



# Nor' by Nor' East

A Publication of the New England Chapter of The Hudson Essex Terraplane Club

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## National 2010



Left: The Souers latest project, another Hudson Italia. We look forward to seeing it next year! Remember the amazing change of the Jet Convertible a few years ago?

*Photo by: Tom Brintnall*



Right: Sarah Young's Jet that she has been working hard on for the last few years. It is great to see it out at the National!

*Photo by: Tom Brintnall*

## NEC President's Message

I am writing this as I am packing for the trip to Spokane, WA for the National meet. I am flying into Seattle to visit an old High School friend first then drive out to the meet on Monday morning. Should be a nice trip.

Our July meet at the McWalter's home was great again. We missed Carl & Priscilla Weber, but they were on their way to the National meet. Dave Tuttle & I took care of burning the burgers & dogs for lunch and there was plenty of side dishes to share as well.

I have heard that an old NEC friend from Pennsylvania has passed away. Bob Kerchner was a regular at the Weber's fall meet for years. Bob was one of the early members of the HET Club and his presence will be missed.

Hudsonly,  
Tom Brintnall

## Editor's Message

First we would like to start by apologizing for the lateness of this issue. As you can see by Tom's President's message the material was into us long before the issue managed to be put together. This unfortunately has become a monthly problem that we are having. We simply no longer have time to put together the newsletter every month. Life has become much busier since we first started editing the Nor' by Nor' east and we do not have the time that we once had available to us. So, we are asking that someone else volunteer to take over the newsletter and become the new editor or editors. We are stepping down as editors and although we have not set a date to do so we also would like it to be as soon as possible. Please seriously consider this as it is an important part of our chapter and it would be a wonderful way to become involved in the chapter in a hands on way if you currently aren't or would like to take on more responsibility.

Secondly, we would like to get an idea of who would be interested in going to a meet (most likely not until Spring) hosted by us at the Miss Mendon diner in Mendon, MA. We would like to get an idea of who would be interested (no, saying you are interested does not mean you are committed since no date has been set and likely won't be for a while), but it would be nice to see if this would be worth pursuing. It would mean buying your meal at the diner, but it would be really neat to have all the cars out in that setting. Please let us know either through e-mail or give us a call. If there isn't enough interest then we won't bother going any further with this idea.

Hudsonly,  
Kelly and Mark Ludwig

## Thinking of You Both

Dean Sturtevant had a pacemaker put in recently and his wife, Karen, is having surgery in the next few weeks. We would like to wish them both well. We hope that Dean is healing well and becoming stronger each day. Also, good luck to Karen in her upcoming surgery and we hope for a speedy recovery. If anyone is interested in sending them a card or note their address is as follows:

Dean and Karen Sturtevant

P.O. Box 321

Orange, MA 01364

## Obituary

### Kenneth Amman, August 12, 2010



Of Lennon, age 71, known as the Hudson Man, is on his journey to be with the Lord. He passed away at home surrounded by his wife, children, and family on Tuesday, August 10, 2010. Funeral Mass will be celebrated 11 a.m. Saturday, August 14, 2010 at St. Robert Catholic Church. Fr. Roy Horning will officiate. Cremation will follow the funeral Mass. Visitation will be 2-8 p.m. Thursday and 10 a.m. - 8 p.m. Friday at Rossell Funeral Home and 10 a.m. until the time of Mass Saturday at the church. A Rosary will be prayed 6:30 p.m. Friday at the funeral home. If desired memorial contributions may be made to the Ypsilanti Auto Museum. Ken was born in Chesaning, Michigan on May 9, 1939, the fourth child of seven to August and Delores (Tithof) Amman. He married Kay Ann Peters on June 23, 1972 and put their two families together to make one. Together, they raised four children. Ken was employed at General Motors Engine Plant for 32 years. He also bought and sold Hudson parts and cars for over 30 years. His passion was working on cars. Ken was involved in several antique car clubs, including, H.E.T., Flint AACA and Red Jackets Touring Club. He was an active member at St. Robert Catholic Church. Ken loved spending time with his family and friends and enjoyed traveling. He was a loving husband, a great dad and grandpa who was always willing to help someone whenever needed. He was an honest man and a hard worker. Ken will be sadly missed by everyone who knew him. He is survived by his beloved wife, Kay; children, Jack Amman of Drummond Island, Vicki and husband Mike Carlson of West Branch, Keith and wife Shannon Amman of Davison and Kirk and wife Renee Amman of Elsie; seven grandchildren, six great-grandchildren; brothers, Jim and wife Doris Amman, Fred and wife Coralee Amman; sisters, Jean and husband Ray Schnell, Marge and husband Fred Dery; sister-in-law, Elaine Amman. Ken was preceded in death by his parents; brother, Joseph Amman and sister, Dorothy Tkaczyk.

