



the Hudson rEflecT or

Newsletter of the Southern California Chapter of the H-E-T Club

HMCC – 99 Years

HET Club – 49 Years

SC Chapter 42 Years

March 2008

Patty Teague Comes to Southern California



Sunday, March 9, we are to going join with CIC and SBC to meet **Patty Teague** and tour the **Wine Country of Temecula**. We will meet at the **Temecula Creek Inn, 44501 Rainbow Canyon Road at 10 am**. See the enclosed flyer for complete details.



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Upcoming SCC Events

March 9 – **Wine Tour and Picnic with Patty Teague** in Temecula

March 16 – Board Meeting

April 27 – **CHVA Car Show** in Sherman Oaks

May 22-24 – **Western Region Meet** in

San Jose, CA

June 8 – **Annual Picnic & Elections**, Ernest E.

Debs Regional Park

July 22-28 – **National HET Meet**

<http://www.freewebs.com/neceditor05/>

→ Sept. 26-28 – **All-Cal Meet** (*Date change*)

Nov. 8-9 – **Laughlin Economy Run**

April 2009 - **Western Region Meet** in

Oakhurst, CA

Board Meetings are normally scheduled for 2 PM on the third Sunday of each month, and are **open to all members**.

Phone 805/987-8187 for directions.

Want an SCC Meet close to your home? Just find a park or other attraction with parking and facilities. Then give Noah a call (626/799-6107)

FROM SPEED AGE, MARCH 1953

MARSHALL TEAGUE REPORTS

from WTN July 1968

Editor, Speed Age:

I have followed your "Readers talk back" column with great interest and as the subject Hudson Hornet vs. V8's has reached a climax, I feel that I would like

to answer some of the questions, pro and con, pertaining to the Hudson performance.

I have also had many requests and inquiries as to what makes Hudsons perform. To start with, I learned a long time ago that the manufacturers of automobiles know more about them than any one individual, so I try to follow their specifications as closely as possible, changing only a few clearance tolerances so it will be possible to run the cars wide open for long periods of time without having to break them in.

I've also learned it didn't pay to leave a lot of things to luck so I check everything that pertains to the running of the car to make sure it will finish a race, whatever the distance. From past experience I've found that a 100 mile race takes as much from an automobile as 25,000 or 50,000 miles of ordinary highway driving.

It seems, even though these same words have been told by me before to many drivers, mechanics and other interested individuals, since my first victory in the Daytona Beach race driving a Hudson Hornet, there are still those who are not convinced. In the next paragraphs I hope to clear up this confusion and make it possible for any of you readers to set up a winning Hudson Hornet.



Motor: Completely disassemble motor, inspect each part for fit and wear, making sure that each part is properly reassembled, making no changes other than additional clearance for the following parts: Give connecting rods and main bearings an additional .001 clearance over factory specifications. Allow .002

additional clearance for the pistons and making sure all wrist pins are free but not sloppy. These two items are the only things necessary to allow the engine to run at high speeds immediately without breaking it in. The rest of the engine goes together per specifications, with one exception. After doing a very careful valve job, I adjust my valves cold instead of hot as the factory specifies.

Contrary to many beliefs and claims neither the Hudson factory nor any one else has ever ground a special cam for me for use in stock car racing. All Hudson six cylinder engines from 1948 through 1951 had identically the same cam. In 1952, to try to quiet the valve action, they increased the clearance ramp, but making absolutely no change on the basic lobe. All Hudsons from '48 through '51, I adjust the valves to .009 for the intake and .013 for the exhaust. Due to the change of the clearance ramp on the '52 cam, I found that to get the same performance, .010 intake and .016 exhaust was necessary. I use standard factory specifications on timing the timing chain.

As for piston rings, when I was running in NASCAR competition, I used Grant Rings, for two reasons. Primarily, I was a Grant Ring dealer and also the fact that the Grant Rings seated *very* rapidly thereby giving immediate peak performance. Now that I am running AAA competition I have changed to original equipment Hudson rings, which take longer to seat as they are chrome plated for longer life.

The dual carburetor intake manifold was designed in 1944 when the first new 6-cylinder engine was designed. It is their answer to the four barrel carburetor used on many of the V8 engines. The 6 cylinder engine being long necessitated the placing of the carburetors further apart to give better distribution and smoother performance. The various high compression ratio heads which Hudson has listed actually are the standard and optional heads from their other 6 cylinder engines. There are no changes necessary to install them.

Tuning the engine is very important, but very easy, you set the carburetors exactly to specifications and the same rule applies to the distributor. Setting the timing is where most everyone overdoes it, including most dealer mechanics, they try to run too much spark advance at idle which tends to cause detonation at high rpm. I have found that you get best all around performance when using the H145 aluminum head (7.2 to 1) with high test gas by setting the spark on

the second short mark advance. Also, with the 6.8 iron head, set the spark the same. With the 7.2 iron head set the spark one to one and one half marks advance.

