

The Gateway Gazette

Publication of the Gateway Chapter of the Hudson-Essex-Terraplane Club



Volume 31 Number 2

March-April 2017

Gateway Chapter members plan 2017 events in O'Fallon, Illinois

Several members of the Gateway Chapter met at Gateway Classic Cars to plan events for the 2017 season on February 18. Following lunch at a nearby Cracker Barrel, VP Mike Norris filled in admirably for President Tallent, who was attending his granddaughter's first birthday. Roger was able to join the meeting in progress later in the afternoon.

Mike and Roger were joined by Brian Letford, the Carrolls, Lew Retzer and Dennis Koch. A number of locations were discussed, including several new venues. Among those, the Mitchell Collection in Booneville and the Creve Coeur Airport Museum in Maryland Heights were added to the 2017 events.

The Airport Museum meet will be held on May 21st, while a date couldn't be set for the Mitchell Collection until reservations could be made. The Airport Museum's entry fee will be picked up by the club for those who attend that meet.

Kicking off the season will be a visit to a familiar place—Pere Marquette State Park near Grafton, IL on April 2nd. As in years past, the club will gather in the lower parking lot and have lunch at the lodge.



Gateway Classic Cars St. Louis

Meets for the remainder of the season were discussed, but will be announced once the dates are worked out.

Gateway Classic Cars is primarily a showroom for consigned autos, but is open to the public for a small fee. They provide space for events from small meetings, such as ours, to receptions and larger conferences. Practically every inch of their spacious showroom is filled with cars of all genres—classics, muscle cars, luxury autos, custom rods and plain old drivers. A great back drop for our planning meeting.

Thanks to Roger for setting this one up.



In This Issue

- Notes from Roger
- Editor's Corner
- Get into the Hobby
- Hudson Genealogy
- Events Update
- What Happened to Doc Hudson?



Editor's Corner

This is always the toughest issue of the year to write—not much going on in the way of meets or shows in our area. It's also a busy time for me personally, with my auditing practice keeping me on the road for several months.

Only the prospect of spring arriving and the opportunity to get the cars out of the garage and ready for summer keep me going through the long days.

We're already signing up to have the cars in several shows this year, beginning with the Easter show at Forrest Park in St. Louis and the AACA Grand National in Independence in June.

I don't think we'll be able to make the Hudson International Meet in San Diego, though, so we may look at some of the regional meets a little closer to home.

Last month, I put out a request for Gateway Members to share their stories about how they got into the hobby. Check out Dave Carroll's story a little later in this issue. I'll feature these articles as they are received—it's interesting to see the differences and similarities of what interests our members, so please take a few minutes to drop me a line.

- Dennis Koch



Hello From the President's Desk

I hope you are doing well and in good spirits today, currently like springtime here in Godfrey, Illinois but the weather guys say snow maybe tomorrow? Sort of thing you don't think much about if you are from this area I suppose. Our planning meeting took place as planned with a lot of items talked out so we have a list of things to look forward to. I'm afraid that yours truly arrived late but in the capable hands of Mike Norris a lot got done anyway (maybe I should be late more often?) The first item will be one you are familiar with - a visit to the Pere Marquette lodge on April 2.

There are at least two new places that have been selected for us to visit, a museum dedicated to the Mitchell automobiles and wagons in the town of Booneville Missouri and the Creve Coeur Airport Museum in St. Louis County. We haven't set a date for the Mitchell Museum, as tours are by appointment only, but we will meet at the Creve Coeur Airport Museum on May 21st. Details for the meets are located later in this issue.

Russell Maas & the Rich's have invited us to visit them this season in Clinton & Hayworth Illinois but dates are still fluid right now. We have also been invited to see Bob & Kevin Huff's collection this year but that date is also pending. We will keep you informed on these.

It's going to be another great year of meets! It's nearly time to get those Hudsons ready to roll! See you in Grafton on April 2.

