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SECOND QUARTER 2012

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Get Plans Made For 2012 Homecoming

We're running the flyer again on page 4; that's how worked up we are about the 2012 Henney Homecoming. Most of the action is being handled by Richard Farnsworth and the Stephenson County Historical Society, and most of it takes place at the Fairgrounds; we'll work up some kind of rudimentary map for the next issue to show you where things are.

The flyer shows a lodging clearinghouse for the general attendees because the Society does not make it a practice to recommend accommodations, but PCS activities generally have a headquarters, so we're putting ours at the Country Inn, 1710 S Dirck Drive (815 233 3300; 800 830 5222). Rooms there will be in the \$90 range.

If that's out of your reach for some reason, there is also a Super 8 a mile or so to the east, costing more like \$60. That's at 1551 S Sleezer Home Rd. (815 232 4455). Either way you'll be driving south to the Fairground daily.

But: we're also having a dinner just for the Chapter, and that will be at the Beltline Café,

325 W South Street, at 7 p.m. **Saturday 4 August.** Lots of good fellowship, lie swapping, the usual things PCS does at car shows. South Street is the thoroughfare that connects those two motels, despite the different street addresses.

If you have a display you'd like to mount, please get ahold of Mr. Farnsworth on dfarns1@msn.com so that it can be accommodated. He will have some cabinets and cases for the purpose out at the Fairground.

You'll also find, on page 15, a registration form. We thought about going without one, then decided that it would help everyone out if we had a fair idea how many to expect. The restaurant will be particularly grateful; you'll have to agree that the form is pretty simple.

It's uncommon for a new group to put on a big splashy national meet so soon; we're grateful to Mr. Farnsworth for making it happen, and we'll be grateful to everyone who comes out to celebrate Henneys for a weekend with us.

About That Henney Family History

In the last issue we mentioned a book about Henney we'd come across. Well, we bought one, and we could summarize our reaction tersely as: save your money unless you insist on having absolutely everything published about Henney.

"The Henney Name in History," published by Ancestry.com, is almost devoid of real content. Most of it is boilerplate, generic material covering world history having nothing

to do with Henney (we figure every book they publish has the same stuff). There are a few things—a list of early land ownership, numbers of Henney households in 1840, some early immigrants with the name, numbers of soldiers with the name in certain wars, countries of origin. But none of it is extensive, and the most famous Henneys of all—the ones who made world-class vehicles in the Freeport area—are never mentioned.

THE HENNEY PROGRAM OF PROGRESS

George Hamlin, Editor

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www.professionalcarsociety.org

We've Got email

This took many weeks, but the Chapter now has a real email address, which you can see at left. There's a story here, of course; we're taking the space to tell it only because we had published a Verizon address here (some got that, some the new one) and in *TPC*. Some of you might have tried it, and wondered why you got no response..

Our Verizon account is supposed to support, like, eight subsidiary addresses, so we popped that one in and published it. As of date, nothing sent to that account has ever appeared at the other end, and beyond that, our clever idea of feeding that account into a personal account didn't work either.

We tried and tried to solve this problem with Verizon, but we never got any help. We sent emails to the address on their site, with no results, and we placed several phone calls to the listed number, and the response was usually: "There is no one here now. Good bye." Twice we actually got through (to Peggy, in the Philippines), and those sessions did not end well.

This is a communications company? Or at least it used to be. Anyway, we gave up and set up an address with Ameritech.

If you tried the other address, apologies; try again, please (but we don't check it daily).

Henney: The Most Misspelled Automotive Name Ever?

We've seen a lot of, um, creative spellings in our time, because we've been an editor for, like, 50 years now. And having spent a lot of those years in the auto hobby, we swear we've seen everything: Carribean, Volkswagon, Desota, Seagraves, Willy's. It's kinda sad, really, because in many cases the correct spelling is set out in bright letters an inch high on the writer's *own car* if he'd just pause on the way past once in a while and look at it.

In the professional-car racket, of course, we have hearst and Flexible as the classic misspellings, but we swear, many folks seem to have a terrible time with "Henney."

Probably that's because all the variations you can think of have already been used, some of them in wide distribution:

HENNEY: John Henney's family business, maker of buggies, custom vehicles, and professional cars for many years.

HENNY: The legendary Henny Youngman (1906-1998), American comedian born in Britain and probably most famous for the line "Take my wife—please."



Henny Youngman

HENNE: Chad Henne (1985-), quarterback for the Miami Dolphins since 2008.

HANIE: Caleb Hanie (1985-), quarterback for the Chicago Bears since 2008.

HENNIE: Aksel Hennie (1985-), Norwegian actor, director, and writer.

HENIE: Sonja Henie, 1912-1969, Norwegian skater and film star, 10-

time world champion. Also the Henie-Onstad Art Center, near Oslo, which she founded.



Sonja Henie

In light of all of that, it's easy to see why some folks have such trouble keeping it straight. The usual misspelling we see is "Henny," leading us to the conclusion that Mr. Youngman would be pleased as punch to know that he is still having this effect on the culture in the 21st Century. Um, you can't play a violin the way he is shown doing it.

