127 mch Wheelbase

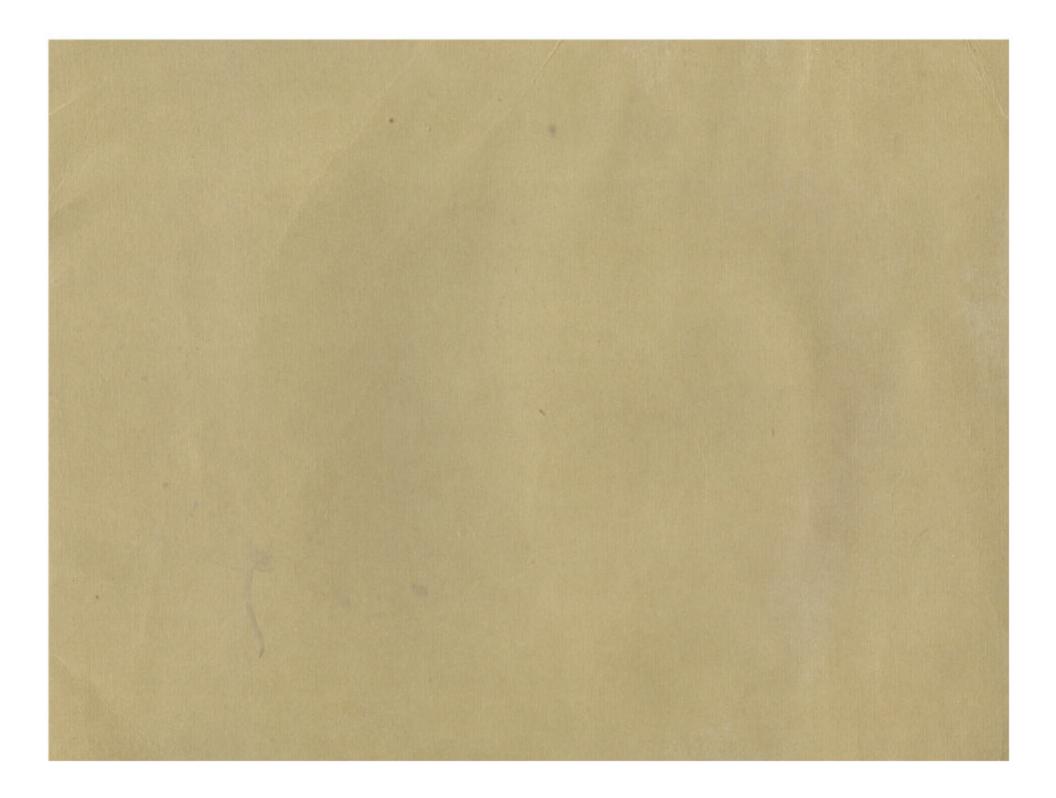
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C. ASHTON COX 217 Arliagton Street WOLLASTON 70, MASS

CARPENTER 6/11/61

Super Six





127 inch Theelbase

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Detroit Michigan
U. S. A.



HERE is a new vogue in fine cars. London, Paris or Vienna have no hand in it. It is a style distinctively American, the product of the increasing range of motor travel in America. Covering ever greater distances on the finest highways the world has ever known, American drivers have come to measure a car by new high standards of their own; standards based on the degree of speed, of

comfort and safety obtained on the open road.

In appearance as well as in their brilliant Super-Six performance, the new Hupson models, both standard and custom body types, fulfill anew this urge for swifter, safer, more comfortable travel.

Distinctive beauty and luxury add to the satisfaction of owning these cars. In creating this new design and achieving an increased usefulness, Hudson is setting "The Vogue of Tomorrow."

A new high hood and slender, deep new Hudson radiator are eloquent in expressing the swift, smooth dynamic power of the Hudson Super-Six high compression motor.

Breasting this slender radiator with its vertical shutters, large nickeled headlamps of a Colonial pattern are supported by vertical standards from the frame as well as by a horizontal cross bar.



And wide, deep crowned fenders with their aprons sweep away from the radiator and out over the wheels in one clean arc.

