



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

April 2015

VOLUME 36 NUMBER 4

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

May 16, 10 - 4 Saratoga Museum Spring Auto Show. saratogaautomuseum.org

May 20 - 6 - 8:30 Cruizin 2005 St Rt. 30 Amsterdam

**Our Yearly Dues are Due. Mail \$15 to
John Defilippo at 55 Upper Loudon Rd.
Loudenville, NY 12211**

Tasty Treat Cruise-in - Every Thursday 6 - 9 2070 New Scotland Road, Slingerlands

May 30 - Troy, Tamarack Plaza 11 - 3, 3991 Rt 2 Open Car Show

May 30 - AACA Antique car, truck, engine show and Flea Mkt, Fairgrounds, Norwich, NY

While you're there, visit the Northeast Car Museum, Downtown at Rt 8 and 23



Ted bites



The **GO** end

My 53 Super Jet was pulled out of a field South of Galt, Ca in 1984. I paid \$400 for it. The car was in grey primer with the roof sanded and had surface rust, the single carb motor was stuck and there was no rust in the rockers, or quarters.

After dragging it home, the three speed O/D equipped Jet took a trip to the sand blaster,, never again..... After vacuuming tons of sand and still not getting all of that stuff, it went to paint. The Miracle paint job, British racing green bottom and Carnation creme top improved the looks nicely .

With the hammer and a 3x3 inch piece of redwood and a lot of tapping/rust remover, the engine was free turning. Rebuilding the fuel pump, water pump, carburetor, points, plugs, etc etc the engine started on third try, however at speed there was a slight "chuckle " ie bearings with a little extra clearance.....



The **Loud** end

After getting a roached out parts Jet, Twin " H", stainless trim, new headliner, and a rebuilt radio started improving said same "savior of the HMCC" Further improvements, 12 year hunt for a Jet clock, the continental kit came from a 54 two door Jet w/ a 312 cu in Hornet in it that Gus Sousa bought in 1986.

As more is the merrier, the hunt for a Hudson compass, tissue dispenser, backup lights, and a modified exhaust manifold. I took two manifolds to a reputable welding shop and requested that they do a baloney Slice Between exhaust ports 3 & 4, put a block off plate there, weld it back together and make the rear manifold come out like the front manifold.

To make it work in the somewhat cramped firewall area, a approximately 12 x 16 inch section of the firewall (recessed area included) was cut out and by flipping 180 degrees and mig weld it back in place gave the end of the manifold clearance. Adding a hot rod insulating panel to the firewall kept things cooler, adding hot rod exhaust pipe insulating wrap to both pipes helped the double action fuel pump keep cool also.... A muffler shop added the dual pipes out the rear of the Connie kit finishing it out sans mufflers. (no room) ...a discussion with a local Judge about "noise" led to the addition of tips which quieted things a " bit", but not too much.

A repainting of the 30 year old paint job is on the horizon, but i think a rewiring kit is next best thing to do for the 60 year old wiring. The 670x15 bias ply tires are ok, but 205x15 radials would be great if they would fit with the fender skirts. Btw, the Super Jet came with the tinted windows and breezes were added on the front wing windows.....early air conditioning, but I also have a window swamp cooler that cracked a brand new right front door window.....forgot the front light eyebrow also, rebuilt the motor in 1998, went 30 over on a crate 55 motor.

Forgot the brake repairs and the addition of a Zia Chapter members remote master cylinder fill device, no more pulling floor mat, taking off the round cover and unscrewing the master cylinder cover to fill same.

Enuf.....Ted

Hi, Larry!

I've been much impressed by that photo of your thermometer at -18 degrees! We shut down our OJ (Olaf Johnson, near Northville) Road house at the beginning of January, since we weren't going to be able to get up for a while and oil is expensive even with the thermostat set at 45 degrees, The past couple of weeks I've spent more time daydreaming about working on the Hudson than actually working, as our temperatures have bounced between the high twenties and mid-teens. You can tell the wind chill factor perfectly without leaving the garage, which is so decrepit and small that I'm deep in negotiations for a more useful one that can meet the zoning specs for our small city lot. I also dream about a permanently-mounted compressor that can keep up with my sander and sprayer and maybe even some heat.

My car is looking beautiful, at least to me, since I had blasted and primed in December. It has a very good frame and floors, and, if the temperature would just go up. I could finish touching up places like the insides of the doors and pillars with Zerorust. (When I run out, I'm going to try the Rustoleum product you mentioned). (Hammered, Ed.)



I'm also cleaning up the windshield area rim and installing new door window channels and gaskets for re-glazing. I had a bit of a disappointment with a guy in the club who sold me a used driver's side windshield, which arrived smashed. He had only insured it for the \$50 priority mail minimum and only reimbursed my shipping fee. I guess I assumed that the insurance would cover the full price, but I'm writing my loss off to tuition in the school of life. As soon as I get the rest of the under-dash area clean and primed, I'm installing a wiring harness that will hopefully put an end to those occasional smoke-puffs;

So I hope you are staying warm and I know that you're keeping busy. Hope Gail is well, too.

