



# the Hudson rEflexT or

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

HMCC – 101 Years

HET Club – 51 Years                      SC Chapter - 44 Years

March 2010

## Los Angeles Studebaker Drivers Club

Presents

### Winter Meet 2010

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

**And Hudsons, Essex and Terraplanes**  
**from the SCC & CIC Hudson Clubs**

**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](mailto:aenthal@yahoo.com)

Or Howard Brown [brngarage@socal.rr.com](mailto:brngarage@socal.rr.com) or call (818)885-0267

Or Jon Cronk [hudman51@aol.com](mailto:hudman51@aol.com) or call (805) 987-8187

\*\*\*\*\*

<http://socalhet.org>

Page 1

## Upcoming SCC Events

- March 14 – **Petersen Museum** with the Studebaker Club  
April 11 – **CHVA Spring “FUN” Car Show** – Chatsworth (See flyer)  
May 15-16 - **Muckenthaler Motor Car Show** – Fullerton (See flyer)  
Aug 1 – **Western Region Meet**,  
Spokane, WA (See WTN)  
Aug 2-6 – **2010 HET National Meet**  
Spokane, WA (See WTN)  
July 15-23 – **2011 HET National Meet**  
Oklahoma City, OK (See WTN)  
July 24-28 - **2012 HET National Meet**  
Gettysburg, PA (See WTN)

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).

---

## Support the Club and Get New Tires?

The Gem State Chapter is raffling off a **SET of 4 WIDE WHITE WALL TIRES** as a ~~National~~ International Meet fundraiser. Tickets are \$1 ea or 6 for \$5 and Jon Cronk and Bob Ross have plenty for you (No Limit).

Drawing will be at the Spokane Meet and you don't need to be present to win. And the **odds are a lot better** than the California lottery, so buy a book or two now!

---

## From the President's Garage

We have a great opportunity ahead of us this month – the **joint meet with the Studebaker Club March 14** at the **Petersen Museum**. I'd encourage all members to attend, with or without a

**Hudson product**, but preferably ***with***. We wouldn't want anybody to confuse Doc Hudson with a car that looks the same forward or back, now would we?! So shine 'em up and I'll see you there.

Early Warning Dep't – Our chapter is slated to host the **2012 Western Regional Meet** at a site of our choosing.

If you are aware of a possible host hotel in your neighborhood that would be well suited to this sort of meet, please let me know ASAP. We'll need a place with **adequate parking**, preferably that can be isolated for Hudsons & swaps and some pretty good-sized meeting rooms – we can expect 150-200 people for the meet, banquets, etc.

It's not too early to start scheming on theme, table centerpiece designs and all that stuff that will set this meet apart from the others. Call me! *Jon Cronk*

---

## Toyota Announces New Safety Brake System

As a result of recent problems, Toyota announced that they are going to add a backup system on future cars for use in case of braking problems. **Hudson** installed their **patented ‘Double-Safe Hydraulics’ brake system** on their cars over 70+ years ago. It is good to see the rest of the industry catching up to Hudson engineering.

---

## Stolen '28 Essex

Rich Smithen's '28 Essex 2 door sedan S/N 900390 (rear shackle only) has been reported stolen to the LA County Sheriff. Rich writes "The best way to ID my car is by its vehicle number stamped into the right rear spring shackle.

Number 900390. The fire wall has been modified so the ID tag was removed.

A piece of a WallMart wheel barrow was welded in so that a Chev 350 engine could be fitted into the engine compartment. What stands out is that the wheel barrow is a bright green. Probably most noticeable color can be seen on the inside of the car.

If this car is located, please do not contact this person, just call 9-1-1 and report the car as a stolen car thru the LA Sheriff Dept. So keep your eye open at car shows or for sale papers for a 1928 Essex two door sedan, rat rodded. It has a Ford 9 inch rearend, Lowered Essex front axle with Chev disk brakes.