Chassis: In 1951 Hudson assembled what they called the Heavy Duty Suspension Kit, which many people confusedly called a racing kit. Actually the kit contains no parts for the engine. What it really contains is an assortment of standard parts that are made for export use, with the exception of heavy duty wheels and hubs that are made for racing, which had to be made heavier because of the tremendous strains brought about by going around a circular track in one direction. Other than the wheels and hubs, the kit consists of shot-peened spindles, steering arms and rear axle shafts, standard export springs and revalved export shock absorbers.

In 1951 and until the latter part of '52, Hudson had only three available rear axle ratios: 4.55 to 1; 4.10 to 1; and 3.58 to 1 and when dual range HydraMatic was introduced on 1952 they added the 3.08 to 1 ratio. All of these ratios are optional with any transmission. The 4.55 to 1 is used mostly on the half mile tracks and the 4.10 on the mile using the 3.58 at Daytona Beach and the Darlington '500'. Even though these ratios are widely separated, the Hudson engine is very versatile as it has an unusually good torque curve all through the range, yet it will turn 5000 rpm and over if necessary.

As proof of the Hudson Hornet's performance, let's compare the 1951 and '52 records:

At Daytona in 1951, the Hornet pulled an honest 145 hp at 3600 rpm, giving it the top speed of 108 mph. Darlington in 1951 was the first test of the dual carburetors which gave 155 hp at 3600 rpm. But the 10 horsepower gain is not only on top. It goes through the range, giving better acceleration and top speed.

Although my qualifying time at Darlington in 1951 was the fastest, it was not the maximum speed of the car as was later proved in the race. After running the track enough to learn the groove, I was able to attain a top speed of over 110 mph at the end of the straightaway. Although the lapping speed of my car was in the high 80's and low 90's, these low lap speeds are brought about by the fact that the groove at Darlington is on the outer rail, which is almost 1

3/8 miles instead of 1 and 1/4 miles as the track is figured.

Even with all these tremendous speeds, I never once ran at maximum speed as tires are the governing factor at Darlington. Hudsons are able to run at greater speeds for longer periods of time with less tire wear due to their superior roadability, aided by their low center of gravity. The fact has been further proven in the Mexican road race for the past two years where Hudsons have had the best tire wear in the race.

At the finish of the first 700 miles, which are the most mountainous legs of the race, I was eight minutes behind the lead cars and considering the difference in horsepower this was a better than average time. The superior roadability of the Hudson and the outstanding traction of the new Pure Oil Company tires enabled me to get through the mountainous curves even better than the much talked about European cars (Porsche, Lancia and Jaguar) with a total weight of 4900 pounds ready to race

This time was achieved running over 100 miles with the right front wheel pushed back over three inches, broken shocks and a bent rear axle housing causing the rear end to burn up, reducing my top speed over 20 miles per hour. After Mexico City I steadily lost time on the leaders as my stock 155 hp Hornet was only capable of 115 mph against a 125 or more mph that the 200 plus horsepower V8's were capable.

In this race I was running my 4-door sedan used normally for towing my race cars. In the 1951 Mexican race the cars were allowed to be modified to the limit with two exceptions, i.e.: No reground camshafts or superchargers. I ran a standard 1951 Hornet Club Coupe, making only two minor changes. I installed an exhaust header with twin pipes, and relieved the block between the valves and cylinders for better breathing at high speeds. This engine developed 170 hp at 3800 rpm, which gave me 123 mph top speed. Even though it was my first experience at road racing and I had considerable bad luck, I managed to finish sixth over all, the fourth American car.

In the 1952 Daytona race, contrary to Mr. Buesink's statement that my so-called special Hornet had an extra 50 or 60 horsepower, it actually produced 155 hp and was capable of 112 or 113 mph which it reached in one mile on the paved backstretch taking 1

and 1/4 miles on the beach. In all I had four Hornets in the race, two new 1952's and two tired 1951's. Herb Thomas' 1952 was identical to mine, with one exception, his having a Hydra-Matic transmission and mine a straight transmission. With the straight transmission I was able to reach my top speed a little faster and could run one or two mph faster than Herb. We ran one-two. As for the '51's, so ably driven by Mike Klapak and Pepper Cunningham, they were both making a good accounting of themselves until old age caught up with them.

Mike was driving my old No. 6 race car that had 18 or 19 races on it. He was running in the first four when the rear end gave up, caused by improper adjustment, which I hadn't had time to double check. Pepper was driving my '51 Hornet 4-door tow car, which had 45,000 hard miles on it and he was doing very good considering, running in the first seven when the throttle linkage came off and would not stay on (slightly worn). The 4-door was equipped with overdrive.

During the time my cars were being prepared for the race, many NASCAR officials, Tom McCahill and many interested spectators observed every operation. After the race, the technical committee completely disassembled the engine to check it (ably assisted by many kibitzers and one of the V8 manufacturers' factory representatives, who kept saying "a stock flat head six couldn't do it".) We went to Jacksonville for the second NASCAR race, repeating our performance. This time with Herb driving the '51 because we had not had time to change to the conventional transmission as we did not want to run Hydra-Matic on short tracks. We got Herb's '52 Hornet running and he won the next NASCAR race.

