



the Hudson rEflexT or

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

HMCC – 100 Years

HET Club – 50 Years

SC Chapter - 43 Years

September 2009

The Annual HET Gathering On The Coast

The **2009 All California Hudson Meet** is once again at the **San Simeon Lodge** in San Simeon. It will be on **September 17-19**. There will be much to see and do. There will be the usual swap meet to find that missing part and unload those surplus items. Anyone **interested in caravanning** to San Simeon, please **give Jon Cronk a call** -



he will try to match you up with someone going your way about the time you want to go.



See the flyer on the following page. Plan on joining your fellow HET'ers in San Simeon for a weekend of scenic beauty – the gorgeous Central Coast and our favorite brand of automobiles. Enjoy the cool coastal breezes; bring your chairs for the evening campfire. And be sure to stop at the **Hudson Yard Sale** on the way (see following article).



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Upcoming SCC Events

- September 17-19 – **All California Meet**
See flyer
- Oct – **Cruise to the Sky Meadow Ranch & Stagecoach Inn**
- Nov 6-8 – **Laughlin Economy Run**
starting at Ludlow
- Dec 6 – **Christmas Party**
- Aug 2-6, 2010 – **2010 HET National Meet** Spokane, WA
- July 2011 – **2011 HET National Meet** Oklahoma City, OK
- July 24-28, 2012 - **2012 HET National Meet** Gettysburg, PA

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)

Yard Sale & All-Cal

Hudson parts and automotive tools - all day- Sept. 16, 17, 18, 19. Stop on the way **to and from the All California Hudson Meet**. Easy off & on the 101.

North bound - take the California St. exit, turn right at the top of the ramp, cross Thompson Blvd. one block to Santa Clara St., turn right, go 4 blocks to 894.

South bound - exit Ventura Ave. and stay right on Thompson Blvd. to California St., turn left, go one block to Santa Clara St., turn right for 4 blocks to 894. The white house with the white picket fence.

Can no longer attend Hudson meets. Selling all remaining Hudson parts. Charlie Dorsey, 894 E. Santa Clara St.,

Ventura, (805) 648-4456
yorkifrank@yahoo.com

Vote for NASCAR Hall of Fame

from Vern Ellis

The NASCAR Hall of Fame, which will open in May of 2010, is conducting a vote for the five initial class inductees. With the great history Hudson established in racing, while making some of its drivers famous, we want to make sure those drivers are inducted in this first NASCAR Hall of Fame class.

Right now 25 nominees are up for one of the 5 initial inductees. By going to the site below, you will see how the first class of 5 will be selected. One important part of the selection process is fan voting.

Of the 25 nominees two are Hudson greats, Herb Thomas, and Tim Flock. The HET club together, as a loud voice, needs to give them our support. Presently Richard Petty and Dale Earnhardt are way out in the lead with over 500 votes and third place Cal Yarborough has just under 200.

We can surely get more votes than that for our Hudson racing greats. Fan voting ends in Oct.2009.

I ENCOURAGE EVERYONE TO VOTE FOR HERB THOMAS AND TIM FLOCK AS TWO OF YOUR FIVE PICKS BY GOING TO WWW.NASCARHALL.COM DO IT NOW, AND encourage all of your HET Club chapter members and friends to vote for our Hudson greats!

From the President's Garage

Networking – the 21st century way to solicit assistance and socialize! We'll be doing lots of face-to-face networking (and tire kicking!) at **San Simeon** in September, at both ends of our **October cruise**, in the Palms Hotel parking lot at **Laughlin**, NV and at our **Christmas Party**. So you'll have lots of opportunity to **ask questions** and give answers at the next several SoCal HET Club events. **Bring a friend along** – they will for sure have a good time meeting your friendly fellow members and learning more about Hudsons.

And if your tech question can't wait, post a question on the **classiccar.com Hudson forum** – there were over 120 people logged in the last time I went on. Lastly, there's always the telephone – that's why we publish the membership roster and officer phone numbers.

In the next few months we'll be determining our **activity schedule** for next year – if you have some favorite car shows or general interest sights in Greater LA, please share them with us and perhaps we can make it a club outing. Doc Schutte reported that the **Simi Elks Chili Cook-Off and Car Show** was quite the event, and priced right – just one example of the numerous happenings going on all year around us.

