



the Hudson rEflecT or

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

HMCC – 101 Years

HET Club – 51 Years

SC Chapter - 44 Years

January 2010

The January Tour

On Saturday, January 30 at 10 am, the Southern California Chapter of the HET Club will be touring the renowned **International Printing Museum**, home to countless landmark (working) printing presses. The International Printing Museum is located at **315 W. Torrance Blvd, Carson**. Here is a chance to have a nice ride in your Hudson and to view some unusual equipment. We will meet at the museum.

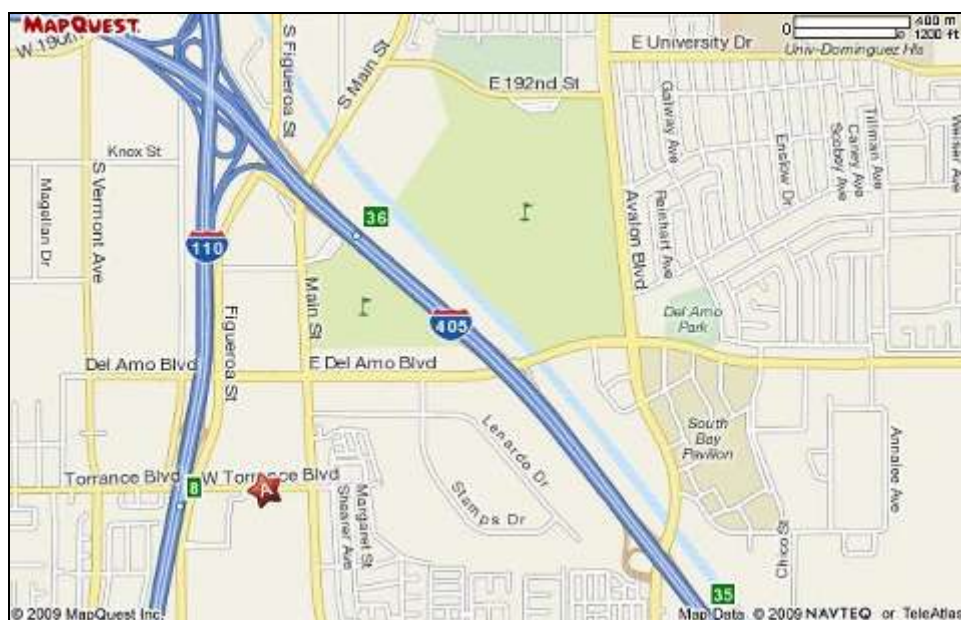
The museum furnished several presses for last year's blockbuster movie, "**The Seven Pounds**". We may even see Ben Franklin while we are touring.

After our guided tour, we'll gather for **lunch** at the nearby **Alpine Village** for wursts and biers.

Check out more details on the museum's Linder Collection at www.printmuseum.org.
\$8.00 Admission Fee / \$7.00 for seniors

International Printing Museum, 315 W. Torrance Blvd. Carson

Alpine Village 833 W. Torrance Blvd. Torrance



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Upcoming SCC Events

- Jan. 30 - **International Printing Museum**, Carson
- March 14 – **Petersen Museum** with the Studebaker Club
- May 15-16 - **Muckenthaler Motor Car Show**, Fullerton
- Aug 1 – **Western Region Meet**, Spokane, WA
- Aug 2-6 – **2010 HET National Meet** Spokane, WA
- July 15-23 – **2011 HET National Meet** Oklahoma City, OK
- July 24-28 - **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 Jon a call (805/987-8187).

From the President's Garage

Happy New Year! Let's build upon the excitement of our 100 year heritage as we move into this New Year. Speaking of heritage, our January tour offers lots of it. **The International Printing Museum in nearby Carson is packed with landmark printing presses used over the past few centuries.** Stop and think a moment about the impact of the written word. Stop and think a moment about how important our newsletter editor is, for publicizing our activities (better send him a note of appreciation!). Now Bob isn't publishing our newsletter on hand-carved type – he's using modern computer technology – but you'll get to see some in action at the museum. Invite a neighbor along for

the day – this is a very well presented collection of machinery.

PS - It's not too early to start thinking about travelling to **Spokane for the National Meet** in early August. See the White Triangle for meet & lodging information.

Jon Cronk

Hudsons at the Muckenthaler Motor Car Show

The prestigious Muckenthaler Motor Car Show in Fullerton has chosen **Hudson** as its featured marquee for the 2010 festival on **May 15 & 16**. I have been asked to coordinate participation with the Hudson community.

