

# N-O-T-I-C-E

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Explain the different types of Memberships we offer!

Ask him to join with us!

We're interested in preserving the

**History and Products**

Of the

**HUDSON MOTOR CAR COMPANY**

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**Richard Burgdorf**  
**3456 Judith Ridge Road**  
**Imperial, MO 63052-3910**



# HUDSON TRIANGLE



*Journal of the Hudson Essex Terraplane Historical Society Dedicated to Preserving the History and Products of the Hudson Motor Car Company*

Volume 11 Issue 2

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## **Doc Hudson Project Animates a Few Students**

The Doc Hudson project moved forward fairly well shortly after a sad but dry 1951 Pacemaker sedan arrived at the Martinsville High School Vocational Auto Shop in November, 2009. The students doing most of the work were Joe Meoak, Josh Meador, Josh Woods, Matt Mc Daniel and Josh Edgerton. Yes, there are three Joshes in my class. Whenever I yell "Josh" I get several "What?"s. As work became more detail ori-

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## MEMBERSHIP APPLICATION

Hudson Essex Terraplane Historical Society, Inc.



**The Hudson Essex Terraplane Historical Society offers three types of memberships along with the ability to accept other donations and bequests of any amount. All Donations are tax deductible. They are most welcome and very much appreciated.**

**LIFE Membership** ~ A one time tax-deductible contribution of \$1,000.00 or more. Recognition will be by Certificate, Gold Lapel Pin and membership card. The membership includes voting privileges at Membership Meetings.

**CONTRIBUTING Membership** ~ A tax-deductible contribution of \$100.00 per year for ten (10) consecutive years will result in a full LIFE membership. Member will receive Silver Lapel Pin for initial membership and membership card. (Only one pin will be issued until LIFE membership is attained.) This membership includes voting privileges at Membership Meetings.

**ASSOCIATE Membership** ~ A contribution \$25.00 for one year. This may be renewed as many times as one wishes. This is a non-voting membership and may not be used to accumulate credit towards other memberships.

**Yes, I would like to become a member of the Hudson-Essex-Terraplane Historical Society as indicated:**

\$ \_\_\_\_\_ LIFE Membership \$1,000.00 or more.

\$ \_\_\_\_\_ CONTRIBUTING Membership \$100.00 per year.

\$ \_\_\_\_\_ ASSOCIATE Membership \$25.00 each year (Non-voting member).

\$ \_\_\_\_\_ GIFT in Honor or in Memory of \_\_\_\_\_

\$ \_\_\_\_\_ General Donation

\$ \_\_\_\_\_ TOTAL funds enclosed.

**Please make payment by cash, check, or money order payable to the HET Historical Society, Inc., in US Dollars, and mail to:**

**Mrs. Carmen LaFlamme**  
**111 Besaw Road**  
**Richmond, Vermont**  
**(802) 434-4155**

## Financial Factoids, 1960

We turned up this 1960 story and chart (previous page) on the reverse of an old newspaper clipping and we were struck by its similarity to the Wall Street woes of today particularly concerning autos.

Now the Dow Jones Industrial Average usually tops the figure 10,000. In 1960 it meandered around 600!

Today two prominent American auto names are fighting for their lives: GM and Chrysler.

Back then there were two prominent American auto names also fighting for survival: American Motors and Studebaker-Packard.

The financial world registered these two companies as among the "Ten most Active" on the stock market that day.

We all know both GM and Chrysler recently have re-organized under bankruptcy protection.

By 1960 American Motors had jettisoned the distinguished Nash and Hudson brands in a marketing reorganization. SP had to drop the grand old Packard. In that day both companies were gaining ground with the Rambler and the Lark, respectively.

Today it could be said AMC continues in the car business through a number of mergers. It survives in the Chrysler stable. SP quit the auto game completely in 1966 but a number of enterprises unknown to most of us today are related and are still viable.

Did you notice another old auto builder on this list? It was a complete surprise to us. Hupp! It produced the Hupmobile until 1940 but after WW II it took it's wartime profits and went into the Air conditioning business. Later it made parts for the world's largest appliance maker, White Consolidated, lasting until 1990.

