H-E-T Club Southern California Chapter Newsletter - *Recognized by the OCW Golden Quill* **March 2017**
Exclusively for Fans of Hudson Motor Cars

Bob Ross - Editor

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Adamson House - March 4 - Malibu

On March 4th, SCC members will travel to Malibu to visit the **Adamson House** and its associated land, which was known as Vaquero Hill in the nineteenth century. It is a historic house and gardens on the coast, within Malibu Lagoon State Beach Park.

We will meet **at the park at 10:30am on Saturday**. There is a variety of parking around the area. After the tour, we will lunch at the Paradise Cove restaurant up the coast. After lunch you have the opportunity to sightsee the area. Joel Shapiro will be the host for this event. Address: 23200 Pacific Coast Hwy, Malibu.

From the President's Garage

I hope you have been benefiting from our rains and not having problems with it. The weather somewhat limits the use of our favorite vehicles for a while.

We did catch one sunny day that we could get the '54 Hornet out for run and it felt good.

Of course this is a good time to catch up on those aggravating little maintenance items that need attention. Craig Kistler says that there is always something to do on a Hudson. After all, the newest Hudson is over 60 years old. And any company that makes a product that lasts that long would have a hard time staying in business.

The long term weather forecast does not show any rain for the Malibu event so it should be a beautiful day along the shoreline. And you may see other unusual cars out for the day.

Bob

Antelope Valley California Poppy Reserve

In the past, we have been told that there would be no California Poppies because it was too dry. Well, the rains came this year and we are hoping this will be the year.

Preliminary reports from the Reserve are hopeful. If things continue to develop, that will be our April trip, probably on Saturday, April 1st.

More details next month….

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A pensioner drove his brand new Mercedes to 100 mph. Looking in his rear view mirror, he saw a police car behind him. He floored it to 140, then 150, ... then 170, ... Suddenly he thought, "I'm too old for this nonsense!" So he pulled over to the side of the road and waited for the police car to catch up with him.

The officer walked up to him, looked at his watch and said, "Sir, my shift ends in ten minutes. Today is Friday and I'm taking off for the weekend with my family. If you can give me a good reason that I've never heard before, why you were speeding... I'll let you go."

The Man looked very seriously at the police man, and replied:- "Years ago, my wife ran off with a policeman, I thought you were bringing her back." !!!

The Cop left saying, " Have a good day, Sir ". *May the 'force' be with you:*

Railton Automotive History


1934 Railton Coupe

Railton was a marque of British automobiles made by Fairmile Engineering Company in Cobham, Surrey between 1933 and 1940. There was an attempt to revive it by a new company between 1989 and 1994 in Alcester, Warwickshire.

The company was started by Noel Macklin who was looking for a new car making venture after he sold his Invicta company in 1933. The name came from Reid Railton, the world speed record car designer, but his input was probably small although he did receive a royalty on each car sold.

The first car was made by fitting a British body made by coachbuilder John Charles Ranalah to a 4010 cc, 100 bhp, 8-cylinder Hudson Terraplane chassis. Described as a pre-war Shelby Cobra,[1] the resulting machine was at first available as a two-door tourer. Being lighter than the original, it had for the time exceptional performance, with a 0–60 mph time of 13 seconds.[2] A saloon-bodied version was soon added to the range, and the cars were priced at £499.


1935 Railton Coupe

In 1935 the original Terraplane chassis was replaced by the one from the Hudson Eight, the engine grew to 4168 cc producing 113 bhp,[3] and a wider range of bodies from several coachbuilders were on offer from at least seven different vehicle coachbuilders including; Ranalah, R.E.A.L, Carbodies and Coachcraft Ltd. Two special lightweight models were made in 1935 and, with a 0–60 time of 8.8 seconds, were claimed to be the fastest production cars in the world. Altogether 1379 of the Railton 8s were made.[3]


1936 Railton Coupe


1937 Railton Coupe

A smaller six-cylinder car, the 16.9 was added in 1937 using a 2723 cc Hudson 6-cylinder engine and chassis, but only 81 [2] were made in saloon or drophead coupé form and priced at £399.


1938 Railton

An even smaller Railton, the 10 hp, joined the range in 1938 built on a Standard Flying Nine chassis and with either saloon or drophead coupé bodywork was claimed to be "A famous name in miniature". 51 were made selling at £299.[3] In 1938 *Motor Sport* tested a 28.8 h.p. Railton Cobham saloon, FPH 970, offered for sale at £698.[4]Noel Macklin turned his attention to powerboats in 1939, and he sold the company to Hudson Motor Car Company of Detroit, Michigan, who transferred production to their Chiswick, London works. However, the outbreak of war in 1939 stopped production.