Henney Reunion, 1979



We're certain that everyone in the Chapter is planning on attending the Henney Homecoming (see next page). In the meantime, to put you in the mood, here's a photo of the judging crew from the

1979 Henney Reunion. These folks were judging the cars that they designed, built, and marketed—a neat twist, we thought. The clown in the center is Hamlin, but the rest are genuine. They are,

left to right: Nuell Steinmetz, sales manager; Karl Shramm; unidentified:unidentified; Ray Laible, general foreman; and Bob Geiser, plant superintendent. We have received informal suggestions that the

unidentified folks are probably Lester Kasten and Earl Schofield, Chief Engineer; but another guess was Art Scofield, who would be a different fellow altogether. More if we get it.

Car Care: We Have Ignition—Or Maybe We Don't

WHO'S THAT - THE WICHITA JAILER? We have noticed a few folks, at recently attended car events, who are carrying key rings heavy enough to cause pocket damage. Car keys, office keys, house keys, unknown keys, flashlights, heavy ornamental fobs...sometimes, we swear, over a pound of hardware.

This is a poor idea even for a

brand-new car; for a collector car, a replacement switch for which may be difficult to find, it's particularly bad idea.

The weight of all that miscellany is 'way more than the switch assembly was designed to take, day after day, bump after bump, pendulum swing after pendulum swing. Overweight key rings have been identified as a major cause of switch failure. We have dis-

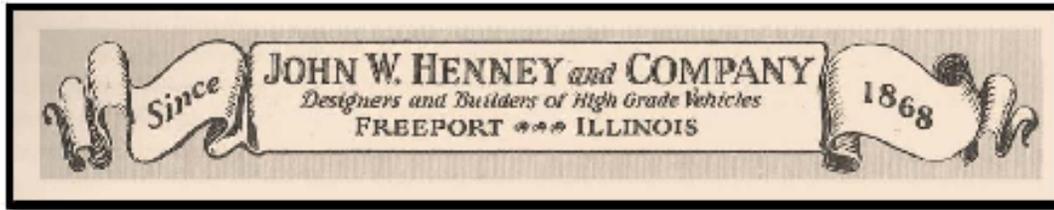
covered, over the years, that one of the switches most susceptible to such damage is the switch used in the 1954 Henneys. It was early days for the concept of turn-key-hard-right-to-start, and whoever made those switches (their trademark reads USCo but we're not certain of the company's real name) had not quite made it into a robust product yet. So of course, that particular switch

is now in extremely short supply.

We'd recommend putting nothing on the key ring except the car keys and, we suppose, a house key. And if you're carrying all those keys to look important, remember: the chairman of the board, who is driven everywhere and has servants, carries no keys. It's the janitor who has the most keys.

The Stephenson County Antique Engine Club

Presents in cooperation with the



Stephenson County Historical Society

And the Henney Chapter, Professional Car Society

The Henney Homecoming

August 3-5, 2012

Stephenson County Fairgrounds Freeport, Illinois

The homecoming is being held in conjunction with the Stephenson County Antique Engine Club's Annual Threshing Show, which features the Silver Creek & Stephenson Railroad (train rides available) and the Silver Creek Museum and Cooper Corliss Steam Engine with a 25 ft. diameter flywheel. thefreeportshow.com

The antique vehicle display for 2012 will feature Henney. All Henney vehicles (horse drawn to motorized), products and related memorabilia are welcome. Display area is inside, concrete floor and locked at 6:00 pm nightly. Trailers may be parked at the Fairgrounds.

Indoor space must be reserved by **May 31, 2012.**

To reserve space contact: **Dick Farnsworth**

(815) 238-6124

Dfarns1@msn.com

For area lodging close to event, contact:

Freeport/Stephenson County Convention & Visitor's Bureau

(800) 369-2955 stephenson-county-il.org/



Now It's Time For: Mystery Theater (part 2)

A new issue, a new mystery for everyone to ponder—the Henney bicycle. If you've never heard of the Henney bicycle before, you're not alone. We've dogged the Internet on the topic, and found others asking similar questions; and we've checked with some really qualified bicycle historians, with few answers. Did our favorite company manage to produce yet one more form of transportation? We don't think so, but we have come up with two versions; here's the second one, from the 1940s.

U.S. Pat. No. 2,575,873 to Henney discloses a motorized bicycle. A more recent inventor, Timothy Ferneding of Fort Lauderdale, says the Henney bicycle was

designed to avoid some of the drawbacks of earlier designs, in that “Henney's bicycle can be powered by pedaling only, by motor operation only, or by a combination of pedaling and motor operation. Henney also discloses the use of a clutch which allows the motor drive unit to be disengaged mechanically from the rear wheel. Once the motor unit is disengaged, the bicycle can be pedaled without the added resistance of the motor drive elements. For example, if the rider desires some light exercise, he can put the clutch in neutral and pedal the bike as if it were non-motorized.” Ferneding says in his patent application that the Henney also has some drawback, which he describes as:

“First, the location of the motor on the rear wheel as disclosed by Henney results in an unbalanced bicycle because the center of gravity is moved to the rear and because the motor is mounted on one side of the wheel, giving the bike a tendency to fall over to one side. Also, Henney's device is uneconomical to retrofit on existing bicycles, due to the fact that the entire rear wheel of an existing bicycle must be removed and discarded and replaced with the wheel, motor, and transmission assembly disclosed in Henney. If the existing bike is a multi-speed type of say 3, 10, or 15 speeds, then all the gearing associated with the rear wheel will have to be removed and discarded and a special rear

“Henney's bicycle can be powered by pedaling only, by motor operation only, or by a combination of pedaling and motor operation.”

wheel installed, which allows only two speeds. Today, multi-speed bicycles are predominant, and the advantage of the multi-speed gearing is lost in a design such as Henney.” Understandably, Ferneding feels that his design is superior.

