the interior (against the body) hold a rubber stopper? I have no evidence of any rubber there to stop the swing of the assembly from hitting the body frame.

Any insights are appreciated as we move to correct the issue so the door opens and holds at 90 degrees and the assembly bar doesn't crack the paint.?

Miguel Gallego <mgallego@sympatico.ca>



This firm was well served



This pair of 1935-37 Henney Progress ambulances stands ready for service at the Lincoln Ambulance Service. We have no idea whether that means the firm was in Nebraska, was owned by someone named Lincoln, or if the name joist sounded good to the founder.

By which, we mean to say we have no idea where

this shot was taken. Or when. But we were glad someone sent it to us so the Henney community could ooh over it.

The Henney Progress, done on an Oldsmobile chassis, was unusual in that its marque was the body builder rather than the chassis—unlike, say, a Superior Pontiac.

Still no new word anent the Henney plant

The recent near-total destruction of the Packard plant in Detroit reminds us of the Henney facility in Freeport. The Packard plant, much larger, stood nearly fully occupied, structurally sound, and paying taxes until the politicians began to covet the real estate and drove tenants out; then the vandals took over and the politicians could claim it had become a menace.

The Henney plant has been spared this indignity and, as far as we can tell from a distance, is still standing. But its fate remains uncertain, so if our readership wants to go out and take photos, we'd suggest that you hop to it. And if Henneyone out there gets fresh news on the topic, please send it in. We'd really appreciate a current photo of the building if the Henney name is still readable.

A real eye-catching Henney in Rhode Island

We are not certain what to make of this photo. From the material we have, it was for Thomas & Walter Quinn of Warwick, Rhode Island.

The Quinns weren't settling for some plain ordinary coach—they had this one built, rivaling the most ornate in the business.

We find it interesting not only from the standpoint of its history and its remarkable physique, but from the fact that John Henney famously did NOT like carved coaches and would not build one.

Apparently he had not yet come to this position when the pictured unit was built; there it stands, looking very spectacular, outside the Henney dealership in—we do not know where, but the big Boston operation is a possibility, given its proximity to Rhode Island. The Quinn operation still exists, as we have found most of the historic homes do, and is still in Warwick—on Warwick Avenue, no less.



Feature Car: 1939 3-way



This proud 1939 Henney was working in Indiana until late 1960 – daily use, as a matter of fact; not that common for a 30-year-old vehicle but the Henney was up to it. One Phil Harris (not THAT Phil Harris) was working in a General Motors plant in Milford, Michigan but traveled to southern Indiana to manage a service for his late mother, and the Henney was used for that service.

Harris, highly impressed with the Henney, told the

Indiana funeral director that should it ever come up for sale, he would like to have it. The funeral director wasn't ready, but remembered Harris when he was, around 1964. Harris brought the car to Milford and the story repeated itself: this time involving Ed Lynch's funeral firm: "if you ever want to sell it," etc. Harris was reluctant to do so, but in the mid-to-late 1970s he found himself with five daughters beginning to get married, and sold the Henney to



Ed in the late 1970s.

Edward Lynch had a resumé as impressive as the Packard's. In addition to his funeral homes, he was a Marine veteran who served four years in the Pacific and China during World War II. In Michigan, he served on several boards and belonged to several civic organizations.

The car was cited in a 1977 issue of *The Michigan Funeral Directors Association Journal*, by which time Ed Lynch was NFDA's President. "Some of you may remember, as I do, the