I did have a new Chev crate engine with rebuilt 350- transmission. New Edelbrock intake, with 650 carb and chrome air cleaner. Most likely painted primer black. Please pass the information to any and all HET members. Many thanks to our members." You may contact Rich at [jonme2@wildblue.net](mailto:jonme2@wildblue.net)

## **CLICK...online**

- **Hudson Mascots**  
<http://socalhet.org/sidebar/tech.htm>
- **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/>
- **HET Club** <http://hetclub.org/>
- **2010 International Meet**  
<http://www.2010hetnational.com>

---

## **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:** Open  
**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

---

---

## **Hurray for the Hudson Jet**

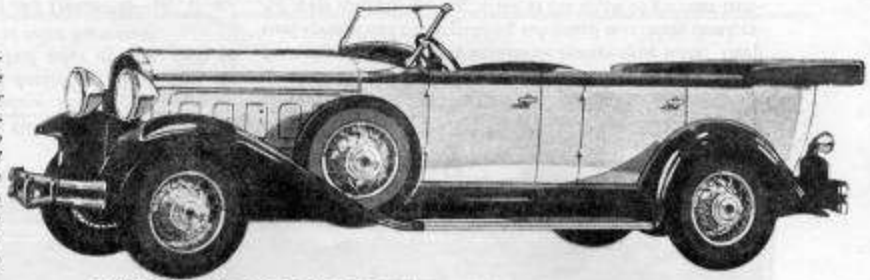
The Hudson Jet is held in low esteem in some circles but considering the following facts, they may just be uninformed.

- Economical to drive (30.6 mpg on Laughlin Economy Run)
- Easy to park
- Good in traffic
- Most common comment by the public: "That is a beautiful car!"
- Same StepDown features and overall height as the Hornet at 60<sup>7/8</sup>"
- Tight turning radius of 16' 8<sup>1/2</sup>"
- Seats 6
- Engineered by Hudson



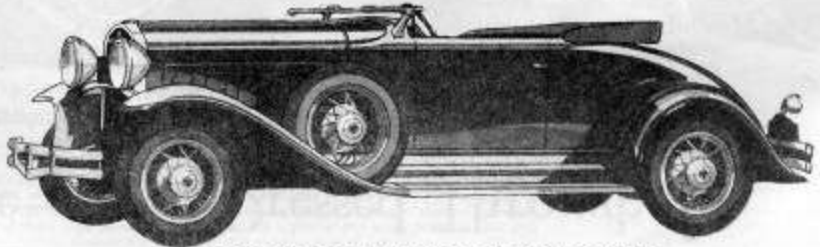
## THE HUDSON TRIANGLE

**E**YE-filling beauty and maximum attention to driving and riding comfort are among the characteristics of this 7-passenger Phaeton which makes the most of the opportunities offered by the double-drop frame, ample wheelbase and wide tread of the longer Hudson chassis. Brilliant 8-cylinder performance is matched by streamlined appearance, splendid body finish, artistically matched leather upholstery and elaborate interior fittings



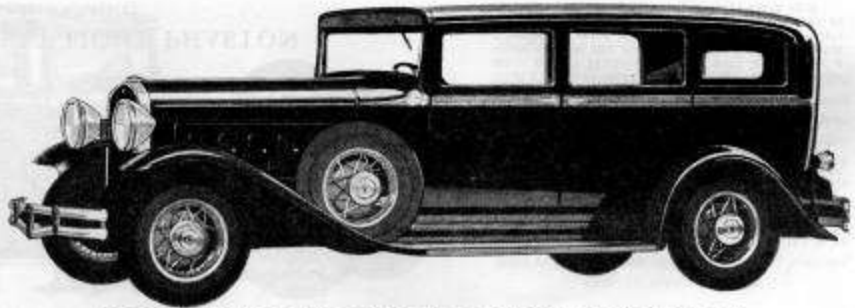
HUDSON'S GREAT EIGHT 7-PASSENGER PHAETON  
(Long Chassis)