Here is the beginning of an automobile design that is new

and refreshing.

Today's Hubsons achieve their distinction and character by fundamentals of design. Exterior beauty in these cars is structural rather than ornamental. Every line is appropriate, is expressive

of the cars' performance, ability and character. The solidity of their body structure is evident in the deep window reveals. Body paneling is aluminum over

hard wood and steel framing.

Above the line of the belt moulding, steel channeling has been employed permitting the use of slender, but very sturdy upper body posts and window frames. Windshield and window frames are nickel-plated. Roof lines have a flat contour and the roof covering material is continuous down over the rear body quarters to the belt moulding.

Three distinctive types of Hudson Custom bodies are available. The Victoria, a roomy coupe with staggered seats, a Landau Sedan, and a roomy Seven-Passenger Sedan. In addition to these models on the 127-inch chassis, the ever-popular Hudson Standard Sedan is continued with new finish and appointments.

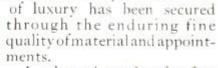
≺HE Hudson Landau Sedan is distinctive in several interesting respects. It is a wide and roomy vehicle, yet it presents a pleasantly trim appearance behind the new high Hudson hood. This attractive exterior appearance is accented by a wide decorative body panel at the belt moulding, lighter than the body coloring; by squared window openings with nickeled frames; and by the landau arms of the rear quarters. Between the body and tire carrier at the rear there is room for a commodious touring trunk.

NEW INTERIOR FEFECTS

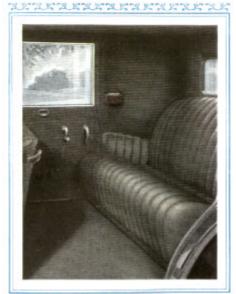
The interior decoration of the new Hupson Custom bodies is luxurious

with the richness of simple good taste. The tendency to over-adornment has been studiously avoided. Instead, the impression of luxury has been secured

A selected grade of a fine



quality mohair is used for both body linings and seat backs, the colors being soft shades just off the grav. Over A winged figure caps the the deep seat cushions this



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material is laid in straight French plaits, narrower than customary.

Side lining material is brought snugly and smoothly up to the window glass, a narrow nickeled ledge at the bottom of the windows being the only moulding in evidence. An inconspicuous, but pleasing paneled effect is secured with a line of stitching just inside the edge of each side wall area. The effect is of intimate warmth and comfort. An extra fine grade of carpet, matching the color of the upholstering is fitted to the rear compartment, while a rubber mat, underlaid with a thick silencing pad is used as the floor covering at the front. Hardware of a Colonial pattern, used exclusively on Hupson built cars, was selected from a wide

variety of designs, the work of leading silversmiths. After appearance, the most noticeable feature

of this Landau Sedan is the smooth brilliance of its high compressive Super-Six motor.

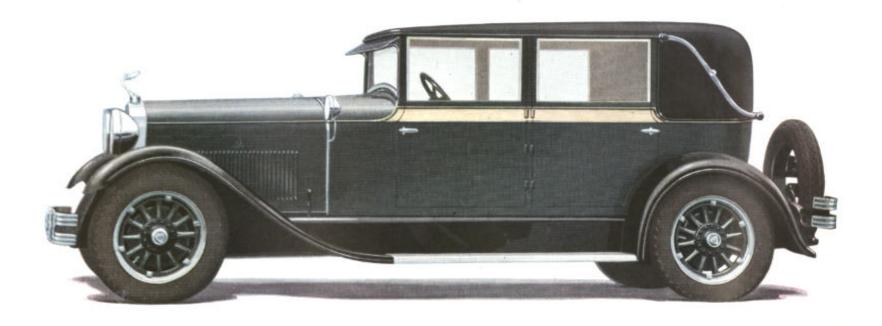
To gauge accurately for yourself the progress Hupson has achieved in automotive power requires but an hour or two at the wheel of one of these new Hupsons.



Hudson custom bodies carry a decorative panel and nickeled saddle lamps



Hudson radiator symbolizing Super-Six fleetness



The Tive Passenger Hudson Super Six Landau Sedan

BAKAKAKAKAKAKAKAKAKAKAKAKAKAKAKAKAKAKA

THERE is something about the lines of a well-designed coupe that gives an added distinction to auto-

mobile ownership.

