



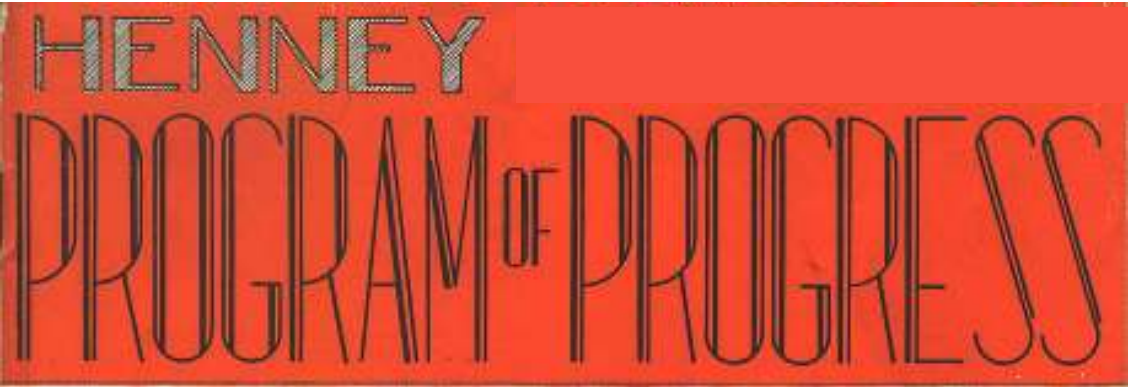
VOLUME 9, ISSUE 3

THIRD QUARTER 2024

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:

<i>The Chapter dinner</i>	1
<i>Henneycare: fire extinguishers</i>	2
<i>Letters</i>	3
<i>A Monte Carlo surprise coming</i>	4
<i>Feature: 1929 Henney catalog</i>	5-13
<i>Suffan Stevens and the Henney band revisited</i>	14



Our annual Henney Chapter dinner: thanks for coming

This Chapter’s unique event, the annual Henney Chapter Dinner held at the International Meet, was quite successful again this year.

Because our membership is widespread, local events do not work out—although we have done some meetups at Freeport, home of the company. So we decided a few years back to come up with a means of regular face-to-facings.

The restaurant in York didn't have one big table everyone could sit at, but we had our own corner of the Red Robin in five adjoining tables. Joining us for dinner, camaraderie, and lively discussions were:

- Ed Renstrom
- Andrew Harvey
- Gregg Merksamer

- Steve Lichtman
- George Hamlin
- Bee Hamlin
- Jim Phillips
- Paul Steinberg
- Rick Duffy
- Mary Hookway
- Jeff Hookway
- Brady Smith
- Andrew Lloyd
- Cole Miller
- Dr. Dennis Lloyd

The Hookways brought a nice memento for distribution to everyone: cloth patches with BODY STYLED AND BUILT BY HENNEY and the stylized “h” (pictured at lower left).

We hope to continue this tradition, a first for a PCS non-geographic Chapter, and hope everyone can take advantage of it. See you next year!

On the Cover: Henneys in ACTION in Boston

The cover illustrates a funeral procession in Boston in the late 1930s. Best we can tell, there are two Henneys participating: the leading car is probably a 1500 Series Super Eight

while the one at the rear is obviously an 800 Series 120-based car.

No details, but we suspect the flags, the turnout, and the uniforms indicate a funeral for a member of the armed services.

THE HENNEY PROGRAM OF PROGRESS

George Hamlin, Editor

Published at unpredictable intervals by the Henney Chapter, Professional Car Society
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



Above: a 1941 Henney Packard flower car about which we have no details

Henneycare: fire extinguishers

A leading “consumer” magazine recently published some tips about fire extinguishers. Because lots of car shows require the things to be in displayed cars these days, we know there are lots of them out there. The main tips related to disposal:

- Recycle only if completely empty. If there is still chemical, try the local fire department. If they won't take it, many

areas have hazardous waste disposal facilities.

- Don't toss it in the household trash.
- Finally, it may be rechargeable. Google can help find a firm that does this.

This quarter's feature

From time to time we deviate from the customary presentations to cover something that is both interesting and unusual. In lieu of the postcard, gadget, or miscellaneous item we generally put on this page, we will talk about this quarter's feature: not a car *per se*, but a remarkably formal product listing of Henney's 1927 line. It shows a wide range of vehicles available at Freeport for the discriminating buyer: the Ideal limousine-styled funeral coach, a combination hearse-ambulance, a pallbearer's coach, a side-loading hearse, and an ideal limousine-type ambulance. In those days Henney was its own make – not the customary arrangement for

most professional-car builders, who went to market with a car manufacturer's nameplate on the product.

