

HUDSON KING OF THE ROAD

From its very beginning, Hudson was a sound, exciting and profitable company. From 1909 until 1954 when it became a part of American Motors, Hudson made more than 3.5 million vehicles using the nameplates of Hudson, Essex, and Terraplane.

Hudsons were known for superior performance, innovative engineering and superlative public relations. Essex was America's first fully enclosed, low-priced car. Over the years, Hudson was responsible for many firsts: dashboard gauges for oil, temperature, fuel, and electric; metallic paints; duo automatic brakes; gearshift on the steering column and more (see list). In 1948, Hudson's "step down" design resulted in a new road-hugging car that handled superlatively. Its unit body construction made it exceptionally strong and free of rattles. Engineers considered it the safest automobile ever produced.

From 1925 to 1929, Hudson was the third highest selling car in the nation, right behind Ford and Chevrolet. The year 1929, of course, ushered in some desperate years for all auto makers, but especially Hudson whose sales fell 80 per cent and its ranking to seventh. In 1932, as the Depression reached low levels, Hudson responded with drastic, innovative and imaginative moves in engineering, styling and public relations. They introduced the Essex – Terraplane.

Hudson sought to capture the excitement directed to aviation. Only two months before the Terraplane introduction, Amelia Earhart had become the first woman to fly solo across the Atlantic Ocean. On July 21, 1932, aviatrix Amelia Earhart broke a bottle of aviation gasoline over the radiator ornament of a new sedan with the words, "I christen thee Essex Terraplane." At \$425, the newcomer not only undercut the Ford V-8 by \$35, but also claimed the highest advertised power-to-weight ratio of any production automobile in the world. Hudson claimed brashly, "In the air, it's aeroplaning; on the sea, it's aquaplaning;

but on land in the traffic, on the hills, and on the open highway, hot-diggity-dog, that's terraplaning." I told my friends that it would fly over other cars. There was a very popular song, "The Terraplane Blues." The first of the new cars was given to aviation pioneer Orville Wright. Miss Earhart received car #2.

Within two months of the christening ceremonies, Terraplane broke all stock car records for hill climbing on the annual Pikes Peak Climb. By 1933, Essex Terraplanes were posting new records all across the country. The Terraplane Eight, America's lowest priced straight eight broke a full dozen AAA stock car records at Daytona Beach.

Throughout the Depression years, Hudson continued to innovate and promote in an imaginative manner. The "electric hand" put the gearshift on the steering column. Duo automatic was the best braking system in the industry and retained until 1954. It provided a braking "failsafe" to the hydraulic brake. Hudson managed to survive with these and more (many more!) industry "firsts."

Hudson Hornet dominance of national championship stock car racing from 1951 through 1954 is cited as one of the high points of performance history for the independents. For Hudson it may have been a notable accomplishment as well, but it was by no means rare. Starting with the Model 20 in 1909, Hudsons were entered in performance contests by factory personnel and others, usually with bragging rights being the result.

Throughout its history, Hudsons, as well as lower priced Essex and Terraplane models, relied on balance to achieve performance. A combination of dependable engines, solid chassis and well-designed suspension produced the desired results.

The Hornets, like so many Hudsons, relied on the L-head six engine for power, which by the time it was introduced was considered obsolete. However, the Hudson also had "Step-Down" design, which combined a unitized chassis, lower center of gravity, and an understanding of heavy-duty and speed parts that the competition was years behind in utilizing. Hudsons won.

For years, Hudson trumped all contestants in speed, performance and reliability, setting records almost every year, even winning the Tour de France at

times. Its performance was not ignored by bootleggers and bank robbers, including John Dillinger who used it in their escapades. Whenever a Terraplane was stolen in the Southwest, local police were alerted to a possible bank robbery.

Before 1948, American passenger cars were placed on frame rails. Running boards would help passengers step into cars. Hudson made history with its "step down" design. Designed for comfort, Marshall Teage saw its road-hugging ability deriving from its low center of gravity. In 1950, Hudson introduced its 308 cubic inch L-head six. From 1951 to 1955, Hudson won 143 races including 79 on what is now NASCAR's Winston cup circuit! To say that Hudson dominated NASCAR would be a gross understatement. Often overlooked in great champions' records are their second place records (e.g., Jack Nicklaus was a 19-times grand slam runner-up). Hudson was runner-up over 70 times. As late as 25 years (1978) after Hudson's demise, its Winston cup wins still were among the highest even when compared to still extant marques! (See next pages)

But while the Hudson Hornet was "burning up the tracks," the same enthusiasm was not found in the marketplace. Two factors stood in its way: In 1948, Hudson created a wonderful automobile, solid, durable, roadable. In the 1951 Hornet, they added the finest L-Head six ever produced with startling performance. But the "step down" was almost impossible to alter, and annual facelifts had become the name of the post-war competitive game. Secondly, the V-8 engine became important in the consumers fickle (even illogical) mind even if the Hudson six might out perform it. The buyer wanted to see more spark plugs when he opened the hood. These factors combined with Hudson's failing distribution, discussed earlier, forced its demise.

A Hudson-Jones customer list is unavailable and, since I was never actually in the business, my recall is minimal at best. Hopefully, as this story circulates, Hudson fans will surface and will be added as an appendix. Two loyal customers come to mind, however: Luther Hill (Sr.), the Des Moines Register publisher, owned a number of Hudsons (see Mary Hippee Hill exhibit) as did another Des Moines Register executive, Sec Taylor. We lived next door to

Taylor whose wife was flamboyant in personality, clothing, and style. She was the Carmen Miranda of Kingman Boulevard and insisted on colorful Hudson convertibles with red leather seats. I once suggested to Mike Gartner, when he was seeking another name for his baseball stadium, that he should name it Hazel Taylor and paint it red!

Hudson does not lack for fanatic devotees. The national Hudson-Essex-Terraplane Club boasts over 2,500 members. These collectors are well served by Hudson's sheer invulnerability to the ravages of time, enabling the cars to survive for decades.

In 1990, what was tantamount to a memorial service was conducted for Hudson, 35 years after its demise. Providing the transportation for Miss Daisy was a 1949 Hudson that enabled Jessica Tandy to become the oldest Academy Award winning actor ever and the movie *Driving Miss Daisy* to win an Oscar for the shortest movie ever given the award! Forty years earlier, in a 1949 convertible with the same "step down" construction, I had just met and was "Driving Miss Katie."

HUDSON FIRSTS

1910 Fluid-cushioned clutch

- 1912 First successful 6 cylinder car at a popular price
- 1913 First sedan type body
- 1913 First Cabriolet-type body
- 1916 First high compression L-head engine with non-detonating cylinder heads
- 1916 modern high-speed power plant
- 1916 Simplified engine design
- 1916 Automatic and positive engine lubrication

1916 Compensated inherently balanced crankshaft

- 1916 Deep section chassis frame side-members
- 1918 Full floating piston pins
- 1918 Patented box type frame cross members
- 1919 Metric spark plugs standard
- 1921 Adjustable seats
- 1922 Quiet roller cam valve tappets

1922 First coach, first low priced closed body

- 1922 Sedan-type body with non-reflecting windshield
- 1924 Patented splayed rear spring suspension
- 1924 Front and rear axles heavy duty roller bearings
- 1924 Felt insulation of dash and front compartment
- 1924 First 6-cylinder closed car to list for less than \$1,000
- 1924 Full balloon tires - low priced field
- 1924 Adjustable steering wheel - low priced field

1926 First to produce steel bodies on a production basis in own plant

- 1926 Starter on instrument panel
- 1928 First natural grip steering wheel
- 1929 Duo-Flo oiling (patented)
- 1929 Labyrinthian motor oil cooling
- 1929 Combination electric oil and gas gauge

Salisbury Auto Classic Offers a Recipe For Success

The 4th Annual Salisbury Automobile Classic has positioned itself as the premier event for Salisbury House in 2003. Vintage automobiles and their owners from over twelve states and Canada gathered for a two-day event in Des Moines, Iowa that culminated with a kick off for Motor Iowa 1000. Hailed by *Old Cars Weekly* as 'one of the finest displays of classic and vintage cars in the Midwest', the Auto Classic lived up to its reputation as ninety-six vehicles, ranging from a 1902 Haynes Apperson to a 1964 Lincoln Continental, were on display.