- Roger Tallent



Mark Your Calendars

Pere Marquette meet—
April 2, 2017, Grafton, IL.

Creve Coeur Airport Museum meet—May 21, 2017, Maryland Heights, MO

Dates and Times TBA:

Mitchell Collection, Booneville, MO

Russell Maas Collection—Clinton, IL

The Rich's—Hayworth IL

Bob & Kevin Huff Collection—Columbia, IL

Central Regional Meet—
July 20-22, Ft Wayne, IN,
hosted by So Indiana/
Kentucky Chapters

Hudsons Hit the Beach—
58th Annual International
Meet, August 22-26,
2017, San Diego, CA

Hudsons, the Ultimate
Family Car—59th Annual
International Meet, July
10-14, 2018, Chula Vista
Resort, Wisconsin Dells,
WI

Please send meet information and address changes to:

Dennis Koch
1706 N 16th Street
Quincy IL 62301-1404
dgkoch@dgkochcpa.com

How did you get into the hobby?

Dave Carroll

We never owned a Hudson. The earliest car I remember was a bullet nosed Studebaker with the left side springs broken and was a smoke machine when started. In between stints in Korea and Vietnam, I was stationed at Fort Hood in Texas where I owned a '59 Ford, then a modified '64 Olds Dynamic wagon – the fastest car I had owned at the time. In 1971, I was transferred to Germany where I got into the son of Hudson – AMC.

While in Germany I was given a '62 Rambler American Station Wagon with a bad engine, then found a '64 Rambler Classic with a bad Transmission. Working part time in the auto craft shop I pulled both drive trains and mated the good 262 with the good transmission and started to put it into the American. It didn't fit, so it went into the Classic. I drove the '64 Classic all over Germany and sold it to another soldier when I rotated back to the states in 1974.

While stationed at Fort Riley, Kansas, I purchased a '68 Rambler SST with the 327 engine and drove it until I purchased a new '75 Matador Station Wagon. After being transferred to Fort Leonard Wood, Missouri to train soldiers, I purchased my first Hudson.

I found a '47 Hudson Pick-up truck in 1977 in a hay field north of Waynesville, Missouri with the engine on the ground for over 10 years. I was told to contact a Mr. Eudy for information on Hudsons and the HET, which I joined in 1977. After disassembling the truck and having the machine work done on the engine I was transferred to Fort Belvoir, VA. While at Fort Belvoir, I traded my Matador for a '78 Concord station wagon which was my last AMC vehicle.

Stationed at the Engineer School as a training developer, I didn't have a lot of time to work on the truck and was ordered to remove the derelict from the post. I sold the '47 to another HET member and purchased a very high mileage '53 Hudson Super Wasp and joined the Chesapeake Bay Chapter. The engine was so worn that I had to have it bored and installed new pistons and internal parts. After doing the engine, transmission, body, paint, and interior I drove it for over 160 thousand miles as daily transportation.

It was a great ride and it gave its life for me. I was caught in a snow storm here in Missouri in 1991. On an icy I-44, I hit a bridge and was then struck by a truck. My Wasp didn't survive, but I walked away with only a bruise thanks to the great Hudson strength. I was without a drivable Hudson for several years until my first wife passed away.

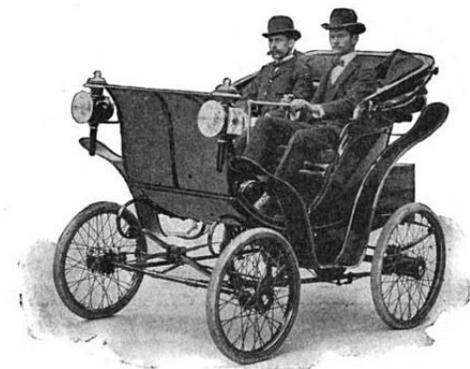
I purchased my current '54 Hudson Hornet Club Coupe in 1999. After driving it a couple of months, I sent it to Memory Ville USA for a paint job, but it needed much more work. The supervisor asked me "what salvage yard I wanted my Hornet shipped to". Being single at the time I said fix it. That was the wrong thing to say and 27 months later it was done right. It is probably the most expensively restored '54 Hornet in the HET, but Lois and I enjoy driving and showing the Hudson. Wherever the show, cruise, or meeting, we drive the

