

Welcome to the November/December issue of our newsletter, The Good Oil.



Happy Birthday to our November and December born members. We hope you all have a beautiful birthday and many happy returns.

November		December	
Bob Stuart	4	Marie Barlow	4
Jenny Ross	9	Kevin Daniel	7
Tim Daws	11	John Laffan	18
William Archibald	12	Ryan Adams	21
Gwen Campbell	15	Peter Fletcher	28
Lloyd Barlow	27		
Frank Tobias	27		

Reminder

Just a reminder that we do **NOT** have a general meeting in December. This means that there will not be any mail outs or 'Good Oil' for the month of December as well.

Christmas Party/Family Fun Day

Add Sunday 26th November to your calendar. Starting at about 10am and going until whenever, this will be a combined Christmas party and family fun day. It will be a time to enjoy the company and friendship of our fellow members and their family, a time to relax before the hectic festive season starts, a time to have a play with a few 'toys', and a time to get enthused about our upcoming rally and muster. Our rally and muster is getting bigger and bigger and we are getting busier and busier. This family fun day is a time for us to sit back and enjoy our hobby by either bringing along something to 'play' with, look at, or talk about. You don't have to bring anything along, you can just enjoy what others have, or just sit back, relax, and yack. Who knows, we might even learn something that we didn't already know, or even meet a friend that we didn't know we had.

The club will supply a BBQ lunch with salads, soft drinks, water, tea and coffee. If the weather is too hot, we will venture down the back under the gum trees. Don't forget to bring along a chair to sit on.

Going by the size of the mozzies in my garden, it might be wise to bring along a can of mozzie and fly repellent.

The Hudson Story

The Hudson car entered the automotive scene later than a lot of American cars, but its designers and backers hit the nail squarely on the head with their first attempt.

J.L. Hudson and seven other men were in on the venture – including Roy Chapin, late of Oldsmobile, whose drive from Michigan to New York in a curved dash model nine years earlier had been one of the sensations of the New York Automobile show. In February 1909, with designs for the new Hudson finalised on the drawing board, the men incorporated their firm under the laws of Michigan. A two-storey plant with 80,000 square feet of floor space was purchased and 500 workers were hired to produce the car.

On July 3rd 1909, the first production model of the Hudson rolled off the line to an immediate success. Perhaps the first years success was partially due to the fact that the company did not overlook the importance of advertising. On 19th June 1909, a Hudson advertisement appeared in the Saturday Evening Post heralding the arrival of the new car. It showed a racy roadster type auto with bucket seats and gas tank mounted behind them, creating a distinctly sporting effect. The text said, "Here's a car that is good looking, big and racy. Note the graceful, harmonious lines. The sweep of the fenders and frame. The Hudson 20 has sliding gear transmission, selective type, 3 speeds forward, one reverse. The motor is a vertical four, all for US\$900." Hudson was on its way like a rocket.

1909 – Hudson model 20 roadster - was painted maroon, trimmed in black.

1910 – Hudson model 21 - Touring car priced at US\$1150. Colour blue. Work started on a new plant to cope with demand

1911 – Hudson model 33 was one of three models offered in 1911. The model 33 was designed by Howard Coffin who was called the master builder of automobiles. Sales totalled 6,456.

1912 – Seven models were offered this year, each on 115 inch wheelbase. Many Hudsons were exported because of ruggedness and dependability. Sales totalled 5,708.

1913 – Production totalled 6,401. Paint colours were Richelieu blue with optional pearl grey. Early in 1913 a new series was introduced called the Six 54 on a wheelbase of 127 inches.

1914 – The sedan was priced at US\$3,100. Hudson now ranked sixth in total sales and factory facilities covered 26 acres. The company announced it was the “world’s largest maker of six cylinder cars”. 10,261 cars made.

1915 – nine models were offered and 12,864 cars built. Seats upholstered in hand-buffed leather. Advertising was slanted towards the influence of women in the buying of motor cars.

