



# THE HUDSON·AIRE



Newsletter of the Chesapeake Bay Chapter, H-E-T Club, Established in March, 1978

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## 47th ANNUAL DOC'S

Over 150 H-E-T'ers met on Mother's Day weekend to enjoy another Doc's Apple Blossom Meet in Front Royal, Virginia, on May 7, 8 and 9. Sponsored by the Chesapeake Bay Chapter, this annual gathering has been held for 47 years and attracts old friends and new each year. Doc's Meet has a "family feeling" and the welcoming atmosphere encourages everyone to pitch in, kick tires and have a great time.

The weather cooperated nicely this year. Temperatures were in the mid-70's when Hudsonites arrived on Friday afternoon for the annual potluck dinner at the Front Royal fire hall. A great way to begin the weekend, the dinner was as usual, excellent and did not disappoint.

This year's featured car, was Ray Weese's beautiful 1952 Hollywood and its image appeared as part of John Sherlock's design on this year's meet plaques and tee shirts.

Although Saturday was breezy, the rain predicted never materialized. Many participants chose to attend the flea market of Hudson parts behind the fire hall, while others drove to nearby Winchester to enter their Hudsons in the annual Apple Blossom antique car show, and some of them took trophies there. Tim Krewson's 1948 Commodore got a first place trophy in class 26A-B. Ken Schulte's 1951 Hornet took first place in class 26C, and Richard Cashion's '53 Super Wasp placed third in 26D. Schulte also won the "Outstanding Hudson" award, given annually by Carquest Auto Parts of Winchester.

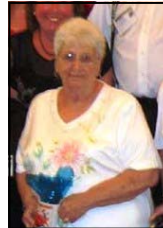
Saturday night's catered dinner offered a choice of three types

## Frances Coppersmith 1937—2010

Former CBC member, Frances Jean Coppersmith, 73 years old of Westminster, died Monday, May 31, 2010 at Carroll Hospital Center in Westminster.

Along with her daughter and son in law, she attended local as well as National Meets. Those of us who had the pleasure of knowing her, remember her fondly.

Frances is survived by her children: Wanda F. Mendenhall and Kenneth L. Coppersmith, Jr., both of Westminster and Karen L. Coppersmith of Reisterstown, 2 grandchildren and 2 great grandchildren.



Frances at the National Meet in Auburn, IN

## HUDSONOTES

CBC member and president of the Mt. Roads Chapter, Hugh Harris just got home from 5 weeks in the hospital for problems related to his heart and diabetes. He managed to miss several meets including Doc's, much to his chagrin, and wasn't able to get in touch with any of his friends to let them know where he was! We're glad to note that he's feeling much improved and hopes to get back into the Hudson groove again.

The Chapter sends their best to Kevin Chandler who has retired after spending 38 years with Verizon. Kevin received an offer he couldn't refuse and has plans of keeping busy with a number of projects.

Below: Bob Burke and CJ Czolba & Emmalea at Doc's Meet Staff Photo



of chicken with all the usual side dishes. This was followed by an ice cream social and the usual parking lot assembly; sharing Hudson news, telling stories and enjoying the lovely evening.

Sunday morning was a bit cooler and overcast at the Skyline Caverns, just south of Front Royal, as Hudsons lined up for the annual car show on the Caverns lawn. A second day of Hudson flea marketing continued in the gravel parking lot just beyond the show field. It was, however, a great end to the weekend.  
(Continued on page 4)

# Calendar

**Bold Face Type indicates Hudson Functions.** [A] indicates that a display ad with more information appears in this issue. [N] indicates that a display ad will appear in next issue. chapter. Chapter of an immediate nature may be conducted at these events.

<b>July 17th, Saturday</b>	<b>Wings and Wheels Car show</b> 9-3 Delaware Area, Wings and Wheels show and by special invitation, get together at the Sedmont's afterwards. Contact Artie Sedmont, (302) 653-8330 [A]
<b>August 2-6</b>	<b>Het National Meet in Spokane, Washington. Another fun filled week. See your WTN and previous Hudson.Aire issues for activities.</b>
August 6-8 Fri— Sun	46th Annual Das Awkscht Fest <a href="http://www.awkscht.com/">http://www.awkscht.com/</a> Car Show, Flea Market, Music, Fireworks, etc. Some members return year after year.

<b>August 15 Sunday</b>	<b>Annual Rose Hill Manor Car Show. Join your Hudson friends in what has always been a well attended, fun day. Being held in conjunction with Rose Hill Day Festival this year!</b> Co Sponsors: Ken & Doris Wilson [A]
<b>September 26, Sunday</b>	<b>Marbury Motors Day - Marbury Motors Day. Southern, MD. It's always a favorite Meet. Best picnic CBC has to offer! Arrive after 10am Eat at 12:30pm Bring a dish to share. Meats provided. AUCTION to follow.</b> [N]
<b>Oct 16, Sat</b>	<b>Rockville. Rain Date Sat, Oct 23. Details in next issue [N]</b>

## President's Message

By Carl Wennberg

Dear CBC members,

By the time you read this, the Chapter elections will have been held and I may or may not be your president. Whatever the case, the Chapter president is expected to be present at the National Meet for the President's Meeting in Spokane, Washington. I will not be able to attend unless I win the Lottery in the next four weeks. Please let me know if you will be attending the National so I can ask you to be my representative.

I hope you attended the business meeting on the 26<sup>th</sup>. We had a lot to discuss in regards to our Chapter membership list and "courtesy subscribers". If you missed it, ask for an update from any of the officers of the chapter. Our treasurer's report showed a small profit for Doc's Meet with additional Tee-shirt sales at the Eastern Regional Meet.

At the Regional, we were awarded the Eastern Regional Meet for 2013 ( which will also be the 50<sup>th</sup> anniversary of Doc's Meet), in a parking lot meeting with all three members of the Board of Directors. If you would like to see any changes or have any good ideas for a Thursday activity and a Friday happening get in touch with any officer or committee member.

