



Board Meetings are normally scheduled for 2 PM on the third Sunday of each month, and are **open to all members**. Phone 805/987-8187 for directions.

Want an SCC Meet close to your home? Just find a park or other attraction with parking and facilities. Then give Noah a call (626/799-6107)

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### From the President's Garage

This time of year is all about relationships – and I'd like to take this opportunity to say a loud **THANK YOU** to the officers serving our chapter, especially on the heels of the Laughlin Economy Run. (Treasurer) Gordon & Ruth Hay manned the **registration table** all day Saturday and Sunday morning; (Editor) Bob Ross drove all the way out to Baker, CA just to **send off** the cars before returning home; (Vice Pres) Jack Scott and (Tour Chair) Noah & Allison Blough **gassed up** cars, took **photographs, MC'd** and took more photographs for the event. (Secretary) Brad & Susan Forbush shopped for and packaged the **Hard Luck award**. (Membership) Susan Ross's schedule kept her away from Laughlin, but has a year-round job in tracking **memberships** and maintaining the ever-changing roster. Thank you all for your efforts on our behalf.

In **January**, the chapter is heading into Ventura County for a very special glimpse at **Fred & Deanna Roth's collection of American sports cars**. The uniqueness of these vehicles is simply amazing. You can get a head start on the tour and get an idea of how much fun to bring by visiting the Roth's website, [www.americansportscars.com](http://www.americansportscars.com).

Hope to see you all at the **Taix Restaurant**; lastly, be sure and slow down to enjoy December's holidays.

Save A Hudson!

*Jon Cronk*

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### The Store

When you are shopping for Christmas, please consider the **SCC store**

(<http://spitfirescreenprinting.com/het/>) and the **HET store**

(<http://www.hudsonclub.org/hetstore.htm>).

Another suggestion is an **HET membership** (<http://www.hudsonclub.org/membership.htm>) for that car nut that you know. Turn a car nut into a Hudnut.

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### Laughlin Economy Run

The photos provided for the insert are provided by Matt Royer and Jack Scott. A write-up of the event will be included in an upcoming WTN.

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### A Paint Job

Did you see the article in Winter 2007 issue of *Hot Rod Paint Body* magazine about painting your driver with a **paint roller**? It is an interesting article and a low cost way to give that driver a fresh look.

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### Hudson Related Items for Sale -

<http://socalhet.org/salesroom.htm>

### Restoration Resources & Suppliers -

<http://socalhet.org/suppliers.htm>

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### SCC Officers

**President:** Jon Cronk 805/987-8187

**Vice President:** Jack Scott 323/259-8448

**Secretary:** Brad Forbush 818/840-8979

**Treasurer:** Gordon Hay 818/247-0753

**Tour Chairman:** Noah Blough 626/799-6107

**Communications:** Bob Ross 626/355-8747

**Membership:** Susan Ross 626/355-8747

**Club Store Manager:** Jon Cronk 805/987-8187

**Local Region Directors:** Janet Kale 714/523-0403

Craig Kistler 714/256-2558

**HET President:** Mike Cherry 435/657-0443



## *An Article from WTN Jan. 1968*

\*\*\*\*\*ITEMS OF YESTERYEAR\*\*\*\*\*

I have a few articles that have been sorted out of my scrapbook and think some of the members might enjoy them.

Article 1 appeared in the March 1959 issue of Speed Mechanics and was titled THE TEN BEST CARS FOR RODDING. Speed Mechanics editor asked Roger Huntington to pick the ten best cars for the novice hot rodder and believe it or not the 1954 Hudson Hornet was picked as one of them. A real nice photo with the caption "The '54 Hudson Hornet was the last of the line of those fabulous cars. When set-up stock, it stuck to the road well; when fitted with "export" parts, car was close to perfection."

"Marshall Teague and Herb Thomas used to travel around the NASCAR racing circuit in the early '50s with "THE FABULOUS HUDSON HORNET" splashed all over the sides of their race jobs--and they weren't kidding. Yet, it was a fabulous car--a car that has a lasting place on American automotive history--and it's not yet ready for the auto museums.

