



The Ontario Hudson Chapter got a great Center Spread in the Nov/Dec WTN. Here is the picture from the article.

Canadian Warplane Heritage Car Show - "Wheels 'n Wings"
Mount Hope, Ontario

The Ontario Hudson Chapter had 14 Hudsons at the show of 400 cars. Once again we had our prime parking area on the west end of the tarmac with Fighter Jets parked behind our Hudsons. The Lancaster was not here as it is over in England for shows with the only other flying Lancaster. The rest of the planes were on display for us to see, they had the Mitchell & DC 8 for one to take pictures with their car parked beside/under it.

We also had a few Ontario Chapter members come in brand-x to be part of the day. Paul & Sarah came in their newly purchased '46 Pickup, very nice. Tony came in his '53 Hudson Hornet from Lakeshore four hours away. Ken brought his 2dr Hudson coupe and Gino had his 20's radio booming out early tunes. Gino (#28) and Kim (#26) took their 20's cars for a photo shoot.

Who attended: Kim and Emily Barton, Sarah and Paul Batson, Ken Beselare, Les Billeau, Tony Bondi, Norman Boucock, Gino and Mary Anne DiCocco, their 2 daughters and son-in-law, Frank & Gord Love, Ted Powell, Eitan & Shirley Stouck, John & Linda Simpson, Zena Zyma, Bob & Marcia Passmore, Frank and JoAnn Mresser

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This event usually has the best turnout of Hudsons in Ontario. Make sure you attend next year. The date will be Sunday, August 9, 2015.



From Gino DiCiocco

The end of October signals the end of taking the Essex out for the fall season and time to prepare it for winter storage. This is the routine I follow to prepare the car for the off season.

I pour some Sta-Bil fuel preservative in the gas tank and take the car around the corner to top up with fuel. This short ride gets the engine warmed up for the oil change and mixes the fuel preservative with the gas. Back at home in the garage the front end is lifted and placed on jack stands. The motor oil is drained. Let the car down off the jack stands and fresh oil is poured in. Off for a drive to get the motor completely warmed up with the fresh oil circulating around then back into the garage. With the motor still running the gas is turned off to let the carburetor run dry and the motor stalls out. The car can now go up on four jack stands.

I run the cooling system in my Essex on distilled water and one bottle of Water Wetter. I drain the cooling system a day or two after running the carb dry. The spark plugs come off and a squirt of oil goes down each spark plug hole. A couple of turns of the hand crank and the plugs can go back on. I check the water level in the battery and top up if necessary. When the Essex is in the garage the battery is always connected to a Battery Tender – great device! I leave the battery in the car all year. I leave the windows down about an inch to allow for some air circulation. The last task is to cover the car and that is it until spring.

This year I ran into a serious problem when getting the car ready for storage. When driving the Essex over to top up the gas tank I noticed the oil pressure gauge was behaving strangely and the engine temperature rose quickly. I did not think much of the oil pressure gauge since it was a chilly day but the rising engine temperature was a concern.



I returned home to change the oil and was shocked at what came out – see picture at left. That mixture that looks like a chocolate milk shake is a combination of oil and water!

I immediately checked the radiator and saw the level was down. It took about 4 ½ litres of water. That amount suggested to me the water level went down to about the level of the head gasket. The motor gave me no indication there was a problem. It started right up, ran smoothly, and power was normal. Other inquiries led me to the conclusion the head should come off because the problem is likely a failed head gasket. I set about removing the head and it came off without too much grief. The gasket looked fine to my untrained eye with nothing else looking out of place other than a very tiny blob of the oil/water mixture on the deck area between #3 piston and the corresponding valves. The oil pan was removed and a significant amount of Varsol was poured in to break up the crap that had collected there.

I took the head to a machinist who gave it a clean bill of health. The machinist suggested that I get some clean oil circulated through the motor by placing a bottle of oil onto the oil pump intake and spinning the motor a bit. The next task is to get the head gasket off. This should be fun given the seasonal conditions with my garage not being fully insulated and totally unheated. Stay tuned.

PS – if the motor has to come out I'll need a hand or two with that.

From Matt Dyck of Whitby (mattydyckstudios@gmail.com)

Parts for sale from 1926 Essex Super Six

Set of fenders in great shape, complete rear end with rims and tires, front wheels and radiator, gage cluster
Reasonable offers, pickup only

From Michael Loeser

1941 Hudson Commodore 8 for sale- \$4600

Always been garaged, some surface rust, ran when put in the garage

Atlanta, Georgia ml2@post.com



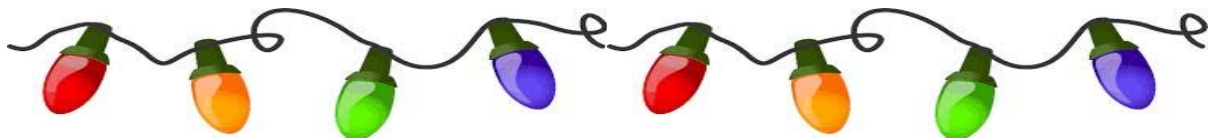
Projects being worked on-

Ted's 1946 Hudson Pickup

After 2 years it's finally ready for paint

Yellow primer

Royal Blue paint



Les's 1950 Pacemaker- ready to go to paint next



Rick's '37 Terraplane Firetruck almost done





1920's/30's theme fundraiser held by the Caledonia Rotary Club- used 2 of Ted Powell's Hudson cars as props inside the venue and them Kim and Emily drove their in their 1926 Hudson Super Six.

Some events to plan to attend when the weather warms up-

June 6 & 7, 2015 Country Cruise-in, Fleetwood, London, Ontario

August 9 – Wheels-N-Wings car show at Warplane Heritage Museum, Mount Hope, Ontario



**HAPPY HOLIDAYS
FROM THE ONTARIO
HUDSON CHAPTER**