

The

PROFESSIONAL CAR



**THE 1948-1950
HENNEY PACKARDS**

NUMBER 160

May-June 2015

The Professional Car

Issue Number 160

May-June 2015

IN THIS ISSUE:

PAGE 2	PRESIDENT'S MESSAGE – TONY KARSNIA
PAGE 3	THE 1948-1950 HENNEY PACKARDS – BY THOMAS A. McPHERSON
PAGE 29	A HENNEY MOMENT IN TIME – BABE RUTH'S FUNERAL, 1948
PAGE 33	THE FOREIGN FILE – BELGIAN PACKARD FUNERAL COACHES
PAGE 37	OWNER'S PRIDE I – 1948 HENNEY PACKARD AMBULANCE
PAGE 41	OWNER'S PRIDE II – 1950 HENNEY PACKARD FLOWER CAR
PAGE 45	OWNER'S PRIDE III – 1948 HENNEY PACKARD NU-3-WAY HEARSE
PAGE 49	OWNER'S PRIDE IV – 1948 HENNEY PACKARD NU-3-WAY HEARSE
PAGE 51	OWNER'S PRIDE V – 1950 HENNEY PACKARD MULTI-PURPOSE CAR
PAGE 55	THE MARSELLUS CASKET CO. AND THE 1964 JFK MILLER-METEOR
PAGE 57	OUT OF THE ORDINARY – HENNEY PACKARD FLOWER CAR SQUAD
PAGE 58	THE PCS BOOKSHELF: BOOK REVIEW – PARDON MY HEARSE
PAGE 59	2015 PCS INTERNATIONAL MEET PROGRAM – HOUSTON, TEXAS
PAGE 62	THE PCS MAIL BAG
PAGE 63	CALENDAR OF COMING EVENTS
PAGE 64	THE MODELLER'S CORNER – BROOKLIN'S 1954 WELLER De SOTO
PAGE 65	THE 1933-1935 HENNEY LINCOLN – BY THOMAS A. McPHERSON
PAGE 69	WELCOME NEW PCS MEMBERS

COVER, CENTERSTRETCH AND BACK COVER PHOTOS – The gorgeous car that graces the front and back covers of this issue -- as well as our centerstretch -- is a 1948 Henney Packard ambulance owned by Texas PCS member Mark Wilson. Mark's big, white ambulance has participated in a number of PCS meets, including the 2002 PCS International Meet in Grand Rapids, Michigan. It's one of no fewer than five 22nd and 23rd Series Henney Packard Owner's Pride subjects this time around. All of these great photos, as well as those used to illustrate his story, were taken by Mark especially for this issue, for which we're truly grateful.

EDITOR'S MESSAGE – Traditionally the industry leader, Henney was late out of the starting gate in launching its postwar products. While Superior, S&S, Meteor, Miller, Eureka, and Fli-ble resumed funeral-car and ambulance production in 1946 with mildly warmed-over 1942 designs, Henney didn't get back into the game until 1947, when it launched its 1948 models – the industry's first all-new postwar designs. With their controversial "bathtub" styling, they're still polarizing today. As it turned out, the 1948 Henney Packards were the best sellers in the company's entire history. Sales plummeted in 1949, however, and were even worse in 1950. Historian Tom McPherson tells the whole amazing tale in his thoroughly researched and well-documented lead feature in this issue. Coming up in our next issue: a history of the sedan-type ambulance, and in the following issue, a full report on the 2015 International Meet.

– Walt McCall, Editor