The Hudson Motor Car Company was the first U.S. manufacturer, since Stutz and Auburn in the late '20's, to take any real interest in stock car racing as a publicity sounding board and development laboratory. They found an unexpended gold mine. They got a million dollars worth of free world-wide publicity, they got orders faster than they could build cars, and the Hornet models of those years were developed into the best handling cars in the industry. And they did some wonderful things with that "obsolete" 6-cylinder engine. I've seen the NASCAR jobs walk Olds 88's like they were anchored!

In the road ability department, the factory used to stock all kinds of optional "export" equipment for the racing boys--stiffer springs, special shocks, heavier roll bars, special brakes, heavy duty wheels and hub; rear axle gears, etc. None of this is available today. But if you're really interested, why not try to look up an old stock car racing man who ran a Hornet, and see if you can buy some of his parts. When this unit-bodied car is set-up right its tops for long-haul driving."

Article 2 appeared in the December '57 Hot Rod and was written by Don O'Reilly. It was in their monthly feature Racing the Stocks and was titled "Hudson, King of Stockers, bows out".

"American Motors' decision to eliminate Nash and Hudson as auto make names, concentrating on the Rambler, brought a feeling of nostalgia to those who participated in the beginning of factory-backed rolling activities at the turn of the decade.

It was Hudson that started the six-year parade which lasted until June of this year.

Marshall Teague won the Daytona Beach races in 1951 and <sup>1952</sup>, driving Hudson Hornets. Herb Thomas won both the Darlington Southern 500 and the NASCAR national championship in 1951, driving a Hornet.

Thomas finished second at Daytona Beach in 1952, driving one of Teague's Hornets, by then nicknamed the Teaguemobile, and therein is a tale.

Shortly after Daytona in 1952, Teague switched to AAA racing and went on to win the AAA national stock car title in 1952 and 1954.

Behind the scene of the Teague operation was a quiet, pipe-smoking mechanic named Henry 'Smokey' Yunick.

With Teague in AAA, Hudson's publicity chief Tom Rhoades had to find a solution to keep the Hornet out in front in NASCAR, so he turned to Yunick and Thomas.

Thomas and Tim Flock, also driving a Hornet, split the season with eight victories each, Flock winning the title. Thomas won the Darlington race again in 1953 and swept away all opposition to capture his second national championship.

In AAA in 1953, Frank Mundy won the championship, driving a Hudson.

In 1954, Thomas accounted for 12 victories during the season, to top all drivers, but the consistent driving of Lee Petty won the most points and the title.

As the Hudson name fades into automotive history, the spotlight still shines on three national championships in AAA, three national, titles in NASCAR, two Darlington victories, two Daytona Beach victories and a grand total of 78 Grand National race victories in three and a half years of NASCAR racing.

In addition, Teague finished sixth in the 1952 Mexican road race, with Lee Snow as co-pilot. Yunick's work on the Thomas Hudson brought Smokey the honor as the Nation's stock car "Mechanic of the Year" for three straight seasons.

The Hudson Hornet's racing accomplishments will long be remembered. Hudson success inspired or goaded other manufacturers into also getting into the act, hence the factory domination of auto racing for the past few years.

Now, that's over and the Hudson name is fading, too.

The king is dead! Long live the new king--Pontiac? Plymouth? Chevrolet? Edsel? Ford? Rambler?"

After reading those and knowing America's greatest car was sold up the river you need something to cheer you up.

Ex-stock car star at Indianapolis this year is Dick Rathman, who drove Hudsons on the NASCAR trail. He wrecked last year at Indy after the checkered flag. That recalls the race in which Rathman rolled a Hudson through a fence, down a hill, into a lake. A race official rushed up to record Rathman's reason for leaving the race. "What happened?" said the NASCAR checker. "Pilot error," snapped Rathman.

Hudsonly, Ron Tarabori, R.D. 1, Galeton, Pa. 16922