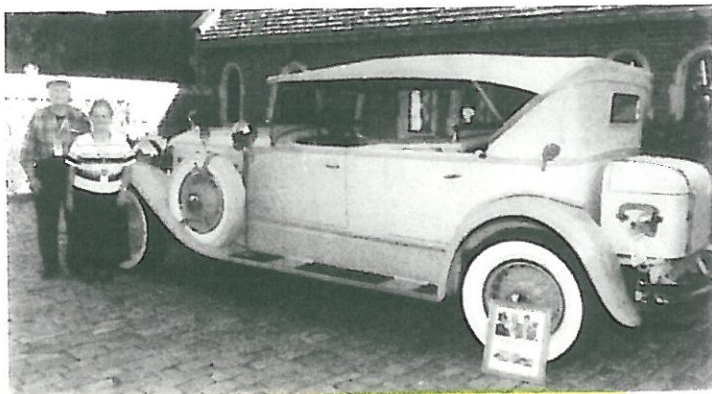
Salisbury House Foundation has estimated that over 1,600 people attended the Classic, which doubles the number of people in attendance from the previous year. We suspect the event's tremendous success was due to:

- The wonderful backdrop of Salisbury House, built by Carl and Edith Weeks during the 1920s, a time when Cadillacs, Packards, Duesenbergs, Auburns and Cords would have filled the circle drive for an evening of hospitality and celebration.
- The celebration of the 100th Anniversary of Ford Motor Company, founded by Henry Ford. His innovative designs

and ideas did not go unnoticed as Fords served as the Special-Interest Category for 2003. Over fifty Fords were represented at the Classic, spotlighting the pre-war years of the Model A and T to the post-war years of the Thunderbird and Mustang.

- An appearance by the 1934 Don Hubert Special, otherwise known as "The Rocket Car". A true crowd favorite among the kids as it fired its 'rocket propelled engines'. The Rocket Car was also on hand a day prior to the event to race a few laps around the dirt track of the grand concourse at the Iowa State Fairgrounds, where it had raced some fifty-five years earlier.
- The wonderful spirit of the owners and spouses of the vehicles on display, like 92 year old Floyd DuVall of Dubuque, Iowa with his 1928 Elcar and Eldon Hostetler of Middlebury, Indiana with his 1929 Hudson (one of forty-six in his collection).
- The overwhelming commitment and dedication to the success of the event by Salisbury House staff.

Auto Classic, continued on page 9



People's Choice Award – Eldon and Esta Hostetler of Middlebury, Indiana with their 1929 Hudson, Sport Phaeton.

What Some Of The Participants Are Saying About the Salisbury Automobile Classic

"Thank you for inviting Amy and I to participate in your 2003 Salisbury Automobile Classic. Your show was the best we have attended or participated in. The keys for a good show are planning, communication, dedicated volunteers, knowledgeable sponsorship, and exceptional focus on show participants and attendees. You, your committee, and staff performed exceptionally in all those key areas. We were so impressed with your show that we are looking forward to submitting an application to next year's event. We appreciate your efforts in making this a truly exceptional show."

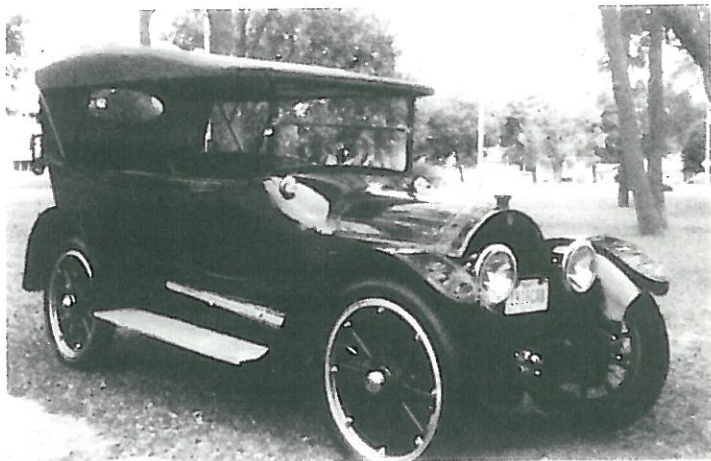
*Ralph Marquardt, Cottage Grove, MN
1963 Ford Cayuse Convertible*

"Perhaps the only thing that exceeded your enthusiasm for the Salisbury House tour last weekend was the marvelous weather you ordered. Margaret and I want to thank you for the hospitality and the class that you and your people displayed. It was top drawer."

*Frank Augustine, Eagan, MN
1929 Ford Model A Sports Coupe*

"I can say without equivocation that your organization's event was the highlight of my twenty years of showing antique automobiles. Your organization was superb and your attentiveness to the participants was more akin to treatment due royalty. I was most impressed with your friendly and knowledgeable staff and their collective dedication to the effort of restoration and preservation of the spectacular treasure that is Salisbury House. I have always been proud of being an Iowan and your event has reaffirmed that pride. Thank you ever so much!"

*Bill Jepsen, Boone, IA
1956 Ford Sunliner Convertible*



Chairman's Choice Award – Andy Flagge and Linda Scharf of Fort Dodge, Iowa took home the Chairman's Choice with their 1916 Cadillac, 7 Passenger Touring.

Hudson collector hosts open house

Hudson collector Eldon Hostetler will host an open house at his residence in Middlebury, Ind., on July 11, from 9 a.m. to 4 p.m.

"On display will be the world's largest collection of unusual Hudson, Essex, Dover, and Terraplane vehicles," said Hostetler.

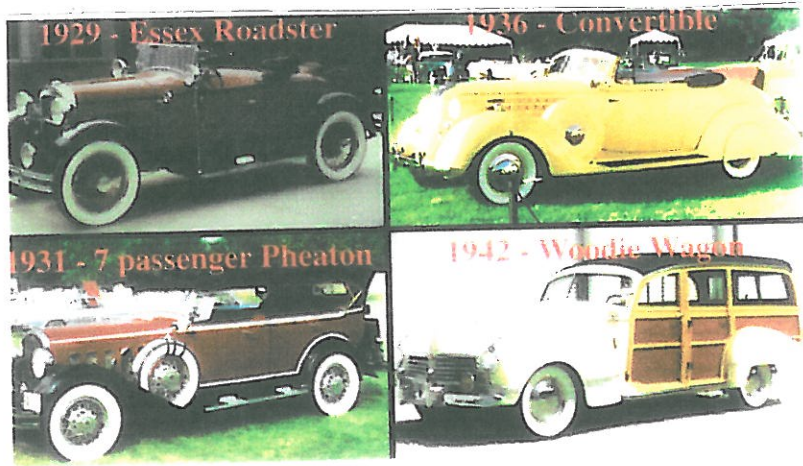
Hostetler's collection contains fully restored cars from 1909 to 1956. Many of the cars are custom-bodied examples from builders such as Biddle & Smart, Murphy, Briggs, and Murray.

The collection also features a very rare Dover mail truck, 1917 Hudson race car, and the 1931 Hudson seven-passenger phaeton built for president Herbert Hoover.

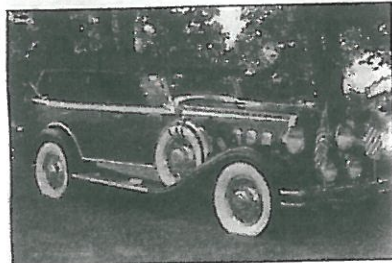
"If you liked Hudsons at one time," said Hostetler, "this collection will bring back many memories."

The event is a fund raiser for The Window, a Goshen, Ind., organization that serves the elderly and needy people in the community.

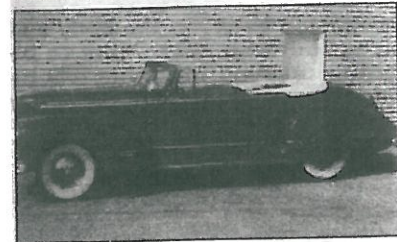
For more information, phone (219) 825-2672.



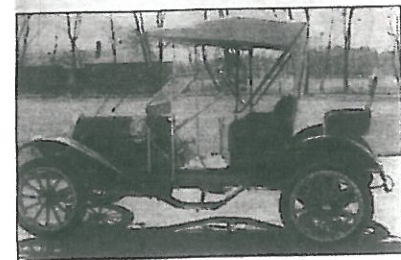
Very rare 1929 Dover mail truck.



Herbert Hoover's '31 Hudson.



1946 Hudson convertible.



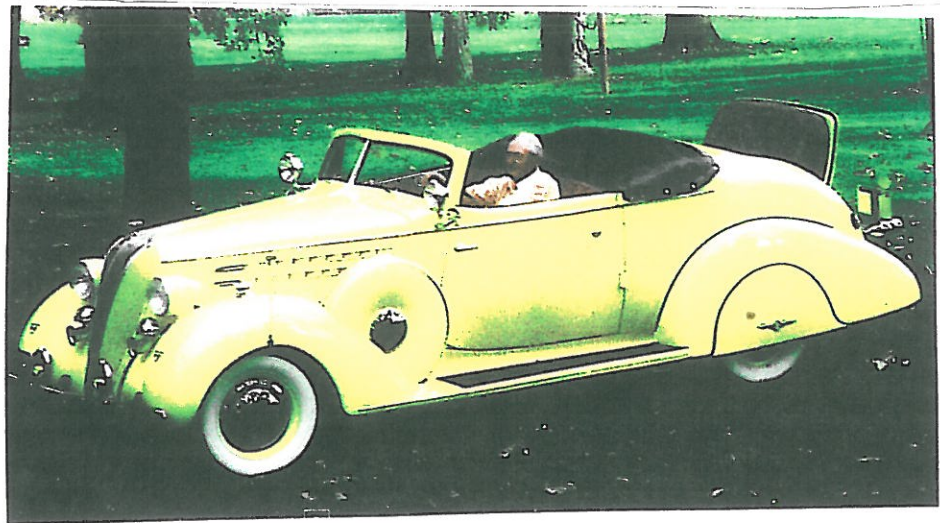
1909 Hudson Model 30.