Continued on page 7

Hudson Genealogy, 1895—Present

What do Riker Electric, Pope, Overland, Hudson, Mitchell, Lancia, Maxwell, Alfa Romeo and Maserati all have in common? Other than the obvious—they are all automobiles—each of these marques play a part in what is now known as Fiat-Chrysler Automobiles.

In our automotive history, there have been hundreds of companies that have come and gone, with even more makes and models. Many of the names associated with successful car companies failed with earlier attempts or



1900 Riker Victoria Electric

to maintain competitiveness with the larger companies.

Everyone in HET knows the story of Hudson and Nash combining to form AMC, but many are unaware of all of the other makes that share similar stories. This article will shed some light on that history, with help from the FCA website and numerous queries of other companies and Wikipedia. (Google is a wonderful thing!)

In 1895, Henry Morris and Pedro Salom began building the Electrobat—the first truly useful electric car in the US. In 1897, their company, Electric Carriage & Wagon Company, was acquired by the Electric Vehicle Company.



Walter P. Chrysler

During this same period, The Riker Electric Motor Vehicle Company, Pope Manufacturing and Columbia Electric were formed, with Riker and Columbia eventually being acquired by EVC. On the other side of the pond, two companies named Autobianchi Bianchina and Fabbrica Italiana Automobilia Torino

were forced out of their own companies, only to start again. Over the years, companies combined forces or were sold outright in an attempt

were formed—more about them later.

In the early 1900's, F.B. Stearns, Northern Manufacturing (the future parent company of Studebaker), and the Thomas B. Jeffery Company—maker of the Rambler—were formed, along with the Mitchell Motor Car Company and Overland. In 1904, the Maxwell-Briscoe Company and Stoddard Manufacturing Company, maker of the first Indianapolis 500 winner, were both born. The decade also saw Alden-Sampson take over Consolidated, Overland purchase Pope, Maxwell merge with Brush (to become U.S. Motor Company) and John Willys purchasing Overland. Fabbrica Italiana shortened it's name to Fiat and the Lancia & Fabbrico Automobili began making cars in Italy.



Roy Chapin

In 1910, Hudson enters the picture, American production of the Fiat started and ALFA was recapitalized in Italy. That decade saw Willys-Overland acquire both the Stearns and Russell companies. The Jeffrey Company was acquired by Charles Nash, who later absorbed LaFayette Motors.

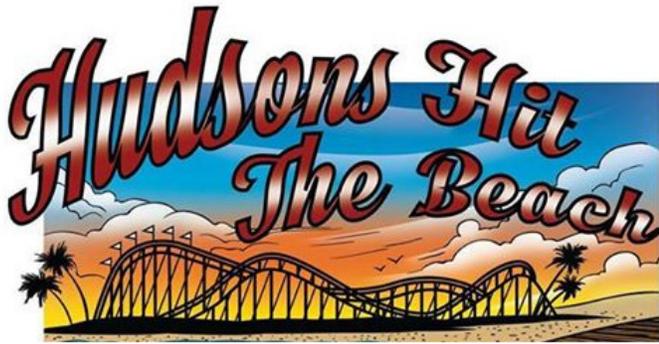


1908 Maxwell Runabout

Dodge, Citroen, Graham and Maserati all began production.

The roaring twenties saw many mergers, including Maxwell's purchase of Chalmers, after Walter Chrysler had acquired Maxwell and renamed the company after himself.

