



# INTERMOUNTAIN NEWS



March 2017

Vol. 24 Number 6

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Hello Again Gem State Family,

Well it was great seeing everyone who made it to Post Falls last month. I know the weather did not make for an easy go. I think we ended up with almost 9-10 inches of snow that weekend. Anyone ready for Spring yet??

I personally had a little something new at that meeting. I actually set up my own Facebook page. Many of you have heard me talked about how valuable Facebook and Social Media in general can be. However I only spoke from work and business experience. I never had my own page on Facebook until we actually went through the process of setting it up in real time during our Mid-Winter meet. I have to say pretty simple process and it was mentioned that we continue to visit this to keep everyone up to speed. In fact I have linked to four other HET Chapters so far on Facebook and it is really cool to see what they are all up to and what they are sharing on Facebook. In fact did you know that the HET National has a Facebook page? I didn't, but I am linked to that group now! I must say the only disappointing factor for me so far is seeing how some of the other chapters are already posting pictures of theirs Hudsons out and about and being enjoyed. We just don't have their weather up here yet so I find myself becoming a little jealous while my Hudsons remain in the garage for now.

Now I did have the opportunity to do a little work on our '52 Hornet though. I had the wing window frames re-chromed, new glass installed and new rubber put around the frames. First time I had done that and found it to not be near as bad as I thought it would be. So one more box checked off there so hopefully we will have that car on the road this summer. Still have the entire interior to get done so we will have to see how it goes.

Well, it will not be long now as April, and our first actual 2017 Meet, are fast approaching. I simply cannot wait to get the old convertible out and drop that top for some Spring time cruising. Get those motors running and I will see you in Butte, MT!

Before I close here please help me wish Steve Tillberg and Claire Edeburn Happy Birthday this month!! And, Happy Anniversary to the Mayhles!!

Until next time stay strong, stay safe & keep those Hudsons moving.

