

The **PROFESSIONAL** *CAR*



THE PACKARD *COMMERCIAL CHASSIS*



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COVER PHOTO - PCS Tri-State Chapter members Rick Duffy and Frank Marasco purchased this 1952 Henney Packard senior ambulance during the 2014 International Meet in Milwaukee. Our cover and Owner's Pride salon photos were provided by proud co-owner Frank Marasco.

CENTERSTRETCH - John Morehead provided this fine photo of the 1941 Henney Packard Nu-3-Way funeral car owned by Charles and John Morehead of Richmond, Va.

BACK COVER - 1938 Henney Packard formal-model funeral coach owned at the time by Bill Peoples of Marietta, Ohio, where Walt McCall photographed it in 1991. This coach is now owned by PCS member Dan Becker of Struthers, Ohio.

EDITOR'S MESSAGE - In early 1935, the Packard Motor Car Company introduced its first long-wheelbase chassis designed specifically for hearse and ambulance bodies. As Tom McPherson notes in his comprehensive history of the Packard commercial chassis in this issue, there were initially two versions — one based on Packard's new, smaller 120 and the other on the senior Packard Eight/Super Eight. The 1935-37 120 chassis was a huge hit with professional-car makers, but from 1938 on, Packard restricted sales of its hearse/ambulance chassis exclusively to the Henney Motor Car Co. Unlike rival Cadillac, which shipped complete Cadillac and LaSalle commercial chassis to funeral-car and ambulance builders, Packard sent instrumentation, trim, fenders, engines, and other components to Freeport, Ill., where Henney sourced its own (Packard-engineered) frames and other parts, manufactured its bodies, and assembled the entire car. Packard produced commercial chassis from 1935 through 1954 (with a WW-II hiatus from mid 1942 to 1947). Alas, there was no commercial chassis when East Grand Blvd. launched its totally new 1955 Packards, and Henney died with the Packard commercial platform at the end of the 1954 model year.

COMING UP - A Tom McPherson feature on Reo professional cars sold by the National Casket Company. Watch for it!

– Walt McCall, Editor