



the Hudson rEflEctor

DRIVE YOUR SWEETHEART TO BRUNCH

Saturday, Feb. 14 – We are gathering at the **Marmalade Cafe in Calabasas** just off the 101, for our annual Sweetheart Brunch.

We will gather at 9:00 am and eat at 9:30. Nice drive, nice location, easy access, good parking, appetizing menu items at a reasonable price and great conversation.

If you are able to join us, just call Jon at 805/987-8187 and leave a message (name and number attending) so that we will have enough spaces.

Marmalade Café, Calabasas Commons, 4783 Commons Way Suite E, Calabasas, CA 91302, 818-225-9092. So, bring your sweetheart for a relaxing meet in Calabasas.



Mark Your Calendar

- Feb. 14 - Sweetheart's Breakfast
- March - Clean and Wax Month
- April 30 - May 3, 1915 - Western Region Meet - Henderson, NV
- May 16 - Angeles Crest Cruise to Wrightwood
- June - Annual Picnic
- July - Irwindale Raceway
- Aug. 11-15, 2015 - International HET Meet, Colorado Springs, CO
- Sept. 17-20, - All-California Meet
- Oct. - Santa Clarita Cruise
- Nov. - Laughlin Economy Run
- Dec. 5 - Christmas Party

June 26 - July 2, 2016 - International HET Meet, Chattanooga, TN

Board Meetings 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

Check Your Work!

When's the first time you heard that line? Probably back in elementary school, maybe in relation to an arithmetic quiz? Or in an Algebra class? Well, the same thing applies to auto mechanics, and the more complicated the repair procedure, the more essential it is to **check your work**.



My neighbor at work has been building a hot rod over the past several years. He fabricated most all the items himself, with **lots of fasteners involved**. The car finally was ready for its test drive, which went OK. But the next time he was under the car he noticed the tie rod end was without a nut! Yikes!

Actually, it's a good idea to examine the underside of your Hudson a few times a year to look for missing fasteners, wipe up oil seeps (or make sure you still have oil seeps – see below), exhaust issues, etc., but make sure you elevate the car safely.

"If your Hudson quits leaking oil, you'd better add some more"- Gus Souza

See you in Henderson!

Viva Hudson! Jon

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April 30 - May 3, 2015
Western Regional HET Meet
Henderson, NV

2015

Due to popular demand the Silver State Chapter is hosting the 2015 Western Regional HET Meet. It will be held at the Railroad Pass Hotel & Casino in Henderson, NV Call (702).294-5000 or (800).654-0877 for reservations. Room Rates are \$40 + tax Thursday night, \$50 + tax Friday night. Please use code HET2015 when making reservations. Check out www.2015hudsonmeet.com

1954 Consumer Reports and Hudson

So what did Consumer Report think of Hudson's 1954 offerings in their annual automobile issue? This was Hudson's last real year, right? Consumer Reports (CU) divided domestic makes into 6 groups by price, with number 1 being the lowest priced. No foreign makes were covered. In getting started, only Cadillac had a higher percentage of owner loyalty than Hudson. It gets interesting.

In group 1, only Ford and Plymouth bested the Hudson Jet. The Jet was followed by Chevrolet, Studebaker Champion, Nash Rambler and Willys. CU had a poor opinion of Chevrolet and only rated Studebaker below it because of a poor choice of the axle ratio. It would appear CU felt the roomy and capable Chevrolet was overdue for some newer engineering. Considering GM's resources, they felt the poor road ability, ride, and braking and excess

weight to be "cause for reproach". In my opinion, 1954 was perhaps the only year in days-of-old that Ford had more modern engineering than Chevrolet.

For the Rambler, "it fails to offer (the) small car advantages as (does) the Hudson Jet". Willys had a good write-up, but the test car had reliability issues. As for Hudson, "the Hudson Jet is a car considerably underrated by the public" Noted was the lively performance, riding ease, economy and quietness. Additional qualities were handling, visibility, seats, torque and smoothness. Also stated, "like other Hudsons, the Jet's frequency of repair record is very good".

