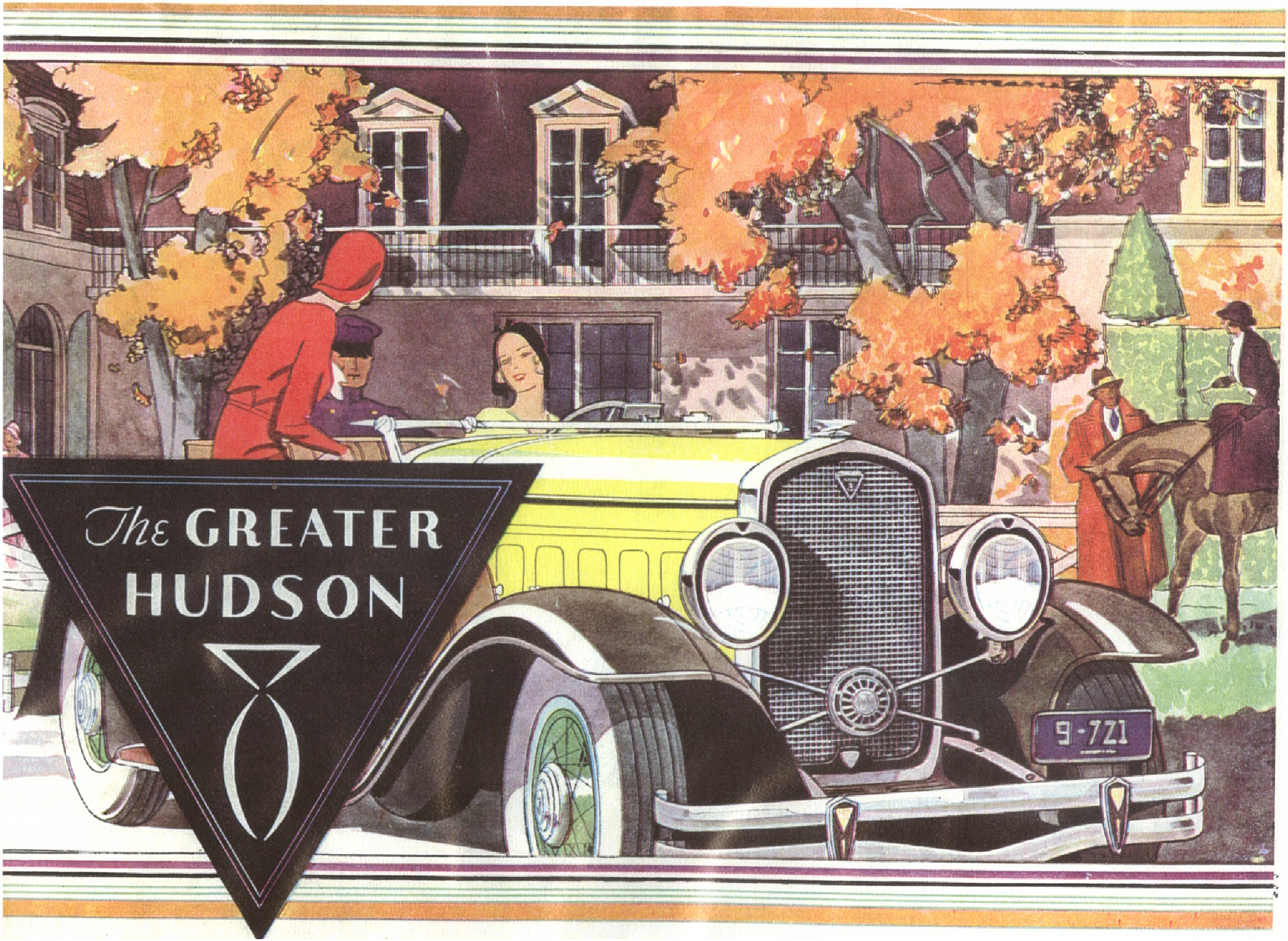
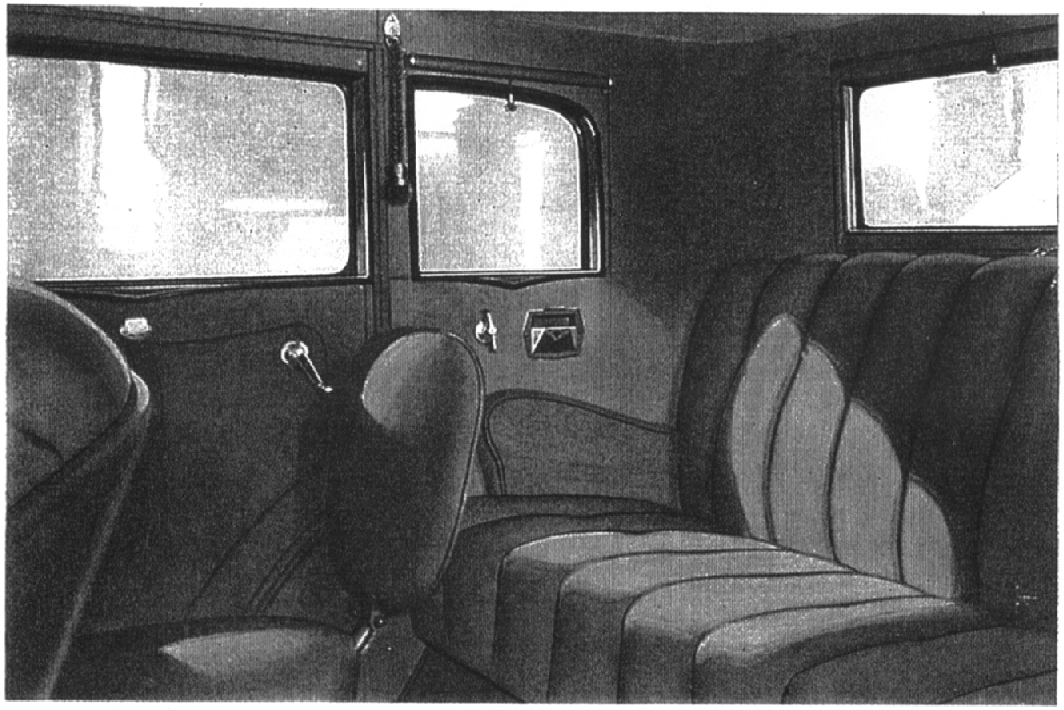
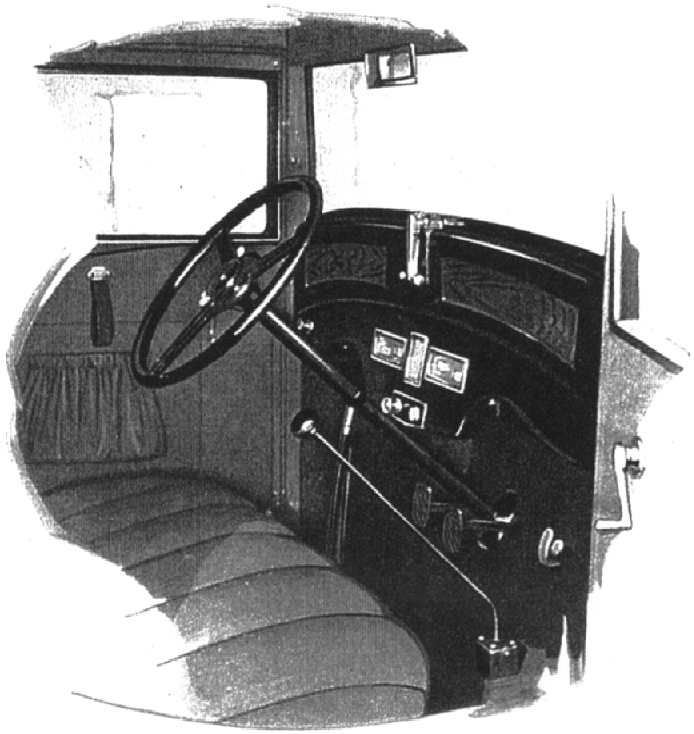