In the Hudson Victoria, Hudson body designers have succeeded admirably in achieving distinctive coupe lines into a car of more than ordinary coupe

capacity.

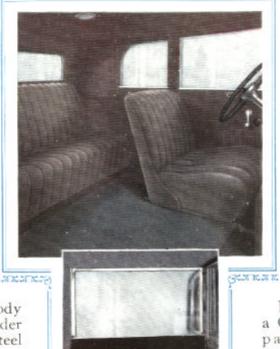
The Victoria is a long-bodied car; its clean, low sweeping proportions taking full advantage of the length in the 127-inch Hudson chassis. As in the other Hudson custom models, lines have been kept snugly low behind the powerful looking high Hudson hood, with a double

belt moulding and a decorative body panel. Upper body posts are slender

> but sturdy steel channels, as are the narrow, nickeled window frames.

Landau

leather top material is continued down over the rear body quarters, top and roof mouldings being of a color to



Narrow, but sturdy steel channel window frames are nickel finished

contrast pleasantly with the neutral tone of the lower body. The rear deck conceals a roomy luggage compartment. Within, the unusual roominess of this car is immediately noticeable. The driver's seat is a wide cushioned, luxuriously comfortable individual chair. Back of it is a second deep and comfortably upholstered seat for two. Still another well-padded seat folds out from under the cowl beside the driver's chair.

A select grade of mohair, neutral in tone, is used for upholstering the seats; and a similar material of the same shade is used for side and head lining panels.

Brushed finished hardware carries a Colonial pattern, while instrument

panel and steering wheel are ebony black.

Here are all the finest

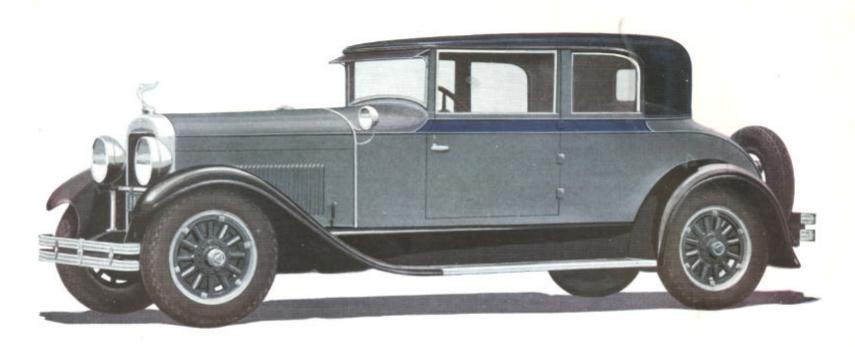
characteristics of appearance and comfort that can be built into a car for personal use.



Parterned hardware in the colonial period has a brushed silvered finish



A new steering wheel is of hard rubber around a continuous steel core



The Four Passenger Hudson Super Six Victoria

OMFORT for all passengers has been achieved without the appearance of undue bulk or unpleasant overhang in the Hudson seven-passenger Sedan on the 127-inch Hudson chassis.

As in the other Hupson custom models, a nice balance in design has been achieved by the slender contour of the steel upper body supports, by narrow nickeled window frames and by carrying the landau leather of the top down over the rear body quarters to meet the belt moulding. The lighter weight of aluminum body paneling saves almost the weight of an extra passenger, preserving in this larger body

type the splendid performance qualities for which the

present Hudson Super-Six is noted.

A fine quality mohair in neutral tone is used for

seat upholstering, head and side linings.



Two leather bound smoking sets are convenient, decorative appointments

In this, as in the other Hubson custom body types, the seats have a special doubledecked spring construction. Relatively soft upper springs are sensitive to every riding movement, and are underlaid by stiffer coil springs to absorb heavier deflections. Seat cushions have a form-fitting con-



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tour, and arm rests of the davenport type are a comfort feature of the rear cushions.