**G**ENEROUS proportions and exceptional comfort mark this smart Roadster. The wide leather-upholstered seat will hold three, and two more passengers find ample accommodation on the commodious rumble seat concealed within the weatherproof rear deck. Buyers favoring the extra power, quick response, color brightness and fleet lines of this type will be openly delighted with the superior performance of the Great Eight chassis



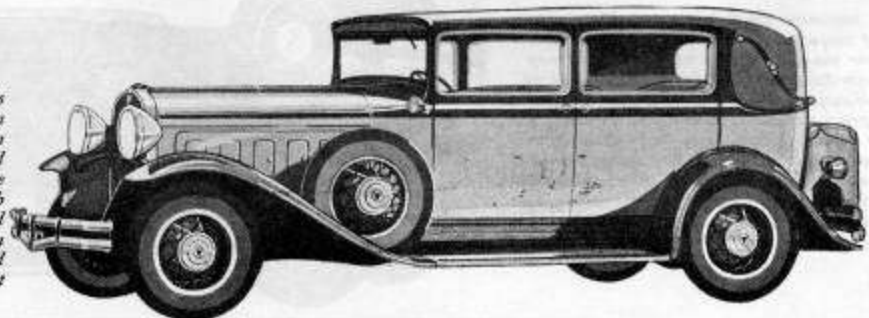
HUDSON'S GREAT EIGHT ROADSTER  
(Standard Chassis)

**Y**OU can offer your prospects no finer car than this impressively proportioned 7-passenger Sedan mounted on the longer of the two Hudson chassis. The body interior is broadcloth upholstered. Cushions are wide and deep. A folding arm divides the rear seat. The extra chairs are concealed in the back of the front seat. Even with the auxiliary seats in use, there is real drawing room comfort in the delightfully spacious, splendidly appointed interior



HUDSON'S GREAT EIGHT 7 PASSENGER SEDAN  
(Long Chassis)

**T**HE fabric-covered rear quarter panels and the landau arms give this type an air of smartness and custom distinction akin to that of the town car. Passengers find unusual comfort on the special club type cushions upholstered in broadcloth with leather piping. Spare wire wheels, mounted in fender wells, and a touring trunk are a popular variation from standard wood wheel equipment; they are furnished at moderate extra cost



HUDSON'S GREAT EIGHT BROUGHAM  
(Long Chassis)

from WTN May 1969

\*\*\*\*\*H-E "HALF YEAR MODELS"\*\*\*\*\*

In '24 and '26 H made mid-year changes in both H and E cars, and in '28 a mid-year change was made in the E only. This has resulted in confusion as what models some of these cars are. Mans dealers, perhaps almost all, titled the late series of cars as the next following year as they were usually referred to as the "early" series of the coming year rather than "late" series of the year in which they were made. It is obvious that this designation had more sales appeal. Model changes for all makes were then made in January and as it is today, they were left over cars in dealer's stock. Naturally these would be titled as the year in which sold by the title date and the model so designated by the dealer to up grade the deal. This happened when there was no mid-year change, but not so common.

Because of the general consideration that these mid-year models are "late" rather than "early", H-E-T has adopted this designation. Since in every case the late series is more like the early series than like the year to follow this seems like the better way.

The E 6 was introduced in '24 and the E 4 discontinued, yet I have heard of '24 E 4's. But there was no late series of the E 4. This is an example of titling in error. About mid-year of '24 changes were made in both H and E that has resulted in many of these late series cars being called '25 models. There were just two changes in the E. The motor was increased in size from a 2 5/8" bore x 4" stroke, 130 C.I.D. to 2 11/16" x 4)6", 144% C.I.D. This was surely a change in the right direction but not enough of it. The other change was tire size. The early series had high pressure tires, size 3<sup>1</sup>" x 3 3/4". This is only car to ever use this odd size and Kelly-Springfield the only company that made it. The late series had "balloons", size 31 x 5.00. The later motor also had deeper dipper troughs which permitted better oiling to the rear bearings on down grades and this helped immensely in mountainous areas, such as where I lived.