Nash acquired Mitchell and the Dodge Brothers purchased Graham Brothers, Inc. (who made trucks). The Graham Brothers then purchased Paige and renamed it Graham -Paige (who made cars). Plymouth and DeSoto were both established and Chrysler purchased the Dodge Brothers. To end the decade, Stearns-Knight was liquidated with the assets acquired by Willys-Overland.



2017 International Meet—San Diego California

HOTEL UPDATE, 2/14/2017:

Host Hotel: We have sold out our group room block at the host hotel. Accommodations can be made at a nearby alternate hotel, see below for more info. Any questions or needs pertaining to room reservations, please contact Laura Spring @ 909-986-6078 or cicedtor@outlook.com and she will be happy to help you arrange for your room.

If you find you need to cancel your reservation at the host hotel, The Hotel Karlan – PLEASE contact Laura Spring FIRST so that we can secure your room(s) for others to use. They will not automatically go back into our room block. **THANK YOU!**

Check www.hetclub.org for details on alternate accommodations at the Radisson or Holiday Inn Express in Rancho Bernardo



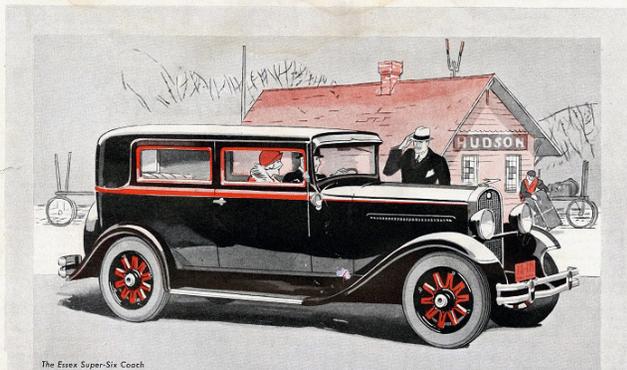
Answers to the following questions will be given in the June issue of Service Merchandiser.

- Why is milliamper current to spark plug tester important?
A _____ B _____
C _____ D _____
- What is wrong when the meter reads double on two spark plugs when making the milliamper at the plug test? _____
- Name in order the five tests on the generator circuit. A _____ B _____
C _____ D _____ E _____
- Name the two tests of a fuel pump.
A _____ B _____
- What testers should be used in checking carburetor?
1 _____
2 _____ 3 _____
- The idle reading on the combustion tester should be _____ Per cent at _____ R.P.M.
- The high reading on combustion tester should be _____ Per cent at _____ R.P.M.
- The change in combustion reading with an air cleaner should be 0% _____ 2% _____ or 5% _____.
- Explain how to check the carburetor accelerator pump.
- Higher the engine vacuum at all speeds gives low gas mileage _____ true _____ false.

Answers are a few pages back

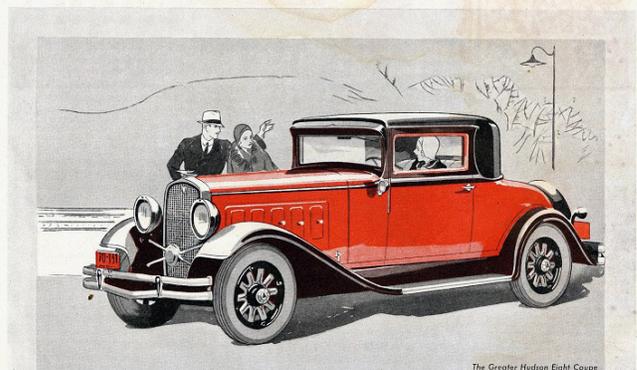
22 Years of
Enable HUDSON ESSEX to Give

Efficient Owner-Management
You Such Astounding Values!



The Essex Super-Six Coach

Brilliant performance. proved reliability.
and Rare Riding Comfort



The Greater Hudson Eight Coupe

smart appearance both inside and out
at Prices Amazingly Low!

