



the Hudson rEflEctoR

Cruise to Wrightwood

Saturday, **May 23**, we will be gathering for a cruise to Wrightwood on scenic Route 2, **Angeles Crest Highway**.

To start with, we will meet at the **Early Rodder's cruise-in** at the parking lot of the United Artists Movie Theater in La Cañada (1919 Verdugo Blvd. at the 2 & 210 Freeways).

<https://www.google.com/maps/@34.205799,-118.2171408,17z>



The Early Rodder's large gathering of **classics and rods** starts at 6:30 am. We will leave from there for the cruise by 9:00 am. Lunch at the **Grizzly Cafe** in Wrightwood and an easy return by I15 & I210.



The **Angeles Crest Highway** is 66 miles in length, with its western terminus at the intersection at Foothill Boulevard in La Cañada Flintridge and its eastern terminus at State Route 138 northeast of Wrightwood. The majority of the route passes through the mountainous terrain located north of the Los Angeles basin. Its alignment passes through the Angeles National Forest in the San Gabriel Mountains. Segments of the road reach altitudes above 7,000 feet with a summit of 7,903 feet at the Dawson Saddle, which makes this road one of the highest in Southern California.



Angeles Crest Highway was originally planned to be upgraded to a freeway in the 1950s, but was later considered geographically improbable and the plans were abandoned.

Construction of Angeles Crest Highway began in 1929. It was originally intended to be a fire access road. In 1941 construction stopped because of World War II. In 1946, after the war, construction resumed; the completed highway eventually

opened in 1956.

The road was constructed by prison labor from Camp 37, which has since been razed. Division of Highways (now known as CalTrans) staff lived at a site called Cedar Springs. The staff is now located at Chilao Flats. Children of the staff attended Chilao Mountain School, a one-room school; the school has been closed for several years.

Roads in the San Gabriel Mountains have a high number of single-vehicle auto and motorcycle accidents. As an example, in the predawn hours of December 8, 2004, a van plunged off the side of Angeles Forest Highway at about 1-mile north of its junction with the Angeles Crest Highway, killing 3 of the 10 people in the van. It was determined upon investigation by the CHP that the driver fell asleep at the wheel of the van.

The Angeles Crest Highway and Angeles Forest Highway have figured in various murders, not as scenes of the murders but as drop-off points for the bodies of the victims.

The motion picture *Donnie Darko*, released in 2001, was partially filmed on Angeles Crest Highway. In the opening scene with Donnie waking up in the middle of the road, next to his bike, the camera zooms in on Donnie, then loops around and shows a view of the valley seen from Angeles Crest Highway. The highway is also used later in the movie for other scenes.

The Angeles Crest Highway is also used extensively in the motion picture *The Love Bug* for racing scenes, as well as in the sequel film *Herbie Goes to Monte Carlo*, where the highway doubles for "The French Alps".

Wrightwood is located in a pine covered valley in the San Gabriel Mountains. At nearly 6000 feet in elevation, its valley is protected by the Blue Ridge to the South.



The area was first developed as cattle ranches in the 19th century by Nathan and Truman Swarthout, then later the main ranch, owned by Sumner Wright was broken up into residential and commercial lots and by the 1920s a community took roots.

Early ski enthusiasts discovered the north facing slopes of the San Gabriels above the Swarthout Valley. Until 1937 the ski area, originally known as Big Pines were part of a Los Angeles County Park.

As highways were developed coming out of the major routes in the Cajon Pass, Wrightwood became an easy destination, with no serious mountain driving required for city dwellers.

Through the last 60 years, Wrightwood has evolved from a vacation community to home to over 4000 full-time residents.

Thirty-five years ago, parents realized they wanted their students closer to home and the result was Serrano High School, that serves not only Wrightwood but neighboring communities of Phelan and Pinon Hills.



Mark Your Calendar

- May 23 - Angeles Crest Cruise to Wrightwood
 - June 14 - Annual Picnic
 - July - Irwindale Raceway
 - Aug. 11-15, 2015 - International HET Meet, Colorado Springs, CO
 - Sept. 17-19 - All-California Meet
 - Oct. 10 - ADC Hudson/Nash/AMC Car Show
 - Oct. - Santa Clarita Cruise
 - Nov. - Laughlin Economy Run (SCC Host)
 - Dec. 5 - Christmas Party
-
- August 11-15, 2015 - International HET Meet,
Colorado Springs, CO
-
- July 26-Aug. 2, 2016 - International HET Meet,
Chattanooga, TN
-
- Summer 2017 - International HET Meet, Southern California
-
- 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).