NEXT ISSUE: *The original Henney bicycle, from the turn of the century*

What We Found About the Henney Moped

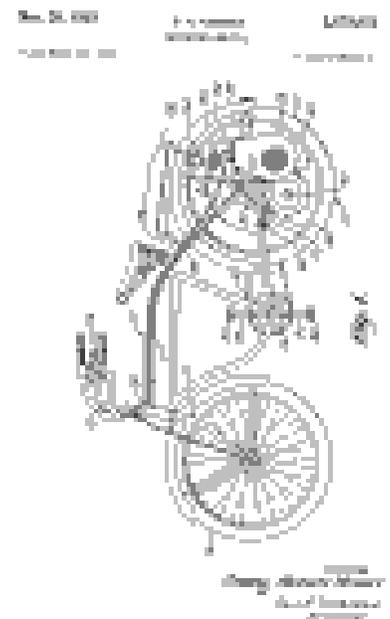
It took some Internet surfing, but eventually we found the name of the holder of U.S. Patent 2,575,873: one G. K. Henney. The application was filed on 14 March 1946 and issued on 20 November 1951 (and yes, delays like that are quite common in the patent business). We believe it's just a name coincidence; we don't know a G.K. Henney with the automobile company.

The concept described in the Henney patent, and others referenced to it in the intervening years including Ferneding's, is pretty much the concept of the moped.

Mopeds have been around for some time, and G.K. Henney certainly did not invent the idea; they had been previously known by terms such as motorbike and the idea can be traced to jobs as early as 1912, the primary purpose of which was to help out the little engine with pedal power.

The term “moped,” deriving obviously from “motor” and “pedal,” dates from 1952 and is credited to Swedish journalist Harald Nielsen.

We know it's fuzzy, but G.K. Henney's patent drawing is reproduced at right for those of you who might have an interest in the general appearance of the motorized Henney bicycle.



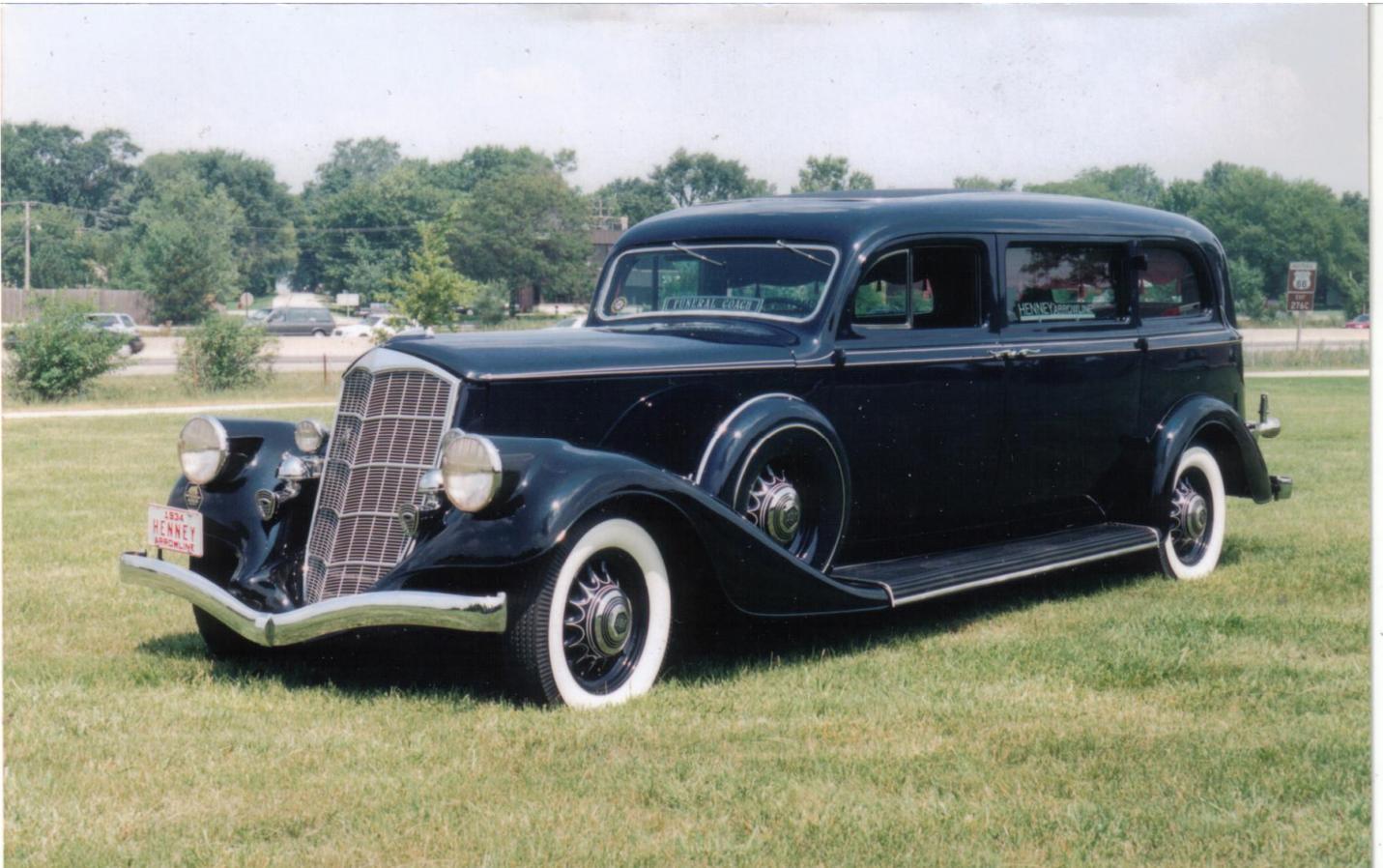
Feature Car: 1934 Arrowline

I was surprised to find that Henney used aluminum rear side doors on the car.