John Henney was known for making his product with left-over components from various vehicle manufacturers; last-year's fenders, grilles, etc. Assembled and badged as Henney make, these vehicles sold well; eventually Henney began using an Oldsmobile chassis, still badged Henneys, and finally to Packard products—first on drivable chassis, then wholly manufactured from a Packard kit and in-house or suppliers' components.

Letters

We did a little guesswork on localities in the 2Q issue, as a couple of photos had names w/o states or other indication of location. Our readership being what it is, we got some research in the mail right away.

Reading Page 1 of the 2Q PROGRAM OF PROGRESS, I did some checking regarding Berkeley, and found the following States with a city/township/foxhole? named Berkeley:

- Berkeley, California, a city in the San Francisco Bay Area, the largest city named Berkeley.
- Berkeley, Denver, a neighborhood in Denver, Colorado.
- Berkeley, Illinois, a suburb of Chicago. **Berkeley** is situated fourteen miles west of the **Chicago** Loop in Cook County. **Berkeley** is on the western edge of Cook County.
- Berkeley, Missouri, a northwestern suburb of St. Louis. Berkeley is an inner-ring suburb of St. Louis and was incorporated in 1937. Berkeley is known for being the home of Boeing Integrated Defense Systems.
- Berkeley Township, Ocean County, New Jersey. Berkeley Township is a township in Ocean County, in the U.S. state of New Jersey, extending from the Jersey Shore westward into the New Jersey Pine Barrens.
- Berkeley, Rhode Island. **Berkeley Mill Village** is a historic district encompassing the mill village of Berkeley in Cumberland, Rhode Island.

Frank Ambrogio

Okay, we're impressed. But wait, there's more input about the car from Berkeley:

Re Berkeley ambulance on the back cover. Possibly Pennsylvania, one of 19 states using only a rear license plate. California and N. Dakota both use two. I don't see a front license plate in the POP newsletter photo, but maybe your original photo is more distinct. Cee U @ York on 6-7.

Andrew Harvey

Aaaaah, you put my photo of my father's Henney badge on the cover. Reid Horner would be proud. As to the 1801A ambulance on the back cover labeled Berkeley Ambulance, I'm not sure it was taken in Berkeley, California either. And I live there. There just isn't enough of the background in the photo for me to tell.

But we aren't in the tropics here; we're right across the San Francisco Bay from San Francisco and it gets cold here. Trees and bushes shed their leaves in late October - November. It usually doesn't get colder than the mid-30's here, nor higher than 85, although we usually get one week of weather 90-95, and usually in late September or early October. You knew it; we're weird in every way possible.

Alice Horner

And then there was the car from Lincoln. We guessed Nebraska, not knowing another sizeable town that would have such a car, but Rich Litton asked Dennis Svoboda, who knows the Nebraska version of Lincoln pretty well, and he replied: "This was not Lincoln, Nebraska. My records go back to the 1920s."

Hmmm. A very quick Web search finds Lincolns in Rhode Island, Massachusetts, Rhode Island, and England. Could also have been a private operation; the building doesn't look very municipal. Ahwell, wherever it was, they had a really pretty car, right?

Something interesting is happening

All Henneyphiles will recognize Richard Arbib and recall the work he did for Henney. Most of the Henney products out “on the circuit” these days are professional cars, but there was more to Mr. Arbib than that—some interesting concept cars left his drawing board as well.

One of them was the Monte Carlo. We had some coverage in the 3Q 2012 issue; Geoff Hacker wrote us about it recently. “The story goes that it made the circuit of dealers for publicity purposes and just ‘disappeared.’ Perhaps it still exists in some private collection. It’s interesting to specu-

late how it would have done in the marketplace, but it came along just prior to the 1951 models and by then the bathtub design was on the way out.”

But: there seems to have been another version made, this one a convertible. And THAT car has turned up. It’s not a hardtop like the famous one; it’s a convertible.

Mr. Hacker has a team working on it, and we will have major coverage in our next issue.

The famous hardtop version is shown below; and below it, a model of the convertible version that our contributors are working on.





HENNEY

Hearses
AMBULANCES
COMBINATION
CARS

1 9 2 7

The
NEW HENNEY
Ideal Limousine
Type Hearse
Model 970

4142



A HEARSE of beautiful design, one that is adapted to the requirements of certain funeral directors, and complete in every detail. It is another one of the beautiful Henney 1027 creations that will help the undertaking profession to visualize a new scale for measuring true motor hearse value. It is substantial proof of Henney superiority.



The
NEW HENNEY
Standard Combination
Limousine Type
Hearse and Ambulance
Model 475

SALES OFFICE



A **N**OTHER Henney combination Limousine Type Hearse and Ambulance that fully answers the requirements demanded of such type equipment at a small original investment. The combination hearse and ambulance has introduced to the undertaking profession the need of design, construction and appointments that only Henney models include. It's a Henney—more cannot be said.