Anybody going to Macungie?

Maybe I can get my Hudson on the road again and see you at Rose Hill. Bring a dish to share for lunch and your fold-up chairs. We'll eat around the canopy in the shade by the rock wall.

Let the Hudsons roll on!

Carl

## Orphan Car Tour 2010 --

Thirty-six cars hit the highway in Mt. Airy, Maryland, on Saturday, June 5, as the 21st annual Orphan Car Tour got underway.

The Tour -- this year subtitled "The Main Street Meander" -- started at 1:00 P.M. at the Twin Arch Shopping Center. It followed a 50-mile circuitous route over lightly-used, picturesque country roads through Maryland's Carroll County, and terminated just over the Pennsylvania border in the town of Hanover. As in past years, each driver was handed printed directions and the cars were spaced one minute apart, to allow everyone a leisurely drive at his or her own speed.

A few minutes into the tour, cars pulled into residence of Tom Teegarden, a local auto enthusiast, where a photograph was taken of each car using Teegarden's red barn as a backdrop. The photos, mounted in keepsake folders, were handed out at the end of the day.

Four more stops were scheduled along the route. First off was the railroad museum in Union Bridge, Md., run by the Western Maryland Railway Historical Society. Besides containing two buildings full of historic artifacts, the museum features an extensive N-scale railroad model. Historical Society members fielded their own car show, with three antique cars parked on the station platform. A few miles down the road lay Uniontown, a charming and remarkably preserved 19th century village that functions as a modern town. Here, tour participants were shown through two historic buildings by members of Historic Uniontown, Inc. Third on the docket was Pipe Creek Trading Company, an antique and classic car dealership just outside Taneytown, Md., housed in a historic skating rink dating back to the 1930's. Finally, near the end of the tour, Orphan Tourists stopped to visit the Hanover Museum, at the M & J Auction House, which contains a fascinating collection of photos and historic artifacts of the town of Hanover, Pa. -- along with a locally-built 1921 "Hanover" car -- one of a handful in existence!

At 5:30 in the afternoon, drivers and their passengers gathered at the Victory Restaurant in Hanover for a buffet dinner.

American Motors Corporation (AMC) was the best-represented "orphan" manufacturer, with nine cars on the tour. Packard (with six cars), Studebaker (five) and Kaiser (three) were also well-represented. "Recent orphans" are becoming increasingly prevalent on the tour; this year they included three Plymouths, a Pontiac and two Oldsmobiles. This year the Tour welcomed its first Hupmobile -- a 1931 model. Other one-only marques included Austin-

Healey, Bricklin and Thunderbird. There were even some "late models" thrown in: a Buick, Saturn and Mustang, all from the 2000's. ("Staff cars" not driven on the actual tour included a '64 Avanti, a '55 DeSoto and a '37 Terraplane.)

By decade, 1950's cars were the most prevalent with twelve cars, followed by the 1960's (eleven), 1970's (five), 1930's (three), and 1940's (two). Three cars were built in 1980 or later.

The Orphan Car Tour's mission is to promote the driving enjoyment of antique "orphan cars": vehicles at least 25 years old which were produced either by now-defunct manufacturers or by the discontinued divisions of still-existing companies. Each year it moves to a different part of the greater Baltimore-Washington area. The Tour was sponsored this year by Mid-Atlantic Packards, the Potomac Chapter of the Studebaker Driver's Club, the Chesapeake Bay Chapter of the Hudson-Essex-Terraplane Club, the Potomac Chapter of the AMC/Rambler Club, and the Desoto Owners Club of Maryland.

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## Garden State Shines at Eastern Regional

This year's Eastern Regional was sponsored by the Garden State Chapter and was held in Mt. Laurel, NJ. Easily accessible from the NJ Turnpike, Mt. Laurel proved to be an excellent base from which the HETERS could operate.

There were two hotels, plenty of parking, and lots to do within a short distance. The crowd assembled on Thursday evening to kick off the weekend and enjoyed a good dinner on at a local diner.

Friday's activities included a bus trip to "America on Wheels" in nearby Allentown, PA, which houses an impressive collection of automobiles throughout the ages. From the 1933 Hupmobile on display to the muscle cars, the displays and docents captured everyone's attention. The Hupmobile which originally cost \$995, is now only one of five known to be in existence and is priceless.

The bus trippers then proceeded to visit Dr. Bob's Auto orphanage. Much has been written about the impressive collection, however, this was a chance to get close and enjoy it!

After enjoying a good barbeque style lunch served up at Dr. Bob's and taking the opportunity to see the second building or whatever was missed on the first go round, the bus headed back to home base. Everyone agreed that the trip was well worthwhile.



Bits 'n pieces from the Auto Orphanage.



CBC Hudsons, John Horn's '53 Hornet, Cliff Minard's '54 Hornet and Allan Minard's 39 Hudson



Above, Just some of the beauties at Dr. Bob's Auto Orphanage.



Our Hudsons come to America on Wheels



Taking in the cars and engines and...

(Continued on Page 10)



*Norman Jacks (hidden), John Horn, Ray Weese and Carl Wennberg check under the hood of the Jack's '54 Jet. Eleanor Jacks, shown to the left.*

## Meet at the Beach

The CBC's first overnight function in several years was well attended and proved to be a good choice for calendar planners as well as participants.

A dozen CBCers met at Colonial Beach, VA. on Saturday April 16th. The weather was bright but blustery and the chance to get away and get the Hudsons out of the garage was irresistible.

The meet was sponsored by Ray and Barbara Weese of Colonial Beach, VA who showed everyone around and guided the CBCers through the weekend of antiquing, eating, and just hanging out.

Saturday night's dinner was held at a restaurant overlooking the water and could be described with many adjectives; enjoyable, delicious, somewhat loud, but always fun. The Tiki Bar had just opened that evening and some of the party had to be retrieved for dinner.

Accommodations at the hotel just down the road were close, more than adequate and the lobby turned into a great gathering place in the evening.