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From the President's Garage

Another **FIRST** for the Genesis Chapter. Many of you know our unofficial chapter nickname is "**The Genesis Chapter**" since we were the first chartered chapter in the HET club back in 1966.



Well, we've logged another first, by being the first chapter to initiate an **endowment fund** for the **HET Historical Society**.

Based on our offer to donate, the Society's Board of Directors agreed to form an endowment fund for the purpose of funding the expenses of the Society. As of this writing, our initial contribution has already been matched, and then some!

Personally, I hope that all the **other chapters** will step forward and write checks, too – some even bigger than ours.

What turned our chapter's finances around was adoption of the emailed newsletter years ago. Steadily over the years, reducing newsletter printing and postage expense has put us in the position to assist the Society.

We hope that with enough modest participation in the endowment fund, it will throw off enough income to cover all the Society's ongoing costs. **Thank you, chapter members**, for helping preserve our favorite automobile's legacy.

Meanwhile, on the outings front, I'm looking forward to exploring the **Angeles Crest** area on **May 23** (note date change). Yeah I know its Memorial Day Weekend, but I don't think most of you will be camping at the lake, so come on out – no point in doing yardwork these days! No rations on gasoline!

See you on the road!

Jon

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Annual BBQ & Meeting

Sunday June 14, we will have our annual BBQ, General Membership & Election Meet at 1:00 at the Cronk's in Camarillo.



BBQ lunch, please bring something to share – salad, dessert, etc. Chapter will supply hot dogs & hamburgers & beverages.

Please RSVP by June 12 so we know how many to expect – but if you forget, please come anyway.

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The Start

Before there were HET chapters, there were Regions. The Southern California Hud-Nuts were in the Western Region. SCC Charter member Fred Roth wrote articles for the early WTNs. Below is the first of the series starting in March of 1964.

"STRICTLY FROM THE WEST"

By Fred Roth

Last month Pete Booz and I went to the Winterational in Pamona California. We were thrilled by the number of HUDSONS that were entered in the events. There were two 54 Hornets, two 54 Wasps, one 54 Jet, and one 41 club coupe. We enjoyed chatting with Jack Clifford, the owner of the "Fabulous Hudson Hornet". He was there to receive his "Top Ten" jacket for placing second in national point standings, stock division, for the 1963 racing season. (See July 63 article in Hot Rod Magazine) I watched with glee this beautiful coupe, now owned by Chuck Purcell, beat a '57 Chevy so bad that I had to "pan" my camera back and forth to keep both cars in the picture. Our hat is off to Jack for keeping Hudson's name so high on the list of winners.

Many of the other HUDSONS at the event also did a fine job of keeping the Chevy and Ford fans shut up for a while. I predict that Hudson Jets will be the coming thing at the drags. The NHRA has sanctioned the use of Hornet engines in Jets in stock class. I'm not sure how this happened because everytime I asked one of the boys I get a large grin. The fellow that owned the Jet was rather unhappy because his carberation was not performing up to expectations. He still flew through the quarter at around 85. He is hoping to come close to 95 in the quarter with it. Won't peoples' eyes pop out then. We wish him best of luck in his endeavors. The next day I heard that the 41 coupe called the "frog" won in it's modified gas class. I wonder if this is the same car that was previously owned by Don Riepe?

Treavor J. Constable had a streak of bad luck not long ago when his 52 convertable was hit broadside by a bus. He received several broken ribs and the conv. was demolished. Treavor is trying to find a 52, 53, or 54 conv. If any of the west coast members know of a good one, please let him know. I'm sure he will be eternally grateful.

Since this is our first article in the HET News, we are appealing for new articles from the west coast members. Please send all articles to Frederick J. Roth, 3148 Carlton Dr, Thousand Oaks, California, and we will make this a monthly feature.

Hudsonly yours,
Fred Roth

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A Very Special Hudson The Mile-A-Minute Roadster

On June 5, 2011, folks at Ray and Adrienne Pschirers' always well-attended "Carolina Crankup" meet in Greenville, SC, got a very special surprise treat. Well known early-car collector and Concours judge Paul Ianuario arrived in his magnificent 1912 Hudson Model 33 Mile-A-Minute Roadster.



It was only the car's second outing since restoration was completed — the first was at this year's Indianapolis 500 centennial celebration at the famed speedway. Paul received a special invitation from Indy 500 officials to show the car there, and he was able to take it around the track for a couple of laps.



