



the Hudson rEflEctor

For the Ladies, SCC is Celebrating Valentine's Day

Guys are welcome also. Meet on **Sunday Feb. 13**, for the **Valentine's Day Sweetheart's Luncheon** at the **DISH Restaurant** in La Canada-Flintridge. We will gather at the restaurant at 11:00 AM for seating by 11:30 AM. This will allow for menu selections from both the breakfast and lunch menus. The Dish Restaurant is located at **734 Foothill Blvd, La Canada** 818/790-5355. <http://dishbreakfastlunchanddinner.com/>



Be sure to **notify Jack Scott** 323/259-8448 (lushsauce@mac.com) **no later than Feb. 10th** if you

plan to attend and how many. There are several interesting activities nearby: **Rose Bowl Flea Market** – Early bird entry starts at 7:00 AM - Closes at 4:30 PM. & **Descanso Gardens** - Open Sundays 9:00 AM to 5:00 PM.



March is the Month for the Wistaria Festival

Every year, the city of Sierra Madre celebrates their **Wistaria Vine** (largest blooming plant in the world) with a **large street fair**. SCC members will visit the fair, view the vine and close out the day with a **potluck dinner**. It all happens on **March 20th** between 9:00 am and 4:00 pm. Details next month, so mark your calendar. Vine viewing tickets and photos are available at <http://www.sierramadrechamber.com/wistaria/photos.htm>



Mark Your Calendar

Feb 13 - **Valentine's Day Lunch** at the
Dish Restaurant, La Canada

March 20 - **Wistaria Festival & Potluck**
Sierra Madre

April 14-16 – **Western Region 2011 Meet**
San Diego

May - Old Folks Home Visit

June 4 - Car Show, Picnic, Annual Business
Meeting

July 18-22 – **HET 2011 National Meet**
Oklahoma City, OK (See WTN)

Aug - Museum Visit

Sept 16-18, 2011 – **All-California Meet**
(SCC Host)

Oct - Festival/Oktoberfest

Nov 5-6 – **Laughlin Economy Run** (SCC Host)

Dec - Holiday Party

Spring 2012 - **Western Region Meet**
(SCC Host)

July 24-28 – **HET 2012 National Meet**
Gettysburg, PA (See WTN)
<http://www.gatewaygettysburg.com/>

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

It was great to see such a large crowd at the Christmas party. We owe a special thanks to Elliot Myerson, who spent the day flying from Las Vegas, speaking to us and flying back home again, 14+ hours of travel & meeting. Next year we'll try to get a room with a little more space.

This year's activities are intended to make our chapter and cars a little more visible to the public. We will be consciously selecting venues where we can "group-park" as we arrive together, so look for caravan meeting points in the details of the various outings we'll be making.

Hope to see you all at the Valentines breakfast, please try to bring your Hudson – we'll try to park our "Heartbreakers" out front! *Jon Cronk*

Two and One Half Months.....

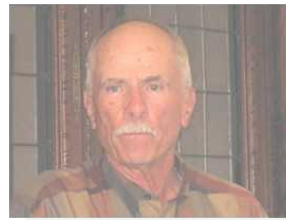
until the **2011 Western Region Meet** just down the road in San Diego. We are putting together another caravan to the meet. Details at: http://socalhet.org/west_reg_caravan/wr_caravan.htm

Sellout Crowd at SCC Christmas Party

On a 95 degree December day, twenty five Southern California chapter members met at The Old Spaghetti Factory for the annual Christmas Party & Dinner.



After some serious tire kicking and socializing, members feasted on large por-



tions of several pasta dishes. Our special guest speaker for the event was Mr. **Elliot Myerson**, a chapter charter

member, who flew in from Las Vegas, NV just for the occasion. Joining Elliot was his son Jim and daughter Melinda.

Elliot entertained the crowd with stories of Hudson hunts in 1960's LA and early day chapter activities. Elliot told of the formation of the **SC Chapter** which re-

sulted in the development of the present HET chapter system.

Elliot was in charge of **tours** for the chapter and drove a **'53 Hornet coupe**. He explained a few things about the **X-161** that he rescued from central LA many years ago.