Eldon & Esta Hostetler
 15110 CR 20
 Middlebury, IN 46540

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Telephone: 219-825-2672

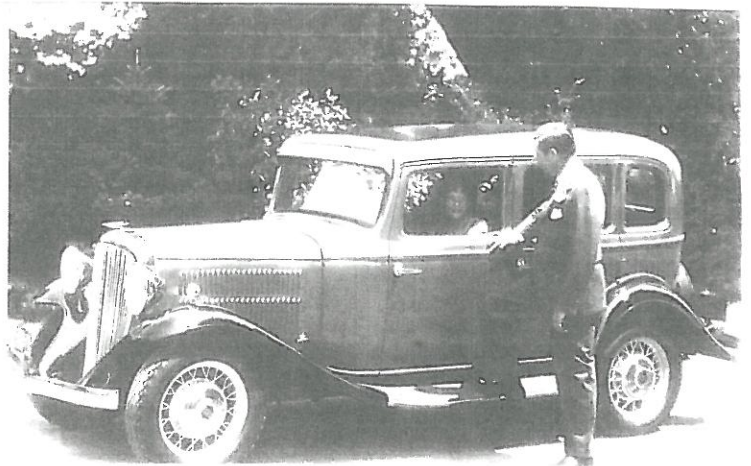
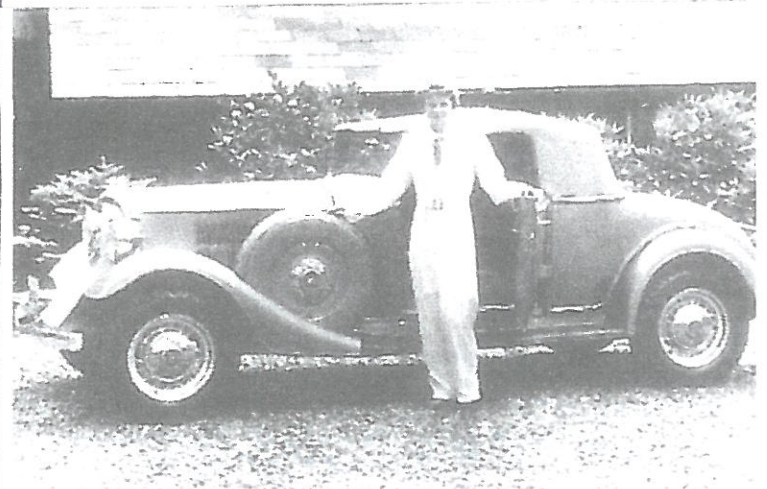
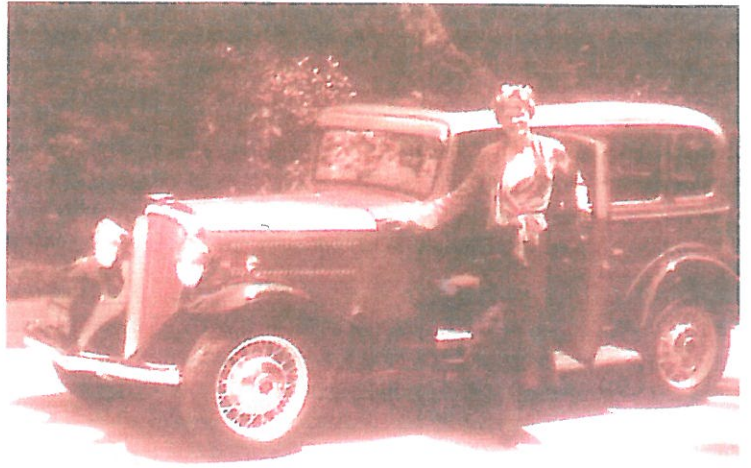
- Collectors of Unusual Hudson's -

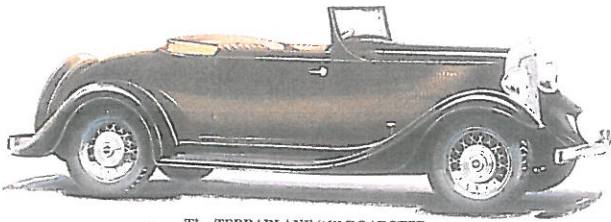


2. Eldon Hostetler, a leading collector of the Hudson marques, shows how easy it is to maneuver the sporty but still rather large Hudson. Hostetler, of Middlebury, Ind., owns 33 Hudsons, Esseys and Terraplanes.

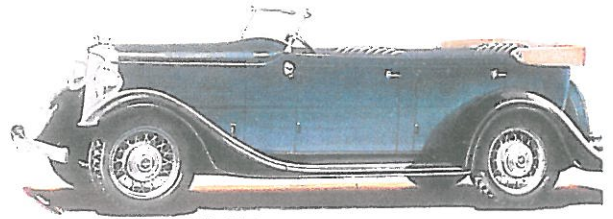


On July 21, 1932, aviatrix Amelia Earhart broke a bottle of aviation gasoline over the radiator ornament of a new sedan with the words, "I christen thee Essex Terraplane." At \$425, the newcomer not only undercut the Ford V-8 by \$35, but also claimed the highest advertised power-to-weight ratio of any production automobile in the world.

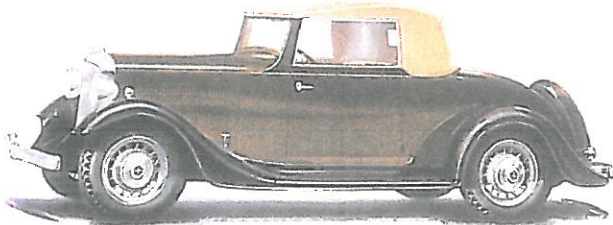




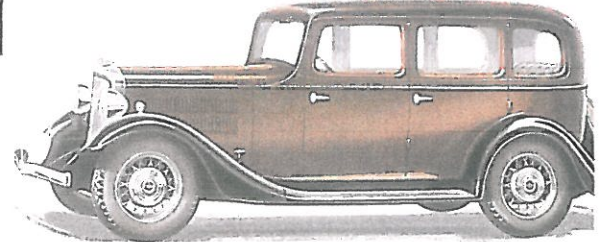
The TERRAPLANE "6" ROADSTER
 For two or four passengers. Package compartment or rumble seat in rear. Leather upholstery. Easily adjustable top.



The TERRAPLANE "6" PHAETON
 For five passengers. The convenient, easily handled top folds back into a trim boot at the rear. Upholstered in weatherproof leather.