Our feature car this issue is a 1934 Henney Arrowline owned by Mike Reifer of Bland, Missouri. This 3-way coach is built on an extended Pierce-Arrow 836A chassis and represents the beginning of a shift in Henney's thinking; it is clearly identifiable as a Pierce, though there are no Pierce nameplates on the car (though there is a PIERCE label on the air cleaner). "They even went so far," says Mike, "as to disassemble the instrument board and paint over the Pierce script on the clock! There are Henney Arrowline medallions on the instrument board, grille, hubcaps, and a Henney medallion on the left rear taillight where the license plate bracket should have been" (that upright nameplate appeared on

subsequent Packards as well). The car has the Elecdraulic table and an unusual rear door, which Mike describes as "station wagon" in design; rather than open full height, it has the two-piece tailgate style. There are rollers on the lower gate And though most 3-way coaches we are familiar with permit some rearward movement of the table, this one does not.

This Henney first saw service with the Johnson-Saum Funeral Home in Los Angeles. Mike reports that it "was used in several noteworthy funerals" Johnson-Saum sold the car in 1948 to a man named Ben Leff, who installed a calliope, extended the pipes through the roof, and painted the car up circus style—



Nu-3-Way Hearse

even to having bars in the back windows. The car was humiliated for over a decade by being used for parties and parades, until Mr. Leff died, and Pierce collector Ernie Follis acquired it. Rance Bennett had it briefly, and Mike got it in the mid 1990s.

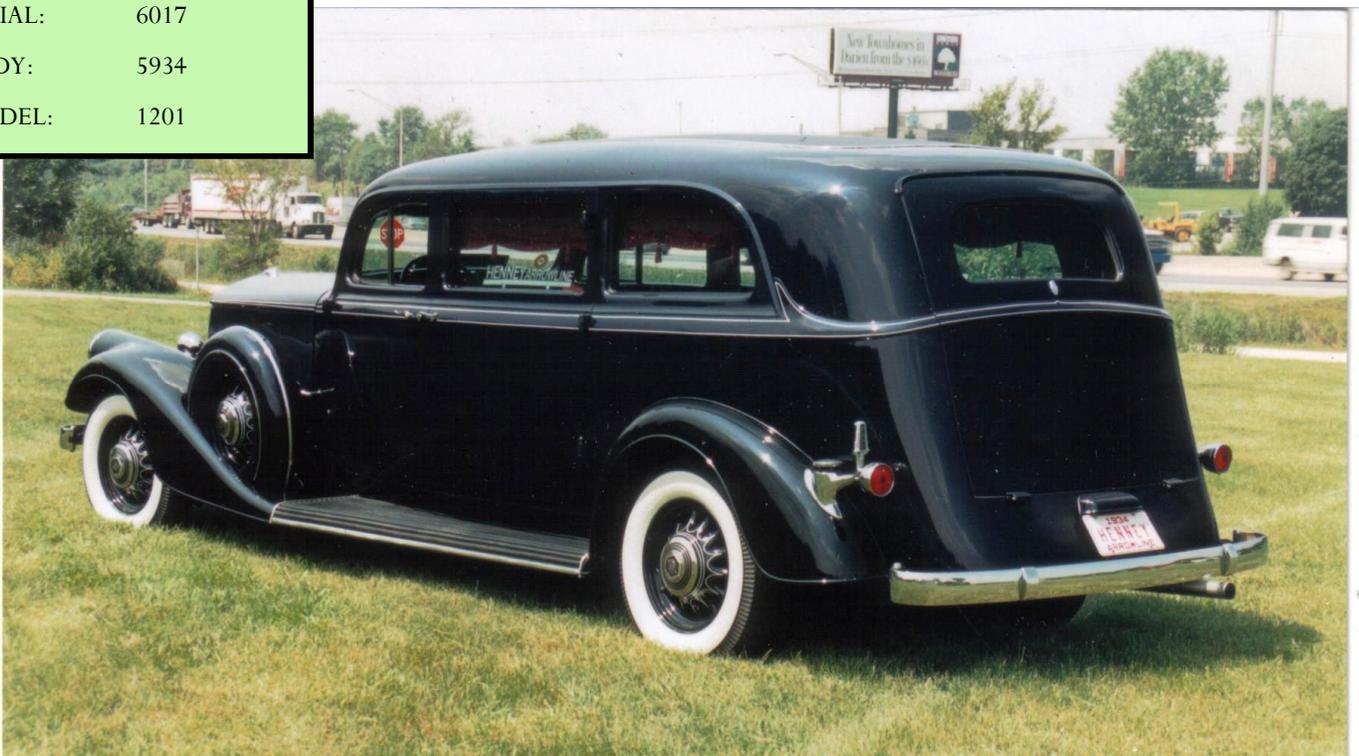
“I did a body-off restoration on the car,” says Mike, “and was surprised to find that Henney used aluminum rear side doors on the car - I suppose to reduce weight.” Henney Arrowlines are extremely rare; “I know of one other 1934 Arrowline in un-restored condition, in Florida.”