In group 2, the Hudson Wasp was bested only by the Dodge V8. Hudson was rated as easily the best distance and over-the-road car in the group. In overall quality it bested Mercury, Pontiac, Buick Special, Studebaker V8, Dodge 6 and Nash Statesman, Also noted was Hudson's staunchness, big seats, but poor visibility and ease of entry. The relatively poor rating of all Buicks in this article was surprising to me. Read on.

The Oldsmobile 88s were rated as best in overall quality and as a family car in group 3. The Chrysler Windsor was rated 2nd, with the Hudson Super Wasp as 3rd. Again, Hudson was rated best as a distance car. Its "staunch rattle and squeak free structure," excellent handling and road ability, precise steering and freedom from side sway and wind noise were noted. Rated below the Super Wasp in order of overall quality were the Nash Ambassador, Pontiac Star Chief, Buick Century, Studebaker Land Cruiser, DeSoto Powermaster 6 (only rated below the highly rated Chrysler Windsor in Upholstery, trim and resale value - shows how close all these cars were) and Kaiser. CU felt the Kaiser had considerable merit but was overpriced. Kaiser weaknesses were poor resistance to shake on

rough roads, poor frequency of repair and resale. The Buick rating was held down by handling and road ability.

The DeSoto V-8, Oldsmobile 98 and Packard Clipper were the top rated group 4 cars, in that order, with the DeSoto as the best family car. Just behind these was the Hudson Hornet, which again was the best distance car. The Buick Super was held down by the effects of its heavy rear axle and torque-tube driveshaft (this probably effected the Chevrolet in the same negative way), slow steering and poor road ability. It bested the supercharged Kaiser. Since this group of cars had such a variety of characteristics, buyers were advised to select cars which had attributes suited to their needs.

Group 5 car prices were above Hudson's, but I think the same attributes of road ability would earn it high marks as well, if included here. The additional power of the Hornet engine would have made it a good contender. Of the cars included, Lincoln was rated as the best family and distance car as well as best overall. It was followed by the Chrysler New Yorkers, Packard Cavalier and Buick Roadmaster.

Group 6 cars consisted of only 3 cars, Cadillac, Imperial and Packard Patrician. CU felt the advantages of these cars over group 5 cars were limited to prestige and luxury appointments. Thus CU thought there was little justification for their purchase. Cadillac was rated best overall.

From the above it can be seen that Hudson offered a unique product compared to other American cars of the period. It stood head-and-shoulders above all the rest in the department of road ability in addition to other fine qualities.

by Joel Shapiro
Southern California Chapter HET



2015 Fashion at the Auction

Even though we will be celebrating Hudson Racing this year in Colorado Springs, please note that vintage fashion from all eras is welcome at the Fashion Bash before the HETHS Auction!

The Birthday Present

A man asked his wife what she'd like for her birthday. "I'd love to be six again," she replied. On the morning of her birthday, he got her up bright and early and off they went to a local theme park.

What a day! He put her on every ride in the park: the Death Slide, the Screaming Loop, the Wall of Fear, everything there was!

Wow! Five hours later she staggered out of the theme park, her head reeling and her stomach upside down.

Right to a McDonald's they went, where her husband ordered her a Happy Meal with extra fries and a refreshing chocolate shake.

Then it was off to a movie, the latest Star Wars epic, a hot dog, popcorn, Pepsi, and M&Ms.

What a fabulous adventure! Finally she wobbled home with her husband and collapsed into bed.

He leaned over and lovingly, asked, "Well, dear, what was it like being six again?" One eye opened. "You idiot, I meant my dress size."

The moral of this story: Even when the man is listening, he's still gonna get it wrong.

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Last Chance

Dust has been gathering on the items from the Chamberlin/Crassweller collections and the chapter store. It is time to move them out. Any items not spoken for, are going to the crusher. There are some useful one-of-a-kind things that are not replaceable, so look it over and call Jon (805/987-8187) with your request. And please share this list with your fellow Hud-Nuts.