The GREATER
HUDSON
9-721



THE interior of the Family Sedan supplies ample room for the entire family. Seats are wide and deep. Extra chairs fold neatly out of the way when not in use

CONVENIENCE of controls and simplicity of design emphasize comfort in the Greater Hudson Eight. Starter button is on the dash within easy reach. Seat cushion and steering wheel are both adjustable



The GREATER HUDSON

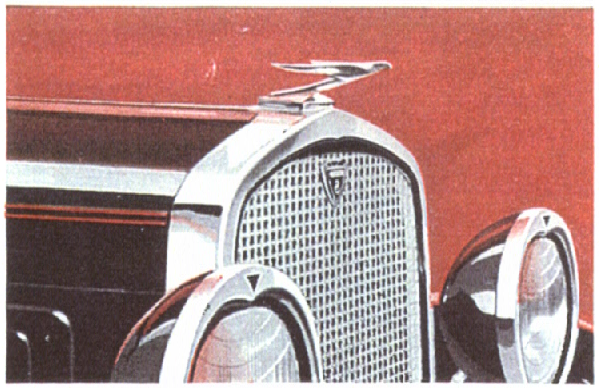
THE GREATER HUDSON EIGHT FOR 1931

HUDSON presents for 1931 a second and even greater Eight—a car with all the pleasing characteristics of the first Hudson Eight—but with these traits further improved and refined. This new and greater Hudson Eight is available in two chassis lengths (119 and 126 inches) and in many body types. This wide choice in appearance, in capacity and in color harmonies immediately gives individuality to the selection of any Hudson model.

Stream-Lined Bodies

Hudson body lines are again thoroughly modern. Hung low over the wheels on a double drop frame with tapering mouldings continuous around the body and over the hood these cars are beautiful in a new and pleasing way. Fenders nosed well down at front and rear, are deep flanged to cover the tires and make one continuous curving line with the running boards.

A bronze chrome-plated radiator grille is incorporated as part of the radiator shell. The stream-lining of the body design is carried out in such pleasing details as lamp brackets, door handles, sunshades and radiator ornaments. Adjustable hood openings are a custom touch. Maximum visibility to the rear is provided by a large rectangular window. These are indeed the smartest cars ever to carry the Hudson Triangle.



A BIRD in flight caps the Hudson radiator, typifying the easy graceful performance of the Greater Hudson Eight

Luxurious Interiors

Within new patterns of Bedford cord, flat fabrics, mohair and velour are used over cushioning soft for comfortable relaxation. Extra inches of legroom in the rear compartment of sedan models give extra freedom to rear seat passengers. Pull-to straps are new features on the doors. Assist cords and arm rests are features of many models. And window glasses lower almost flush with the window sills.

Seats both front and rear are adjustable. In addition the driver finds that the steering column may be lowered or raised to suit his taste. The windshield may be opened or closed with one hand by a simple toggle lever. Double ven-

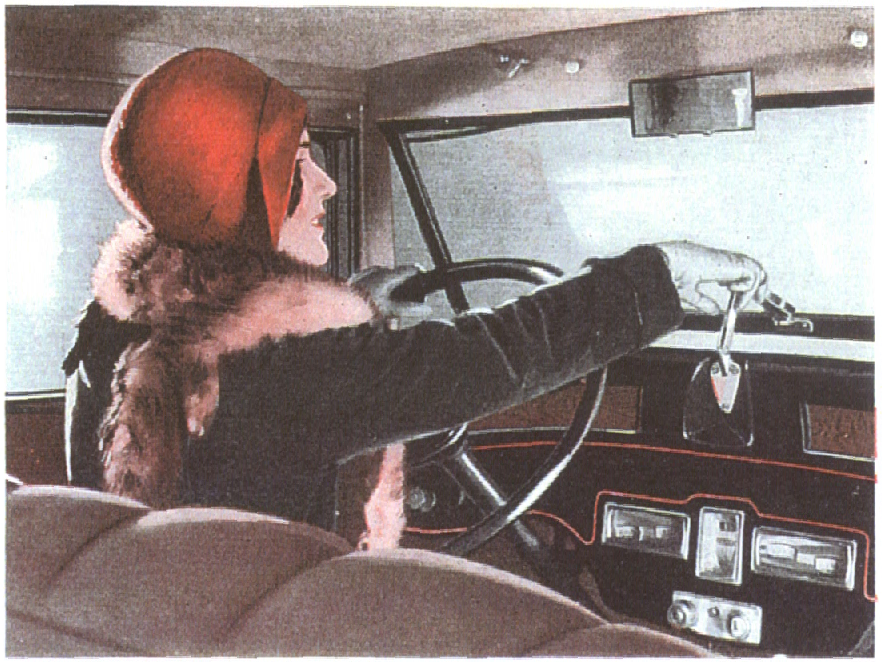
The GREATER HUDSON

tilators are provided in the cowl. The starter operates by a button on the dash. Lights, throttle and horn controls are at the center of the three-spoke steering wheel.

Three rectangular openings in the instrument panels place instrument dials, oil and gasoline gauge, speedometer, ammeter and oil pressure gauge easily within the driver's vision. The tasteful simplicity of the design is helped by concealing the windshield wiper in the upholstering. Walnut-finished window mouldings and cowl panels are decorative. The accelerator pedal is provided with a foot rest, and the parking brake lever is out of the way under the cowl at the driver's left.

Owner-Management

OWNER-MANAGEMENT enables Hudson-Essex to give you outstanding advantages in quality and price. The men who are now guiding its destinies have been with Hudson practically since its inception. Its department heads and principal distributors are its controlling owners. Their independence is backed by unusually large resources in capital and plant facilities. It enables Hudson-Essex to lead in design and engineering quality. It permits economies in manufacture and distribution that bring exceptional quality direct to the public at distinct price advantages.