Auxiliary tonneau seats for two passengers unfold from back of the front seat. Their wide, well-padded cushions extend practically the full width of the body, and deeply recessed floor boards give occupants more than ordinary foot room.

The equipment of Hubson custom bodies is unusually complete. Pleated pockets are provided in the doors. Chased leather smoking sets are installed in the Landau and seven-passenger Sedans. Robe rails in these two models are provided with hand grips at their ends. A wide

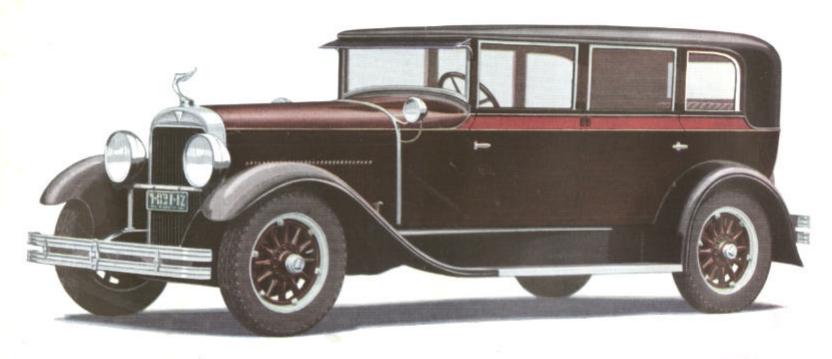
upholstered foot rest is provided in the rear of the seven-passenger Sedan. These and similar conveniences add to both comfort and appearance.

In these fine Hudson custom bodies there is a dis-

tinction of appearance that is the hallmark of custom body design; there is roomy comfort, complete appointment, luxurious quality. And Hubson Super-Six performance, brilliant in every phase of motor operation, lends the final touch to a new vogue of motor car enjoyment.



Instruments are grouped in a pleasing panel, matching the hardware



The Seven Passenger Hudson Super Six Sedan

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N the 127-inch Hudson chassis the standard five-passenger Sedan is an exceedingly popular model. Behind this year's higher hood these bodies take on a new distinctive attractive-

ness of their own. Its twotone lacquered exterior is decorated with lighter window reveals and window striping and with a contrasting panel in the rear body quarters. Four wide doors give entrance to deeply cushioned form-fitting seats for five. The upholstering, a rich mohair and wool mixture, harmonizes with the exterior body color as does the carpeting.

Driving Conveniences

Many conveniences in the new Hubson Super-Six models appeal to the experienced

driver. Instruments are grouped under one glass in a decorative panel, which carries the design of the body hardware, and are indirectly lighted. They include gasoline gauge and a motor heat indicator, as well as ammeter, oil gauge and speedometer. An Electrolock ignition switch is immediately beneath with choke button just to the right of it. The parking brake is under the cowl to the left. Hudson is fitted with a new type safety steering wheel of black, hard rubber to match the ebony finished instrument panel. Its

slender rim, with finger scallops on its under side is moulded over a continuous reinforced steel core. The strength of this type of wheel (it weighs several pounds) acts to prevent front wheel vibrations being

telegraphed through the steering gear to the driver's hands. Hudson is equipped with Parabeam headlamps, deflecting their full 21-candle power beam to the road immediately in front for meeting and passing other cars. Light switch as well as spark, throttle and horn controls are located at the center of the wheel.

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Four wide doors in the 127-inch Sedan open to wide davenport type form-fitting seats upholstered in rich mohair and wool fabrics

HUDSON PERFORMANCE

To Hudson owners an unmatched Super-Six performance is available. Hudson engineers are responsible for a new type of power plant in which

the high compression principle has been combined with the Super-Six principle of balance to produce a smooth and abundant flow of power like that of steam.

This remarkable advance has been accomplished by a new arrangement of valves which permits the use of any motor fuel.

Sit at the wheel of the new Hudson for a mile, an hour or a day. You will be convinced beyond the shadow of a doubt that here is the car of tomorrow, in performance as truly as in fine car appearance.



The Tive Passenger Hudson Super Six Standard Sedan

B ESIDES the four body types mounted on the 127-inch Hudson Super-Six chassis, an additional group of three Hudson body types is available on a 118-inch Hudson Super-Six chassis. These are a coupe with rumble seat, a five-passenger four-door sedan, and an amply roomed coach.

