

the Hudson reflector

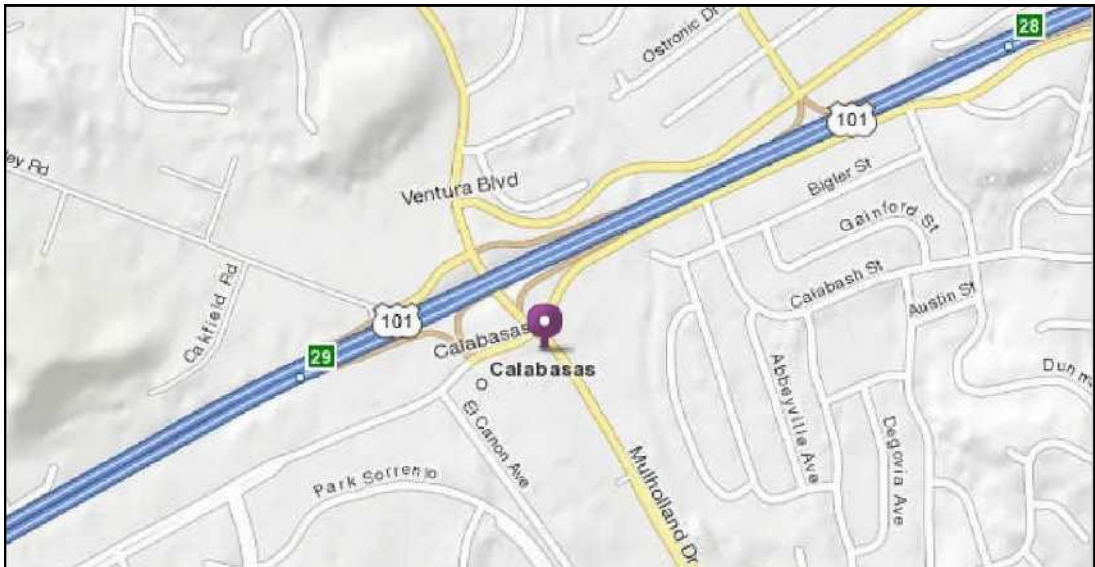


### Show off Your Car

**Saturday, May 14th**, members of the SCC will visit the **Motion Picture & Television Hospital & Home Facility in Woodland Hills**. This is a chance to get the car on the road, show the folks some memories and hear some interesting stories. We will be there from 2 to 4 on Saturday. They are very excited about it and will provide Ice Cream Bars and drinks. We need to provide the cars. If someone brings an older non-hudson car, that would be great. (the car doesn't have to be a running Hudson). Bring along some memorabilia also.

We will gather between **1:30 and 2:00** o'clock at the hospital. The hospital and home is right off the freeway. **Motion Picture & Television Hospital, 23388 Mulholland Drive, Woodland Hills.**

It should be fun with an eager audience.



### Mark Your Calendar

- May 14 - **Motion Picture & Television Home** Woodland Hills
- June 25 - **Annual Picnic**
- July 18-22 – **HET 2011 National Meet** Oklahoma City, OK (See WTN)
- Aug 20 - **Automobile Driving Museum** El Segundo
- Sept 16-18, 2011 – **All-California Meet** (SCC Host)
- Oct 16 - **Apple Run** with AACA
- Nov 5-6 – **Laughlin Economy Run** (SCC Host)
- Dec 4 - **Christmas Party**

- May 3-6, 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

The cat's out of the bag! The SoCal chapter has announced the location & date of the 2012 Western Regional Meet. Unfortunately, that's all of the concrete details that have been announced so far. I'd **welcome any of your suggestions** for excursions / activities to be conducted during the meet. Maybe you remember a unique game or functional parking lot layout or meet theme – those are the kind of details that will elevate the meet to "Great!" status. **So let's hear your ideas!**

Next month we'll be publishing details for the **All-California Meet (Sept 16 – 18)**. Don't wait too long to make your reservations at the San Simeon Inn. Be sure and check out our website's sales room- there are some interesting cars & parts on there – perhaps this is a good time to "expand your collection". Hope to see you **Saturday May 14 at the Motion Picture Hospital/Home** – should be lots of fun, and you never know who you'll see there!

*Jon Cronk*

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## Annual Picnic

It is that time of year when we can get together, have some food, kick tires, exchange ideas and talk about next year. A lot of things will be going on and we are right in the middle of them.

**The Annual Picnic will be on Saturday June 25th.** The officers are working to locate a new and interesting place that will be announced next month.