Rob Hudson

FIRST Meet of 2017 - Butte, Montana

April 28-30, 2017

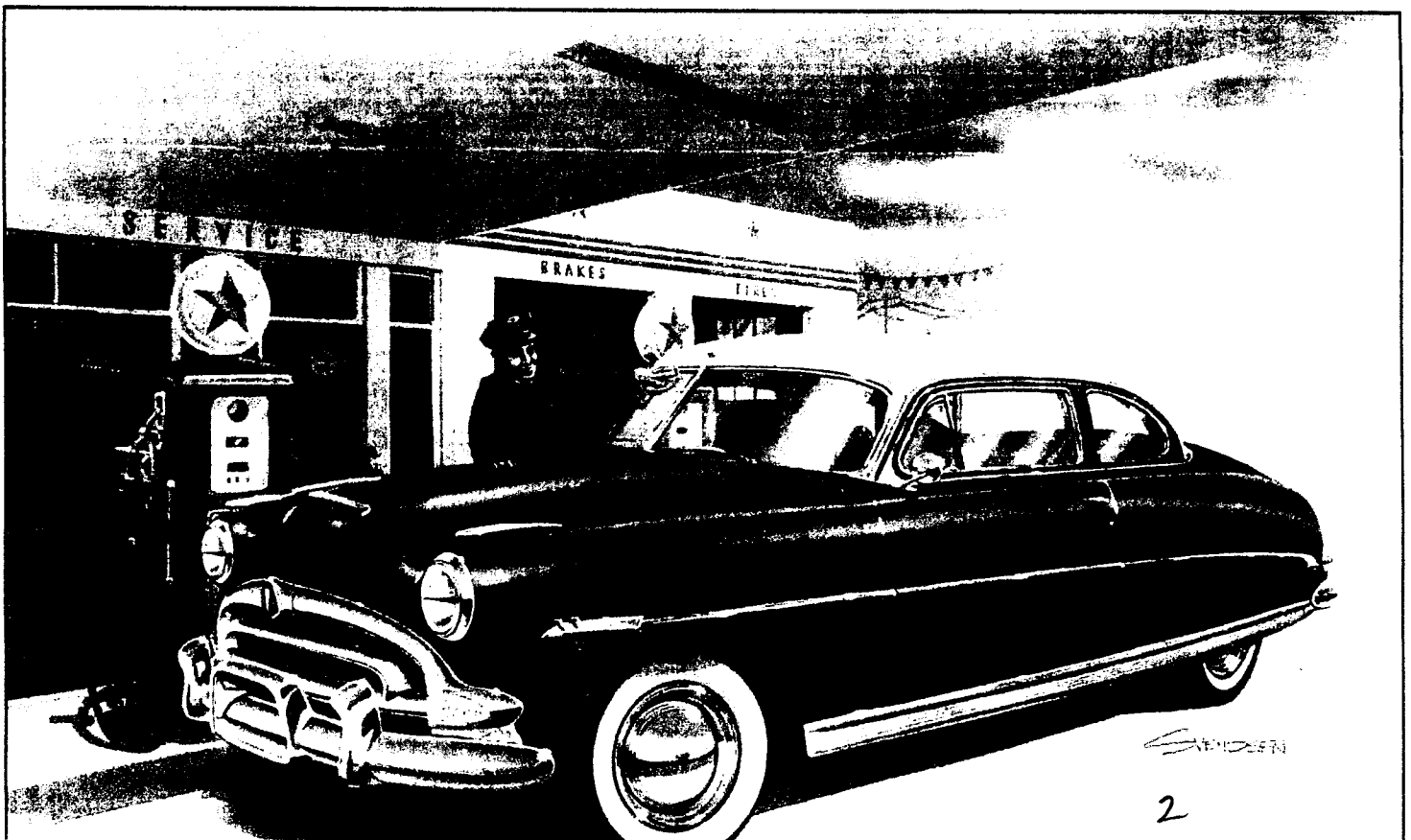
MAKE YOUR RESERVATIONS ASAP

Tell them you are with the Hudson Club.

Tours of the mining museum etc will  
have details in the April issue!

Questions - CALL Terry 406-370-3583

**Spring is just around the  
corner!**



# Group Contract as of 3/8/17

## Hudson Car Club



### Quality Inn & Suites

2100 Cornell Ave  
Butte, MT 59701  
(406) 494-7800  
(406) 494-2875  
GM.MT071@choicehotels.com

### Contract Information

Group Name: Hudson Car Club  
Arrival Date: Friday, April 28, 2017  
Departure Date: Sunday, April 30, 2017  
Fixed Cut Off Date: Thursday, April 20, 2017  
Company Name:  
Address:  
East Missoula, MT 59801

Group Account: 2903458  
Group Contact: Nau, Terrence  
Email: tn136617@gmail.com  
Telephone: (406) 370-3583

### Room Details

#### Room Block

	FRI	SAT
	4/28/17	4/29/17
NK1 - 1 King Bed, No Smoking	10	10
NQQ1 - 2 Queen Beds, No Smoking	7	7

#### Group Rates

<u>Room Type</u>	<u>Single</u>	<u>Double</u>	<u>Extra</u>	<u>Child</u>
NK1 - 1 King Bed, No Smoking	74.00	74.00	5.00	0.00
NQQ1 - 2 Queen Beds, No Smoking	74.00	74.00	5.00	0.00

\*Additional rate changes apply

### Billing Information

#### Group Payment Type

GTD/Payment: GENERAL MANAGER

#### Guest Payment Type

# Treasurers Report

For the Month of February, 2017

Dues are \$10 per year, due in October

We had another three members to renew for \$70 and that leaves 3 still outstanding for our chapter dues. This might be it but who knows, we might hear from them in a month or two.

Make sure you are current with your CLUB dues.

## Chapter Hosted Meets for 2016

These meets are usually scheduled for the third or fourth weekend of the month.

**Do Not Schedule Meets on Holidays**

(Dates & places should be published the month before the month of the meet for those who need to plan.)