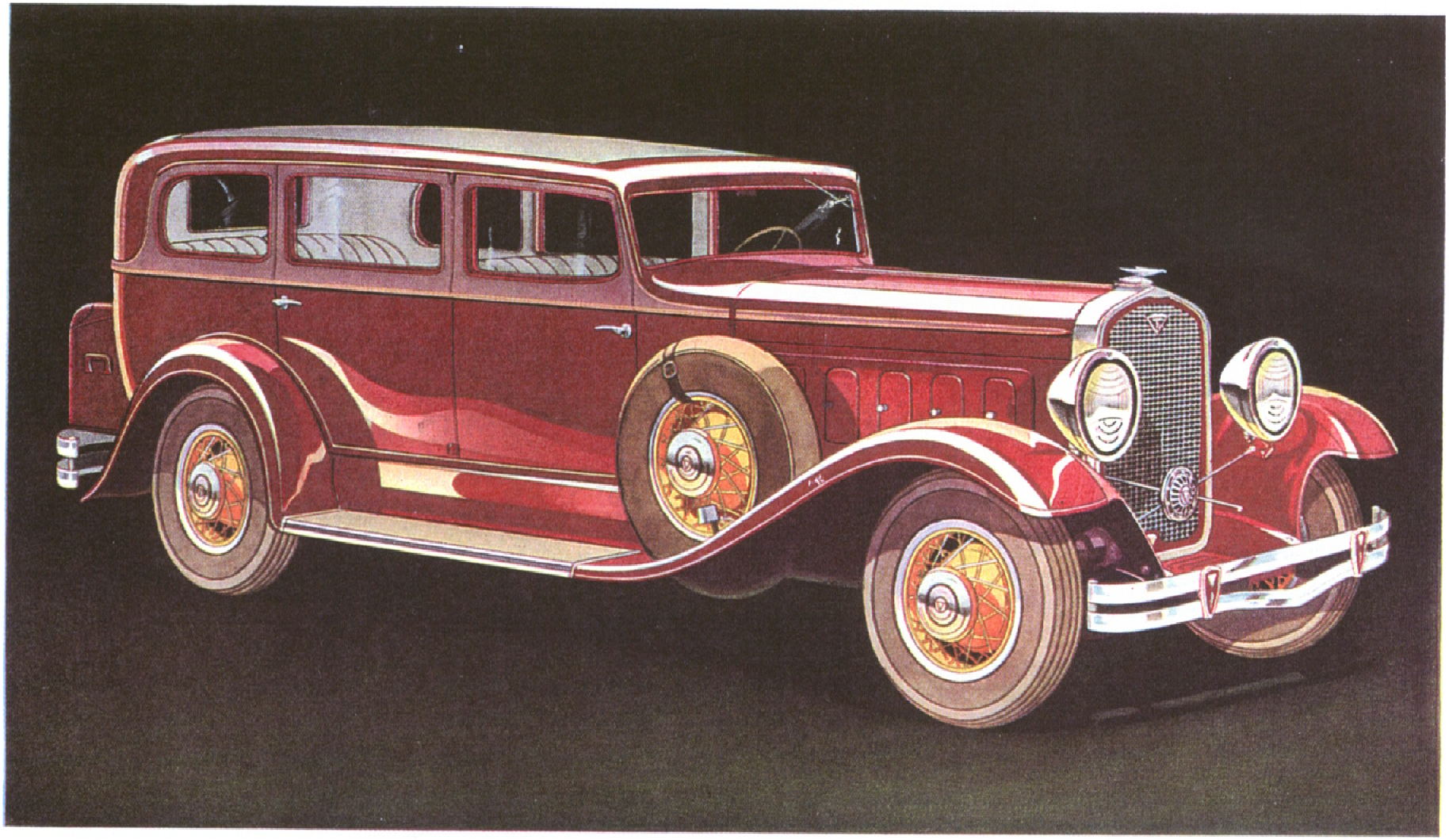


THE Greater Hudson Eight has a toggle lever for opening windshield. Operated with one hand while driving it gives ready control of car ventilation

A further upholstering refinement has added interior headroom without raising the exterior body height.

Hudson bodies are permanently silenced. Rivets and welding, replacing screws and bolts, are permanent fastenings that remove the very causes of most body noises. Complete acoustical padding achieves restful quietness as well as insulating body interiors from extremes of heat and cold.

The GREATER HUDSON

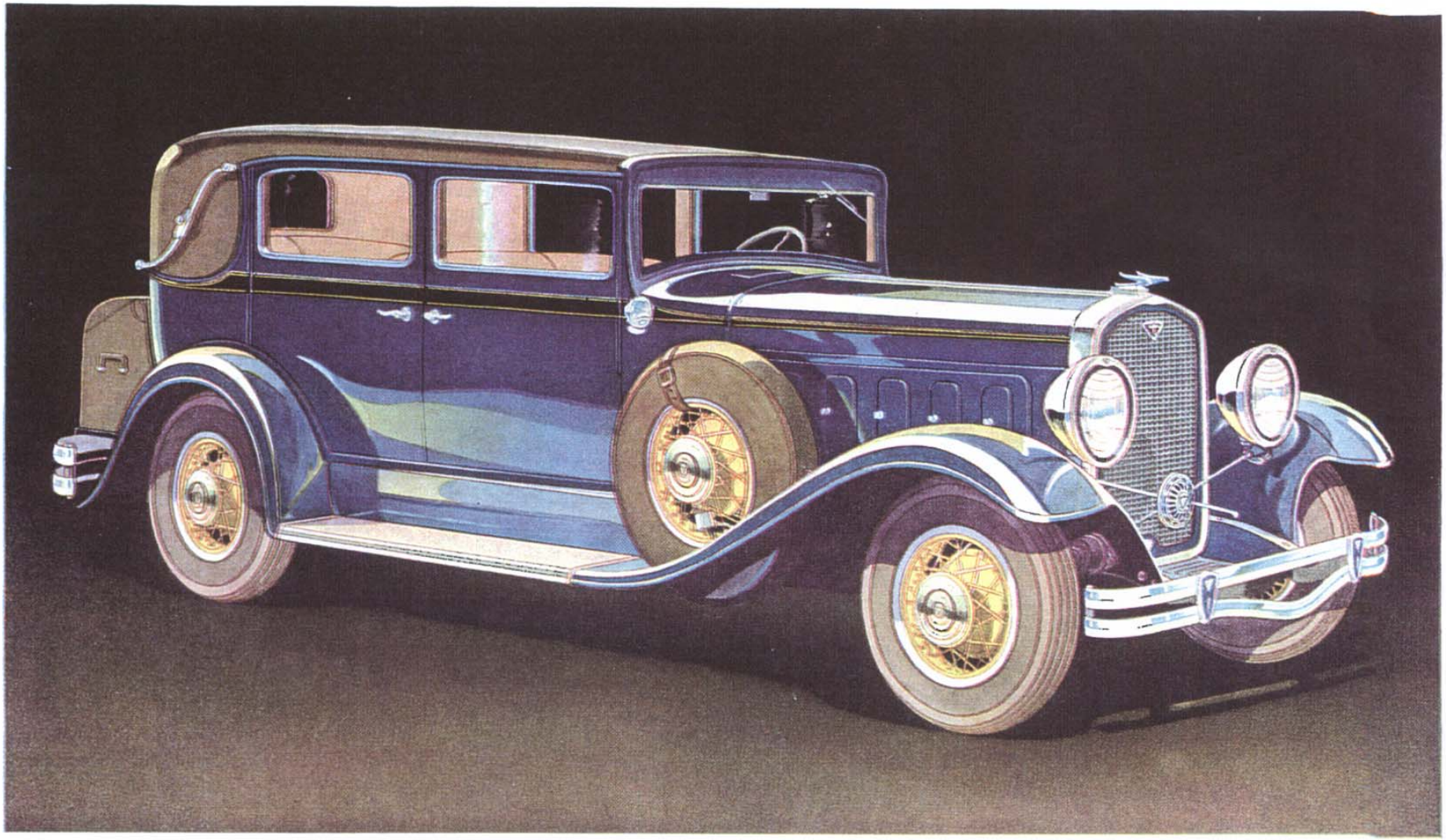


The CLUB SEDAN

The GREATER HUDSON

MODERNISTIC curving lines give new character to this custom body, its stream-line design suggesting added speed. Tasteful luxury features interior fittings and trimmings. Door handles, lamps, horn and radiator are of new modern design.