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## 2011 Western Region Meet Successful

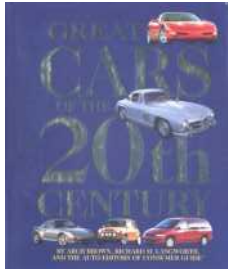
Good turnout, great weather, nice mix of cars, lots of talk, exceptional dinner speaker, huge cruise night, a large museum of convertibles. Photos at: <http://socalhet.org/>



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## The Bookshelf

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



**"Great Cars of the 20th Century"** – This large coffee table book contains several pages about the Hudson automobiles and the HMCC. Hard cover, 436 pages

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## CLICK...online

- **SCC Twitter** <http://twitter.com/sccHUDSON>
- **Hudson Related Items for Sale** <http://socalhet.org/salesroom.htm>
- **Restoration Suppliers** <http://socalhet.org/suppliers.htm>
- **HET Store** <http://clubstore.biz>
- **HET Club** <http://hetclub.org>

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## 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  
**Chapter Store:** Jon Cronk 805/987-8187  
**Region Director:** Matt Royer  
**HET President:** Aaron Cooper 515/278-5235



## Ways to fix a car

*from the Nebraska-Iowa Chapter*

There are four engineers traveling in a car; a mechanical engineer, a chemical engineer, an electrical engineer and a computer engineer. The car breaks down.

"Sounds to me as if the pistons have seized. We'll have to strip down the engine before we can get the car working again", says the mechanical engineer.

"Well", says the chemical engineer, "it sounded to me as if the fuel might be contaminated. I think we should clear out the fuel system."

"I thought it might be a grounding problem", says the electrical engineer, "or maybe a faulty plug lead."

They all turn to the computer engineer who has said nothing and say: "Well, what do you think?" "Ummm perhaps if we all get out of the car and get back in again?"



## H-E-T Club Day at the NASCAR Hall of Fame, Charlotte, NC

To: H.E.T. members

Saturday, September 3, 2011, will be H-E-T Club day at the NASCAR Hall of Fame in uptown Charlotte. Bring your nicest or most interesting Hudson(s).

The NASCAR Hall of Fame folks have started having a different car club display their cars on the first Saturday of each month, and offered us the opportunity to have one of these dates. We can display 25 to 35 cars. We don't expect to have a problem with the minimum.

Location: NASCAR Hall of Fame, 400 MLK Blvd., Charlotte, near the corner with South Brevard St.

Time: Arrive between 8:30 and 9:30 AM, depart at 3 PM.

Hall hours, etc: 10 AM until 6 PM. They suggest that one should allow at least three hours to tour the facility, but really interested folks can easily spend the entire day there. Based on my brief tour there, I'm inclined to agree. More info at <http://www.nascarhall.com/>.

Site location: On the brick plaza right out in front of the big curved glass structure where you look through and see all the former NASCAR cars. This plaza is where all the commemorative bricks are, though they're up a bit closer to the building.



Further info: Contact Park Waldrop, H-E-T liaison to the Hall of Fame: (803) 327-3929; [pwald@comporium.net](mailto:pwald@comporium.net)

Our HET commemorative bricks are in the dark square just below "NASCAR". The main entrance is to the right, just around the corner of the near bldg.

View from the Hall of Fame entrance toward MLK Jr. Blvd. Cars will be displayed in this area, out near the street



## The Auto Mechanic!

*from the New England Chapter*

The history of the auto mechanic is really the history of the automobile. All machines need care and repair and the auto mechanic was there to provide that from the start. From the time German Engineer, Karl Benz, invented the first practical automobile to use an internal combustion engine, there has been a need for mechanics. A mechanic is defined as someone who provides repairs or maintenance to a machine. Benz's made his first auto in 1885 and the history of the auto mechanic begins there for all practical purposes. Machines will break and they will do so even faster without care. Mechanics have always been with us and they have always repaired the engines we have used to help us with our work.

Automobiles were something totally different right from the start and the early mechanics were the same ones who had been repairing the horse drawn vehicles that they replaced. It did not take long for this to change. The automobile engine was something new and much more complex than the simple wagons and carriages. As automobiles quickly began to spread out, mechanics began to specialize in their repair and maintenance.

An example of how rapid this spread was can be seen in the fact that auto mechanics formed a union in Seattle, Washington in 1917. A year later, this union had 250 members, but in just two year's time, 1920, membership had grown to 500. Although auto mechanic unions never really caught on in the same way they did in the trucking or construction trades, these figures show how quickly the field of auto mechanics was growing.

The history of auto mechanics has followed the history of the automobile since these early days in the area of increased technology also. As automobiles became more complex, the need for mechanics grew. In the 1940's and 1950's, whole generations of American boys grew up tinkering with automobiles. It was like a rite of passage for several generations. A young man learned to care for his vehicle and many fell in love with them. This kept producing more and more mechanics, while at the same time holding back the field somewhat as do it yourself maintenance and repair were so common.