- First of all, the X-161 was really named the **Hudson Hornet Italia**.
- It was built on a **Hudson Hornet Special** chassis with an aluminum body.
- X-161 probably referred to the **paint** identification which may have been a **pale green**.
- The **front seat** was split with the narrow position as the drivers seat.

Keeping Elliot honest was another charter member, **Bill Baird**.

Following Elliot's presentation, a gift exchange was conducted. Members



brought gifts like the usual car care products, various wines, ladies jewelry sets and even a Hudson oil filter (a highly sought-after item)! Following a door-prize drawings for several 2011 Hudson calendars, the crowd adjourned to the parking lot to admire the Hudsons outside.

Cable Airshow

The airshow was Saturday and Sunday. We discovered that Brandon's Diner in Upland is the place to be on Sunday mornings. The crowd was lined up out the door on a pretty cold morning. Noah Blough, Stephen Marshall and Jon Cronk had a sumptuous breakfast before heading out the door for the airport.

Planes were already in the sky – members headed for the airshow and Jon headed back home to work on his car. The show will be back next year!

CLICK...online

- **SCC Twitter** <http://twitter.com/sccudson>
- **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 Pres: Stephen Marshall 661/946-9027
Secretary: Susan Ross 626/355-8747
Treasurer: Ruth Hay 818/247-0753
Co-Tour Chair: Noah Blough 626/799-6107
Co-Tour Chair: Jack Scott 323/259-8448
Communications: Bob Ross 626/355-8747
Membership: Susan Ross 626/355-8747
Club Store Manager: Jon Cronk 805/987-8187
Region Director: Matt Royer
HET President: Aaron Cooper 515/278-5235

Cracked Cast Iron, Call Casey (Frank)

from the Yankee Chapter

This is a short dissertation about repairing Cast Iron.

Say you have an old car and the Cast Iron block or head has a crack. What should you do? From my experience I'd recommend having Frank Casey check it out. The usual answers for cast iron repair seem to be temporary at best. Welding cast creates more cracks, not to mention the aesthetics. Epoxies and sealants don't always stick and eventually will come loose, for all sorts of reasons. Soldering and brazing when properly done can last but getting them to stick to cast is an art in itself, and the heating affects the cast leading to more possible cracking later.

The answer is a cold repair (Cast Iron "stitching"). To repair a cast part, takes planning and patience. The material used is also Cast Iron so once installed there is no differences in expansion rates to create more cracking. There is no welding or heating involved to create more cracking either. One can even "stitch" a replacement piece of cast if the original part is so damaged or lost.

If there is an internal crack, say between cylinder and exhaust port, the water jacket can be taken off, repair effectively done and water jacket "stitched" back in place. In some applications the repair can be done in place, i.e. marine or large stationary machines.

To correctly stop a crack one must use "locks" these are like "butterfly" bandages used to hold the "incision", cut or crack from spreading farther. To install these one must machine out the cast in the exact shape of the lock being used. Similar to a woodworkers inlay process.

The locks are designed to hold the crack from widening. Once the lock is in place, pins are installed to hold it tight and prevent the lock from moving. The pins are threaded, to install, hold and fill the rest of the crack being repaired.

One drills, taps and pins a series of slightly overlapping holes. These serve to seal and fill the crack. You don't need to go all the way through the cast; you just need to seal the crack. The locks are what prevents further cracking and give strength to the repair. The locks are about 5/8" apart and maybe about 3/4" long by 1/8 to 3/16" wide. (Different sizes for larger applications).

Of course this simplifies the process greatly and the correct placement of the pins and locks are what make the repair last and hold. Once the repair is done with a little grinding the surface looks like the original and once painted it is hard to tell where the repair was made.

While I was visiting with Frank the other day to pick up the block for our 16 Hudson, he told me that the process was created by a Texas oilfield roustabout, in the 1930's. Frank was fortunate enough to meet this fellow, in the 1960's.

Frank is able to assess the cast repair by using a magnaflux and his trained eye. Once he has looked at the part and understands the stresses and strengths needed he starts his repair. Frank also makes his own pins and locks. Once the repairs are complete they are pressure tested to 40 PSI or greater.

One repair on a high pressure pump (1200 PSI) was tested to 1800 PSI. He told me that it would take about 5 years of apprenticeship (practice) before I'd be able to "master the art". I'd be willing to learn.

