

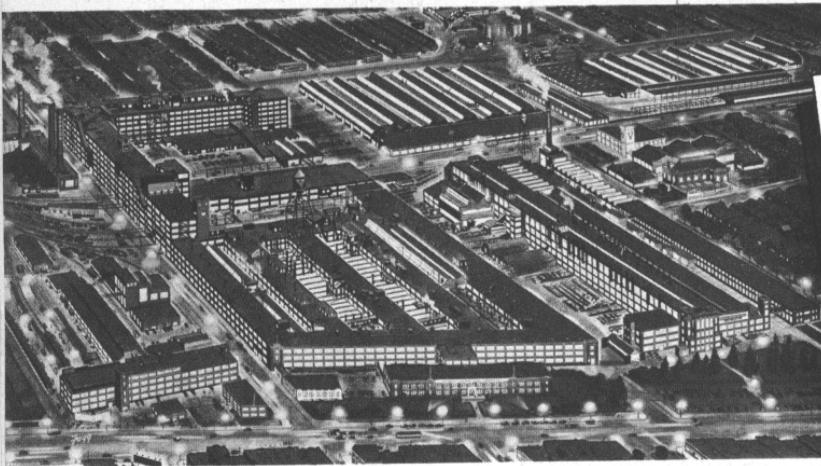
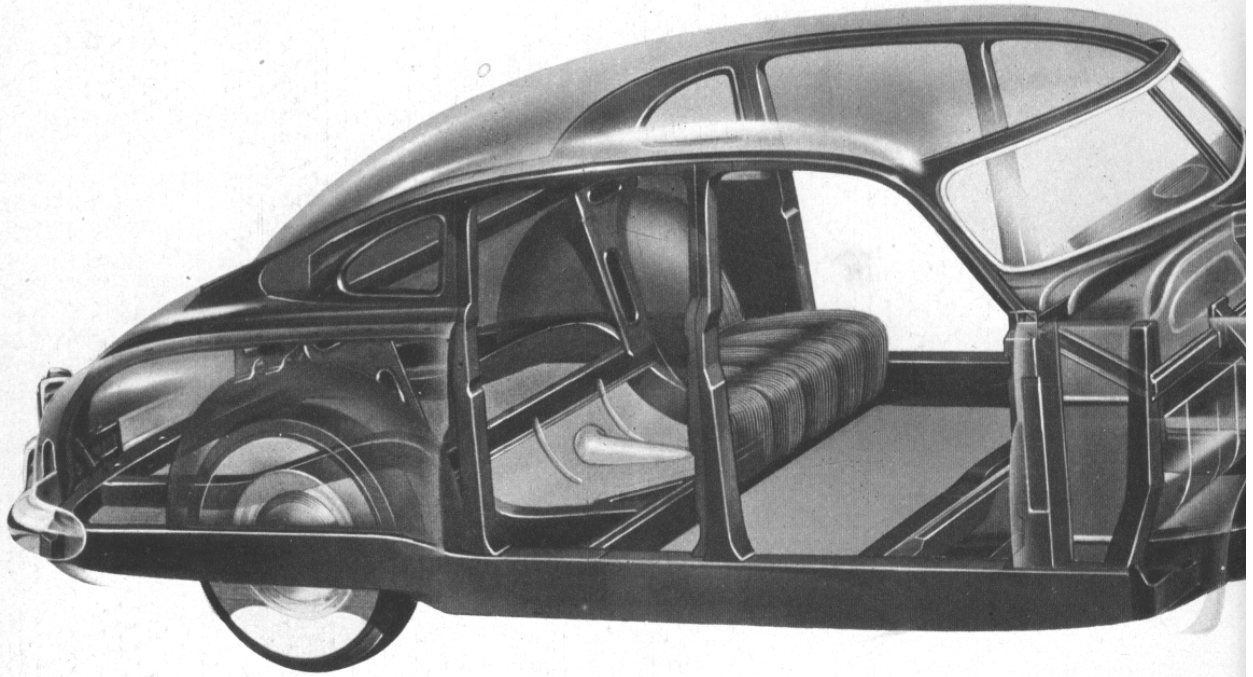


New 1950
HUDSONS

**... and the INSIDE story of
"THE NEW STEP-DOWN RIDE"**

"THE NEW STEP-

Starts with Hudson's exclusive "step-down" design and



Hudson Cars are Hudson-Built!

Hudson cars are built in these great modern plants having more than 3,000,000 sq. ft. of floor space. Hudson builds its own axles, engines, transmissions, Monobilt body-and-frames* and other major assemblies. In dollar volume, 67 per cent of finished components are produced by Hudson's own production facilities in these superb factories.

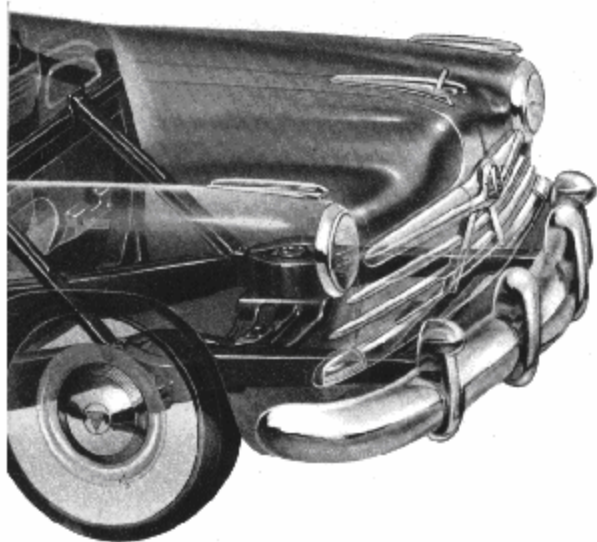
Copyright 1950—Hudson Motor Car Company.

Exclusive Monobilt Body-and-Frame*, with "Step-Down" Design, Gives You . . .

- ✓ America's most beautiful motor car—perfectly proportioned, wonderfully symmetrical.
- ✓ America's most streamlined motor car—stunning, free-flowing lines even to the graceful Curved Full-View windshield.
- ✓ America's safest car made safer with box-section, steel-girder protection, even outside the rear wheels.
- ✓ More inside room than in any other make—roomier seats and more head room than in any American motor car.
- ✓ Lowest-built car on the highway for added road-worthiness and plus performance—yet it has more head room than any other car and full road clearance.
- ✓ Lowest center of gravity—thanks to "step-down" design—for the safest, steadiest hug-the-road ride ever known.

DOWN RIDE"

Monobilt body-and-frame with its recessed floor . . .*



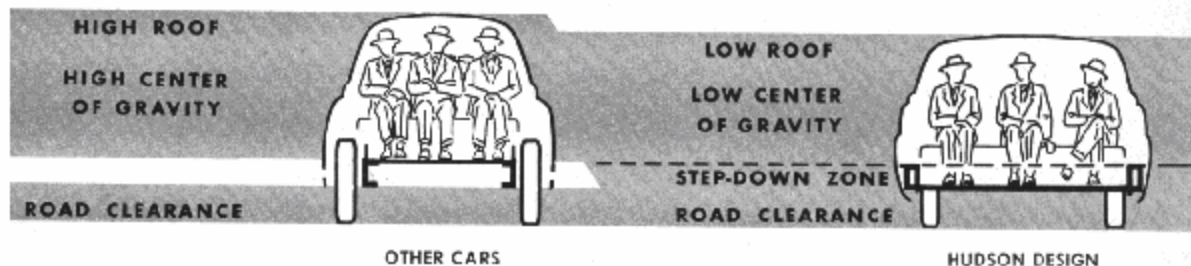
IN Hudson's thrilling and exciting new kind of ride you will notice immediately that you "step down" on entering. The floor is recessed so that you travel in safety, seated down within an all-welded, all steel Monobilt body-and-frame* . . . sitting relaxed within a box-section, steel-girder foundation frame that surrounds the passenger compartment, even outside the rear wheels, a safety feature found in no other car.

