



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

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See this website for the latest local shows.

<http://www.capitalcarshows.com/>

Cars For Sale

Gus Schneider's Cars Grand Gorge 607-326-4697
52 Wasp, 52 comadore 8, 51 Hornet 51Commadore 8 Convertable

Ted's Jet

1953 Super Jet for sale. 85 K mi. 4 dr Sedan with twin "H", 3 sped w/ O/D. Motor rebuilt in 1998 with about 1k miles. Upholstery redone, almost new tires, runs good...\$6000. Negotiable.
Extra parts, repair manual, advertising etc. 518-654-7108



40 Hudson 8 cyl sedan for sale. Trumansburg, NY Joe Allen 607-387-5892

Tedbits



Our President,
Ted Wilming

Now that we all have collected everything that has fallen on the ground over the last few weeks, and before the white stuff rears its fluffy surprise and covers our prized possessions (some more than others). You all need to plan your winter projects and get them into the living room before the snow banks make it too difficult. Be careful to drain the gasoline before bringing it inside and do not use a match to see if all of the gas is drained. To keep the peace in the living room, cover your treasure with a colorful sheet or camouflage. That way the little women will not object to additional clutter in the house, and you will not have to bring up the shoe/handbags collection that has overflowed out of the closets and other hidden places.

As our wonderfully talented scribe is whimpering that you folks are not supplying him with articles of your acquisitions, repairs or modifications of your rides.....did you get your rides out this year? Knowing that we all are advancing on the grey, white or no hair senior citizen group, us as a group need to put your president (not the one in the WH) in your will! Also recruiting new younger members who desire to have/hold our favorite marquee.....so get ready to roast the turkeys and throw Cheetos at the bearded fat guy. Ted

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



(From Peter Sefton.) Hope all is well. We're here in Virginia for 10 days or so but then hoping to be back to Northville for some real fall weather.

I am using the time here to do some work on my Commodore, and I wanted to ask your advice on an interior question. My dashboard (area between the instrument panel and the base of the windshield) was covered with a kind of vinyl-like textured material that was attached with an adhesive. It was ripped and badly sun-damaged, so I tore it off and cleaned up the metal surface underneath. I don't know if you have done this on your '51 but I was wondering what material you might recommend to replace it. I'm not locked into being authentic. Just looking for something that will look OK and not trap moisture. Anyway, hope to get my Hudson up to Northville this spring. That means a busy winter! Peter S.

Sorry for the delay, we've been camping. I'd go to the fabric store and look at vinyl upholstery material. My 49 is trimmed with maroon with a little texture in it. (Larry) (Peter & Linda stopped in the other day, good to see them.)

Hi Larry, it was nice speaking to you again on the phone today. Attached to this email is a link for a photo album with pics of the Hudson Super Wasp. Jon Battle from HER club had mentioned that the frame rails were of particular interest so I tried to take some good pics to detail the overall condition.

A few questions asked by forum members was is if we have the title & we do, title is still under my father's name. I also attached a letter that came from the previous owner (who sold my father the car) for anyone who might be interested, I thought it was interesting anyhow... I will try to get the car running once again.

As I had mentioned, it ran not too long ago but would not stay running. A person who had helped me get it running had suggested that the carb should be rebuilt. I had rebuilt & installed it, tried it again & had no spark, that is where I left off...I appreciate the help you have given me already & anything else that might come of this...thanks! Deryl

<https://picasaweb.google.com/deryl.habib/1954HudsonSuperWasp?authkey=Gv1sRgCK3dsJuO-unKGQ&feat=email>
Copy and paste this into your search engine for lots of pictures.

The old 'Hornadore' that I sold to Scott Crowder, has been sold to a man in Germany. I'm in contact with him and sending him pictures and history stories.



Bruce and Doris Smith are experiencing some health issues but fortunately their kids are coming alternate weekends - one day. They have visiting nurses , aides - now someone stopping by almost every day. I do occasional meals, kids do outdoor chores, bring some meals too. Nancie (Lets keep them in our thoughts and prayers. Ed.)

