

South Texas HET News

A BIG COUNTRY REGIONAL CHAPTER OF THE HUDSON ESSEX TERRAPLANE CLUB

Visit us on the Web @ <http://south-texas-hudson.org>

VOLUME 4 ISSUE 2

FEBRUARY 2014



Off to a Great Start to 2014 - SWH&O next!

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Weather down here in South Texas gave us a fine day for our February meeting in Bastrop. Dry roads and no need of a heater at all. Our chapter members look forward to five more Hudson cars to soon be back on the roads of our Chapter area. Don Brown is in the final stages of his rebuild, Paul Thomas has just started the process of rebuilding his engine and Jerry Potter most likely will drive his 40 Hudson to *our next meeting in Thorndale @ the Downtown café*. Oh, and Mark Campbell has his Hornet coupe in his paint booth hoping to compete that task and drive it to the Sweet Hearts and Orphans meeting. Thanks goes out to Joe Clark for the February meeting location which gave us a good room to have a very inclusive meeting. Also, let me not forget to mention Joe has got his Jet engine and tranny completed and installed in his Jet making it five cars back on our South Texas roads soon!

I find it amusing as Jay Leno is retiring from the tonight show; it appears he is using his Hudson to collect his property from his office and head home. Jay is a true car guy and an inspiration to all Hudson people, Ha!

There appears to be much interesting Hudson related news abounding across the country which only makes me pleased to have picked a Hudson as my old car driver. It just seems that as time marches forward Hudson's will continue to be one of the American icons of the auto world. Considering how many has been used up due to its desirability for use on tracks and strips, cabs, cop cars and rum runners. It is kind of surprising the number of survivors still around. This fact might be one reason they continue to be restored; maintained as prized autos? We all know how difficult it is to part with our hard earned money to keep are cars up, knowing we are just care takers for the next generation. Personally and collectively, as time rolls on, that next care giver will be glad there is a Hudson club that promoted this endeavor.

I want to thank all members for keeping me inspired to keep working on my Hudson and all of the good information they share with me every time we get together. Hope to see as many members as possible come March 1st.

President Rodney's Notes



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South Texas Chapter Officers

February 2014 Meeting Notes

February 1st drew nine hearty souls to the Texas Grill in Bastrop Texas. The week began with freezing temperatures though out the region and the morning began foggy in north Central Texas. The temperatures moderated and actually the day got to be in the high 60s as we initially congregated in the parking lot to reacquaint and meet folks. Mark Brians drove down from Belton in his 51 Hornet Sedan and Rodney was the first to arrive in his 1954 Hornet. (NOTE to all; since putting his 54 Hornet on the road, Rodney has driven to every meet since then! ***Tip of the Hat to you Rodney!***) While still in the parking lot, Don Brown, Paul Thomas and Elizabeth Freeman as well as Mark Campbell arrived. Several other members has planned to attend but other events took precedence... Jerry Potter said the fishing was not worth missing the meet. Joe and Karen Clark were close by but committed to a civic event. We all retired to a private area of the restaurant (previously arranged by Joe and Mark) for lunch and continued Hudson chatter. (*several meet pictures appear at page 8 of this issue*)

At 1:25 pm President Rodney Lemmon called the meeting to order. Asking for a motion to dispense with reading of the previous meetings minutes (December 2013) and asking for acceptance of those printed in our newsletter the motion was made by Steve Brookins and seconded by Yolanda Cates. A treasurer's report was them requested, and Steve Brookins noted the chapter bank account contained \$2226.36.

February 2014
Meeting
Bastrop, Texas

Old Business was reviewed.

1. At our December meeting we voted to allow prorated dues for new members joining for the first time. Our dues year is from April to April. Annual dues are \$15.00.
2. The request to review the inclusion of an unincorporated area of Texas into an existing HET Chapter from Senior Big Country Director John Forkner has been finalized. All chapters declined to annex the area. The matters is considered closed.
3. Members previously decided to provide a donation to Mark and Lorraine Brians to off set the cost of the Christmas party. The Brians declined the offer and thanked the chapter, stating, this is a gift from them to the car folks they get to be with all year.

New Business

1. President Lemmon welcomed Don Brown to his first chapter meeting. Paul and Elizabeth were also welcomed , they are longtime members but rarely get to attend.
2. Thanks to Joe Clark and Mark Brians was given for taking time to set up a 2014 meeting schedule and locate places where we can hold our meetings.
3. Rodney asked for a motion to have Chapter name tags mailed to members who have yet to pick them up at a meeting. Ken made the motion and Steve 2nd it. Steve will inventory the tags and mail them out as well as have tags made for new members and spouses.
4. The International Meet Program is selling advertising—See the WTN for contact information.
5. Next meeting will be held in Thorndale,@ Downtown Café.