Normally, this show features up market makes such as Packard, Cadillac & Porsche. By recognizing Hudson, the Muckenthaler is honoring the solid middle class American value that Hudson represented. Also included will be the Hashes & Nash/AMC products of the immediate postwar years.

As the HET is a non judging club that encourages drivers rather than points restorations, the **\$40 per car fee has been waved for Display Only vehicles**. Should you wish to enter into the judged competition, you are welcomed to pay the fee and join in.

Substantially modified cars, hot rods & customs have their own day, Saturday, May 15. The same rules apply but the fee to be judged will be only \$30. The Muck folks are looking for nice looking completed cars rather than rat rods. **The day for mostly stock vehicles is Sunday, May 16.**

The folks at the Muck would like to have some "celebrity" cars on hand. They

would like to advertise the presence of these special Hudsons in advance to help bolster attendance. Does anyone have or know of a car used in a movie or by a celebrity? A racing car like the one that appeared in the cartoon *Cars* a few years ago or a *Driving Miss Daisy* car would be particularly helpful. Please contact me off list if you know of such a car.

Open Hudsons are also sought to carry dignitaries about two miles from downtown Fullerton out to the show grounds.

Entry forms and further details will soon be up at the CICHET & Muckenthaler websites and in chapter newsletters. Both display only & judged cars will need a mail-in or emailed entrance form sent to the folks at the show. A recent photo of each entry will be needed with each entry form. The show committee will contact each entrant with further details. You are welcomed to bring more than one vehicle, I'm planning on bring two Hudsons myself to get the ball rolling.

The car show committee is looking for a field of 20 or so cars at a minimum. If you think you would like to participate, contact me (Hudson29@aol.com) so I can start a rough count. This is going to be a great opportunity to showcase the Hudson marquee & our HET clubs.

Paul O'Neil

A Note from Barbara

I want to thank all the HET Chapters & HET members from the bottom of my heart for their cards & phone calls of sympathy & support & expressing their love for Bill. I've met so many wonderful people over the 33 years of my life with Bill. I used to go with Bill almost every

year to Hershey & Carlisle even been to Front Royal. We would drive our RV & stop at junk yards, tow cars or trailer cars home. Many fun & scary problems happened but we always got home in one piece. We are both from Pa. so it was more fun to see family. I remember Jon Battle by name & many people Bill spoke about. I thank the Inland Chapter & Southern Cal Chapter as I thank all of you.

I met Bill in '76 as I was getting divorced; his son Dave was a friend of my son's. I'll never forget the first time I went out with Bill, he picked me up in a light blue 54 Hudson CV - my first time in a CV. I fell for him almost right away; he was kind & funny & so good to me. I've lived with Hudsons all these years in a little house right next to them.

One card expresses it all, "You're not alone. People who've lost someone special know that the real grieving begins not when family & friends are gathered, but later, when everyone has gone back to their own lives." From Lee & Sue Dodd.

Our Grandson Jason is going to run Vintage Coach & I have a lot of faith in him as his Grandpa did.

Many thanks, to everyone. Barbara Albright

Christmas Party Report

Nice turnout. Good food. Great service. Lots of conversation. Useful gifts. No rain. Thanks to Jon C. and Susan R. for organizing a great party for the end of the year.

CLICK...online

- **SCC 2010 Wall Calendar**
<http://socalhet.org/sidebar/calendar.htm>
- **Hudson Related Items for Sale**
<http://socalhet.org/salesroom.htm>
- **Restoration Suppliers**
<http://socalhet.org/suppliers.htm>
- **HET Store**
<http://socalhet.org/clubstore/>

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

From WTN May 1969

***** MECHANIC'S CORNER *****

"Solving Starting Problems"

It has often been said by T.V. and movie actors and actresses that their lives are an open book because they are in the public eye so much. Their natural tendency is to receive as much publicity as possible in order to remain popular.

To the owner of a Hudson product, popularity and publicity are also very important. If he drives a Hudson every day as many of us do, the lives of our cars are an open book to the people that we meet, and of course, wish to impress with the superiority of our automobile.

To most people, the most important thing about a car is its dependability. If a car doesn't start when the owner needs it the most, it hardly matters to him that it may be perfect otherwise. If a Hudson won't start in a plant or supermarket parking lot, the people looking on certainly won't think of all the major advancements in engineering made by the Hudson Motor Car Co.

There is no "mysterious" reason why a given car will not start under any conditions. So the purpose of this month's column is to discuss the reasons why hard starting problems exist, and how to cure them.