Tools

Box	Quan	Mfg	PN	Description	
19	1	?	C-361	1-1/4 box wrench, angled handle	\$10
19	1	?	C-400	1-7/16 box wrench, angled handle	\$10
19	1	Bonney	1946	1-7/16 open end wrench, thin	\$10
19	1	Kent Moore	J-972	37 Differential Adjusting Spanner	\$10
19	1	Hinkley-Myers	J-739-7	39 Hudson Steering Wheel Adapter plate	\$10
19	1	Kent Moore	J-1535	8 tooth pinion brg remover	\$10
19	1	Kent Moore	J-1301	9 tooth pinion brg remover	\$10
19	1	Kent Moore	J-1571	Flywheel Lock	\$10
19	1	Kent Moore	J-1569	Seal Driver	\$10
19	1	Kent Moore	J-739-4	Steering Wheel Adapter	\$10
19	1	Kent Moore	J-739-5	Steering Wheel Adapter	\$10
19	1	Kent Moore	J-738-10	Steering Wheel Adapter w/plate	\$10
19	1	?	--	Stud Removal Tool	\$10

WTN - \$10 takes all (plus Media Mail shipping)

2004	2005	2006	2007	2009	2010	2011
	Jan/Feb	Jan/Feb				
	Mar/Apr	Mar/Apr	Mar/Apr			Mar/Apr
	May/Jun	May/Jun	May/Jun			
	Jul/Aug	Jul/Aug	Jul/Aug	Jul /Aug		Jul/Aug
Sept/Oct	Sept/Oct		Sept/Oct		Sep/Oct	Sep/Oct
Nov/Dec	Nov/Dec	Nov/Dec	Nov/Dec	Nov/Dec	Nov/Dec	

Event Tee Shirts

Quan	Description	Colors	Sm	Med	Lg	XL	XXL	
1	Hudson Built Body - Front	Graphite w/Black				1		\$10.00
28	2006 All California	Gray w/Black		7	13	8		\$10.00
3	2007 Laughlin	Black w/ Gold	1	2				\$10.00
12	2011 Laughlin Mens - "Visitors Return"	Black /Colors	3	4		2	3	\$10.00
2	2011 Laughlin Womens	Black /Colors		2				\$10.00
7	2012 Western Regional Meet - Mens	Lt Green	1			6		\$10.00