## Possible Future Meet Site?

Let us know what you think!



Above is the Miss Mendon diner that we spoke of in our message. We are hoping there is enough interest to have a meet here in the Spring.

## Meet Sheet 2010

**August 22nd, 2010 - Wheeler/Fitzgerald Meet - Harvard, MA**

**September 26th, 2010 - Cook's Annual Meet - 1039 Back Road, Shapleigh, Maine**

**October 17th, 2010 - Weber's Annual Fall Meet/Business Meeting - 183 West Street, North Attleboro, MA**

# Biddle & Smart Co. - 1882-1930 - Amesbury, Massachusetts

*Continued from the July issue*

1923 was the turning point for B & S, when the firm nearly tripled production by devoting its entire factory space to build sedans for Hudson. The big sedans sold well for a couple of years, but fashion soon shifted to the close-coupled Brougham. Production jumped to over 12,000 bodies in 1923. The plant expansion continued, B & S, taking over, in the same year, the Currier Cameron & Co. and their large "Colchester Mill" on Elm Street. In 1925 buildings from Hollander & Morrill Body Co., Witham Body Co., and T.W. Lane Company were added. The added capacity permitted acceptance of a small order from the Rolls-Royce Springfield plant. In September 1926, the Bryant Body Co. was taken over to obtain a building on Cedar Street. This brought the total space to nearly a half million square feet in 21 buildings in six different sections of town.

The properties of a number of smaller body-builders such as the Auto Body & Finishing Co., Witham and Hollander & Morrill were absorbed by Biddle & Smart when they went out of business in the early to mid-twenties as they sought to expand their production of bodies for Hudson.

Biddle & Smart supplied Hudson with aluminum bodies only. They had no presses to form steel, nor did any other company in Amesbury. In 1925, Biddle & Smart also began making bodies for Rolls-Royce's new American company at Springfield, Massachusetts. In April 1925, the company shipped its first Rolls-Royce bodies, and by March, 1926 its Amesbury holdings had grown from nine shops to 41 scattered around town, turning out 400 bodies a day. Biddle & Smart's piecemeal facilities amounted to a cottage industry. Bodies were dollied from place to place and put through individual departments for framing, metalworking, painting and trimming. Italian coachbuilders evolved a similar system after World War II.

In May of 1925, Hudson introduced the Biddle & Smart-built Brougham, a closed-coupled four-door sedan with blind rear quarters covered, as was the entire roof in black leather. The Broughams lent a bit of cachet to the Hudson line, and was an immediate success. The style was continued into 1926, and in 1927 was dressed up with a set of landau irons, though the leather covering of the roof was deleted.

Biddle & Smart production peaked in March, 1926. 400 bodies a day were produced in three eight-hour shifts by 4,736 employees. The increased production required the adaptation of the newest power woodworking tools and the use of Duco paint. Finished bodies were sent by rail from Amesbury to Hudson in Detroit. The company operated in 21 buildings with nearly half a million square feet of workspace, in six different sections of Amesbury.

"Bad weather and slowness in opening of the season" slowed production considerably later in the year. However a record 40,892 bodies were shipped that year, which was nearly a thousand more than in 1925. The fact that Hudson Motor Car Company built its own 10 million dollar body plant in Detroit was not a good sign for Biddle & Smart. By the end of 1926 all steel Hudson sedan bodies were coming from the new factory and by 1928 Biddle & Smart production had dropped by 60%.