126-inch Chassis

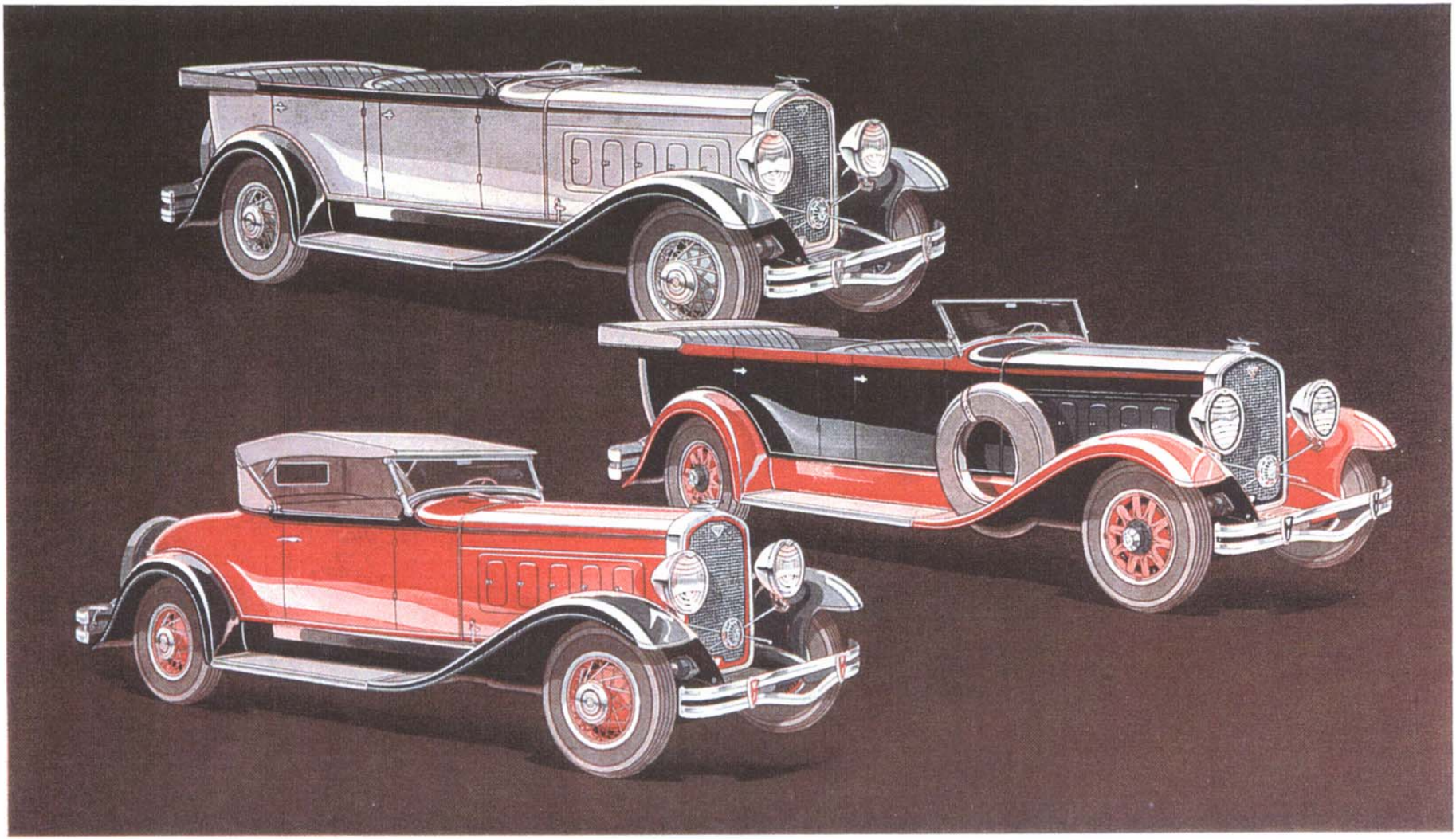


The BROUGHAM

The GREATER HUDSON

MOUNTED on the longer Great Eight chassis the Hudson Brougham has the close-coupled appearance so popular in special body types. Landau arms add town car smartness. Within, it is pleasantly spacious with accommodations for five.

126-inch Chassis



The GREATER HUDSON

The ROADSTER

THIS practical open car meets the needs of the two-car family. The driving seat is amply wide for three while the rumble seat is wider than ordinary for two people. Tight curtains effectually shut out the elements.