Motion to adjourn meeting requested @ 2 pm, motion made by Mark and seconded by Paul.

Respectfully Submitted by
Kenneth Cates, Secretary

Approved By,
Rodney Lemmon, President

Chapter Chatter:

South Texas Chapter is now on Facebook



Mark Brians: Is experimenting with LED light bulbs as replacements for Hudson lamps. He brought several types to the Bastrop meeting to show how they operate. Several members were provided bulbs compliments of Mark to use in their Hudson projects. We need to get an LED article from Mark before he moves on to other projects!

Don Brown: Shared a Book of pictures chronicling his journey restoring and modifying his Hudson. Great way to tell the story and a means for each of us to gather together our own personal story to share. Thanks for sharing the idea and the book Don!

Jerry Potter: Jerry is not new to the old car hobby nor is he new to Bass Fishing. His heart is torn when a day of Bass Fishing is in competition with a Hudson event. I am guessing he will be giving the Hudson meet an edge in the future. Recently he shared a two pictures of his 1940 Hudson coupe. One was posted to our chapter website the other is here to view.

Joe Clark: finished the engine rebuild and reinstallation on his 54 Jet and is deep into the repowering of his 1950 Brougham. The engine and transmission were temporarily placed in the vehicle to obtain engine and transmission mount placements. **He has a good running 1950 narrow block 262 with a double lever OD transmission FORSALE**



Rick and Barbara Heeke: Rick retired from his engineering post with L3Com. Unfortunately he and Barbara were ill during our last meeting so were unable to attend. Rick plans to begin regular attendance at our STC meetings.

DJ Kava: Responding to a request for member's car pictures DJ sent the following: My car is not photogenic at present. Thought you might like to share my Jack Miller model custom painted just like my '54 HSpCISd. Jack made about a dozen of these in fiberglass off the original factory plaster molds. One side had two doors the other one. Had the 4dr side painted just like most of them with just the roof color behind what Jack called the "hockey stick" stainless on the rear fender. I always thought that paint treatment made them look fat a**ed so carried the color to front wheel on my car.



If there is a modern collectable Hudson model this has to be one; each custom painted upon order. The originals were frail plaster and used to look at paint combinations. Survivors in good shape are museum pieces. Mine was cast in August, 2010 #5. I ordered the paint right after the Nov '10 WTN article. Jack would later write, "I almost broke even on the project."

Ken Cates: The 1954 SWH will become whole again! On Feb 15, a contract was let to repair the rusty frame and sheet metal on the car. Without problems that task will be complete by the end of June. At the same time Ken is working on making the 1954 Club Sedan roadworthy too. Warmer weather will allow faster progress in our unheated shop. Our South Texas Chapter website has a newly designed front page and the subordinate pages have also have updates. At the same time Ken's **Stepdown Hudson Restoration website** which is found at this URL: <http://www.hudsonrestoration1948-54.com/> is receiving new information as he has time to post it.

WANTED AND FOR SALE

Send your ad submissions to the editor @ hothudsons@gmail.com

- **Source for good used Hudson parts: Roger Tallent** - tallentcc@aol.com
- **Used and rebuilt Hudson parts**—primary focus 1946-54 Hudsons— *Rebuilds Hudson Ranco heater valves, fuel pumps and water pumps* - **Lance Walker** 704-792-9110 hornetlhw@yahoo.com
- **NOS, and excellent used Hudson parts, Don Crane** purchased all the parts stock from the Sonoff Garage estate. He is still inventorying his stock. Great HET'er who will work hard to get and keep your business. 303-902-2532 ski4life65@hotmail.com
- **New Manufacture Fuel Pump Kits for Hudsons.** Materials that stand up to the current gas formulas. **Hal Houghton** The Classic Preservation Coalition 518-374-5078 <http://www.classicpreservation.com>
- **1949 Hudson Convertible / 1949 Hudson Coupe** - For Sale contact Mark Campbell 512-255-4556
- **FOR SALE: 1950 Hudson 262 Engine w/3spd double lever OD transmission** Joe Clark 254-697-6822
- **1947 Hudson Super 6 Sedan**— Mark Brians a parts car/selling parts 254-939-3011
- **Wanted:** Pinned rings .060 over for Hudson 262 engine, Exhaust Valves, NOS OEM Hudson in the original boxes **For Sale:** (202 Hudson Engine) 6 ea Intake, 6 ea \$180 free shipping. **Ken Cates** 254-744-0985
- **For Sale 1951 Hudson Commodore 8 Hollywood**, complete project with all parts, many rare NOS parts go with this car- Mark Huffman (817) 781-7141 huffmanhudsonranch@gmail.com
- **US MADE metal working tools**—Low Buck Tools, Inc. , 800-735-7844 INTERNE www.lowbucktools.com



A Hudson owner from West Texas recently shared his feelings about the weather!!!!

