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HENNEY PROGRAM OF PROGRESS

Watch your mailbox

The next issue of *The Professional Car* will offer an in-depth analysis of the 1951-54 Henney Packards. Every once in a while The International decides to do a Henney treatment of some kind, and when we see that coming, we attempt to avoid covering the same ground a few weeks before it runs in the journal—photos, historical stuff, what have you. In-

stead we send material in to improve that product if we have something that might otherwise be omitted. We also use, in these pages, material they're unlikely to have—like our cover car.

The issue in question is due out circa 1 July. A certain Pulitzer winner, we'd say, given the subject matter.

On the cover: a 1953 Junior serving on dry land in the Navy

Another Henney in ACTION, though the service isn't an emergency. This Junior, assigned to the Naval Ordnance Laboratory in White Oak (Silver Spring) Maryland in 1953, served valiantly for ten years, putting up with being stationed outside the firehouse the whole time.

The scene on the cover isn't an actual rescue, we'll admit; it's a training exercise photographed by the staff of *NOL Report*, a monthly published for NOL employees and edited at the time by Mary Kanagy. The photo we're using, which was a terribly dark image printed by a low-bid printer by the way, is

from the March 1956 issue.

Shown responding to the dry-run exercise are Capt. Molesworth (left) and Pvt. Handley, preparing a "victim" for transport. There's no word on who the victim was, but we do know that John Molesworth was a Mount Airy VFD volunteer, occasional part-time worker at the Hillandale VFD, and owner of the Molesworth Funeral Home (now Molesworth-Williams) in Damascus, Md.

The Henney was replaced in 1963 by a Superior Pontiac. We never found out where the Junior went; firehouse personnel told us in 1963 that such vehicles were first offered to armed services, and if no takers, then to Reserve units, then

to local rescue units of various credentials and things like Civil Air Patrol and other worthy activities. If there were still no takers, the destination was GSA for auction.

We could not find out how low this unit went on the ladder before finding a new home, but we can tell you that, having Korean War chrome and having endured outside storage 24/7 all its life, it was in serious need of new brightwork. That and the fact that it was 10 years old when it was surplused suggest that GSA auction was the likely destination.

For related information, see more on page 6 and Rich Litton's Maryland roster on page 10.

THE HENNEY PROGRAM OF PROGRESS

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www.professionalcarsociety.org

See you at dinner next month

A friendly reminder—that’s the only kind we know how to do here at Henney Central—about the Occasional Henney Dinner at this year’s International Meet.

This year, we coordinated the idea with the power structure of the Meet far enough in advance that we got onto the program, and that’s certainly, um, Progress. Reference to same will show our dinner at 5:30 p.m. on Friday 15 August; we’ll be at a restaurant right by the Ramada.

The time was chosen to give everyone time to come back from the Rochester tour, throw the souvenirs onto the bed, splash

cold water onto various faces, and pick up any table displays you might have wanted to bring to dinner.

No reservations required, no advance payment, order off the menu. What could be simpler?

This is a Henney Chapter event, so the conversation is likely to be Henneycentric, but we are nothing if not informal and welcoming. Meaning, if there’s some unwashed—dare we say unenlightened—owners of lesser vehicles whom you’d like to bring along, by all means do. Such guests will, of course, be heavily propagandized and recruited.

Postcard of the quarter

CREATE A FAVORABLE IMPRESSION BY PUTTING YOUR NAME ON A

**HENNEY
PACKARD**

FIRM NAME _____

ADDRESS _____

CITY _____ STATE _____

Check and mail this card for complete information covering a 1940

<input type="checkbox"/> ELEC'DRAULIC SIDE SERVICING FUNERAL CAR	<input type="checkbox"/> COMBINATION CAR	<input type="checkbox"/> FLOWER CAR
<input type="checkbox"/> MANUAL SIDE SERVICING FUNERAL CAR	<input type="checkbox"/> AMBULANCE	<input type="checkbox"/> SINGING CHAPEL ON WHEELS
<input type="checkbox"/> REAR LOADING FUNERAL CAR	<input type="checkbox"/> LANDAULET FUNERAL COACH	<input type="checkbox"/> EIGHT PASSENGER PACKARD SEDAN
	<input type="checkbox"/> SERVICE CAR	
	<input type="checkbox"/> FORMAL FUNERAL CAR	

Okay, a reply postcard of the type inserted into sales material isn’t all that exciting—except that for some reason The Folks In Freeport were feeling a little giddy with this 1940 job. Most of these reply cards are pretty plain, but they let the artists loose just a little bit, resulting in this product. The card has space about inquiring not only about the usual Henney products, but also the Singing Chapel and the Eight-Passenger Packard that Henney did not build. The partnership was working well at this point.