The
NEW HENNEY
DeLuxe Combination
Limousine Pallbearers' Coach
and Side Loading Ambulance
Model 310

PRICE \$4750.00



*I*N ALL outer appearance, this beautiful new 1927 Henney combination equipment is just a handsome high grade sedan. It can easily and quickly be converted to an ambulance or invalid car. It may be used for pleasure driving by the funeral director's family or for professional calls by the director himself. It is another creation by Henney that has made Henney standards the accepted preference of the leading funeral directors.

THE HENNEY COMPANY



The
NEW HENNEY
Ideal Limousine
Type: Ambulance
Model 974

© 1924 HENNEY MOTOR CO.



LIKE all Henney motorized ambulance equipment, this beautiful new creation has incorporated in its design and appointments, a degree of pride and prestige surpassing all previous Henney standards. In general appearance, this beautiful new model does not differ materially from the Henney DeLuxe Ambulance models, because it carries the same Henney quality, material and workmanship as other production.

Sufjan Stevens, revisited

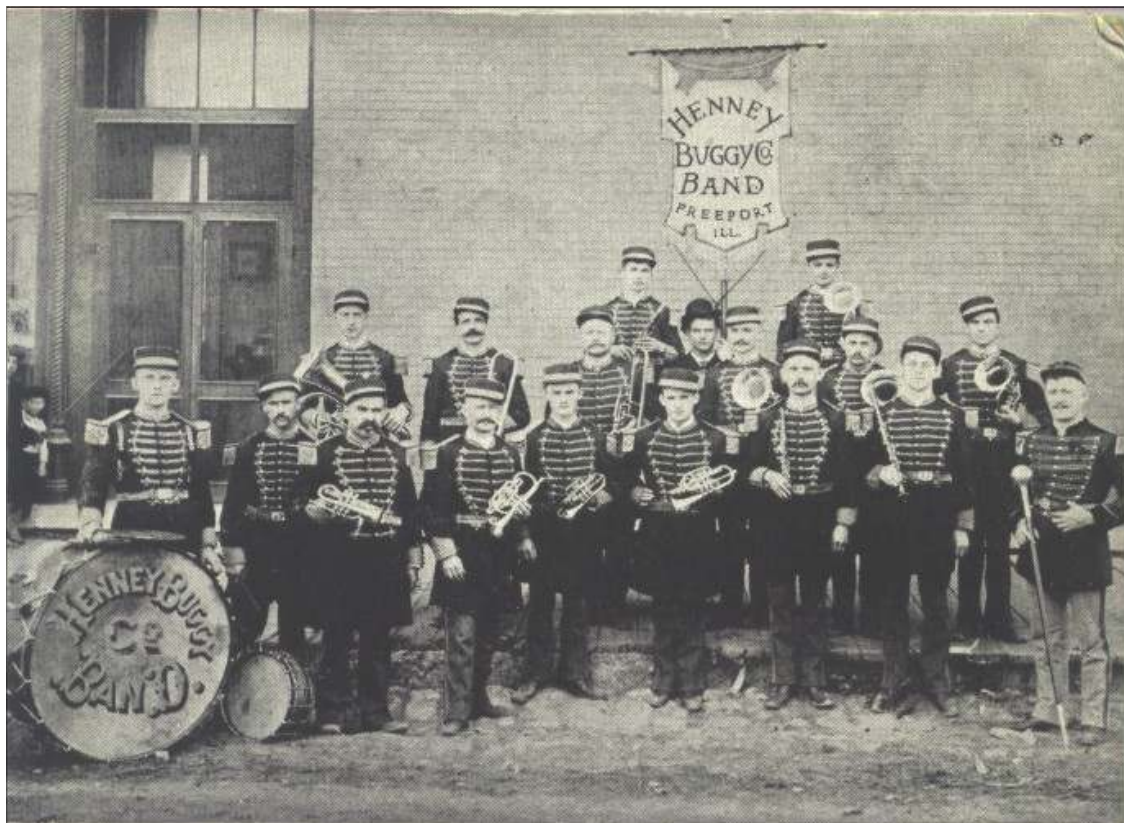
And who is THAT, we hear some of you asking. Stevens did several musical projects, one of which was a salute to Illinois done in 2005 (he said he was going to do 50 of these projects, though only 2 of them have been finished). Henneyway, his salute to Illinois, titled “Come On Feel the Illinise” originally included a track called “The Henney Buggy Band.” We don’t think Stevens ever got to Freeport, but he apparently came across a graphic showing the company band from long ago, wrapped some music around the phrase, and here’s a song for the album.