From 1927 to 1929, at least 19 different production bodies were made for Hudson, some of them designed by Walter Murphy with the rest emanating from Hudson. Hudson began to advertise all Biddle and Smart bodies as "custom-built," even though they were actually regular production bodies, albeit clad in aluminum. Early in 1927 Walter M. Murphy Co. of Pasadena, California was commissioned to build a series of prototype cars for Hudson using Murphy's new thin-pillar architecture. Six thin-pillared prototype Hudsons were delivered to Hudson and soon approved by the board of directors for the 1928 model lineup. As Murphy lacked the production capability that Hudson needed, Biddle & Smart was the natural choice to produce the production bodies so the prototypes were sent off to Amesbury. Unfortunately Murphy's stylish rooflines were judged to be too low by Hudson's chief of engineering, Stephen Fekete, and he quickly dispatched an assistant to go to Biddle & Smart and "raise the roof three inches" on the 1928 Murphy-designed bodies. Styles included a

Victoria and Landau Sedan on the Model R chassis, joining a coupe, coach, standard sedan, convertible coupe, town sedan, and a Briggs-built five-passenger phaeton. On the Model L chassis was built a seven-passenger sedan and a new seven-passenger limo, club sedan and dual cowl Sport Phaeton plus a Briggs-built seven-passenger sedan. The convertible and the coupe were stillborn, but the others reached production on Hudson's 127-3/8 inch wheelbase Model 0 chassis, the longer of two introduced that year.

As markets bullied in the waning days of 1928, so did Hudson, going to greater lengths than ever before. The Model L, introduced in January 1929, boasted a 139-inch wheelbase, although, curiously, two of the B&S built "Design by Murphy" styles, the Victoria and the Landau Sedan, were consigned to the shorter, 122-1/2 inch Model R chassis. The seven-passenger sedan and a new seven-passenger limo and a club sedan in the Murphy style were offered in the Model L line, along with a seven-passenger version of the phaeton and a gorgeous, dual-cowl Sport Phaeton.

The 1929 Hudson Model R used Biddle & Smart bodies for two styles and other styles were general production. It is probably unfortunate that the Landau Sedan and Victoria were put on the shorter Model R chassis as they are not recognized as Classics by the CCCA. Hudson made two of the five L-series CCCA designated "Classic" cars (the 7-passenger sedan and 7-Passenger Phaeton) while Biddle & Smart made the Victoria, the Landau Sedan and the highly treasured dual cowl Sport Phaetons. In addition to the two Biddle & Smart-built R-series models, Briggs produced three and Hudson built the remaining five body styles.

B&S started producing its own trunks for some models. For example in January 1929 shipments show only 1,400 short-wheelbase Landau Sedans and Victoria bodies, along with 1,300 trunks. Production would have picked up during the spring, but the fact that they were making trunks instead of bodies was an ominous sign. Exact production figures for Biddle & Smart long-wheelbase 1929 bodies have so far been elusive, but estimates range up to about 800 Model L bodies, with possibly 300 of them the dual cowl Sport Phaetons. 1929 Model R Hudsons came as coupes, sedans, convertibles, and a Briggs-built five-passenger phaeton in addition to the entry-level coach. The Murphy-designed Victoria and Landau Sedan were added to the short-wheelbase line as well. The other Murphy begat cars, the seven-passenger sedan, seven-passenger limo, and Club Sedan were turned out by Biddle & Smart for the 139-inch chassis, as were the featured Sport Phaeton and a seven-passenger phaeton of much more pedestrian design and lacking the dual cowl feature.

Today's owners have quoted some suspiciously exclusive quantities of production for their particular car models. Sport Phaetons, for example, are regularly quoted as being one of twelve or eighteen; the truth is likely much less tantalizing. Hudson historian D.J. Kava puts Sport Phaeton production, after studying all available Biddle & Smart documentation, at "possibly 300," there being some 800 B&S bodies for long-wheelbase cars in toto. Model L roster figures seem to support this hypothesis, for Sport Phaetons are actually the most prevalent surviving body style, with nine known to presently exist in one form or another, out of 23 extant Model L's. A little known fact is that Biddle & Smart built the cabs for Hudson's short-lived (1929-1930) Essex-based Dover line of commercial vehicles. Included were the Dover cab & chassis, canopy express, panel truck and express express (pick-up). According to Hudson records they also supplied the van bodies as well as the beds and raised structures used on the pickup and canopy express models. While the Hercules Body Co. of Evansville, Indiana produced a Dover-branded commercial body brochure, they did not supply Dover with production bodies. An examination of the two brochures show two entirely different lines of canopy express and screen side coachwork.