Suddenly the world is full of little Henneys



There was a time when you had to look fairly hard for models of Henney cars (we did publish a list in Vol 1 No 2 and there were several cars on it, though most of them were shall-we-say out of print).

The Brooklin firm in Britain has fixed all that.

Models released recently include a 1954 landau hearse and the 1954 Super Station Wagon. Here's the latest in that family: a blue 1954 Patrician limousine.

We stress, as with all such products, that if you want to see more professional cars—and especially more Henney cars—in

the marketplace you need to go out and buy these things as they become available. And there will be probably two more in this family of Henneys out in the coming year, so buy buy buy.

We found the quality of this model to be first rate, as with all Brooklin products, and do not hesitate in recommending the thing to your bookshelf. Maybe we'll see a whole livery service on display at the next Micro-Meet.

1954 HENNEY PACKARD PATRICIAN LIMOUSINE IN 1/43 BY BROOKLIN, BRK-195, \$159.95 from JM ModelAutos, (814) 474-5697 or judy@jmmodelautos.com

Miscellany

* A few issues back, we brought up the subject of Bettie Page, who was Henney stylist Richard Arbib's girlfriend. Okay, she was one of his girlfriends. We confess that when we did that, we really had no idea what a Big Deal Bettie was in her heyday. But in late May, the news services ran the obit of one Bunny Yeager, a model and photographer—and the stories all emphasized that her big claim to fame was *photographing Bettie Page*.

* A chap we know, and who subscribes to this learned journal, has been doing major refurb on a 1954 Henney and things were just tickety-boo until the thing stopped, bang slap, one recent evening. Adding fuel accomplished nothing, so that wasn't it. We theorized (using the famous formula that if you have fuel, spark, and compression, you must go), that the problem was likely electrical; even if the fuel pump had quit, those things give you some sputter-

ing first.

And sure enough, spark it was. The reason we bring this up is, the car in question *had a new coil*. Thing is, it wasn't a Delco or an Auto-Lite or a Standard or an Echlin or anything that you might have some faith in; it was made in, shall we say, "another country." And the thing just quit, no reason, *with fewer than 50 miles on it*. We're the last to lob any cultural slurs, so we'll not name the country; but we

...the car in question had a new coil.

will allow as how it still pays to make the attempt to "buy American" (okay, or Canadian or British) when you're installing automotive components you need to have faith in.

Celebrating the PCS International Meet, in a way

From Tom McPherson: a 1942 Henney on duty in Saint Paul, Minnesota. Okay, maybe off duty. A “police ambulance” yet.

One way or the other, our vast readership will have to acknowledge that this is a remarkable vehicle. Start with the fact that it’s a *landau ambulance*—you all knew they occasionally mentioned such a thing, but no model number is shown for it in the 1941 or 1942 product line. Even the military service ambulance is illustrated in the ambulance brochure, but not

this version. We’d love to see the Henney plate on it to see if it really says “4204.”

Or even “14204,” because you see it has the upscale hub shell covers.; notice, while you’re at it, that those covers look more like the 1948 version than the 1942 design. And yes, that design does appear, from the parts book, to have appeared in 1942.

The limousine version of this ambulance carried a list of \$2745, and the landau version added anywhere between \$80 and \$250 to a funeral car, so

make your own estimates.

As to equipment beyond the hub shell covers, we have bolt-on front lights, a free-standing siren/light combination, a spotlight, and that’s about it. Nothing on the bumper. Mr. McPherson called our attention to the “ice shields” on the windshield and the 1940 Hudson in the next lot.

Also, if we read it right, it carries a unit number of 55 on the cowl. We doubt very much that Saint Paul operated that many ambulances (or

that many police stations), so opinions are welcome.

As to the part about celebrating the PCS International Meet, why of course, that ties in with the fact that Saint Paul is only a few miles from Rochester—okay, it’s closer to 80 miles—but you get the idea. Any old reason will do

It’s a landau ambulance...no model number is shown for it in the 1941 or 1942 product line.



News from the world of professional-car signage

You might not have realized that there was a lot of news in that field. Okay, actually there isn't much, on a day-to-day basis. But we do know that since the demise of Bellefontaine Plating, lots of our members have been flailing around trying to find a nameplate supplier; we are inspired to report this item by the photo on page 11, which illustrates the type of nameplate we are talking about.