Parts

Box	Quan	Mfg	PN	Description	Application	Note
3	2	Hudson	--	Clock	48-54, 2 styles, 1 electr (broken hand)	poor
3	4	Hudson	--	Hubcap	Plain small SS, Dished w/ red triangle, nice	Jet
3	2	--	--	license plate frames	Hudson we love it \$10; Hudson E-T \$5	
3	4	Trico	--	WW Motors - used	3 stepdown, 1 ??	
4	1	Wagner		Brake Master Cyl	Hudson '41 PU	used
4	6	AC		Fuel Pump	?	
4	1	B-W	31-2154	Trans Mount	55-57, (square)	Used, good
4	2	Delco	5450 664	Wheel Cylinder	1-1/16, left & right	
4	1	Wagner	F50365	Wheel Cylinder	?	
5	4	Carter	30-84	Filter		
5	1	Fram	CA 102PL	Filter	air filter	
5	1	Fram	PH 30	Filter	Chev V-8, short style	
5	1	Delco	552	Flasher Unit, HD	12V	
5	1	NAPA	95-4460	Fuel Pump	Hudson '47 PU	
5	10	Delco	153R	Fuse Connectors	5 to a box	
5	3	Buss	AGF20	Fuses, 20A	5-pack	
5	1	Standard	HB 7	Horn Button		
5	1	B-W	R 211	Horn Relay		
5	1	B-W	R 372	Horn Relay		
5	2	Echlin	LS 6236	Light Socket, Sealed Beam		
5	8 pr	Doan	2042	Motor Mount, front lower	35-47 all car; 39-47 6 cyl PU; replaces Hudson P/N 47122 & 47124	
5	2	Doan	2014	Motor Mt, Rear	1953 Desoto / Chrysler; Mopar PN 1406098	
5	1	Filco	P 147	PCV Valve	same as Fram FV 132	
5	1	AC	CV 606	PCV Valve		
5	1	Fram	FV 100	PCV Valve		
5	1	Fram	FV 112	PCV Valve		
5	1	Echlin	DL 6192	Pilot Light		
5	1	B-W	RF 18	Regulator Fuse		
5	1	B-W	RF 19	Regulator Fuse		
5	2	B-W	RF 20	Regulator Fuse		
5	2	B-W	RF 21	Regulator Fuse		
5	1	B-W	RF 22	Regulator Fuse		
5	1	Echlin	ICR 22	Resistance Wire	48 - 54 Hudson; Edsel: '60; Ford: '56-58;	
5	4	Trostel	T50351	Seal, Leather		2 per box
5	2	Trostel	T331301	Seal, Rubber	ex CR-19852	rubber
5	1	Sorenson	SS 67	Starter Solenoid		
5	1	Echlin	SL 133	Switch, Brake light	50-55 Rambler; '45-52 Stude 6 cyl truck; 42 Stude Truck	
5	1	Sorenson	SW 16	Switch, Brake light	Lever Style, bullet connectors	
5	1	Filko		Switch, Dimmer	3 screw terminals	
5	1	Standard	HB 6B	Switch, horn		
5	1	B-W	CS 28	Switch, Ignition		
5	1	B-W	CS 41	Switch, Ignition	1967 Buick (all except Special)	NORS w/keys
5	1	Standard	TCP 61M	Wire Connector	Trailer, 6-pin, male	
6	5	Casco	--	Cigarette Lighters	6V	new
6	1	B-W	DP 102	Dash Pot		
6	1	B-W	DP 103	Dash Pot		
6	1	B-W	DP 107	Dash Pot		
6	1	B-W	DP 69	Dash Pot		
6	1	B-W	DP 73	Dash Pot		
6	1	Autolite	IGP-1003	Distributor Cap		
6	1	B-W	C 524	Distributor Cap	4 cyl	
6	2	B-W	C 526	Distributor Cap	4 cyl	

