Magnificent Appearance—Exclusive Features—Smartly Tailored Interior Appointments—Advance Design and Construction

HERE IT IS in all its regal splendor—the finest, most elegant, most modernly designed, constructed and equipped convertible ever put into assembly line production.

Motor-car artistry, engineering and craftsmanship have been combined to achieve breath-taking beauty, thrilling performance, luxurious appointments and construction advances that surpass anything on the market today, regardless of price class. Try as you may, here is a magnificent, modern-day convertible you cannot oversell!

The long sweeping lines and graceful contours of this, the lowest car on the highway, represent a crowning achievement in automobile design. Its gorgeous interior appointments, chrome fittings, and rich leather or special combination of leather and fabric upholstery are a new high mark in motor-car luxury.

Over and above its beauty and luxury, you will find many notable and fundamental advances in convertible design and construction, as illustrated and described on the inside pages of this bulletin.

This convertible has unexcelled riding qualities, a new measure of safety, and unusual head room with top up, largely because it has the lowest center of gravity in any American stock car—yet road clearance is ample.

This lower center of gravity, amazing roominess, and the car's strikingly low silhouette, are possible because in the New Hudson, seats are lowered, and floors are recessed down within a base frame. Hudson is the only car you step down into when entering.

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NEW . . . IMPORTANT . . . EXCLUSIVE DESIGN

**Extra, convenient** parcel storage space, inside of car, is provided in the well which receives the top when it is down. This well is leather-fabric paneled and carpeted for handy parcel storage when top is up, providing space in addition to the two instrument panel compartments and the ample storage room under the rear deck.

Another grand, new "first" in convertible design and construction—a newly developed plate-glass "FOLDAWAY" rear window which is 100 per cent larger than usual, and is hinged across its plate-glass area so that it folds down into the body with the top.

No other convertible offers the advantages of this new "FOLDAWAY" rear window which gives 100 per cent more rear vision. It is a new, exclusive Hudson feature* which is built into a cloth section that is zippered into the top and easily lowered if desired.

**Luxurious interiors** with smartly tailored appointments; two-tone instrument panel* of modern design with matching valance, chaste chrome fittings, rich but durable leather or special combination of leather and fabric upholstery. Every detail is a new high mark in motor-car luxury.

Maroon leather antique grain is standard upholstery on convertible models. Optional, without extra charge, are brown cloth and maroon leather trim or gray cloth with maroon leather trim. Cloth is a new, especially treated, water-repellent, worsted Bedford Cord.

Folding rear-seat arm rest provides extra riding comfort.

**Automatic operation** of top and windows. Button control hydraulically raises and lowers top and windows. Driver has master control for all windows located in recessed door panel at his side; passengers have individual controls below each window.*

Everything possible is provided for your convenience and comfort. Rollaway ash receivers for rear-seat passengers are typical of the many thoughtful touches in this new kind of convertible.

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* Patents applied for.
* Standard on Commodore Custom Models, an optional extra on the Super-Six.
Outstanding Advances in Convertible Construction

The thrilling riding and driving qualities of the New Hudson Convertible, its stability and roadability in any kind of going, are due to the many notable and fundamental advances incorporated in its construction.

Rigidity of body-and-frame, out-door roominess, leg room to spare, (and plenty of head room with top up,) are things you sense the moment you step down into this new kind of convertible. The step-down zone gives it really low-built streamlining. Smooth, safe, comfortable riding, unparalleled in this type of motor car, is the result of new structural features incorporated for the first time in convertible construction.

Specially formed support rail, from door to door around top of body at belt line, adds substantial structural strength. Rear ribbed bulkhead is welded to this rail and to floor and wheel housings, making rear luggage compartment completely enclosed with box-section reinforcement.

Heavy U-section, 8-inch member, has been added to the body frame on each side. Welded in place, it extends from the door pillar to the wheel housing, giving maximum rigidity. A heavy molleable iron casting reinforces door pillar where it is anchored to foundation frames.

Permanent, formed windshield header with reinforced side members provides rigidity not found in other makes of convertibles. This strength of this permanent header is increased with a 3/8 x 3/8 inch steel reinforcing bar inside each front door pillar. This bar, extending from the top of the windshield pillars to a point below the instrument panel, is welded in position for greatest vertical stability. Larger, wider top members give lateral rigidity. Structural members of the top are entirely of metal—wood is not used anywhere.

Double box-section side member for bed-rock strength—An additional steel box member has been added inside the regular box-section side member of the base frame. Welded in position and braced transversely at intervals, this inner box-section member extends from the front bulkhead to the rear step-down zone, as shown in the sketch above. Both outside and inside box-section members are welded together and internally reinforced.

TOP COLOR OPTIONS
Black top is standard with body colors K, RR and CC; optional, without extra charge, with body colors J, Q, G and QG.
Gray top is standard with body colors J, Q, G and QG, optional, without extra charge, with body colors K, RR and CC.
Maroon top is standard with body color RR; optional, without extra charge, with body colors G, J, K, Q, CC and QG.

COLOR OPTIONS
Standard Colors

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<thead>
<tr>
<th>OPTION</th>
<th>COLOR</th>
<th>MODEL</th>
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<tbody>
<tr>
<td>G</td>
<td>Glowing Gray</td>
<td>(Red Wheels)</td>
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<tr>
<td>J</td>
<td>Jersey Blue</td>
<td>(Cream Wheels)</td>
</tr>
<tr>
<td>K</td>
<td>Ebony Black</td>
<td>(Cream Wheels)</td>
</tr>
<tr>
<td>Q</td>
<td>Queenstown Gray</td>
<td>(Red Wheels)</td>
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SPECIAL COLORS—optional extra on all models

<table>
<thead>
<tr>
<th>OPTION</th>
<th>COLOR</th>
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<tbody>
<tr>
<td>RR</td>
<td>Ruby Red</td>
<td>(Red Wheels)</td>
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<tr>
<td>CC</td>
<td>Platinum</td>
<td>(Red Wheels)</td>
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TWO-TONE COLOR COMBINATIONS—optional extra on all models

<table>
<thead>
<tr>
<th>OPTION</th>
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<tbody>
<tr>
<td>QG</td>
<td>Glowing Gray upper body color, Queenstown Gray lower body and fender panel color (Red Wheels)</td>
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UPHOLSTERY OPTIONS
Beautiful, antique grain maroon leather is standard equipment on all convertible models.

Colorful combination of brown cloth and maroon leather trim is optional—recommended with body color option RR (Ruby Red).

Rich and attractive combination of gray cloth and maroon leather is optional—recommended with body color options K, J, Q, G, QG, CC.

In leather-and-cloth combinations, the cloth is a new, especially treated, water-repellent, worsted Bedford Cord.

NOTE: The Hudson Motor Car Company reserves the right to make any changes or improvements on its products without incurring any liability or obligation whatsoever, and without being required to make any corresponding changes or improvements on product theretofore manufactured and sold.