It's the steadiest, smoothest, most road-hugging ride ever known because the center of gravity is lower than in any other American car . . . yet there is amazing head room and full road clearance!

And you enjoy near-complete silence as you loaf or whisk along. Hudson's free-flowing lines and complete streamlining minimize wind noises . . . the rugged, single-unit Monobilt construction is rattle-resistant. It's the most modern construction known today . . . safe, strong, silent, durable!

**Trade-mark and patents pending.*

. . . giving Hudson the lowest center of gravity in any American car . . . for the safest, smoothest road-hugging ride ever known!



All other cars have floor on top of frame, so they fail to utilize the vital space between frame members. Result is a higher center of gravity and either a high roof line or insufficient head room. Seats are narrower, passenger space is less.

3

Hudson's "step-down" zone permits a lower center of gravity for greater safety, improved roadability, smoother ride; provides amazing head room, far more seat room and passenger space; allows a low, streamlined silhouette—and full road clearance.

MORE ROOM

than in any other car, at any price!



Here is the Most Refreshing, Comfortable Ride you've ever known . . . in the richest, roomiest, most relaxing motor-car rear compartment you can imagine. Here is a lounge-wide (65 inches of elbow room) and soft-as-down seat that lets you stretch . . . sprawl . . . sit as you please! Elbow room, head room, leg room—all you need and more!



Big "Two Person" Arm Rest folds down in a single, easy movement to form a beautifully tailored, sturdy rest for added passenger comfort and convenience. It is a full 16 inches wide and foam-rubber upholstered, and it folds back easily . . . flush with the back of seat.

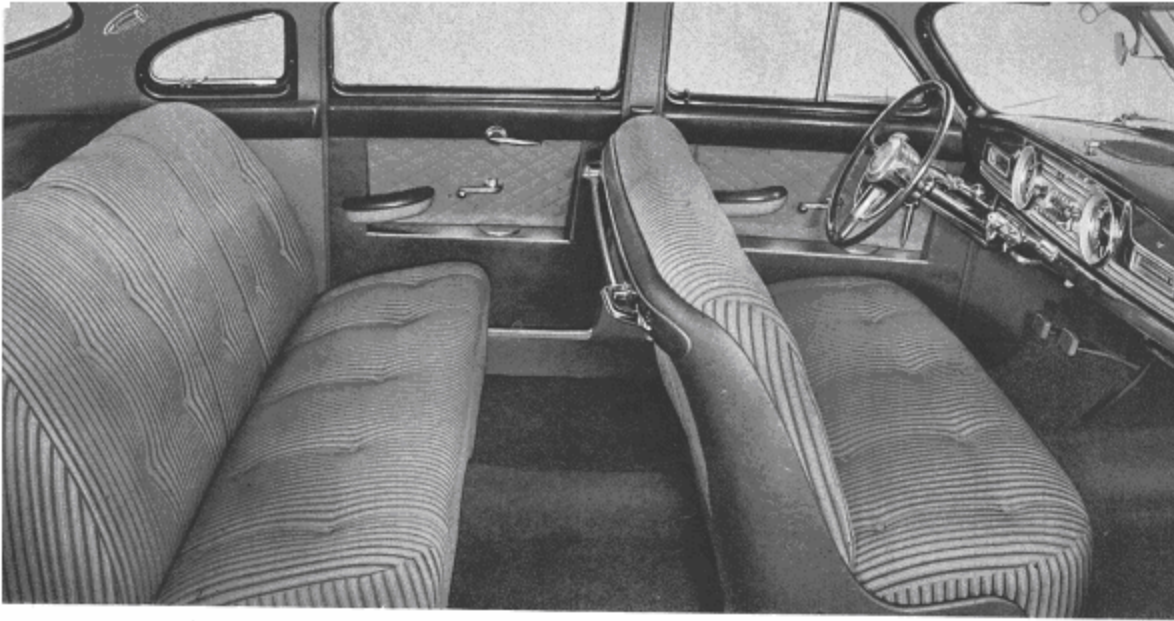
JUST as your first sight of a Hudson tells you that it is the lowest-built of them all (yet maintains full road clearance), your first look inside will tell you that this amazing automobile has more room than in any other car.

You can quickly see that "step-down" design, with its recessed floor, gives you more head room than in any mass-produced car built today.

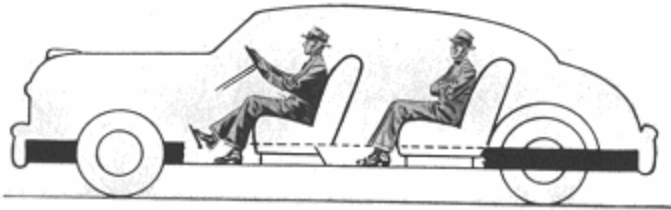
But head room is only one kind of spaciousness that adds to your enjoyment of "The New Step-Down Ride." Through "step-down" design and the ingenious use of space that is wasted in other makes of cars, the lovely Hudson of normal exterior width brings you seat cushions that are wider and roomier than those in cars of far greater outside dimensions.

Imagine the pleasure in store for you! A greater portion of Hudson's over-all size is devoted to passenger comfort than in any other car. Six passengers ride in complete comfort . . . and every passenger is more relaxed, with room for full freedom of movement.

Stretch out your legs! Spread your arms! Yes, Hudson's unmatched roominess is wonderful . . . a marvel of "The New Step-Down Ride," the better way of motoring that you'll find in no other car.



Here's sweeping beauty and amazing road-ability in a car of years-ahead design. Hudson's "step-down" design, with its recessed floor, gives you, not only the roomiest, steadiest, safest, most comfortable ride in any automobile, but also all the low-built beauty, the long, free-flowing lines of true streamlining.



Cradled gently between the axles and entirely ahead of the rear wheels, you and your passengers ride down *within* the foundation frame. You sail along with incredible smoothness, stability and comfort . . . with the extra safety of steel-girder protection on all sides, even outside the rear wheels, a safety feature found in no other car.



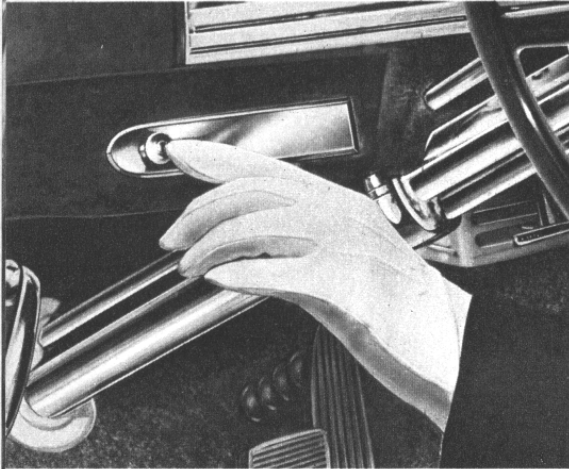
Your Hudson is only five feet from road to top! . . . yet it gives you more head room than any other make of car. Think of it!—head room to spare and full road clearance, yet all the sensational riding and driving advantages of the lowest center of gravity in any American stock car!