Photos: Walter M.P. McCall

**HENNEY DATA PLATE FOR
THIS VEHICLE**

ENGINE: 240420
 SERIAL: 6017
 BODY: 5934
 MODEL: 1201

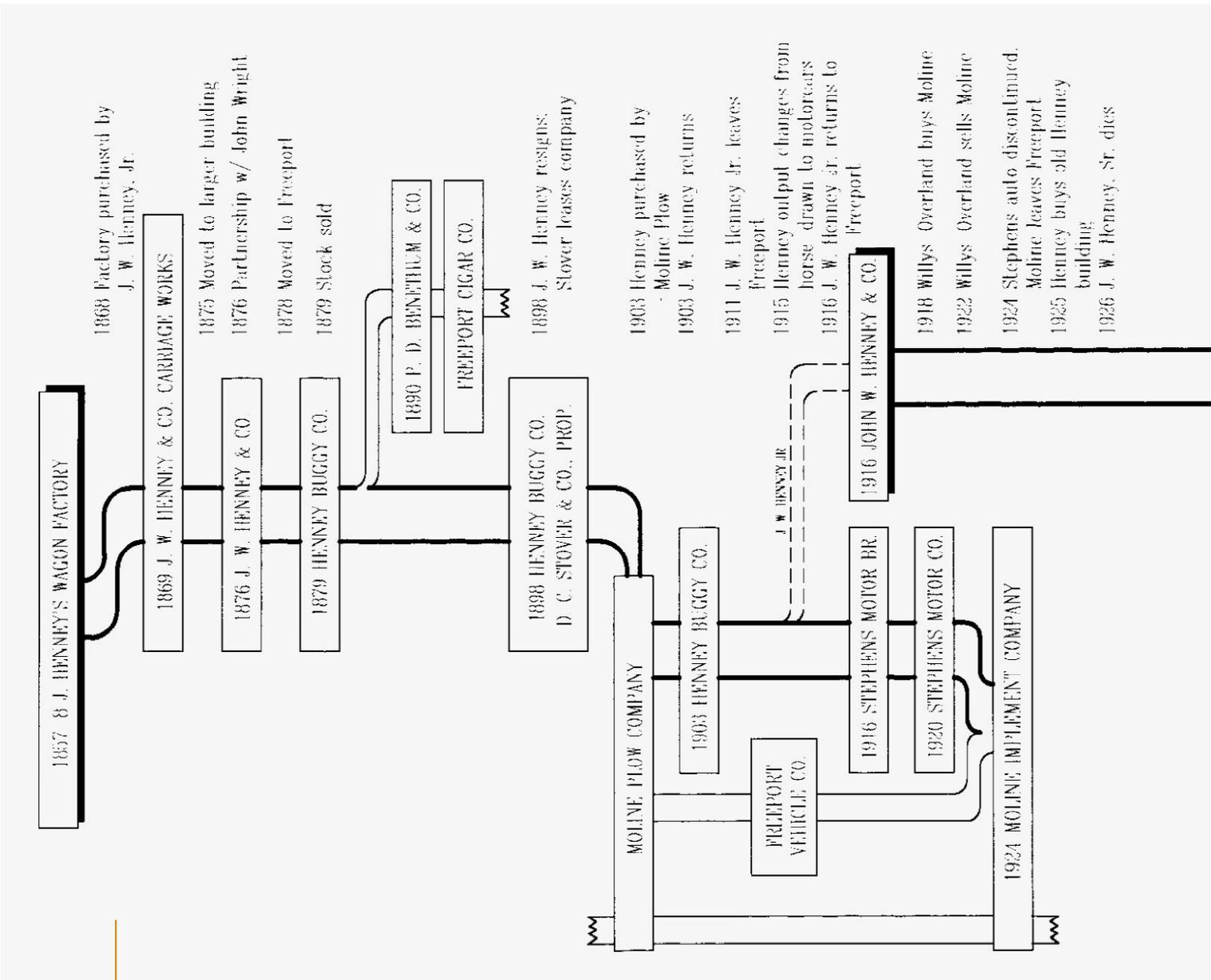


Henney: A Company Wanders Through History

On these pages we present, for your review and comment, the timeline of the Henney firm through the years. We would point out a few things.

First, though all of Henney’s advertising and logotypes said “since 1968,” they might have gotten away with “since 1857,” because that’s when J. Henney’s Wagon Factory set up. 1868 was when J. Henney, Jr. bought the place and set up the Carriage Works.

Second, a close perusal of the timeline will reveal not only several name changes through the years, but also that there were really three Henney firms. The first was the original wagon factory, through the Carriage Works, through the Buggy Company, into the point where it was subsumed into Moline Plow., combined with Stephens, and ended up inside Moline Implement. J. W. Henney set up, essentially, a new firm in 1916 and that was the one that, through the Allied and Feldmann eras, built most of the products that we associate with the Henney name today. Finally, there was the reincarnation of 1958-60, the one that started out as Oneida and changed its name to Henney for the purpose of marketing electric vehicles.



If this chart does not confuse you, you're not trying.