For a while the business went to Names Unlimited, also out of Ohio. Prices were higher but service was painfully slow; we know folks who ordered names and never received them. Names Unlimited has now left the business, and for a while it looked as if there weren't any other sources

The problem with this business is that so many fire departments, ambulance companies, and funeral homes simply kept

the nameplates that the founders bought in the 1940s and transferred them to the new equipment. What we have been left with is a situation where quantities are so limited that suppliers are not as plentiful, nor prices as low, as one might want.

You can find a few sources on the Internet but we have no idea about their quality or reliability. Search under hearse nameplates for starters.

Meanwhile, we have located a source we can recommend: Affordable Funeral Supply, headquartered in Mars, Penn. You can reach them on (419) 845-2005 or at sales@affordablefuneralsupply.com and, while we are not touting instant service or really cheap prices, we can report that the quality is high and, unlike Names Unlimited, they actually did deliver the order—what a concept.

Chrysler soon will be 100% foreign owned

If you've been following the news, you are aware that Fiat will soon buy (might have already bought by press time) the remaining parts of Chrysler it does not already own. Excluding boutiques and startups, that will reduce the number of U.S.-owned auto firms in America to three: GM, Ford, and Nash.

Our esteemed readership probably thinks we missed out on some recent news. Well, here's the derivation: Nash buys Kelvinator; Nash-Kelvinator buys Hudson and renames itself American Motors; American Motors sells off Kelvinator; American Motors buys Jeep; American Motors sets up a subsidiary company called AM General to make government vehicles like postal Jeeps; American Motors spins off AM General; Chrysler buys AMC, keeps the Jeep and dumps the rest; Chrysler is bought by Fiat. AM General remains in the auto business standing alone.—a lineal descendant of Nash, by our definitions.

Now about AM General. The "General" part makes some folks think it had something to do with General Motors, and indeed it made lots of cars for them (Hummers), but its primary business remains to this day government vehicles.

And in late 2013, AMG acquired The Vehicle Production Group by purchasing its government-secured loan. AMG had previously assembled MV-1 vehicles for VPG, and now

will produce the MV-1 in its Mishawaka plant. The MV-1's claim to fame is that it is the only American-built vehicle specifically designed to meet or exceed the needs of wheelchair passengers and the guidelines of the Americans with Disabilities Act.

AMG's new subsidiary will be known as Mobility Ventures.

So if you had taken bets in 1948 as to which independent automobile manufacturer would last the longest, and you picked Nash, you won. Drinks for everyone, on you.

. This seems to strike a chord



Here at Henney Central, we know *exactly* how they feel hey.

More about our cover car



Just as we were finishing up the concept of putting NOL's Junior onto this issue's cover, what should pop up in the inbox but the photo above, which Steve Lichtman found somewhere in archives of "Montgomery County in the good old days" or something along that line. Montgomery County, Maryland, is a Washington suburb and has changed so much in the last 50 years that photos taken in the 1950s and 1960s now carry high nostalgic value.

The NOL fire department in those days carried the station number 55 and its ambulance did mutual aid with nearby squads, as did its fire truck—though it took some nudging originally to overcome the government bureaucracy's reluctance to let its equipment off the base occasionally. Angelo Floria, writing in **Volunteer Firefighter, a Memoir**, recalls that NOL's fire chief was enthusiastic about mutual aid, "but the commanding officer replied that they were not permitted to render assistance to communities outside their reservation." The chief of neighboring Hillandale, Marvin Gibbons, began holding meetings with NOL's commanding officer and its fire chiefs, "emphasizing the old idiom that 'one hand washes the other' (never directly intimating that, if rebuffed, he would not respond to NOL if called). The subtle message/threat that cooperation would be mutually beneficial was quickly understood. 'Outline Mike' (the military radio designation for the NOL Fire Department) was soon seen running outside their gates to the ever-loving happiness of the previously bored

NOL firefighters."

The publication **Federal Fire Departments** now emphasizes that "In some parts of the Washington, D.C. area, a call to the fire department will bring out the U.S. Army and the U.S. Navy...These 'federal fire departments' provide the traditional services...as well as 'mutual aid' to neighboring cities and counties." The agreement between NOL and Hillandale apparently was the inspiration for this change of attitude.