Naturally, during the course of the weekend, one of the Hudsons refused to cooperate. Norman and Eleanor Jacks were assisted by a number of able mechanics but ended the weekend by transporting their '54 Jet home via rollback. The Jet's points being the culprit.



*Part of the line up, number 2 is sure a strange looking Hudson!*

Attended, with Hudsons when driven in parenthesis: Kevin and Judy Chandler, Glenn and Gwen Hartong, John and Lynn Horn (53 Hornet), Norman and Eleanor Jacks (54 Jet), Shirley Myers and Charlene Haynie, Carl and Rhonda Wennberg, (53 Hornet) Ray and Barbara Weese (52 Hollywood Hornet)



*Our hosts, Ray and Barbara Weese with their '52 Hollywood Hornet, the 2010 Doc's Meet choice.*

Before heading home, the group gathered outside of "Fat Freda's" for a photo op.

Unfortunately, that picture didn't turn out. Guess we'll just have to go back.

*(Doc's Meet, Cont. from page 1)*

This year's turnout was much better than last year's, when a scheduling snafu at the fire hall forced Doc's Meet to occur a week later than normal -- putting it in direct competition with the Hudson Homecoming in Shippshewana, Indiana! (It also meant that Doc's Meet participants missed the Winchester car show.)



*Evening at the Front Royal Fire Hall*

Traditionally, Doc's meet is always well supported by members of the PA Dutch, Dogwood and Western Reserve Chapters. Chapter members from other more distant places drove as well. Hedley and Pattie Bennett, for example, drove their immaculate 1940 Country Club at highway speeds over 1000 miles round trip, from Ontario, Canada.

The members that help out as well as the members from neighboring chapters that pitch in are greatly appreciated and difficult to keep track of. Some members such as the Burkes have been performing the same task for years, others step up and like to keep things varied. Either way, we thank you!

You all contribute to each Doc's Meet and we enjoy them all!



*Jon Battle's Terraplane at Doc's Meet.*

**I**t seems every collector car publication has published a story about the reduction and ultimate elimination of the anti-wear additive ZDDP (zinc dialkyl dithiophosphate) from today's motor oils. The decision to remove the compound from motor oil barely caused a ripple in the new car marketplace, where modern engines are long lasting without it. However, within the old car hobby the decision sparked very real fears of

apologies to Dad, who could more easily explain refining chemistry, and with grateful appreciation to the knowledgeable folks who have assisted my efforts, I'll hopefully provide fellow Hudsonites with some useful information.

## "It's the valve train, Bunky!"

It wasn't long after the original technological problem of how to move power

to the wheels was solved, that early automotive engineers moved to the question of how to make engines more powerful and durable than the horse. Early internal combustion engines borrowed from advances in locomotive design, among them babbit metal bearings and poppet valves. As engineers increased the num-

ber of cylinders, automobile poppet valve mechanisms began to show some inherent weaknesses. Cams, lifters and valves took an incredible pounding. These parts were literally scuffed to death in short order. Better heat treating helped, and durability could be enhanced by better oil circulation, but it was pretty clear that higher rpm's, essential to greater power, would be compromised by rapid valve train wear and failures. Enter roller tappets.

In discussing this planned article with Ron Stanger, master restorer and owner of Classic Car Works LTD of Jasper, Georgia Ron remarked, "the earlier roller tappet engines were a solution to the poor oils of their day." Indeed they were, and Hudson and other manufacturers began providing roller-actuated valve systems in the late 'teens and early 'twenties. Hudson engines from 1922 through 1933 feature this design.

The Liberty aircraft engine of WWI fame is generally credited as the model for adaptation of roller follower valve operation to automotive use. Interestingly, the Liberty's valve system was a Hall-Scott design. This same British firm maintained a longtime relationship with Hudson Motor Company and were the designers of the impressive Hudson Invader landing craft engines of WWII.

Though durable and smooth in opera-

tion of engine valves, roller follower valve trains were expensive to manufacture (and complicated to repair, when needed) and to my knowledge Essex was the only lower cost make so equipped. For engines of cars priced for the mass market to be durable, another solution to premature valve lifter and cam wear had to be found. Oil refiners found it by adding and blending metallic compound "friction modifiers" into their motor oils. A number of compounds were tried, several were zinc based, also titanium which is still used in some premium oils. Sun Oil Company did its part and developed and marketed their famous Sunoco Mercury Motor Oil. These enhanced motor oils began entering the marketplace in the 1920's and by the 1930's industry standard additives included various compounds of zinc phosphorous, such as ZDDP.

Zinc-enriched oils and the new full pressure engine oiling systems spread across the auto industry in the 1930's (two notable exceptions to the adoption of full pressure engine oiling: Chevrolet and Hudson!) and so greatly improved engine longevity that by mid-decade roller follower valve operating systems had disappeared from production makes. Important to note is that during this decade the amount of zinc compound in oil typically was in the range of 800 to 900 parts per million (PPM).

## How does ZDDP work?

Simply put, ZDDP in motor oil when acted upon by the heat and pressure of an internal combustion engine, deposits a microscopic film of zinc phosphate on metallic surfaces. Surfaces that suffer metal to metal contact and abrasion, such as valve trains, timing gears/chains and piston rings are sacrificially protected from accelerated wear by the film of metallic zinc compound that's constantly replaced as the zinc enhanced oil circulates. This film builds up overtime, especially in engines that are not abused.

ZDDP remained a staple additive in motor oil as the years passed. One exception would be that zinc in straight weight motor oils began disappearing years ago. Today some of these oils have as little as 5 PPM. Those of us in the hobby old enough to remember the 1960's controversy over the use of multi-weight vs. straight weight and high detergent vs. non-detergent oil, may find it surprising to learn that by staying (*continued on page 6*)

# Today's Motor Oils and Hudson Engines

By Walt Hodges

*A CBC member with a "refined" background sheds light on using modern oils in our old engines*

damaged engines. In response, entrepreneurs and lubricant suppliers quickly brought to the vintage car marketplace new ZDDP specialty motor oils and supplements.

