
Hudsonotes

Column of Mechanical Miscellany
by George Schmidt
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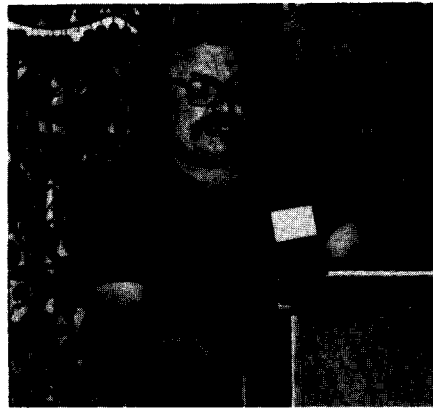
Accessory Notes (17th of Series)

ANTI-THEFT DEVICES for automobiles have been available for nearly as long as automobiles themselves. They have ranged from the ridiculous to the slightly sinister, and have varied widely in effectiveness, although none have been foolproof. One example, c. 1910 (reported later in a Floyd Clymer auto book) was a rubber inflatable dummy driver — complete with molded suit, tie, and derby hat — who could be left behind the wheel when the car was parked, thus scaring off potential thieves. This could be deflated and stored conveniently under the seat when not in use. Many owners have since found that a faithful watchdog (who sometimes also enjoys sitting upright in the driver's seat) is a somewhat more effective theft deterrent.

One fairly effective anti-theft device from the early years has been shown by Harold Bellson, Indiana, on his 1917 Hudson at meets. This is a chock or wedge equipped with lock and key, which can be fastened to one wheel of the car, to prevent the wheel from rolling. It was designed to fit the wood-spoke wheels and narrow tires of the time.

A "Guardsall Auto Alarm" was listed in the 1940-42 Hudson parts book, with factory number HA 164784, but not much information is available about it. Charles Liskow at the H-E-T Club Library, in response to an inquiry, writes: "The Guardsall alarm appears only in the parts book. I have found nothing in the accessory lists or in the sales books. I expect that it might have been a pendulum-operated switch that operated the car horn when the car tilted. I can remember seeing such things on cars just before World War II."

Alarms of this general type, featuring a variety of motion-detector switches and other sensors (some fairly sophisticated) for 12-volt cars are commonly available



today, but it is interesting to note that a predecessor version apparently was offered in the early 1940's (no doubt for Brand X's as well as Hudson). It was not included in postwar Hudson listings, 1946-49. If any reader has information about the Guardsall or other anti-theft alarms appropriate for a 6-volt collector vehicle, please write and tell us. Are any of these units still in existence?

Many anti-theft devices have been designed to supplement the standard ignition lock in blocking current flow to the ignition or starter. Unfortunately these are usually not very difficult for a thief to circumvent, given a bit of time and ingenuity, although one early system was included on Hudsons and some other cars during the 1930's as standard equipment (see "Electrolock" article by Alex Burr, December 1974 *WTN*; also column, May/June 1980). Some current alarm systems also include the ignition-lockout feature.

Another anti-theft device, used in the 1960's and since, is a concealed valve which allows the car to be started and driven away normally; then suddenly either shuts off the fuel supply or prevents the brakes from releasing when applied. This usually foils thieves, but presents some obvious safety problems.



SOMETIMES THEFTS OF gasoline, accessories, etc. are more of a problem than attempts to steal the entire vehicle. Locking gas tank caps, both keyed and electric types (*WTN*, July/August 1987) have been available for Hudsons from the 1930's on up. Another accessory sold during the 1950's was a conical coil spring, about 2 inches across (tapering to 1/2 inch), and 4 inches long, which could be placed in the gasoline filler pipe to defeat would-be siphoners. Cars of the 1920's with exposed spare tire often also had a lock, standard or add-on, for the tire. (Club Library indicates that this was a Hudson factory accessory in 1929. The 1929 Nash and some others included a tire lock and third key as standard equipment).

Today the standard advice to "lock your car" still has validity. Although stock automotive door and ignition locks (especially on older models) may not stop a determined thief, they will often delay him sufficiently to foil his plans. Also, valuables inside car are best kept out of sight, perhaps in trunk or glovebox.