April.....Terry Nau.....Butte MT.....April 2~~8-30~~

May.....The Browning's.....Kamiah, Idaho.....May ?

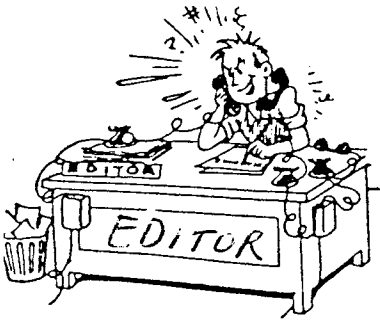
June.....Tillberg's.....Bonners Ferry, ID .....June 16 - 18

July.....Pete Bolinger.....North Central, WA.....July ?

August.....Charlie Nau.....?.....Aug ?

September.....The Edeburn's.....Canada ?.....Sept ?

October.....The Cooper's.....Coeur d'Alene ID.....Oct. 20 -22



I had waited for months for the mid winter meet like I always do and then for only the second time since we have been having these meets in the winter I had to stay and plow snow and we did get hit pretty good. I now am looking forward to our April meet and seeing everyone again.

I thought winter was done and we have been having a lot of rain and wind so the snow is going away slowly and then today I woke up to another several inches of snow...hmmmm! I have work lined up already into August so we need some Spring work to get started on it for sure.

Elaine and Dennis Whieldon stopped in the other day on their way back to Cranbrook from their winter stay in AZ. I had purchased a set of 4 tires from them from Coker tires and they will soon have them on their 1949 Hudson and ready for another Hudsoning season.

Since the Christmas Meet in October, Pattii and I have crisscrossed the country taking some time off to enjoy some travelling. In November we had a great time up in Maine and the weather was wonderful for us. In January we took another cruise in the Carribean and were gone for nine days and now we just got back from almost a week in Vegas. Time to get back to work so no more of those trips now till November but we have plans in the works for trips already.

I have not put any advertising pages in the newsletter for some time. I hope if you have a car for sale or you would like to buy, let me know and I will put it in for you. Also if you have parts and needs let me know and we can list that as well.

*Charlie*

I was reviewing our meets for 2016 and what I saw from the numbers is that it was the best year of Hudsoning that this Chapter has seen so far not only in the number of cars at a meet but the number of folks who attended as well.

We set new records for the number of folks at a meet which was 46 at the Christmas meet last October and the number of cars at a meet which was 15 at the May meet up in Priest River.

Below are the numbers for 2016:

January	23 folks	
April	26 folks	12 cars
May	38 folks	15 cars
June	24 folks	8 cars
July	14 folks	3 cars
August	24 folks	11 cars
September	24 folks	9 cars
October	46 folks	12 cars

The bottom line is that we averaged 27 folks and 10 cars at the meets last year.

I think our chapter does so well in these areas cause we have a lot of interest and we enjoy driving the cars out to places and showing them off to the general public.

Several reasons we do so well I think is because we are for the most part always going some place new with fresh things to see and enjoy and also we move the meets around to the different areas of our membership so everyone has some close meets and then also have some with some pretty good distances to them.

I hope all of you will plan to come out and be part of the meets this year and make it as successful as last year if not even BETTER!!

# HET 2017 NATIONAL TOUR - SECOND ALTERNATE HOTEL ADDED

We have sold out our group room block at the host hotel. Accommodations can be made at a nearby alternate hotel, see below for more info. Any questions or needs pertaining to room reservations, please contact Laura Spring @ 909-986-6078 or ciceditor@outlook.com and she will be happy to help you arrange for your room.

If you find you need to cancel your reservation at the host hotel, The Hotel Karlan – PLEASE contact Laura Spring FIRST so that we can secure your room(s) for others to use. They will not automatically go back into our room block. THANK YOU!