Though much has been said in print on the topic of zinc reduction, it seems little has been written on the zinc needs of any specific make of car or engine. Nor am I aware of a published discourse on the use of synthetic and/or synthetic blend motor oils in splash lubricated engines. So with a little help from interested contacts in the refining industry, auto restoration experts and several H-E-T colleagues, I'll attempt to rectify this omission and address the issues of motor oil zinc and synthetic oil applicable to the genealogy of Hudson engines. And lastly, because the new zinc enriched oils and supplements are generally expensive, I'll present some lower cost alternatives for retaining zinc fortified motor oil in our car's crankcases.

Some background information. In addition to being a long-time Club member and owner of various Hudson products, I'm from a family of four generations in oil refining, mostly with Sun Oil Co. (now Sunoco, Inc.). My personal experience delving into the science of motor oil began in college as a seasonal employee of Sunoco's Marcus Hook, Pennsylvania Refinery Laboratory. With

**Motor Oils (from page 5)** with straight weight oil we were *reducing* zinc in our engines! Zinc came out of these oils purely for economic reasons. The industry considered the straight weights as useful for worn ( more likely "worn out" ) engines and were responding to market demands for low price. Please note this strategy holds true until this day. Many of the "High Mileage" labeled multi-weight motor oils contain little zinc, presumptively a continuation of the economy oil marketing strategy. Conversely, the amount of zinc additive generally rose in premium multi-weight oils as engines grew in power and performance. The peak was probably reached in the mid/late 1970's when premium-priced motor oils typically contained zinc volumes in the range of 1500 - 1600 PPM. The brand-name mid-range priced oils that most of us purchased back then, usually contained anywhere from 1100 to 1400 PPM of ZDDP or similar anti-wear compounds.

### "Out damned zinc, out!"

Enter the catalytic converter. In the 1950's brilliant engineer Eugene Houdry, growing concerned with the contribution of the automobile engine to air pollution, developed the catalytic converter which converts toxic emissions of internal combustion to far less harmful substances. Ironically, perhaps fatefully, this is the same Eugene Houdry, and his son Pierre, who in 1937 partnered with Sun Oil to construct and operate the world's first commercial catalytic cracking unit. This made possible quadruple-volume production of ultra high octane gasoline and modern engineered petroleum products (and ensured defeat of the Luftwaffe, but that's a story for another day).

Catalysts have the ability to change the composition of other substances without changing their own composition. Platinum does this job in the catalytic converter (as it does in the catalytic refining process) but the catalysis fails when exposed to lead. Therefore, use of Mr. Houdry's converter had to wait until lead

was phased out of automotive gasoline in 1975. But the property of zinc phosphorous to apply a film on metallic surfaces also degrades and eventually causes premature failure of catalytic converters.

With adoption of three-stage catalytic converters — which in addition to turning carbon monoxide into CO2 and unburned hydrocarbons into CO2 and water, convert atmosphere-killing Oxides of Nitrogen (NOx) into nitrogen and oxygen — environmental regulations mandated converter service life of at least 100,000 miles. To help meet this requirement, in 2006 refiners began reducing the amount of the ZDDP compound in their mid- and high- end motor oils. As noted earlier, straight weights and economy/high mileage oils already contained reduced amounts of anti-wear agents.

### "What's a body to do?"

As the old adage goes, "it depends". Factors to consider when thinking about protecting your engine's valve system, include the vintage and valve train design of your Hudson, determining how much zinc is adequate, and how to deliver it?

As we've seen, reducing wear in valve

actually have a two degree radius. They do not rotate in operation.

Walt's zinc prescription: Good candidate for seeking out zinc-rich oil or adding zinc supplement. These car's flat style tappets were replaced by roller tappets in 1922 to curtail early wear out of cams and tappets.

**1922 - 1933:** roller valve lifters (could there be more words to describe tappet?). This ingenious design does suffer wear at the roller pin, but was still much more durable than the prior setup. A good example of nothing really being new (except for computers) in automotive engineering; the design is back. Today's roller-actuated valve systems are fuel efficient because they move so freely, and they're quiet and smooth in operation. No surprise really, anyone who's listened and watched an Essex six idle can vouch for quiet and smooth.

Walt's zinc prescription: Probably the least dependent upon zinc for long life, but you've got timing chains to think about too. My opinion would be that zinc supplement provides an added margin of durability that can be bought at a moderate price ( see "Options" below ).

**1934 -1947, 1933 Essex Terraplane, and all Hudson straight eights:** The valve trains of these cars are likely the most prone to wear. The tappets are similar to the 1909 through 1922 design, and do not rotate. However, these engines operate at higher rpm's, road speeds and temperatures. As a consequence, during tear downs restorers often find serious valve train damage.

Walt's zinc prescription: If you don't have + 1000 PPM zinc oil in your car, get it!

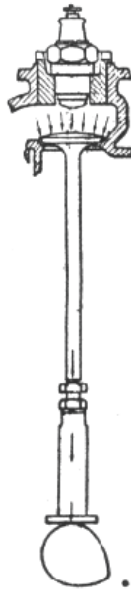
**1948 - 1954 Stepdowns and Jets, 1955 -1956 AMC Hudson sixes.** These car's engines have rotating radius cut tappets and are the first Hudson products with full-pressure oiling (40 lbs. at 30 MPH ). They were new in the period that ZDDP in oil was generally in the range of 800 to 1000 PPM, and sometimes higher. Their engines are powerful and the cars are fully competent operating in today's driving conditions.

Walt's zinc prescription: Definitely candidates for maintaining the level of zinc in oil these cars have enjoyed in recent years: 1100 to 1400 PPM ZDDP.