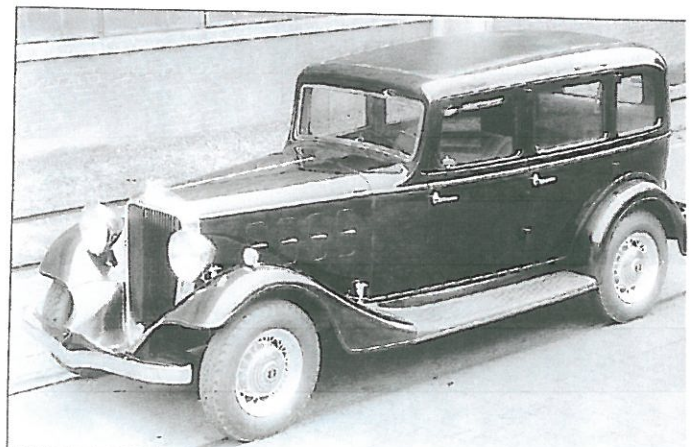
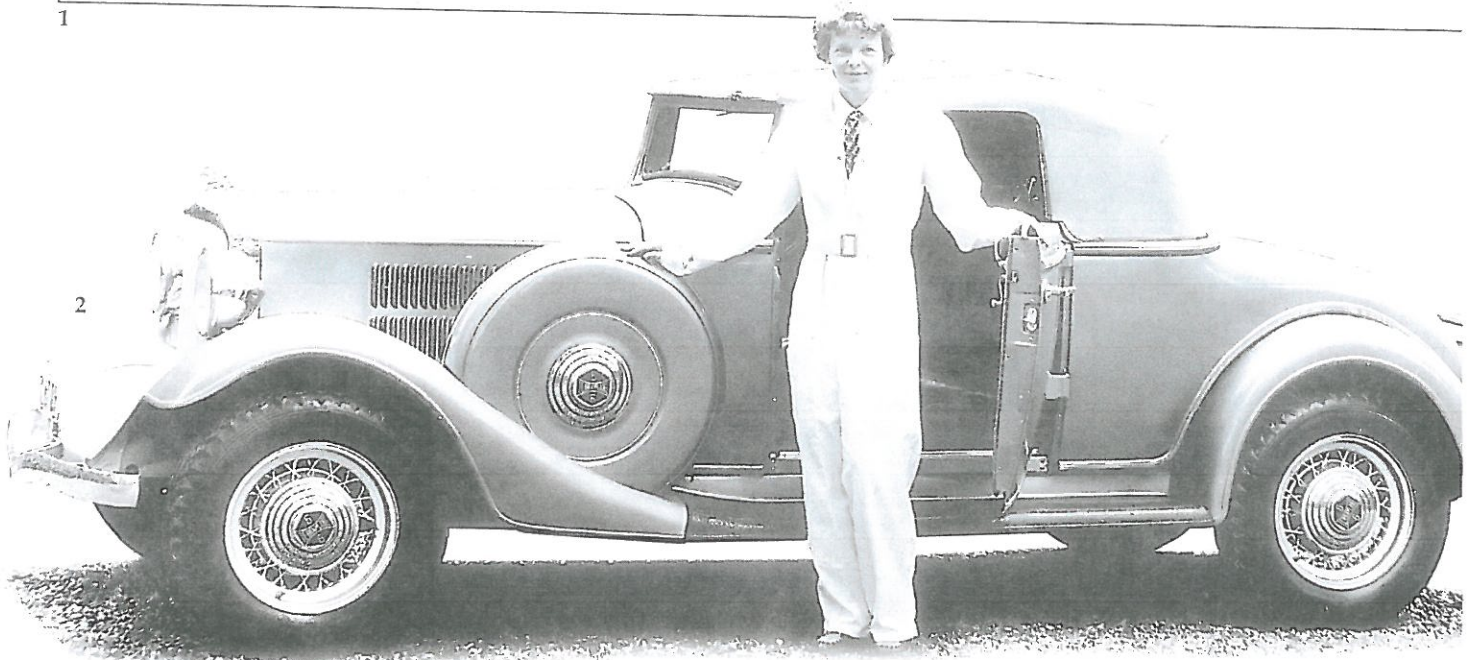
The TERRAPLANE "6" CONVERTIBLE COUPE
 For four passengers. A snug coupe and trim sports roadster in one. The top can be raised or lowered in an instant. Brown leather upholstery.

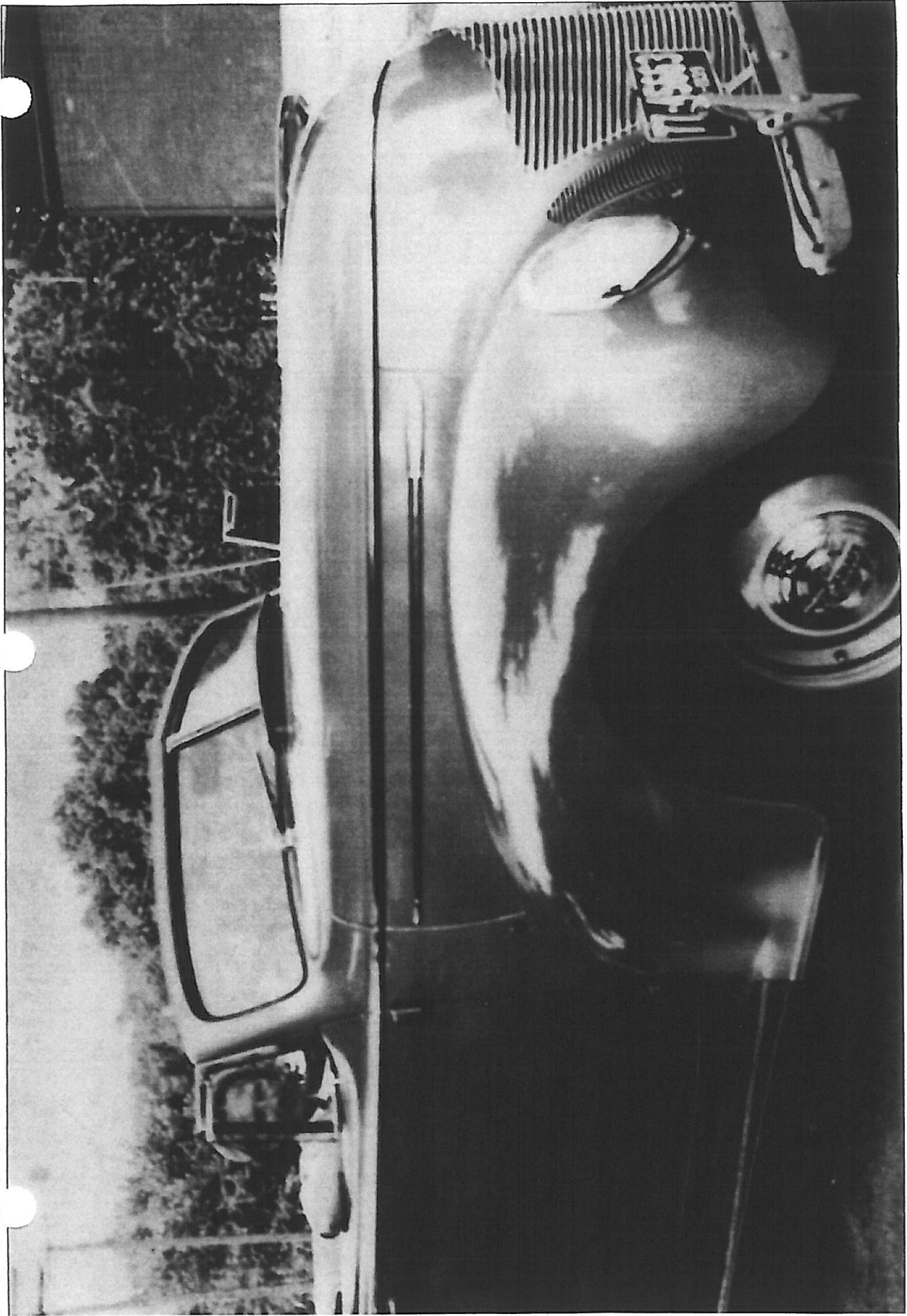


The TERRAPLANE "6" SPECIAL SEDAN
 Even bigger and roomier than the Standard Sedan. Extra leg-room, especially in rear compartment. Mohair upholstery. Fittings of ivory and silver finish.

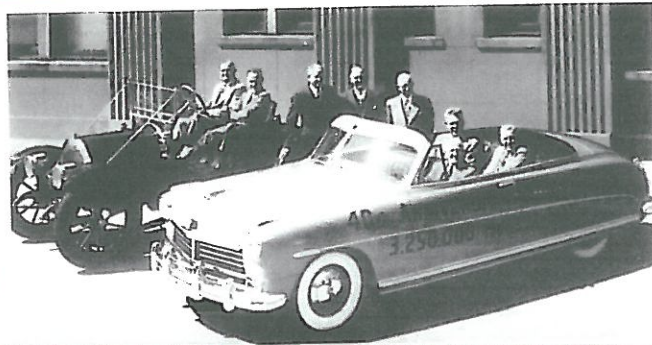
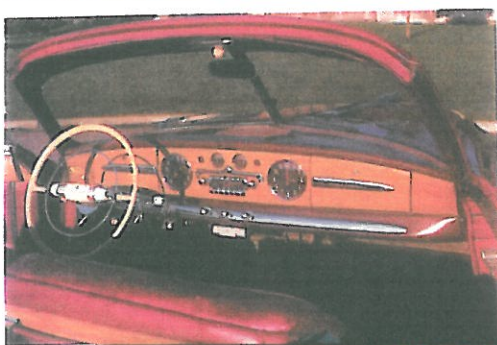
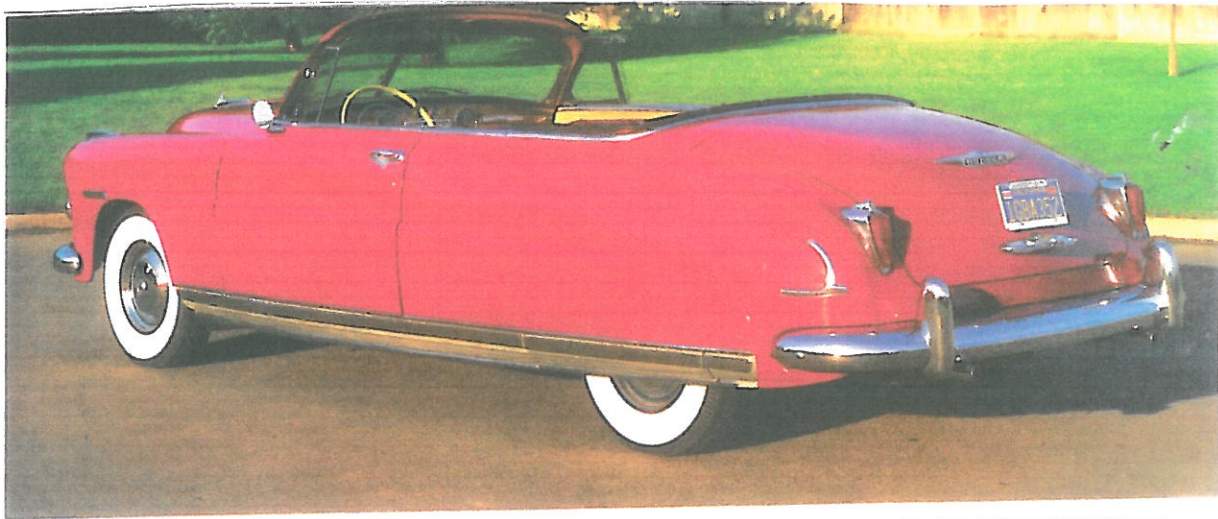
The 1933 Terraplane Six

