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THIRD QUARTER 2025

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Our tradition continues: you are invited to the Henney Chapter dinner at the International Meet

Our own Chapter originated this idea years ago: a dinner at the International Meet. Once in a while, a lunch. The idea, of course, comes from our being a non-geographical Chapter; this yearly event is our best chance at having some sort of gathering and shooting the bull for an hour or two.

This year, comes assurance from The Power Structure at the Meet that we can do the dinner. As per usual, we will do it at the headquarters hotel, probably around 7 p.m. Friday. When you get to the Meet, and check in at the desk, look for a notice about our dinner; it will confirm time and location.

Naturally, this being a social event, we encourage remarkable stories, items for show-and-tell, experience recountings, and things like photos of your current restoration.

Attendance at the Chapter dinner, of course, is independent of whatever method (vehicle) you chose to attend the Meet.

Naturally, an assemblage of Henneys is nice, but an assembly of Henney owners is even more valuable from the standpoint of Brotherhood.



On the cover: a Henney Austin

Not all establishments invested in a child's hearse. This one, J. L. Reed & Sons in Tampa, went all out—a small chassis for a small person. Naturally, they chose Henney to build it, and the chassis was naturally small as well: an Austin.

We cannot identify the four

units behind the Henney, or the date, though the vehicles seem to date from around 1930. If this is Reed's fleet, we're impressed.

Joseph Lawrence Reed died in 1938. The home operated from 1897 under succeeding generations of Reeds until 2013.

THE HENNEY PROGRAM OF PROGRESS

George Hamlin, Editor

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Hearsemania

The recently conducted “Hearsemania” event in Lima, Ohio was, from all accounts, a resounding success—especially given that it escaped the killer rains that hit some other places that weekend. But! Reliable reports say that there *was not one Henney in the show*. Now of course the focus this year was on Superior and S&S, but still.

This gathering, attended by and set up by many PCS folks, is fast be-

coming a Big Deal.

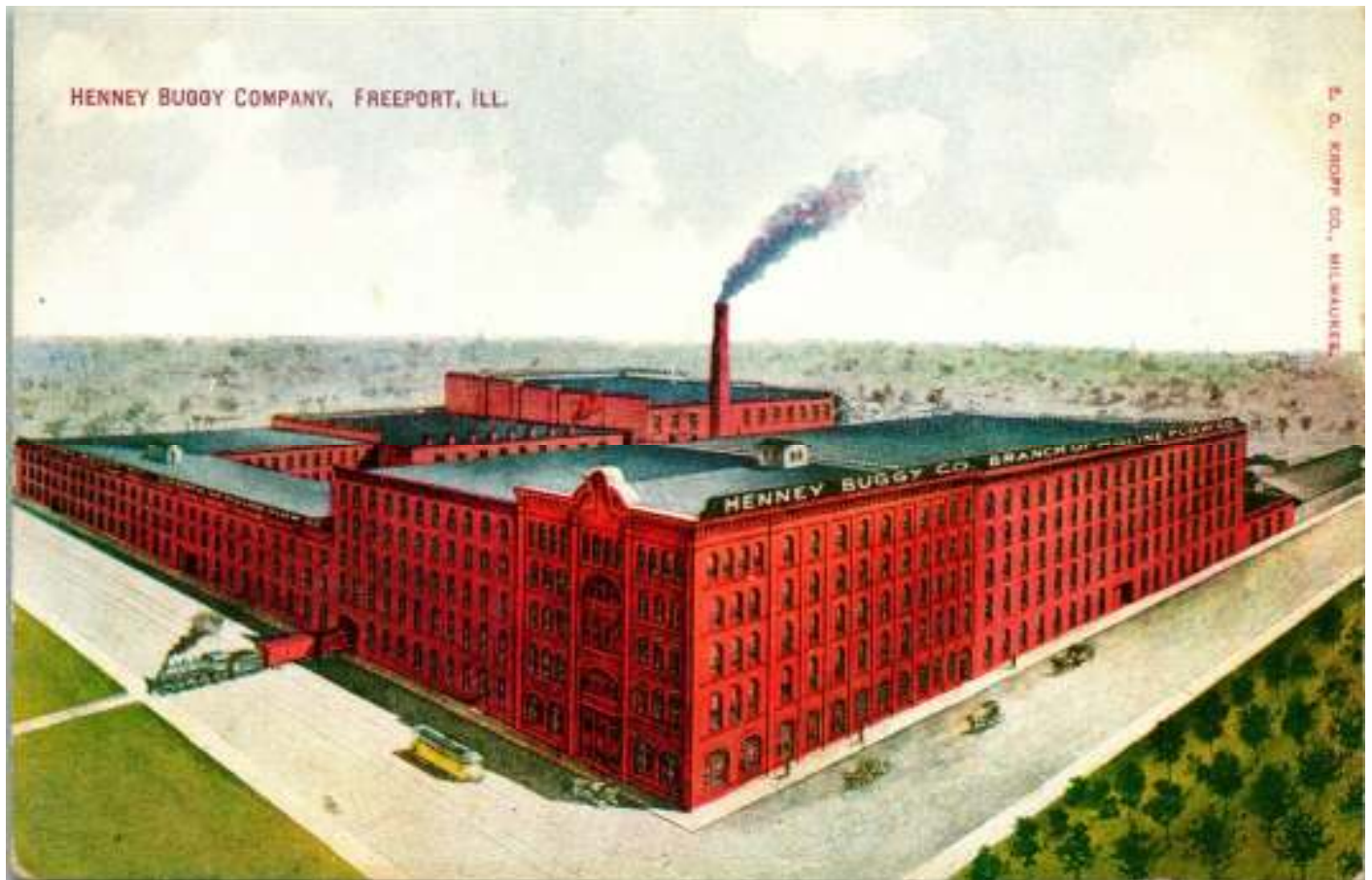
We are hopeful that this Chapter’s faithful can come up with a larger Henney turnout the next time they do this event.