**1956 Hudson, Packard V-8, 1957 Hudson, AMC V-8:** Both of these engines represent intricate overhead valve designs. The (continued on page 7)



Curved shoe of the



1916-18 flat tappet



Hudson roller tappet

mechanisms -- especially lifters -- were the cause for which ZPPD and like compounds were the solution. Additionally, Hudson put more than the usual care into valve trains with durable designs. WTN Technical Editor Geoff Clark kindly provides the valve actuation design history of Hudson built engines as follows:

**1909 - 1921:** tappets which are generally referred to as flat-bottomed. These

**Motor Oils (from page 6)** Packard V-8 features non-adjustable hydraulic valve lifters. The AMC V-8 features adjustable hydraulic valve lifters. Curiously the companion 1957 Nash AMC V-8 has non-adjustable lifters. Perhaps this was the final mechanical differentiation between AMC-built Hudson and Nash cars in their last model year of manufacture.

Walt's zinc prescription: See 1948-1954 above.

## Options for beating the 36-bucks-a-bottle blues

We've all seen the ads for "Zinc rich oils" and "ZDDP supplements." Few advertise price and I suspect it's because customer sticker shock is more readily addressed after the call is made or web site visited.

Where can this stuff be purchased at a reasonable price? It's a question Classic Works owner and former Buick Club of America officer Ron Stanger hears a lot.

Fortunately, he's got answers. Ron recommends adding Permatex Assembly Lube to crankcase oil to increase the level of ZDDP. This product, and other "assembly lubes and break-in-oils," are really enriched ZDDP supplements used for years, and used today, to protect newly rebuilt engines upon first startup. On the internet I found this product and others, such as time honored "JEGS" zinc rich break-in-oil, all readily available at national chain auto parts stores. Prices range from \$5 to \$9 per 4oz. bottle.

Parts departments of General Motors dealers sell a zinc enhancement product called "EOS" ( Engine Oil Supplement ). William Anderson, P.E., in his Old Cars Weekly column "Restoration Basics" recommends one half ounce of "EOS" per quart of oil in the crankcase to maintain pre-zinc reduction levels of ZDDP. This ratio can be your benchmark for adding any of the above zinc supplements to your car's motor oil.

For those of us who prefer pouring quarts and be done with it, we have cost effective zinc options too.

Ron further advises that Walmart stores sell "Accel" brand motor oil in quarts, API rated "SJ" 10 w - 30 grade

formulated for use in 1988 and earlier cars. "SJ" was the API standard in use prior to zinc additive reductions beginning.

Racing oils, traditionally zinc rich, are receiving renewed consideration by Hudson and other vintage car owners as name brand motor oils shed zinc compounds. But, many racing oils are ultra pricey, frequently non-petroleum and hydrocarbon blends not preferred for splash lubricated engines, and usually have to be mail ordered by the case. A worthy exception however is Brad Penn's "Penn - Grade 1 High Performance Oil." This racing oil has the added benefit of having been made using very low-sulfur Pennsylvania Grade Crude. Produced in the Appalachian basin, where the first oil well was drilled in 1859, this crude stock is still considered the world's best. Brad Penn is owned by American Refining Group and on ARG's web site I noted only the odd 0 w -30 grade is indicated as a non-petroleum blend. In terms of zinc content, 10 w - 30 contains 1200 PPM; 10 w - 40 and 50 contain 1400 PPM.



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Several vendors offer this product over the internet. One is Dakota Racing, selling individual quarts at \$4.00 each.

Many of us have been using various major brand Diesel oils to maintain zinc in our car's crankcase. Presently I'm using Castrol GTX Diesel API C (Commercial) I-4 (reduced ash). This year motor oils for use in heavy vehicles (diesels) are required to begin reducing zinc in their formulations. Castrol's technical data sheet for GTX shows it now contains slightly less than 1100 PPM zinc. Currently this is more than adequate for earlier Hudson's use, but regular visits to Castrol's website to access technical data sheets for zinc content updates is recommended.

Recently, I've heard that Castrol has a new oil for older cars called Syntex. Castrol's Shell, I mean "Castrol Answer Man," says they're still working on the

reduced-zinc-in-vintage-engines thing and I'd be cautious of Syntex for the reasons indicated in the section below regarding Synthetic Oil. Syntex also may actually be a "High Mileage" vehicle oil, so in this instance too, it would be a good idea to check the Castrol web site for more information before you purchase.

Alas, Castrol has a wonderful selection of vintage car, truck and racing oils not available in the US. If you need refined Castor Bean Oil for your 1899 De Dion Bouton you'll have to fly to London to get it.

## "What the heck is synthetic oil anyway?"

Answer: Depends on who you ask. Technically, synthetic oils are non-mineral oils produced from esters or olefins (fats) rather than petroleum. However, a court ruled in an industry dispute that the term "synthetic" when applied to oil is legally a marketing term. The practical result of this ruling (besides confusing consumers) is that both pure synthetic oils and engineered petroleum-based oils can be called synthetic, although their properties may differ markedly. Many oils sold today are blends of both synthetic (both pure synthetic and/or engineered petroleum) and conventional mineral oil distillate feedstock. It's hard to tell unless the label provides the detail.

One tip-off is that it's near impossible to get a multi-weight ultra wide viscosity oil, such as 5 w - 40, without use of pure synthetic in the blend. "Energy Conserving" can be another indicator. Amsoil, on the market since 1972 and Mobil One, since 1974, are examples of pure synthetic, non-petroleum based oils.

Here's how some properties of "pure" synthetic and engineered petroleum oils compare:

Resistance to thermal breakdown: syn - ultra high; eng - high

Viscosity range: syn - very wide; eng - wide

Coefficient of Friction: syn - very low; eng - medium low

Surface tension on metal: syn - very little; eng - adheres well

Ability to hold additives in suspension: syn - poor; eng - good

The first-fat based (*continued on page 10*)

Join your *Hudson* friends at the...