- Preston Stevens

## President's Report

The Board of the Hudson Historical Society approved purchasing a 1939 Hudson cutaway engine, which engine we believe was originally displayed at the 1939 Worlds Fair in New York City. Larry Kennedy and I traveled to Florida and transported the engine to Indiana in our pick up truck in February, 2010. We delivered the engine to Shipshewana and it is now on display at the Hostetler Hudson Museum. We spent two hours detailing the engine and doing touch up painting to prepare the engine for display. Thanks to John Pontius, Paul Meyer, Larry Kennedy and JR Hostetler for their help in unloading the engine and detailing the engine. This is a one of a kind engine and certainly belongs in a museum. The staff at the Hostetler Hudson Museum is very pleased to have this engine on loan. If anyone has any literature or written information on this engine, please send it to me. See Joe Stinnett's article on the history of this display engine as known by him published elsewhere in this Triangle.

We have just returned from the Third Hudson Homecoming held May 13-15 at



the Hostetler Hudson Museum in Shipshewana, Indiana. Thanks to Cathy Miller and Heidi Geyheart for all of their work in organizing this fabulous celebration. The featured Hudson at the celebration was a 1928 Hudson TownCar. See the article on the TownCar in the Triangle. There have been several changes in paid personnel at the Hostetler Hudson Museum and we are looking forward to working more closely with the museum on projects which will

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help the museum. Watch for announcements about next year's Hudson Homecoming.

In March of this year, Larry and I attended the National Association of Automobile Museums (NAAM) conference in Tupelo, MS. This year, the conference was held in conjunction with the Society of Automotive Historians. We learned a lot and met other professionals who are involved in the governance of auto museums. Thanks to the host, Tupelo Automobile Museum and their Director, Cindy Hale.

The Doc Hudson project is progressing. See Brian VanBuskirk's article on his student's progress in restoring the 1951 Pacemaker Sedan.

Our Auction this year will be held on Wednesday, August 4<sup>th</sup> at 8 PM during the National Meet in Spokane, Washington. Mark your calendars and bring your donations to Spokane. See you then!



Sue Figert Kennedy

President HET Historical Society, Inc

9350 Vandergriff Road

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## Cut Away Engine (con't)

tranny was found in a corner covered with a tarp. The elderly gentleman had no idea how it got there. A fellow who belongs to the AMC/Nash Club bought it thinking it was a Nash motor. After discovering it was a Hudson motor he tried to contact several Hudson people to no avail and was finally given my name and number. I purchased it and transported it to the 50<sup>th</sup> National Hudson Club meet in Pontiac, Michigan to share with the membership. When Sue Figert Kennedy saw the engine she immediately had the idea that it should belong to the Historical Society. The Board of Directors voted to purchase the engine. It is now on loan/display to the Shipshewana Museum.

### List Gets Nowhere

NEW YORK (P)—A few specially situated issues were up, but the stock market as a whole went nowhere. Trading was moderate.

Gains and losses of fractions to a point intermingled among key stocks with the result that the over-all market remained on dead center.

Plant layoffs at Ford and Chrysler were depressing to those stocks, and a decline of dealer sales for Ford, American Motors and Studebaker-Packard, blamed on bad weather, was no help either.

The stocks of leading steels and motors were down unanimously. The oil group — and petroleum is a major factor in the market — snapped to the upside moderately.

Airlines seemed depressed by the crash of a Northwest Airlines plane. Stock of the latter fell 1%. Eastern Air Lines was off 1%. United, American and Pan American all lost fractions. Lockheed.