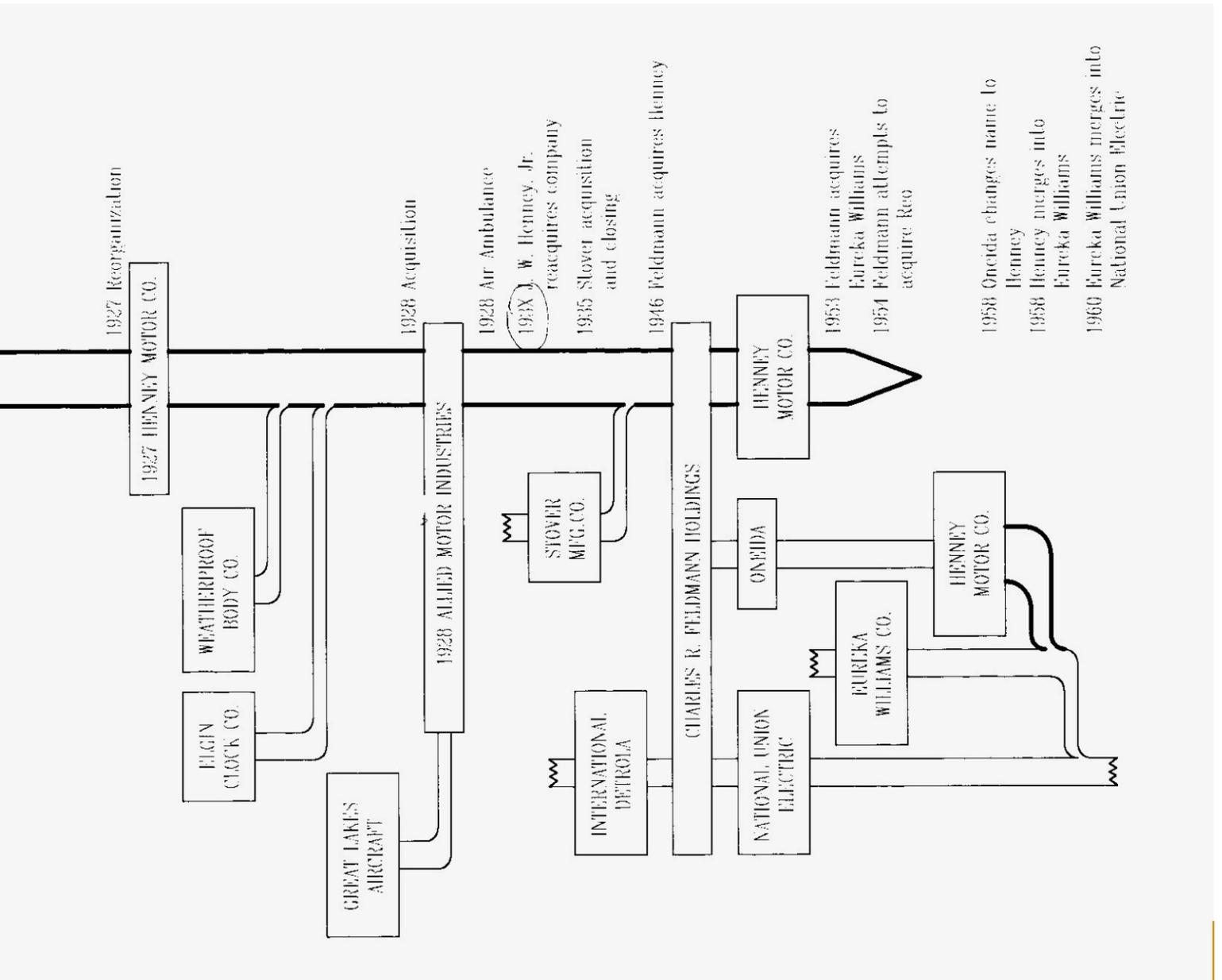
This timeline has lain around for some time; it was originally intended for use in Thomas McPherson's book on the Henney firm, but it disappeared during the process. Besides, there are still a couple of unresolved issues, so it probably couldn't have been used at that time anyway.

Issue number 1: The precise year in which J.W. Henney Jr. reacquired the company is not firmly fixed; that's why there's a circle on the copy we scanned.

Issue number 2: Allied Motor Industries remains, to this day, the most difficult company we have ever attempted to acquire information on. It came and went without leaving any ripples in the pond.

Issue number 3: There is some haze around the Moline Plow purchase in 1903. More details on that one would be appreciated as well.

In the meantime, have a look, and take comfort in the knowledge that the timeline chart of Chrysler or GM would be even more complicated.



Henney Cars in Miniature

We have been asked about pint-size Henneys. These are all the little Henney jobs we have on record (with occasional comments and notes): You will see that the marketplace has not ignored Henney products:

- Aurora 662-79 plastic kit, 1942 Packard ambulance, 1/32 (“Meat Wagon” customized)
- Babicky plaster model, 1948 Packard flower car, 1/87 (Eastern top closed) (1)
- Babicky plaster model, 1948 Packard flower car, 1/87 (open Chicago back) (1)
- Babicky plaster model, 1948 Packard ambulance, 1/87 (1)
- Babicky plaster model, 1948 Packard landau hearse, 1/87 (1)
- Brooklin CSV-03 metal model 1953 Clipper Junior ambulance, 1/43
- Brooklin CSV-05 metal model 1953 Clipper combination, 1/43
- Brooklin CSV-07 metal model 1950 Packard landau hearse, 1/43 (poor sedan proportions)
- Brooklin CSV-08 metal model, 1950 Packard ambulance, 1/43 (poor sedan proportions)
- Brooklin CSV-09 metal model, 1949 Packard ambulance, 1/43 (indistinguishable from CSV-08)
- Mesquite P12 plastic model, 1948 Packard “Fire Service” ambulance, 1/43 (Super grille) (2)
- Mesquite P4 plastic model, 1948 Packard hearse, 1/43 (Super grille) (2)
- Mesquite P10 plastic model, 1948 Packard ambulance, 1/43 (Super grille) (2)
- Mesquite P13 plastic model, 1946 Packard hearse, 1/43 (2)
- Saguaro P15 plastic model, 1937 Packard airport limousine, 1/43 (2)
- Saguaro P21 plastic model, 1937 Packard carved flower car, 1/43 (2)
- Frontier Resin resin model, 1948 Packard flower car, 1/26
- Frontier Resin resin model, 1948 Packard ambulance, 1/26
- International Replicar plastic model, 1951 Packard ambulance, 1/20 (key wind) (factory promo) (3)
- International Replicar plastic model, 1951 Packard hearse, 1/20 (key wind) (factory promo) (3)
- JNF plastic toy, 1951/1052 Packard Pan American roadster
- Plasticville plastic toy, 1951 generic ambulance, 1/55 (some Packard design features)
- Lledo 18000 metal model, “1936” Packard ambulance, 1/43 (grille is late ‘20s) (4)
- Lledo 18022 metal model, “1936” Packard St. John’s ambulance, 1/43 (grille is late ‘20s) (4)
- Lledo 18004 metal model, “1936” Packard Kent Service ambulance, 1/43 (grille is late ‘20s) (4)
- M.E.V. MV-20yb plastic slot car, 1953 Packard hearse, 1/76
- M.E.V. MV-29y plastic slot car, 1953 Packard ambulance, 1/76

- MiniMarque SD3 metal model, 1952 Packard Pan American roadster, 1/43
- MiniMarque GRB14A metal model, 1952 Packard Pan American roadster, 1/43 (top up) (5)
- MiniMarque GRB14B metal model, 1952 Packard Pan American roadster, 1/43 (no top) (5)
- MiniMarque US91 metal model, 1936 Packard hearse, 1/43
- Sunset MC-113 metal model, 1941 Packard landau hearse, 1/43 (6)
- Sunset MC-114 metal model, 1941 Packard hearse, 1/43 (6)
- Sunset MC-115 metal model, 1941 Packard ambulance, 1/43 (3 color schemes) (6)
- Johnny Lightning 412-01 metal model, 1942 Packard ambulance, 1/64 (Meat Wagon customized) (7)
- Miller resin kit, 1951 Packard ambulance, 1/20 (8)
- Tekno 425 metal toy, 1939 Packard mail car, 1/43 (crude)

NOTES

- (1) The Babicky line also included some fanciful and non-Henney Packards: a Briggs limousine and an airport limousine.
- (2) Saguaro and Mesquite were both products of Enchantment Land; the Saguaro jobs were customized Solido models. Mesquite's 1946 hearse has the double twist of being a prototype model of a prototype car, and only 10 were made
- (3) The International Replicar 1951s had metal platforms
- (4) The Lledo "1936" line was made as many promotionals
- (5) MiniMarque GRB14A and -B were a reissue of MiniMarque SD3
- (6) Sunset Coach was a Motor City line
- (7) Johnny Lightning 412-01 was a reissue of Aurora 662-79's earlier, larger kit; Johnny Lightning is a line of Playing Mantis
- (8) The Sam Miller kit was a copy of the International Replicar ambulance but could be finished as anything

The marketplace has not ignored Henney products.



Henney Cars in Miniature, cont'd

→ from p 9

However, just as we went to press (if *press* is still an applicable term for this sort of publication), we discovered something else interesting. A firm called VECTOR, out of Ukraine, is marketing a bunch of professional cars—they have six of them pictured on their box, which we have reproduced on the next page. And one of them (available in white or red) is described as a 1942 Henney Packard. We've enlarged that part of the box for you here (next

page). We've been around just enough blocks to recognize *Паккард* as the Cyrillic spelling of *Packard*, and you will too, once we point out that the Cyrillic П is equivalent to a P, Cyrillic р is equivalent to an R, and Cyrillic Д is equivalent to a D. Sussing out the HENNEY part is harder, but it's there.

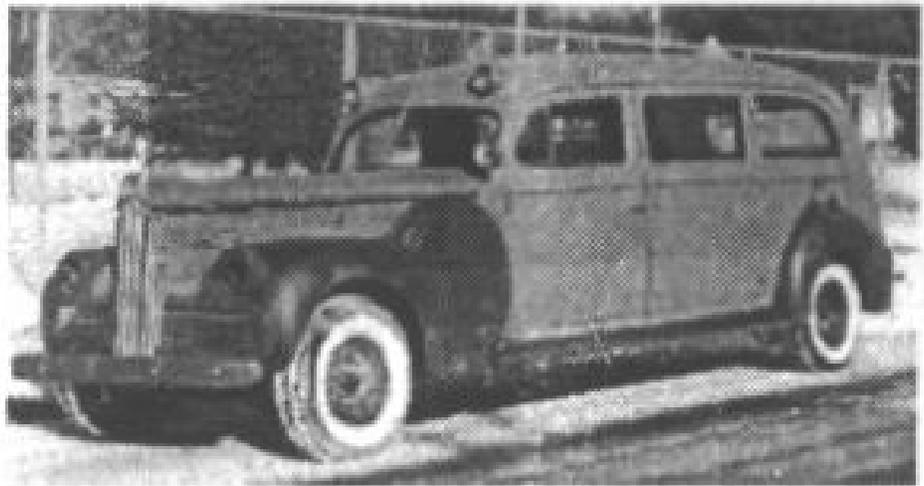
Henneyway, we've also seen enough Soviet-era cars to recognize the fender lines, lower grille bars, and the grille medallion of a ZIS-111. And this car

has 'way more in common with a ZIS-110 of the late '40s than with a Packard from 1942—which, everyone knows, was what they copied the ZIS-111 from.