There's almost enough resolution in this photograph to read the Navy unit number, and we see it as 94-0671. The car has the obligatory ventilator on top, but the grille and bumpers are chromed – defense chrome, to be sure, but chrome nonetheless. The sharp of eye will see a splotch of paint on the left front bumper; that was done for every Navy installation and serves as a 2-stripe unit identifier so an observer would know instantly where the vehicle was stationed, given that the cars often didn't use license plates. NOL's assigned identifier stripes were yellow and white. Long-time Navy employees often theorized that there was a little old lady down at the Navy Yard whose sole responsibility was to assign and manage those 2-color stripe codes. The curious also wondered if all the activity codes were exclusive, but the yellow-and-white scheme was eventually found to be duplicated by an activity in Hawaii—apparently under the theory that it was unlikely that any of the Navy's cars would be confused after being driven between Maryland and Hawaii.

Feature car: 1954 landau hearse

To help our parent organization celebrate the 1951-54 Henney line, we re featuring this remarkable vehicle– which will also be on the cover of *The Professional Car*, just not as you see it here. To begin with, we have shots of “the way it was” when found, and our feature photo (on the following pages) is not the one they’re using.

This car sat alone and forlorn in the wilds of central Michigan for just years, windows partly down and engine open (why is it that, first thing these geniuses do, they *take out all the*

**HENNEY PLATE
NUMBERS FOR THIS
CAR:**

ENGINE M600419
SERIAL 5413-2029
BODY 20552
MODEL 54902
FACTORY ORDER NO
59591

spark plugs and remove the carburetor?!). It has taken nearly six years to get it to the shape you see today. A major olive wreath is due to Brady Smith, who brought this car back from certain doom to show condition; the lower photo shows the extent of rework required.

As to the car itself, it’s equipped oddly— manual table, no Leveldraulic, yet Ultramatic Drive and hydraulic windows. The sales crew must have scratched their collective heads after the customer left with it.







Feature car: see next page (Brady Smith photo)

Henneys serving in Pennsylvania and Maryland, in territory close to New Jersey

In the last issue we presented Rich Litton's research into Henney vehicles that served in New Jersey. He did not pretend, nor do we, that these were the ONLY Henneys that served in New Jersey. The list has, of course, received serious applause from many—it represents a lot of old-fashioned research. On the list were several vehicles that served not in, but adjoining,

The Garden State. We said we'd save them for another time, and this is that other time. Mr. Litton also sent in some photos of others on his list; they are on the next page.

This is just a taste obviously, being pieces left over from the N.J. research, and it's ambulances only, but we hope it will inspire someone to find them all. Presented for your approval:

PENNSYLVANIA

YEAR	COMPANY	CHASSIS	DELIVERY DETAILS	COLORS	NOTES
1936	Bucks Co Rescue Squad	Packard		Dark	Could be 1937; could also be another body maker
1938	Chalfont	Packard			Had as late as 1952
1939	Bucks Co Rescue Squad	Packard		2-tone	
1948	Bucks Co Rescue Squad	Packard		Dark	Later white, but could have been white similar unit
1949	Goodwill of Pottstown	Packard		Dark	
1951	Bucks Co Rescue Squad	Packard		White	
1952	Bucks Co Rescue Squad	Packard		White	
	Goodwill of Bridgemont	Packard		Dark	
1953	Bucks Co Rescue Squad	Packard		White	
1954	Waynesboro	Packard		Red	Still on roster

MARYLAND

YEAR	COMPANY	CHASSIS	DELIVERY DETAILS	COLORS	NOTES
1936	Lombardee	Packard		Dark	
1937	Bladensburg	Packard			To Woodland Beach, 1947
1939	Lakeshore	Packard		Dark	
	Riviera Beach	Packard			
1950	Bel Air	Packard		2-tone	
1953	Woodland Beach	Packard		Dark	
	Naval Ordnance Lab, Silver Spring	Clipper		Gray	Replaced by Pontiac, 1963; and see story, p 7

More from the Litton Collection

Our Man In Jersey, Rich Litton, is on a roll. As a supplement to the rosters in this and the previous issue, he has come upon some photos. He identifies them as:

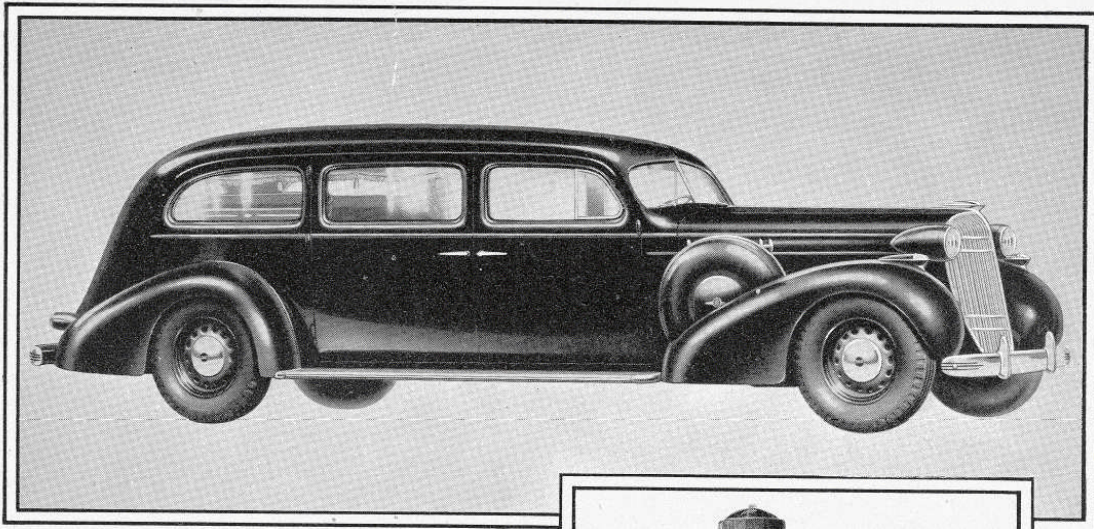
AT RIGHT: 1953 and 1952, Bucks County, Pa. Rescue Squad

BELOW: 1951, Ocean Grove, New Jersey (William Schwartz photo); this car, we are advised, was red

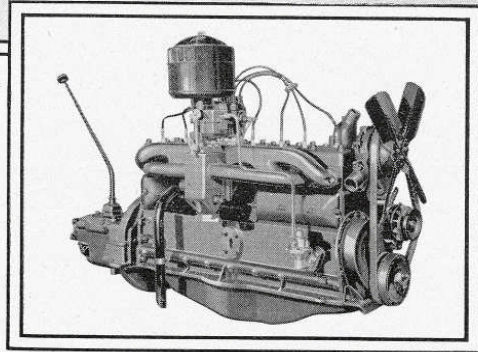
LOWER LEFT: 1954, Red Bank, New Jersey

LOWER RIGHT: 1951 on parade in Perth Amboy, New Jersey (Carl Baxter photo)





Henney Progress Model, End Loading Funeral Coach—an Oldsmobile Eight



*Power
by*

OLDSMOBILE

Available in Funeral Cars and Ambulances

built by the

HENNEY MOTOR COMPANY

FREEPORT, ILLINOIS

OLDSMOBILE EIGHT is so generally preferred by leading funeral directors that in 1935 more funeral cars and ambulances were powered by Oldsmobile Eight than by any other make . . . The qualities of Oldsmobile Eight are particularly suited to the requirements of this exacting service . . . Oldsmobile Eight power is remarkable for efficiency, dependability, quietness, and that complete flexibility which enables smoothest operation at very slow speeds . . . Oldsmobile Eight's many fine-car features for easiest riding and long-time economy include every

modern, proved advantage, such as All-Silent Syncro-Mesh Shifting, Knee-Action Wheels, Ride Stabilizer, Super-Hydraulic Brakes and double-action Hydraulic Shock Absorbers, front and rear . . . Oldsmobile's quietly attractive and dignified styling is a valued factor in designing the most distinguished equipment . . . Directors who are interested in quality, dependability and genuine all-round economy will find it greatly to their advantage to investigate the fine, progressive models of funeral cars and ambulances powered by Oldsmobile Eight.



From June 1936: it helps the business when the chassis manufacturer places ads for the product as well
(Tom McPherson collection)

This movie won't make you forget Alfred Hitchcock, though BoxOffice called it "a fine, high-quality, suspenseful film." It was released by Crown International in 1980, and the redone

graphic here—in color yet—was done by Rhino Home Video 20 years later, so it's not been just filed away . You can still find a copy via various Internet and other sources.



Henneycare: ethanol-free fuel & vacuum wipers

We exchange publications with a few first-rate operations in The Packard Club and one of the reasons may be seen here.

Frank Frisch, writing for Packards of Chicagoland,, has come up with a way to see if the gasoline you are buying has the @#\$ alcohol or not.

“A couple of months ago I read about a procedure to check if gasoline is indeed ethanol free as advertised. Most premium unleaded gasoline sold today has a decal/sticker on the pump that reads “Does not contain ethanol.” How do we as consumers know if the gasoline is in fact ethanol free? There is a simple test to determine whether or not it contains ethanol.