We can, however, report that the Henney Chapter did have 11 representatives on the field, and one Chapter member—Brady Smith of Michigan—came away from Hearsemania with a top award for his 1959 Superior.

Postcard of the quarter

Back when Henney was a branch of Moline Plow, this was what it looked like. Very busy

day, smoke coming out of the stack, tram crossing the street. Can almost hear the hammers.



Feature car: 1939 Henney Packard 120/1701A Ambulance



This quarter's feature, owned by Chris Dulaney of Illinois, is a real eye catcher. "The Henney plaque," he tells us, "was stamped: Delivered 12/26/1938 Hibbing, Minn. Packard dealer. I doubt Henney had a delivery driver working on Dec. 25, so it probably was dropped off Dec. 23. That starts some of the mystery. The car went to the Erie Mining Company, but they weren't formed until 1940 and its first facility, Erie Lab at Hibbing, was established in 1942. The Historical Society in that region has no official record of initial start of service, nor its final disposition, but its final work area was Erie Mining Co, Taconite Harbor. I was told it was in service with the

Feature car text continues on page 4



Feature Car, continued

mining company until the '70s, when it was decommissioned.”

Was the car ordered on speculation, did it see early service somewhere else? It would seem impossible to say, as the Minnesota DMV keeps no records. The need for an ambulance was obvious, as they had no emergency response in the 1940s-'50s, and medical facilities in that area were minimal if at all. I refer to it as the prayer car, middle of nowhere upper Minnesota, gravel roads, hospital ? miles away. If you found yourself in the back, you were praying that they got you there in time! It was resaved from the outside of a salvage yard in the late '80s by a gentleman from the Twin Cities. Fortunately, he was an old-school body man. According to him, it was in a





state of neglect, nothing serious, no rust, just minor neglect. He ‘refreshed’ it, repainted it to the original Henney white, some upholstery, some mechanical, as he states: ‘What you see is the way it left the factory; a very deluxe model 894, except the winker on top was added in Minnesota and the road lights were added in 2022.’ ”

