In the Hudson Super-Six Brougham, the owner enjoys those two requisites of motor car luxury, distinctive beauty and distinctive performance.

The body of his automobile is constructed by one of the oldest and best-known custom builders in the country. Its beauty and style command recognition and admiration at first glance. The lines are drawn not only with good taste but with originality and distinctive effect which set apart the custom-built product.

Inspecting the car, the motorist will find that comfort has been achieved as well as attractive lines. Passengers in either the front or rear seat have space quite ample for convenience and freedom of movement. Doors are wide, the seats upholstered in finest mohair to an arm-chair comfort, and the whole interior finished with expert workmanship. The upholstery and fittings are such as to complete an atmosphere of richness and luxury.

But attractive as is the body, the most important element of satisfaction will be the Super-Six chassis. For more than eleven years Hudson has been developing and steadily improving motors designed around the Super-Six principle of balance. In these new cars are now included a series of motors which are designed with a companion-invention which seems likely to prove as important as the Super-Six principle itself.

In brief, a motor of very high compression is used, resulting in more power than ever has been offered in any previous Hudson. Yet the design of the motor is such that no spark-knock or other characteristic high-compression objections appear, and ordinary low grade fuel is burned with entire satisfaction.

How these results are obtained is discussed more fully elsewhere in this folder. Motorists who are familiar with Hudson performance in the past may be assured that now they are offered definitely improved standards in power, acceleration, fuel economy and all other phases of operation.

Such a power plant of silent, smooth, unfailing power, plus the known reliability of the Hudson construction generally, is combined with the custom-built brougham body to make up an automobile exceptionally adequate in appearance and operation.
FOR those motorists who love to feel the fresh
air brushing past as the road opens ahead,
the custom-built seven-passenger phaeton on the
Hudson Super-Six chassis is the ideal automobile.

It is built with a full seven-passenger capacity. Its special leather, its
top, its general finish bespeak
custom design and custom ideas
of building. In both the front
and rear compartments the
passengers may rest in ease and
comfort. In a car of lesser
size such roominess would be
a sheer impossibility.

Open cars nowadays are
as much the prized individual possession as were the
highly exclusive and expensive closed cars of just a
few years back. The open car
is the sportsman’s car—the car
of the man with ideas of
his own. In line with this truth the Hudson
designers and the custom-builders have included
little conveniences and individual touches which
just such a man will appreciate immediately.

The Hudson chassis, with its ability to eat up
distance smoothly and easily for hour after hour,
completes the combination of attractiveness. The
current Super-Six engine is so
striking an advancement over
anything ever previously pre-
sented, that the Hudson owner
may know he has something
which simply cannot be dupli-
cated. It is super-smooth, even
more powerful than previous
Hudsons, and in our belief the most economical motor per
horse-power developed which
can be found anywhere.

The Hudson phaeton owner
will have a car distinctive and
superior, both in custom-built
body and in a motor of out-
standing merit. Here in every
best sense of the phrase is a “touring car”—built to
give maximum motoring comfort and recreation.

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Hudson Super-Six Phaeton — Seven-Passenger
THE NEW HUDSON STANDARD FIVE-PASSENGER

sedan is a splendidly roomy and comfortable car. Yet so carefully balanced are
the exterior body lines, so discriminating the exterior color treatment that only its pleasant
lowness and length suggest from without the spaciousness of the interior.

New shades of soft, two-toned lacquer, the

color of the lower body repeated in the win-
dow reveals—give a pleasant smartness and
trimness that is further heightened by nickeled
radiator and headlamps, and a contrasting
body moulding extending around the body
over the hood to the radiator.

The handsome exterior finish of the

car suggest an unusual interior treatment.

Rich, durable, heavy pile fabric in a
figured pattern is used on the wide
and deep seat and back cushions, set off
smartly by side and head linings which
are finished in a material of solid color. In pleasant con-
trast are the walnut finished windshield panel and window mouldings, matching the
solid genuine walnut steering wheel.

Upholstering binding strips are covered
with the material of the body lining. Such
appointments as dome light and ash receiver,
door handles and window lifts are useful as
well as attractive items of appointment.
The sedan front seat is adjustable both fore
and aft and as to the tilt of the cushions.
This, together with the adjustable steering
wheel column, allows a sedan owner to secure
a driving position of maximum comfort.

Instruments are attractively grouped under
a single glass on the instrument board and
are indirectly lighted. In addition to the
usual oil gauge and ammeter there is in-
cluded in the group an 80-mile-an-hour
speedometer and a sight reading gasoline
gauge. To the left of the steering wheel is
the control for the radiator shutters.

A special Electromatic and key acts both
as the ignition switch for the motor and sec-
cures the car against theft. Switching off
the motor locks the car and it cannot be
unlocked or driven away without using the
switch key.

Ventilation for the sedan front compart-
ment is provided by a cowl ventilator in
addition to the forward opening one-piece
windshield. Narrow steel channel posts give
exceptionally clear driving vision. Auto-
matic windshield wiper and rear vision mirror are
indispensable comforts provided on all
HUDSON models.

Pride of possession in such a car is
fortified now by a new HUD-
son motor—a power plant
whose flashing smooth, seemingly un-
limited power

and speed gives new unmatched capabilities
in performance. Elsewhere in this folder is
described the companion invention to the
Super-Six principle which has made this
new forward step possible. Here is a car
which invites you to attempt new motoring
feats, to gain new motoring thrills. It will
richly reward you for years spent at the
wheel.

