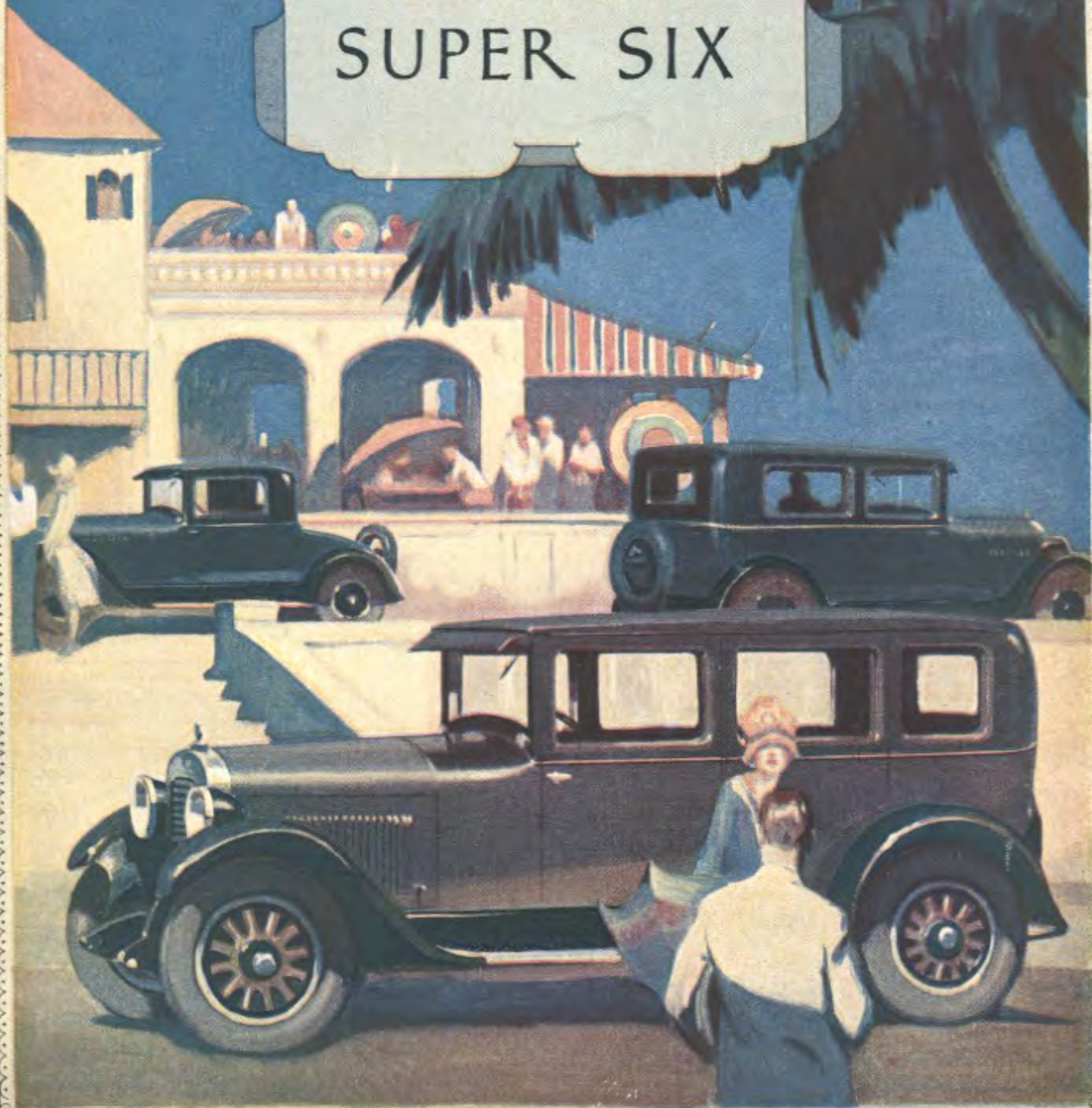


Closed Models
ESSEX
SUPER SIX





Coach—Essex Super-Six—Five-Passenger

THE COACH type of automobile body, originally designed by Hudson, reaches a new degree of roomy comfort and convenience in the greater ESSEX Super-Six. Attractive body lines curving easily into the rounded contour of the roof suggest the unusual interior spaciousness.