The chap from Hibbing parted with it around 2008 to a gentleman near Waterloo, Iowa, who used it in parades in his very small town and on occasional ice cream runs. Accessories available but not installed for 1939: NoRol, Leveldraulic suspension, air conditioning. It came to Chris in 2022 from Waterloo, so now it has come almost full circle: Freeport, Illinois to Hibbing/Aurora, Minnesota to Waterloo, Iowa to Mt. Carroll, Illinois (22 miles from the Freeport Hen-

ney factory). Most recent work: 2022 – flushed the fuel system, reinstalled mechanical fuel pump, rebuilt carb, replaced the water inlet gasket, removed a siren the previous owner installed, added road lights since wire and switch were present. 2023 – New tires, replaced and rebuilt front shocks, NOS shutter thermostat, corrected the linkage lockup, changed the oil, replaced the pinion seal, added 12-volt power outlet. 2024 – Exterior detailed, water pump replaced, engine to transmission snubber, front coil springs (originals were still on car).

Feature car text continues on page 8





Feature Car, continued

It is now back into service, “runs, drives and rides great, looks fabulous despite minimal cosmetic faults, and “is a pleasure to show and talk about. If you don’t like to talk, this is NOT the car for you.” According to older Packard fans, this is the only Henney ambulance in this condition left in this country. When Hollywood was looking in 2002 for an ambulance to use in the movie “Seabiscuit,” they knew of one in California (1937 Henney Oldsmobile), one in Connecticut (1938 Henney combination car) which was used in the film, and one in the Midwest, but they lost track of that one.

HENNEY IDENTIFICATION NUMBERS FOR THIS CAR

ENG NO	B310628
SERIAL	A2369
MODEL	894
BODY	9971





Significant portions of his feature have appeared in The Inner Circle, the publication of Land of Lincoln Packards, a Region of The Packard Club





Henneycare: tires

With every passing year, it seems, tire life expectancy drops a little more. In the 1950s, 1960s, tires lasted until the tread was gone. Now motorists are being advised, in publications and radio call-in shows—and of course by tire manufacturers—to get rid of tires that are 10, or even 8, years old. Bridgestone is even advising, “somewhere between 3 and 5

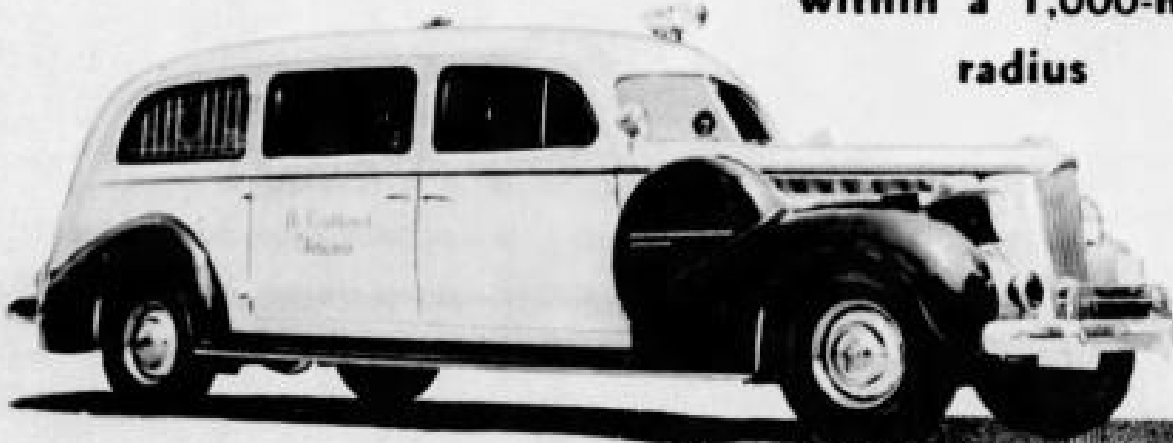
years.”

The car person who has watched the scene for a few decades will be gobsmacked by this advice. The problem seems to be the rubber composition; it isn't what it was when your Henney was new.

Best suggestion seems to be, get down regularly and examine the tires carefully to see if they are beginning to show cracks.