Text continues on page 10







Feature car, continued



Above: Both Lynchs pose with the Henney on a wet chilly morning

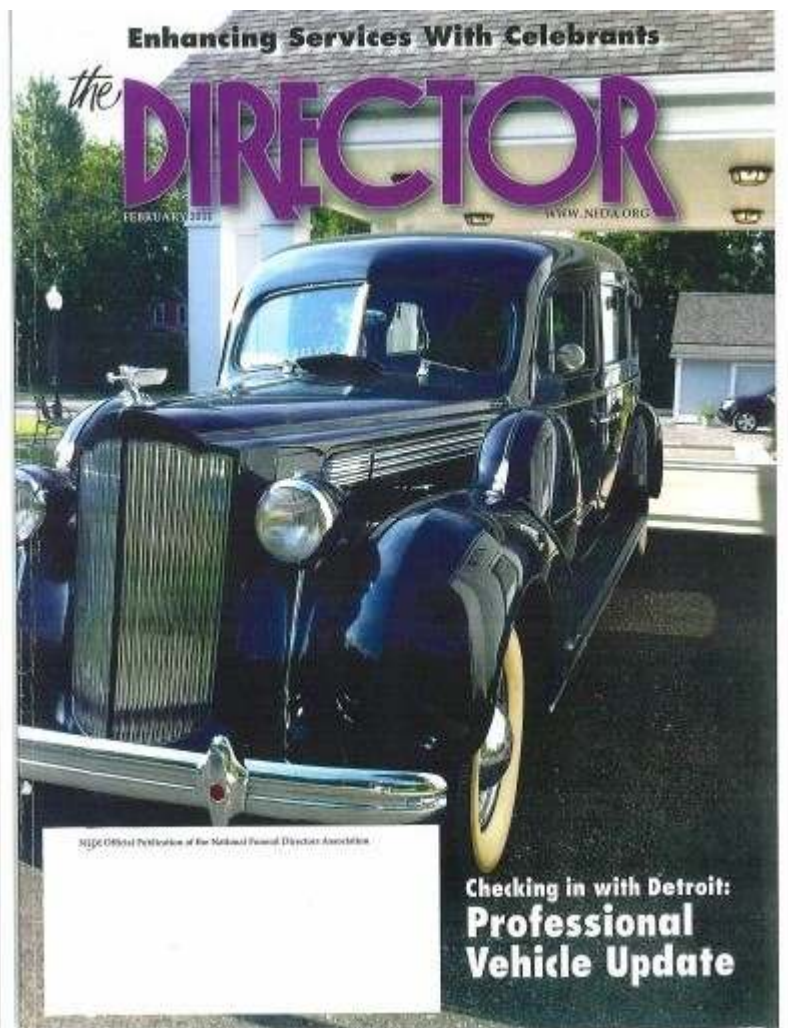
Right: The cover of NFDA's *Director* magazine, February 2021, with not only this car but a feature on professional vehicles

hours and effort of washing and polishing it took to maintain your first hearse.

“For me, it was a 1939 Henney Packard, brilliantly black with a red mohair interior. It was the first thing cleaned after returning from a funeral and never sat dirty overnight. Much of this attention owed itself to the fact that the old Packard, like the sleeker editions we drive today, was, symbolically at least, more than the sum of its parts.”

The car served Lynch's for over a decade and was used for Ed's 1992 service. By that time, Ed had implored the family: please don't ever sell it. “Years ago,” says current owner Pat Lynch, “I wanted to sell the car but my dad requested that we keep it long enough to use it for his funeral. We honored his request, and in February 1992 we took him to church and to his grave in the old Packard. “We took to it,” says Pat Lynch. “Now we wouldn't dream of selling the vehicle since it holds such a special place in our family history.”

Lynch & Sons is today a sizeable firm, with seven locations in Michigan, and the Henney is still used “for an occasional service,” says Pat—who himself became





At left: The Henney in use for Ed Lynch's service in 1992

President of the National Funeral Directors Association in 2010. The car itself has been featured in NFDA's *The Director*.



The Tiger or the Hercules?

We have visited briefly the intercorporate relations of the Henney family. The following shines an unusual light into the company's associated companies and dealings; it is from The Freeport Bulletin, though we cannot be certain of the year:

The Tiger Vehicle Company manufactured buggies, surreys, concords, driving wagons, road wagons, runabouts, spring wagons, delivery buggies, market wagons, milk wagons, express wagons, furniture wagons, drays, platform stake truck wagons, road carts, breaking carts, and delivery carts.