Hudson Genealogy, 1895—Present (Concluded)

Between the depression and World War II, Nash and Kelvinator Appliance merged to form Nash-Kelvinator and Enzo Ferrari founded Auto Avio Costruzioni. Once the war started, Willys, along with Ford, began producing the Jeep, based on Bantam's design. After the war, the pent-up demand for new vehicles produced a rush of new models and companies. Kaiser-Frazer was



1950 Willys-Overland Jeepster

In the 1950's, the mergers and joint projects went into high gear. Nash contracted with Austin to build both the Metropolitan and the Nash-Healey. Kaiser discontinued the Frazer line and acquired Willys-Overland, Hudson and Nash-Kelvinator merged to become American Motors. Kaiser began producing the Willys car in Brazil as Willys do Brasil and the Kaiser was produced in Argentina as Industrias Kaiser Argentina (IKA). In Europe, Fiat, Bianchi and Pirelli merged to form Autobianchi.

Willys Motors changed its name to Kaiser Jeep in 1963 and Chrysler purchased 30% of the Rootes Group (Sunbeam and Hillman cars) in 1964



1953-61 Nash/Hudson Metropolitan

while Kaiser purchased the Studebaker facilities then creates the General Products Division. In 1967, Ford acquires control of both Willys and IKA in Brazil and Argentina, while Citroen acquires Berliet and Maserati and Fiat acquires Lancia. Fiat then acquired 49% of Citroen and Chrysler enters into a joint agreement with Mitsubishi, which eventually leads to the formation of Diamond Star Motors in 1985. Not finished with their acquisition spree, Fiat also purchases a 50% interest in Ferrari in 1969.



1953 Nash-Healey by Pinin Farina

formed as a joint venture between Henry Kaiser and Joe Frazer's Graham-Paige Company and Abarth was founded in Italy. To kick off the '70s and through the '80s, AMC purchases Jeep and General Products from Kaiser Industries and re-names GP AM General. Fiat purchases Abarth but sells Citroen back to Michelin, who incorporates it with Peugeot. Renault comes into the picture by purchasing IKA from Ford and buying 49% of American Motors. AMC then sells AM General to LTV Aerospace, as the U.S. Government won't approve having a French company producing vehicles for the American military. Peugeot acquires the European operations of Chrysler for \$1. Chrysler purchases, then sells an interest in Maserati and Fiat purchases Alfa Romeo from the Italian Government.

In 1987, Chrysler acquires American Motors and launches the Eagle brand as part of the Jeep-Eagle Division. Fiat increased their ownership in Ferrari then purchases 51% of Maserati from Tomaso. Chrysler sells it's stake in Maserati to Fiat, giving Fiat control over the automaker.



1989-91 Chrysler TC by Maserati

In 1998, Daimler Benz acquires Chrysler in a "merger" while Fiat rearranges its' auto group. Daimler then sells 80% of Chrysler to Cerberus Capital Management in 2007 and both companies eventually sell their stakes in Chrysler to Fiat.

If you're keeping score at home, Fiat now owns or controls Abarth, Alfa Romeo, Chrysler, Dodge, Fiat, Fiat Professional, Jeep, Lancia, Ram and Maserati, and has a significant interest in Ferrari, making it the seventh largest automaker in the world.

So the next time somebody asks you what kind of car you have, you can tell them that it's a Hudson/AMC/ Renault/Chrysler/Mercedes Benz/Fiat. - *Dennis Koch*

2017 Gateway Chapter HET Club Roster

Contact Name	Email	Phone	Street Address	City	Zip Code	State
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Reden, Phillip	reden8@earthlink.net	314-981-5710	938 Marshall Ave Unit C	Saint Louis	63119	MO
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Hudson-Essex



Terraplane Club



President Tallent and Treasurer Letford remind everyone that dues are (past) due. If you haven't paid your 2017 dues, please get them in soon!

Following are the answers to questions that appeared in May issue of the Service Merchandiser.