1938 Railton Coupe

After World War II a few cars were completed using pre-war parts, and a new model was built and shown at the 1949 London Motor Show. However, at nearly £5000 the car was incredibly expensive, and it never went into production.


1939 Railton Eight

The early Railton cars were powered by a 4-liter 8-cylidner engine. In 1935, the engine grew in size and offered 13 more horsepower, now rated at 113 BHP. A smaller six-cylinder car was added to the lineup in 1937. An even smaller Railton was introduced in 1938 and built on a Standard Flying Nine chassis.

In 1939, Noel Macklin sold the Railton Company to Hudson Motor Car Company of Detroit, Michigan. Production soon ended due to the outbreak of World War II.

History of Stock Car Racing

In April of 1948 Don Basile approached managing director J.C Agajanian & track supervisor Emmett Malloy of Carrell Speedway in Gardena, Ca., to help him to form the West Coast Stock Car Racing Association, in which J.C. Agajanian was made president & Don Basile was made secretary. Other board members were: Bill Cramer, of Esquire Motors; Al Jacobs, Bob Estes, Lincoln-Merc dealer in Inglewood; & Larry Bettinger, of Larry's Garage, in Gardena.

The 1st race got under way May 2, 1948, at Carrell Speedway, for a 125 lap main event, & found Bert Livingston piloting Bill Cramer's 1947 Ford Coupe the winner, who led almost from wire to wire. His time was 1 hour 2:54. Don Freeland was 2nd in Al Jacobs 1947 Ford while Jack Watson, in a 1948 Ford, Bagged 3rd.

Livingston again stepped into the Esquire Motors entry & outfinished Lou Figaro after a torrid battle to win a 250-lap affair on June 13th. Figaro was driving a 1947 Kaiser, placing 2nd. Winning time was 2hr6;10

The 125-lapper on July 18th, automatically went to Andy Linden in a 1947 Hudson Sedan. Figaro won the race in a 1947 Kaiser, but a shake-down disclosed illegal motor parts. The time was 1hr,36:21 Allen Heath in Don Basile's Mercuy moved into 2nd.

On August 15th, Troy Ruttman, making a clean sweep, won the 100 lap main event, the Trophy Dash, & and the 20-lap heat race. Bill Taylor was 2nd, & Bert livingston was third.

In October the West Coast Stock Car Racing Association dissolved & again Don Basile undertook the responsibility of reorganization of which he was made President. It is now called Stock Car Racing Association.

The first out of town race took them to De Anza Park Speedway in Riverside, Ca. on November 21st. Troy Ruttman won 1st place in Bert Letners 1947 Hudson Sedan, Allen Heath came in 2nd & Roger Ward was 3rd in a 1947 Hudson Coupe.

On October 3rd, 1948, 6 Drivers took their cars & went to Oakland Stadium, San Leandro, Ca., for a 250-lap race. Bringing home the bacon was Andy Linden in Jack Gaynor's 1947 Hudson Coupe who won 1st place, & a total of $1,525.00, the largest 1st place purse of the year. Walt James driving Don Basile's new 1946 Ford Coupe came in 4th 2 local Oakland boys got 2nd and 3rd place.

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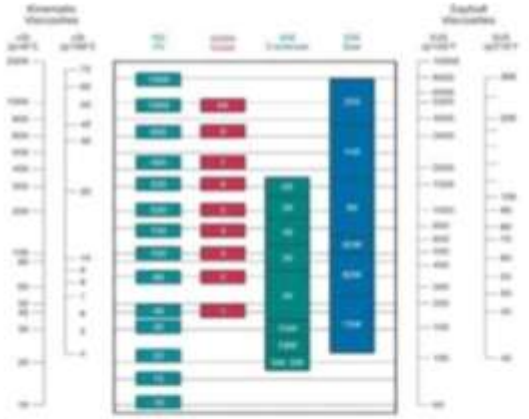
Oil Viscosity

Choosing the correct oil viscosity can be an important factor in determining the life expectancy and performance of your engine. Using the correct-viscosity oil can also keep the engine running at its peak efficiency, and plays a small part in the overall fuel economy of your vehicle. Modern engines have very different viscosity requirements over vintage engines, and manufacturers invest a lot of time and money to determine which mixture of oil and oil additives will work best with their engine components. This is why you often see original equipment recommendations for new weight ranges that were unheard of a few decades ago. These new formulations will eventually lead to the replacement of non-detergent straight-weight oils as well as some of the old, reliable multi-viscosity oils of the last five decades.