# Annual Francis Scott Key Car Show



Rose Hill Manor  
Children's Museum & Historic Park  
1611 N. Market St.  
Frederick, MD



Sunday, August 15th

**SPONSORED BY FRANCIS SCOTT KEY CAR CLUB**  
**REGISTRATION 8:00 A.M. – 11:00 A.M.; TROPHIES AWARDED AT 2:30 P.M.**

We have our own non-judged "Hudson" class. (Last year it featured 9 Hudsons!) Here's one of the few opportunities for us to group our Hudsons together in the public eye! **Bring along a covered dish to share so we can "do lunch" together!** (Chapter furnishes plastic and paper.) No admission charge to the show for people, though there is a small fee (\$3 adult, \$2 seniors, \$2 children) to tour the historic house, gardens and outbuildings.

If you wish to have your Hudson judged, you must register in one of the following classes: 1) 1900-29, 3) 1930-35, 4) 1936-39, 5) 1940-49, 6) 1950-54, 7) 1955-59, or 17) Trucks thru '83.

Show is **rain or shine**. There are dash plaques, and over 65 trophies! For information on the show, contact Joe Bart from the F. S. K. Car Club, at (301) 898-1041. For information on the **Hudson** get-together there, contact Ken Willson at 301-363 8253.

Mail to: Joe Bart  
4 Wyndale St.  
Walkersville, MD 21793

## REGISTRATION

Mail by **August 1** for pre-registration discount! Checks payable to F.S.K. Antique Car Club

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ E-mail address \_\_\_\_\_

Vehicle Registration enclosed:  \$7 before Aug. 1  \$10 (after Aug. 1, or at gate)  
*No fee for cars 1928 or earlier.*

Vehicle (make, body style & year) \_\_\_\_\_

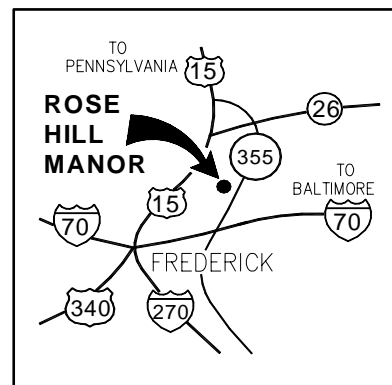
Want vehicle judged?  Yes  No Judging Class \_\_\_\_\_

Flea market space (\$7)?  What are you selling? \_\_\_\_\_

Tax I.D. number \_\_\_\_\_ Social Security Number \_\_\_\_\_

Car Corral space (\$7)?

Directions: Get on Rte. 15 to Frederick, take Motter Ave. exit. If coming from north, turn right at end of ramp; if coming from south turn left. Go one block, turn left onto 14th St. Go 2 blocks, turn left onto N. Market St. Take next left at Rose Hill Manor sign.



# Wings-N-Wheels Car Show

Saturday, July 17, 2010

Rain Date: Sunday July 18 2010

Hosted by the Del Rods Car Club of Dover, DE

Registration 9 - 12

**PUT YOUR HUDSON ON THE TARMAC!**

**PARK YOUR CLASSIC HUDSON AMONG SOME CLASSIC AIRPLANES**

**Dover Air Force Base Museum  
Dover, Delaware**

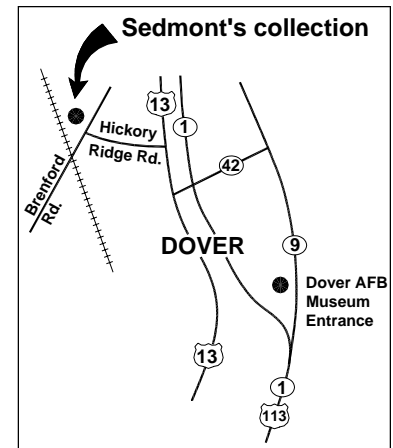
*The fastest growing car show in Delaware!*

**Dash plaques - Vendors - Trophies** (awarded at 2 pm)

Museum open to the public & admission is **free**

For more info/ directions go to: [www.amcmuseum.org](http://www.amcmuseum.org)

CBC members Artie and Nancy Sedmont invite fellow Hudsonites to attend the show, and then to drive over and attend their fourth and final Car Lovers' Open House, at their home in Brenford, Del.! Capt. "E.Z." Artie will lead a caravan from the Air Force base to their place (see map at right). The Sedmonts provide refreshments, running water, a porto-potty and an OBG's 45 rpm jukebox. There will be escorted tours through Artie's collection of many dozens of vehicles (stock, custom and modified) from 1940 on up. Guests may stay as long as they like (the last of last year's guests departed at midnight!) Overnight camping is permitted in guests' own vehicles or tents. We'll be celebrating Nancy's 81st. birthday that day, as well. It's all FREE! Let's have a decent HUDSON showing! Hudsonites can come directly to the Sedmont's even if they have no car in the Air Force Base show. The Sedmont's Open House starts at 5:00 PM. Artie's number is (302) 653-8330.



## **Wings -N-Wheels Car Show**

Pre-registration \$10.00 – Day of Show \$15.00

Make checks payable to "Del Rods Car Club"

Name: \_\_\_\_\_ email: \_\_\_\_\_

Address: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

Mail to: Pat Selg 2965 Kenton Rd, Dover, De 19904

More info: Rich Selg (302) 674-5365 or email [Rsludge47@aol.com](mailto:Rsludge47@aol.com)

**Motor Oils** (from page 7) synthetic oils were developed in Germany for high-altitude aircraft engines. Engineered petroleum synthetic oils have enhanced properties created by rearranging the base stock's molecular structure during the refining process.

## Splash-lubricated Engines

As can be seen in the above comparison, "pure" synthetic oils have several valuable properties and a few shortcomings, such as poor ability to hold additives in suspension. Of more serious concern, in my view, for owners of Hudson products with splash-lubricated engines is the low surface tension and coefficient of friction characteristics of pure synthetic and pure synthetic and petroleum blended motor oils.