NEW SUPER-MATIC DRIVE

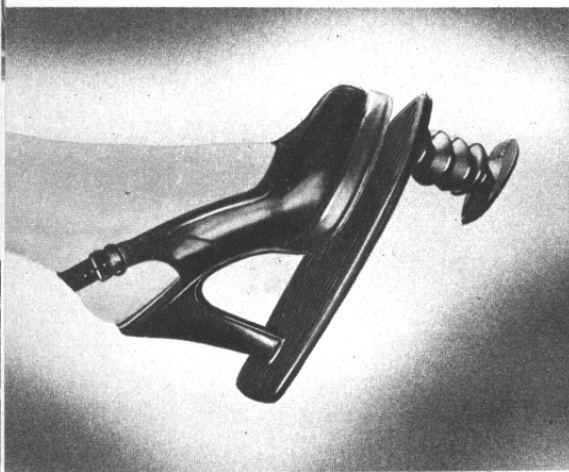
all-range, no-shift driving with the fuel

the only automatic transmission that can



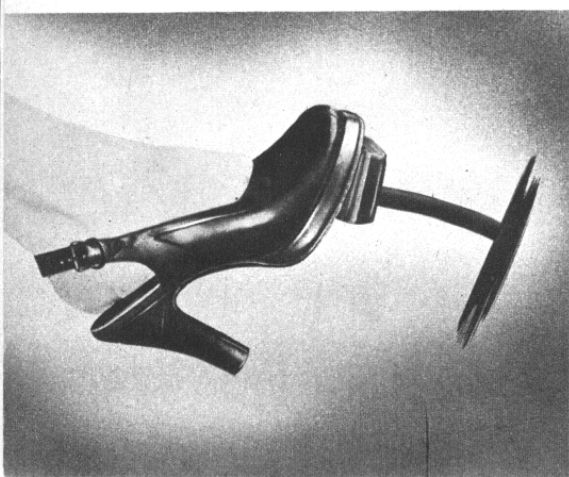
READY . . .

See how easy motoring can be with amazing Super-matic Drive! (Optional on all 1950 Hudsons at extra cost.) You simply start the engine . . . then set selector lever for normal forward driving . . . then relax! And from then on there is no clutch-pushing, no gear-shifting! Super-matic Drive does the work, leaving you free to steer with both hands! Here's the easiest driving you can imagine . . . in traffic or on the open road.



GO . . .

Smoothly you pick up speed as long and as fast as you desire—shift into high-intermediate gear occurs *only when* you desire! At speeds over 22 miles an hour, Super-matic Drive—at your command—operates automatically in thrifty, fuel-saving overdrive. And there's still Get-away reserve power gear at your command for extra bursts of speed, and ultra-low gear for extra-hard pulls in tough going!



STOP!

Just use your brake . . . no need to push clutch or shift gears! And when you stop, you *stop!* No creeping—your car stands perfectly still! And if for any reason you'd like to change to conventional driving for a time, you can do so instantly by the touch of a button on the instrument panel. Yes, that's *another* feature no other automatic transmission offers!

tops the field in driving ease— saving advantages of overdrive . . .

be instantly converted to manual shifting!

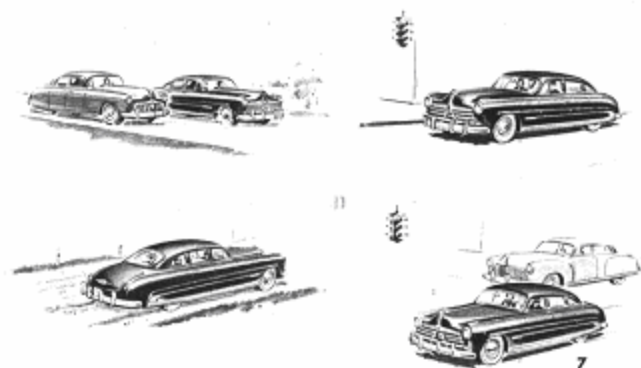
Here's where you discover how incredibly *easy* driving can be!

It's your introduction to the new, easy-going magic of Hudson's Super-matic Drive, optional on the new 1950 Hudsons at extra cost.

It's magic that *only* Hudson can bring! For Super-matic Drive is the only "no-shift" drive that changes gears automatically, but *only* when you want them changed . . . that's instantly convertible to conventional shifting at the touch of a button . . . that combines the fuel-saving advantages of overdrive!



"On" and "Off" buttons on the instrument panel control your Super-matic Drive—and *you are always in command!* Gear changes are made automatically—but when, and *only when*, you desire! Super-matic is the only automatic transmission that's instantly convertible to conventional driving at the touch of a button!



- Super-matic Drive is the most versatile of all! No other automatic transmission gives the driver so many driving choices!
- Super-matic Drive is the most responsive of all! From start through acceleration, gear ratios change to suit driver's preference!
- Super-matic Drive excels in performance! There's no slipping, no engine racing when starting and accelerating . . . no creeping when car is stopped.
- Super-matic Drive is more economical! Amazing overdrive gives up to three miles free out of every ten you travel!
- Super-matic Drive has Get-away reserve power! Just press the accelerator and there's a burst of power and speed for passing, climbing steep hills, or emergencies!
- Super-matic Drive is the only automatic transmission that can be instantly converted to conventional drive by the touch of a button on the instrument panel!



Your overdrive control is conveniently close to the steering column. Super-matic's spectacular overdrive lets your Hudson hustle while the engine loafs along, gives you up to three miles free out of every ten you drive . . . maximum performance from the lively, jet-like power of Hudson's high-compression engines!

"A HONEY IN TRAFFIC . . . and Terrific on the Highway!"



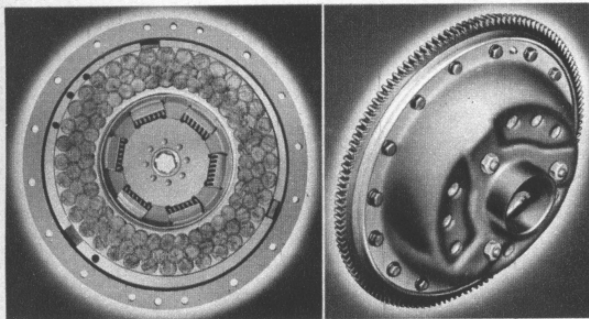
Advanced engineering and exclusive features in the new Hudsons make you the master of any traffic situation!

THE moment you slip behind the big, easy-to-handle steering wheel of your favorite Hudson model, you sense the exciting and thrilling driving and riding advantages that are yours in "The New Step-Down Ride."

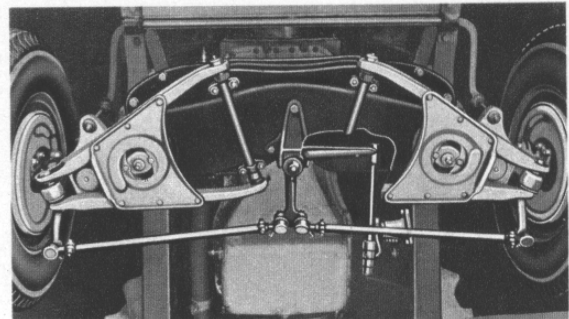
When you step on the gas, the jet-like power, from any one of Hudson's three great engines, instantly tells you that here is super performance with plenty of reserve power to master any traffic need.

You'll marvel at the soft, velvety action of Hudson's Fluid-Cushioned clutch. Engagement is so smooth you get a glide-like start—yet there's no slipping as you accelerate or roll along.

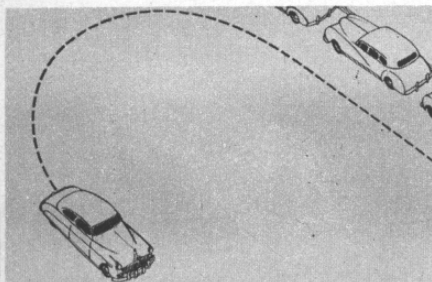
The easy, finger-touch steering will amaze you. It's true Center-Point Steering—usually found only in the most expensive cars because it is the most accurate and positive steering system known. Its high steering ratio and short turning radius lets you park and turn with ease.