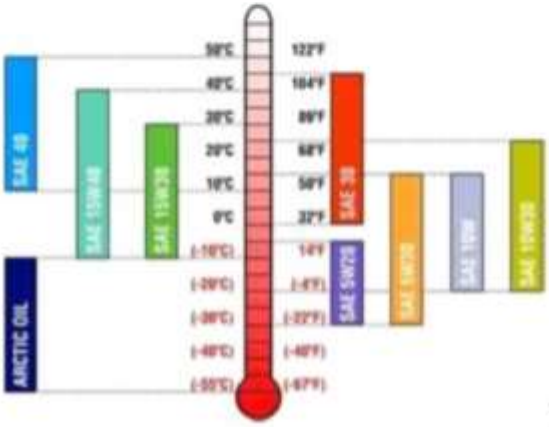
Simply stated, viscosity is merely a measurement of oil and other fluids' resistance to flow. This flow can best be described as the difference between pouring water (with a viscosity of 1) through a funnel and then molasses (which has a viscosity of about 2,000) through the same funnel. The amount of friction from the contents of the molasses causes it to flow at a much slower rate than the water. Viscosity measures the amount of friction that is within the oil, preventing it from moving freely. Higher-viscosity oils have more friction and flow more slowly than a low-viscosity fluid. This friction is caused by the makeup of the molecules used to create the oil byproduct during manufacture. Polymers are added to the mineral oil base to reduce changes in viscosity when the oil is subjected to extreme temperatures at either end of their effectiveness. There is a limit to just how much polymer material can be added, though: While heavier polymers are good for thickening oil for a wider range of temperatures, they also have a lower resistance to mechanical shear than lighter polymers or base mineral oil, so it is a complicated balance that is sought when engine oil is formulated.



Viscosities are measured in several different ways and are numbered using industry-standard scales. Engine oils are measured on an SAE crankcase scale, while hydraulic fluids are measured on an ISO VG scale. Gear oils also use their own SAE gear scale and tractor/industrial fluids use an AGMA scale. Both SAE scales measure kinematic viscosity at 100 degrees Fahrenheit, while ISO and AGMA-rated oils measure kinematic viscosity at 40 degrees Celsius (104 degrees Fahrenheit). Consequently, you will find that oils from all four ratings systems will have the same viscosity (friction resistance), but are numbered on a totally different number scale.

Oil Viscosity Continued

For instance, ISO 32 hydraulic fluid, commonly used in snow plows, jacks, tractors and construction equipment, has the same viscosity as 15W engine oil and 75W gear oil, but is too light to be recognized on the AGMA scale. Grade 5 AGMA-rated oil has the same viscosity as ISO 220, 50 weight SAE engine oil and 90W SAE gear oil. This does not mean that you can use ISO 32 in your rear end or 90W gear oil in your crankcase, only that the viscosities are similar. The base oil product and additives mixed into it determine the scale on which the oil should be rated. When ISO and AGMA oils can be interchanged, both ratings will be listed in the owner's manual.



When comparing multi-grade oils, the lower number represents the oil's viscosity at the lowest recommended temperature, the higher number representing its viscosity at the upper end of its recommended operating temperature. For example, 10W-40 is recommended for ambient (outside air) temperatures of +5 F to +122 F, while 5W-30 works best in temperatures between -22 F and +86 F. Good old 30W straight oil is currently only rated for +32 F to +86 F, and even 20W is not rated for temperatures below 14 F.

When selecting the oil that best suits your particular vehicle, your best information can be found in the owner's manual. The factory's recommendations will be listed there and you will usually be given a few alternatives, based on your local climate and driving habits. It should be noted that many manufacturers also recommend that you change the viscosity of your oil at least once a year based on local temperature changes. If you do not have a manual, follow the temperature range recommendations listed on an SAE engine oil chart or locate a Chek-Chart Classic Classification Guide from Motor Information Systems (Motor Manuals). Several are available, including one for 1950-1989 vehicles. Valvoline and other manufacturers also produce Lubrication Recommendation and Capacities catalogs every five years or so with updated information for engine, drivetrain and differential requirements as well as oil recommendations for small engines, tractors, outboards, motorcycles and heavy-duty trucks.

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