He did not look carefully at the graphic, because the signage on the drum and the pennant said

HENNEY BUGGY CO. BAND, but “Company” got left out; that one word was abbreviated, and he might have missed it.

The lyrics to the song (it can be found on the Internet) never mentioned Henney. We cited the thing in this periodical back in 2014 and made available a CD with that song on it for interested folks in our membership.

So where is all this going? - we heard someone ask. Where it’s going is that his “Illinise” album has been put on the stage at the Park Avenue Armory in New York. One of the characters is named Henry, but that’s about as close as it gets; we do not believe the Henney piece is in the show.



By 1886 the Band had been fully equipped with instruments, uniforms and banner.

Stuff

Hang onto your Henney: comes now word that the street idiots have figured out a way to clone your electronic car key by breaking into your house and scanning it; some even can do it by walking past you on the street, so owners of such cars are being advised to get isolation wallets and safes that cannot be penetrated.

Even if it's you getting a copy of your key at the store, you won't believe how much they charge for it. A duplicate key for a Henney costs, what, 50 cents?

And one more reason for hanging on to the Henney: if it's a 1946-53 with stick shift, the punks not only won't be able to figure out how to drive it, *they won't even be able to start it.*

§ # & ^ ¶ ¥

So, we were wondering, why do “slow up” and “slow down” mean the *same thing*? We also note that, to the same people who interchange these terms, a light bulb will either “go on” or “go off” with the same meaning.

£ @ γ Σ Ø ‡

Occasionally seen lately: sign on a car out by the curb, reading FOR SALE—BY OWNER. Given that those signs are intended for use by homeowners not using realtors to sell a house, the question arises: it's a car, so for sale by whom else?

↔ ® ⊕ ∠ ς № ø

Another reason to hang onto your Henney: **Kia has recalled 427,407 of its Telluride SUVs because they can roll away while in park.** All Telluride vehicles made between 2020 and 2023 and certain 2024 models are affected by the recall, according to a the National Highway Traffic Safety Administration. We NEVER heard of a Henney doing that. Then there's Hyundai and Kia, who have just recalled more than 50,000 Hyundai Sonatas and Kia Sedonas, 2015-2017 because the turn signals flash opposite to what the driver selected. They are blaming software. And of course we wonder: 2015-2017? What took em so long to find this out?!

‡ œ € ¥ ± Œ

From time to time, we read someone in the collector-car world saying something like, “Of course, gasoline was only 27 cents a gallon in 1955, so nobody cared about mileage figures.”

Um, a brief study.

In 1913, the average worker had to put in about an hour—worth 18 cents—to buy a gallon of gasoline. By 1955 the price had fallen, about 6 gallons per hour's work. Currently, it's about 5 gallons per hour's work. Not that much difference, we'd think. And yes, people cared so much about a cent or two per gallon in 1955 that we saw price wars break out among gas stations in a neighborhood for that much difference in price. Point being, yes the 1955 price per gallon sounds cheap now, but adjust 27 cents for inflation and you get \$3.51. Not much change, is it?

ϕ ∫ Δ Ж ? √

Okay, we often tell our Faithful Readership to “hang on to your Henney.” Anyone doing that, we keep hearing this ad: an insurance or maintenance program for “all Americans who have a vehicle with less than 200,000 miles” and are out of warranty; sign up for coverage that pays all repairs.

Hmmm. Must be a few Henneys out there with less than 200 K. Let us know if Henney of you successfully get them to cover you.

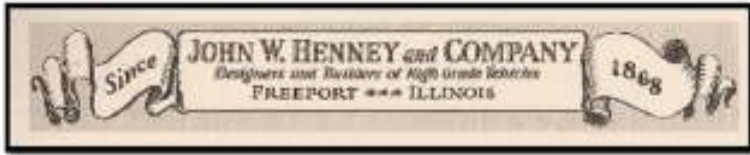
♪ ♠ ♥ ♣ ♦ ♠

Watching car commercials on television occasionally proves interesting. Almost overnight, the manufacturers have stopped referring to their trucks' “foot-pounds” of torque. A foot-pound isn't a measure of torque, it's a unit of work. All the commercials are suddenly using the right term for torque: pounds-feet. It's as if someone sent out a directive: say it right.

↔ ∠ □ ψ 9 R

It was decades ago, but we remember it clearly: a late-night TV comedian was chiding Rolls-Royces (Rollses-Royce?). He was telling a yarn about a friend who had bought one secondhand, but refused to refer to it as a “used car.” No sir! That car was “pre-owned.” Laughter.

And now the term is mainstream. Sheesh.



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

FIRST CLASS MAIL