For the Pschirers' Dixie Chapter event Paul drove the 99 year old car from his home in nearby Duncan, South Carolina, clothed in vintage-style white coveralls with HUDSON

embroidered across the back, leather racing helmet and goggles. As attendees gathered around, he provided some fascinating background details on this rare Hudson model, one of only five known to exist.



The Mile-A-Minute Roadster was the very first occasion of an American auto manufacturer's producing a model that was expressly intended for racing. Differences from the standard Model 33 Roadster include smaller diameter wheels and tires for a lower stance, a simpler, lighter body, a 100 MPH speedometer, full pressure oiling to the crankshaft, larger intake and exhaust valves, high speed rear axle gearing, and large capacity fuel and engine oil tanks with competition type filler caps.

Paul related that the owner's manual includes instructions on how to remove the fenders easily and quickly for a racing event. Also included is an assurance that "This car is easily capable of exceeding its advertised speed" and a note that it performs especially well at hill-climb events, which were quite popular at the time.

Needless to say, all attending this H-E-T gathering were in awe of this truly historic vehicle and the superb restoration done by its owner.

Park Waldrop

The Southern California chapter of the HET Club is a Life-time member of the HET Historical Society heths.info

Roundup at Pikes Peak



A few times each month I receive a call or message from someone in the HET Club who plans on driving their Hudson to the summit of Pikes Peak. Some wonder if their car will make it? Others simply want to drive the road

Paste this in your browser
& take a ride up Pikes Peak
in a super fast electric car!!!

where Hudsons, Essex' and Terraplanes set speed records during the early years of the Pikes Peak Hill Climb, a route that is considered the most challenging of hill climb events in the world.

The short answer to their query is that cars built by Hudson not only made it to the top of Pikes Peak in 1916, they still do. Sure, cars with fuel injection and oxygen sensors have an advantage, but a properly tuned Hudson can get up there too. Patience, extra water for the radiator, real gas and if possible high

<http://t.co/x3qazjr573>

altitude metering rods will make the trip more enjoyable. Rushing up or down that road is unwise, if not downright crazy. Oh, on the way down, it would help if your car stayed in low gear and had an excellent braking system. This is a beautiful drive. Take a camera and take your time.



Photo of Pikes Peak taken December 2014 by *The Pikes Peak Guy*, Shaun Daggett

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A SCC Photo from the Past

from Elliott Myerson



Pat Meehan - with hat

Stung by a Wasp

A great article by Hudson fan, Milton Stern, can be found in the March 2015 issue of **Hemmings Classic Car** magazine. The article covers the history and features of the Hudson Wasp from 1952 to 1956.

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Interchange Part Numbers

Mike Griffin had provided some new numbers for wheel cylinders replacement for 1936 to 1947 models.

Part Numbers for the front WC 4808 and WC 4803 O'Reilly Auto parts. They are a little pricey.

Part Numbers for the rear NAPA 7564 and 7563 has 7/16-24 thread with the inverted flare.

Also NAPA 13388 and NAPA 13387 with 3/8-24 thread, they will need an adapter.

Other Replacement Part Numbers

Gasket for the manifold to exhaust pipe, Fel-Pro 60924 or ROL 24855. They will replace the old Hudson #42246.

A good replacement condenser for the six or eight, O'Reilly Part Number BWD G111

Replacement for the old stone filter in the AC gas pumps, Wix Fuel Filter #33039

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Fan to Radiator Clearance

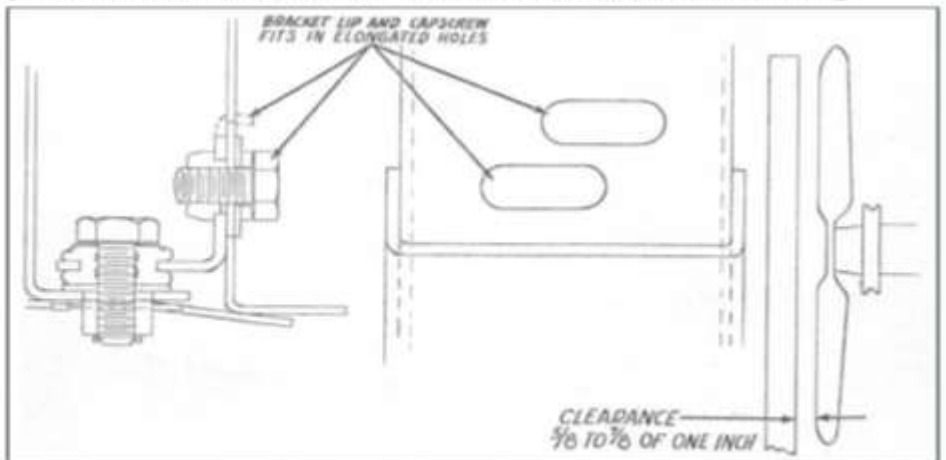
Proper clearance between the fan blades and the radiator is important and should be carefully checked particularly if and when installing a radiator core.