**Alternate Hotel #1:** Radisson Hotel San Diego – Rancho Bernardo. 11520 W. Bernardo Court, San Diego, CA (858) 451-6600, this hotel is approximately 4 miles from the host Hotel. **Group: Hudson Essex Terraplane International / Group Code: HUDS** Rates are \$119.00 a night, plus taxes for King Bed w/sofa sleeper. No Queen beds or double beds available. Rates are good from Friday, August 18, 2017 through Sunday, August 27, 2017. Reservations can also be made by calling the toll-free reservation hotline @ 800-333-3333 and reference the group block name “Hudson Essex Terraplane International” or online by clicking this link:

**Alternate Hotel #2:** Holiday Inn Express - Rancho Bernardo. 17065 W Bernardo Dr. San Diego, CA 92127 (858) 485-6530, this hotel is approximately 4 miles from the Host Hotel. **Group: Hudson Essex Terraplane Club**

Rate: \$119.00 a night, plus taxes for Two Queen Beds (Full Hot Buffet Breakfast Included.) No King beds available. Rates are good from Friday, August 18, 2017 through Sunday, August 27, 2017. Complimentary Internet, Complimentary Parking.

Reservations can be made by calling the local number (858) 485-6530 or the reservations toll free line at 1-800-777-6055, by telling them you belong to the Hudson Essex Terraplane Club - Holiday Inn Express Rancho Bernardo or online by clicking this link which works best from a PC or laptop:

## NATIONAL TOUR SPOTLIGHT

### HARBOR CRUISE

AUGUST 23, 2017

Explore the scenic beauty and fascinating history of San Diego's waterfront aboard a modern yacht, with a professionally narrated sightseeing tour. Take in the sights of the bay on a relaxing two hour cruise with a unique perspective of San Diego that you can only get from the water. The two hour cruise provides up close access to San Diego's gorgeous waterfront, military crafts, historic landmarks, natural sea life and much more.



### Hudson Dealership Matchbook

Where in Texas is this Dealership?  
The Hudson matchbook photo was sent to me by Ed Wright. I had to get the old Atlas out to locate Palacios, Texas.

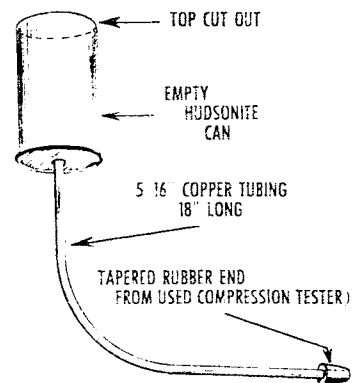
One hint its near the Gulf.



### TEDIOUS JOB MADE EASY

At little cost of time and material the clever device sketched below, simplifies placing either washing fluid or Hudsonite in the clutch. It's a prize winner.

The sketch and make-up instructions are by Adolph Kaibel, shop foreman for St. Charles Equipment Co., Inc., Hudson Dealer at St. Charles, Missouri, and sent in by C. G. Monken, Parts and Service Manager of the St. Louis Zone.

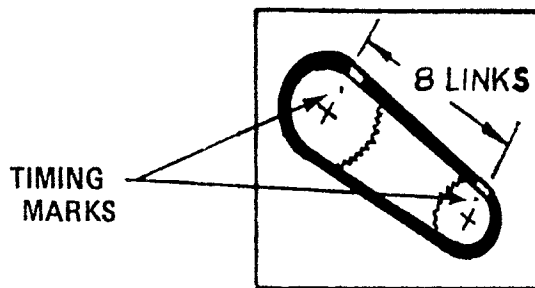


About every service repair shop has some device, Special Tool, or short cut, making a difficult job easier. Your Service Merchandiser prize contest is open to all Hudson Parts and Service Personnel. Get in on these cash prizes!

*January 1953 Hudson Service Merchandiser*

### Hudson Camshaft Timing 1948-1956 Big Six

1. Always install a new "Morse" timing chain with a new cam for correct cam timing, never use a "gyppo" substitute chain because a "gyppo" chain will wear out 3 times faster than a "Morse" chain (factory original).
2. Install chain as shown in sketch. Set # 1 piston at top dead center and install chain 8 links between timing marks on gear sprockets.



