



# CURRENTS

OFFICIAL PUBLICATION of the

## HUDSON-MOHAWK CHAPTER

Hudson, Essex, Terraplane Club  
Serving Eastern New York Since 1974

Honoring the women and men who rescue, rebuild, drive and enjoy the products of the Hudson Motor Car Company Inc. Detroit, MI 1909—1957

**January 2015**

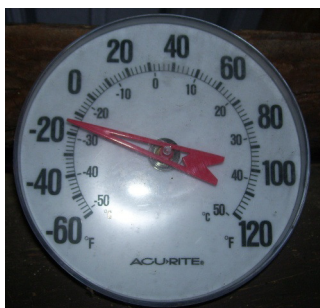
VOLUME 36 NUMBER 1

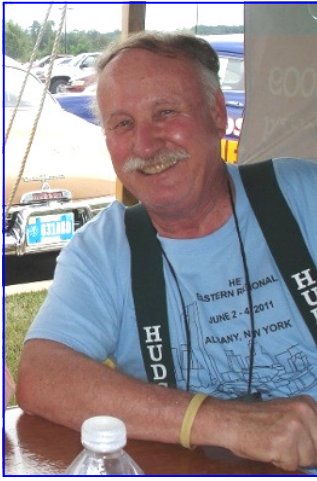
See this website for the latest local shows. <http://www.capitalcarshows.com/>

April 25 - Spring Brunch at Cracker Barrel, 122 Troy Rd. (Rt 4) E.Greenbush  
Call John Defilippo. He needs a count by April 20th.



No Hudsons out here today, thank you! I did it back in the 50s however. Old Henry would start at -15 buried in snow.. on 6 Volts yet. Larry





## *Tedbits*

Now that the Sunny Weather has returned, and I'm getting the second load of fuel oil this winter to stave away any residue coolness that might sneak back in the area....not that the -19 degrees is that balmy.

As I mentioned previously, in past winters H-M newsletters, bringing your winter Hudson project into the house (NO GASOLINE PLEASE) to finish in the warmth of the hearth/stove/wood stove. That helps when you are holding frigid tools, torches and torque wrenches, or the flame job on the hood.

Your H-M officers are deep in thought as to an upcoming Spring luncheon in April..leftover from Christmas,...a Mystery run to Valhalla...the Manchester Car Show the first weekend in June. (6-7th).

So everyone hit the Gym, get the bike out, take out the running shoes and Follow Bob and Mary Peek on the indoor track...you have tuned your Hudson's, Essex's and Terraplane's.....so tune up the ol bod also in anticipation of a fun filled spring. Your demented follower.....Jet Ted

## *Hudson/Mohawk Notes of note. (Email Chatter etc.)*

Hi all. My 1940 Country Club coming along. Slow but sure. Small stuff needed: I have swinging interior visor brackets but no visors. Fabric condition not too important. I can upholster them. Anyone have these? Will post the other little thing I need soon when I can remember what it is!! :-)

Bill Gates 518-644-9410.  
Just remembered. :-). I also need an air filter for my 1940 Hudson Eight. Bill (I've got one for him, Larry)

I was going to get the seats for Bruce's Jet tomorrow!! Ted

(Doris was hospitalized with breathing difficulty) They had so many tubes in Doris last night it was unbelievable. better this am. Will be heading in soon. (Next day) Things are much better today. She will be moving to a recovery place or be coming home. Her wish, if course us home. Will let you know how things go. Bruce (Smith)

I'm toying with doing another Uncle Josh meet here in Northville, July 5 for those who are on the North side of our area, (or just want to take a road trip.) Including Jon Battle (37 Terrorplane), and new Northville transfer from VA resident Peter Sefton (51 Hornet) and Jeff Green 37 Terrorplane doodlebug (Dec Currents) etc. Charlie Woodruff missed it too. And maybe Bill Gates (Bolton Landing) will have his 40 Country Club on the road, and I should have our 40 Victoria Coupe on the road. Last year we had a conflict with the Northville/Placid trail deal in town (Larry)