1916 – Introduction of the “Super Six” saw sales double over the previous year to total 25,772. Price was US\$1,900 for this model. Engineers experimented with V type 8 and 12 cylinder engines before developing the super six.

1917 – Hudson introduced radiator shutters and an electric horn. Sales totalled 20,976.

1918 – Sales dropped to 12,526.

1919 – Hudson introduced the successful Essex car. Hudson sales went to 18,175. Essex total was 21,879.

1920 – Total sales were 45,937, about half of which were Essex. Only slight appearance changes were made on all models. Factory now covered 101 acres and employed 5,000 men.

1921- Three colour combinations available.

1922 – New ‘crowned’ fenders were the only styling changes. Hudson cars were popular all over the world. The company claimed it was replacing the bullock cart in India and a Japanese hotel owner took delivery of 42 Hudsons.

1923 –Combined Hudson-Exsex sales soared to 88,914 for the year.

1924 – Speedster and touring models continued to be top sellers. Prices now around US\$1,500.

1925 – Hudson pioneered the use of all steel bodies. Demand became so great they contracted Biddle & Smart, top custom builders, to supply some of their models. Sales again rocketed to a phenomenal 269,474 cars.

1926 – Another record year took Hudson sales to 227,508 units.

1928 – Walter Murphy custom body company, commissioned to design a series of special bodies, five different ones in all. New shorter wheelbase of 118 inches introduced. Total sales of Hudson and Essex reached all time record.

1929 – Biddle & Smart built many striking new custom body on 139 inch wheelbase.

1930 – Custom bodies also built by Le Baron on 119 inch wheelbase. In August 1930, a Hudson Great Eight sedan achieved 25.5 miles per imperial gallon on a 480 mile run from Wellington to New Plymouth, New Zealand.

1931 – Hudson discontinued using Biddle & Smart bodies. Briggs and Murray now supplied special bodies.

1933 – Vertical line louvers distinguished 6 cylinder models while 8 cylinder models had louvre doors. The company reported a loss of US\$2,252,000 for the year

1934 – Extensive changes made boosting sales back to 85,835. 1,902 of these were commercial vehicles.

1936 – “Duo-automatic” safety brakes introduced.

1937 – Hudson introduced a new feature that became standard on all cars soon after – the battery located under the hood. Optional equipment was the new selective automatic shift. Gear selection is made with the Electric Hand and with a lift of the toe at any speed, gears shift automatically.

1938 – Horsepower increased to 122. 1938 being the recession year saw the company lose US\$4,670,004. Sales were 51,078

1939 – Hudson also introduced foam rubber cushions, dash-locking safety hood and vertical mounting of the spare tyre in the trunk. Sales climbed back to 82,161 in this the 30th anniversary year. The Terraplane series was dropped and 3 new lines, the 112, the Country club and the Hudson Six were introduced.

1940 – The company reports a loss of US\$1,507,780

1941 – The new look for 1941 was called the “Symphonic Styling”. A profit of US\$3,756,418 was made. The Commodore series was offered with options of a 102 horsepower 2 cylinder engine or a 128 horsepower 8 cylinder engine

1942 – Only slight styling changes were made as America’s entrance in the war became more imminent. 5,396 cars and 67 commercial vehicles were made before the company turned to all out war production

1946 – Hudson was among the first to resume post-war production. Main styling change from 1942 was completely new front end design

1947 – in this year Hudson built its 3,000,000th car. Post war steel shortage prevented the company from producing enough cars to cope with demand. Sales were 103,310

1948 – This year Hudson introduced a completely new line of cars featuring “step down design”. These models had the lowest centre of gravity of any US car.

1950 – Following suspended operations from the war, Hudson reopened its Canadian outlets. Models available included the Pacemaker and Commodore. Sales totalled 143,586

1951 – The “Hornet” was introduced. Power came from a new high compression H-145 6 cylinder engine and 4 speed hydra-matic drive.

1952 – The Wasp series, built on a 119 inch wheelbase, was powered by the H-127 6 cylinder engine.