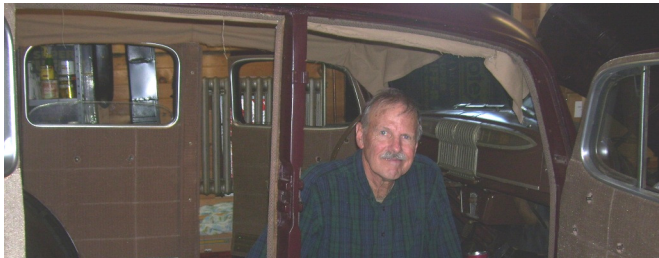
5th edition has 9900 dealers listed 30 pages of Hudson dealership pictures 4 dealer stories \$35. Includes shipping Sheldon Rody 9266 n 100 e , Roanoke, Indiana 46783 have ready to ship today.

John (Defilippo)



I'd like to thank you and the club, for the generous gift.

I have since donated it to the Chatham Rescue Squad. They played a HUGH part in the last two years of Don's life. Rolline



Great Day of Hudsoning at Bill Gates' Garage at Bolton Landing, NY

We got his head liner fastened in the at both ends of the car and discussed the rest of the process, so he feels confident he can finish it now . I had installed mine in the 40 coupe last winter. Don't worry about the wrinkles. They'll come out in due time. Maybe with a little help from a teakettle or water spray.

We had a good time working and taking the Model A to lunch together. Made a date to get over there with our motor home next summer. Poke around for a few days and get a ride on lake George on the **Mohican** with Bill piloting.

“nothing should ever be done for the first time.”



Vienna, Virginia (August 25, 2015). Driving Aids Development Corporation (DADC), the Northern Virginia-based hand control manufacturer, is pleased to announce that Rampfly.Biz is sponsoring the **Hudson Hornet Mobility Project**. DADC is restoring and adapting with hand controls a **1952 Hudson Hornet convertible** and inviting people living with disabilities to drive it through a series of “arrive and drive” events. Rampfly.Biz’s sustainable marketing ideas and products are helping spread the word and fund the Project.

Rampfly.Biz, Colorado’s green promotion headquarters, delivers full in house art design and the largest selection of eco-friendly promotional products available. From high-end gifts, campus-wear, and employee uniforms to holiday gifts, tradeshow premiums, and school fundraisers, they help their customers make the right impression. All at highly competitive prices and the lowest minimums to reduce waste and cost.

“What does it say to the customer when a business gives away a sustainable promotion,” said Mr. Richard Perry, Owner, “It says that a business is in it for the long run, looking to the future and planning to be part of the future, for them, and for their clients. It shows them that you are serious about sustaining a relationship with them, as well as with our planet.”

From the simplest pen, cup or key chain, to the most complex brochure, t-shirt or tote bag, Rampfly.Biz makes use of industry leading technology and resources, such as wind-powered printers, Forest Sustainability Council paper and printers, and compostable plastics.

“We are all about helping a business grow,” continued Mr. Perry, “Give a person a pen, and the customer remembers the business. Give them a recycled pen, and they remember the business and that you care about the future. That is a concept every person today recognizes and values. That is a product that will help a business, large or small, grow.”

The savings DADC receives from using Rampfly.Biz’s products and services, as well as the funds made on the sale or raffle of specially designed Project premiums, will go toward restoring the Hudson and getting it on the road to events. Plus, everyone who participates will be named in the Project’s unique **Hudson “trunk museum”** on display at all events.

For disabled citizens, and wounded warriors, driving the **Hudson Hornet** will offer an unforgettable experience, one that educates and entertains. All behind the wheel of an American racing classic most people only get to look at, much less drive.

For more information on the Hudson Hornet Mobility Project, please contact DADC or visit http://www.drivingaids.com/hudson_project.php

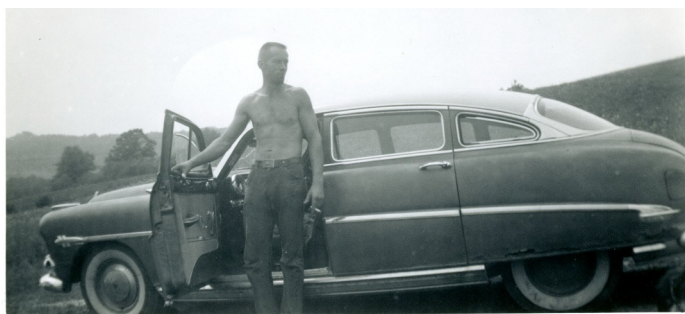
Northville’s First Annual Octoberfest Car Show to benefit ‘the 4th of July Doins’