Eleven Bigger, Roomier Models





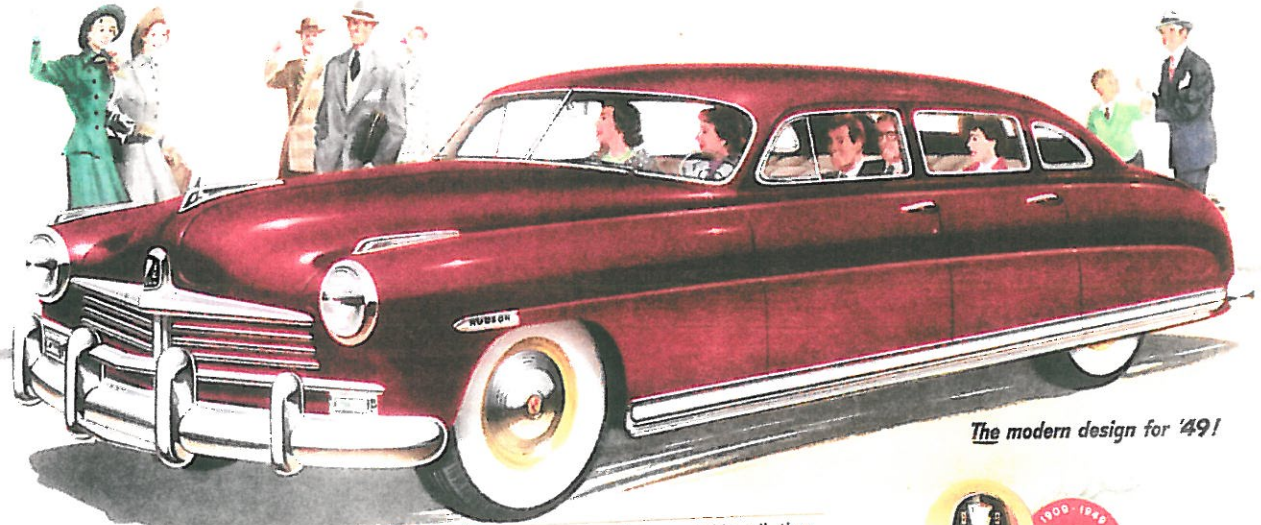
Mary Hippee Hill in her 1939 Hudson Open Car



As the son of an automobile dealer, I was given easy access to spectacular new vehicles. In the summer of 1949, I drove two Hudson convertibles – one yellow, another blue, each with red leather seats. The pictured red convertible is identical to those except for color.

HUDSON brings you THE MOST of all you've wanted most!

The amazing and exclusive New Hudson "step-down" design is the key, not to just one or two "features", but to overwhelming advantages in beauty, room, ride, performance and safety obtainable only in this entirely new type of motor car!



The modern design for '49!

Once you drive the gorgeous, low-built New Hudson, it's easy to forget vague promises of just a little "more" of this or that!

Here, in one magnificent automobile, is complete and thrilling proof of what designers have always known—that the lower a car can be built, the more graceful its lines can be made, the better it will ride and perform, the more surety it will handle and the safer it will be!

Incidentally, all makers now claim their cars are "lower". But the New Hudson is not just "lower". It's the *lowest-built* ever on the highway! Yet, thanks to "step-down" design, Hudson has amazing head room and full road clearance!

Here is not just a "more" beautiful car, but the perfectly proportioned, wonderfully symmetrical car millions yet America's *most* beautiful. That's "step-down" design!

Here is not just a "roomier" car, but a car with the *most* seating room in any mass-produced automobile built today! "Step-down" design again!

Here is not just a "more" long-the-road ride. The New Hudson has the *most* stability in motion you've ever experienced in an automobile, because it has the *lowest* center of gravity in any American car! That means the *most* sureness in handling, the *most* safety! And that's "step-down" design!

And here is not just "more" performance, but the *most* performance! Hudson—long famous for performance—brings you two great engines: the all-new, high-compression Super-Six—America's *most* powerful Six—or the masterful Super-Eight, the basic power plant for Hudson built cars that hold the *most* official AAA records in the book!

What's more, only Hudson provides all these exclusive features that contribute so greatly to long life and low upkeep costs: completely balanced engine, chrome-alloy motor block, fluid-cushioned clutch, dual carburetor and all-welded Monobilt body-and-frame.*

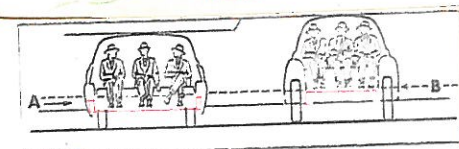
So why settle for just a little "more" when the wonderful New Hudson—at its value-packed price—brings you the *most* on every count?

Your Hudson dealer has one of these great cars awaiting you for a trial drive. Won't you see him right away?

* * *

ONLY HUDSON BRINGS YOU ALL THESE PLUS FEATURES: Automatic gear shifting with Drive-Master Transmission* . . . 121-h.p. high-compression Super-Six Engine, or masterful 128-h.p. Super-Eight . . . Center-Point Steering . . . Tripla-Safe Brakes . . . Full-View Curved Windshield . . . Wide-Arc Vision . . . No-Glare Instrument Panel . . . Interior Door Handles, Window Controls in recessed door panels . . . Super-Cushion Tires . . . Safety-Typo Rims . . . Weather-Control Heater-Conditioned-Air System**.

**Optional at slight extra cost. *Trade-mark and patents pending.



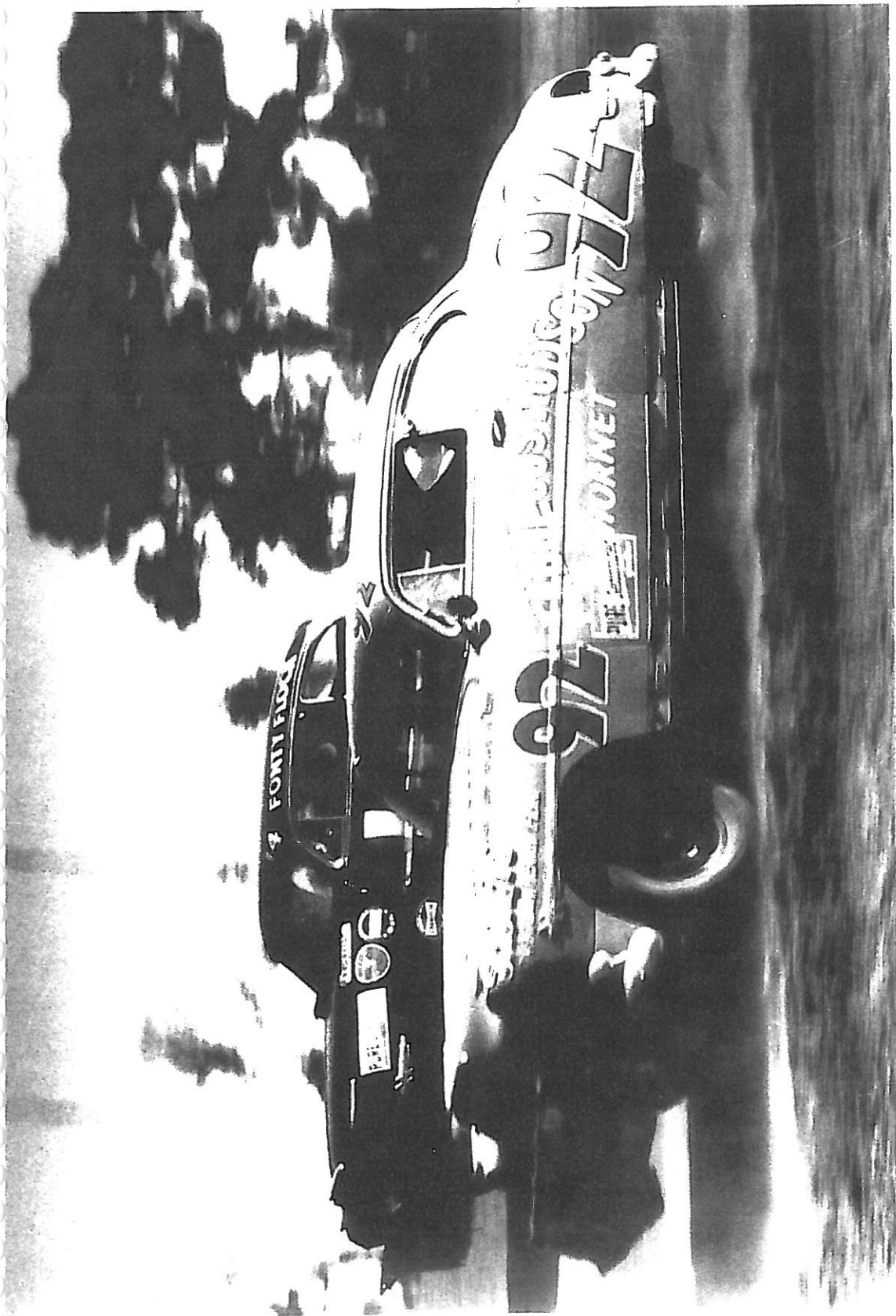
Hudson's "step-down" zone at "A", above left, permits a lower center of gravity for greater safety, improved roadability, smoother ride; provides amazing head room, far more seat room; allows a low, streamlined silhouette—full road clearance.