See you in San Simeon! *Jon Cronk*

HUDSON UNFAIR TO RAILROADS!!

from WTN Sept. 1966

This could have been the headlines of a Swedish newspaper in 1938. A letter from our new Swedish Hudsonite, Mats Munklinde, who owns a '38 HS, tells this

story. Hudson cars were very popular in Sweden in '35-'39 and Hudson had an assembly plant in Malmo, Mats' home town. To make publicity and advertise the Hudson plant, an economy race was run from Malmo to Lulea, a distance of about 1600 kilos. Officially it was proved that in a Hudson 6, the trip could be made at a lower cost than train fare. Advertising this to the public brought on a law suit by the State Railroads of Sweden for disloyal competition. "Doc"

HET Photos

A few photos from the 2009 HET National Meet can be found at http://socalhet.org/09_het_meet/index.htm

The Bookshelf

Another book suggestion that might be of interest to Hudnuts.....



your library.

The 2009 HET National Meet book has a lot of very interesting Hudson history and unusual photos. If you can locate a copy, it would be a valuable addition to

A Few Hudson Tips

by Meredith Souers (from WTN Nov. '66)

Hudson Service Merchandiser OCT. 1949, "Proper Care of the Clutch" - The clutch when functioning properly must engage smoothly and hold without slipping at maximum engine power or car speed. The clutch must disengage fully when the pedal is depressed. Hudson's fluid-cushioned, triple sealed, single-plate type clutch with cork inserts has proven highly efficient over a long period of service.

Lack of proper material, equipment and know-how at the many lubricating stations has resulted in improperly cared for clutches. First of all the clutch should be drained and refilled with 1/3 pint Hudsonite at every 5,000 mile period. When there is gum or grease in the clutch it is evidenced by slipping or grabbing, and should be flushed well.

Under no circumstances should kerosene be used. The factory recommends that a solution of 1/3 pint of 50% carbon-tetrachloride and 50% acetone be placed in the clutch. Following this, the engine should be operated for 15 or 20 minutes, and at the same time the clutch should be disengaged frequently. This should be done preferably when the clutch is cool rather than when hot.

After a thorough washing, drain the clutch and refill with exactly 1/3 pint of Hudsonite. There is no satisfactory substitute for Hudsonite clutch compound.

The clutch release bearing must not be over-lubricated. Either excessive pressure or too much grease may result in this lubricant being forced past the clutch seal into the clutch itself, which results in slipping and grabbing and otherwise unsatisfactory operation.

June 1950, Installing Valves - I have seen so many mechanics installing valve keys the hard way that believe some do not think of the easier method of leaving the spring seat off until the spring is compressed, then slide valve just enough to slip seat on valve and hold seat above retainer slot with

one finger while inserting the key with a long nose pliers with the other hand, then let spring down and remove lifter. (Note; This a very good way of doing this little job and I've always done it the hard way)

Jan. 1951, Change in Cylinder Head and Gasket - Beginning with the first production of the 1951 Hudson, the cylinder water jackets were modified to make for a more uniform distribution of water on both sides of the cylinder bores. This affected a change in the position of the water passageway between the cylinder head and block, the cylinder head studs remain in the same position in relation to the cylinder bore.

This means that the cylinder head and gasket as used on the 1948 thru 1950 cannot be used on the 1951 and vice versa. Should the incorrect cylinder head or gasket be used, partial obstruction of water circulation would result.

As a means of identification, by simply comparing the 1951 Series Six cyl gasket with the one formerly used, it will be found that the gasket for the 1951 Series is '34 of an inch greater in width.

Editor's Notes of Cylinder Heads - The "Big Six" (3 9/16" and 3 13/16" bore) heads are divided into 3 groups, 1948 through 1950, 1951 through 1954, and 1955 and 1956.

48-50 -I think all the Pacemaker (232 cu in) heads had "500" cast on them at the front. '(500 was the model identification) Undesignated would be Super & Commodore (262 cu in).

51-54 -The first Hornet (308 cu in) head had "H-145" on them. This was the horsepower. Later they had cu in designation on them (232, 262, and 308).

55-56 -Only 308 cu in engines were built. The major difference between the 51-54 head and the 55-56 head is the cap screw size. 48-54 engines have 7/16" cap screws while 55 and 56 have 3/4" cap screws.

By reboring the cap screw holes in a 51-54 head to the same size as a 55-56 head you can use it as a replacement.

NOTE: I have seen a few installed without increasing the hole size. The head will "freeze" to the cap screws and you can't get them off!!