As everyone knows, three things are necessary to the operation of an internal combustion engine: Compression, ignition and carburetion. When these are working at peak efficiency we say the motor is properly "tuned up". A properly tuned motor will start and run its best. Any malfunction of the three above named essentials will result in a car that might get along insofar as driving it is concerned, but will fail to start properly in winter weather or when hot or damp.

Since compression does not depend on the other two items, we will discuss it first.

Compression of the fuel-air mixture occurs in the cavity of the motor formed by the cylinder head and the surface of the piston and valves. Any irregularity in these parts will cause a loss of compression. To check the compression on your car is not hard and does not require a lot of special expensive tools.

The best way to begin checking the compression is to start the car and just carefully listen to the engine. Does it run smoothly and evenly? Or does it have an even hobble to it? A motor that hobbles could have a leaking head gasket, a burnt valve, or cracked piston among other things. Start by going to the back. Hold a piece of paper or cloth loosely over the tail pipe. It should flutter slightly and evenly but should not be sucked towards the tail pipe opening. If it does, this indicates a bad exhaust valve. Going back up front again, remove the air cleaner. If the motor makes a popping sound up through the carburetor when you give it the gas, a leaking intake valve is indicated.

To check compression in the areas of the head gasket and pistons, follow this procedure: While running the engine, remove one spark plug lead at a time with insulated pliers. Each time a wire is removed the engine should miss and slow down a certain amount. If you remove one wire and nothing changes, then first check the condition of the spark plug. If the plug is satisfactory, and you have already tried the tests given above for checking valves, then you may suspect a cracked or broken piston or rings. If you find two spark plugs next to each other which are not firing, then you probably have a blown head gasket.

Finally, remove your oil breather cap. If the motor smokes excessively out of the breather, it is an indication of worn piston rings. Any engine will give off some smoke out of the breather tube, but an engine that is in need of repair can be distinguished by the smoke appears. Does it puff out strongly like an air compressor? Does the car use a lot of oil? When the engine is warm, shut it off and take the center coil wire out of the distributor cap. Now turn the motor over with the starter. Does it puff smoke out of the breather tube in time with the starter? These are all indications of bad rings or worn pistons and cylinders.

There is no kidding yourself. No amount of tuning up a car will make it start good if the car is losing compression. This is the most common cause of poor starting in higher mileage cars that I have ever run into. It is especially noted by the fact that the car will start fairly good when it is cold, but will be hard to start when hot.

If you suspect that you may have a bad valve or head gasket, then it would be advisable to check your compression with a gauge to make sure before tearing the motor down. There are other causes of motor unevenness or missing besides those listed above. These will be discussed later.

After you have assured yourself that your engine has good compression, it would be wise to check the adjustment of the valves before proceeding. If you adjust the valves yourself, run the car till it is hot, and then set them with the motor running. It is good practice to add .002 in. to the recommended clearance for the exhaust valves, as the engine does not get as warm internally setting in one place one place as it does when you are driving it on the road. Best clearances for 48 -54 sixes is: Intake-.010; Exhaust-.015 (hot). Eight cylinder Hudson's should be set at: Intake .008; Exhaust .010 (hot). Use the same settings for 35-47 H sixes except for 41-42 Hudsons with marked valve cover plates. Set these: Intake .010; Exhaust .015 (hot). Proper valve adjustment cannot be overstressed. It is important to the proper performance and smoothness of the engine, as well as its life expectancy.

The following is from the **Clifford Research 1979 Catalog**

HUDSON TUNING TIPS

There are four basic 6 cylinder engine series in the Hudson line; 202,232,262 & 308 cubic inches. All of the Hudson sixes (except the 202 engine) have interchangeable parts and can be cross bred from one engine to another. For example; A 232 head or crankshaft may be used with a 308 engine and only the pistons have to be replaced with new ones having the correct pin heights. The 1948-50 six cylinder engines have parts that will interchange with the late wide block engines (1951-56) such as rods and other common parts but the heads will not interchange. The 202 engines (1953-56) are 4 inches shorter in length than the other Hudson sixes, so no parts will interchange except the valve lifters.

LIMITATIONS AND SPEED TUNING HINTS OF THE 232,262 & 308 LARGE BLOCK ENGINES:

BORE LIMITS: All 1948-56 large block engines can be bored .060 safely and a limit of .125 should be maximum. The 202 engine can be bored to .040 maximum because the cylinders are too close together. **NOTE:** All engines with .005 or more taper should be bored to next standard size.