Hood latches with an inside underdash release also are useful in helping to prevent battery theft and other tampering. They were standard on Hudsons and many other cars from 1940 or before until the early 1950's, and have made a comeback on later cars during the past two decades.

There is some degree of anti-theft protection simply in driving an unusual vehicle. In general, antique or collector cars (such as Hudsons) are too conspicuous to be good prospects for a thief. This is also true of customs, one-offs, and a few top-priced luxury and sports cars. Tired jalopies, too, are usually safe since they are not worth stealing. But there are exceptions to all of these, and occasionally even a collector car is reported stolen. We would like to hear from readers who can tell us of any other anti-theft devices or procedures which are appropriate for collector vehicles (other than locking the car away in a vault somewhere and never using it).

ACCESSORY HORNS and similar warning devices have been available since the automobile's earliest years, and even before that for use on horse-drawn vehicles and sleighs. Of rubber-bulb operated accessory horns, probably the

BULL HORN and CATTLE CALLER HORN
BELLOWS LIKE A BULL! MOOS LIKE A COW!

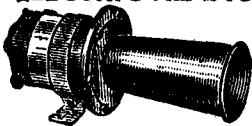


New sound sensation that is **LOUDER** than most twin horns. Steering column lever controls tone from moo of cow to full bellow of bull. Sounds loud or soft as desired. So realistic . . . farmers and ranchers have used this horn for years to call cattle. Red enamel finish. Size: 8" x 5" x 6 1/2". Easily mounted—control, mounting hardware, and instructions included. Also use as fog horn.
 14-134—6 Volt.
 16-100—12 Volt. Shpg. wt. 4 lbs. Ea. **\$14.49**

most spectacular was one made in a snake or cobra's-head shape, for mounting atop hood. Others were usually made in a more conventional bugle or hunting horn shape.

The Klaxon-type (ah-OOO-gah) horn had a diaphragm actuated by an axial cam-and-rotor arrangement which usually included a built-in electric motor, though some early versions were hand or foot-powered instead. The word "Klaxon" (which means "roarer" in Greek) was originally the trade name of one specific brand of horn, which was widely marketed as an aftermarket accessory. During the 1920's this type of horn, often built by other manufacturers such as Sparks-Withington (Sparton) also was standard equipment on Hudson and many other cars. (See "Honk! Honk!, the 3-part series by "Doc" Daugherty reprinted in *WTN* for March/April, May/June, and July/August 1982.)

ELECTRIC KLAXON HORN



For All Cars — New, Antiques, Classics, Sports, Compacts and Imports.

Here's a horn with the same deep-sounding low tone of the famous Klaxon horn of 30 years ago. Not a vibrator or substitute but a genuine motor driven horn. Perfect for restoring the authentic warning sound to antiques and classics. Ruggedly built — with black enameled bell, universal mounting bracket. See installation kit below.) Shpg. wt. 4 lbs.
 89-3744—12 Volt.
 89-3743—6 Volt. **Each \$19.98**

HORN INSTALLATION KIT FOR ABOVE. Kit contains horn button and mounting strap, 10-ft. of wire with terminals.
 15-1035—Shpg. wt. 4 oz. Each **\$1.39**

An electrically-vibrated diaphragm was the next type of automotive warning device. Although the sound of the open diaphragm alone (as on many early examples and again on some economy cars of the 1960's and since) is not pleasant, it can be much improved in

quality and pitch by proper horn-loading. The attached horn could be either straight or coiled, and was often of a die-cast "seashell" shape. Two of these units, tuned a musical third apart (as for example, E-flat and G) were the accepted norm on most cars 1940-1970 or longer. On Hudson stepdowns these horns were a matched pair made by either Sparton or Auto-Lite. Although many cars since have reverted to a single horn with one note as standard equipment, this tends to sound somewhat dismal as compared with the conventional two notes in harmony.

