

# Hudsonotes

Column of Mechanical Miscellany  
by George Schmidt  
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COLUMNS IN recent months about Hudson equipment and accessories have brought several interesting responses from readers. Concerning the lubrication fittings used on older Hudsons, Dave Kostansek, New Jersey, writes:

"In the most recent column on accessories [July/August WTN], you ask what years the pin-type grease fittings were original equipment. They were used on Hudson and Essex cars from 1929 through 1931 or maybe 1932. Beginning with the new 1932 Essex-Terraplane, the modern ball-end grease fittings were used.

"Prior to 1929, beginning in late 1921, Hudson and Essex cars were fitted with oil cups instead of grease fittings. These cups were cylindrical in shape, about 1¼ inches in diameter and 1½ inches high, and were made of zinc-plated steel. Each cup had a spring-loaded ball at its end opening (much as on a modern grease fitting), and was filled with cotton wicking before it was crimped over its base. End of wicking protruded from the ⅛" pipe thread nipple at base of cup.

"The idea was that oil would be fed by capillary action along the wick and into the part to be lubricated. The cups were to be filled with engine oil every 500 miles, using the pump oil can supplied with the car. However, there were a number of problems with this oiling system, not the least of which was failure of oil to feed in cold weather. Other problems included failure to feed if wick end did not contact the part to be lubed, the lack of any way to clean out plugged lube passages, and the tendency of vertically mounted cups to drain completely in a day or so, leaving a puddle of oil on the floor beneath the component. The wicking inside cup is just about impossible to replace, and even slight damage at top can cause the ball to seat improperly, allowing dirt and water to enter the oil cup. Apparently, too, water could sometimes displace oil in the cup, and could even follow the wick back into the cup if the car was driven much in the rain.

"No manufacturer except Hudson used this lubrication system. Its major advantage was that it eliminated the messy process of filling several dozen grease cups with cup grease every 1500 miles or so. But because of problems with the system, many of these cars had their oil cups replaced (by garages or owners) with pin type grease fittings when they became available in the mid-1920's. This was not the perfect solution, however, since many components (notable spindles and spring bolts) were not properly grooved for grease lubrication. Today it seems that chassis components are nearly always found badly worn (even if mileage is low) on 1921-1928 Hudson-built vehicles equipped with the oil cups.

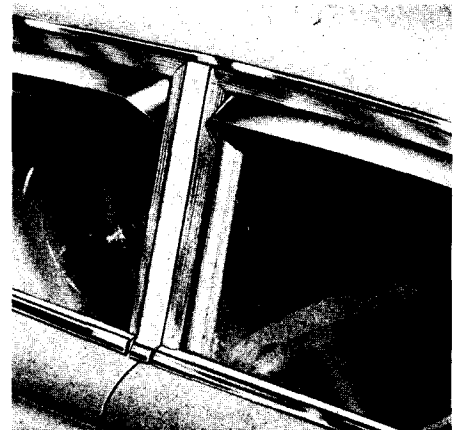
"The early-1921 and previous Hudson-built cars used the conventional turn-down type of grease cups. A suitable replacement for them available today at moderate cost (\$1.95) is the Model T Ford rear-axle grease cup sold by Mark Auto (Layton, N.J.) and by other Ford suppliers. Mark Auto also offers the old-style pin-type grease fittings in straight and right-angle versions, and an adapter which allows the use of a modern grease gun on these fittings."

ACCESSORY TRIM pieces available for 1948-1954 "stepdown" Hudsons were discussed in the May/June column, and also in a letter received from Wayne Graefen, California. Although neither chrome door edge guard mouldings nor gasoline door guards are listed in the 1948-49 Hudson (blue) master parts catalogue, Wayne points out: "Door edge guards certainly were a factory-authorized accessory, part #243097 for sedan and #243098 for two-door stepdown models. For Jets, #244382 and #244383.

"Gasoline door guards were also factory authorized. The early style brought out for stepdowns [c.1950?] had a 90-deg. corner at the rear. When the 1952 Hornets and Commodores came out with the wrap-around tail lights, this early style guard would not clear. A revised part, #230236, with a softly rounded corner replaced the older style and was listed to fit all 1948-1953 Hudson models. The factory parts were all of stainless steel - no bad chrome! The chromed

version was an aftermarket part, as were some lesser-quality stamped stainless ones." Hence it appears that although the factory did not immediately offer these moldings and guards for stepdown models in 1948, it did so a few years later, also making the parts available as a retrofit for early stepdowns at the same time.

Stainless steel side window vent shade moldings were of course available for Hudsons in 1948 and thereafter. (See column in July/August 1981 WTN.) Apparently these vent shades are again in fashion today, although it is perhaps a bit startling to see them on a boxy small model of the present. They are also again available, in reproduction form, to fit Hudson stepdown coupes and sedans, from K-GAP Automotive Parts (Santa Fe Springs, California). K-GAP reportedly is also considering front door vent wing shields and accessory door handle guards as possible future reproduction items for these cars.



WE'RE GRATEFUL to Dave and Wayne for sending us the above information, and we are also hoping to hear from other readers who have Hudson tech or historical facts to contribute. Such contributions are very much appreciated, even though there is occasionally a delay before they can be published.

A minor misprint in the paragraph about accessory car compasses (May/June WTN): although these compasses were slow to reappear after World War II, they had regained some of their popularity by the mid-1960's (not mid-1980's); and several types are still available.