Should the fan be too close, there is danger of damaging the core on an emergency stop, also there is apt to be an objectionable fan noise. If set too far from the core, cooling efficiency will be impaired, particularly at low speed. This clearance should be 5/8 to 7/8 of one inch.

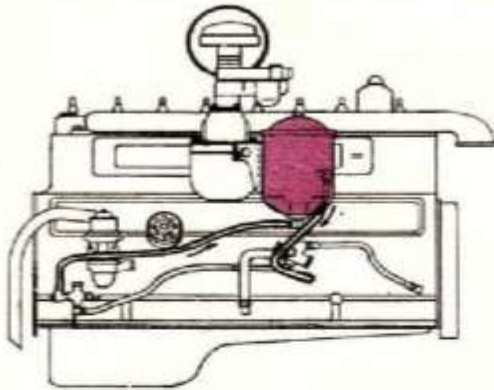
Provision for moving radiator core forward or aft is by means of elongated holes - four in each side of the radiator Mounting Channel Assembly. Two Brackets at each side secure the Radiator to the Mounting Channel. A cap screw and a lip in each Bracket fits in elongated holes and limits the amount of adjustment.

Fan Blade Assembly, 305153, that was originally used on 7A only, is now standard on all series A engines. The blades of this fan are slightly curved at the tips to improve its efficiency.

Hudson Service Merchandiser June 1951



HUDSON-FRAM OIL FILTER INSTALLATION 480 AND 490 SERIES (8 CYLINDER)



Remove right front fender dust shield and extension. Remove rear oil line and elbow from oil pump and check valve.

Disconnect teleflash light wire from check valve and remove check valve. Install off-set adaptor and replace check valve. Reconnect teleflash light wire and screw $\frac{1}{8}$ " plug into end of adaptor.

Screw three-way elbow into oil pump.

Install new rear oil line between oil pump and check valve.

Mount filter on bracket and mount bracket on manifold heat riser using bolts and spacers provided. Be sure to reuse present washer, Hudson #18308, under headbolt, also use spacer under bracket.

Screw inverted flare elbow into filter inlet and install filter inlet pipe between three-way elbow and elbow at filter inlet.

Screw other inverted flare elbow into filter outlet.

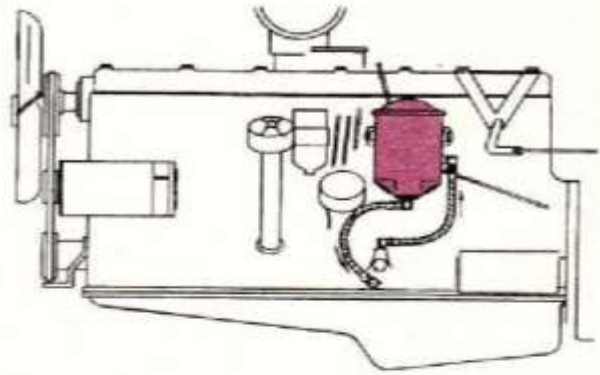
Screw inverted flare connector into tapped hole on top side of adaptor. Install filter outlet and connector.

Check oil level, adding extra quart for filter. Run engine for five minutes and check all connections for leaks. Recheck oil level and bring level up to "full" mark on gauge.

IMPORTANT: Should idling oil pressure be lowered to the extent of lighting teleflash signal, the restrictor contained in kit 303759 should be inserted into the swivel end of the inlet hose. The Oil Pipe to Check Valve Adapter of the later oil filter kits has an oil passage-way reduced to $\frac{1}{16}$ inch and therefore require no restrictor.

If oil filter cover gasket leaks tighten cover bolt $\frac{1}{4}$ turn.

HUDSON-FRAM OIL FILTER INSTALLATION 480 AND 490 SERIES (6 CYLINDER)



NOTE: If equipped with drivemaster unit, disconnect vacuum and air lines to shifting unit. Loosen the four bolts that hold the plate of the drivemaster unit to left side of engine. Hold this plate out, away from engine, and proceed as follows:

Remove $\frac{1}{8}$ " pipe plug above relief valve boss and screw in street elbow. Screw $\frac{1}{8}$ " P.T. end of inlet hose into elbow. Elbow should face up towards rear of engine.