6	4	Echlin	AL 124	Distributor Cap	8 CYL	
6	1	Echlin	AL 99	Distributor Cap	Hudson: 55 8 cyl Hornet w/dual contacts	
6	1	Echlin	RR 95	Distributor Cap	Rambler: '51-55 6 cyl	
6	2	Brand x		Hudsonite	cans	
6	1	Echlin	VC-920	Vac Chamber		
6	1	Filko	VC-110X	Vac Chamber	Holley Distrib D-719A, White Truck '61-'64; Ford Flathead 8 cyl truck engine '49-53	
6	1	Filko	VC-13X	Vac Chamber		
6	1	Echlin	VR 142	Voltage Regulator	55 Hudson	used
6	1	Illaco	9012	Voltage Regulator	12V, '62 Olds & Pont(w/AC); '63 F-85 and Olds 88&98; '66 Riviera; replaces Delco D-632	
6	1	Illaco	9112	Voltage Regulator	12V, '63 Tempest; '63 Pontiac; replaces Delco D-631, D-633, 634 & 635	
6	1	Illaco	581230	Voltage Regulator	12V, 55-56 Packard, 56-59 Chrys, 56-60 De Soto, Dodge, Plym, 57-60 Imperial, 58-59 Willys ; replaces Autolite 8-55, 8-56, 8-125, VRX-6009A, B; VRX-6010A, VRX-6210A & B	
6	1	Standard	VR 103	Voltage Regulator		used
7	1	--		Battery Hold-down Frame	used steel 7-1/4 x 10-3/4	used
7	1	AMPCO	HD-89	Battery Hold-down Frame	Universal	new
7	1	KantKerRode	EE-2	Battery Hold-down Frame	57-58 Chev 12V 6-7/8 x 10-1/4	new
7	2	KantKerRode	FD-1	Battery Hold-down Frame	54-'55 Ford & Merc; 5-5/8 x 10-1/8	new
7	1	KantKerRode	FD-2	Battery Hold-down Frame	54-'55 Ford & Merc 5-5/8 x 11-38	new
7	1	Murray		Battery Hold-down Frame	6-1/4 x 13-1/4	new
7	1	Standard	HD-57	Battery Hold-down Frame	Group # 22F, 24, 27, 60	new
7	19	--	--	Bolts, 7/16 x 2-3/4	oversize shoulder under head	
7	34	--	--	Bolts, 7/16 x 3	std dia, Gd 8, some plated	
7	2	--	--	Starter Drive	unknown	new
7	23	--	--	Washers, 7/16	Thick Stud Washers	
8	2	Hudson	--	Accelerator pedal, used	various styles	well used
8	1	--	--	Handles, outside		
8	13	--	--	headlamp retainer ring		
8	2	Kaiser		Horn	53 Manhatan	
8	3	Hudson	--	license plate brackets		
9	3	Fafnir	03KDD	Bearing, Roller		
9	1	Fafnir	203KDD	Bearing, Roller		
9	1	Hudson		Clutch Disc, 10"	Core	used
9	1	Mopar	--	Heat Riser Repair Kit	318	
9	1	Ford	CIU2 88926800B	Hinge, Rt Door	or CIU2 8926810B	NOS
9	1	NAPA	730-2594	Light, Aux Brake	Universal, 12V	
9	1	Stant	--	Radiator Tester Kit	all	
9	2	AC	615A	Speedo Cable		
9	2	AC	615LH	Speedo Cable		
12	1	Echlin	IC 13	Coil		
12	1	Echlin	IC 8	Coil	Ford & Lincoln: 49-55	

12	1	Filko	FCV 50	Coil		
12	1	Filko	UC 102	Coil		
12	1	Echlin	ICB 10	Coil Bracket		
12	1	B-W	RU 12	Coil Resistor	Hudson '56 8 cyl	
12	1	Delco	E 203	Condenser		
12	2	B-W	D 506	Contact Set		
12	2	B-W	D 508	Contact Set		
12	3	B-W	D 509	Contact Set		
12	1	Delco	D 106P	Contact Set		
12	1	Delco	D 204	Contact Set		
12	1	Delco	E 103	Contact Set		
12	2	Echlin	CS 720A	Contact Set	Hudson: 55-56 8 cyl w/dual contacts	
12	5	Echlin	CS 725	Contact Set	for IGS distrib ('48 - '50)	
12	1	Echlin	CS 777	Contact Set	Hudson: 55-56 6 cyl Rambler & 8 cyl Wasp	
12	1	Echlin	CS 777	Contact Set		
12	6	Filko	74-17	Contact Set	for Hudson / Terraplane 112	
12	1	Standard	DR 2270P	Contact Set		
12	6	Sylvania	1129	Lamp		
12	10	Sylvania	S 55	Lamp		
12	3	Wagner	1158	Lamp		
12	5	--	PR 3	Lamps		
12	2	--	T 89	Lamps		
12	5	Carlton	32-21C	Lamps		
12	5	GE	44	Lamps		
12	5	GE	1829	Lamps		
12	1	GM	8914823	Light Socket	72 Buick/Olds/Pontiac	
12	1	??	AL 104	Rotor	(looks like, for 212?)	loose
12	1	B-W	D 133	Rotor	looks like Echlin AL 104	
12	1	B-W	D 541	Rotor		
12	2	B-W	D 551	Rotor	Alfa Romeo; Fiat '50 - '77	
12	2	B-W	D 565	Rotor	Renault '64-'71	
12	1	B-W	D 566	Rotor		
12	2	Echlin	AL 107	Rotor	Hudson Rambler	
12	2	Echlin	RR 157	Rotor		
12	1	Echlin	RR 159	Rotor	Hudson: 56 8 cyl Wasp; Stude: 51-58 8 cyl w/delco dist	
12	1	Echlin	RR 161	Rotor	Hudson: 56 6 cyl Rambler	
12	7	Echlin	RR 161	Rotor	Hudson: 56 6 cyl Rambler	
12	3	Echlin	RR 83	Rotor	Rambler: '51-55 6 cyl	
12	4	Filko	AL 93	Rotor	Hudson / Terraplane 112	
12	1	Delco	D 852	Switch, Brake light	NOS, sealed in box; '51-54 Chev, later Ford	
12	2	Filko	OP 10X	Switch, Oil Press		
12	4	Filko	OP 12X	Switch, Oil Press		
12	1	Standard	PS 10	Switch, Oil pressure		
12	1	Hudson	SP 307952	thermostat	55-57 (all), 46-47 6 cyl, 39-42 exc S6, S8	
12	1	Rotunda	R11-B 160	Thermostat		
12	1	Stant	--	Thermostat		New
13	1	Hudson	--	Cover, flywheel	48 - 54 6 cyl	
14	2	Edison	Albanite HC83	Spark Plugs	shelfworn	
14	8	Autolite	25	Spark Plugs	GM / Ford	
14	2	Autolite	216	Spark Plugs	48-54 Hudson, '59-64 Rambler L-head	
14	2	Autolite	A7	Spark Plugs		
14	9	Autolite	PR 4	Spark Plugs	shelfworn	
14	8	Champion	H11	Spark Plugs	Hudson: '46-50; '55-56 7/16 reach	
14	10	Champion	H12	Spark Plugs	Harley XL's	
14	6	Champion	H12	Spark Plugs	Harley XL's	
14	4	Champion	J14	Spark Plugs		shelfworn

