

## DOWN IN DIXIE

Hudsons gained by two Down In Dixie this month after I'd snaked a '54 Hornet sedan home from Texas and drove a 1937 Terraplane coupe back from Oklahoma. Now all I need is a '29 Essex town car to complete the collection. That way I will have a 1920H; al929 E. and the 1937 T.. H-E-T... in the proper order.

The 1954 will be used to supply needed frame parts and rear fenders for the '54 SW Convertible I hope to have ready in time for the National Meet. And the rest of it will go into restoring a '54 HHH I towed back from Oklahoma City a couple months ago. I'd originally bought it to use as a parts car for the ragtop but after I got it home and looked it over better I realised that it was in excellent restorable condition itself. And it was in a salvage yard for three years! (It's a good thing I have an understanding wife.)

The Terrbuggy is another story. It has (actual, I think) 64,000 on it and is original throughout. I bought it over the phone and drove it the 435 miles to Shreveport with only one problem: it quit in Eufala, Okla. After several hours of tinkering by matchlight I gave up for the night and pushed it to a Pontiac garage the next morning. I asked the mechanic there if he knew anything about a '37 Terraplane. He said, "A WHAT? I've never even SEEN one!" But he fixed it. I guess it was a momentary short in the ignition for it bounced the other 355 miles without a hitch. What's more, it averaged 20.7 mpg at 50 mph and used 1½ qts of oil - most of that leaked around the distributor which didn't have a gasket. So who needs a "new, modern" thrifty compact?

Hudson's on the upswing down here. There are now at least five racing whereas last year there was only one. One fellow has a Hornet engine in a '53 Jet and is king of the dirt tracks hereabouts. We have enough now, too, for our first Ark-La-Tex Meet. Hope to schedule one after Labor Day. I'm sure we can get more than a dozen Hudson "nuts" together for an afternoon of "Hudsonese".

The letters are slow coming on that proposed \$10.00 loan from each member. How about you guys dropping me a card with a simple "yes" or "no" if you don't like to write. They're only 4¢, you know. But we'd like to get an idea of how y'all feel about the idea. Remember, it's not a gift. If you quit the club you get it back. The money just won't earn interest for you ... that's all.

I'd like your thought on the "Hudson Restoration Center" Meritt mentioned last month too. I think the club could swing such a deal if we all get behind it. But we'll have to hurry.

### HUDSONS ARE RAPIDLY DISAPPEARING FROM SALVAGE YARDS!!

The junkies don't have enough calls for parts from them and when they need more room, the H's are first to go. Another five years and I doubt if there'll be enough hulls left to do what we hope to.

I envision a large shop which can completely renovate late-model Hudsons from the ground up, and do so to the extent that they could be sold as "new" cars. But not for new-car prices ... probably in the neighborhood of \$2,000 a copy. I think we'd probably have to limit our efforts to '51-'54 Wasps,

Hornets and Commodore 6's and 8's. Maybe even drop the 8's. I don't believe we could afford to monkey with the Jets or Pace-makers or pre-'51 models.

First jobs could be on a contract basis with present owners. Those would get it started now, and I think there are many people around the country who would pay reasonable costs to have a "New" Hudson. Then, we would get the restorable hulls laying in salvage yards around the country and remanufacture them. With enough volume, any needed part could be made at costs that would not be prohibitive. We would eventually have stockpiles of parts such as weather stripping, 7X valves, chrome strips, etc., which are virtually impossible to obtain now. Then we would have our own J. C. Whitney-type mail-order business for Hudson parts exclusively.

Obviously I'm not talking about a non-profit operation. Rather, I envision an investor-owned corporation possibly headed by the H-E-T Club with salaried employees. I know of an investor who would be willing to listen to me if I can give him factual details and can give him some assurance of a reasonable rate of return on his money. This guy seldom deals in less than a million dollars at any one time, but he has said he'd consider something smaller if I bring it to him.

All of your ideas will help, so let me know. And don't forget ... we're running out of time. If we don't do something soon, we might as well forget the whole thing.

Hudsonly, Laurel W. Hanson

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## DRAG RACING NEWS

From the April "National Dragster":

The big sweat of the day was Street Eliminator with 14 entries. The final pitted Williams (Chevy) against Ike Smith of L.A. in his E/MP '54 Hudson Jet. Smith tore up the lower half of the draw with a series of solid runs, first J.Kleinsmith in the B/G Chevy, then M. Trsichler's C/MP '58 Corvette, and finally Mike Bamber and the "Silver Dollar". Bamber and his '40 Willys pickup were an early favorite doing the quarter in 11.37 and 125 mph. However the 'Dollar lost some of its steam on the run against Ike and went back on the trailer.

Larry Williams dialed a 14.79 and made runs of 15.38, 15.67, and 14.82 to tick off such strong competitors as Skip Allen and his '50 Anglia G/G, Jack Clifford's '54 Hudson Jet and Bill Ward's D/G '55 Chevy.

Larry then ran 14.89 (91.18 mph) to Out-last Ike Smith's 14.66 (93.55mph.) in the finale.

From the May issue:

In Street Eliminator it was Jack Clifford all the way with another string of smooth performances. Final victim was Tom Neja and his C/MP '55 Chevy. ('62 power)

Clifford's '54 Hudson Jet downed the Wild & Harber B/Gasser, Bill Calloway's A/G Chrysler, and the Anderson B/MP.

Sixteen Gassers and M/P's qualified for this event and the finalists had to fight their way through some very determined opposition. In the last round Clifford did the job with a 15.00 (83.48 mph) over the Chevy's 14.44 (61.22)