The upholstery and finish are of exceptionally high standards. Many attractive details typify the quality idea of construction and add to the owner's pride.

For the driver just the right position at

the wheel is obtained through the ready adjustment of both the position of the seat and the tilt of the steering column. A new and exclusive front seat arrangement—illustrated below—makes it easy and convenient to reach the rear seats.

Passengers find plenty of head and leg-room. Young children can be turned loose in rear compartment with entire security. This ESSEX coach is a body style with a quite unusual combination of utility, roominess, comfort and exceptional value.



High backed, deeply upholstered rear cushions and large comfortable, individual chairs, either of which may be adjusted separately, furnish restful seats for all five passengers

Upholstering is luxurious deep napped velour, set off by walnut finished window mouldings and instrument board



The right front seat slides forward—whether vacant or occupied—so that passengers may reach the rear seats with entire ease. This seat arrangement is new and is exclusive to Hudson-Essex

Closed Models ~ ESSEX SUPER SIX

Finer and More Luxurious Bodies

THE ESSEX SEDAN is not only smartly designed and luxuriously appointed—it is also outstandingly adequate in power, size and comfortable riding qualities. One realizes after an hour at the wheel or a day on the road that this ESSEX is truly a man's sized car—solid with the 2400 pounds of well fashioned materials; powerful with the smooth, effortless performance of the Super-Six motor; safe with the comfort of low swung and well balanced weight over small wheels and large low pressure tires.

There is new smartness in the easy body curves and rounding roof lines of this new body behind the high ESSEX hood. There is new roominess in the comfortable wheel

position; and abundant leg-room for those riding in deep cushioned rear seats.

Upholstering, deep napped and rich looking, is set off with walnut trimmed window moulding and instrument panels, with patterned hardware and with such pleasant conveniences as a rear vision mirror, silken window curtains, dome light, door pocket and robe rail.

Here is the complete quality family car, offering a rare combination of the motoring requirements of today. The lines of the sedan, its attractive color scheme, its finish in all details are attributes of a car far above the ordinary.

In any comparison of performance, design, or in the niceties, this ESSEX must be admitted to conspicuous leadership.



Rich, deep napped upholstery, walnut mouldings and steering wheel and patterned fittings offer the touch of the de luxe



Sedan—Essex Super-Six—Five-Passenger



Coupe — Essex Super-Six — Two-Passenger

A BUSY, active man or woman finds reliable and pleasant personal transportation a requisite today in accomplishing the tasks that must be crowded into each twenty-four hours. The ESSEX Coupe is particularly adequate in rendering this type of service. It is an easily controlled, moderate sized automobile of two-passenger capacity—readily handled in traffic and at the curb.

Moreover, its Super-Six smoothness and power—and its patented spring suspension and low swung balance—give it a 50-mile-an-hour road speed that sets it quite apart from the ordinary cars of its size. Moderately priced, it takes its place as an economical car for utility use in the two-car family. For all these purposes, its trim appearance and comfortable operation makes it completely acceptable.

High-backed and deep, wide seat cushions are comfortably placed for

an easy driving position behind the adjustable steering column.

Leather upholstery, in place of the standard rich velour may be supplied at small extra cost. Ample carrying capacity for a generous amount of luggage is provided in space under rear deck.

In common with all the ESSEX models the Coupe is very completely equipped with such conveniences as a windshield wiper, starter on dash, rear view mirror, dome, cowl and stop lights, motometer and gasoline gauge on the dash.

Durable, polished lacquer in two tones, attractively striped, gives a quality of finish to the ESSEX Coupe that is both rich and permanent.

The ESSEX Super-Six motor provides a versatility of power and a reserve for emergencies that is a final and most welcome virtue in this all-around fine quality car.



A roomy, comfortable seat placed at exactly the right angle for restful driving

The ESSEX SUPER-SIX

THE ESSEX Super-Six built in the Hudson plant under Hudson patents, is a big, able six-cylinder car of remarkable smoothness. Its weight, in the neighborhood of 2,400 pounds; its length, 110½ inches on the road; and its surpassingly smooth and able Super-six performance remove it once for all from the category of small cars.

ESSEX, too, is a big car in more than length and weight. A new, more powerful motor, now offers a more vivid fine car performance than ever before. A heavier crankshaft, larger bearings and an even more efficient cooling system guarantee the greater ability of this larger motor. There are only two Super-Sixes — Hudson and Essex.