### 15 Stocks In the Spotlight

NEW YODK (P)—Sales, closing price and net change of the 15 most active stocks:

Stude Pack wi	.92,700	10%—	7/8
Monterey Oil	.67,300	26%—	1/4
Am Motors	58,100	22%—	1/8
NY Chi&StL	52,500	33%+	1 1/8
Hupp Corp	48,700	12%—	1/8
Stude Packard	32,000	14%—	3/8
Am Airlines	30,100	19%—	1/4
Std Oil NJ	27,600	45%+	3/8
City Invest	26,800		20
Coml Solv	26,700	16%	
Decca Rec	26,000	22%+	3/4
NAFI Corp	24,200	36%—	3/8
Unit Indust Cp	24,000	10%+	3/4
Elec & Mus Ind	23,300	8%+	1/4
Georgia Pac	22,300	48%+	3/4

## Financial Factoids, 1960

- Preston Stevens

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## The History of the Cut Away Engine purchased by the Historical Society

By: Joe Stinnett

Lots of auto companies did displays of their frames with a complete drive train in them with all units cut open so potential buyers could see how well their cars were built.

This particular unit was put on display at the 1939 New York World's Fair. After the World's Fair, it was allegedly given to the Helen Keller School for the Blind. From there it ended up in a warehouse in Pittsburg that was owned by an 82 year old man who had visited the school at the age of 12. While cleaning out the warehouse to put it up for sale, the display motor/

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This photo is L-R: John Pontius, Larry Kennedy, Jack Pontius, Kennedy Pontius, Paul Meyer, J.R. Hostetler

## 1928 Hudson Murphy Towncar

By Larry Kennedy

This year at the Hudson Home-coming at the Hostetler Hudson Museum the featured Hudson was the 1928 Hudson Murphy TownCar.



This 1928 Hudson TownCar

was originally built for Mrs. Fredrick William Schumacher of Columbus, Ohio.



Esther and Eldon Hostetler

Mrs. Schumacher's brother was an official of the Hudson Motor Car Company and she wanted her TownCar to be a Hudson. Her husband already had a Cadillac TownCar and he liked prestigious cars. The chassis was sent to Walter M. Murphy Body Company in Pasadena, California for the

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## *Yearly report from the Membership desk....*

I'd like to take this opportunity to welcome the following new members who have joined the Hudson Essex Terraplane Historical Society, Inc. since the National meet in Pontiac, Michigan; Ed and Kaylene Souers, Glen and Deborah Reeves, Richard and Lauraine Esparza, Paul Scharfenberg, John and Lorrie Pontius, Paul Meyer, Eli Kleiner and R. Kim Wiggins. New members who contributed \$100.00 were added to the Contributing membership board.

Congratulations to John and Jeannie Clement and Alan and Avril Jones for becoming our newest Lifetime members. Their names have been added to the Lifetime membership board which will be displayed at the National meet.

The Lifetime Membership Drawing proved to be a successful incentive project for promoting new memberships. Any one making a \$100.00 donation to the Historical Society became eligible for the drawing at the National Meet. Seventeen candidates entered the contest and the lucky winners were Alan and Avril Jones from England. The Society gained seven new memberships as a result.

Memorial contributions were made in memory of Janet Kale, Dick Hitt, Albert Brintnall and Jim Handford. Their names have been added to the Memorial Board.

Our newest endeavor, the Doc Hudson restoration car project, received donations from the Yankee Chapter, Orange Blossom Chapter, Hudson Mohawk Chapter, Dave Stevens, Larry and Sue Kennedy, Bill Hanel, Barron Evans, Roy and Laura Marks and Ruel Baldwin. These contributions will help to make this exciting project a reality.

On behalf of the officers and directors, I'd like to thank all of you who have supported the Historical Society this year. The H.E.T. Historical Society's success and continued growth would not be possible without the commitment and donations of people such as you.

Carmen LaFlamme, Membership Chairperson

Thank you Hudson Historical Society for letting my students and I have this opportunity. The one thing that they took away from this, as I have rebuilding old cars in the past, anything worth doing right does not happen overnight.

Brian Van Buskirk and the 2009-2010 MHS Vocational Automotive Services Class

## **Hudson Enthusiasts attending the National Association of Auto Museums and Society of Automotive Historians joint conference in Tupelo, MS**



(L-R back) Margo Holst; John O'Halloran; Bill Tilden; Larry Kennedy

(Front) DJ Kava; Kip Foster; Marilyn Tilden; Sue Figert Kennedy

## Doc Hudson Project (con't)

ing one who has a Supermatic car, I can appreciate how much room the removal affords you.