1953 – Hornet had now become national stock car racing champion. The long awaited ‘light car’, the Jet, made its debut. It was built on 105 inch wheelbase, standard transmission, overdrive or hydra-matic were available to back a 104 horsepower 6 cylinder economy engine. The company made another loss this year. Rumours about a merger
1954 – Changes this year took the form of a one piece curved windshield and new front end. Productions for Hudsons dipped. On May 1st Hudson Motor Car Co and Nash-Kelvinator Co merged to form American Motors Corp
1955 – New models were built on the basic body of the Nash but featured a new front end and other distinguishing refinements. The Jet was discontinued. Hudson Rambler and Nash Rambler were the same car with only different name plates.
1956 – Packard V8 engines were used. American Motors lost US\$19,746,243 on sales of US\$408 million
1957 – The last Hudson was built on 25th June 1957 as American Motors turned its concentration to Rambler models. Total production of 1957 Hudsons was only 4,080

Hudson, the car with the white triangle, after starting off so well in 1909, had come to its end. It left behind a history of erratic sales which dived one year and revived the next.

Twelve Days of Christmas

On the first day of Christmas my true love gave to me permission to attend the Kyabram ralleeee

On the second day of Christmas my true love gave to me, two Villiers engines and permission to attend the Kyabram ralleeee

On the third day of Christmas my true love gave to me, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the fourth day of Christmas my true love gave to me, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the fifth day of Christmas my true love gave to me, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the sixth day of Christmas my true love gave to me, six cakes for eating, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the seventh day of Christmas my true love gave to me, seven logs for sawing, six cakes for eating, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the eighth day of Christmas my true love gave to me, eight Mack truck mud flaps, seven logs for sawing, six cakes for eating, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the ninth day of Christmas my true love gave to me, nine ‘what is it’ items, eight Mack truck mud flaps, seven logs for sawing, six cakes for eating, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the tenth day of Christmas my true love gave to me, ten Listers chugging, nine ‘what is it’ items, eight Mack truck mud flaps, seven logs for sawing, six cakes for eating, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the eleventh day of Christmas my true love gave to me, eleven blacksmith hammers, ten Listers chugging, nine ‘what is it’ items, eight Mack truck mud flaps, seven logs for sawing, six cakes for eating, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

On the twelfth day of Christmas my true love gave to me, twelve feral vehicles, eleven blacksmith hammers, ten Listers chugging, nine ‘what is it’ items, eight Mack truck mud flaps, seven logs for sawing, six cakes for eating, Fiiiive – White – Truck – Photos, four sheep for shearing, three tractor spark plugs, two Villiers engines and permission to attend the Kyabram ralleeee

A Good Days Outing

If anyone is looking for somewhere to go for a good days outing, head over to Chiltern way and visit the Chiltern Motor Museum. Ross greatly recommends it.

It is situated at 545 Chiltern – Barnawartha Road, Barnawartha.

This museum is a privately operated collection of machinery and automotive memorabilia. The collection includes over 50 had operated petrol pumps, tractors, bulldozers and other farm machinery. It also includes signs, oil bottles and racks, auto cycles, vintage oil engines, tins etc.

You will need to make an appointment to visit this museum.

Gordon is the owner and you can ring him on (02) 6026 7382.

Today’s Quote

If you think you are too small to be effective, you have never been in the dark with a mosquito.

President's Phone Number

If you are wanting to contact Pete or Jane by phone, please do not ring the landline number as it is not working, due to problems with Telstra. Who hasn't had problems with Telstra? Pete can be contacted on his mobile 0403 846412 or if you cannot get a response from him (he is probably in the shed with something chugging away) try Jane's mobile 0431 933265.

Reports

Euroa show and Shine

Thanks Pete for this report.

On Sunday 1st October, Rob G, Lloyd and Marie B, Ross N, Peter, Jane and Ned F ventured over the hills to Euroa, to fly the flag for our club and also have the opportunity to advertise for our upcoming annual rally and muster.