STROKING LIMITS: The longest safe stroke when using the 4 1/2" Hornet crankshaft is 5" and will fit the block without any modifications. The longest stroke that can be used in any Hudson block is 5 1/2" but the block has to be reworked for clearance.

HEAD MILLING LIMITS: All heads are 2" thick when new and will take a milling of .060 safely but don't go more than .100. Most heads when milled more than .060 will not hold head gaskets. The 308 engine has a 7 to 1 C.R. with a stock iron head and when a 232 iron head is installed, the engine will have a new C.R. of 8 1/2 to 1 without milling. The best max. C.R. for street usage is 8 to 8 1/2 to 1 and this can be had by installing a 262 iron head on a 308 engine. The max. best ratio for oval track usage is 10 to 1. The max. best ratio for all out drag cars is 10 1/2 - 11 to 1. The only way of getting ratios above 9 1/2 to 1 is to use a new head or fill a stock head. My new HI-COMP aluminum head will give a stock bore and stroke 308 engine using a .457 lift cam a ratio of 11 to 1. All engines using C.R.'s of 9 to 1 or better should have 7x block reliefs.

WEAK POINTS OF HUDSON ENGINE DESIGN:

- 1) 7/16 dia. head bolts are too small for the 308 engine because of the wide spaced bolt pattern. To correct this problem, the late 1955-56 and 7x engines all use 1/2 dia. cap screws or studs. All 7x racing engines use 1/2 dia. studs and spl. thick head washers to hold head gaskets so it is recommended that all persons racing Hudsons use the same set up.
- 2) Timing chain stretch is bad on all Hudson engines, so a good pre-stretched chain should be used for max. service. The Morse chain is the best chain made for the Hudson. The timing chain should be changed in a stock street engine every 40,000 miles. All racing engines should change chains every 500 miles of racing or sooner for max. low speed torque.
- 3) All oil pump distributor drive gears (brass) should be replaced every 40,000 miles or so. If a gear wears thin and breaks, the brass chips will go through the engine and ruin the bearings.
- 4) Crankshaft breakage in the 308 engine is critical at 4900± 100 rpm. If a person winds his engine to this rpm range and lets it hang there too many times the crankshaft will break at No. 6 rod journal, so stay out of this range. A Hudson flat head engine design has peak HP at approx. 5000 rpm or less. For more max. performance and long life, keep the R's below 5000. The Hudson is a Torquer not an RPM machine. You can turn 6000 rpm but you have lost at least 20% of your HP even with a full house engine.
- 5) The stock exhaust system is very inefficient and can rob a person of 30 extra horsepower. Using a tuned dual outlet system or factory 7x headers will correct this problem. This is the biggest single HP boost a person can get for the least amount of money. Tuned headers should be made from 1-5/8 to 1-3/4 dia. pipe with lengths of 36 inches long. They should be collected into one pair of outlets of 3 pipes each and then add a 3 into 1 pipe collector to each outlet for proper scavenging. Any stock system can be added to the headers.

BASIC STAGES OF TUNING FOR BALANCED POWER:

STAGE 1 TUNING: (Used for stock drag racing and street usage) Approx. 200 HP.

- 1) Bored .060 over with 3 or 4 ring pistons. 2) No. 311040 cam and new valve train. 3) Tuned header system & 262 head.

STAGE 2 TUNING: (Used for oval track racing & drags. Not recommended for street usage) Approx. 250 HP.

- 1) All of stage No. 1 plus a spl. high lift cam and valve train to match. 2) Special HI-COMP. head and 1/2" dia. studs. 3) Full 7x relief and matched ports. 4) 7x valves: 2" dia. intakes and 1-11/16" dia. exhaust. 5) Extra carburetion.

STAGE 3 TUNING: (Used for all out track and drag racing. Not recommended for street usage) Approx. 275-300 HP.

- 1) All of stages No. 1 & No. 2 plus 3-15/16" dia. bore and 5" stroke. 2) Weber carburetion or Fuel Injection.

YEAR	CUBIC INCH MODEL	BORE	STROKE	COMP. RATIO (type of head)		VALVE SIZE		GROSS CAM LIFT	HORSEPOWER	
				IRON	ALUM.	INT.	EXH.		single carb.	dual carbs.
1953-56	202	3"	4 3/4"	7.5	8.0	1.500	1.395	.356	104	114
1951-52	232	3 9/16"	3 7/8"	6.7	7.2	1 13/16	1 9/16	"	112	-----
1953-54	"	"	"	7.0	7.5	"	"	"	126	-----
1951-52	262	"	4 3/8"	6.7	7.2	"	"	"	123	-----
1953-54	"	"	"	7.0	7.5	"	"	"	140	149
1951-52	308	3 13/16"	4 1/2"	6.7	7.2	"	"	"	145	-----
1953-54	308	"	"	7.0	7.5	"	"	"	160	170
1952-54	308-7x	"	"	8.7	9.2	2	1 11/16	"	-----	210
1955-56	308	"	"	7.0	7.5	1 13/16	1 9/16	"	165	175

NOTE:

Total head volume is made up of relief, head gasket & head volumes.