3. NOTE: When chain is installed as shown in step #2, your engine is ready to fire on #6 cylinder. Therefore, install oil pump and distributor to fire at #6 cylinder. NOTE: a Hudson engine is timed to fire at #6 cylinder whenever a new chain is installed as shown in the sketch in step #2.

*Instructions from the late Jack Clifford*

Oil Viscosity

Choosing the correct oil viscosity can be an important factor in determining the life expectancy and performance of your engine. Using the correct-viscosity oil can also keep the engine running at its peak efficiency, and plays a small part in the overall fuel economy of your vehicle. Modern engines have very different viscosity requirements over vintage engines, and manufacturers invest a lot of time and money to determine which mixture of oil and oil additives will work best with their engine components. This is why you often see original equipment recommendations for new weight ranges that were unheard of a few decades ago. These new formulations will eventually lead to the replacement of non-detergent straight-weight oils as well as some of the old, reliable multi-viscosity oils of the last five decades.

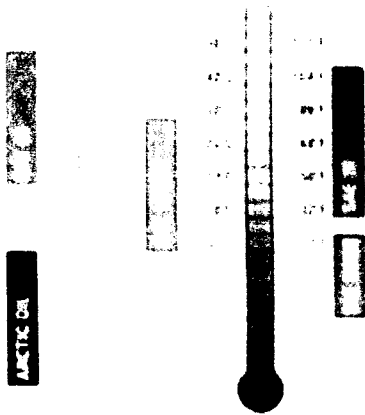
Simply stated, viscosity is merely a measurement of oil and other fluids' resistance to flow. This flow can best be described as the difference between pouring water (with a viscosity of 1) through a funnel and then molasses (which has a viscosity of about 2,000) through the same funnel. The amount of friction from the contents of the molasses causes it to flow at a much slower rate than the water. Viscosity measures the amount of friction that is within the oil, preventing it from moving freely. Higher-viscosity oils have more friction and flow more slowly than a low-viscosity fluid. This friction is caused by the makeup of the molecules used to create the oil byproduct during manufacture. Polymers are added to the mineral oil base to reduce changes in viscosity when the oil is subjected to extreme temperatures at either end of their effectiveness. There is a limit to just how much polymer material can be added, though: While heavier polymers are good for thickening oil for a wider range of temperatures, they also have a lower resistance to mechanical shear than lighter polymers or base mineral oil, so it is a complicated balance that is sought when engine oil is formulated.



Viscosities are measured in several different ways and are numbered using industry-standard scales. Engine oils are measured on an SAE crankcase scale, while hydraulic fluids are measured on an ISO VG scale. Gear oils also use their own SAE gear scale and tractor/industrial fluids use an AGMA scale. Both SAE scales measure kinematic viscosity at 100 degrees Fahrenheit, while ISO and AGMA-rated oils measure kinematic viscosity at 40 degrees Celsius (104 degrees Fahrenheit). Consequently, you will find that oils from all four ratings systems will have the same viscosity (friction resistance), but are numbered on a totally different number scale.

## Oil Viscosity Continued

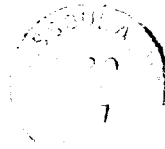
For instance, ISO 32 hydraulic fluid, commonly used in snow plows, jacks, tractors and construction equipment, has the same viscosity as 15W engine oil and 75W gear oil, but is too light to be recognized on the AGMA scale. Grade 5 AGMA-rated oil has the same viscosity as ISO 220, 50 weight SAE engine oil and 90W SAE gear oil. This does not mean that you can use ISO 32 in your rear end or 90W gear oil in your crankcase, only that the viscosities are similar. The base oil product and additives mixed into it determine the scale on which the oil should be rated. When ISO and AGMA oils can be interchanged, both ratings will be listed in the owner's manual.