14	8	Champion	J6	Spark Plugs		
14	2	Champion	J7	Spark Plugs	60-64 Corvette w/alum head; '58-'60 Stude 6 cyl	
14	2	Champion	J9	Spark Plugs		
14	10	Champion	L7	Spark Plugs	55 - '57 Stude 6 cyl	
14	10	Champion	L95Y	Spark Plugs		good
14	1	Champion	L95Y	Spark Plugs		
14	10	Champion	RBL7Y	Spark Plugs		
14	2	Champion	UBL13Y	Spark Plugs		
14	1	Champion	UF11Y	Spark Plugs		
14	2	Champion	UF9Y	Spark Plugs		
14	4	Champion	UL12Y	Spark Plugs		
14	5	Champion	UL15Y	Spark Plugs	61-64 Buick Special V-8; '60-64 Corvair std eng	
14	2	Champion	UN12Y	Spark Plugs	55-'57 Hudson; '62-64 Chev 4 & 6 cyl 3/4" reach	
14	30	Champion	Y8	Spark Plugs	equals UY-8	shelfworn
14	8	Delco	R43TS	Spark Plugs		
18	1	Hudson		Bumper Guard	47? Not stepdown	used
18	1	Hudson	--	Cigarette Lighter, insert	48 - 54	used
18	1	Hudson	--	Dash insert panels	40's, left & right	
18	2	various		Hudsonite	Cork Clutch	o-l-d
18	2	Hudson	--	Lever, gearshift w/column hsg.	48-54, w/holder	used
18	4	Hudson	--	Lock Cylinders	mixed styles, 1 keyed	
18	1	--		Padlock	Small size	w/ keys
18	1	--		Padlock	Medium size	w/ keys
18	3	--		Padlock	Medium size, Keyed Alike	w/ keys
18	4	Hudson	-	Sending Unit, Temp	short & long styles	used
18	1	Hudson	--	striker plate (1L)	inclined, straight slot	