1. Milliampere current to spark plug test reveals a breakdown on resistance in the distributor rotor cap and high tension wires.
2. A double reading of the meter on two spark plugs, when making the above test indicates a cracked distributor cap.
3. The five tests of generator are as follows in order Circuit resistance, output, circuit breaker, voltage limiter and amperage limiter.
4. The fuel pump should be tested for volume and pressure.
5. The dwell Tachometer tester, Vacuum tester and combustion tester are used when checking carburetor.
6. The idle reading on combustion tester should be 70 per cent at 580 to 600 Engine R.P.M.
7. The high reading on combustion tester should be 85 per cent at 2000 Engine R.P.M.
8. The change in Combustion reading with an air cleaner should be approximately 2 per cent.
9. To check carburetor accelerator pump—raise engine speed from idle to 2000 R.P.M., the combustion tester should enrich 5 to 10 per cent from pump charge.
10. Higher manifold vacuum at all speed does not make for low gasoline mileage.

Dave Carroll, *(continued from Page 3)*

Hornet, and get a lot of thumbs-up from the other drivers on the road. We've driven the Hornet more than 35,000 miles and the paint is showing the normal road rash.

We enjoy telling people about the Hudson and answering their questions. As part of the HET and the Gateway chapter we are listed as a help location for travelers coming through our area. Our last aid was rendered to Peter Weinzettl and his family from Australia who was driving a '54 Hornet Sedan to Los Angeles, CA for shipping to his home. We had a great visit and we kept his Hornet until a shipper picked it up. Peter is now in the process of getting his Hudson ready for inspection and certified road ready in Australia, which is a lot stricter than here.

I wish more of our HET members would drive their Hudsons and attend shows to get people interested in our vehicles and club. Some of the shows we attend other than HET and Gateway events are the Cave State Cruiser show, the Orphan show in Branson, and other local shows in Dixon and Vienna. If we don't get younger people interested, our Hudsons will be relegated to the salvage yard after we are gone, which would be a crime.

Gateway Chapter Hudson-Essex- Terraplane Club, Inc.

Gateway Gazette

Is the official bi-monthly publication of the Gateway Chapter of the Hudson-Essex-Terraplane Club, Inc., and is a forum for contributions from club membership. Suggestions and ideas are always welcome.

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First Meet of the Season!

The first meet of the 2017 season will be held at Pere Marquette State Park near Grafton, Illinois on Sunday, April 2. The club will gather in the lower parking lot of the park and make their way up to the lodge for brunch at 11:00. The park is located on Illinois Route 100, 5 miles north of Grafton.



Pere Marquette State Park is a nature lover's paradise. In addition to enjoying the spectacular views of the Illinois River and its backwaters from several points atop the bluffs, visitors can take advantage of a variety of year-round recreational opportunities, including horseback riding, camping, hiking, fishing, hunting and boating.

Creve Coeur Airport Museum

On Sunday, May 21, the Club will meet and tour the Creve Coeur Airport Museum located at 3127 Creve Coeur Mill Rd in Maryland Heights, Missouri. The museum offers a noon meal for \$7 and consists of whatever the chef feels like preparing that day. If you are inclined to eat at the museum, we will meet there at 11:30 a.m.—the tour of the museum will begin about 1 p.m. if you choose to skip the meal. The club will pay for the entry fee.

Creve Coeur Airport is known around the world as a haven for antique planes and is the home of the Historic Aircraft Restoration Museum, which has over fifty antique and vintage planes on display. One of the finest aircraft restoration shops in the nation, Old Style Aircraft is based at Creve Coeur. The airport is also home to many privately owned antiques and classic planes, many of which have been featured in well-known national and international magazines.

Lewis Miller's Mitchell Collection

Another new venue this year will be the Lewis Miller Mitchell Collection in Booneville, Missouri. The Collection is only available by appointment, and the club is still working out the details of the meet. Once those plans are finalized, an announcement will be made to the club.