A few luxury cars of the 1960's or earlier offered a more musical sound by adding an optional third horn (a B-flat above the E-flat and G, for example), to form a full major chord. A few even included a smaller fourth horn (either a D or a D-flat, for the above example) to give either a diminished-seventh or dominant-seventh effect. Although your columnist has never yearned for one of those melodic-type auto horns which could play *How Dry I Am* or *God Bless America*, or even *Stille Nacht* or the opening notes of Beethoven's Fifth Symphony, he did search for a small third horn which would produce a major chord in combination with the two stock ones on his Hudson. Unfortunately the only ones found were for 12-volt use only, and perhaps none were ever made for 6 volts. Some cars for years also favored two horns in minor-third harmony (such as D and F). On the other hand, Diesel locomotives have commonly used two notes in a half-step discord (such as C and C-sharp).

Hollywood WOLF WHISTLE

Choice of Chrome or Painted. Precision made intake manifold whistle that gives the wolf call, imitates a barking dog . . . and other effects.

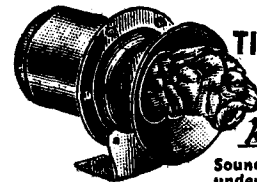


Produce all kinds of sounds with this reliable signal . . . distinctive, unusual, attracts attention. Easily installed on cars, trucks, motorcycles, motor boats and outboard motors. Quality made with gleaming chrome or painted finish. With wire and instructions. Shpg. wt. 1 lb.
 15-1593—Chrome. Each **\$4.99**
 16-096—Painted. Each **3.99**

A VARIETY OF aftermarket horns for novelty or special uses has been available for years. Those actually blown by air or gas pressure can be operated electrically by use of a solenoid valve, but are

generally far louder than electric-vibrator types. One special electric-type horn was brought out in the early 1950's by a Kansas City firm. This was a "cattle caller" horn, which could produce a very creditable imitation of a lovesick bull summoning his harem. It could also produce fog-horn and other special effects. Available for both 6 volts and 12 volts, it was offered mainly as a utilitarian aid to farmers and ranchers, but also garnered some sales as a novelty item. It was reportedly a favorite of the late U.S. President Lyndon Johnson on his Texas ranch.

Let Everyone Hear That Tiger R-O-A-R!
Roaring TIGER HORN



R-O-A-R

Sounds like a real tiger under the hood!

Motor driven horn that actually sounds like a roaring tiger. Easily installed. With horn button, wire, mounting hardware and instructions. For cars and trucks with 12 volt systems. Size: 8" long x 5" wide x 6 1/2" high.
 10-1844—Shpg. wt. 3 lbs. Each **\$16.98**

As for horses, the "neighs" had it when Ford's runaway Mustang in the mid-1960's prompted one manufacturer to offer a "whinnn-eeee" horn (unfortunately not too convincing) for use on these cars. Curiously, it was not followed by a horn imitating a wildcat, lynx, or cougar snarl to be used on cars named for those particular felines, though J.C. Whitney did market a "tiger roar" horn (12-volt) circa 1970.

Some "musical horns" offered for 12-volt cars today produce no sound in themselves, but only an electrical signal which is fed to an underhood loud-speaker. On the other hand, there have been special horns which used no electricity (nor an air compressor or rubber bulb), but were operated either by exhaust pressure or intake vacuum. (See July/August 1986 *WTN* column). Readers who know of other accessory horns suitable for use on 6-volt collector cars are asked to write and tell us.

SEVERAL READERS HAVE written to comment about items mentioned in past columns. Harry Kraus, Michigan, says that he remembers the accessory brake-light flashers, chromed, with red plastic ends, priced at 99¢ (July/August 1988

WTN); and nearly bought one; but 99¢ was a meal back then, and also, this flasher would have interfered with the use of the accessory turn-signal switch kits which Harry was selling at the time (for \$1.50 each). He had acquired these kits in the late 1930's, made originally for Fords (especially trucks), but adaptable to most other cars as well. This type of turn signal (often connected only to the rear brake lights in those years) mounted on steering column but included a built-in timer to cancel itself after 8 or 9 flashes.