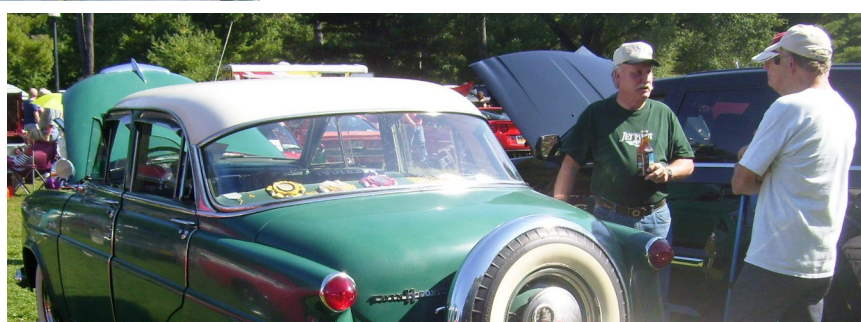
I would be honored to chauffeur Bob & Mary if they are feeling up to this gathering. (Apr 25 Brunch at Cracker Barrel)  
John Defilippo

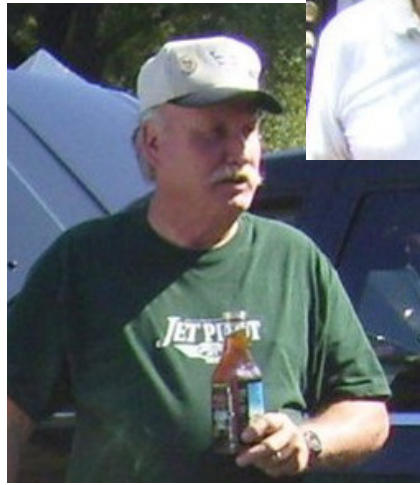
I'll definitely mention that to them. Sounds like it will be fun. We've gotten them out a few times and for the holidays to my house. Now we need some warmer weather activities! Thanks and stay warm. Ken (Peek)

The 308 engine I'm rebuilding had some rust on the rod journals from laying around. I got the rust off but it was pitted so bit the bullet and took it to Haberick in Amsterdam. Well, Chuck's dad ran Haberick Hudson and he and I got t'talking Hudsons and the parts they used to have upstairs, Bob Bateholt, Walt and Junior Morris etc. Bob, who was a cracker-jack mechanic would scrap a Hudson a week with a cold chisel and a double-bitted axe, sometimes driving it for a week or so first. He bought and sold many Hudsons and knew where they all were. He could get anything running. I bought our 40 coupe from him. R.I.P.

Walt Morris was kind of a satellite Hudson dealer here in Northville. His son, 'Junior', bought a new 54 Hornet when he got out of the service, and last we knew still had the motor/tranny. He was known to drive it fast and he told me a few years ago that he would order a pizza in Gloversville and get there before it came out of the oven. (some 17 miles) Larry

## Remembering Recent Shows, Meets & Jaunts





# DETROIT UNDERDOGS

BY MILTON STERN

## Stung By a Wasp

**WHAT? AN UNDERDOG** from Hudson? There are actually two underdogs from my favorite make. One is the Jet; I own a 1954 Jet Liner, so it would be a conflict of interest for me to highlight the "Wonderful Jet." After seeing mine, a friend went out and bought a Jet Liner of his own. That's enough for now.

Though it rode on a shorter wheelbase and carried the smaller of the Hornet straight-six engines under its hood, the Hudson Wasp could be loaded up to match a Hornet option for option. However, a Wasp can usually be obtained for half what you would pay for a similar Hornet. That's because the Hornet has an allure, mainly due to its racing heritage. I have also noticed lately that you can add a Nash-based Wasp to your car corral for less than a Jet.