"1952: Highwater Mark of the Hudson Postwar Years"

By Charlie Woodruff

I had read years ago where the Battle of Gettysburg was considered the "Highwater Mark of the Confederacy" during the Civil War. If ever such a phrase could be applied to the Hudson automobile, to me it would have to be the year 1952. Notice, I said "automobile" not the company. I think few would argue that 1929 marked the zenith of the company when it was third in production behind only General Motors and Ford or perhaps one of the other many years when profits were into the eight figure range. But when you come to the car itself, the 1952 models may be the best the company ever produced as well as the epitome of the stepdown design.



By 1952, Hudson was into its fifth year of the stepdown era. What was daring and innovative in 1948 now was being perceived as dated and out of step by the general public in its ignorance and fickleness as most car companies embraced the square and boxy school of design. The '48 stepdown was innovative and beautiful but it was not flawless. There was room for improvement on the overall design. By mostly subtle changes during the ensuing model years, the stepdown came as close to perfection in design as it could with the introduction of the '52 models. Gone were the small glass area rear windows and lack of stainless trim to accentuate the overall step-down design. Gone also were the vertical glass taillight lens with the goofy little emblem crowning the bezels on the Hornets and Commodores. The new horizontal taillights helped accentuate the overall lowness of the stepdowns. It all just seemed to come together.

The company had just come off its first fiscal year loss since before World War II in 1951, despite the introduction of the Hornet with its huge 308 cubic inch six engine. 1952 would usher in a series of "firsts" and "lasts" for the car and the company. It would be the first year for the short (119 inch) wheelbase Wasp, a more upscale model than the barebones Pacemaker of which 1952 would be its last. The Commodore models, only two years earlier the pride of the company's lineup, were so overshadowed by the Hornet that they too would not see 1953.

Probably nobody saw or realized at the time that the '52s would be the best of the last. Only in hindsight does it become evident. The '53s, while still Hudson through and through, were cheapened to cut costs and divert funds into developing the ill-advised Jet. Senior models now sported cheaper looking painted dashes were painted and the interior cloth was not nearly as attractive as the Durafab vinyl/cloth combinations used in '52. Likewise, the marbled steering wheels, gearshift knobs, and instrument clusters of the senior '52 models did not return for '53. The '54s, the last of the stepdowns, differed even more from its predecessors. Finally, the senior Hudsons had a one-piece windshield and a more squared off contemporary look. The cars acquired fins although for the life of me I cannot understand why the company insisted on spot welding the rear quarter panels when previous years were bolted on for easy removal. The '54s have what I consider the best looking of all stepdown steering wheels (which I why I have one on my '51 Super 6).

But, all in all, for the Hudson Motor Car Company and the Hudson motor car with regard to profits and looks, not to mention its best year on the NASCAR racing circuit, 1952 is it! And that is not a bad way to go out...

FIRSTS

Wasp model introduced	Spare tire and wheel upright in trunk wheel well (first time since 1947)
Ignition switch and starter off same key (no more starter button)	Optional Dual Range Hydramatic transmission available
Optional full ('54 style) stainless wheel covers available from dealers	Plastic parking and tail light lenses introduced
Introduction of Spicer rear-ends to replace the factory built differentials	

LASTS

Last year for Commodore models	Last year for Pacemaker model
Last year of wood grained dashes and interior trim	Last year of marbled steering wheels and instrument clusters
Last year the eight cylinder engine produced	Last year Hudson Motor Car Company produced a profit (8 million dollars)
Last year of inverted "V" hood ornament (Hornet, Wasp, and Commodore models) that first came out in 1948	

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Opening Day at the new Stewarts Shop
in Northville, NY

Limerick of the Month Corner

(How Fast can you say this one?)

There's a train at 4:04 said miss Jenny
Four tickets I'll take, have you any?
Said the man at the door,
"Not four for 4:04
For four for 4:04 is too many"

Cure for hair loss

Drink a glass of Alum
mixed with persimmon juice.
It doesn't really give you more hair,
But it shrinks your head
so what you have fits better.

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



Collector and Restorer of Hudson Automobiles
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Hudson, Essex, Terraplane Club
1949 Hudson Commodore