Jerre Hoffman 3/27/08 413-594-2368

from the New England Chapter HET Club Newsletter

An Anticipated Introduction

This is a portion of an article written by Bill Chapin about Hudson

Somewhere near the headquarters of the Hudson Motor Car Company on the corner of East Jefferson and Connor Avenue in Detroit, nearly 2,000 Hudson dealers, auto industry officials, political dignitaries, and members of the media jammed around a specially-built outdoor stage. Everyone was filled with anticipation and excitement for



the launch of a new car.

The date was July 21, 1932, three years after the stock market crash. My grandfather, Roy Chapin, was about to launch one of the most important new cars in his history as president of the Hudson Motor Car Company.

By 1931, Hudson sales had literally plummeted. Compared with 1929, they had dropped by eighty percent! Grandfather's solution for slow sales was a new car of

extraordinary value. It combined a powerful six-cylinder engine with a light weight body on a short wheelbase. It would go like hell and sell for a hell of a low price.

It was to be called Terraplane. Grandfather decided to apply airplane imagery to the launch of the new car. So he invited Amelia Earhart, the most famous celebrity flyer of the day, to participate in the Terraplane launch event on this hot, muggy July day. After all, Americans had become fascinated with aviation following Charles Lindberg's historic 1927 flight.

It was an extravagant introduction. Accounts of it appeared in newspapers throughout the country. But most importantly, it demonstrated that my grandfather's remarkable gift for salesmanship on a grand scale was not diminished by the depressing conditions of the time.

Following the announcement ceremonies, dealers participated in a parade starting at the plant on Jefferson Avenue and then onto Woodward in downtown Detroit. It was the start of a journey for hundreds of bronze colored Terraplane demonstrators as they returned to Hudson dealerships in forty states throughout the country.

Terraplane was only one of a number of exceptional products designed and produced by the Hudson Motor Car Company between 1909 and 1954.

from the Nash Flash

SOME INTERESTING FACTS

MAJOR AUTOMOBILE PLANTS IN CALIFORNIA WITH YEARS OF OPERATION

Nash, El Segundo - 1948-1955

Chrysler, City of Commerce -1932-1971

General Motors, Oakland,-1916-1964

Ford, Long Beach—1930-1959

Studebaker, Vernon—1936-1956

Ford, Milpitas—1955-1983

Willys-Overland, Maywood, 1928-1954

General Motors, Fremont—1962-1982

Ford—Pico Rivera, 1957-1980

Nummi, Fremont—1984-2009



Hudsons By the Bay

2011 Western Regional Meet
April 14th-16th San Diego



Southwestern Borders Chapter
www.hetswb.org



Registration Form

- Registration** \$20.00 = _____
After March 31st \$25.00 = _____
- Deer Park Winery** \$6 at the door
Automobile collection
- Cruisin' Grand** Free
One of SoCal's largest cruise nights
Featured marque: Hudson
- S. D. Auto Museum** \$5 at the door
Reserved parking in
Balboa Park
- Banquet** _____ x \$30.00 = _____

Buffet with sliced beef tri-tip, chicken piccata with artichoke, seasonable vegetables, garden salad, roasted garlic mashed potatoes, toasted almond rice pilaf, assorted cakes and pies, coffee, tea, iced tea, no-host bar

Tax and gratuity included

Total Enclosed: _____

Name _____

Address _____

Phone _____

Email (for confirmation and updates) _____

Make checks payable to HET-SWB.

Mail to:

Pam Stahl
1375 W. 11th Avenue
Escondido, CA 92029

Courtyard San Diego Mission Valley



595 Hotel Circle South



\$89.00 per night plus tax

Call 888-236-2427 for reservations.

Make sure and ask for the Hudson Essex Terraplane rate.

Consider staying an extra day or two. San Diego is a true vacation paradise and in-season rates at a hotel like this are never this low.

Trailer and RV parking is for registered guests only—no sleeping overnight.

Paved swap meet area.

For more information contact Jake Edmondson at
jakespeare@cox.net or (760) 489-4488

Bring the Kids!



**World-famous
San Diego Zoo**



**San Diego
Wild Animal Park**



**San Diego Natural
History Museum**



Birch Aquarium

Sea World

LEGOLAND

USS Midway Museum

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 Email Issue Only

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