Lewis Miller is a direct descendent of the Mitchell and Lewis families and has one of the largest collections of the various products sold by their respective companies, including The Mitchell Wagon Company, Wisconsin Wheel Works, and the Mitchell-Lewis Motor Company. This private collection is growing and being renovated and is now open to the public.



Application for Membership

Hudson Essex Terraplane Club, Inc.

Please use this form for new membership, Renewal, or Change of Address.

Fill in all information as it will be used for the HET Roster.

Memberships available on-line at

www.hetclub.org

For more information contact:

Aaron Cooper, Membership Chair
at **(915) 308-1951**

YES, I would like to enjoy the benefits of membership in the Hudson Essex Terraplane Club. I understand that I will receive the WHITE TRIANGLE NEWS, the bi-monthly club magazine, as part of the benefits of belonging to this club. Ownership of a Hudson built car is not a requirement.

Make Check or Money Order Payable to: "HET Club"

Mail to: HET Club Membership, 7115 Franklin Ave., Windsor Heights, IA 50324

United States*	Canada **	All Other Countries **
Regular Mail - \$33.00/year 1 st Class Mail - \$43.00/year Payment may be made through Paypal, Cash, Check or Money Order.	Regular Mail - \$44.00/year 1 st Class Mail - \$48.00/year Canadian and foreign subscribers: Please send only bank draft or bank money order payable in U.S. Funds. International members we can no longer accept Postal Money Orders. VISA and MasterCard credit cards and Paypal are also accepted in US dollars from our International members.	Surface Mail - \$47.00/year Air Mail - \$57.00/year

1ST MEMBER NAME _____ 2ND MEMBER NAME _____

STREET ADDRESS _____

CITY _____ STATE/PROV _____ POSTAL CODE _____

PHONE _____ E-MAIL ADDRESS *** _____

***Providing your e-mail address is automatic authorization to the Club to publish it in the member-only Rosters (online and softback)

Are you interested in a local chapter? (Please circle one) NO YES ALREADY A MEMBER: _____ Chapter

Are you willing to provide support to H-E-T Club members for breakdowns on the road? (Please circle one) YES NO

I own the following Hudson-built cars:

YEAR	MAKE	MODEL	BODY STYLE	SERIAL NO.+	ENGINE NO.+	CONDITION

+Providing your Serial number and Engine number is critical in helping the Club keep track of Hudson-built vehicles and their history.

CONDITION GUIDE

1. EXCELLENT: Restored to professional standards in every area; or original with all components as new.
2. VERY GOOD: Well restored, excellent original, or extremely well maintained original showing minimal wear.
3. GOOD: Completely operable original, older restoration showing wear, or amateur restoration. All presentable and serviceable inside and out.
4. RESTORABLE: Needs complete restoration of body, chassis, interior. Not drivable, but not wrecked or stripped to the point of being useful only for parts.
5. PARTS CAR: Parts car only. Not restorable.



Gateway Chapter

Hudson, Essex Terraplane Club, Inc.

Application for Membership and Renewal Form

Renewals are due in January each year to ensure your listing in our roster and mailing list for the *Gateway Gazette*. Gateway Chapter members must also be members of the Hudson Essex Terraplane Club, Inc. (www.hetclub.org). Annual Chapter dues are \$15.00, if joining after June 30th, dues for the partial year are \$8.00. Bring dues to a Chapter event or mail to Brian Letford, Secretary/Treasurer, 6319 North Main Street, Altamont, Illinois 62411-1437.

Name _____ Spouse's Name _____

Street Address _____

City _____ State _____ Zip Code _____

e-Mail Address _____ Telephone # _____

Year	Make	Model	Body Style	Serial #	# Cyls	Condition

Condition Guide

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➤ Providing your e-mail address is automatic authorization to the Club to publish it on the Internet and in the Roster.