110-inch Chassis

5 PASSENGER PHAETON

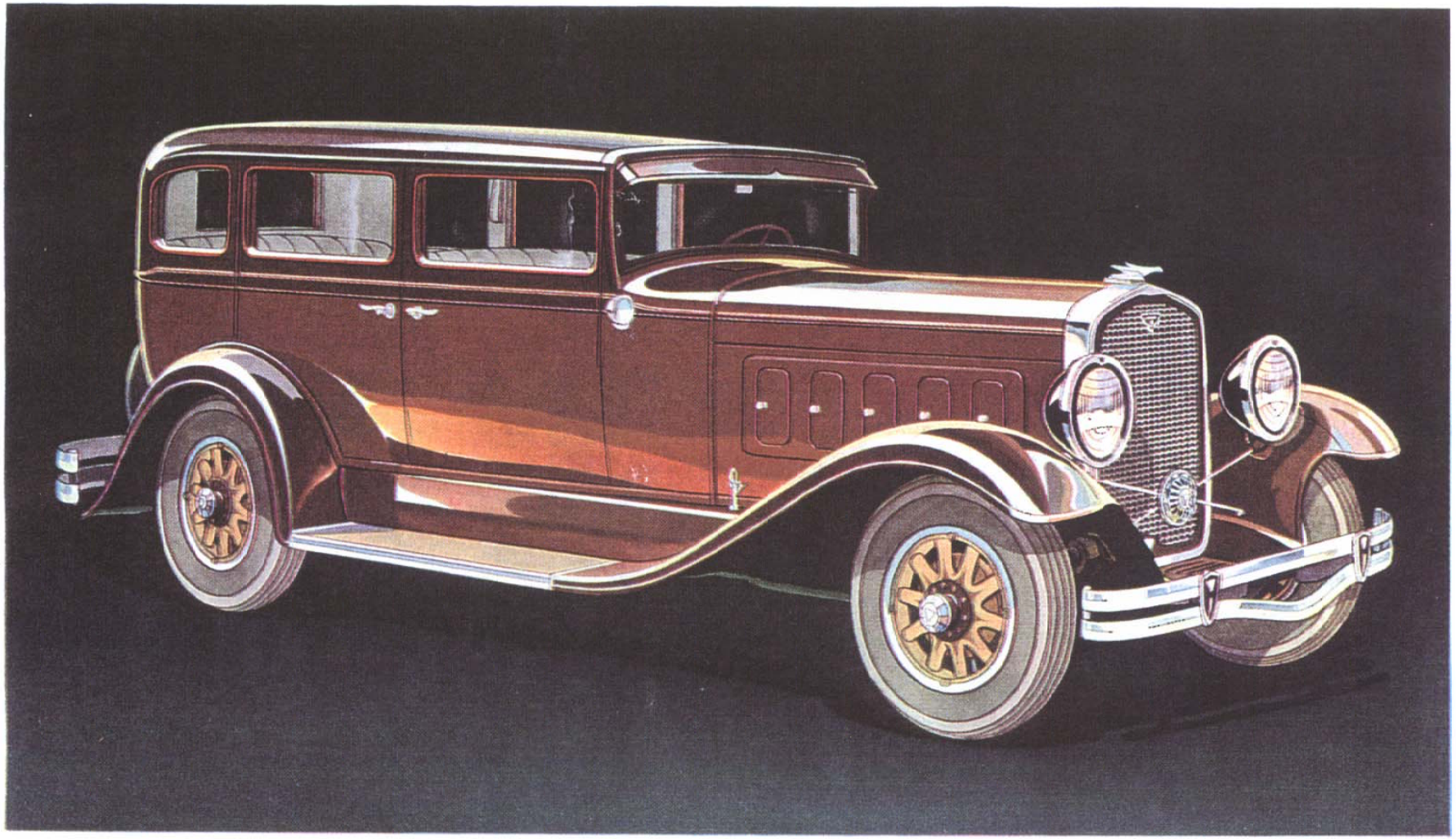
FOR many who prefer an open car the five-passenger Phaeton has unusual appeal. It has all the appearance of the sport car combined with true practicality. Top and windshield can be lowered to add to sports appeal.

110-inch Chassis

7 PASSENGER PHAETON

THIS open car for the large family is on the longer wheelbase. The two folding chairs are unusually comfortable, seat cushions and backs being leather upholstered.

126-inch Chassis

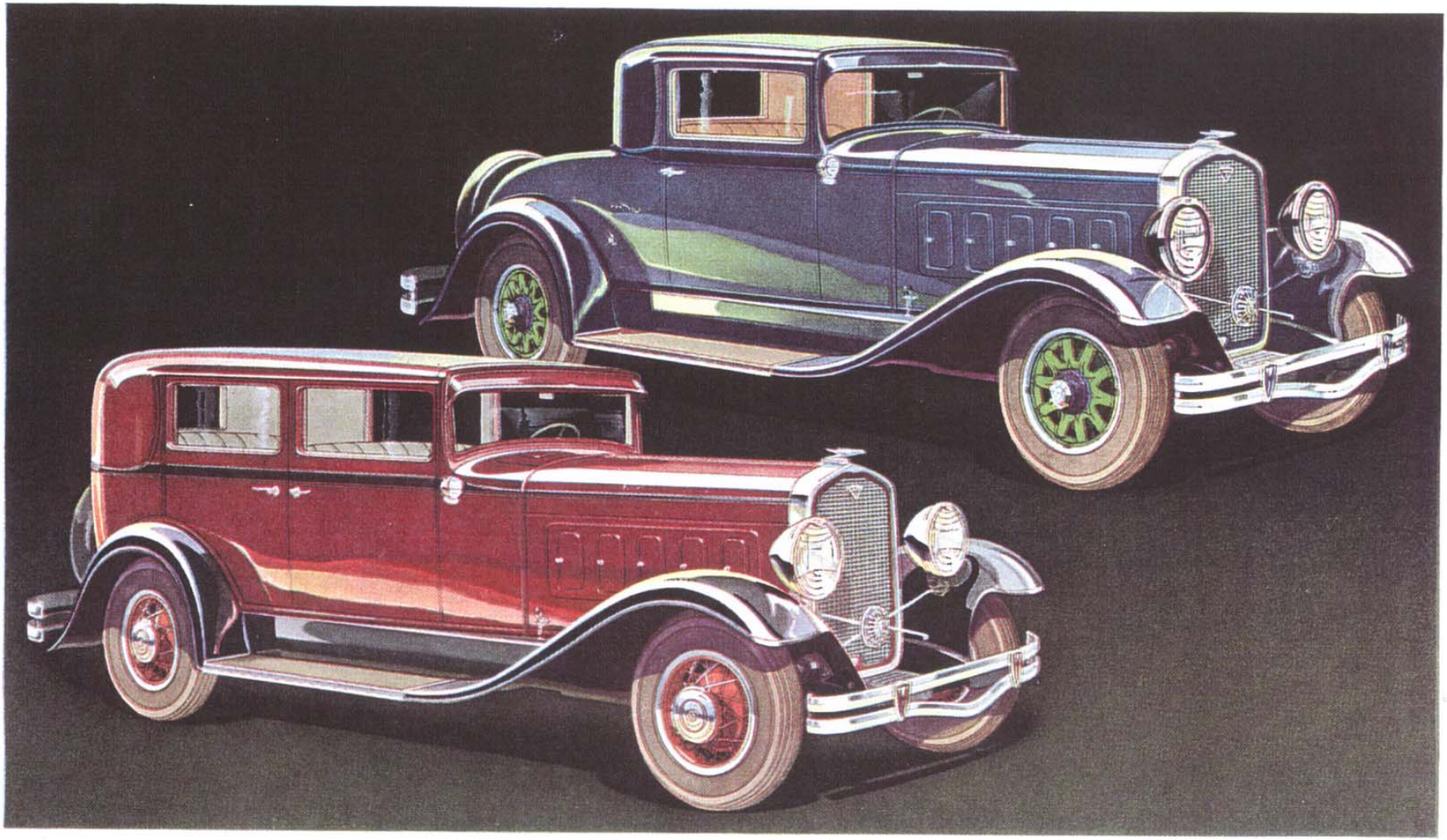


THIS big, moderate priced three-window Sedan is roomy for five. Doors are very wide and extra inches of length are provided for rear seat riders. The rear window is large and rectangular for maximum visibility. All side windows may be lowered nearly flush with their sills.

119-inch Chassis

The STANDARD SEDAN

The GREATER HUDSON



The TOWN SEDAN

For people who prefer the close-coupled arrangement of the four-door type there is the Town Sedan. All seats are luxuriously upholstered. There is ample leg-room both front and rear. Seat cushions are adjustable.