I missed the last national club directory because I was late renewing, but my info is 19 East Chapman Street, Alexandria, VA 22301 (703-836-2015) and 131 Olaf Johnson Road, Northville, NY 12134 (518-863-3061) June-September and miscellaneous intervals throughout the other months. Last year we made it up for about 4 months in total and hope to do more in 2015.

My car is a 1951 Commodore 4 door, #17175. It was originally an 8 painted Pacific Purple, but along the way it acquired a mottled shell of surface rust and primer and a 1948 262. The engine seems a bit smoky but it mostly clears up after a little use. I'm thinking of trying to find a healthy 8 or a better 6 at some point.

I bought the car in non-operating condition from Stu Coleman in 1998 and had it trucked out from his place in Wyoming. I know little about its' history except that the title he sent me was from a guy in Glendive, Montana, who was said to have purchased it from the original owner in that area. It had 1976 Montana plates, so I guess that was the last time it was rolling regularly.

I'm hoping you'll get to see it in Northville, maybe by this summer if the weather warms up. So far, my longest trip has been a figure 8 around the DC and Baltimore beltways, but I want to improve on that this spring.

Take Care!

Peter (Sefton)

Hudson Mohawk Spring Brunch at Cracker Barrel

Although the weather was a little iffy, John and Christine Defilippo arrived with the venerable Super Eight, keeping the tradition of the Schaarf's by showing up at nearly every meet.



Bruce and Doris Smith were there via Lincoln as the convertible wouldn't wake up readily from the long winter's nap.

Their daughter and husband Vicky and Ray Welch-Green were visiting from CT, so we got to interact with them. Ray is getting the Pacemaker with a 262 up and running and we've had conversations since about window channel and wiper motor repair etc.



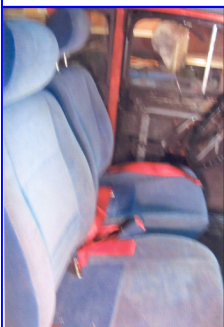
Larry and Gail decided not to take the 49 since they had to bring the dogs as Lucy needed seizure medicine before they would get home. Larry had a box of miscellaneous parts from the 39 that the late Bill Dmyszewicz didn't use for Dave Belser's 39.



Dave now has replaced the wild Mexican blanket with proper front seats, and sturdy running boards made from 2x6 lumber replace the wind. Years ago, running boards were just that, as in the case of our 28 Sanford Fire Truck, covered with non-skid aluminum. Also he's got the rear windows locked in with a unique fastener system. The front end has a nice new treatment with the addition of make-it-yourself side grills. Originals are made of unobtainium. The old rat-rod is lookin' good.



Bill D's seat New Fire truck running boards



It was good to see Paul Blanchett. In addition to a couple of Hudsons (which we have never seen,) he drives a military ambulance, the front corner of which is all I have a pic of. I had actually seen him a week before as he called me (Larry) as the AHS (old trucks) group had a tour of Boyd's Motor Works in Gloversville. Jack has done some Hudson valve seat work for me but I hadn't had a tour. Even with my background in the tool business, I was awed by the technology. Jack builds primarily drag and boat engines as well as restorations. He has one of the most advanced dynos in the area and demonstrated a restored 327 for a Corvette revved to over 4000 RPMs putting out over 300 HP. Some of his engines do 1000 HP or they don't go out the door. Thanks Paul.



New seats and running boards



Ted Wilming, our illustrious leader got lost and arrived a little late with brand X and was apparently explaining to John how dumb the GPS was. He stayed and ate with us then was going to pick up Judy at the airport later.



Ted's roaring Jet



Bruce Smith with Vickie and Ray Welch-Green, Paul Blanchett, Dave Belser, John, Christine and Gail, Doris, Vickie



John and Christine Defilippo, Gail Cramer

Vickie Welch-Green, Doris and Bruce Smith

Ted,

I have received info that **Doc Hudson** will be at the Hemmings Show at Saratoga Auto Museum, **SEPT 25-27** .

Dick Teeter is sending Hemmings promotional pictures for them to promote Doc and us being there. I will send info to the chapter newsletters. Have you had a chance to get hotel motel info for Hudson Members? If so I will put it together with the Saratoga info to see how many Hudson products we can get to Saratoga.

Hope all is well, Dave Tuttle

Hudson-Mohawk Chapter Officers

President: Ted Wilming, PO Box 324, Corinth, NY 12822-0324, 518-654-7108, twilming@hotmail.com
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Secretary: Bruce Smith
Treasurer: John Defilippo 55 Upper Loudon Road, Loudenville, ny 12211, jdefili1@nycap.rr.com



Jon Battle and Peter Sefton

Cold Brook, NY 2014

Oh that we were a lot younger, and a little dumber.

Limerick of the Month Corner

A cheerful old bear at the Zoo,
Could always find something to do.
When it bored him, you know,
To walk to and fro,
He reversed it and walked fro and to.

Flotsam

Well, I hear there's a new drug on the market.
It's called Damitol.
Take 2 and the rest of the world
can go to hell for at least 8 hours.

Larry P. Cramer

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AKA

Uncle Josh
(Story Teller)

Humorous Old Stories
1878 - 1919

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1949 Hudson Commodore