



1940 Hudson Eight Victoria Coupe 1949 Hudson Commodore 6 Sedan

Larry and Gail Cramer
Northville, New York

With only 29,000 miles showing on its odometer, it took Larry almost six years to finish the restoration of his 1949 Commodore. The 262-cu.in. Super Six engine was stuck, but only needed new piston rings to replace the ones that were broken; all the original bearing were to spec. Williamsfield Motors in Ohio, a Hudson parts supplier, rebuilt the water and fuel pumps. The transmission and overdrive unit was drained and flushed with kerosene, then refilled. The rusted metal on the frame was removed with a phosphoric acid-based solution, then finished with Eastwood's encapsulating enamel. The old paint was sanded off; then the body was coated with epoxy followed by urethane basecoat/clearcoat enamel. Seat covers, headliner and carpets came from Kanter Auto Products, window channels from Restoration Specialties and rubber parts from K-Gap, a Hudson supplier in California.

The 1940 Series 44 Victoria Coupe belongs to Larry's wife and is still under restoration. The body and exposed frame were stripped to metal using flap disks and a wire brush. A floor pan out of a 1946 Hudson Brougham is replacing this car's rusted pan, and the original 254-cu.in. straight-six has just been rebuilt, with an NOS oil pan.

1970 AMC Javelin SST

Gary Simek
Pine River, Minnesota

Replacement parts for AMCs are hard to find, but through luck and careful scouting, Gary was able to come up with the pieces he needed to restore his Javelin SST. "The project would have been done much sooner if it was a Ford or Chevrolet," Gary said. After a long search, he was able to locate quarter panels through Kennedy American; still, it took splicing three individual pieces per side to do the trick. The original corduroy material used on the interior is no longer available, so he replaced the fabric with a vinyl interior offered by Legendary Auto Interiors. While most of the car still wore its original paint, it wasn't in great shape. So Gary stripped it off, then refinished the body in Matador Red using the Diamont basecoat/clearcoat system by R-M. Gary and his wife did most of the work themselves, but the 390-cu.in., 325hp V-8 engine was completely rebuilt by a local machine shop, Torvinen Machine and Repair of Menahga, Minnesota, with assistance from Gary's brother.



1971 Buick Riviera

Rob Hayes

Lawrencetown, Nova Scotia, Canada

Originally planning to do just a cosmetic refresh, Rob has been steadily “sprucing up” his Riviera in an effort to bring it back to its showroom state, retaining as much originality as possible. Rob stripped the body to bare metal using an assortment of 3M Scotch-Brite discs and Multi-Flex abrasives. It was then wiped down with Dominion Sure Seal Rust Remover. Once the finish was removed, Rob got an unwelcome surprise: The rear fender wells had been poorly replaced years ago. Replacement panels weren’t available, so Rob spent weeks hammering and smoothing the sheetmetal. A coat of BASF Limco epoxy primer and primer surfacer was applied, then block-sanded and top-coated with four coats each of BASF Limco gray and Vintage Red paints. “It’s a one-stage urethane that replicates the ‘magic mirror’ finish used by Buick in the late ‘60s and early ‘70s,” Rob told us. “It’s hard to tell the new from the original finish left on the hood supports.”

Mechanically, the 455-cu.in., 330hp V-8 was in good shape, so Rob settled for a thorough hand-cleaning to preserve the original factory markings before painstakingly recreating the assortment of underhood and chassis marks.



1952 Hudson Commodore 8

Pat Ledford

Slippery Rock, Pennsylvania

The best-laid plans of restorers everywhere often expand exponentially. Pat's Hudson project is proof of that: “I had originally intended to just assemble the Hudson and have a nice driver, but after finding out that Hudson only made a little over 3,100 Commodore 8s in 1952—there are only 16 registered in the Hudson-Essex-Terraplane Club—I decided to do a more complete job. This was my first

frame-up restoration.” His odyssey started with cleaning up the rust and applying Eastwood's Rust Encapsulator. Then it was on to straightening out the body. Says Pat, “I subscribe to the theory that ‘restored’ means the way it came from the factory to the dealer—not better. Sheetmetal of the Fifties had waves. Block-sanding to perfection was something I was not going to do.” That’s not to say that he doesn’t prize accuracy—Pat

redid all the Hudson's wiring using correct cloth-covered wire from Rhode Island Wire. The 254-cu.in. straight-eight had already been rebuilt, but the head studs hadn't been replaced; three were leaking coolant. Rather than rely on a stopgap additive, Pat chose to pull the head and reseal the studs. The Hudson is now almost ready to hit the road, just in time for the marque's 100th anniversary celebration in Pontiac, Michigan, this July.

