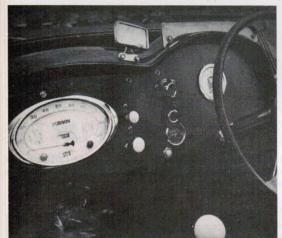


1935 HUDSON "RACER"



HUDSON "HOT ROD" FOR 1935 Mr Clive Gibson is the proud owner of this unique style motor car. Mr Gibson believes that it could be the first Australian Hot Rod built.

The car was completed in 1935 with a special G. H. Olding body at Camperdown, NSW, G. H. Olding still make bodies for ambulances and hearses.

The original owner was the late W. A. McIntyre and was driven by the late Frank Kleinig.

In the years 1937-38 it won the Wakefield trophy for a series of hill climbs and speed events, carried out over 12 months and judged on a points score basis. Castrol still carry that event today as the "Gold Star" trophy.

It entered in the Phillip Island road race in Victoria late 1935 and was driven by Mr Joe Buckley (a Melbourne to Sydney record holder) and crashed on a right angle bend injuring Buckley's back.

In 1936, it won the Robertson Hill Climb, a record which it still holds, although the event is now non-existent.

In 1937 the Hudson won the Broughton Pass Hill Climb which it still holds also and nownon-existent and also that year it entered into the South Australian Centenary road race at Victor Harbour.

In 1938, held the second fastest record of the Waterfall Hill Climb.

In 1939, the car raced at Mt Panorama, Bathurst, and the driver was Kevin Salmon.

The year 1941, it ran from Melbourne to Sydney in the record time of 8 hours, 15 minutes and following this event the car retired.

For a motor car of its ability and character you could not keep it hidden nor down, so in the year of 1948 it came out of retirement and was raced at Mount Druitt by the late "Wild" Bill McLachlan, who more recently created Australiana Village at Wilberforce, NSW.

This car has sure been a "Blood and Guts" model, but to look at it today, you would never guess the life it once led, and what has been listed is only a few of its successes over the years.

For most of its time, the car was painted a gleaming black, so some of our older readers would remember it.

For a quick change road car to a race car, the guards and lights, windscreen and spare wheel cover could be taken off within 10 minutes.

RESTORED CARS



Make and Year 1935 Hudson (engine and chassis), special body. PERFORMANCE: Quarter mile speed (1936) 15.8 secs. Straightaway top speed 115 mph. Class Roadster. Weight 241/2 cwt (full equipment), 20 cwt stripped. Steering Gemmer. Interior noise Quiet. Average gasoline consumption 20 mpg. RECORDS: Broughton Pass Hill Climb. Date May 1937. Robertson Hill Climb. Date September 1935. Melbourne-Sydney 8hr 15min. Date 7.12.41. ENGINE: Make Hudson. No. cyls. 8. Year 1935. Inches, Stock 254. Valves, Intake size 11/2". Exhaust size 1-3/8". Springs Single. Valve train Pushrods, L-head. Camshaft make Hudson. Roller Standard. Pistons, Make Lo-Ex. Type AL. Rings Standard. Rods, Make Hudson. Heads, Make Kleinig. Intake manifold, Make Kleinig. Carbs Stromberg Earo type. Fuel system type Mechanical. Fuel Super grade. Ignition Distributor. Make Autolite. Extractors Yes. Mufflers Lukey. Flywheel make Hudson. Clutch pressure plate Wet. Size 10-in. Transmission make Hudson. Year 1935. Special engine modifications Hi comp head, re-radius on roller tappets. CHASSIS: Make Hudson. Year 1935. Wheelbase 115-ins. Lowered, Front Yes (1935). Rear Yes (1935). Suspension, Front Semi elliptic. Rear Semi elliptic. Suspension modifications Bound springs. Shock Absorbers, make and type Tele Gabriel. Front axle Beam. Driveshaft Open. Differential Ratio 4.1:1. Year 1935. Steering gear, make Gemmer. Year 1935. Steering wheel make Hudson. Brakes, Front Modified hydraulic. Rear Modified hydraulic. Year 1936. Wheels, Make front Hudson. Rear Hudson. Tyres, front 600 x 16. Rear 600 x 16. BODY: Make G. H. Olding. Year 1935. Model Sports. Material Steel. Grille Hudson. Headlights Hudson. Bumpers, Front Nil. Rear Nil. Dash Hudson. Instruments Hudson. Bucket Seats make Olding. Paint color Red. Enamel or Lacquer Lacquer. Upholstery material Vinyl. Color Red. Rug material Black. Upholstery details Bucket seats. Trunk details Trunk in tail of body, entry P. seat. List of chromed trim or parts Standard.

The car won 1st prize 30 to 40 class Newcastle Rally Historic Racing CVVTMC W. Farm 1973-1974.