Smoothest-Acting Clutch Known! Super-smooth clutch action is always yours with Hudson's exclusive Fluid-Cushioned clutch . . . whether you're using Super-matic Drive or conventional shift. Scores of heat-treated cork friction surfaces operate noiselessly in a cushion of oil to give you velvety cat's-paw action. Longer-lived and triple-sealed against dirt.

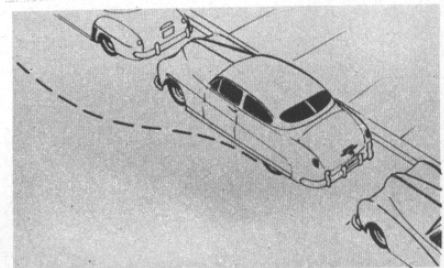


True Center-Point Steering—Feather-touch steering . . . the sharpest turn in an easy, graceful swing . . . that's "The New Step-Down Ride" with Center-Point steering. You relax while the most accurately designed and easy-to-handle steering system in the industry takes the "fight" out of the toughest road. Simpler and more perfectly balanced than "off-center" steering, it acts directly and equally on both wheels.

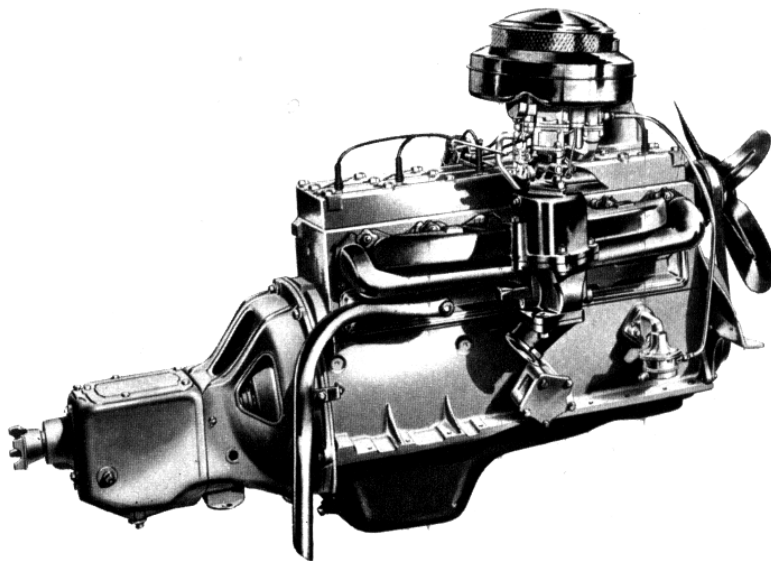


Turns in Short Radius—You can easily turn your Hudson completely around without backing . . . or you can glide easily into drives from narrow streets.

Easy to Park—Swing your Hudson into a tight parking space . . . more easily than with many smaller cars. Short turning radius, easy steering and unhampered vision make parking a breeze, even in cramped quarters.



3 High-Compression, High-Performance HUDSON ENGINES



NEW PACEMAKER *High-Compression Six*

Smooth, sweet, jet-like power for Pacemaker cars is supplied by this new, compact, *high-compression* power plant. Component parts are far larger and stronger than customary. In a few moments at the wheel you will know that the Pacemaker Six is an engine built to give a new measure

of satisfaction. This brilliant new engine is truly a worthy member of the long line of superior Hudson power plants. Designed for high performance, long life and day-in and day-out economy, the advance features and specifications of this modern-day engine include the following:

SPECIFICATIONS

HIGH COMPRESSION—6-cylinder, L-head design; 112 horsepower; Compression ratio, 6.7 to 1 (7.2 to 1 with optional aluminum head); Bore, $3\frac{1}{8}$ "; Stroke, $3\frac{3}{8}$ "; Displacement, 232 cubic inches.

CYLINDER BLOCK—High-chrome alloy, entire block as hard as valve seat inserts used in many cars. Water jackets full length of cylinders and all around each cylinder.

CYLINDER HEAD—Special Hudson high-compression Power-Dome design, high turbulence type for best fuel combustion and economy.

CRANKSHAFT—Forged in position, fully compensated and equipped with rubber-insulated vibration damper, balanced both at rest and in motion. Four precision-type, steel-backed, babbit-lined main bearings.

PISTONS—T-slot, cam ground, silicon-aluminum alloy, fitted with four pinned, plated piston rings to eliminate chatter and irregular wear.

CONNECTING RODS—Drop-forged, high-manganese alloy steel, with replaceable, steel-backed, babbit-lined, precision-type bearings.

CAMSHAFT—Silent chain driven, nickel-chrome-molybdenum-iron alloy for great tensile strength and hardness. Angular ground cams for positive rotation of tappet. Phosphate-coated for better lubrication. Bearings high-pressure lubricated.

TAPPETS—Improved, rotating mushroom type with special self-locking adjusting screw. Pressure-lubricated. Tappet guides integral with cylinder block.

VALVES—Special alloy. Installed at angle for faster intake and exhaust flow. Valve seats integral with cylinder block, cooled around entire surface. Intake valves are of large diameter. Exhaust valves are of high nickel-chrome alloy.

CARBURETION—New dual-jet, triple-range carburetor for unusual fuel economy. Automatic choke. Climatic control. Anti-percolator valve. Air cleaner with silencer and fire arrester.

FUEL SYSTEM—Positive action, constant-pressure, mechanical fuel pump. Gas tank capacity, 20 gal.

LUBRICATION—Full pressure lubrication to 33 points. Floating-type oil intake draws cleanest oil from point just below top level in oil pan. Oil refill capacity, 7 quarts.

COOLING SYSTEM—Cellular-tubular type radiator, improved ball-bearing type, self-sealing pressure pump with large, positive-pumping impeller. Capacity, $18\frac{1}{2}$ quarts. Thermostatically controlled by-pass for quick engine warm-up. Fan blades acoustically positioned to minimize sound.

IGNITION SYSTEM—High-compression, hi-voltage, moisture-resistant ignition system. Automatic spark advance and retard. Octane adjustment. High-efficiency ignition coil. Weather-proof wiring. Advanced design, long-life, shielded spark plugs.

GENERATOR—Extra-capacity, ventilated, shunt-type generator with higher capacity at lower speeds. Voltage regulator assures maximum efficiency, prevents overcharging of battery, and provides full protection for all electrical equipment.

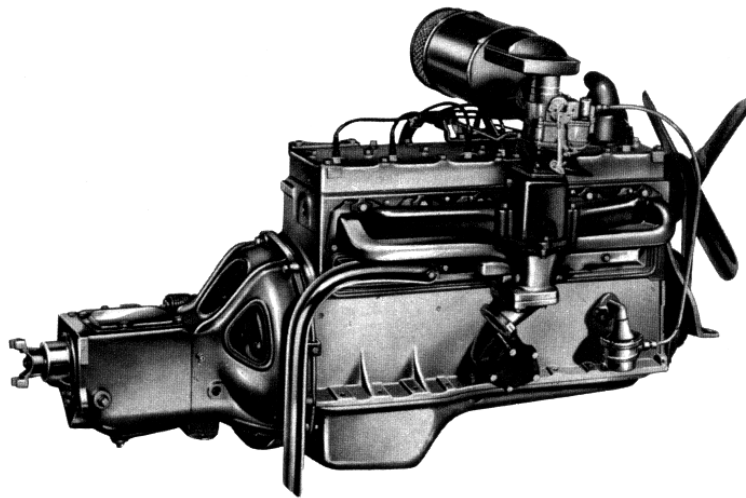
STARTER—High-torque type with improved Bendix drive. Finger-touch, safety-type starter button on instrument panel.