One very rare bird is an un-restored 1929 Hudson canopy express in the collection of Phil Williams of Remsen, New York. The cab on his vehicle is similar, if not identical, to that found on the Dover canopy express and includes a cab-mounted Biddle & Smart body tag. He writes: "I've attached a couple of pictures of my Hudson. They show that this is slightly different than the Dover. First, it is a Hudson not an Essex. Most obvious is the straight roof, not a humpback like the Dover pictures. The Hudson bumper (not pictured) and dual side-mounts also differ from the Dover. IE: this is not identical to Dover, but unique as a Hudson. It also has the rose pattern dash in addition to the body tag. " The exact details of the corporate demise are still buried in the court records. The end probably started in 1926

when Hudson built it's own closed-body plant and by December 1929, when Hudson declined to renew its usual annual contract, the end was apparent. Additionally transportation charges to and from Amesbury made Biddle & Smart too expensive for Hudson to use as the prices on all new automobiles were falling appreciably. With the Depression worsening, Hudson turned more body business over to nearer suppliers, such as Briggs and Murray, and Biddle & Smart found itself not only without a major Detroit customer, but with no customers at all.

After completing the contract with Hudson for 1930 model bodies in the summer of that year, the Amesbury concern was advised that, beginning in 1931, it would no longer be the outside source for Hudson bodies. The custom-body firm tried for a brief period to market aluminum boats, but within months the company was out of business.

## McWalter's Meet

June 28, 2010

As usual Grace and Dave McWalter were wonderful hosts! The weather cooperated completely and the food was wonderful. We thank everyone for coming out and sharing their food and their good company with each other. And a big thank you to the McWalter's for hosting again this year.



Above left: Dale and Bev Brintnall leaving for the meet. Above right: Fred and Edith Brewer and their new Jet!

Below left: Everyone visiting at the McWalter's. Below right: Carmen with her chicken wearing her chicken shirt!



# Directions to the Wheeler/Fitzgerald Meet

## 7 Peninsula Rd, Harvard, MA

### 978-456-3578

Take I-495 until you get to Exit 27. Take exit 27 and head North/West on Route 117. Take a right onto Route 110 towards Harvard. Stay on Route 110 until you pass over the Harvard town line. The first road on your right is West Bare Hill Road, take that right. After that follow look for the signs and follow them! The Wheeler's will be putting the signs out to help us on our way, but if you have any trouble don't hesitate to call and someone will come out and find you or guide you in.

### New England Chapter/ HET Club, Inc. Membership Form

Please mail this form, along with the annual dues of \$12 to:  
Stig Ingvarsson, 56 Gray Street, Arlington, MA 02476-6464  
**Make checks payable to: New England Chapter/ HET**  
Dues provide full membership for the member and spouse.  
Dues are paid upon joining, and renewals are due each April.

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_  
 Street: \_\_\_\_\_ Apt #: \_\_\_\_\_  
City, State Zip (5 digit): \_\_\_\_\_  
 Phone: \_\_\_\_\_  Email: \_\_\_\_\_

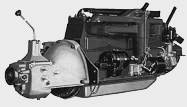
↑Please put check marks in each of the above three boxes if you give permission for your address, phone number, and/or email address to be published in the roster, otherwise they will be omitted.

I certify that I am a member of the National HET Club  
HET Member ID No. \_\_\_\_\_ (see White Triangle News mailing label)

**New Members** please give the following information for HET Club records. **Current Members**, please supply information only for any new additions to your collection since your last membership renewal.