The Wasp was advertised as the companion to the Hornet. I never really understood this marketing approach. Did it mean that a Hornet owner should buy a Wasp for his spouse or that owning a Hornet and a Wasp would make your life that much more fulfilling? I will go with the latter because one cannot own enough Hudsons.

The Hudson Wasp was introduced in 1952 on the aforementioned shorter step-down wheelbase of 119 inches—shortened ahead of the cowl by five inches. The model it replaced was the Super Custom, and in its first year, it was an upgraded version of the Pacemaker. Your Wasp could be ordered as a two- or four-door sedan, convertible or beautiful two-door Hollywood hardtop.

Utilizing the step-down platform also meant the Wasp offered the same low center of gravity and king-size interiors as the Hornet. Speaking of step-downs. I met some friends for dinner one Friday night and decided to drive my Jet Liner. An old-

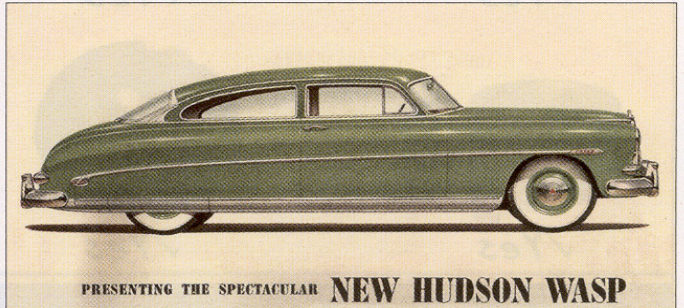
er gentleman recognized my car; I was impressed he actually knew what it was. Most think it's a Ford or Oldsmobile. He then told me how when Hudson introduced the step-down design you could no longer sweep an interior—just brushing the debris out the door. You had to use a vacuum cleaner. Isn't it amazing what we take for granted now?

Hudson also offered the Super Wasp, which used upgraded interior fabrics and vinyls and a more powerful 262-cu.in. straight-six with 127hp. The "H-127" engine was one horsepower short of the Hudson straight-eight, which was in its final year—sort of. In 1953, the Hudson straight-eight would return, minus two cylinders, as the 202-cu.in. High Torque Six, used in the new Jet. Many mistakenly think the Jet engine is a small version of the Hornet engine. I mention this because that engine would not die with the Jet.

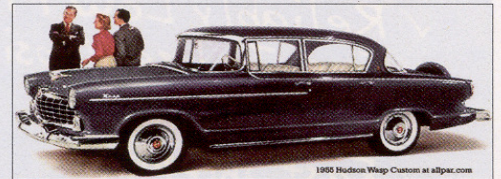
In 1953, the Commodore and Pacemaker were laid to rest—Pacemaker jokes aside. The smaller 112hp straight-six was the Wasp's base engine, and the H-127 engine could be optioned. Also available was Twin-H Power, a Hudson trademark and popular option featuring two carburetors and two air cleaners in what were thinly disguised racing parts. These also look really cool when you pop open the hood.

In 1954, Hudson managed an overall facelift, giving the Wasp a one-piece windshield, raised rear fenders extending from a more squared-off beltline, and a more modern looking trunk lid. It didn't help much, and by the end of the year, Hudson dealers were selling Nash-based 1955 Wasps.

The 1955 Wasp, based on the Nash Statesman chassis, no longer offered the Hornet heritage engine. Instead, the 202 High Torque straight-six from the recently discontinued Jet was put under the hood, with optional Twin-H power. I know this engine very well. It is durable, dependable and economical, but not the most exciting powerplant. I recently



PRESENTING THE SPECTACULAR **NEW HUDSON WASP**



drove my Jet Liner 1,300 miles in two days, and it didn't burn a drop of oil or give me any problems.