"NEVER BEFORE SUCH

Hudson High-Compression

SUPER-SIX

America's Most Powerful Six



Here's the famous Super-Six high-compression engine—America's most powerful Six—that powers the six-cylinder models of the famous Super Series and the Custom Commodore Series cars.

Engineered for the utmost power from the high-octane

fuels of today, and the even higher-octane fuels of tomorrow, this velvety smooth, highly responsive engine can easily outperform anything of its kind.

It's for you—if you want jet-like performance and years-ahead features such as described below:

S P E C I F I C A T I O N S

HIGH COMPRESSION—6-cylinder, L-head design. 123 horsepower. Compression ratio, 6.7 to 1 (with optional extra-cost aluminum head, 7.2 to 1); Bore, $3\frac{5}{16}$ "; Stroke, $4\frac{3}{8}$ "; Displacement, 262 cubic inches.

CYLINDER BLOCK—High-chrome alloy which minimizes wear and reduces upkeep costs. Machines to a hard, super-smooth finish. Cylinder bores and valve seats entirely cooled by engine cooling system.

CYLINDER HEAD—Exclusive high-compression Hudson Power-Dome design. Provides high turbulence for most efficient combustion and great fuel economy.

CRANKSHAFT—Forged in position with integral counterweights. Balanced at rest and in motion. Equipped with rubber-insulated, lifetime vibration damper. Large, precision-type main bearings are steel-backed and babbitt-lined for long wear.

PISTONS—Aluminum-alloy, T-slot design. Cam ground for most efficient operation. Fitted with four rings, plated and pinned in position to prevent chatter and irregular wear.

CONNECTING RODS—High manganese alloy, drop forged. Lower bearings are large,

precision type, steel-backed and babbitt-lined. Wrist-pin bearing is steel-back bronze type.

CAMSHAFT—Nickel-chrome-molybdenum-iron alloy for maximum tensile strength. Cam surfaces are heat-treated for extreme hardness, phosphate-finished for better lubrication, and angular-ground to rotate tappet and prevent eccentric wear. Bearings are pressure-lubricated.

TAPPETS—Improved, rotating mushroom type for quiet operation. Pressure-lubricated. Equipped with self-locking adjusting screw.

VALVES—Special alloy intake and high nickel-chrome, heat-resisting exhaust valves. Valve seats are integral with cylinder block and cooled around their entire surface.

CARBURETION—High-compression induction system with direct-flow intake manifold, dual down-draft carburetor, automatic choke, automatic mixture heat control, anti-percolator valve and combination air cleaner, silencer and backfire arrester.

FUEL SYSTEM—Positive action, constant-pressure, mechanical fuel pump. Gas tank capacity, 20 gal.

LUBRICATION—Full pressure lubrication by extra-capacity rotor-type oil pump. Floating-type oil intake supplies only the cleanest oil to the lubrication system. Oil refill capacity, 7 qt.

COOLING SYSTEM—Closed-type pressure cooling system. Capacity, 19 qt. Cellular-tubular radiator with high flow rate. Ball-bearing, self-sealing, permanently lubricated pressure pump with large, six-blade impeller. Thermostatically controlled by-pass for quick engine warm-up. Fan blades acoustically positioned for quiet and efficient operation.

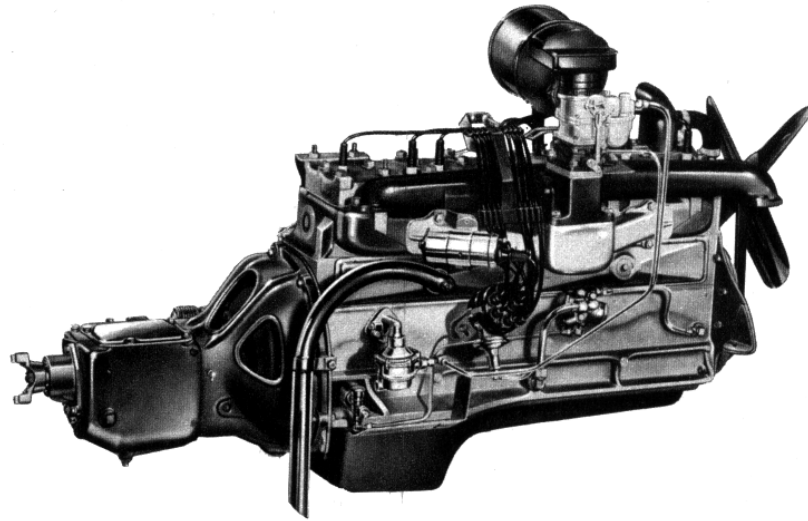
IGNITION SYSTEM—High-compression, high-voltage, moisture-resistant ignition system. Automatic spark advance and retard. Octane adjustment. High-efficiency ignition coil. Weather-proof wiring. Advanced-design, long-life, shielded spark plugs.

GENERATOR—Extra-capacity, ventilated, shunt-type generator with higher capacity at lower speeds. Voltage regulator assures maximum efficiency and provides full protection for all electrical equipment.

STARTER—High-torque type with improved Bendix drive. Finger-touch, safety-type starter button on instrument panel.

GET-UP-AND-GO™

The Masterful Hudson High-Compression, High-Output **SUPER-EIGHT**



This is the masterful Super-Eight engine, renowned and respected the world over for amazing performance, endurance and economy. This proven high-compression power plant gives maximum efficiency with modern fuels, but does not require premium gas.

It is the high-compression, high-output power plant that powered the Hudson-built cars that hold more official AAA stock-car records than any other make . . . it's packed with extra-responsive power for every kind of driving. No engine is longer-lived or more economical.

SPECIFICATIONS

HIGH COMPRESSION—8-cylinder, L-head design; 128 horsepower; Compression ratio, 6.7 to 1 (with optional extra-cost aluminum head, 7.2 to 1); Bore, 3 inches; Stroke, 4 ½ inches; Displacement, 254 cubic inches.

CYLINDER BLOCK—Super-hard chrome alloy. Provides wear-resisting cylinder bores, eliminates need for special valve-seat inserts, reduces upkeep costs.

CYLINDER HEAD—Exclusive Hudson high-compression Power-Dome design for high turbulence, most efficient combustion and fuel economy.

CRANKSHAFT—Drop forged, fully compensated and balanced at rest and in motion. Equipped with rubber-insulated, lifetime vibration damper. Large, long-wearing, bronze-backed main bearings.

PISTONS—T-slot, aluminum alloy, cam ground for precision fit, long life and efficient operation. Two compression and two oil-control rings on each piston are plated and pinned in position to prevent chatter or irregular wear.

CONNECTING RODS—Drop forged of high manganese alloy for maximum strength. Dowel-fitted caps assure perfect alignment. Centrifugally installed babbitt-metal bearings.

CAMSHAFT—Nickel-chrome-molybdenum-iron alloy for maximum tensile strength. Cam surfaces heat-treated for hardness, ground to super-smooth finish for low friction, and phosphate-finished for better lubrication and quiet operation. Large babbitt-metal bearings.

TAPPETS—Exclusive roller-cam type. Maintain constant contact with rotating cam lobe for quiet operation, require less frequent adjustment, wear longer.

VALVES—Special alloy steel. Exhaust valves have high chrome content to withstand high temperatures. Valve seats are integral with super-hard, high-chrome alloy cylinder block, making valve grinding rarely necessary.