Year	Make	Model	Body Style	Serial No.	# Cylinders	Condition

**Condition Guide:** (1) EXCELLENT = Restored to professional standards in every area; or original with all components as new. (2) VERY GOOD = Well restored; excellent original; or extremely well maintained original showing minimal wear. (3) GOOD = Completely operable original; or older restoration showing wear; or amateur restoration; all presentable and serviceable inside and out. (4) RESTORABLE = Needs complete restoration of body, chassis, interior. Not drivable, but not wrecked or stripped to point of being useful only for parts. (5) PARTS CAR = Parts car only. Not



# Want Ads



ADVERTISING INFO: 1) Ads for NEC/HET members have priority; others on a space available basis. 2) For sale ads run for three months and must have prices. 3) Advertiser must give notice of renewal or cancellation. 4) Send ads to Kelly Ludwig, 322 Gatehouse Lane, Franklin, MA 02038, or e-mail to [OldCarJunkies@aol.com](mailto:OldCarJunkies@aol.com)

## Cars for Sale

\* 1953 Hudson hornet 308 cid original engine (rebuild) automatic transmission(rebuild) radiator and gas tank redone. color black. runs very well Needs some chrome pieces. Seat covers, door panels and headliner are original. Price \$10,500. John Keegan 401-647-7247 Scituate, R.I. [9/09]

\* 1953 Super Jet Sedan, green, twin-h, runs, but needs tires. It's not in pristine shape, but still roadworthy once given "the works" ie. fluid changes, brake checks, etcetera. Original upholstery that's been hidden by seat covers for years. Trailering may be advisable until a thorough tuning is done. Asking only \$1500! Deborah Willard, Maryland 301-927-2457. [*Carmen LaFlamme* 4/09]

\* 3 1946-47 Hudson pick up trucks in poor to good condition to be sold in one lot. 51 Hornet engine in one. Two 1946-47 Hudson sedans fair to good condition; one (1) 1946-47 Hudson doodle bug. (cut-down). Some vehicles run & inside storage and some are outside. Extra parts for these vehicles. Pam Farnham at 508-735-7146. Sutton, MA [Lead from Carl Weber Renewed 4/09]

## Miscellaneous

\* NOS 46-47H Rear Bumper \$100.00; NOS 41H Front Bumper \$100.00; New or Good Used? 46-47H Lower Grille Trim \$55.00; Used 48-49H Drivers Side Rocker Panel Molding \$45.00; Used 51-53H Drivers Side Rocker Panel Molding \$45.00; NOS Pair 42-47H Side Rocker Panel Moldings \$150.00; Used (1) 42-47H Rocker Panel Molding \$45.00; NOS 55-56-57H Molding P/N 341114-1 \$40.00; NOS 48-49H L/H Rocker Panel Molding \$90.00

NOS Pair of 50H Bottom Front Fender Extensions \$80.00

NOS or Excellent Used Pair of 46-47H Front Bumper Guards \$ 25.00; NOS JET Grille Panel \$40.00; Used 48-53H Upper Grille Panel with Hood Latch \$20.00; Used 54H Windshields \$50.00 None Tinted; Used 51-53H Rear Windows \$20.00 None Tinted; Used 51-53 Hollywood 3 Piece Rear Window \$75.00; Used Cylinder Heads for most years from mid 30'S to 54 H & T \$35.00 EA; Used 33H6 Cylinder Head \$45.00; Used Hhudson & Terra[ame Script Heads \$45.00 EA; Used 39H Standard Transmission \$75.00; Used 36-37 H & T Inside Garnish Moldings 4DR Including the Windshield \$75.00; NOS 48-53H? Rocker Moldings 88" Long X 7/8" Wide \$50.00 EA.; NOS 48-53H? Rocker Moldings 90" Long X 7/8" Wide \$50.00 EA; All parts plus postage. Will not ship windshields Carl Weber, Ph: 508- 695-6592 [1/09]

\* Classic and vintage light bulbs. 6 volt and 12 volt halogen bulbs for all our vintage cars – up to100% brighter – no modification needed. [www.classicbulbs.com](http://www.classicbulbs.com). Another bulb source: Bob Drake. Call 1-800-221-3673 [*Hudson News*, Dixie Chapter, Oct 2008 10/08]

\* General Information Handbook for Hudson Built Cars. 289 pgs of specs, general info: starter, generator, etc numbers, weight sheets etc. 30 years of research. CD for \$15 each or print copy in 3-ring binder for \$25. Includes shipping and handling. Alex Burr, 995 Dawn Drive, Memphis, TN 38127-5035 [10/07]