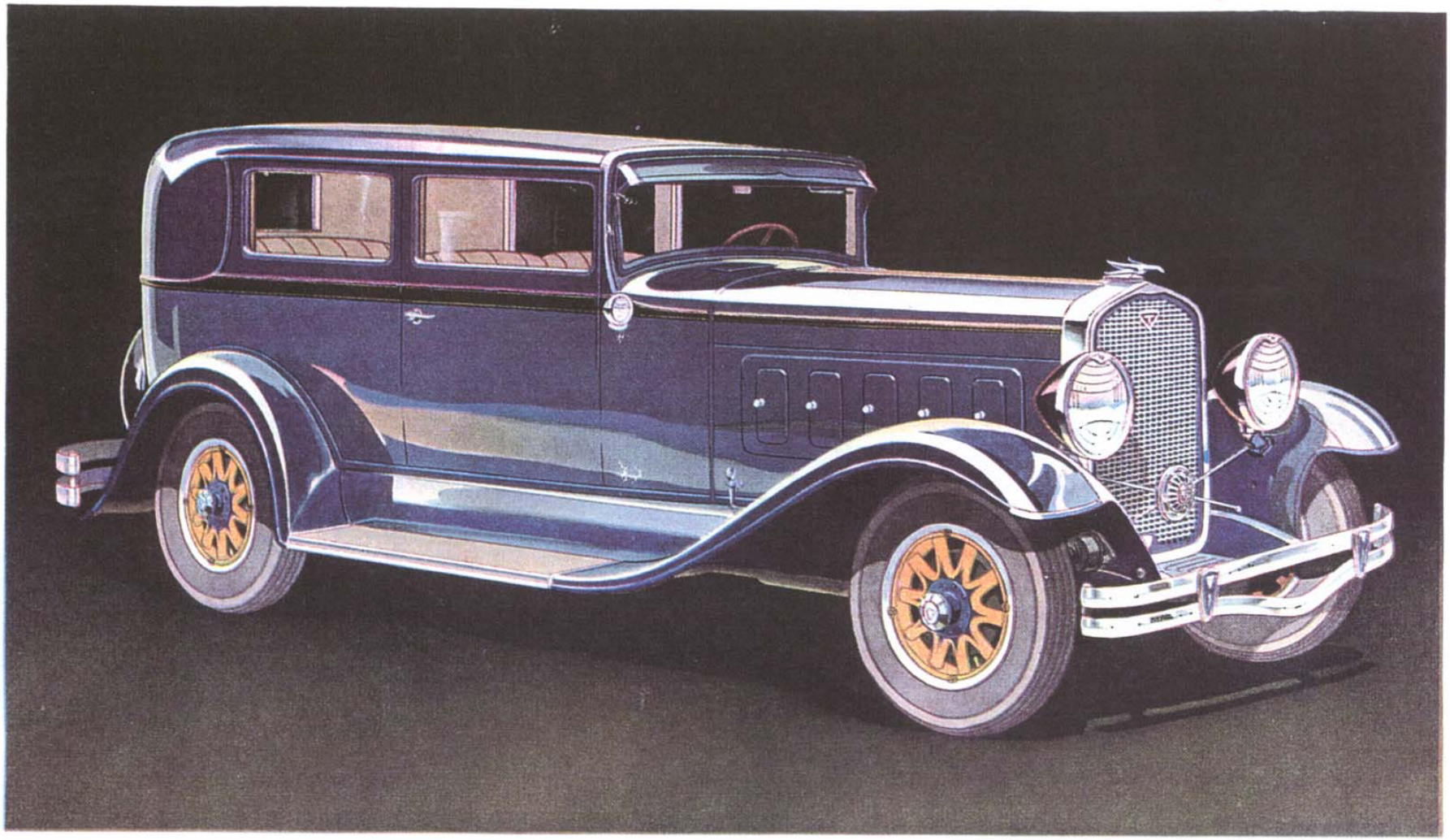
119-inch Chassis

The COUPE

The Coupe body meets the needs of people who must travel hundreds of miles each week. Every attention has been given to comfort for all-day drivers. It is built in two types—with rumble seat, or with rear deck space arranged for luggage.

119-inch Chassis

The GREATER HUDSON



THE Coach introduced by Hudson has always been a convenient and practical family car. Doors are extra wide and head-room is ample to make entrance and exit to the rear seat easy. This type especially appeals to the family with small children.

119-inch Chassis

The COACH

The GREATER HUDSON

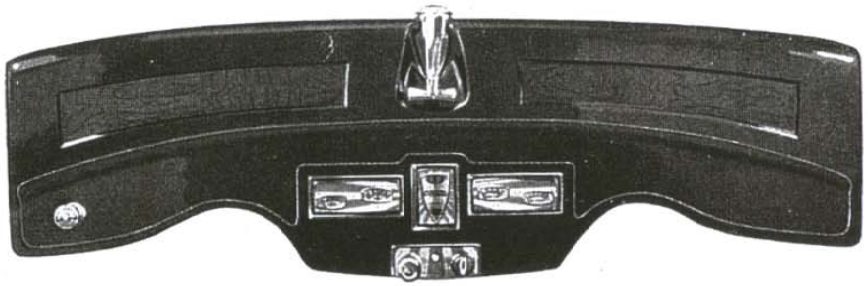
TRY HUDSON COMFORT YOURSELF

EVEN before you step into the Hudson, you actually see features that contribute to its greater comfort. Wider doors facilitate entrance and exit. Slip into the driver's seat. Note the luxurious comfort of its form-fitting cushion and the ease with which it may be adjusted to suit yourself. Grasp the wheel. Is it too high—or too low? It, too, is readily adjustable to your own needs.

Instruments can be read at a glance. You adjust the windshield with one hand by the convenient toggle. Start the motor—the button is on the dash, where it obviates all chance of scuffing dainty shoes. Notice how readily the brakes respond to lightest pressure—how smoothly and quickly gears shift.

Superb Performance

On the highway, step on the gas! Even at 70-75-80 miles an hour and up, there is hardly any vibration. Hudson motor smoothness is permanent and eliminates the fatigue usually caused by vibration. Feel how superbly this marvelous car masters hills. Throttle it down to a mere walk—see with what lightning acceleration it regains top-speed.



COMPACTLY grouped on this instrument panel are motometer, electric, gas and oil gauge, ammeter, oil pressure gauge, and speedometer

Ride in the rear seat on your return trip. Plenty of legroom for six-footers. Adjustable rear seat cushions meet the individual requirements of your family. You listen in vain for squeaks, rumbles or drumming. Airplane type construction provides inherent body strength and silence—while welding replaces all nuts, bolts and screws, to eliminate body noises at their very source. Acoustical insulation is the final step in achieving restful quietness. Felt panels back of all steel panels prevent resonance and protect against heat and cold, insuring comfortable all-weather riding and driving.

As we take the corners at high speeds, you will be impressed by Hudson's freedom from sidesway. Stronger, heavier frames resist weaving. Splayed springs prevent sidesway and cushion you against all road shocks. Four hydraulic shock absorbers dampen out road inequalities.