As for Moline Plow, it acquired Henney's Buiggyi in 1903 and owned it for a few years.

The Moline Plow Company branch known as the Freeport Carriage Company will cease to exist after August 1, and the Tiger Vehicle Company of Freeport will take its place. Thereby hangs quite an interesting story.

The factory will close down until August 1 to take inventory and make necessary repairs and a number of changes.

The Tiger Vehicle Company will still be a branch of the Moline Plow Company, but instead of being under the direct management of the Moline Plow Company as has been the case in the past, the reorganized concern will have an entire new set of officers representing the factory in Freeport, also between 30 and 40 salesmen on the road, with the Freeport factory as headquarters.

The change is being made on account of the mail-order house's going into the vehicle business so extensively. Last

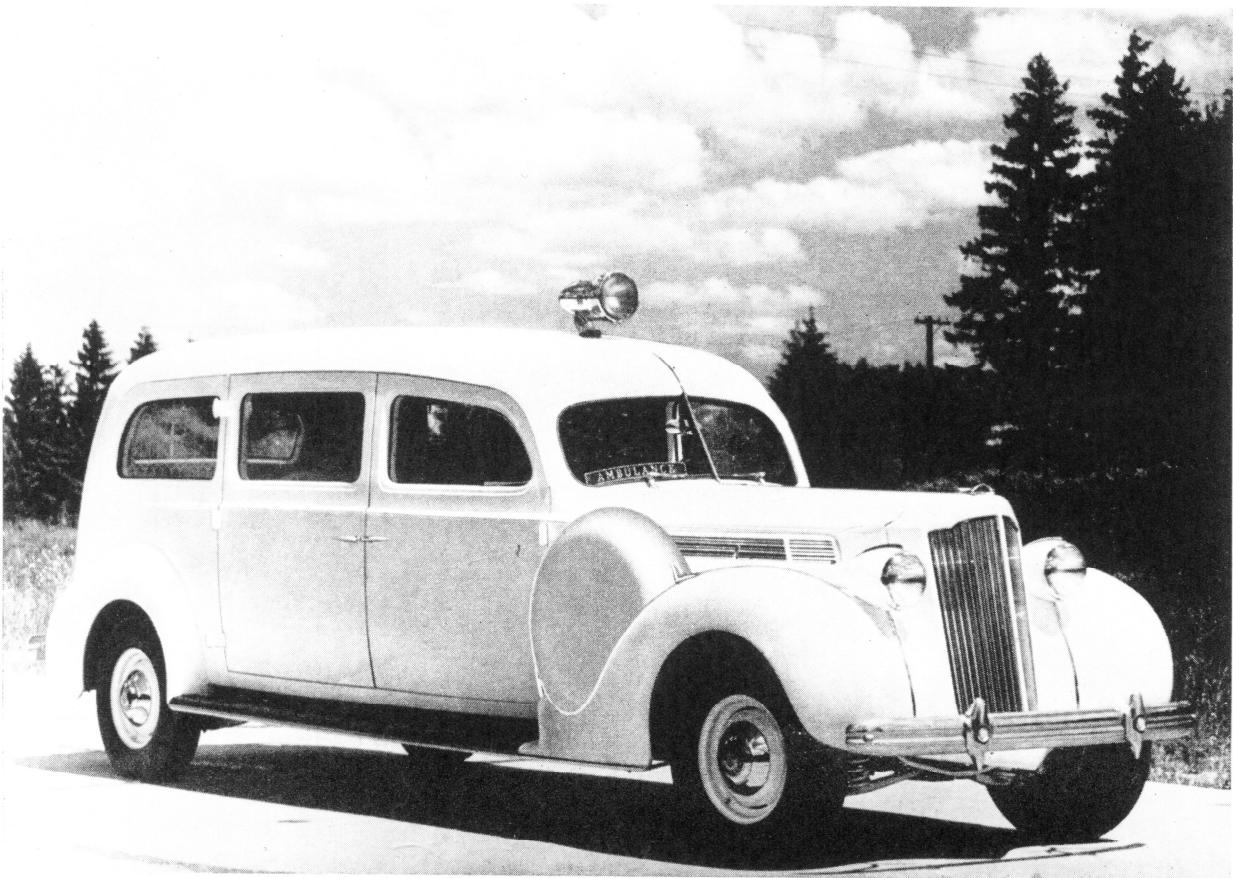
year the cash was sent into the catalog houses for 60,000 vehicles, and the mail-order business has grown to such an extent in the past few years that to compete with the factories that make vehicles for the catalog houses, it is necessary for the vehicle factories to get busy and reach out to get the trade of the retail dealer and put the vehicles to him at a price which at which he can retail them and compete with the mail-order business.