\* Service Operation Time Schedule for 1948-54 \$15.00

Vacumotive Drive Service Information \$10.00

Hudson Hornet Drive Report-Special Interest Autos April 1993 mint condition \$5.00; White Triangle News 1974 \$ 5.00 First item includes shipping, the balance would be plus shipping. Set of four custom 14" full wheel covers in excellent condition for a 1957 Nash Ambassador. Very rare. \$100 US plus shipping. Ernest D.M.Yeaw, 1128 Highway 6 RR# 3, Tatamagouche, Nova Scotia,Canada B0K1V0 Ph: 902-657-2554 E-mail: [marg.yeaw@mncweb.ca](mailto:marg.yeaw@mncweb.ca) [revised 3/09]

\* Walt's tech tip books, Volume one, 1995 to 2003 has been reprinted along with the new Volume two, 2004 to 2007. Volume one is \$20.00 and volume two is \$15.00. If only one book is ordered, S&H PRIORITY MAIL IS \$6.00. IF both volumes are ordered, S&H is still only \$6.00, because both will fit into the domestic use only envelope. Walt Mordenti, 45 Skyview Way, San Francisco, CA. 94131-1248, [mmordenti@aol.com](mailto:mmordenti@aol.com) [8/07]






\* Parts for Sale: 1953 Super Jet NOS front bumper guard \$25.00; 1948-52 Hudson All Models "Pilot" Hydraulic Brake Hose \$20.00; 1937-47 Hudson 6 1935-47 Hudson 8 1937-39 Terraplaine 8 "Pilot" Gas Line \$15.00; 1937 Hudson 6 or 8 1937-38 Terraplaine 6 or 8 "Hygrade" Contain-All Carburetor Reconditioning Kit \$25.00 Postage Paid! David Hector 220 Camp Street Providence, RI 02906 [AliNiev@aol.com](mailto:AliNiev@aol.com) [5/07]

\* Original design Hudson 3 piece air conditioning brackets \$200.00, Stainless steel roof antennas for 48 thru 57 Hudsons \$65.00, Electronic ignition conversion kits \$150.00, 6 and 12 volt battery tenders \$20.00 each. All prices plus shipping. Joe Stinnett, 7953 Stone Rd., Apopka, FL 32703-8970 Ph 407-222-0524, [jastinnett@earthlink.net](mailto:jastinnett@earthlink.net)

## Wanted

\* Hub caps for my '49 Hudson Super Six. The one Cadillac hub cap on the car just isn't going to do it . Pam White at (203) 238-7028 or [pam@marketinggraphics.biz](mailto:pam@marketinggraphics.biz) [6/08]

\* 1936 Hudson Eight Hubcaps. The small ones. Need up to six of them. Mike Cherry at (435) 657-0443 or [fairmontw@fiber.net](mailto:fairmontw@fiber.net). [11/07]

New England Chapter Officers		HET Eastern Regional Directors	
<p><b>President</b> Tom Brintnall 80 Jewell Street RFD Mansfield, MA 02048 Ph: 508-339-2646 <a href="mailto:super6esx@comcast.net">super6esx@comcast.net</a></p>	<p><b>Secretary</b> Lisa Robinson 26 Milford Street Medway, MA 02053 Ph: 508-533-3315 <a href="mailto:n1ktc@hotmail.com">n1ktc@hotmail.com</a></p>		<p>Dave Tuttle 198 Old Richmond Road East Swanzey, NH 03446 Ph: 603-352-8752 <a href="mailto:hudd37@yahoo.com">hudd37@yahoo.com</a></p>
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			<p><b>'54 Jet</b> Dave Griswold 9 Depot Rd. Kingston, NH 03848-3205 Ph: 603- 642-6445</p>
<p><i>The "Nor' by NorEast" is published monthly by the New England Chapter of the Hudson Essex Terraplane Club, with delivery normally in the first week of the month. Any Hudson enthusiast who is a member of HET is welcome to join NEC. Annual NEC dues are \$12, which are due when joining and then each April. Dues are paid to the treasurer listed above and cover member and spouse.</i></p>			

# FIRST CLASS

NOR' BY NOR' EAST  
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