Probably very few, especially now kicking around this vale of tears, have driven the same car with both of these motors. I have. Our '24 E Tr was the Early series. Due to inadequacy and severe usage a rod went thru the crankcase. Tho the car was out of warranty, Hudson replaced the motor free of charge. It was the late series motor and while the performance was not sensationally improved, the car would get over a bump in the road in high gear. You noticed these things in West Virginia!

The early series H was little changed from the '23. Mechanically it had a conventional intake manifold on the right side and a conventional type carb by Detroit Lubricator. Gone was H's famous side draft carb on their own make, mounted on the left of the motor and using the motor block as a manifold. The new carb did not add to the power which remained at 76 H.P. developed, but it did improve gas mileage about two miles per gallon, or 20% in the case of our two Hs. Style-wise the H Ch had a straight back body like the '24 E instead of the "bustle back" with a small trunk. All other bodies remained the same. I was taken to identify the model of an H while attending Wayne Wehrle's meet in Pittsburg two years ago. Little wonder this car was a puzzler! It was a '24 alright as the Detroit Lubricator carb proved. It was a 4 door sedan and therefore had the same body, featuring a slanting windshield, as the '23s. BUT it had balloon type tires and a nickel radiator! These, of course, had been added to the car by a former

owner. It was evident that the balloon wheels were not stock, so the car was an early series. Other changes in the H were made in the radiator shell, which was made in two pieces and crimped around the edge as was the E. The fenders followed the same contour but were "paneled" also similar to the E and the tire size was changed from 32" x 4 1/2" to 33" x 6.20" "balloons". (not 6.00). The throttle and spark control on the steering wheel was changed from the quadrant type to the newer type then in vogue, having two short levers extending from the steering post. This covers the changes made in mid-year. Early or late series, the '24 in both H and E can be quickly identified by the straight windshield glass at the bottom. Also the thick windshield body posts and the wood frame body. An example is Charles Hardy's H shown in the Feb. WTN. It is identified as a '25 and may be titled so, but the car is really a '24, late series, just like our old "Pluto".

The only change made in '25 in either H or E was to the all steel body. These are quickly identified and distinguished from the '24 by the curved windshield glass. The slanting windshield in the H sedan model was changed to the more popular straight type and the H tire size was changed to 33 x 6.00. The 25E has a wider splash pan beneath the radiator and the horn button was moved to the steering wheel from the dash board. Without change this series was carried into '26.

In mid-year '26 H's brand new body plant work went into production. It cost \$3,000,000, a lot of cash in those days, and put H in a better competitive position by cutting production cost. Style wise the only change made in the bodies was a slightly curved back line in the coaches. What sort of reasoning caused H to tool up for a body design that would not have won any medals for beauty at best, and was 2<sup>1/2</sup>% years old, and definitely behind the times in style is hard to understand. But they did just this. A 4 door sedan was added to the E line but the H sedans did not have this body. Colors in lacquer were available on H and the E sedan but the E coach still remained any shade of black. This was baked enamel. It looked like glass but was murder to keep polished. These bodies carried the H trade mark that would run thru '29. The three rivets just below the corner of the windshield. For a short part of the year bumpers and bumperets were added to the E at no extra cost. Our late series E dubbed "Little Joe", had these. The radiator shells on both were nickel plated.

Completely new styling was introduced on both makes for '27 and the styling was similar on both. The radiator shells are interchangeable. Mechanically the E received only a change to a single plate clutch while the H was as new mechanically as it was style wise. The ads in '27 exclaimed, "NOW RIDING IS LIKE FLYING!", and "THE SUPER-SIX PRINCIPLE--FREED TO THE LIMIT". The '27 was a really improved car over the '26. It was faster, more powerful, better riding and handling thanks to the adoption of the E chassis design and it had 4 wheel Bendix mechanical brakes. But the little E, altho now termed a "Super-Six", was even more handicapped by the slightly heavier body. While H sailed thru '27 without change the E didn't. Late in the summer the second '27 series was introduced BUT it was identified by H as the '28 model E! Changes were for the better. The stroke was increased to 4<sup>1/2</sup>" and while this didn't make a record buster out of the E it did have power comparable to any contemporary and was satisfactory even in mountainous West Virginia. The tire size was changed to 30 x 5.00. The old, distinctive H trough type spare tire carrier was replaced with the newer rim type and the body back was more rounded at the roof line. A full length bead