Hudson comfort impresses itself indelibly upon you as you leave the car, too. Ample headroom permits you to reach the wider doors without awkward stooping.

Point for point and detail for detail Hudson luxury and Hudson comfort is not surpassed even by cars costing from two to three times as much.

The GREATER HUDSON

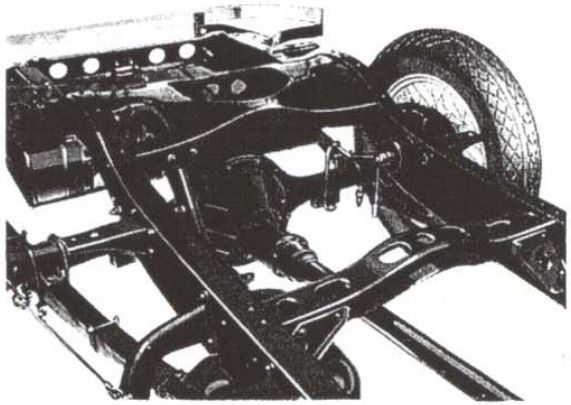
MECHANICAL FEATURES

BOTH engineer and motorist find in the new Hudson Greater Eight mechanical features that stamp the 1931 series as an outstanding automotive achievement. Seven sturdy cross members and deep-flanged side members add a new stiffness to the frame. Its double-drop construction lowers overall car height without reducing headroom.

A superb 8-cylinder, high-compression power plant ($2\frac{7}{8}$" x $4\frac{1}{2}$" bore and stroke) delivers an actual 87 horsepower at a usable speed. Ideal smoothness throughout the entire operating range of the motor is safeguarded by an intake manifold by-pass furnishing a fuel mixture of high velocity at low and idling speeds, giving lightning-like rapidity to getaway.

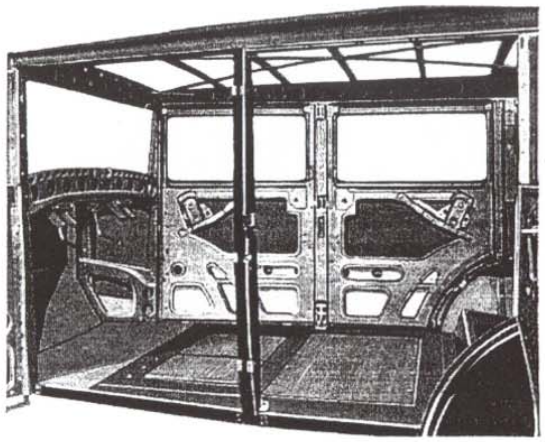
A starting motor of large capacity makes starting easy at even the lowest temperatures.

Motor lubrication and oil conservation enter a new phase of development with the introduction of the Hudson patented system of engine oil cooling. This system, by lowering the oil temperature an additional 45 degrees, preserves the body and viscosity of the oil over much longer periods, thus increasing both engine efficiency and oil mileage.



THE three rear cross members of the frame of the Greater Hudson Eight show the sturdy rigid construction typical of the entire car

A large radiator and water pump (with a capacity of 40 gallons per minute) together with high position of the fan drawing air through the hottest section of the radiator, makes Hudson one of the coolest running cars.



AIRPLANE type construction of Greater Hudson Eight all-steel body together with complete felt acoustical insulation assures quietness without resonance or drumming

Among the many novel details that distinguish this latest Hudson 8-cylinder motor is a piston of new design. Cam-ground and T-slotted, it can be fitted more exactly to its cylinder, reducing friction between cylinder and piston to the veriest minimum, with added permanence to motor operating efficiency.

The pistons are equipped with oil-regulating rings of

The GREATER HUDSON

a new, original Hudson type, preventing oil pumping and maintaining the original high compression characteristics of the motor.

An improved, larger, lubricated impulse neutralizer has a permanent damping effect on the torsional vibration occurring in all motors during acceleration.



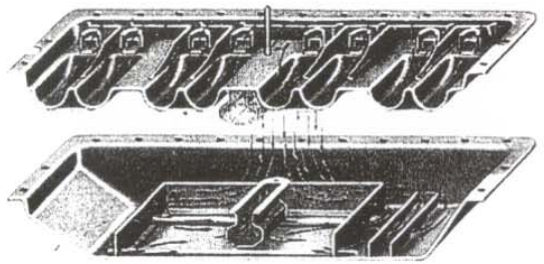
INHERENT balance of the Greater Hudson Eight crankshaft assures vibrationless running smoothness. Large, well-lubricated bearings and an impulse neutralizer dampen out the torsional vibration usually noticed during motor acceleration

Still greater steering ease and safety are provided by improvements in the steering mechanism. Among them a vibration-absorbing drag link construction prevents road shocks from reaching the steering wheel.

The Hudson type of cork-faced clutch with extremely light-weight duralumin driving disc reduces clutch inertia and makes gear-shifting still easier.

Duralumin has the lightness of aluminum and the strength of steel. This decreased weight reduces clutch inertia, giving a faster, smoother and more quiet shift.

Transmission operation enters a new phase of quietness, with new transmission tooth shape and heavy countershaft.



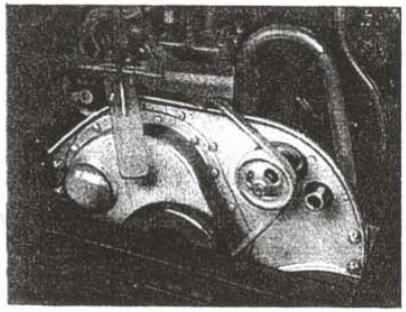
OIL returning from the motor to the pressure pump passes through these labyrinthian passages where it drops 45 degrees in temperature before it is again pumped to the motor bearings. This makes for better lubrication and longer life for the oil itself

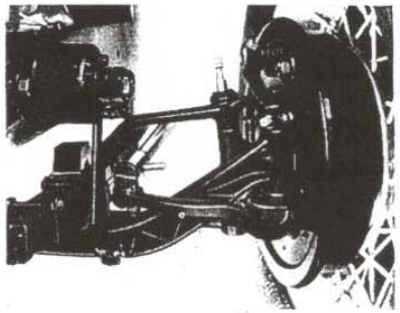
In the Hudson rear axle the large spiral ring gear is placed centrally between roller bearings of ample capacity. This arrangement, by dividing the drive load evenly over both differential carrier bearings, results in a permanently adjusted, noiseless final drive. Four gears in the differential further divide the driving load.

New two-way hydraulic shock absorbers with increased and consistent damping capacity give new riding comfort.

The splayed springs, long a special Hudson feature, are further improved by a new placement which gives the effect of added spring length, increasing riding comfort.