All other cars have floor on top of frame (see "B", above right) so they fail to utilize vital space between frame members. Result is a higher center of gravity and either a high roof line or insufficient head room; seats are also narrower.

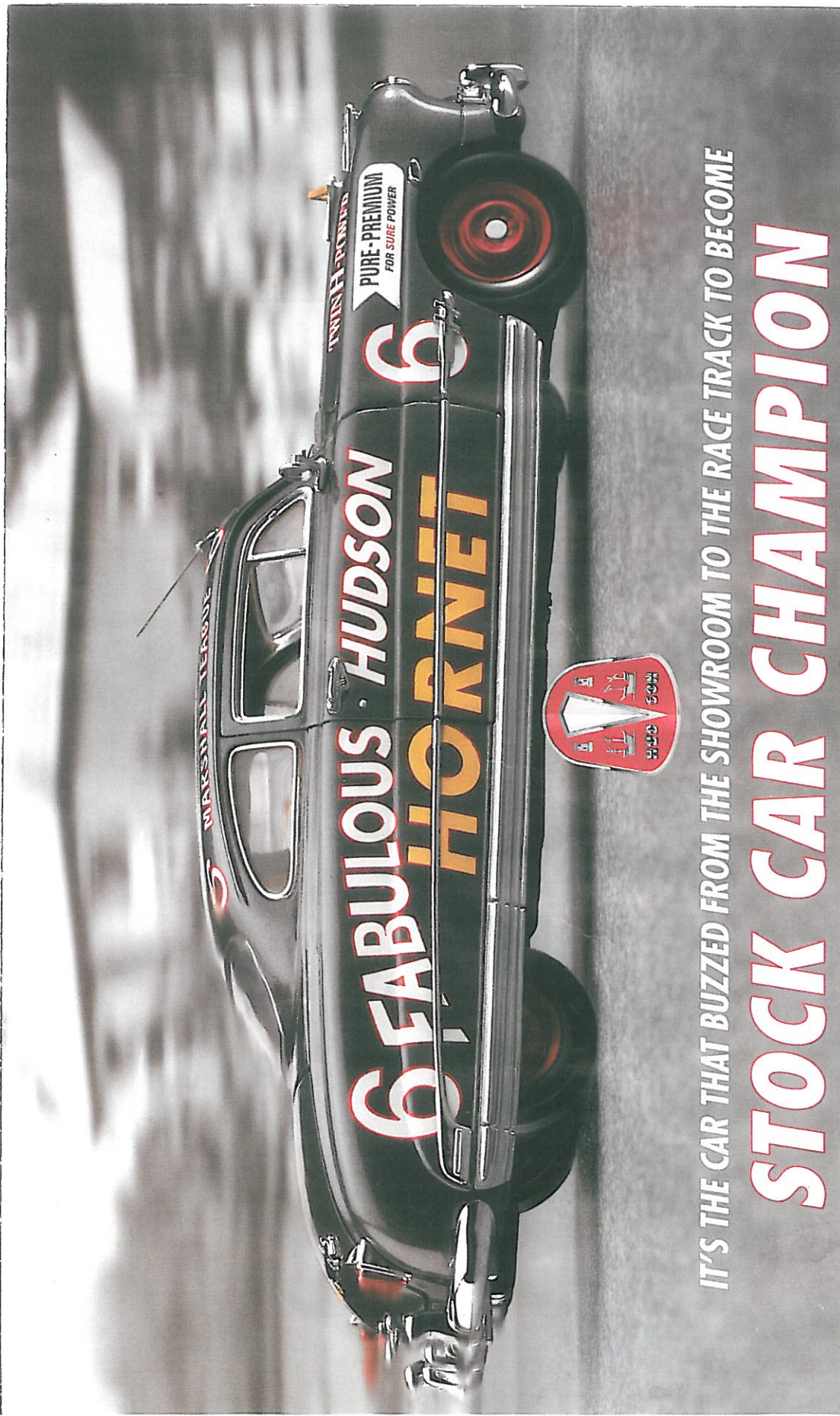
New Hudson

ONLY CAR WITH THE STEP DOWN DESIGN

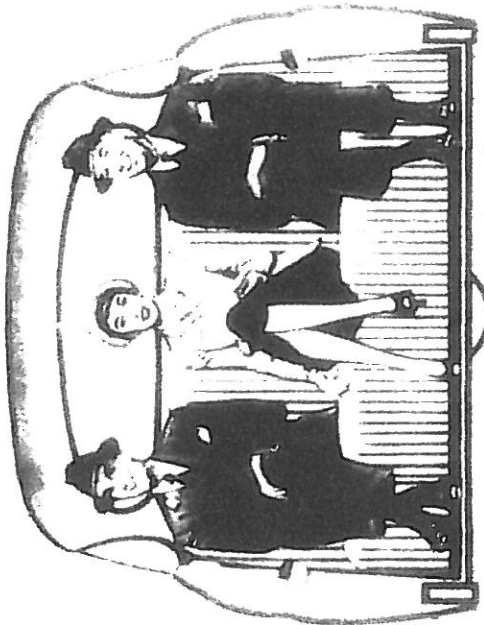
Eight body styles in Super Series and Commodore Custom Series. Ten rich body colors. Two special colors, five two-tone combinations—white sidewall tires—at extra cost.



Hudsons had been raced for a while, but in 1951 they began to come on strong. The Hudson offered racers both power and handling. The motor was more than adequate, and Hudson "dropped" the body more between the frame rails, which did wonders for the car's handling by lowering the car's center of gravity. Hudson became the dominator in the early 1950s. Racers of the time couldn't do much in the way of modifications, so choosing the best-handling, most powerful model offered by the manufacturers was critical. Herb Thomas chose well, as he won the 1951 Grand National Championship in his "Fabulous Hudson." Herb Thomas started the 1951 season in a 1950 Plymouth, but by the end of the year he had switched to a 1951 Hudson Hornet. Thomas chalked up seven wins in 34 starts. *International Motorsports Hall of Fame*



IT'S THE CAR THAT BUZZED FROM THE SHOWROOM TO THE RACE TRACK TO BECOME
STOCK CAR CHAMPION



Factory publicity photo compares the '48 Step-down's lower, wider seating position (left) with that of contemporary competitors.

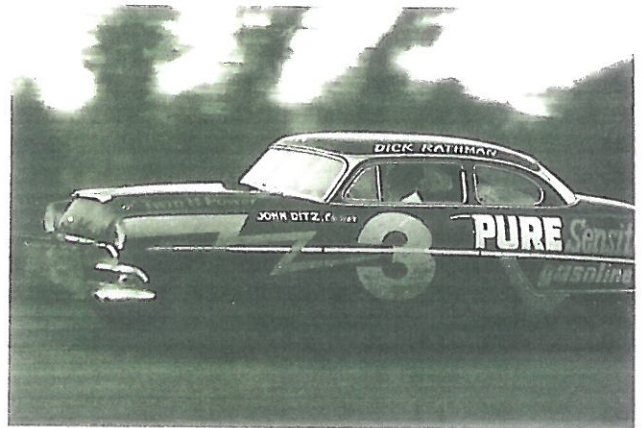
1950-1960

The Fabulous Hudson Hornets



BEFORE 1948, the bodies of American passenger cars were placed on top of the frame rails.