The 118-inch chassis is identical with the 127-inch chassis except for length. It employs the same sturdy axles, wheels and tires; the same effective self-energizing four-wheel brakes; the same type of springs and spring mountings (the rear set spread at their outer ends to prevent sidesway).

Above all, it offers the same brilliant

performance from the same high compression Super-Six power plant, turning waste heat to power and using successfully any motor fuel.

These 118-inch Hudson bodies you will find designed and finished with Hudson's typically fine lines, roomy proportions and complete equipment.

They are finished comfortable leather-upholstere in attractive duotone lacquers with deco-

rated window reveals and attractive striping. Roof lines of flat contour and low oblong windows emphasize their splendid road balance while preserving ample head room and road clearance.

Upholstering is wool and mohair fabric in solid

neutral tones to harmonize with exterior body colors. Seat cushions are wide, deep and form-fitting. A pleasant decorative effect is obtained with patterned hardware of the Colonial period; with burled walnut finished window mouldings, and with a tasteful oblong grouping of instruments on a black ebony-finished panel.

Here is characteristic Hupson beauty

and brilliant Super-Six performance that creates a new measureoffinecarvalues cars that give a new significance to the "vogue of tomorrow."

On either the long or short Hudson chassis you will doubtless find a body type which meets both your personal preference and satisfies your own estimate of fine six-cylinder values.







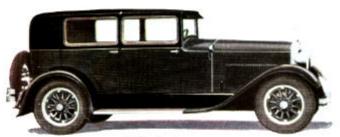
The 118-inch Hudson Models

STREET RESTRECT

All Hupson 118-inch models are upholstered in rich wool and mohair fabrics; all have comfortable form-fitting seats, wide doors. The coupe is provided with a comfortable leather-upholstered rumble seat concealed under the roomy rear deck



The Coupe



The Sedan



The Couch

Three of the 118 inch wheel base models Fludson Super-Six

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Vertical ra-

N the trend toward motor car engines of high compression, as in many other progressive engineering developments, Hudson is again a leader and a pioneer.

High compression is necessary for speed, snap, performance and economy, but these advantages were previously obtained at the cost of smoothness and flexibility.

Through a companion invention to the Super-Six principle of motor balance Hudson research brings to Hudson owners a distinct advance in standards of automobile performance.

By the skillful combination of these major developments the heat and fuel formerly wasted in gasoline motors has been turned to useful power and a new economy and elasticity of motor performance has been attained. And these results are obtained with any ordinary motor fuel.

Now Hudson is given an additional supremacy that is immediately and continuously apparent whether you drive a city block or a hundred thousand miles.



Internal expanding Bendix fourwheel brakes are protected from dirt, self-energizing

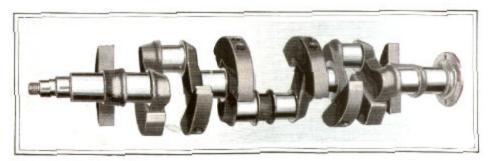


diator shutters and mo-

tor heat indicator on the

dash provide efficient motor temperature control all year round

Gasoline gauge on the dash indicates accurately the amount of fuel in the tank at the rear



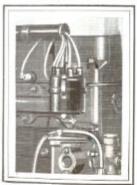
Hupson is smooth at all speeds. The Super-Six principle of balance prevents vibration in the Hunson crankshaft before it happens



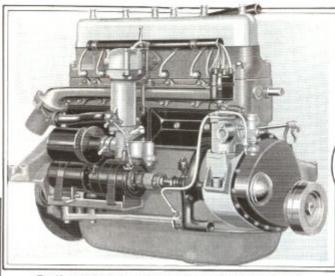
Patented wick-feed oil cups provide stre and clean lubrication



Special carburetion and manifold heat control give splended fuel vaporization



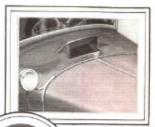
Distributor shaft drives a large constant-feed oil pump