For those reasons we've declined to list the model in the chart preceding, but we thought it interesting enough to devote space to. If anyone wants this model, or any of the other five, you can get it from PB Scale Models; write them at pb_scalemodels@hotmail.com (we do not have a phone number).

Interestingly enough, the photo on the box (seen at right) probably is a 1942 Packard—the grille is right. But the actual model has 'way more in common with a ZIS-110 of the late '40s than with a Packard from 1942.

Хэни-Паккард эмбуленс / 42г



Random Thoughts Dept.

There is a \$7500 tax credit in effect for purchasers of electric vehicles. This particular credit may be evaluated on the basis that both the conservative *Washington Times* and the liberal *Washington Post* have

called for its elimination on the basis of pure waste.

So we got to wondering: if we were to buy a 1961 Henney Kilowatt, could we

maybe get in on that tax credit? It's electric and everything, should meet their criteria. That should cover the purchase price and...

Naah, Probably wouldn't work; could be worth 20 in Leavenworth..

Letters—We Get Letters

They were given out to all the children of Henney employees.

THE 1951 HENNEY MODELS:

Thanks for sending me this. My father would be happy I was included. I can add a couple of items. They were given out to all the children of Henney employees, I think at a Christmas party held somewhere at night in 1951. My excuse for not knowing exactly when or where is that I was 5 years old. But I definitely remem-

ber getting a black one and my parents thought that was pretty maudlin for a little girl, so the next day we took it back.

Henney's had a showroom in the first floor of the Henney building, at the corner of West Spring Street and South VanBuren. It wasn't a huge room, but it had floor-to-ceiling windows on the two sides and enough room to show off one vehicle. I don't remember it being a very brightly lit room. Along the back wall was shelving and a glass display case in front, and on the day my father took me down there that display case and the shelves were lined with these toy ambulances and hearses. There

must have been 50 of them, maybe more, some in boxes, some out. I was quickly persuaded I wanted a maroon one, and off we went. Of course I still have it. I've wondered since then if they gave them out to kids who came in off the street. Although how many of those they'd get is debatable; if you don't grow up taking trips in hearses and ambulances while delivering them across country, you're liable to associate them with death and mayhem.

—Alice Horner

Incidentally, we may have to come off our recollection in #1 that there were non-keywind versions; nobody can remember seeing one. —Ed.

I received my copy of the newsletter today and I would like to say Good Job. It is off to a great start. I am already looking forward to the next issue. I really liked the story about the Henney models that the company had produced. I think that a lot of the employees were able to get one or two of them out to bring home for their kids. A lot of them have turned up around Freeport at local auctions. When I was a kid my dad had a friend who worked for

Henney and he had brought one home for his son who was a year or two younger than I. Every time we would go to their house to visit I would look for the model to get it out and play with. I always liked it because of the great detail that it had. At the time as a kid I had no idea what it really was. It wasn't until many years later when I saw these things come up at auctions that I realized what I had been playing with many years before.

I have a cast model of a mid-thirties Henney that was made locally for Henney to use at a show. It was one out of a set used to show the color schemes that they offered. If you would like I can send some pictures and a short write-up if that might be something for the next newsletter.

—Dick Farnsworth

Now Accepting: Registrations for the 2012 Homecoming

We're trying to keep this simple but we are soliciting preregistration so that we have some idea what to expect, and so that we can offer a banquet. The main reason we want to know how many cars to expect is that our hard-working Man In Freeport, Richard Farnsworth, can lay out a nice arrangement at the fair-ground. It's free, just please use the form on the next page and register. If you want to bring some vehicle that is not a Henney, please tell us that so he can place you somewhere deserving.

As for what isn't free, we're not just showing up; this Chapter is going to have its own banquet at the Homecoming. The chosen restaurant is the Beltline Café, 325 W. South Street. The cost is reasonable, you'll agree: \$18 a head

The time for the dinner is 7 p.m. on Saturday 4 August, after all

the tumult and shouting have died down on the field for the day. We don't know yet if we'll have anyone speak, but we're working on that.

Now if you'd be so kind as to fill out and send in the accompanying form, we'd like to count you in. Um, two things about that. First, you'll notice that we have surrendered and opened a @#&! checking account, with all that attendant paperwork, so that we can handle these registrations. And second, there is a limit on the number of dinners, imposed by the size of the banquet room, so we'd suggest getting your skates on. Once we hit the limit, we'll begin returning checks, though if you can't get into the dinner we want you to come to the weekend anyway, of course. We suppose that, if desperation sets in, you can always check by phone or email to see if we've reached the dinner limit yet.



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

FIRST CLASS MAIL

**Register for the 2012
Homecoming now! Details
inside!**

1951 HENNEY
NFDA FLOOR DISPLAY



SECOND QUARTER 2012