Running boards were needed to help passengers step into cars. Hudson Motor Company made history that year with its "step down" passenger compartment dropped between the rails. Hudson designed the car for passenger comfort, but Marshall Teague noticed that it improved road-hugging ability and saw its potential for NASCAR's new "strictly stock" class. Two years later, Hudson introduced its 308-cubic-inch L-head six and from 1951 to 1955, Hudsons won 143 races, including 79 on what is now NASCAR's Winston Cup circuit. They won three straight NASCAR season championships. Hudson was NASCAR's first factory team, and the factory produced option packages with upgraded shocks, wheels, rear axles, and manifolds to enhance its performance on the track.

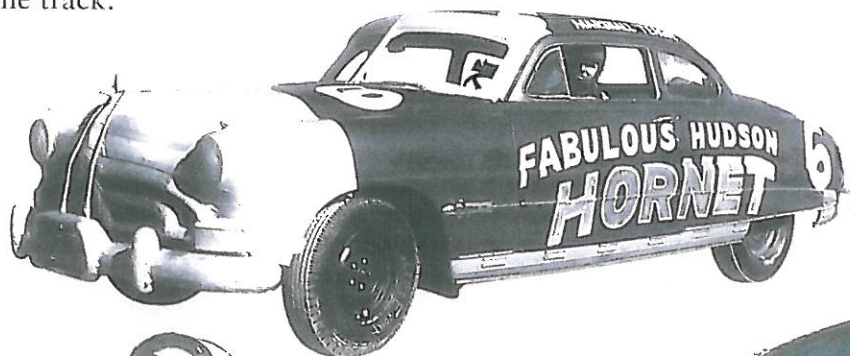


▲ AN EARLY STAR

Dick Rathmann often had his name misspelled on his Hornet. He won 14 races and recorded 55 top-three finishes.

▼ HUDSON PIONEER

Marshall Teague won 22 races and two AAA titles for Hudson.

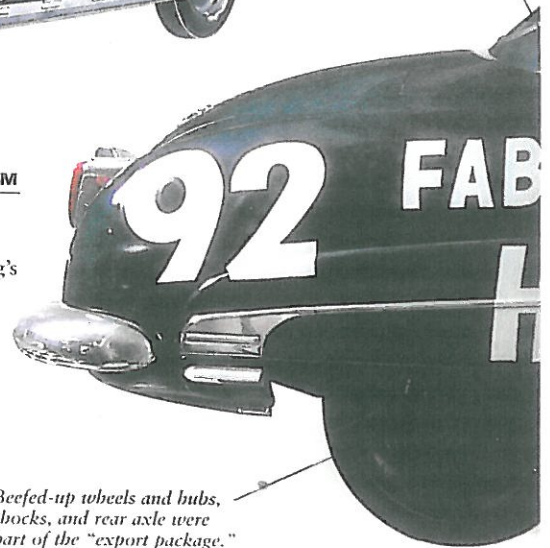


Flock said Hudsons "look and acted like a football. When they flipped, they rolled and rolled."



◀ FIRST FACTORY TEAM

Herb Thomas (left) and Marshall Teague were drivers on stock car racing's first factory team.



Beefed-up wheels and hubs, shocks, and rear axle were part of the "export package."

Those Fabulous Hudson Hornets

Hudson introduced its "Step-down" design cars in 1948. The driver and passengers stepped down into the car, rather than up onto the floorboard. This unibody design had a low center of gravity that afforded superior handling. Still, Hudsons were largely overlooked by NASCAR drivers until the release of the 1951 Hudson Hornet, which featured a powerful 308-cid "H-145" straight six that made 145 horsepower. NASCAR competitors soon took notice and the results were amazing.

Hudsons began winning NASCAR Grand National races with regularity, and drivers sang the Hornet's praises. In a 1952 booklet entitled *Why the Fabulous Hudson Hornet is a Winner*, NASCAR veteran Marshall Teague noted that the "Monobilt body-and-frame gives Hudson structural rigidity or just plain ruggedness that no other car has." In that same booklet, Herb Thomas said he gained a lot of distance in turns. Thomas drove a Hudson to the 1951 NASCAR Grand National championship, winning seven races. Overall, Hornets won a dozen races that year. Of the 34 NASCAR Grand National races run in 1952, Hudson won 27. Tim Flock took the title behind the wheel of a Hudson. Over the next two years, Hudson won 39 of 74 races. Herb Thomas drove a Hudson to the '53 title, but Lee Petty broke Hudson's three-year string by claiming the '54 crown driving mostly Dodges.

By 1955, rival automakers had designed more-powerful, lightweight vehicles, and the Fords, Chryslers, and Chevs rolling off assembly lines were ideal for racing. Hudson had made only peripheral changes to the Hornet in '55, and virtually every Hudson driver switched to Hudson's competitors.

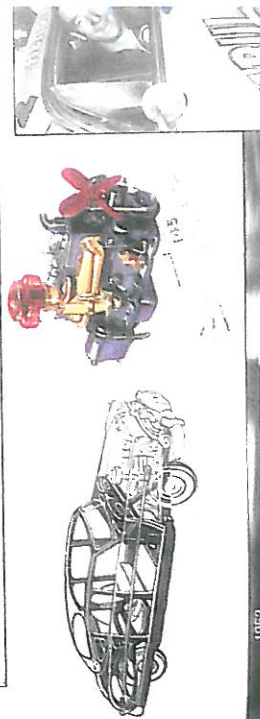
Hudson never won a NASCAR Grand National race after February 1955. But for four years, the Hudson Hornet ruled the stock car racing world.



HUDSON HORNETS SET ALL-TIME STOCK CAR RECORD!

31 VICTORIES IN 35 STARTS!
Here is history that the car gains sets a positive atmosphere in sportivity

Year	Driver	Wins	Top 5s	Top 10s
1951	Herb Thomas	12	18	22
1952	Tim Flock	27	31	34
1953	Herb Thomas	39	42	45
1954	Lee Petty	39	42	45
1955	Lee Petty	39	42	45



HUDSON HORNETS HIGHLIGHTS

From 1951–1955, Hudson Hornets competed on five major stock car series with astounding success.

Hudson Hornets scored 143 wins, 112 seconds, and 72 thirds. Hudson's leading drivers:

	1st	2nd	3rd
Herb Thomas	43	24	11
Marshall Teague	22	10	5
Dick Rathmann	14	24	17
Tim Flock	10	7	4
Frank Mundy	9	4	6
Jim Reed	7	4	1
Lou Figaro	7	1	3
Danny Letner	6	1	1

**1951-1954 RECORD OF NASCAR GRAND NATIONAL
TOTAL RACES WON**

Car Make	1951	1952	1953	1954	Total
Hudson	12	27	22	17	78
Oldsmobile	20	3	9	11	43
Chrysler	1	1	—	7	9
Dodge	—	—	6	1	7
Plymouth	2	3	—	—	5
Studebaker	3	—	—	—	3
Mercury	2	—	—	—	2
Nash	1	—	—	—	1
Others	—	—	—	—	—
Total Races	41	34	37	36	148

**1978 NASCAR WINSTON CUP STANDINGS
TOTAL GRAND NATIONAL WINS TO DATE**

1. Ford 277 wins
2. Plymouth 192 wins
3. Chevrolet 183 wins
4. Dodge 161 wins
5. Oldsmobile 87 wins
6. Mercury 87 wins
7. Hudson 79 wins



In 1990, what was tantamount to a memorial service was conducted for Hudson, 35 years after its demise. Providing the transportation for Miss Daisy was a 1949 Hudson that enabled Jessica Tandy to become the oldest Academy Award winning actor ever and the movie *Driving Miss Daisy* to win an Oscar for the shortest movie ever given the award! Forty years earlier, in a 1949 convertible with the same “step down” construction, I had just met and was “Driving Miss Katie.”

Fifty years before the movie *Driving Miss Daisy* appeared, Hudson found its place in *Grapes of Wrath*, the legendary film based on John Steinbeck's novel that won for him the Pulitzer as well as the Nobel Prize. The film is embodied with Darwinian overtones, and the Hudson was a formidable survivor as it endured the ravages and mechanical challenges of carrying an entire family of eight with all of their belongings (even through the desert) to California.

Ma Joad (played by Jane Darwell who won an Oscar) is the strong determined mother who holds the family together. She is given major assistance in a practical sense in this effort by the 1927 pickup truck.

Almost ironically the villainous landowners, growers, and members of the "establishment," show up driving Packards.

The Grapes of Wrath

Ma stirred restively, but she held her peace.

Noah, the oldest son, asked, "How much, all added up, we got?"

Pa drew figures in the dust and mumbled to himself for a moment. "Hunderd fifty-four," he said. "But Al here says we gonna need better tires. Says these here won't last."