Styling of the 1955 models was based on design studies from Hudson, and was distinct enough from Nashes to look like a different car. Inside, drivers looked at 1954 Hudson gauges. And the Wasp, being part Nash, had all-coil spring suspension, reclining seats and Weather-Eye heating and ventilation. But, being part Nash also gave the Wasp softer handling and a bit too much body roll around the corners, taking away the car's competitive edge in racing. The step-down Hudsons won by being quicker on the turns, due to their low center of gravity—an advantage the Nash-based Hudsons lost. The 1956 Wasp was given "V-line styling"—an acquired taste. Today, these last-gasp Wasps have a following, and all that busy chrome is finding new fans. Wasp production would end after 1956.

When American Motors designed its own V-8, replacing the Packard-sourced engine, it offered it as a model on the Wasp chassis as the Hornet Special in 1956.

I know many of you want to own a 1950s car, but you may find the prices out of reach, and oftentimes ridiculous. So take a close look at the Hudson Wasp. This great car may just have all the features you want, and the step-downs handle better than most any other car from the Eisenhower years. The Nash-based Wasps are also an attractive bargain. 🐝



**Hudson-Mohawk Chapter Officers**

**President: Ted Wilming**, PO Box 324, Corinth, NY 12822-0324, 518-654-7108, twilming@hotmail.com  
**Vice-President: Allen Walrath** 385 McQueen Road, Amsterdam, NY, 12010-6339, 518-843-5362, awalrath@nycap.rr.com  
**Sunshine: Doris Smith** 42 Gilligan Road, E. Greenbush, NY, 12061-1713, 518-477-9740, bsmith4777@aol.com  
**Secretary: Bruce Smith**  
**Treasurer: John Defilippo** 55 Upper Loudon Road, Loudenville, ny 12211, jdefili1@nycap.rr.com

We heard from Geoff! (Clark). He is NOT stumped 'Larry, The bronze washer from the NOV issue is the thrust washer for the intermediate journal of the water pump shaft on 1929 or earlier Hudson Super Six. This issue (Dec) I don't recognize as a Hudson part, but it is most likely a transmission layshaft thrust washer.' Layshaft??

A *layshaft* is an intermediate shaft within a gearbox that carries gears, but does not transfer the primary drive of the gearbox either in or out of the gearbox. (Wikipedia)



When my hat wore a hole in my lounge chair I had to patch it.

Well, what shape would you have made it?

**Limerick of the Month Corner**

**The girls, when they went out to swim,  
Once dressed like Mother Hubbard  
Now they have  
A bolder whim  
They dress more like her cupboard**

*A Little Humor Here*

Her: Honey, the Hudson won't start. I think It's flooded.

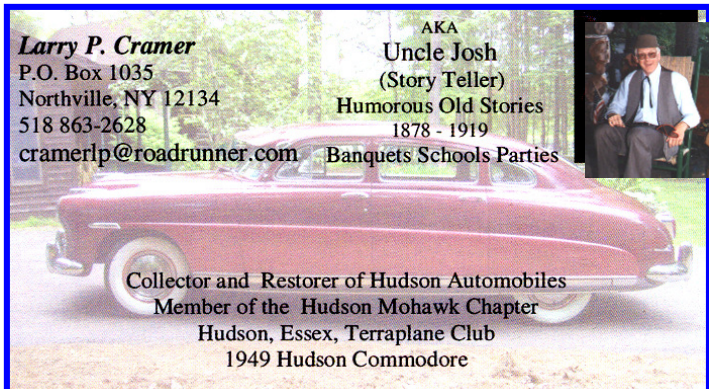
Him: Where is it?

Her: In the swimming pool.

Him: It's flooded.

**Larry P. Cramer**  
P.O. Box 1035  
Northville, NY 12134  
518 863-2628  
cramerlp@roadrunner.com

AKA  
**Uncle Josh**  
(Story Teller)  
Humorous Old Stories  
1878 - 1919  
Banquets Schools Parties



Collector and Restorer of Hudson Automobiles  
Member of the Hudson Mohawk Chapter  
Hudson, Essex, Terraplane Club  
1949 Hudson Commodore