OTHER HUDSON BODY TYPES

In addition to the HUDSON Standard Coupe
and Sedan models, three custom built body
				types, a five-passenger Brugham, seven-
				passenger Sedan and seven-passenger Phaeton
				are also available, furnishing de luxe trans-
portation on the new HUDSON Super-Six
chassis. Another folder will be gladly given
you describing these models.
FOR several years the engineering trend has been plainly toward greater efficiency in automobile performance through the use of higher compression engines. Compressing the fuel charge has proved an unfailing method of obtaining greater power. The difficulty has been that it often brought rough operation and pre-ignition troubles.

Attention was then given to so-called anti-knock compounds which were added to commercial gasoline, the mixture then selling at a premium of several cents a gallon. Hudson engineers went boldly at the problem of obtaining a high compression motor which would use any ordinary gasoline, and at the same time yield greater power without motor knocks or other roughness.

This new Super-Six motor is now presented. It will be found to perform with all the efficiency of the highest compression engines, yet to be extraordinarily smooth. It gets away and runs, in fact, with the velvety action of a steam motor. At the same time, it has been found possible to improve economy, because this motor converts hitherto wasted fuel and heat into useful power.

A NEW DESIGN

High compression is obtained by a new arrangement of valves. The intake valve is located in the head of the motor, so that it overlaps in part the exhaust valve below it. This arrangement allows the use of a small combustion chamber, which brings about high compression. The spark plug is located at the remotest part of this special chamber. When the plug fires, therefore, the first combustion takes place at a considerable distance from the piston head. By the time the flame has carried across to that part of the combustion chamber above the piston, its first severity has passed and the piston is pushed rather than struck a blow. A motor even smoother than the old low-compression types is thus obtained, and yet the power output is far greater than in any previous Hudson.

The arrangement of the valves results in economy because as the fuel mixture comes in from carburetor and manifold it passes very close to the exhaust valve, which becomes hot almost with the first impulse of the motor. The "heavy" or semi-liquid part of the mixture actually drops, from gravity, directly onto the exhaust valve. There it is immediately vaporized and converted into an ideal condition for firing. The exhaust valve is, in effect, a hot spot within the motor. Fuel formerly wasted is used for power. No raw gas enters the motor to drain down the cylinder walls and dilute the lubricant.

As the Super-Six principle utilized hitherto destructive vibration forces, this invention turns waste heat into power, and obtains superior efficiency, economy and long life.
FIVE types of bodies, two standard and three custom models, give a wide range of choice in the selection of a car on the Hudson 127-inch chassis. All are attractively finished in pleasant colorful two-tone lacquer. Interiors are upholstered in rich and durable pile fabrics. The new Hudson Super-Six motor of the high compression type gives a brilliance in all phases of automobile performance new even to Hudson.

Brief Mechanical Specifications Hudson Super-Six

Engine—Six-cylinder, Super-Six high compression type securing additional power from low grade fuels. F-head design (intake valves in head, exhaust valves in side); bore and stroke, 3 1/4 by 5 inches; silent chain front-end drive; tax rating 50.4 horsepower.

Crankshaft—Special patented Super-Six design, fully compensated to prevent vibration and fitted with torsion balancer. Four bronze-backed bush-lined main bearings. Aluminum alloy pistons, with Invar struts circulating splash lubrication; oil capacity, 7 quarts.

Fuel System—Vacuum feed from 15-gallon tank at rear. Marvel carburetor provided with air cleaner, automatic air valve and manual heat control. Improved manifold design insures quick starting and fuel economy.

Cooling—Forced circulation by centrifugal pump; cellular radiator, with manually operated radiator shutters; capacity of system 5 1/2 gallons.

Electrical System—Two unit 6-volt starting and lighting with 120-ampere hour battery. Ignition distributors secure car against theft.

Clutch—Single disc type, with cork inserts running in oil and sealed in oil-tight housing. Annular ball type thrust bearing; clutch unit completely balanced.

Transmission—Selective sliding gear type; three speeds forward, one reverse; ball and roller bearings, alloy steel gears, heat treated; tubular propeller shaft with Spicer universal joints, fully balanced.

Rear Axle—Semi-floating; spiral bevel gears; extra large pinion bearings; Hotchkiss drive (through rear springs).

Brakes—Benfield four-wheel mechanical brakes; expanding shoe type, self-energizing, adjustable and equalized for wear. Hand lever acts rear brakes for parking.

Springs—Special alloy steel; semi-elliptic, front and rear. Front 39 inches long. Rear 73 1/2 inches long. Adjustable shackles.

Frame—Heavy channel side members, 7 inches deep with six rigid cross members.

Steering—Rack and pinion low-friction type gear fully adjustable; ball thrust bearings in front wheel spindles.

Wheels and Tires—Wood artillery type wheels with steel felloe mounting, 3 1/2 x 5 inch low pressure balloon type non-skid tires.

Wheelbase—127 1/2 inches.

Equipment includes such items as—Cowl lights, Cowl ventilator, Radiator shutters, Rear view mirror, Stop light, Motorometer, Sun visor, Dome light, Tire carrier, Speedometer, Automatic windshield cleaner, Gasoline gauge on instrument panel.

Hudson Standard Body Types—
5-passenger Coach, 5-passenger 4-door Sedan.

Hudson Custom Body Types—
5-passenger 4-door Brougham, 7-passenger Custom Sedan, 7-passenger Phaeton.

All bodies finished in multiple coat polished lacquer.

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.