This was Al's first participation in the conference. Always he had stood behind with the women before. And now he made his report solemnly. "She's old an' she's ornery," he said gravely. "I gave the whole thing a good goin'-over 'fore we bought her. Didn' listen to the fella talkin' what a hell of a bargain she was. Stuck my finger in the differential and they wasn't no sawdust. Opened the gear box an' they wasn't no sawdust. Test' her clutch an' rolled her wheels for line. Went under her an' her frame ain't splayed none. She never been rolled. Seen they was a cracked cell in her battery an' made the fella put in a good one. The tires ain't worth a damn, but they're a good size. Easy to get. She'll ride like a bull calf, but she ain't shootin' no oil. Reason I says buy her is she was a pop'lar car. Wreckin' yards is full a Hudson Super-Sixes, an' you can buy parts cheap. Could a got a bigger, fancier car for the same money, but parts too hard to get, an' too dear. That's how I figgered her anyways." The last was his submission to the family. He stopped speaking and waited for their opinions.

Grampa was still the titular head, but he no longer ruled. His position was honorary and a matter of custom. But he did have the right of first comment, no matter how silly his old mind might be. And the squatting men and the standing women waited for him. "You're all right, Al," Grampa said.

Chapter Thirteen

THE ancient overloaded Hudson creaked and grunted to the highway at Sallisaw and turned west, and the sun was blinding. But on the concrete road Al built up his speed because the flattened springs were not in danger any more. From Sallisaw to Gore is twenty-one miles and the Hudson was doing thirty-five miles an hour. From Gore to Warner thirteen miles; Warner to Checotah fourteen miles; Checotah a long jump to Henrietta—thirty-four miles, but a real town at the end of it. Henrietta to Castle nineteen miles, and the sun was overhead, and the red fields, heated by the high sun, vibrated the air.

Al, at the wheel, his face purposeful, his whole body listening to the car, his restless eyes jumping from the road to the instrument panel. Al was one with his engine, every nerve listening for weaknesses, for the thumps or squeals, hums and chattering that indicate a change that may cause a breakdown. He had become the soul of the car.

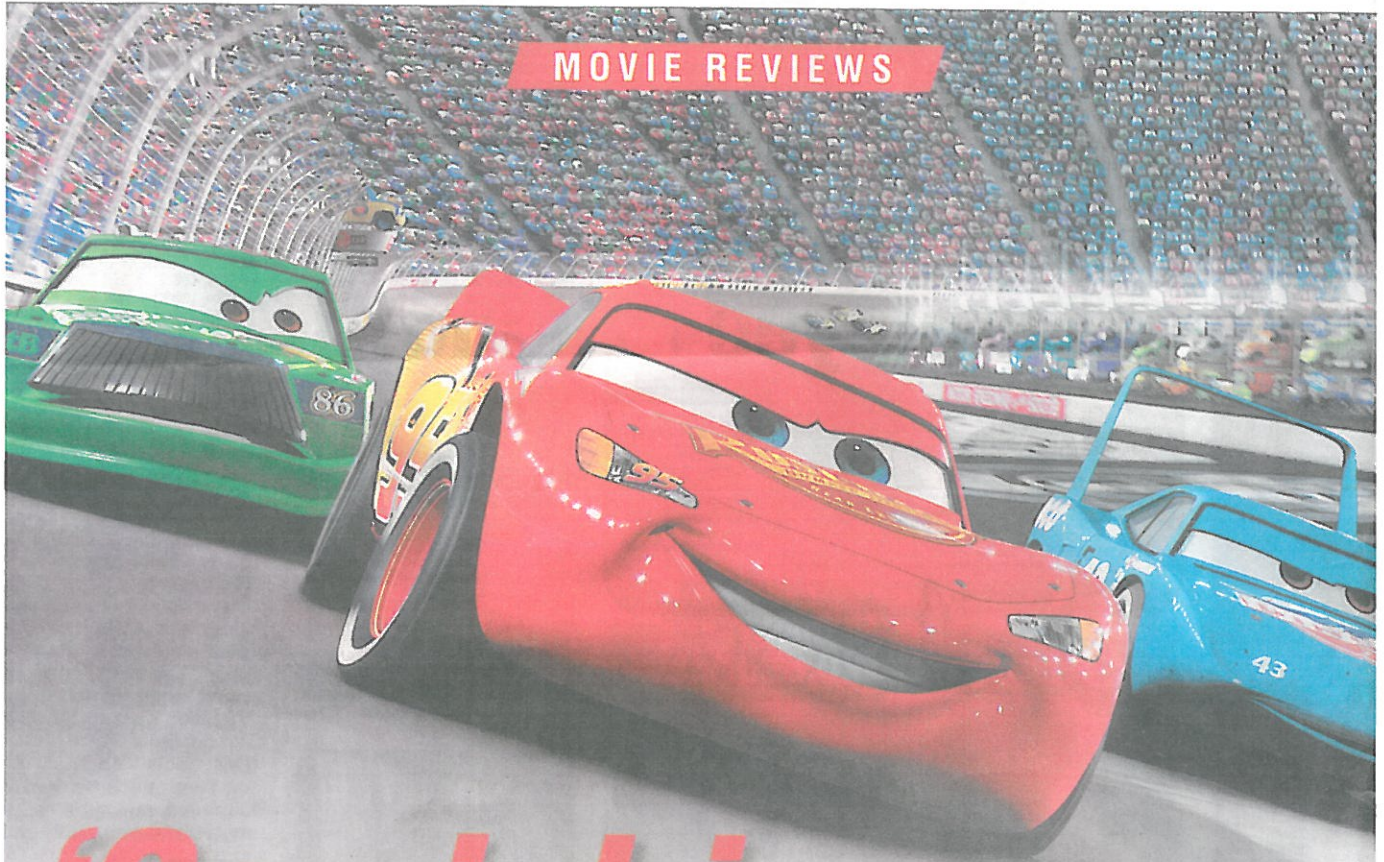
Granma, beside him on the seat, half slept, and whimpered in her sleep, opened her eyes to peer ahead, and then dozed again. And Ma sat beside Granma, one elbow out the window, and the skin reddening under the fierce sun. Ma looked ahead too, but her eyes were flat and did not see the road or the fields, the gas stations, the little eating sheds. She did not glance at them as the Hudson went by.

Al shifted himself on the broken seat and changed his grip

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Tom Joad (Henry Fonda) sits on the bumper of the 1927 Hudson "pickup". The Hudson logo triangle is just over his right shoulder.



'Cars' drives into time warp

WRONG TURN ROUTES DOWN-AND-OUT RACER TO RIGHT PLACE

Iwouldn't have thought that even in animation a 1951 Hudson Hornet could look simultaneously like itself and like Paul Newman, but you will witness that feat, and others, in "Cars."

This is the new animated feature by John Lasseter ("Toy Story," "A Bug's Life"). It tells a bright and cheery story, and then has a little something profound lurking around the edges. In this case, it's a sense of loss.

What have we lost? The movie's hero, a racing car named Lightning McQueen (voice by Owen Wilson), has just lost a big race, and then one day on the highway he goes astray and rolls into the forgotten hamlet of Radiator Springs, in Carburetor County.

This was a happenin' town back when Route 66 was the way to get from Chicago to L.A., passing through Flagstaff, Ariz., and don't forget Winona. But now the interstates and time itself have passed it by, and the town slumbers



Roger EBERT

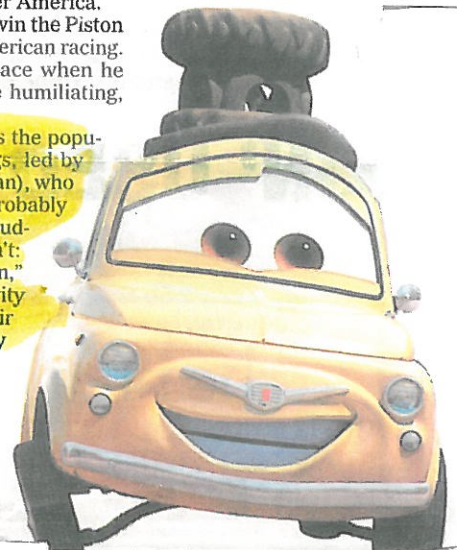
on, a memory of an earlier America.

Lightning's dream is to win the Piston Cup, the grand prix of American racing. He's on his way to the race when he gets lost, and then, more humiliating, impounded.

Once released, he meets the population of Radiator Springs, led by Doc Hudson (Paul Newman), who may be an old-timer but probably knows something about Hudsons that Lightning doesn't.

Because of their "step-down design," they had a lower center of gravity than the Big Three models of their time, and won stock-car races by making tighter turns.

Other citizens include Mater (rhymes with tow-mater) the Tow Truck (voice by Larry the Cable Guy), Sally the sexy Porsche



See CARS, Page 2E

Q At the recent Kennedy Center Honors, Paul Newman said he was wearing a pieced-together outfit because he'd set himself on fire. Did he have a racing car accident?—Bonnie Sexton, New Hope, Pa.

A No. But he did set his tux on fire on his 70th birthday, back in 1995. "I resolved not to attend any more black-tie events or accept more honors," says Newman, 81. "To adapt a line from *Our Town*, I've been honored 'enough for all normal purposes.'" His next film requires no wardrobe at all: He voices a Hudson in Pixar's animated *Cars*, due out June 9.

Newman and his talking '51 Hudson



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