SOUTH TEXAS HET CHAPTER MEMBERSHIP FORM

Name _____ Spouse _____

Street Address _____ Phone _____

City _____ State _____ Zip Code _____

HET Membership No. _____ (found on the White Triangle News Label)

NEW _____ RENEWAL _____ Email Address _____

Hudson Cars Owned: Year _____ Model _____ Serial No _____ Engine No. _____

Mail check for \$15 Payable to South Texas HET Club to: STEVE BROOKINS, 6401 Rusty Ridge Drive, Austin, Texas 78731-3927

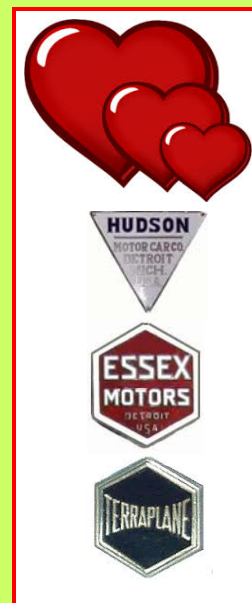
NOTICE

CHAPTER , REGIONAL and NATIONAL MEET INFORMATION

The South Texas Chapter of the HET CLUB will hold all it's **monthly meetings** on the **1st Saturday of each month**. All meetings are planned to begin **AFTER Lunch**. We will start lunch at 12 Noon. Arrive early and share yourself and care with those less fortunate (those who do not own an HUDSON!)

Joe Clark Chapter Meet Coordinator... please contact him about our current schedule

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|------------------|---|
| February | Feb 21-23 SWEET HEARTS AND ORPHANS MEETING (click for meet flyer) Granbury, Texas Sponsored by the NORTH TEXAS HUDSON DEALERS |
| March | Mar. 1 Downtown Café @ South Main (Go on hwy 79 at light turn south it will be on the right) Thorndale, Tx. |
| April | April 5 EL Corral Lozano business 79 two blocks west of hwy 95 on right Taylor, TX |
| May | May 3 Calvert Historical Heritage Pilgrimage , Calvert Virginia Park Calvert, Texas 77837 |
| June | 5-7 Big Country Regional Meeting Fairfield Inn 3405 N 14th (US 77) - <i>Page 6 for complete information</i> Ponca, City OK June 21 Quaker Steak and Lube Joint meeting North Texas Chapter Hudson Club Waco, TX |
| July | July 5 Good Luck Café 14605 N. Hwy 793/about one mile north of 290 on the right Manor, TX July 22-26 2014 HET International Meet —French Lick Indiana (<i>See WTN for info</i>) |
| August | August 2, Guadalajara Restaurant Ph. 979-968-5735 on Hwy 77, or 403 N. Jefferson street La Grange, Tx |
| September | Sept.6 Hill Country Cupboard Ph.830-878-4625 Johnson City, Tx |
| October | To be announced |
| November | Nov. 1 Oscar Store just east of Temple, Oscar, Tx Ph. 254-983-2175 |



BIG COUNTRY REGIONAL MEETING—June 5-7 Ponca City Oklahoma



The meeting will be held at the Fairfield Inn located at 3405 North 14th (US77). Rooms have been blocked for this meet and will be held until May 15th. The Rate starts at \$79.00 before taxes which includes breakfast. To make reservations at the Fairfield call 580-765-3000 and tell them you are with the HET CLUB.

There is much to see in Ponca City including the Marland Mansion, Marlands first home, Pioneer Woman stature and Museum and the new Conoco Museum.

Saturday morning we will caravan over to the Ponca City Airport for breakfast (\$6) display our cars for a few hours and view the planes on display. Swap meet for parts will be all three days and maybe some games in the parking lot on Saturday afternoon.

Registration is \$10 and tickets for the Saturday evening banquet are \$20. For registration, banquet tickets and information contact Pete Stokesbury, 310 South 1st, Tonkawa, Oklahoma 74653 Phone 580-628-7471

Dorothy Tobler provided for our enjoyment

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't.

Here's the story: One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But, as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME — That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression --Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio --The Handy-Talkie -- for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

AND

It all started with a woman's suggestion!!

Chapter meeting February 1, 2014 in Bastrop Texas



Left to right front, Steve Brookins, Mark Brians, Paul Thomas, Standing, Don Brown, Mark Campbell, Rodney Lemmon.

Paul Thomas & Elizabeth Freeman



Mark Brians