“Purchase a gallon of the gasoline in question. Us-

ing a clear container (glass jar) fill it with 1/10 water and mark the water level on the container. Fill the rest of the container with the ethanol-free gasoline, cover it and shake. Let the mixture of gas and water settle for a couple of minutes. If the water level has risen above the mark, there is ethanol. If the water level is at the mark, you have ethanol-free gas.

“With its increased cost I will be periodically checking to make sure I’m getting what I paid for at the pump. In the Chicago area, there is only one gas station offering ethanol-free premium gasoline. The pump has the ethanol-free decal and it is indeed ethanol free.

“Happy Packarding.”

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We see occasionally, in the hobby press mostly, references to vacuum-operated wipers and how dreadful they were/are, how they won’t work going uphill, that sort of stuff. This is a personal comment here, but we are bloody sick and tired of the uninformed badmouthing vacuum wipers. We have had them since 1952, in new cars and old, and if they are in good operating condition they work just fine—especially if the car in question has a vacuum booster somewhere, usually on the fuel pump. Packard, in fact, had electric wipers on the 21st Series and went *back to vacuum* for the rest of its production. American Motors used them with great success clear up to 1972 and changed only because the Feds kept whining about the subject.

Yes, the vacuum motor will occasionally need attention. That is easily accomplished by Ficken Wiper Service, 132 Calvert Ave., W Babylon NY 11704 (631-587-3332 or sales@wiperman.com). An owner can also do a fast repair sometimes by simply unhooking the vacuum hose, squirting light oil into the motor, and working the arms back and

forth a few times to bring a dried-out felt back to life.

We’ve also seen conversions to electric-motor drive that bolt right on to 1950s Packards, out of late-’50s Chevrolet. Even if you can overcome the voltage problem—the Henney Packards are all 6 volts—there is a major drawback to doing this.

A vacuum motor, upon encountering an obstruction of some kind, will just stop. And the cable-operated wiper setup on vacuum wipers, specifically including the Henneys, can encounter obstructions of various kinds, like something tangled in the cable. If the equipment stops, you remove the obstruction and off you go.

An electric motor, on the other hand, stops for nothing and can tear the whole cable rigging apart in a few seconds. We’ve seen it; it was ugly and pretty much everything under there was snarled. Replacing that cable setup is expensive and highly frustrating; we have never recommended the conversion.

Medical symbology, and your ambulance

As we wander through parking lots (and life, for that matter), we see one particular mistake being made more and more: namely, the use of the Caduceus as a symbol for medicine.

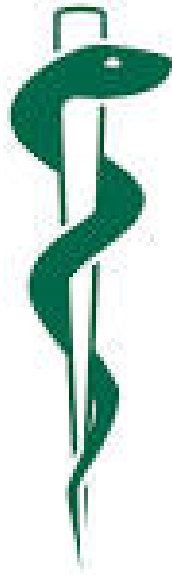
It isn't.

The Caduceus, a rod with two snakes intertwined on it, is the magic wand of Hermes (the Greek version of Rome's Mercury). This individual was messenger of the gods, but also the conductor of the dead and protector of thieves and merchants. The wand of the conductor of the dead would seem an odd thing for the medical community to be using, one would

think; and one would be right. The actual medical symbol is the **Staff of Asclepius**, which has not two snakes but one; Asclepius was the Greek god of medicine. Both symbols are illustrated on this page.

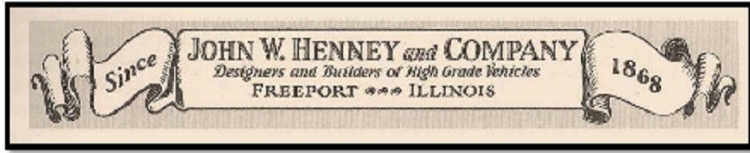
So how did this confusion arise? Apparently some ignoramus in the Army's Medical Department adopted it officially around 1902, and from there the ill informed just picked it up. We have arrived at the point where some folks refer to both these symbols as Caduceus. The practice is particularly prevalent in the United States, probably thanks to the Army. A bright spot: the current "Star of Life" uses correct snakery.

So go outside, take a look at your ambulance, and if it displays the wrong symbol, fix it. Do it now, this minute. Thank you.



The Staff of Asclepius, early and current versions

The Caduceus—definitely not medical (Army version)



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

FIRST CLASS MAIL