Remove $\frac{1}{8}$ " pipe plug below relief valve boss and screw in other street elbow. Screw $\frac{1}{8}$ " P.T. end of return hose into elbow. Elbow should face up and towards front top of engine. (If equipped with drivemaster unit, replace unit.)

Mount filter on the two studs on left side of engine. (Drivemaster unit plate is held by these same two studs.) Leave drivemaster attaching nuts on studs. Use spacer washer on left forward stud. If car is not equipped with drivemaster unit, use bolts and lock-washers provided, for mounting filter onto engine.

Using temporary fittings plug to prevent crushing, screw inverted flare elbow into filter outlet. Connect swivel* end of return hose to elbow.

Using temporary fittings plug to prevent crushing, screw other inverted flare elbow into filter inlet. Connect swivel end* of inlet hose to elbow. Check oil level, allowing for filter. Run engine for five minutes and check all connections for leaks. Recheck oil level and bring level up to "full" mark on gauge.

CAUTION: *Connect swivel end of hose finger tight, then use two wrenches to prevent twisting of hose while making joint tight.

IMPORTANT: Should idling oil pressure be lowered to the extent of lighting teleflash signal, the restrictor contained in kit 303759 should be inserted into the swivel end of the inlet hose. The Oil Pipe to Check Valve Adapter of the later oil filter kits has an oil passage-way reduced to $\frac{1}{16}$ inch and therefore require no restrictor.

If oil filter cover gasket leaks tighten cover bolt $\frac{1}{4}$ turn.

Can you dance?

An old prospector shuffled into the town of El Indio, Texas leading a tired old mule. The old man headed straight for the only saloon in town, to clear his parched throat.

He walked up to the saloon and tied his old mule to the hitch rail.

As he stood there, brushing some of the dust from his face and clothes, a young gunslinger stepped out of the saloon with a gun in one hand and a bottle of whiskey in the other.

The young gunslinger looked at the old man and laughed, saying, "Hey old man, can you dance?"

The old man looked up at the gunslinger and said, "No son, I don't dance... never really wanted to"

A crowd had gathered as the gunslinger grinned and said, "Well, you old fool, you're gonna dance now!" and started shooting at the old man's feet.

The old prospector, not wanting to get a toe blown off, started hopping around like a flea on a hot skillet.

Everybody standing around was laughing.

When his last bullet had been fired, the young gunslinger, still laughing, holstered his gun and turned around to go back into the saloon.

The old man turned to his pack mule, pulled out a double-barreled 12 gauge shotgun and cocked both hammers.

The loud clicks carried clearly through the desert air. The crowd stopped laughing immediately. The young gunslinger heard the sounds too, and he turned round very slowly.

The silence was deafening. The crowd watched as the young gunman stared at the old timer and the large gaping holes of those twin 12 gauge barrels.

The barrels of the shotgun never wavered in the old man's hands, as he quietly said;"Son, have you ever kissed a mule's butt?"

The gun slinger swallowed hard and said, "No sir... but.... I've always wanted to"

There are a few lessons for all of us here:

*Don't be arrogant.

*Don't waste ammunition.



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Thanks for your Support!



*Whiskey makes you think you're smarter than you are.

*Always make sure you know who is in control...

*And finally, Don't screw around with old folks; they didn't get old by being stupid...

I just love a story with a happy ending, don't you?

CLICK...online

- SCC Twitter <http://twitter.com/scchudson>
- SCC Webpage <http://socalhet.org/>
- Hudson Related Items for Sale <http://socalhet.org/salesroom.htm>
- Restoration Suppliers <http://socalhet.org/suppliers.htm>
- HET Store <http://clubstore.biz>
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- HETHS Webpage <http://www.heths.info/>
- HETHS Doc Hudson Project www.hudsonhornet.org

Another Award for the HET Club

The **2014 Golden Quill Awards** were announced and once again the **WTN** and several **chapter newsletters** were recognized including the **SCC Reflector**. The **HETHS Hudson Triangle** also received the award.

SCC Officers

President: [Jon Cronk](#) 805/987-8187
 Vice Pres: [Stephen Marshall](#) 661/946-9027
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SOUTHERN CALIFORNIA HET CHAPTER MEMBERSHIP FORM

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(National HET membership is required for local chapter membership)

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Hudson-Essex-Terraplane Club
Southern California Chapter
150 South Michillinda Avenue
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First Class



Pikes Peak, Colorado