In the past, the Moline Plow Company has confined its business to the large jobbers and the large retailer who could purchase vehicles in quantities. This method of doing business will be changed, and the Tiger Vehicle Company will sell its product direct to the retail dealer in quantities to suit his convenience.

The catalog business which the Freeport Carriage Company conducts will be handed over to the Henney plant, this amounting to between 15,000 and 20,000 jobs each season.



If this 1939 Brantford coach (p. 13) looks like a Henney, that is because it essentially is. Brantford Coach & Body, which worked with Henney in the Canadian market for many years, outlasted its partner, went through several changes, and ultimately closed in 1990.



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PROGRAM OF PROGRESS consistent winner



We don't flog this every time, so as not to be too braggadocios, but your Chapter has again won one of the annual publications awards presented by *Old Cars* magazine (formerly *Old Cars Weekly*). We've found ourselves in many categories: National/Compact, Regional/Compact, Compact Chapter, Museum & Special Purpose, and now just

Compact. Category is fascinating but not important, and we should point out that *The Professional Car* has also been a consistent winner in the larger categories under Walt McCall's capable editorial direction.

Old Cars deserves a brief salute as well while we're on this topic, for encouraging the hobby's editorial side.

Henneycare: Tires, Greases

A LITTLE-KNOWN ITEM ABOUT TIRES THAT YOU MAY WANT TO CONSIDER NEXT TIME YOU MOUNT SOME UP:

Never too old to learn something, we heard once upon a time.

Turns out, it's a common practice to manufacture and deliver new tires with a product sticker on them. Not a large thing, like the big sticker out on the tread; just a little job, maybe an inch long, down by the bead.

Down ON the bead, actually. For some reason, they put this thing right where it ends up between the tire and the rim upon mounting. If the shop doesn't take care to remove the bloom-

in' thing before mounting, maybe nothing will ever happen. Or maybe, per a recent experience, the tire will rotate happily for several years while the label slowly decomposes—and then starts leaking maybe 10 pounds a day, stranding the car just when it's needed for something; and causing scratched heads at the tire-repair shop while they try to figure out the leak.

The obvious cure is to look for it on a new tire, scratch it off, or remind the tire shop to do it, even if they are insulted about being reminded of something so obvious because they would *never* overlook such a thing.

ANENT DIELECTRIC GREASE:

Paul Steinberg adds to our previous notes on this product:

"For dielectric grease, if you want to guarantee conductivity, then please consider....."

"NO-OX-ID Two 2-Ounce Tubs—a Special Electrical Contact Grease - Improves Conductivity and Fights Corrosion in 'Automotive Marine Industrial Maintenance Antenna and Railroad Applications' from Amazon. I have been using it for a few years in some high-amperage switches in my cars. It helps to prevent the arcing of the contacts.

"On this page, you may pick and choose the brand that you feel will suit your needs best."