line was added to the Speedabout body. Even tho H designated the late series '27 as '28 this was seldom used at the time. I had an early series Speedabout and late series Cp. To me and the title they were both '27s. We, in H-E-T, do not recognize the late series as '28. To begin with, the designation is phony as the cars were made in '27 and there was a real, completely new '28 model, whereas the late '27 was a modification of the early series.

Just some more of H's idiosyncrasies. But like a beautiful, spirited, unpredictable woman, that is why we love them. Right?? "Doc"





# MUCKENTHALER MOTOR CAR FESTIVAL

## *Featuring Hudson and Nash*

**Saturday and Sunday, May 15 & 16 2010 at the  
Muckenthaler Cultural Center, Fullerton, CA**

The prestigious Muckenthaler Motor Car Festival in Fullerton has chosen Hudson and Nash as its featured marques for the 2010 festival. Normally, this show features upmarket makes such as Packard, Cadillac & Porsche. By recognizing Hudson and Nash, the Muckenthaler is honoring the solid middle class American value that these cars represent. Hudson and Nash/AMC products up to 1972 are all included.

The day for mostly stock vehicles is Sunday, May 16. The normal \$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 and solid drivers rather than rolling wrecks or rat rods.

Entry forms and further details will soon be up at the CICHET <[www.cichet.com](http://www.cichet.com)> & 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.

For official information, please contact: Muckenthaler Cultural Center Motor Car Festival  
1201 West Malvern Ave., Fullerton CA • Tel: (714) 738-3383 • Email: [info@TheMuck.org](mailto:info@TheMuck.org) • Web: [www.TheMuck.org](http://www.TheMuck.org)



## Hudson Essex Terraplane Club Gem State Chapter

51<sup>ST</sup> Annual H.E.T. Club International Meet  
**Spokane, Washington, August 2-6, 2010**

***Don't miss your opportunity to participate in one of our planned tours***

**Spokane City Tour and Famous Davenport Hotel Visit – Monday, August 2<sup>nd</sup>**

Enjoy a tour of the rich, historic homes and mansions of Spokane. This tour includes sights on Spokane's south hill, the majestic Saint John's Cathedral, authentic Japanese Gardens and the Crosbyanna Room at Gonzaga University to see Bing Crosby memorabilia.

**Bus Tour to Northern Quest Casino – Monday, August 2<sup>nd</sup>**

Northern Quest Resort & Casino is a full service gaming and destination resort with a casino that offers more than 1,400 slot machines and 37 table games, including a poker room. Enjoy a few hours at the casino playing the slots or gaming tables. Shuttle to the casino is free.

**Bus Tour to the Majestic Grand Coulee Dam & Lunch – Tuesday, August 3<sup>rd</sup> and Wednesday, August 4<sup>th</sup>**

Travel through Eastern Washington's rich farm country on the way to Grand Coulee Dam, the largest electric power-producing facility and the largest concrete structure in the United States. Tour the dam's visitor center and ride down the incline elevator into the third power house. Enjoy lunch at Melody's overlooking the dam.

**Bus Tour to the Silver Valley Mining District and Historic Wallace, Idaho - Tuesday, August 3<sup>rd</sup> and Wednesday, August 4<sup>th</sup>**

Get a realistic glimpse of the old mining days on the way to the world's richest Silver Mining District. The tour will stop at the Cataldo Mission, the oldest building in the State of Idaho and Wallace, Idaho, the Silver Capital of the World. Lunch at the beautifully restored Jameson Hotel then tour the Bordello Museum, an actual old Bordello (no longer operating) to see what really made Wallace famous!