Literature and Manuals

Box	Quan	Year	NAME	CONDITION
13	1	1940	1940 Mechanical Procedures Manual	fair
13	1	1942	1942 Numerical Parts Price List ('27 - '42)	fair
13	1	1942	1940 - 1942 Master Group Parts Book	fair
13	1	1946	1946 Group Parts Book (Red Book) now 3-ring	3 ring
13	1	1946	1946 Group Parts Book (Red Book)	fair
13	1	1947	1942 - 1947 Mechanical Procedures Manual	fair
13	1	1947	1942 - 1947 Mechanical Procedures Manual	fair
13	1	1948	480 Series Group Parts Book	fair
13	1	1949	480 - 490 Series Master Parts Catalog	fair
13	1	1950	1950 Group Parts Catalog	fair
13	1	1950	480 - 490 - 500 Series Master Parts Catalog	fair
13	1	1950	1927 - 1950 Numerical Parts Interchangeability Record 1/50	3 ring
13	1	1950	1927 - 1950 Numerical Parts Interchangeability Record 1/50	fair
13	1	1950	1927 - 1950 Numerical Parts Interchangeability Record 1/50	fair
13	1	1952	1952 Mechanical Procedures Manual	fair
13	1	1956	1955 - 1956 Numerical Parts Price List	fair
13	1	1957	1955 - 1957 Parts Catalog	fair
13A	1	1954	1948 - 1954 Service Operation Time Schedule	fair
13A	3	1957	Supplement to Technical Service Manual	fair
13A	1	1954	Preliminary Group Parts Catalog	fair
13A	1	1954	Hudson Automatic Transmission Service Manual	fair
13A	1	??	Hudson Drive-Master Service Information - reprint	fair
13A	2	1953	Supplement to Hydra-Matic Transmission Service Manual	fair
13A	1	1956	Supplement to Technical Service Manual	fair
13A	1	1956	Supplement to Technical Service Manual for Hornet Special V-8	fair
13A	3	1957	Hudson Hornet Owners Manual	fair
13A	1	1939	Hudson Selected Parts Price List for Fast Moving Parts	fair

12	1	1951	1951 Black & White Hornet ad, 2-sided, 22 x 34	gd
12	1	1953	Hudson Color Sales Poster	fair
12	1	1957	Hudson Color Sales Poster, 10 x 10	poor
11	1	1939	Hollander's Interchange Manual - 8th Edition	fair
11	1	1950	Hollander's Interchange Manual - 16th Edition	fair
11	1	1950	Hollander's Interchange Manual - 16th Edition	fair
11	1	1953	Hollander's Interchange Manual - 19th Edition	fair
11	1	1953	Hollander's Interchange Manual - 19th Edition	fair
11	1	1960	Hollander's Interchange Manual - 26th Edition	fair
11	1	1963	Hollander's Interchange Manual - 29th Edition	fair
11	1	1964	Hollander's Interchange Manual - 30th Edition	fair
14	1	1937	Chilton Flat Rate & Service Manual	fair
14	1	1939	Chilton Flat Rate & Service Manual	fair
14	1	1941	Chilton Flat Rate & Service Manual	fair
14	1	1951	Chilton Flat Rate & Service Manual	fair
14	1	1953	Chilton Flat Rate & Service Manual	fair
14	1	1954	Chilton Auto Repair Manual	fair

14	1	1955	Chilton Flat Rate & Service Manual	fair
10	1	1978	Mitchell Diagnostic Guide	Fair
10	1	1966	Delco Rochester Adjustment Guide	Fair
10	1	1969	Ford Car Repair Manuals, 5 volume set	Fair
10	1	1976	Mopar Passenger Car Manual, 2 volume set	Fair
10	1	1942	Chevrolet Shop Manual	Fair
10	1	1987	Encyclopedia of 1976 - 1986 American Cars, Flammang	Excel
10	1	1967	Chrysler Imperial Sales Pamphlet	good
10	1	30-42	Encyclopedia of 1930 - 1942 American Cars, Moloney	Excel
10	1	1924	Automobile Construction & Operation, JC Wright	Excel
10	1	40-80	Complete Book of Collectible Cars, Langworth	Excel
10	1	40-70	Encyclopedia of American Cars, Langworth	Excel
10	1	1965	Dodge Polara / Monaco Owners Manual	poor
10	1	1974	Fiat 128 Owners Manual	
10	1	1958	1958 AMC Body Manual	



Does the needle valve in your carburetor seat properly? If it has a neoprene collar the correct answer is NO!

