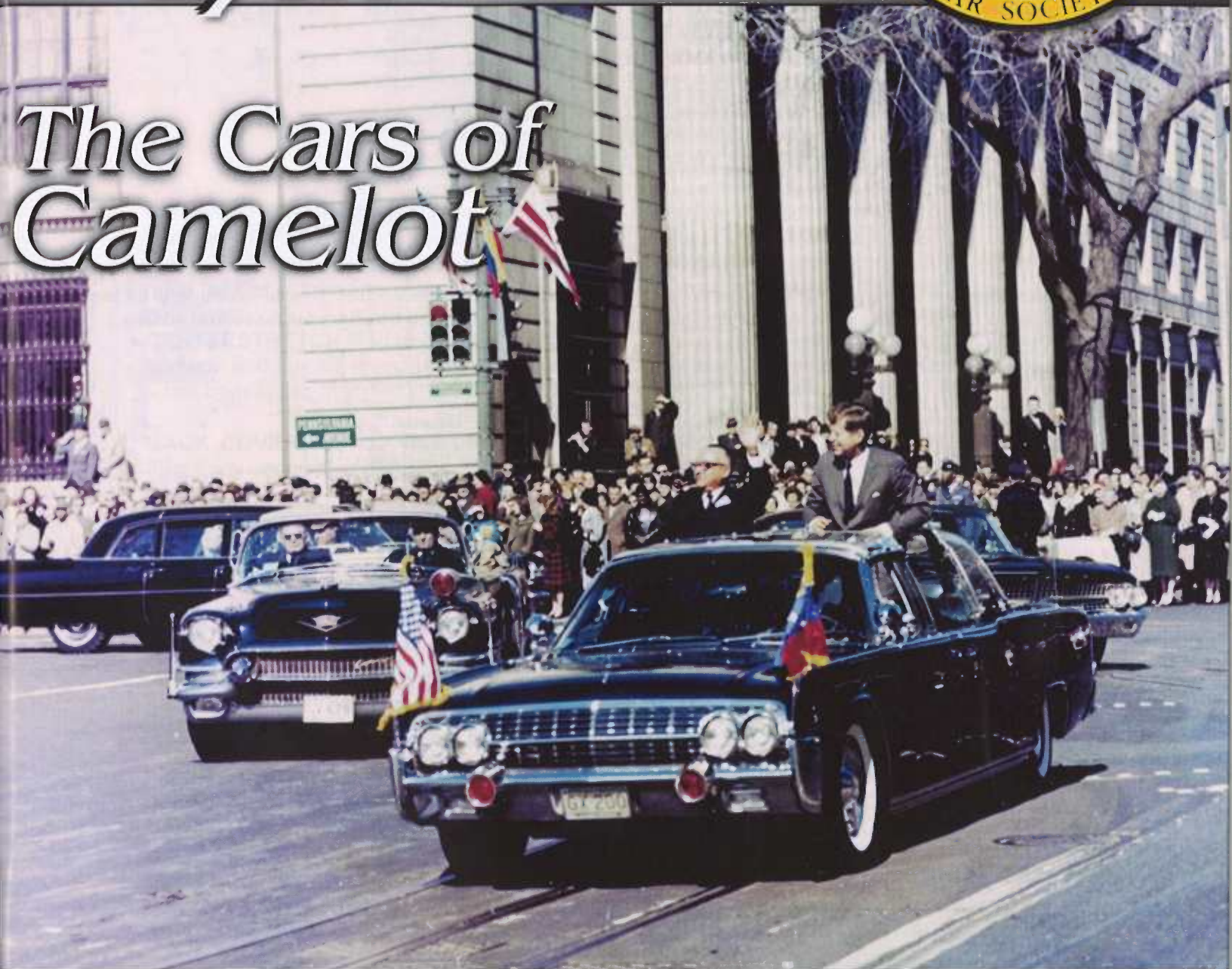


The **PROFESSIONAL** *CAR*



The Cars of Camelot



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IN THIS ISSUE: **-THE CARS OF CAMELOT:
 JOHN F. KENNEDY'S ILL-FATED LINCOLN PARADE LIMOUSINE
 MRS. KENNEDY'S 1961 LINCOLN BUBBLETOP CONVERTIBLE
-TRUMAN'S 1950 WHITE HOUSE LINCOLN LIMOUSINES
-OWNER'S PRIDE: KENNETH HOWE'S 1950 HENNEY LINCOLN
-THE ASSEMBLED PROFESSIONAL CAR – BY TOM McPHERSON
-REMEMBERING THE A.M.A. – BY WALT McCALL**

COVER PHOTO – With a nation's hopes on his shoulders, President John F. Kennedy waves to cheering crowds from the wide-open rear compartment of the U. S. Secret Service's custom-built 1961 Lincoln Continental Presidential limousine built for his use by Hess & Eisenhardt, a once familiar sight never seen again after the tragic events of November 22, 1963.

CENTERSTRETCH – PCS Member Kenneth Howe is the proud owner of one of ten custom-bodied 1950 Lincoln limousines ordered by President Harry S. Truman. Both Ken – and Harry – hail from Missouri.

BACK COVER – A rear view of the government-owned bubbletop Lincoln limousine built for First Lady Jacqueline Kennedy by professional-car maker Hess & Eisenhardt (builders of S&S professional cars) – the same firm that also built JFK's parade phaeton.

EDITOR'S NOTES – If any issue of *The Professional Car* could be called historic this one surely can. Never before have we produced an issue to coincide with a major national observance -- the 50th anniversary of the assassination of President John F. Kennedy in Dallas, Texas on November 22, 1963. Contributing Editor Tom McPherson has provided us with a scholarly, in-depth **never-before-published** history of the *Cars of Camelot*, the one-of-a-kind limousines designed and custom built by Cincinnati's Hess & Eisenhardt Co. for both JFK and First Lady Jacqueline Kennedy. Much of the proprietary data and many of the photos used to illustrate his article came from Hess & Eisenhardt files in the 1970s, at a time when most of the H&E executives associated with these cars simply didn't want to talk about them. Tom rounds out his truly remarkable story with a companion piece on the ten 1950 Lincoln limousines (all but one built by Henney) constructed for the Truman White House. Kenneth Howe's *Owner's Pride* is just the frosting on this tall cake. While our focus is on the *cars* rather than the slain President and the other immortal personalities and events of November 22, 1963, we earnestly believe this issue of *TPC* deserves its own pride of place among the many historical tributes that will undoubtedly be published to mark this history-changing event.

– **Walt McCall, Editor**

COMING UP IN OUR NEXT ISSUE: Our first issue of the new year will be the *Milwaukee International Meet Review Issue*, which we purposely delayed to make way for the time-sensitive JFK piece, and to give us some extra time to process the voluminous words and photos from that meet. Watch for it.