CARBURETION—High-compression induction system through direct-flow intake manifold with compensating passages to equalize distribution to cylinders. Dual down-draft carburetor. Automatic choke. Automatic mixture heat control. Anti-percolator valve. Air cleaner with silencer and backfire arrester.

FUEL SYSTEM—Positive action, constant-pressure, mechanical fuel pump. Gas tank capacity, 20 gal.

LUBRICATION—Exclusive Duo-Flo system supplies oil in direct ratio to engine speed.

Positive oil feed and cooling. Every part lubricated at first turn of crankshaft. Floating-type oil intake supplies only the cleanest oil to lubrication system. Oil refill capacity, 7 qt.

COOLING SYSTEM—Closed-type pressure cooling system. Capacity, 18 qt. Cellular-tubular radiator with high flow rate. Ball-bearing, self-sealing, permanently lubricated pressure pump with large, six-blade impeller. Thermostatically controlled by-pass for quick engine warm-up. Fan blades acoustically positioned for quiet and efficient operation.

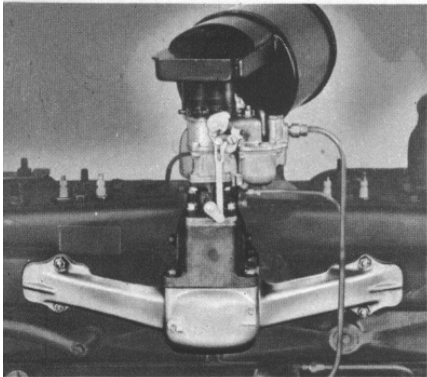
IGNITION SYSTEM—High-compression, high-voltage, moisture-resistant ignition system. Automatic spark advance and retard. Octane adjustment. High-efficiency ignition coil. Weather-proof wiring. Advanced-design, long-life, shielded spark plugs.

GENERATOR—Extra-capacity, ventilated, shunt-type generator with higher capacity at lower speeds. Voltage regulator assures maximum efficiency, prevents overcharging of battery, and provides full protection for all electrical equipment.

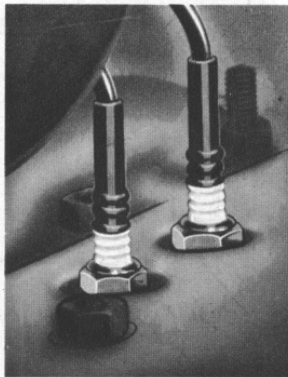
STARTER—High-torque type with improved Bendix drive. Finger-touch, safety-type starter button on instrument panel.

AMAZING PERFORMANCE .

thanks to Hudson's



Unusual fuel economy is made possible with Hudson's new down-draft carburetion. A straight, low-velocity, high-compression type intake manifold assures equal distribution of the fuel mixture to all cylinders.

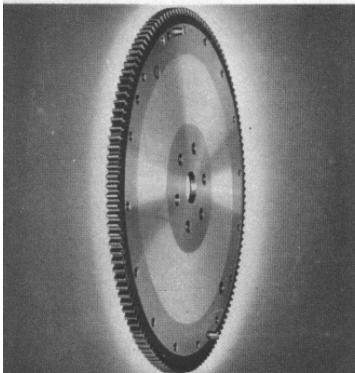


Long-lived Hudson-designed spark plugs. Rubber shields and full-fluted porcelain stems are moisture-resistant, prevent fuel-wasting short-circuiting.

NOT just one or two, but a combination of several important and advanced engineering features account for Hudson's amazing year-in and year-out performance!

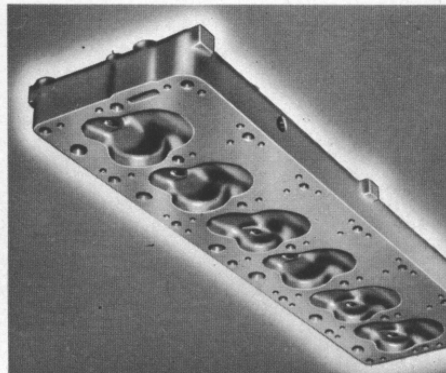
Hudson's high-compression, high-efficiency engines are designed to give maximum performance and power output from each gallon of fuel. Axles, clutch, transmission and other mechanical units are unit-engineered for quality, durability and dependability above everything else.

The features illustrated on these pages are just a few of Hudson's engineering advances. Many are exclusive with Hudson—all contribute to the brilliant performance of "The New Step-Down Ride" and the reliability long associated with Hudson-built motor cars.



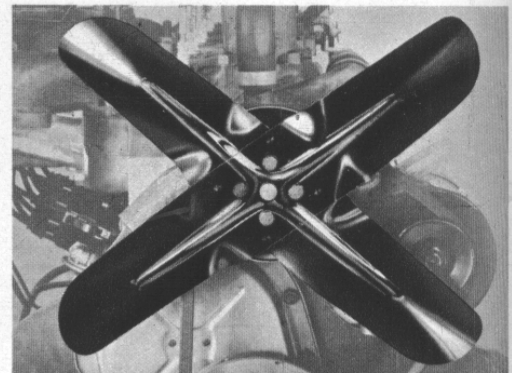
Easier starting with Hudson's lighter, yet stronger, all-steel fly-wheel reduces wear on starter motor and parts. Smoother surfaced than ordinary types, it helps achieve Hudson's famous smooth clutch action.

Greater economy and smoother engine operation at all speeds is provided by an automatic spark control. Instantly, spark is advanced at high speeds and retarded when engine is running slowly or under heavy load.



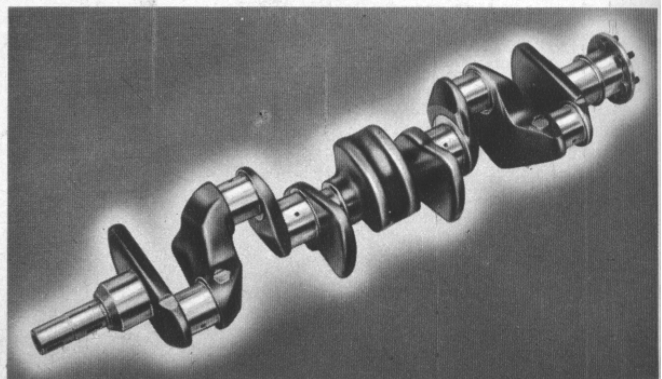
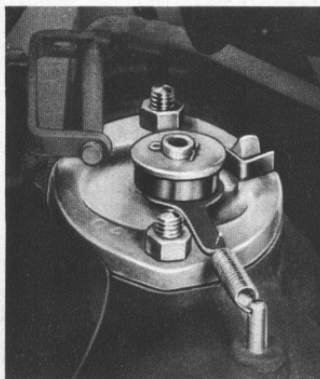
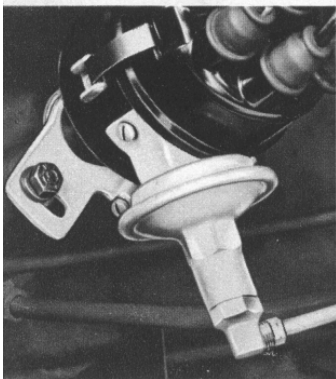
Increased power and economy are obtained with specially designed Power-Dome cylinder head. Inside contours force fuel into violent turbulence for perfect combustion. Compression ratio is 6.7 to 1. (Optional aluminum Power-Dome head with ratio of 7.2 to 1 gives extra-brilliant performance.)

Automatic heat control valve makes possible easier starting on coldest mornings, saving fuel and excessive drain on your battery. Hot exhaust gases are passed over carburetor jacket, quickly pre-heating gas mixture.