In the modern area, the automobile has become increasingly difficult to repair without expensive equipment and technical knowledge. The computer and electronic driven elements of the vehicles have changed the nature of the automobile mechanic.

This is reflected in the fact the term, Auto Technician, has largely replaced auto mechanic in most shops. Although this might seem to be just words, it does actually show how the field of auto mechanics has evolved from its early days where the majority of the work could be done with a wrench and most teenage boys could make a broken car run without much trouble.



## **THE HORNET THAT WAS--AND STILL IS**

*From out of the past, a Hornet with 7X engine and a 16-year string of racing victories.*

WHATEVER the new Hornet (1970 AMC) is, it is not the old Hornet. There would be no point in comparing them. The name is all they have in common. The cries of distress that answered the re-appearance of the name—and some of them came from this office—were not criticisms of the new car: they were tribute to the Hornet that was.

Even in its day, the Hudson Hornet looked dated. The best its friends could say was that it was distinctive, or that the bulbous, round or pointed aspect grew on the owner. The V-8 was the coming thing, and overhead valves were everywhere. The Hornet had a flathead six.

The Hornet salesmen must have been engineers, confident that all you needed was a car that outperformed the others on the market, and success was certain. The Hornet was low, with a low center of gravity, obtained by lowering the floor so that it was between, not atop, the frame rails. Then they called it "step-down" design. What an appeal to a man on his way up!

And the Hornet won an accolade from the National Safety Council, as potent an image builder as having a whiskey endorsed by Carrie Nation, because it did less damage than other foul spirits.

But for those who knew, for the buyer who followed the just-now sport of stock car racing, and who knew that the racing Hornets really were stock, there was no other car.

It was low, and it did have a lower center of gravity. The suspension wasn't all that different. All the makes, even Ford, had adopted the independent front and live axle back. But the rear springs on the Hornet were angled, so the car would resist roll, but not be as stiff over bumps. And the Hornet had anti-roll bars, front and rear. It has taken until the 1970 model year for most of the other makes to take that daring step.

And the engine! At 308 cid it was the biggest six of its day, and bigger than any sold now. It had some methods that were unique, like the splash lubrication system, but they worked. Even the regular version had 145 bhp. From that came the performance engine, built at first for police cars in Pennsylvania. Race driver Marshall Teague discovered it, and went to work on it.

The engineers could appreciate this sort of interest. If any name in the Hudson scrapbook will ring a bell, Twin H Power will. That was the dual manifold, with two single-barrel carburetors. The ports were ported, polished and relieved, and there was a high-compression cylinder head. The resulting engine was called the 7X, and it produced 170 bhp, maybe more.

That doesn't sound like much, but many a competitor in the lower stock classes

learned to his sorrow that the 7X had torque, and torque is what wins the stock classes. A 3500-lb. Hornet with 170 bhp was good for a 15.5-sec. E.T.; this when the hottest Chevy in town might break 16 with a friend manning the clocks.

One '53 car that is a typical 7X Hornet. The car's history is not. The owner, Frank Renault, got it from his parents. They knew, and they bought the Hornet when it was new. Trade-in time came around, and the Hudson dealer had gone away. The other dealers offered a pittance for the car. Renault couldn't bear the thought of having it downgraded, so he asked, and the car was his.

He raced it. And it won, for 17 years. The 7X Hornet was the terror of the class all over California. It lost sometimes, once to another Hornet driven by a sweet old lady who had done her planning, and was carrying lower gears than Renault had installed in his car.

*Don't Miss the*  
**2012 Western Regional Meet**  
*in*  
**OXNARD, CA**

*"Strawberry Capital of the World"*

**May 3 - 6, 2012**

Host Hotel - Oxnard Courtyard by Marriott

• \$99 Rooms • Car Cruises • Tours •

Relaxed Ventura County has so many fun things to do - Ronald Reagan Presidential Library, Channel Islands National Park, Mullin Motorcar Museum, Beaches, Mountains, Whale Watching, Hiking, Biking. Please plan to attend and spend some extra time exploring!

*Other Upcoming 2011 Events Hosted by SoCal:*

**Sept 16 - 18 All California Meet,  
San Simeon, CA**

**San Simeon Lodge (805) 927-4601  
Rooms \$80 - \$90**

**Nov. 5 - Laughlin Economy Run  
AVI Resort & Casino (800) 284-2946**

(Watch your chapter newsletter for more details)

For more information, call Jon at (805) 987-8187

[www.socalhet.org](http://www.socalhet.org)

# 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**