Announcing A NEW, AIR-CONDITIONED Ambulance Service

Serving Louisville and all surrounding Communities within a 1,000-mile radius



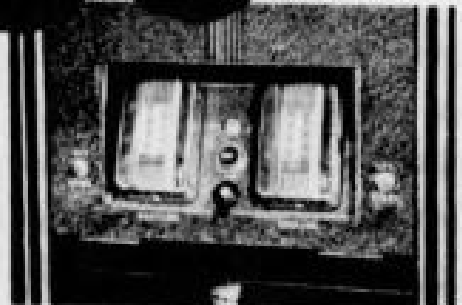
In use at the State Fair, this most modern of all ambulances, offering comfort, speed, safety and convenience at a moderate price.

M. A. STOESS & SONS

CRESTWOOD, KY.

SHawnee 6199

Pewee Valley 90



Air-Conditioning Controls

Stuff

The public is still using the term “glove compartment” 100 years later. Makes one wonder: did Henneyone EVER put gloves in one of those compartments?

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Okay, not your mommy's highway signs. Spotted in Pennsylvania: DISTRACTED DRIVING SAFETY CORRIDOR. In Missouri: NO PHONE ZONE. In Ohio, the most intriguing: THIS COULD BE YOUR LAST EXIT.

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For many years we have listened to various folks mispronounce “Porsche.” Having run into Ferry Porsche some time back, we have always known it’s two syllables: Por-sha. Recently some Porsche dealers have begun widespread television advertising, and we hope folks are listening. However, probably no one will be able to reverse the effect Ford had on usage when it introduced the 1960 Falcon, and mispronounced it FAAALcon. It was clear enough in the movie “The Maltese Falcon” as FALLcon, but Ford’s advertising prevailed.

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They just keep at it: recently Domino’s showed someone crashing a car through the house wall into a living room, with the admonition, DO NOT ATTEMPT. And Jack Link’s Beef Jerky is running a commercial titled: “Messin’ With Sasquatch.” They are careful to warn the viewer not to dangle off a bridge and tickle Sasquatch’s hair while the creature is lurking down there. Lawyers: gotta love ’em.

Meanwhile: a new Jeep Wrangler commercial, promoting a Tom Cruise movie, has characters hanging from the sky from ropes in in flattened poses, imitating that series of movies and underscored by warnings not to attempt this stunt.

Another strong contender is Subaru Crosstrack, which has a car being driven by a couple of dogs, with another in the back seat. They take pains to reassure everyone that this is a CLOSED COURSE, a SIMULATED IMAGE, and to ALWAYS SECURE YOUR PETS.

However, Stellantis may have set a record no one can top. One of its latest ads shows a Ram flying (flying!) over an active volcano, oh, 50-100 feet over, with lava spewing, fire, smoke, the works, but it warns: DO NOT ATTEMPT!

♪ ♠ ♥ ♠ ♦ ♪

They sure know how to make one feel welcome: - recently seen signage at a county line:

WELCOME TO #####
COUNTY

TRAFFIC LAWS STRICTLY
ENFORCED

SPEED LIMITS ENFORCED
BY RADAR

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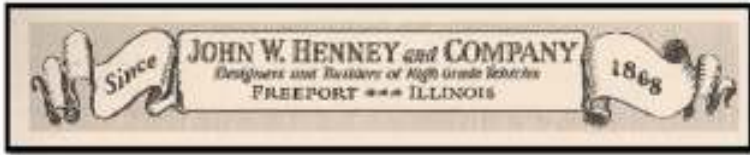
This gripe isn’t probably completely apropos for this newsletter but, for crying out loud, we’re seeing it more and more in crossword puzzles.

The clue usually reads, “Old Ford models.” And the answer, sure enough: EDSELS. Now folks, Edsel was not a Ford model, it was its own marque. But the passing years have dimmed some folks’ memories about automobile history.

That’s what clubs like PCS are for: to keep accurate auto history alive. Thanks for being a part of it.

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Geoffrey Hacker's Henney Monte Carlo is really making a splash at the show circuit, partially due to *Old Cars*. We have reprint clearance, so we’ll have another installment in an upcoming issue.



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