Curved shoe of "splasher" tappet versus round, flat shoe of StepDown tappet

Splash-lubricated engines, more accurately splash and gravity lubricated engines, depend upon a certain amount of oil adhesion to metal to ensure adequate lubrication and cooling. Non-petroleum synthetic oil's lack of adhesion is not so much a problem in engines in which oil is delivered under pressure directly to rotating parts. In fact modern engines as a class will use slightly less power to rotate the engine and drive the valve train (especially roller cam valve trains) using synthetic oil than the same class of engines oiled with conventional motor oil. This was not lost on car manufacturers who lobbied refiners to blend more pure synthetics into motor oils to help improve new car fuel efficiency. Unfortunately, pure synthetic oil's inability to provide a stable film of lubrication is a limitation in some engines as hinted in Brad Penn's marketing of their hydrocarbon-based racing oils.

Another concern for Hudson splash-lubricated engines is the plunger pump that circulates oil from the sump to the

dipper troughs. Plunger pumps were first used in motor vehicles at the turn of the 19<sup>th</sup> century, sometimes to circulate vegetable based as well as petroleum-based motor oils. I do not know what consequence, if any, there will be in circulating synthetic olefin-based or blended oil vs. conventional petroleum motor oil via the plunger pump. But, I'd be surprised if thru-put did not change owing to the difference in coefficients of friction of these lubricants.

As the owner of a Hudson equipped with a "splasher" engine, I don't see enough of a potential benefit to test a pure synthetic or synthetic blend in my car, when other known compatible zinc enriched motor oils are available.

I'd like to close by asking Club members to share personal experiences and sources in obtaining and utilizing suitable lubricants for their Hudsons, and to hear from members who are currently using non petroleum-based motor oils in their engines.

*The author would like to recognize the following individuals and organizations who contributed to this work:*

*William Anderson, P.E. Author Old Car Weekly's "Restoration Basics"*

*Jon Battle - The Hudsonaire, Chesapeake Bay Chapter HETC*

*Geoff Clark - WTN Technical Editor*

*Ed Grunwell - Sunoco, Inc., Retired*

*Joel Horne - Horne's Auto Repair, Waterford, VA*

*Herwig De Landtsheer - Petronas Lubricants Belgium*

*Old Cars Weekly magazine*

*Ron Stanger - Classic Car Works LTD, Jasper, GA*



*Glenn and Gwen Hartong's 52 Coupe at Baltimore's Flower Mart.*

*(Eastern Regional, Cont. from Page 3)*

Saturday brought a chance to kick tires, just hang out and attend the Eastern Regional Business Meeting. Later that evening, a buffet style banquet was served at the local country club. The meal was excellent, the surroundings lovely, overlooking the lush golf course.

DJ (and president of the Garden State Chapter ) Ted Steinmetz played music of the 50's and 60's and it didn't take long for the group to get moving. Ted has a voice that befits a DJ and he did his job well as evidenced by the number of couples on the dance floor.

On Sunday, everyone headed home after a good weekend. Thanks to the Garden State Chapter for their hard work in planning and then pulling off another great Eastern Regional!

## Eastern Regional Business Meeting

The Eastern Regional Business meeting was called to order by Senior Director Dave Tuttle who announced the meet count of 80 members and 25 cars,

Plans for upcoming meets were discussed including the 2011 Eastern Regional Meet which will be held by the Hudson Mohawk Chapter on June 2-4, 2011.

The CBC was also recognized for their willingness to step up and serve as a back up should any difficulties with an Eastern Regional occur. It was announced early that the 2013 Eastern Regional would be held by the CBC at Doc's Meet.

Plans for the 2012 National meet were discussed. The meet will be held on July 24-28, 2012 and will include a driving tour to the AACA museum and a trip to the nearby Strassburg Rail Road.

Gary Lynch spoke about the new chapter which has been formed in Canada and invited all to the July 3 & 4th meet in Quebec City.

Elections were then held with Dave Tuttle returning for another 3 year term. Newly appointed directors John Sherlock and Ted Steinmetz were present and will serve with him. Laurie Schulte will serve as alternate.

The meeting was then adjourned.

# Swap Shop

Ads are free to CBC members: e-mail yours to Lynn Horn at [patterl@verizon.net](mailto:patterl@verizon.net)

- If you wish your ad repeated you must request it. The Hudson-Aire is not responsible for misprints of descriptions or prices of items shown: you should verify these with the seller. Unless otherwise noted, these ads originate with our newsletter and do not appear in any other publication.

**Note: If you want the ad repeated in the upcoming issue, you MUST request a reprint as stated above!**

**PLEASE note the restriction on ad reprints.**

We'll be busily putting the next issue together October 15th, so if you want your ad repeated, email or call the editor just prior to that.

\*\*\*

1939 Hudson 112 Parts Wanted: Floor transmission 'hump'; Right-front inner fender; Fender supports for both left and right front fenders; Hood support brackets, hinges and hardware; Center instrument panel gauges, switches, lights, etc.. If you have a 1939 Hudson 112 parts car that I can salvage from, please contact me.

Richard Clark, 8367 Jacobs Road, Severn, MD 21144, 410-674-4506, email: [rlick.clark@yahoo.com](mailto:rlick.clark@yahoo.com).

\*\*\*

**Needed:** 1946-47 8-cyl. **rearend;** Prefer 4.11 gears. Jeff Gould, (304) 262-4745 or [jefferygould@aol.com](mailto:jefferygould@aol.com) Lead by Jon Battle

\*\*\*

**For Sale:** 1934 Terraplane. Car is of Canadian manufacture, and appears to be a "Challenger" series model (No vent windows in front doors). The car is located in Greenwood, MS., halfway between Jackson and Memphis. Mr. Steve La Vere's phone number is 662-453-5931. Lead by Walt Hodges

\*\*\*

**Pick Up For Sale:** 47 Hudson Cab-Pick up. ¾ ton, needs restoration. Has 308 Hornet engine, 3 speed on column, overdrive. Have many new parts for the truck. 30+ yrs looking/saving these parts to restore it. New parts incld: new doors, splash aprons, radiator, gas tank, new frnt bumper & wrap arounds. Most all chrome, new fender lights, etc., etc. Health forces sale, \$9,000.00 OBO. 301-464-2372 Tom Sutton,

[mrhudson3086@verizon.net](mailto:mrhudson3086@verizon.net)

\*\*\*

**Parts for Sale:** 8 cyl 308 engine-good block, pistons., alum. head. 3 speed overdrive transmission (Borg-Warner) . 4 Speed hydraulic. Also radiator for 55 Hudson. Carl Parsons, Pennsburg, PA 215 - 679-5788. Lead by Glenn Hartong.