For the next few months as students learned about engine performance and overhaul, the Hudson received very little attention. They did strip all the externals off of the engine and paint it Hornet gold. Josh Edgerton, one of the seniors took the manifolds to his cousin's machine shop and sand blasted the rust and paint off of them before giving them a fresh coat of gold.

The engine compartment received a little more attention as the shifter was removed and a non-Super one was

readied for paint. Horns were tested, stripped and painted. Inner fenders were cleaned and the whole project has been reassessed. Next, the front fenders should be removed and the wiring needs a lot of love.

It was my hope to get the car running and mobile this year but time seemed to slip away rather quickly. Next week we may get a little done, but next year will be when the car gets to leave the shop by its own Hudson propelled self.

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## Doc Hudson Project (con't)

ented and complicated, the interest seemed to dwindle. The students that were working on it had their own projects they wanted to complete. Another factor is Spring, when the student mind seems to be on things non-school.



First, the students eagerly rebuilt the brakes, replacing all the linings, wheel cylinders, master cylinder and only one line. We could have saved the line but I was not near in time to remind them to heat the flare nut before twisting the line in two. The rear drums also had to be replaced, as someone had previously tried to remove them by chiseling off the rivets and beating the snot out of the drums. It was beautiful work! I had to show the students the lost art of removing rear drums with a puller. Really, drum brakes are slowly becoming a lost art as more and more cars have four wheel disc systems.



At the same time they were busy removing the fuel tank and oil pan. The tank was replaced and the oil pan was liberated of many pounds of sludge. Even though the Pacemaker 232 was supposedly rebuilt

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## Notice of Annual Meetings Hudson Essex Terraplane Historical Society, Inc.

The annual meeting of the Board of Directors of the Hudson Essex Terraplane Historical Society, Inc., will be on **Monday, August 2, 2010, at 9:00 a.m.**, at the Red Lion Inn at the Park, Spokane, Washington. Officers will be elected at the Board of Directors meeting. Current officers are as follows:

Sue Figert Kennedy - President  
Mike Cherry - Vice President  
Larry Kennedy - Assistant Vice President  
Dick Burgdorf - Treasurer  
Carmen LaFlamme - Secretary

Sue Figert Kennedy has announced that she will no longer serve as President. Larry Kennedy advises that he would be willing to continue to serve as Assistant Vice President.

Dick Burgdorf indicates he will continue to serve as Treasurer.

Carmen LaFlamme advises she would be willing to continue to serve as Corporate Secretary.

The annual meeting of the Members of the Hudson Essex Terraplane Historical Society, Inc. will occur on **Thursday, August 5, 2010, at 10:00 a.m.**, at the Red Lion Inn at the Park, Spokane, Washington. Three board members will be elected at the membership meeting.

Directors terms expiring in July, 2010, are as follows:

Audrey Charbonneau  
David Stevens  
Alan Jones

Audrey Charbonneau does not want to continue serving. David Stevens and Alan Jones have indicated a willingness to continue to serve another term.

Each regular and life member in good standing is entitled to one vote on mat-

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ters submitted to a vote of the members. A membership includes husband and wife, and both husband and wife are entitled to vote at the membership meeting. If an organization (such as an HET Club Chapter) has a regular or life membership, the organization shall designate a person entitled to vote at the membership meeting.

If you know of anyone who is interested in becoming an HET Historical Society member, please invite them to attend the membership meeting.

Date: June 1, 2010

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By



Sue Figert Kennedy, President

## 1928 Hudson Murphy Towncar (con't)

custom body. The wheel base was stretched from 127 to 136 inches. The radiator shell was altered to look like a French hispano-suiza.

The Murphy body had several unique features, including mahogany running boards, nicheled side molding, and buffalo wire wheels. These features made it a truly one of a kind Hudson. The original purchase price was around \$14,000, which was enough to buy seven production Hudsons.