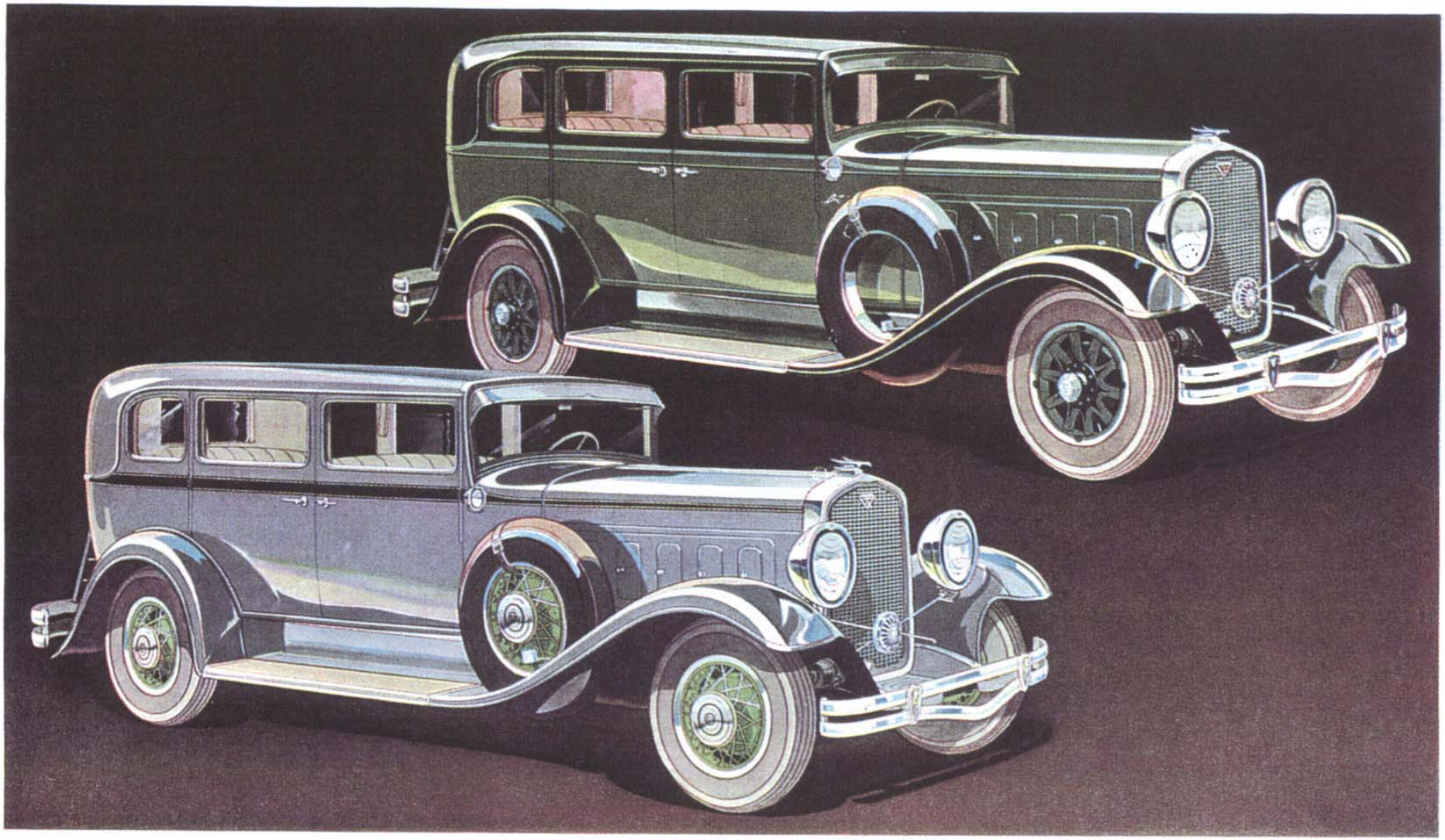
Hudson performance in all its phases benefits through bringing well-established Hudson principles to new perfection.





AT LEFT—The sturdy front motor support is flanged for additional strength. AT RIGHT—Two-way hydraulic shock absorbers and the ribbed front axle resist and dissipate road inequalities. The fully enclosed, two-shoe, self-aligning four-wheel brakes use moulded composition lining which is impervious to moisture

The GREATER HUDSON



The TOURING SEDAN

THIS three-window, long wheelbase sedan with its extra roominess appeals to many people. The added inches of wheelbase give this model superb riding qualities and extra room in the rear compartment.

126-inch Chassis

The FAMILY SEDAN

THIS car meets the needs of the large family for a seven-passenger sedan of moderate cost. It is mounted on the longer wheelbase and has the conventional type of folding seats for two extra passengers.

126-inch Chassis

The GREATER HUDSON

HUDSON SUPERIORITIES

Beauty, Luxury, Safety in All-Steel Bodies

NEW stream-lined beauty and commanding appearance, making you proud to own such a car, are apparent in every body contour and paneling.

Improved welding makes each body one single, seamless piece of steel from one windshield pillar around the body to the opposite windshield pillar.

Panels of sound-absorbing material, forming a body within the body, eliminate body noises and resonance, and insulates body interiors from heat or cold.

Closed-body interiors are trimmed with new materials—Bedford cords, flat fabrics, mohairs and velours.

Exterior and interior hardware, fitments and controls are attractive, and comfortable to the hand.

New methods of trimming increase head-room.

Front and rear seat cushions are adjustable, wide and deep, with form-fitting backs. Doors are exceptionally wide.

Riding Qualities of the Highest Order

Silky smoothness, the feeling of easy-flowing power, instant response to the throttle, absence of vibration, lightning-like getaway, the sensation of continuous coasting—are characteristics of the new Hudson Greater Eight.

Replete With Driving Comforts

Very wide doors with parking brake out of the way under the cowl make it easy to slip into the driver's seat from either side.

Operating pedals, driving controls and instrument panel are convenient to foot, hand and eye.

Windshields are opened and closed with one hand, by a unique toggle lever sunk into a recess in the instrument panel.

Dual cowl ventilators and adjustable hood openings provide variable ventilation.

Gear shifting is reduced to a minimum by the flexible 8-cylinder engine, and driving in crowded traffic made safer and more comfortable.

Perfection in Mechanical Details

A new double-drop chassis frame with seven cross members forms the strongest possible foundation for the entire car.

The new flexible 8-cylinder, 87-horsepower engine gives unmatched speed, superb hill-climbing ability, outstanding traffic performance.

Cam-ground, flexible skirt aluminum alloy pistons equipped with rings of a new patented type aid the motor in developing its smoothly flowing power with remarkable fuel and oil economy.

Superior engine lubrication is secured through a highly original, simple system of engine-oil cooling that preserves the viscosity of the lubricant and reduces oil consumption to the veriest minimum.

All rotating power units, crankshaft, flywheel clutch, driveshaft and universal joints are balanced—all contribute to operating smoothness.

Power transmission is perfected in the rear axle through the use of centrally located load-equalizing drive gears.

Four-wheel brakes, positive in action and powerful in application, stop the car in half the legally required distances.

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN, U. S. A.

NOTE—The Hudson Motor Car Company reserves the right to make changes in car design, equipment or color schemes at any time without incurring any obligation to install same on cars previously sold.

Wood wheels are standard equipment on all Hudson models. All 119-inch Hudsons except the Sport Roadster have spare tire carrier at rear. All 126-inch Hudsons and Sport Roadster have spare tire well in right front fender. 126-inch Hudsons have trunk racks.

