

Hudsonotes

Column of Mechanical Miscellany
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Gadgets Galore

"NO ONE BUYS a stripped car any more," said one auto salesman during the 1960's. "They're all loaded — or else really loaded."

Trim or dress-up accessories also antedate the automobile by many years, as shown for example by the countless brass buckles, celluloid rings, plumes, etc. long available for horse harnesses.

Even the present collapse of our country's automotive standard of living has not eliminated such niceties as vans with sybaritically customized interiors, and an array of add-on audio equipment with decibel ratings guaranteed to make any vehicle into a rolling Radio City Music Hall, if not to blow out the sunroof.

When restoring a collector car, one is soon faced with the question of how many optional and accessory items should be included, and which ones. It is possible, and perfectly authentic, to restore a "stripped" car as precisely that, with no unnecessary extras which were not listed as standard equipment for that model. Such a car, of the mid-'50's or earlier, will quite accurately represent the many of its kind which were sold and driven in similar unadorned condition when new; but as an enthusiast vehicle, it will be generally less interesting, and often much less practical, than a car which features a well-chosen selection of the options and extras that were originally offered for it.

Choice of these items will depend upon their present availability, appearance (or harmony with the car's basic design), usefulness, and the owner's personal taste, along with a knowledge of what items (factory, and sometimes aftermarket as well) can be considered authentic for a given car model. Some things are chosen because they were typical or especially popular when new; others conversely because of their particular rarity or novelty. Reliability in use and the amount of modification to the car necessary for installation (drilling of extra holes, for example) are also factors.

Many Hudson extras, from Drive-Master to backup lights, have been discussed in past articles and columns. Here are a few more possibilities:

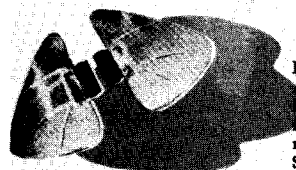
A SMALL EXTERNAL sunvisor was part of the body or roof assembly on many cars of the '20's and earlier, including Hudson. It offered slight eye protection but did not particularly help appearance or streamlining, and it disappeared in the early '30's as adjustable interior sunvisors came into use.

It was only a few years after this, however, that the exterior visor reappeared in the form of an accessory bolt-on unit. Visors were available to fit practically all U.S. cars, apparently reaching their greatest popularity around 1950. They were generally of primed sheet metal, to be painted by the installing dealer to match the car's body or top color. The brand specified by factory for Hudson stepdowns was called "Karvisor" and clamped to the side drip rails and onto center windshield post. Prime color was a dull grey-green which also served as an eye-ease finish for underside of visor without repainting. For later stepdowns in the early '50's (including models without center windshield post), visors of dark translucent plastic were available. Primary purpose of the visor was of

course to shield the driver's eyes from glaring sunlight, but it also helped to protect the car interior somewhat from the sun's rays, and to keep a large proportion of falling rain, snow, and sleet off the windshield glass. It could be used either alone or with the side-window "ventshade" kits (and for rear window, the "Venetian sunshade" kit).

From an appearance standpoint, the external visor and ventshades blended in fairly well . . . perhaps too well . . . with the Hudson stepdown body styling. Used today, these accessories add to the car's period look, but not to its gracefulness. Perhaps the chief problem, visually, with the front visor is that it tends to make the hood appear shorter.

Aerodynamically, there is another problem: the visor at front forms a sizable air trap, increasing drag coefficient and often reducing the car's top speed by 5 MPH or more (as from about 99 to 94 or so, as this writer has found). Fortunately, the Karvisor clamps in place without drilling of holes, and if handled carefully can be removed and reinstalled many times with little or no injury to the car's finish.



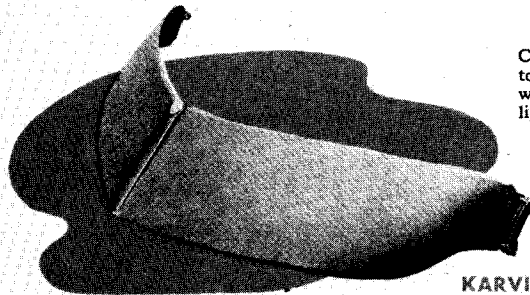
WIND AND RAIN DEFLECTOR (BREEZIES)

Directs a full stream of COOL AIR to the Seat Cushion and floor of the car. All the comfort for less than a dollar! Yet, a definite opportunity for dealers to SELL IN VOLUME.



FRONT DOOR VENT WING SHIELD

Custom design allows vent wing to be opened for passage of air while raining. Has special "drip lip" to control water flow.

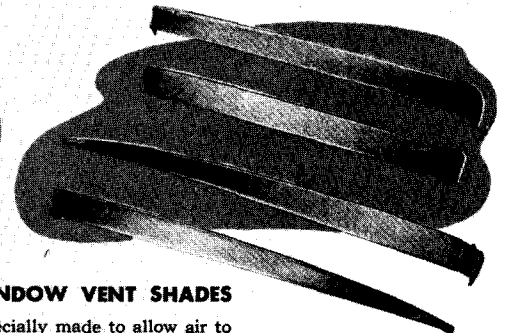
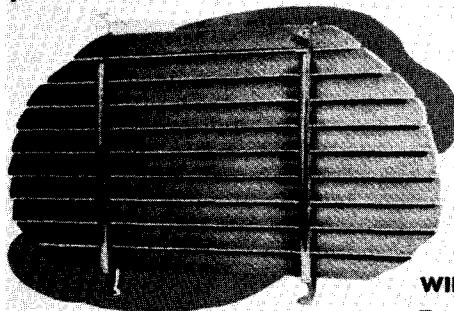


KARVISOR

For hot summer days—Keeps heat and sun's rays out of FRONT SEAT—Makes driving cooler. Easy on the eyes—Easy to install. Only Outside Visor designed exclusively for Hudson by Hudson Engineers.

VENETIAN SUN SHADE

(For Pacemaker & '48-'49 Cars) Makes BACK SEAT more comfortable and cooler by keeping out sun and heat. Does not impair vision.



WINDOW VENT SHADES

Especially made to allow air to enter your car through windows while raining. Keeps sun and rain out—Lets air in. Many are sold on APPEARANCE alone.