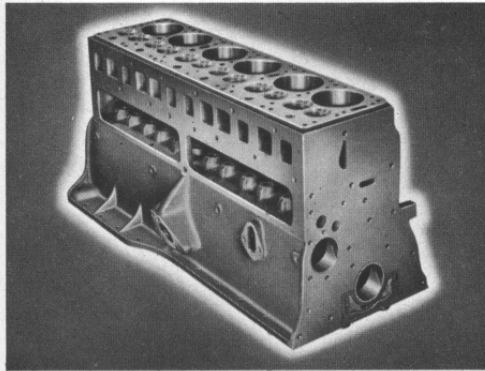


Advance-design fan provides greatest cooling efficiency while reducing air noise. Variably spaced and of special acoustical design, large-area blades rotate at comparatively slow speeds, unusual quietness and have greater air-circulating ability. Cadmium-plated shaft is ball-bearing mounted and permanently lubricated.

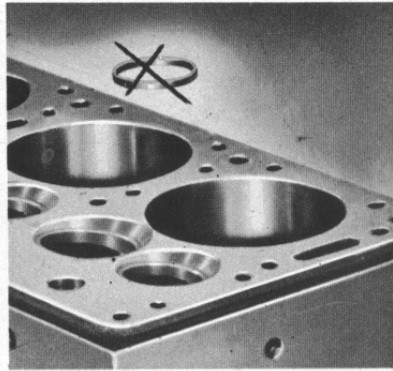
Thrilling engine smoothness . . . a vibrationless surge of power . . . with Hudson's fully compensated crankshaft. Each individual crankshaft is perfectly balanced both at rest and in motion to remove "whip" and vibration. A rubber-cushioned vibration damper absorbs running disturbances. Main bearings and connecting rod bearing surfaces are ground to a precision finish with unusually close tolerances.



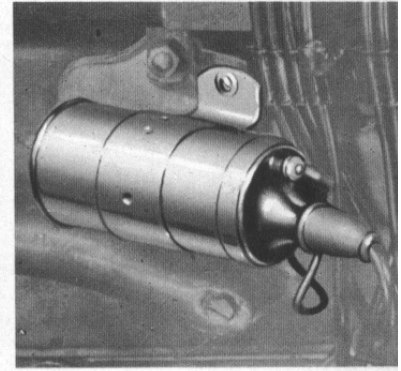
advanced engineering features!



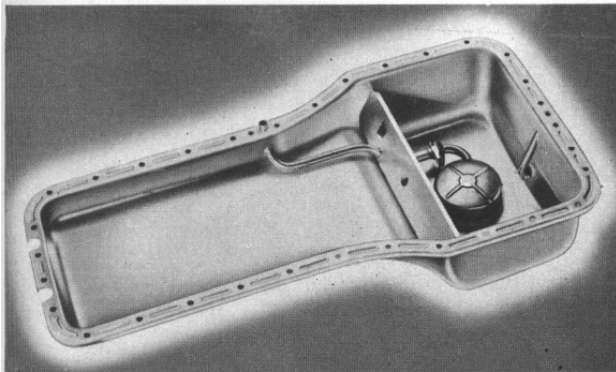
Extra-long life of Hudson engines is due in part to the high-chrome-alloy cylinder block, so tough it actually outwears ordinary, softer blocks by thousands of miles. The hardest cylinder block in any automobile, it machines to a hard, glass-smooth finish, minimizing wear and reducing upkeep costs.



The need for special valve seat inserts is eliminated in Hudson's high-chrome-alloy cylinder block, which permits not only the valves but also pistons and piston rings to give longer, more economical service.



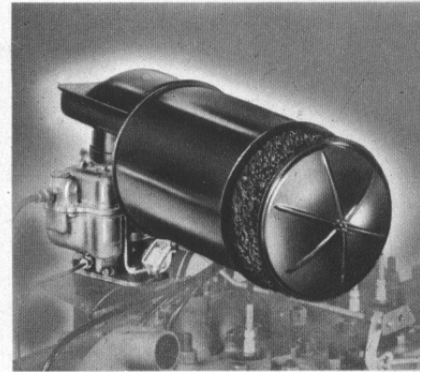
Built for high-compression operation, Hudson's high-tension ignition coil is moisture-proofed at all points. Placed close to the distributor, it delivers a hotter, maximum spark, reduces radio interference to minimum.



Engine parts are protected from dirt-carrying oil by a highly efficient, floating-type oil intake. This scientifically designed floating intake allows only the cleanest oil to be circulated throughout the lubricating system. As a result, moving parts of the engine are subject to less wear and the service life of the entire power plant is notably increased.



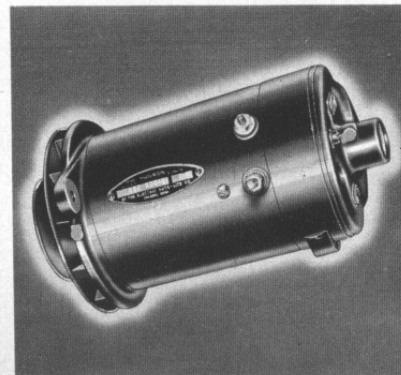
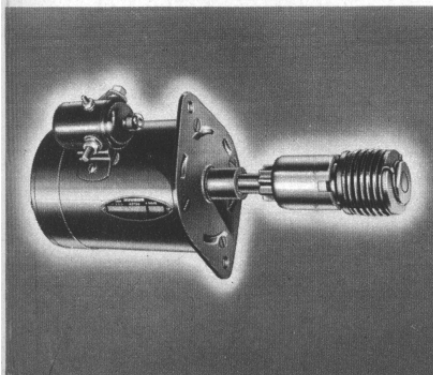
Cam-ground, T-slot pistons are precision-fitted in the high-chrome-alloy block. Pistons are extremely hard, light silico-aluminum alloy. Piston rings are pinned to prevent chatter, rotation and eccentric wear.



Increased engine life and stepped-up performance are achieved by this new type of air cleaner, which filters out dust and other impurities and permits only clean air to enter the engine. Air cleaner includes air silencer and backfire arrester.

Quick and easy starting at every temperature is assured by powerful, high-torque, high-efficiency starter. Capacity of motor is more than ample to turn engine over at fast speed. Improved Bendix starter drive is positive in operation and designed for extra-long life.

New, high-capacity shunt-type generator delivers greater voltage at slower speeds, keeping battery charged even when added electrical accessories make unusual current demands. It is cooled by fan-forced ventilation and provides ample charging rate for all engine and accessory requirements.



Other important Hudson features . . .

- Wide, safety-type rims
- Super-Cushion tires
- Cooling-system thermostat control
- Rubber-cushioned engine mounts
- Needle-bearing universal joints
- Balanced tandem propeller shaft
- Built-in, non-slip jack pads
- Streamlined, detachable fenders
- Safety-type starter button
- Rust-proofed sheet-metal parts

ALL-SEASON COMFORT . . . with *Defrosting, Ventilating and*



It's spring twelve months a year . . . inside your Hudson!

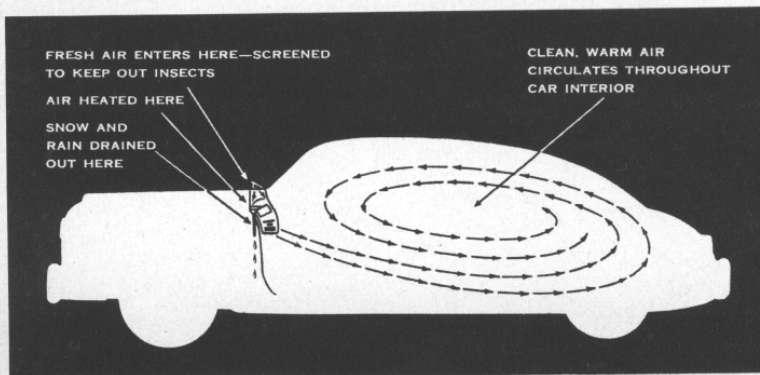
For Hudson's four-fold heating, defrosting, ventilating, conditioned-air Weather-Control—optional in all models at extra cost—brings you FRESH summer air the year around!