About this time, I received a tentative offer to co-drive one of the Cunningham's at the LeMans 24 hour race and I had been contemplating for some time making a change, as my greatest desire is to run Indianapolis '500'. This was the deciding factor for graduating to AAA.

I had a very successful year, winning seven out of the 13 races, setting 18 of the 29 recognized AAA track records, plus nine out of the 11 national records, and becoming the AAA National Stock Car Champion for 1952. After every win my car was thoroughly checked by AAA officials and declared absolutely stock. If there is any other information, or if for any

reason you are in Daytona Beach, my shop is always open to the public.

The above was taken from Speed Age Magazine.

HMCC Press Release

from Hornet's Nest Newsletter July 1974

"Marshall Teague and his Hudson Hornet are an unbeatable combination on the sands of Daytona Beach.

Teague, winner of the 1951 Grand National Circuit Daytona Beach race, scored a repeat victory with his Hudson Hornet in the fourth annual running of the stock car classic on Sunday, February 10.

Driving a 1952 Hudson Hornet, Teague, who started in thirteenth position, took the lead on the fourth lap and was never threatened during the entire 150 mile grind. He drove the race without a pit stop. His time was 1 hour: 46 minutes: 19 seconds for an average speed of 84.65 miles per hour.



It was a 1-2 victory for Hudson. Herb Thomas, 1951 Grand National Circuit champion, followed Teague across the finish line in another Hudson Hornet. The sawmill operator from Olivia, N.C. started the race in fourth position and gunned his Hornet into the lead on the first turn of the 4.1 mile road and beach course. He lost the lead to the hard-driving Teague on the second lap.

A big field of 62 cars of all makes started the grueling grind, one of the major events of the season sponsored by the National Association of Stock Car Auto Racing. The tortuous sands and the fast pace set by Teague took a heavy toll of cars early in the race. Only 37 cars finished. Of these, six were Hudsons.

A crowd estimated at 20,000 watched Teague score his impressive victory. The personable 30 year old driver who operates a service garage in Daytona Beach collected \$1,500 and a handsome trophy for his win.

Originally scheduled for 200 miles the race was ended at the 150-mile mark because a rising tide dangerously narrowed the beach course.

Teague's Hudson Hornet is a standard stock car. Under NASCAR rules, only stock cars that conform to manufacturer's specifications are eligible for the annual classic.

A Chrysler driven by Pat Kirkwood of Fort Worth, Texas finished third. Fonty Flock of Atlanta, Ga. collected fourth place money with an Olds 88.

It was the second win by a Hudson Hornet in the 1952 NASCAR season. Tim Flock of Atlanta, Ga. won the inaugural race at West Palm Beach on January 20 driving a Hudson Hornet. Hudsons scored a total of 13 major victories during the 1951 racing season including the "Southern 500," annual Labor Day stock car classic at Darlington, S.C.

Marshall Teague in Action

http://www.youtube.com/watch?v=H-M_thCiIqA&NR=1

Raffle Tickets

It is Raffle Season again. The **Big Sky Region** is offering 3 chances to win a **framed Indian sand painting**. The **National Meet** is offering **\$1000** that would be a nice boost for the project car that you are working on. Contact Jon (805/987-8187) for details and \$1.00 tickets.



2008 is an Election Year

This is your chance to join in the election mania. If you have some fresh ideas for the chapter or would like to help out with the work of the chapter, just step forward for the June election. Contact Jon (805/987-8187) to help out and be included on the ballot.

2008 Calendar Online

2008 SCC Wall calendar is available at: <http://socalhet.org/calendar.htm>

Hudson Related Items for Sale -

<http://socalhet.org/salesroom.htm>

Restoration Resources & Suppliers -

<http://socalhet.org/suppliers.htm>

SCC Officers

President: Jon Cronk 805/987-8187

Vice President: Jack Scott 323/259-8448

Secretary: Brad Forbush 818/840-8979

Treasurer: Gordon Hay 818/247-0753

Tour Chairman: Noah Blough 626/799-6107

Communications: Bob Ross 626/355-8747

Membership: Susan Ross 626/355-8747

Club Store Manager: Jon Cronk 805/987-8187

Local Region Directors: Janet Kale 714/523-0403

Craig Kistler 714/256-2558

HET President: Mike Cherry 435/657-0443

Come spend the day with **Patty Teague**, Daughter of the
legendary **Marshall Teague!**



Sunday - March 9, 2008

- ❖ Meet at the TEMECULA CREEK INN at 10am on Sunday Morning. You will receive a map of the wineries we will be visiting. We will leave the Inn at 10:30 am Sharp!
- ❖ Pack a Picnic lunch for yourself. We will be stopping at a park area at the end of the meet for a casual lunch in wine country (around 1pm)
- ❖ Patty will be happy to answer all of your questions about the racing legend and sign autographs!
- ❖ This is your one opportunity to meet with Patty as she has traveled from Daytona Beach FL to meet our club Members!

This is a driving meet!
**Get ready to have
some fun!**

Temecula Creek Inn
44501 Rainbow Canyon Road
Temecula, CA 92592

CONTACT:

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