COMPRESSION RATIO

FORMULA

$$C.R. = \frac{V_1 + V_2}{V_1}$$

V_1 = Total head volume in cc's

V_2 = Cylinder volume (bore & stroke) in cc's.

NOTE: 1 cubic inch equals 16.39 cc's.



Don't Miss the 51ST Annual H.E.T. Club International Meet in **Spokane, Washington, August 2-6, 2010**

Fun and Interesting Facts about Spokane and Washington State

- Spokane is pronounced **Spokane**: "spo-KAN" (long "o", short "A")
- The State of Washington is the only state to be named after a United States president.
- The Spokane Region is the gateway to great outdoors. There are 76 lakes, 33 golf courses, five major National Parks, the spectacular Columbia River Gorge, and the Grand Coulee Dam within an easy Drive of the city of Spokane.
- The Northwestern most point in the contiguous U. S. is Cape Flattery on Washington's Olympic Peninsula.
- Debbie Mumm lives and operates Debbie Mumm, Inc. in Spokane.
- Starbuck, the biggest coffee chain in the world was founded in Seattle.
- Bill Gates, one of the wealthiest men in the United States and founder of Microsoft, lives in Medina, WA.
- The Spokane Falls, in the center of the city, is one of the largest urban waterfalls in the United States.
- Washington became the 42nd state in the United States on November 11, 1889.
- The first Father's Day celebration took place in Spokane, Washington on June 19th, 1910, and was created by Spokane's Sonora Smart Dodd.

Famous People From Spokane

Craig T. Nelson, star of TV's "The District" and "Coach"

Julia Sweeney, comedienne and former star of "Saturday Night Live"

Jan-Michael Gambill, professional Tennis Star

Did you know....

As of December 1, 2009, there are only 245 days until the next H.E.T. National meet in Spokane? (Check it out for yourself at

<http://www.jarusa.com/daysuntil.htm>)

Call NOW For hotel reservations: the Red Lion Inn at the Park – 800-733-5466.

Scheduled excursions include: Spokane City Tour, Tour of Grand Coulee Dam, Dinner Cruise on Lake Coeur d'Alene and Northern Quest Casino.

New Website with more information on registration and events coming soon!

Don't miss out on the Fun!

<http://socalhet.org>

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Los Angeles Studebaker Drivers Club

Presents

Winter Meet 2010

The last Sunday of winter - Studebakers, Pierce Arrows, Rocknes

And this year Hudsons, Essex's and Terraplanes

March 14, 2010 8 am-2 pm

No autos may enter the show floor after 10 am.
(Museum rules due to their insurance policy).

At the Petersen Automotive Museum,

6060 Wilshire Blvd, Los Angeles CA 90036

Rain or shine (cars will move under the covered area of the parking structure in the event of rain. They will park in the sun if it doesn't rain).

No pre-registration for vehicles. Pay at the gate.

\$15 per car (includes one "free" pass into the museum for each vehicle).

Additional museum passes for sale at the registration table

Spectators are free.

Vendors, \$15 per space, please RSVP so we don't run out of spaces

For questions e-mail Andrea 'Enthal aenthal@yahoo.com

Or

Howard Brown brngarage@socal.rr.com or call (818)885-0267

Or

Jon Cronk hudman51@aol.com or call (805) 987-8187



SOUTHERN CALIFORNIA HET CHAPTER MEMBERSHIP FORM

Name _____ Spouse _____

Email Address _____ Phone _____

Street Address _____

City _____ State _____ ZIP Code _____

HET Membership No. _____ (Found on the WTN Label)
(National HET membership is required for local chapter membership)

New Renewal

Hudson-built cars owned:

Year	Make	Model	S/N	Engine No.
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Mail \$15 check payable to "So. Cal. HET. Club" to: Membership Chairman, 150 South Michillinda Avenue, Sierra Madre, CA 91024



*Hudson-Essex-Terraplane Club
Southern California Chapter
150 South Michillinda Avenue
Sierra Madre, CA 91024*



First Class