\*\*\*

**For Sale:** 1951 Hudson C-8 convertible. Completely apart; needs restoring. Good sheet metal, except quarter panels and the frame need work. Have most chrome - replated or new. Same with stainless steel. New rocker panels and all new rubber from K-Gap. Have a list of all parts available upon request. \$16,500 o.b.o. Jimmy Boyle, 304-258-2460 or [hobey58@verizon.net](mailto:hobey58@verizon.net)

\*\*\*

**For Sale:** Jet Parts and 3 Jet motors. Wanted: a solid Jet body. Contact Carl Wennberg, [Freyry@aol.com](mailto:Freyry@aol.com) or (301) 609-4816



## LOCAL HUDSON SERVICES

*The following services are offered to Hudson owners by local area H-E-T members. A listing below does not necessarily constitute an endorsement by the Chapter or newsletter. Listings are made at no charge, and are repeated each issue. Please contact the Editor if you offer a service of interest to Hudson owners, or know of someone who does.*

**GENERAL HUDSON REPAIR,** complete radiator services (testing, repair and re-core): 20th Century Motors (Paul O'Malley, proprietor), Box 181, Capon Bridge, WV 26711, tel.(304)856-2042

**GENERAL HUDSON REPAIR:** Joel Home, P.O. Box 123, Waterford, Va., 20197. (540) 882-3573

**BRAKES RELINED:** Clara Nelson, Box 216, Needmore, Pa. 17238, tel. (717) 573-2887

## And So....

Another issue of the Hudson.Aire comes to a close. Judging from the activities mentioned in this issue, we're a very busy Chapter.

If you don't come out to any of the events, we're missing your company and we always appreciate another Hudson in the crowd.

Thanks to Walt Hodges for the article on Motor Oils. It's a more in depth look at the subject than others we've seen and you may agree or not, but discussion is always good. Walt had the benefit of several experts who contributed to the article. We appreciate his hard work.

BTW, you DON'T want me writing tech articles, so if there's something that you could contribute, please let us know. We'd love to hear from you.

Take Care, Lynn

**Chesapeake Bay Chapter,  
H-E-T Club**

Visit CBC Home Page on the Net:  
<http://clubs.hemmings.com/cbc-het/>

Open to all members of the national H-E-T Club residing in Delaware, Maryland, Virginia, West Virginia, and the District of Columbia. Dues are \$10 yearly, payable July 1. Chapter benefits include subscription to the chapter newsletter.

**TO JOIN OR RENEW:**

1. You **must** be a member of the national H-E-T Club. Ownership of a Hudson-built automobile is not required.
2. Send check for \$10, made payable to "CBC, H-E-T-C", to Treasurer (below)

**President** Carl Wennberg, 9635 Sharon Ave., LaPlata, MD 20646, (301) 609-4816  
Freyry@aol.com

**Vice President** John Horn, 704 Walker Ave, Baltimore MD, 21212 (410) 377-5824  
patterl@verizon.net

**Treasurer** Bob Lohrfink, 301 Waveland Rd Catonsville, MD 21228 (410) 744-5858  
bobandarlenelohrfink@verizon.net

**Secretary** Kevin Chandler, 10155 Dogwood Dr. White Plains, MD 20695 (301)934-1222  
JKCSoMd@verizon.net

**Sunshine Committee** Joan Weller

**The Hudson-Essex-Terraplane  
Club**

Visit H-E-T Home Page on the Net:  
<http://www.hudsonclub.org/>

The Hudson-Essex-Terraplane Club, Inc., is an organization dedicated to preserving the products of the Hudson Motor Car Company of Detroit, which produced vehicles for 45 years from 1909 until May 1, 1954, and of the American Motors Corporation which produced Hudsons from 1955 until 1957. Founded in 1959 by Meritt Marks, the H-E-T Club is a world-wide service organization and is incorporated under the laws of the state of Pennsylvania. It has over 3000 members in the U.S., Canada and 21 foreign countries, and maintains 48 chapters in the U.S. and three foreign countries.

Membership privileges include a subscription to the bi-monthly magazine White Triangle News, and access to other Club services.

Membership rates are as follows:

U.S. regular mail: \$33.00 yearly

U.S. 1st Class mail: \$43.00 yearly

To join, send name and address plus year model and serial # of Hudson to H-E-T Club Membership, HET Club, Inc, P.O. Box 8412, Wichita, KS 6708-0412

**The Hudson-Aire**

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The *Hudson-Aire*, newsletter of the Chesapeake Bay Chapter, H-E-T Club, is published on or about the 15 th of February, April, June, August, October, and December. A newsletter subscription is included in Chapter membership, which expires in July of each year.

Mail, fax or e-mail articles, pictures, letters or classified advertisements to the Editor. Publication deadline is the 5th of the month of publication. Classified advertisements are free to Chapter members. Notices of other antique auto functions in the area will be printed in the Calendar, but not if they fall on the same day as Club functions. Only exclusive H-E-T events will receive full- or half-page display advertising.

Permission is hereby granted to any non-profit organization to reproduce *Hudson-Aire*-originated articles, so long as credit is given to the *Hudson-Aire* and to the article's author. To reprint articles which have been reprinted in the *Hudson-Aire*, it will be necessary to obtain permission of the original author and source publication.

**Lynn P. Horn, Editor**  
**The Hudson-Aire**  
**704 Walker Ave, Baltimore, MD 21212**