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: Stephen Marshall 661-946-9027

Secretary: Brad Forbush 818/840-8979

Treasurer: Ruth 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

Region Director: Craig Kistler 714/256-2558

HET President: Mike Cherry 435/657-0443

July 26, 1929 THE COUNTRY GENTLEMAN

Closed Car Comforts at Open Car Cost

ESSEX SIX COACH \$1000
Height and The Room

HUDSON SUPER-SIX COACH \$1500
Height and The Room

with BALLOON TIRES Standard Equipment

The buying choice of the year is "Closed Car Comforts at Open Car Cost". There is no end to this list. Hudson and Essex alone have the Coach. And because these advantages are exclusive, the Coach is the largest selling 10-cylinder closed car in the world.

Greenest Closed Car Ever
Exhausted by Balloon Tires
The Coach leads surely to change that comes to road car value. Now it adds the precise spaciousity of balloon tires—greater riding ease, finer appearance, improved road

smoothness and lasting efficiency. It checks another range of advantage in a leadership of value that all acknowledge.

Why Buy an Open Car?
Yes, use the Coach whenever an increasing amount of population has a knowledge of what the Coach holds. Not all admit the closed car will soon be the only acceptable type. Beyond today's most used

side how that effect needs when closing become open and closed cars. The Coach is the world's type machine at higher price range since the lasting flexibility of the open car.

In the Coach you get no more the all closed car safety, comfort and durability. More than three years of service and more than 115,000 owners have established the Coach's standard and enduring reliability. It is the quality closed car in truth of all.

The Car for Everyone
Both Hudson and Essex are creations of the same engineers. They are built under the same process. There is no difference in quality of material or workmanship. Your choice between them will not rely on the price you want to pay.

Only Hudson and Essex Have the Coach
And Both are of One Quality



All-California Hudson Meet

September 17, 18, & 19

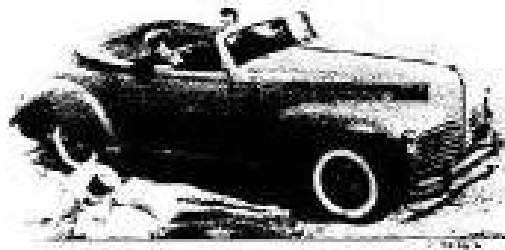
2009

San Simeon Lodge

9520 Castillo Drive

San Simeon, CA

866-990-8990



Which way to San Simeon?

Hot Dogs ! Camp Fire Tales ! Antiquing, Sight-seeing, Quilting, and best of all,....Tire Kicking !!

Wondering what to do with all your free time after the National Meet ?

The San Simeon Lodge is located on the California Coast between Santa Barbara and Monterey. From either the North or the South, the drive in is spectacular. Slightly north of The Lodge is Hearst Castle, one of the wonders of the modern world. Directly south is the quaint village of Cambria. Cambria is a major art center as well as offering a diverse assortment of quilt shops, fabric boutiques, exceptional restaurants of all types, and antique shops galore !! Added to these attractions is the fact that the San Simeon Lodge is very car-friendly. We have a huge swap meet area which, besides cars and parts, hosts the Silvas' hot dog feed on Friday and Saturday. After dark the area comes alive as Hudson Folks gather around the campfire to continue the day's tire-kicking and catch up with old friends. Saturday night will be the banquet at the Cavalier Restaurant, right on the ocean, then Sunday it's farewell to friends old & new until next year.

Rates (ask for "Hudson Club")

Twin beds \$85/night

Queen \$80/night

Ocean view Queen \$90/night

Banquet: \$ 35/ plate, Specify Prime Rib or Salmon



Left: Cambria

Right: Campfire Kids



2009 ALL-CALIFORNIA MEET REGISTRATION FORM

Name _____

Address _____

City _____ State & ZIP _____

Tel. #(s) _____

EMail _____

Will you need swap meet space? Y: _____ N: _____

Will you be bringing a Hudson product (drive or trailer)?

Registration is: \$10 per family _____

Banquet @ \$35/ plate(includes tip & tax) Pr. Rib _____/Salmon _____

Total \$ _____

Send check & form to: NorCal HET Club/ James Wood, Treasurer
1709 Berkeley Way #C
Berkeley, CA 94703

For Questions please call Gary Fowler: 408-370-2999, or Ed Drexler: 415-672-2084

Call San Simeon Lodge directly to make motel reservations at 866-990-8990
Special Room Rates good until Aug. 17, 2009. Mention "Hudson Club" when calling.

HUDSON

**2009 International
HET Meet**



Albright Award Candidates



Chrysler Museum