DAYTONA FLOAT VALVE

The needle in the Carter WDO carburetor in our 46 Hudson has a neoprene collar that was rendered ineffective by ethanol. As a result, a constant drooling of raw gasoline into the manifold was occurring. Seeking a solution, I called *Daytona Parts Restoration* (daytonaparts.com). And as you who know everything probably already realize, Daytona manufactures an aluminum float valve that is fitted with an alcohol resistant rubber disc that replaces the needle valve.

As their web site indicates, the "Fluorocarbon Elastomer Rubber Disc is highly resistant to oxygenated fuel, swelling, and loss of resiliency, when in continual contact with modern alcohol laced gasoline." The "Daytona Float Valve body differs from the standard valve in one vital respect: one end of the orifice has an inverted flare design and this 'raised shoulder' allows the flat fluorocarbon rubber disc to seat perfectly each time, increase fuel flow rate, and control excess fuel pump pressures."

The thought of raw fuel collecting in the manifold should concern those who are fearful of explosive forces or losing their classic car because of a fire.

from the Rocky Mountain HET News



April 30 - May 3, 2015
 Western Regional HET Meet
 Henderson, NV

Due to popular demand the Silver State Chapter is hosting the 2015 Western Regional HET Meet. It will be held at the Railroad Pass Hotel & Casino in Henderson, NV. Call (702) 294-5000 or (800) 654-0877 for reservations. Room Rates are \$40 + tax Thursday night, \$50 + tax Friday night. Please use code HET2015 when making reservations. Check out www.2015hudsmeet.com



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Compact Car Factoids

by Preston Stevens

Much has been written about Hudson’s Jet and its supposed failure. We agree that it would have looked better if it had been a little lower and wider but compared to its competition it had the advantage of more power, it was beautifully crafted and it was ‘way more maneuverable than its rival the Rambler. Also pardon us if we opine that it was also darned cute!

The Jet’s major problem was not its appearance but the fact that it came late to the market and that its competition had already gobbled up many compact buyers. Rambler already had established a good sales record in 1952 at 80,000 cars and the dowdy Henry J actually exceeded that figure the prior year with 81,952 units. The Willys Aero did well in ‘52 with 48,845 cars.

Hudson’s management mis-read the trends and by the time the Jet hit the market in 1953 the other compacts were taking huge nose-dives: Rambler dropped to 30,360-far less than half the previous year’s output, the Willys Aero backed down to 35,128-but now outselling Rambler! Henry J managed to move only about 18,000 cars!

Obviously the public’s thirst for compacts was well slaked by 1953 and it was into this terrible market that the Jet stepped. It was like the final act in a bad play in which the audience is hurrying for the exits!

ing for the exits!

When we speak of “only” 21,143 sales in its debut year of 1953 we should remember that its competitors were writing exit strategies at that same time. Even the long-term survivor, Rambler, probably could not have made it without the new company, AMC, and its Hudson dealers taking on the line in 1954.

In perspective the Jet had a really respectable 36,000-plus run for itself in the less than two years they was produced. That amounts to about a third of Hudson’s total for each year!

Stats from “Old Cars Guide” and “Consumer Report” publications

Preston Stevens, Jr is a retired architect, car fan and collector. He has written numerous articles in architectural and design journals as well as being a frequent Contributing Editor to Car Collector Magazine. He also writes short fiction. Preston bought his first Hudson, a C8, in Fairbanks Alaska in 1954. He later bought a near duplicate for his collection. After that the old brand X cars dwindled to zero and he has owned a dozen Hudsons since. His present products are a '52 Hornet Coupe and a '54 Jet Liner owned jointly with Joe Taylor.



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