Stuff

Not that it has Henneything to do with our favorite automobile, but we were noticing all the television commercials aimed at the recently concluded “Presidents Day” holiday. On whim, we noticed:

- 28 commercials referring to the event as PRESIDENTS’ DAY.
- 18 such referencing the event as ‘PRESIDENTS DAY.
- Three calling it PRESIDENT’S DAY.

All of which strikes us as really interesting, given that there is no such holiday, no matter where the apostrophe is located. The holiday is GEORGE WASHINGTON’S BIRTHDAY. One President kind of offhandedly called it that once, years ago when the Federal holiday calendar was revised, and it won’t go away. The Mount Vernon Ladies’ Association sends dozens of letters out yearly correcting folks, but apparently with little impact.

§ # & ^ ¶ ¥

New-car commercials always disguise the license plates on their product, obviously to avoid anyone’s tracking someone down from the number. In the good old days, film and broadcast companies would take out special telephone numbers and special license-plate numbers, issued to no real person, to avoid this problem.

But the way they’re doing it now, with plates that obviously from their design aren’t real or, worse, are *painted over to match the car*, simply draw attention to themselves: hey look, viewers, this is a make-believe plate on this car you’re not supposed to notice!

£ @ γ Σ Ø ‡

Here’s how you can tell this quarterly isn’t being produced by AI, Artificial Intelligence. Every time we hit Spell-check, the AI wants to change “Henney” to “Haney.” Whatever that is. Apparently there’s a boxer with that name. The other day it tried to change “Leveldraulic” to “lovestruck.”

‡ œ € ¥ ± Œ

Hang onto your Henney: a chap active in local car circles just lost a tire on his new Dodge, a flat out of nowhere. Easy enough diagnosis; after paying for towing, it was the valve. The cost: \$190. *For just the valve.*

φ ¶ Δ Ж ? √

Stellantis is up to something with Jeep marketing. The Wagoneer is being advertised with “by Jeep” in small letters or without the Jeep name at all. We suspect that a brand splitoff, as was done with Clipper and Continental, *and with Jeep itself*, may be coming.

♪ ♠ ♥ ♣ ♦ ♠

Just got to wonderin’ the other day: isn’t there something off kilter in a world where Hotpoint makes refrigerators and Frigidaire makes stoves?

↔ ® ⊕ ∠ ζ № ø

We have almost gotten used to crossword clues that think EDSEL is a model of Ford. But there’s a new one that is appearing in puzzle clues now: discontinued Chrysler, DE SOTO.

↔ ∠ □ ψ ϑ ϩ

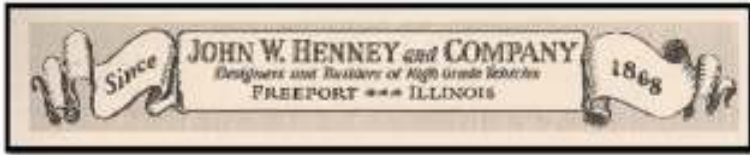
Aaand they’re still at it: in a current Domino’s ad, a young lady crashes her car into the living room. Do not attempt!

The Navy Federal Credit Union is showing an ad urging you not to walk through an operating car wash. GSK has a shingles-treatment ad showing your skin on fire, but adds a comforting note that the skin is not really in flames, it’s a “dramatization.”

Honda is showing an ad with an Accord, advising DO NOT ATTEMPT. The thing drives along a city street, then down a country road. Sheesh...

Allstate for the umpteenth time: they hung their spokesdude from a hinge and stiffened him up to be a toll gate, swinging down into peoples’ windshields. For goodness’ sake DO NOT ATTEMPT that, even though we know you all want to, you foolish people you!

And the most perplexing one: a chap drives his new electric BMW up to a charging station and the screen immediately warns: DO NOT ATTEMPT! Maybe they’re afraid the thing will catch fire.



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