The Essex starter button is mounted on the dash always convenient to the driver's hand and eye



Radiator shutters and a motor are standard equipment, a part of the efficient cooling system of every Essex Super-Six



Alloy steel semi-elliptic springs, special at their rear ends, give riding comfort and prevent unpleasant sideway



The effective depth of the Essex frame side members is 8 inches, a solid foundation for sturdy Essex bodies

THE ESSEX is big, too, in the sturdiness of its frame (frame side members have an effective depth of eight inches); in the generous length of its long semi-elliptic alloy steel springs, mounted to prevent sideway; in its big sturdy steering mechanism, controlled with a large steering wheel of genuine walnut; in its size and strength of axles; in its extra large bearing surfaces throughout; and in dozens of other features of performance, appointment and finish mentioned elsewhere in these pages.



The patented Super-Six design of the Essex crankshaft produces a perfect flywheel type of balance, preventing engine vibration before it happens

These are facts which you can quickly verify for yourself. The performance of the car on the road tells the story of sound design and construction. See your nearest ESSEX dealer and ask him to show you just what the Super-Six principle contributes to ESSEX performance qualities available in no other low cost car.

FIVE different body types, two open and three enclosed models, meet a wide variety of needs, tastes and personal preferences in the greater ESSEX Super-Six.

All are fine substantial vehicles, built of heavy body steel paneling and finished in colors with lustrous polished durable lacquer.

ESSEX bodies have as fine a finish as you will see on any car. Upholstery and appointments are equally complete and distinctive. Owners find pride in the thoroughness and the care of workmanship throughout.

A powerful performance, smooth to the last degree, together with the distinguished appearance, give ESSEX cars a rating among today's buyers that is setting daily new records in six-cylinder popularity and leadership.

Brief Specifications

ENGINE—Six-cylinder, Super-Six design, L-head type; cylinders integral with case. Silent chain front end drive, adjustable. Horsepower for tax rating 17.32.

CRANKSHAFT—Super-Six patented counter-balanced design with three large main bearings. Light weight aluminum alloy pistons. Lubrication by circulating splash; ventilated crankcase; oil capacity, 5 quarts.

ELECTRICAL SYSTEM—Two-unit, 6-volt starting and lighting with 105 ampere hour battery. Starting button on dash.

CLUTCH—Single disc type, with cork inserts running in oil, completely balanced.

TRANSMISSION—Conventional selective sliding gear type.

REAR AXLE—Semi-floating, mounted in roller bearings; spiral bevel driving gears fully adjustable. 1.4 $\frac{3}{8}$ -inch brake drums on rear wheels.

SPRINGS—Semi-elliptic, front 36 inches long; rear 54 $\frac{3}{8}$ inches long; special alloy steel. Spring shackles adjustable.

STEERING—Worm and wheel type, exceptionally sturdy. Ball thrust bearings in heads of steering spindles for easy control.

WHEELS AND TIRES—Wood artillery wheels with steel hubs and felloes mounting large 5-inch low pressure tires. Wheel base 110 $\frac{1}{2}$ inches.

Equipment includes:

Dome Light	Speedometer
Cowl Ventilator	Motometer
Radiator Shutters	Sun Visor
Transmission Lock	Stop Light
Rear View Mirror	Cowl Lights
Automatic Windshield Cleaner	Tire Carrier
	Fuel Gauge on Instrument Panel

NOTE: The Hudson Motor Car Company reserves the right to make changes or improvements at any time without incurring any obligation to install same on cars previously sold.

ESSEX SUPER-SIX

now offers a complete line of models in attractive colors



The Essex Speedabout—A fast comfortable smart-appearing roadster with a performance measuring delightfully the full capacity of the Essex Super-Six chassis



The Essex Four-Passenger Speedster—A spacious open air vehicle with splendid road qualities for those who prefer open air touring



The Essex Coupe—An able, personal car with abundant storage space. Available with rich velour upholstery, or tinted grained leather at slight extra cost



The Essex Coach—A popular priced, roomy, adaptable car for family use, particularly suitable and favored also for commercial service



The Essex Sedan—A luxurious, spacious four-door enclosed car with a distinguished appearance and an unusual standard of finish.