When comparing multi-grade oils, the lower number represents the oil's viscosity at the lowest recommended temperature, the higher number representing its viscosity at the upper end of its recommended operating temperature. For example, 10W-40 is recommended for ambient (outside air) temperatures of +5 F to +122 F, while 5W-30 works best in temperatures between -22 F and +86 F. Good old 30W straight oil is currently only rated for +32 F to +86 F, and even 20W is not rated for temperatures below 14 F.

When selecting the oil that best suits your particular vehicle, your best information can be found in the owner's manual. The factory's recommendations will be listed there and you will usually be given a few alternatives, based on your local climate and driving habits. It should be noted that many manufacturers also recommend that you change the viscosity of your oil at least once a year based on local temperature changes. If you do not have a manual, follow the temperature range recommendations listed on an SAE engine oil chart or locate a Chek-Chart Classic Classification Guide from Motor Information Systems (Motor Manuals). Several are available, including one for 1950-1989 vehicles. Valvoline and other manufacturers also produce Lubrication Recommendation and Capacities catalogs every five years or so with updated information for engine, drivetrain and differential requirements as well as oil recommendations for small engines, tractors, outboards, motorcycles and heavy-duty trucks.

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FIRST CLASS MAIL

# INTERMOUNTAIN NEWS

## HUDSON-ESSEX-TERRAPLANE CLUB, INC..

Carry these coupons in your car and enroll new Members!  
 Hand them out to potential HETers wherever you travel. Build your chapter...build our club.

**HET NATIONAL CLUB**      DATE \_\_\_\_\_  
 Please fill in all blanks completely. Dues provide full membership privileges for member and spouse.

1 year (U.S.) Regular mail ~~33.00~~ 33.00  
 1 year (U.S.) 1<sup>st</sup> Class mail ~~33.00~~ 43.00

**MAKE CHECK OR MONEY ORDER PAYABLE TO: HET CLUB**  
 Mail to: HET Club Inc. c/o C. Sargent      2850 N. Meridian Ave.  
 Wichita, KS      67204

Use coupon for renewals and changes. **PLEASE PRINT CLEARLY!**

NAME \_\_\_\_\_

SPOUSE \_\_\_\_\_

STREET \_\_\_\_\_

CITY/STATE \_\_\_\_\_

ZIP(9-digit) \_\_\_\_\_

PHONE ( ) \_\_\_\_\_

EMAIL \_\_\_\_\_

I own the following Hudson-built vehicles:  
 YEAR    MAKE    BODY STYLE    SERIAL NO.    MOTOR NO.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**GEM STATE CHAPTER**      DATE \_\_\_\_\_

Chapter Dues \$10.00    Membership year runs October 1<sup>st</sup> to September 30  
 Chapter members must be NATIONAL CLUB members as well.

**MAKE CHECKS PAYABLE TO : GEM STATE CHAPTER**

Mail to:  
 Paul Johnson, Treasurer, 12684 W. Burlington,  
 Rathdrum ID 83858  
**PLEASE PRINT CLEARLY!**

NAME \_\_\_\_\_

SPOUSE \_\_\_\_\_

STREET \_\_\_\_\_

CITY/STATE \_\_\_\_\_

ZIP(9-Digit) \_\_\_\_\_

PHONE ( ) \_\_\_\_\_

EMAIL \_\_\_\_\_

I own the following Hudson-built vehicles:  
 YEAR    MAKE    BODY STYLE    SERIAL NO.    MOTOR NO.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



The Hudson-Essex-Terraplane Club, Inc. is an organization dedicated to preserving the products of the HudsonMotor Car Company of Detroit, Michigan which produced vehicles for 45 years from 1909 until May 1, 1954 and American Motors Corporation who produced Hudsons from 1955 until 1957. Founded in 1959 by Meritt Marks, the Hudson-Essex- Terraplane Club is a world-wide service organization and is incorporated under the laws of the State of Pennsylvania