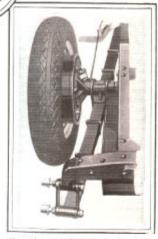
The Husson Super-Six high compression, high efficiency motor is smooth and powerful with ordinary motor fuel



The decorative instrument panel, indirectly lighted, includes a gasoline gauge and motor heat indicator



All HCDSON cars have a cowl ventilator. Nickeled saddle lights are miniatures of the headlamps. Electrolock ignition switch is convenient on the dash, approved by insurance underwriters



Spread at their outer ends, long semi-elliptic springs give splendid balance, prevent sidesway



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IN other vital ways, as important to a Hubson driver as is the Super-Six power plant, the Hubson chassis contributes to owner satisfaction.

Hubson riding qualities cannot be duplicated. Through a special frame design, exclusive to Hubson-built cars, it is possible to spread long, semi-elliptic rear springs at their outer ends to secure better road balance and prevent sidesway.

Hubson is equipped with Bendix internal ex-

panding four-wheel brakes. These are protected from road dirt and water by the brake drums—and are self-energizing, reducing brake pedal effort.

An anti-friction steering gear of modern design, not only reduces steering effort, but gives more positive from wheel control.

In these and scores of other ways Hubson driving has been made easier, safer, more convenient, In driving satisfaction, as in appearance and power, the new Hubson expresses the "vogue of tomorrow."

Brief Mechanical Specifications Hudson Super-Six

Enters — Exchange Super-Six high compression type. F-head design (intake valves in head, eshant valves in side) here and stroke, 315 by a inches allest chain from-end drives (the rating to 4 hersepower.

Chanketter-Special patented Super-Six design, fully compensated to prevent wibration and fitted with torsion balancer, Four-house-backed bubbits-hard main bearings. Aluminum along pictons, with lawar struct circulating spinels lubrication; oil capacity, 7 quarts.

First, System—Vacuum feed from so-callon tank attean, Masyol carbonetor provided with air cleaner, automatic air valve and manual heat returned. Improved manifold design insurest quick starting and furl economy.

Coot.150.—Forced circulation by sentrifugal pumps: cellular radiator, with marriedly operated radiator shotters; especity of system \$15 gallent. Echermons Sources—Two unit 6-volt starting and lighting with 120-angers hour battery. Ignition electrolock secures car against their.

Carron Single disc type, with our inseres remning in oil and realed in oil-tight housing. Annular hall type thrust bearing; chuch unit completely balanced.

Transmission—Selective sliding gear type; there opends forward, one reverse; ball and relief bearings, also strel peans, best treated; tubular propeller shaft with Spices universal joints, fully balanced.

REAR AND Serio floating; spiral bevel pears; extra lange platen bearings, Hotchkiss drive (through rear springs).

BRAKES — Bendie nur-wheel mechanical brakest explending abor type, self-energizing, adjustable and equalized for wear. Hand lever sets rear brakes for packing.

Season Special alloy stort; somi-elliptic, front and rear. Front 39 inches long. Hear 57 h inches long. Adjustable shackles.

France—Heavy channel side members, y inches deep with six rigid cross members.

Secondse—Roller tooth low-friction type gear fully adjuscepble; ball thrust bearings in

front wheel spindler.
Wheels and Tares—Wood artiflery type,
wheels with steel fellor mounting at a friend,
law pressure bullons type non-skilt free.

WHERE BASE -12734 inches.

Equipment includes such items as—Comlights, Cowl condition. Radiator shutters, Rear view server, Sep light, Motometer, Sun visor. Dune light, Tire carrier, Speedometer, Automatic windchield cleaner, Goodling gauge on interparament panel.

Horson Standard Body Types on the 118, inch thesels — 5-baseragy? Crach. 5-passes, ger 4-door Sedan. Coups with numble seat. Hurson Body Types on the 127-inch chassis—5-varieties 4-then Landard Sedan. 7-pattenger Sedan. 4-passenger Victoria. 5-passenger Standard Sedan.

Norm: The Hudson Mater Car Company selected the right to make changes in our design or color schemes at any since without incorring any obligation of install name on cars previously sold.