About the corrosion-inhibitor accessory which hung on a chain in the radiator tank (July/August column), Harry tells us that he used one of these for a year on his 1937 Ford, apparently without any effect (the aluminum-alloy piece on the device also showed no erosion or roughening). Whether this would be equally true with the water found in some parts of the country, or on an engine with aluminum heads, is not entirely certain. Your columnist has seen one or two of these devices (the type with three small alloy blocks, not one) which did show pitting and erosion after several years of use, but to what extent this actually protected the cooling system is not known.

Regarding the Kozak "drywash" cloths, Harry reports that he has used them long ago, before World War II; and again in recent years, both times with fine results. They are especially valuable when traveling, or in winter when wet-washing is impractical. The treated cloth smells like root beer, as will you if you do not wear gloves when using it, he says. However, it effectively removes dust, dry mud, etc. without scratching (bugs, tar, grease, etc. may require water or a mild solvent). Jim Zimmerman, Wisconsin, also states that he has used Kozak cloths successfully for years.

CONCERNING UPPER-CYLINDER and valve lubrication (May/June 1988 WTN), David Shatto, Oregon, writes: "My dad had a Marvel Oiler on his 1950 Hudson Pacemaker. He drove it for sixteen years and it worked fine. There was no problem with the oil flow — it was easy to adjust, and it worked well at both idle and highway speeds. But I never put an oiler on my Hudsons or other cars, as I felt it was not needed if engines were properly maintained and the valves correctly adjusted In later years on the farm I

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bought upper-cylinder lubricant in bulk, and mixed it with oil and fuel. It improved the performance and used less fuel for the same work — this was more noticeable in tractors and field harvesters.

"About three years ago I bought an additive [brand name not stated] which did not have a petroleum nor an alcohol base, and which works well. I still have some left, but not for long, since that company had management problems and went bankrupt. They had three different formulas, for gasoline, diesel fuel, and lubricating oil. I used the first two, and they improved performance and mileage, partly by cleaning out the engine and removing water from the system I use the product now in my 1954 Hudson Hornet, and can tune it just as in the old days with high-octane leaded gas. I am now using the regular leaded gas — such as it is — and when that goes, and the additive also, I guess I'll have to look for something else.

"I have a 1969 Cadillac which needs 92-octane fuel to run well. I installed a water injector, and it works fine. I use regular gas, set the timing to specs, and it runs just as on the old 92-octane — never pings. I am thinking of putting an injector on my Hudson as well, but would have to use a non-electric version since this one on the Cad is for 12 volts only."

This last raises an interesting possibility. Does any member know of either a 6-volt or a non-electric water injection system which would be suitable for Hudson engines? In years past there have been reports of water-injection systems (probably home-built) which used either two fuel pumps (one of them for water) or else a pressurized steel beer barrel (!)

for the water supply. It is true that proper injection of a small amount of water will raise the effective octane or antiknock quality of the gasoline being used (as will the addition of alcohol to fuel). For the time being, however, your columnist's '54 Hornet engine (with ignition timing well advanced) appears to be relatively content on a 50/50 mixture of premium and leaded regular gasoline.

Paul Tobler, Texas, who has sent in several tech tips for future publication, also tells us that he has used accessory top-cylinder oilers on two of his Hudsons, one (brand not stated, but apparently dealer-installed) on his 1949 Super Six which he traded in many years ago; and one, a Marvel Inverse Oiler, installed three years ago on his present 1954 Super Jet which is regularly driven around the Dallas area. The '49, he says, was traded at well over 100,000 miles and had never needed a valve job. On the Jet, he is pleased with the results so far, and states that an additional benefit is that the spark can now be advanced back to normal, giving better performance, without ping, even on today's "regular" gasolines. Although he has not yet tried to use an octane-booster additive along with the Marvel Oil, this may be tried in the future, particularly if available fuel quality becomes any worse.

WE'RE GRATEFUL to Paul, David, Harry, and Charles for their comments, and are hoping to hear from more readers before this series about accessories is concluded early in 1989. Meanwhile, here's wishing everyone a happy Thanksgiving and Christmas season, and a good New Year ahead!

FROM THE
HUDSON FOLKS
WHO KNOW
YOUR CAR BEST



Season's Greetings