**Cruise and Dinner on Lake Coeur d'Alene, Idaho – Thursday, August 5<sup>th</sup>**

This cruise will take you to the heart of the Idaho Panhandle - Lake Coeur d'Alene, Idaho. Enjoy a relaxing evening cruise with spectacular views while dining on a delicious buffet dinner.

***Raffle tickets available now!*** Win a set of four Kelsey Tire Inc. wide white wall radial tires in the popular sizes of your choice and shipped anywhere in the contiguous United States! Even if you are unable to attend the National Meet, you can still buy your raffle tickets for this fabulous prize from your chapter President. Tickets are \$1 each or six for \$5.

***Attendance numbers are looking good so book your hotel early!***

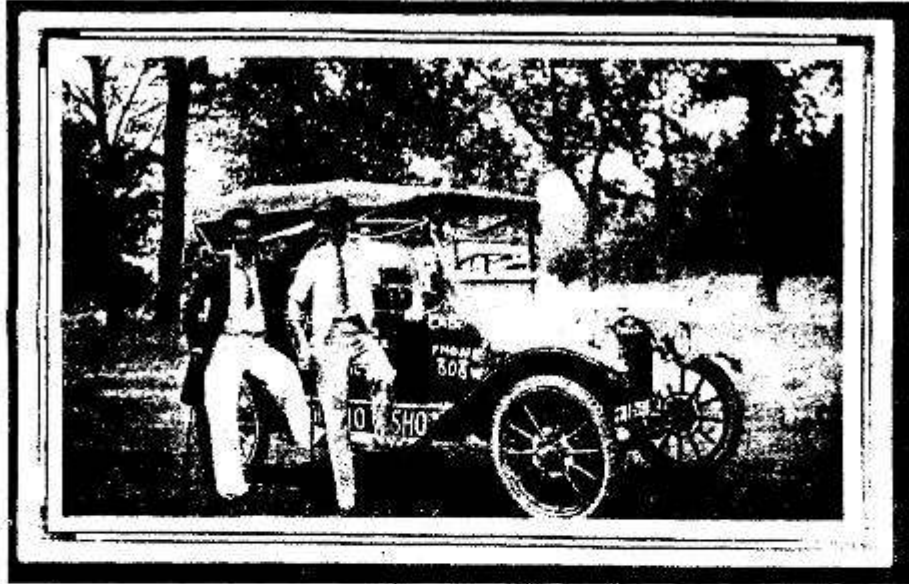
**Call NOW For hotel reservations: the Red Lion Inn at the Park  
800-733-5466.**

Go to [www.2010hetnational.com](http://www.2010hetnational.com) for registration and more information!

**Don't miss out on the Fun!**

The Coastal Valleys Contemporary Historical Vehicle Association car club presents the  
21st Annual

# SPRING "FUN" CAR SHOW



## Sunday, April 11, 2010

A benefit for the Guide Dogs of America

All profits will be donated to support their work in raising puppies and training the blind.



Second Year at this Location,  
Boys Town / Rancho San Antonio, 21000 Plummer St, Chatsworth  
CA 91311



**Entry Fee \$15.00 No Pre Registration**

*(please arrive by 10:00 AM, gates open at 8)*

**Spectators FREE**

**Show time: 10:00 AM to 2:00 PM**

Door Prizes and 50/50 Raffle Goodie Bags to first 150 entrants

Food available for purchase on the premises

Park on grass

**Vendors welcome: Selling space 20'x20' \$25.00 (No Food Vendors)**

For more information contact:

Larry Bauman 818 767-1857 or Tom Thornton 818 340-0392 or Bob Boynton 818 889-1087

e-mail: [kalab@earthlink.net](mailto:kalab@earthlink.net)

#### DIRECTIONS

FROM 118 FREEWAY TAKE DE SOTO SOUTH TO PLUMMER, THEN RIGHT  
FROM 101 FREEWAY TAKE DE SOTO NORTH TO PLUMMER, THEN LEFT

# 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**