Between them they displayed nine engines, five water pumps and one grain grinder.

After setting the alarm clock for an early rise, pushing a bit of breakfast down the neck, poking the nose out the door to see a near frost, they arrived at Euroa at 7am to find a near deserted Sunday morning town. Luckily by 9am the town was transformed and there were motor vehicles of all description everywhere, too many to count.

A good stream of people filed passed our spot, which was on the creek bank, and showed a fair interest.

A big V12 Merlin engine was on display opposite us and they started it up hourly, frightening the hell out of anyone who didn't expect it. Car awards were given out at 2.30pm and within an hour the town was deserted again and left spotlessly clean, from what I saw. The hospitality from the hosts was good, but they were pretty busy all day.

After our frosty start, the weather was clear to start with but then it came in cool and cloudy in the afternoon.

I have heard reports that there were 10,000 visitors to the town for this event. Not bad for a six hour event.

I would be happy to go back again next year and be a part of their show.

Tatura Show and Shine

Thanks again Pete for this report. Looks like you have had a few good weekends.

The Tatura Show and Shine was held on Sunday 15th October at the Tatura race course.

Club members who took along displays were Peter, Jane and Ned F, Greg Mc, Rob G, Ross N, Lloyd and Marie B, Bruce A, Andrew and Jules Mc, Jack M, Ray G, Peter and Tracey R, and Frank T.

Some of our members, Michelle G and the kids, Bonnie F and the kids and Neville A and son, called in to visit.

Between us we had displays of 13 engines, 3 tractors, 1 crawler, 2 trucks, 2 cars, 8 water tanks, 3 outboard motors and 1 chaff cutter that is 100 years old.

It was a really good day and a great turn out by our members. We had a good display behind the wire and vehicles outside the wire under the gum trees. We were situated in the same spot as last year, with visitors parking on one side of us and the main show on the other side, which meant that everyone had to walk past us. While I didn't go over for a look, there seemed to be a good variety of cars and bikes, which were well presented and in good condition. They had five aircraft in formation fly over several times. (someone has good mates).

Around 20 of our members shared a yummy BBQ lunch, with thanks to Jane and her helpers.

The hospitality from the host club was good and they were happy to please us and let us do our thing, our way.

The interest from the public was good, especially when we handed out balloons to the children. These were well received.

The weather was good and sunny, 26 °. It was hot in the sun and we were glad of the shade from the grey box trees in the afternoon.

It was a really, really good day and I recommend it to other club members to come along next year.

For Sale

While attending a rally, Pete came across some Cooper engine parts for sale, over Wangaratta way. If anyone is interest, Pete has the details.

Anyone Have One of These?

The Goldfields Diamond Drilling Co. Pty Ltd was the manufacturer of the Goldfields Petrol Engine. This firm originated in the Kalgoorlie Goldfields WA, where they specialised in drilling equipment and rigs, and produced steam as well as internal combustion engines. The Goldfields petrol engine was a slightly modified replica of the USA produced Armstrong Manufacturing Co. of Waterloo, Iowa.

Built principally for powering the Goldfields Diamond Drilling rigs, around 25 engines are believed to have been built at the Sturt Street, South Melbourne factory in Victoria in the early 1920's. Apart from the ignition system, it was made completely in the Melbourne plant. It is probable that only a 6hp @ 175-350 rpm was produced. The Goldfields engine was a conventional American-inspired engine of open crank hopper-cooled pushed-rod design, with a 5" bore and 10" stroke. Ignition was either Webster Tripolar Oscillator low-tension generator situated on an igniter, or battery-box ignition. The crude mixer (carburettor) was fabricated from a plumber's type ¼ " right angle needle valve and a ¼ " swinging door choke valve. The governor is activated by flyweights on a flywheel which moved a cone mounted on the crank which in turn hit upon a lever which held up the exhaust-valve pushrod. The exhaust valve is open whilst the intake valve is held closed.