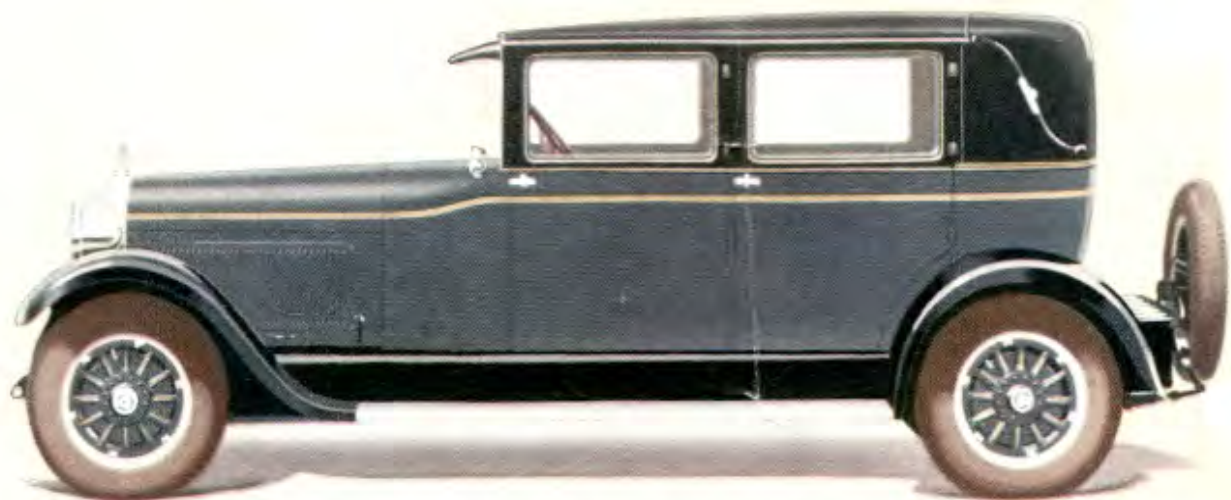


CUSTOM BUILT  
MODELS  
HUDSON SUPER SIX

*- 127 Inch Wheelbase -*





*Hudson Super-Six Brougham - Five-Passenger*

**I**N 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 the first glance. The lines are drawn not only with good taste but with an 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 mo-

tors 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.



*The brougham interior is a model of comfort, completeness of finish, and generally rich atmosphere*

**CUSTOM BUILT  
 MODELS  
 HUDSON SUPER SIX**  
*- 127 Inch Wheelbase -*

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 motor is so striking an advancement over anything ever previously presented, that the HUDSON owner may know he has something which simply cannot be duplicated. It is super-smooth, even more powerful than previous HUDSONS, and is 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 outstanding merit. Here in every best sense of the phrase is a "touring car"—built to give maximum motoring comfort and recreation.



*On the instrument panel such equipment as a gasoline gauge, electrolock, carburetor choke, manifold heat control and radiator shutter lever give the Hudson driver centralized car control*



*Hudson Super-Six Phaeton—Seven-Passenger*

**T**HE 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 window 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 contrast 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 included 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 Electrolock and key acts both as the ignition switch for the motor and secures 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 compartment is provided by a cowl ventilator in addition to the forward opening one-piece windshield. Narrow steel corner posts give

exceptionally clear driving vision. Automatic 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 HUDSON motor—a power plant whose flashing, smooth, seemingly unlimited 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 hours spent at the wheel.

#### OTHER HUDSON BODY TYPES

*In addition to the HUDSON Standard Coach and Sedan models, three custom built body types, a five-passenger Brougham, seven-passenger Sedan and seven-passenger Phaeton are also available, furnishing de luxe transportation on the new HUDSON Super-Six chassis. Another folder will be gladly given you describing these models.*



*The spacious sedan interior is made attractive with rich, figured material, heavy and durable on the seat cushions and backs. This attractive upholstery is set off by walnut finished windshield panel and window mouldings and attractive fittings*



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 arrange-

ment 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 $\frac{1}{2}$  by 5 inches; silent chain front-end drive; tax rating 29.4 horsepower.

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

**FUEL SYSTEM**—Vacuum feed from 19-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 $\frac{1}{2}$  gallons.

**ELECTRICAL SYSTEM**—Two unit 6-volt starting and lighting with 120-ampere hour battery. Ignition electro-lock secures 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**—Bendix four-wheel mechanical brakes; expanding shoe type, self-energizing, adjustable and equalized for wear. Hand lever sets rear brakes for parking.

**SPRINGS**—Special alloy steel; semi-elliptic, front and rear. Front 39 inches long. Rear 57 $\frac{1}{4}$  inches long. Adjustable shackles.

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

**STEERING**—Roller tooth low-friction type gear fully adjustable; ball thrust bearings in front wheel spindles.

**WHEELS AND TIRES**—Wood artillery type wheels with steel felloe mounting 31 x 6 inch low pressure balloon type non-skid tires.

**WHEELBASE**—127 $\frac{3}{8}$  inches.

**EQUIPMENT** includes such items as—Cowl lights, Cowl ventilator, Radiator shutters, Rear view mirror, Stop light, Motometer, 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.

V. B. SMITH  
REPRESENTATIVE  
WABASH VALLEY MOTOR CO.  
HUDSON ESSEX



The Hudson  
Seven Passenger  
Custom Phaeton



The Hudson  
Five Passenger  
Custom  
Brougham



The Hudson  
Seven  
Passenger  
Sedan



The Hudson  
Five Passenger  
Standard Sedan



The Hudson  
Five Passenger  
Standard Coach