No matter how cold the winter outside, your Hudson's filled with warm, FRESH air, gently circulated without drafts . . . your windshield and windows are free from frost or steam!

Hudson's Weather-Control brings in FRESH outside air through the cowl ventilator . . . heats it in cold

weather to the temperature you desire . . . then circulates it gently and evenly through the interior. The temperature you select is automatically maintained by thermostatic control.

A powerful, switch-operated blower provides quick defrosting. It also provides proper circulation of heated air when car is stopped. In summer, for FRESH, outside air, just flip the control lever to "cooler." There is nothing to disconnect. For more air, turn on blower fan. Ventilation is controlled by ventilating wings and windows.



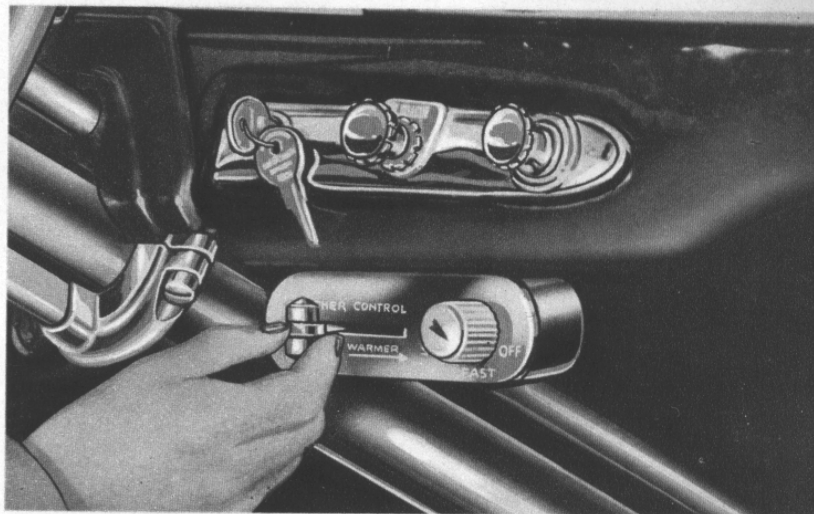
Forward motion of the car forces abundant fresh air through the cowl ventilator for gentle pressure circulation to both front and rear compartments. Volume of incoming fresh air is regulated by cowl ventilator opening. For maximum comfort, every Hudson is sound-proofed and moisture-proofed, insulated against heat and cold.

Hudson's exclusive, four-fold Heating, Conditioned-Air Weather-Control

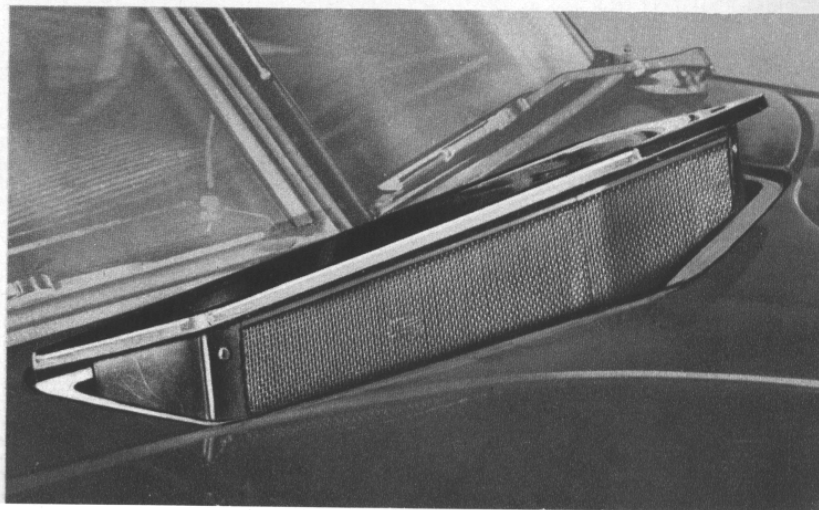
Design and finish of the Hudson Weather-Control is in keeping with the beautiful interiors of the various Hudson models. On rainy days, and in cold weather, the windshield and windows of a Hudson are unusually free of fog, steam or frost. With Weather-Control in operation, you enjoy as much fresh air as you desire.

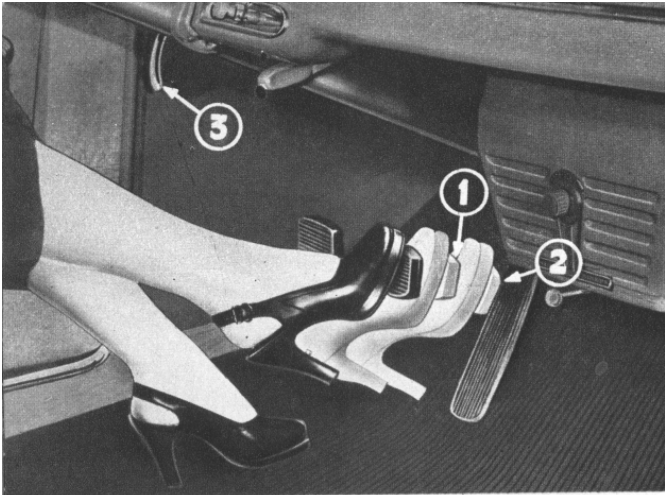


Weather-Control heat regulator lever and blower fan switch are conveniently located on the instrument panel, just to the right of the steering column (Super and Custom Commodore models). Heat is increased by moving lever to right, entirely shut off by moving lever to extreme left. Blower fan has low and high speeds.



Volume of fresh outside air is controlled by cowl ventilator opening. Air intake, through cowl ventilator, is located in the FRESH-AIR ZONE just in front of the windshield. Dirt and insects are screened out; rain and snow are drained off. Hudson Weather-Control installation is compact and provides efficient heating, defrosting, ventilating and conditioned air.





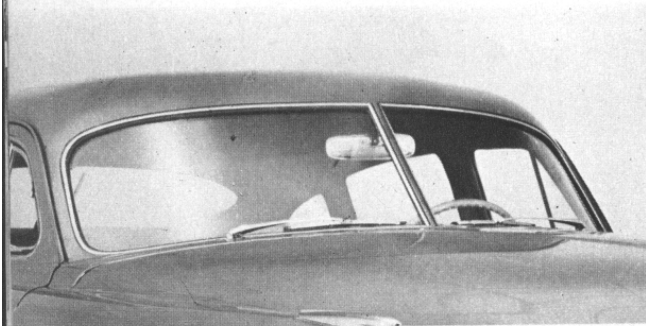
Exclusive, powerful Triple-Safe Brakes . . . yes, *Triple-Safe* . . . help make "The New Step-Down Ride" the safest in any automobile. Finest hydraulic brakes bring your car to a smooth, sure stop, actually converting the car's motion into extra braking pressure. If the hydraulic system should ever fail, as it may in any car through accident or neglect, a *reserve mechanical system* takes over instantly from the same pedal. A finger-tip-release parking brake is located under the instrument panel—handy to reach, easy to use.

Here's why "The New IS AMERICA'S

HUDSON'S outstanding style grows from a totally new principle of design . . . the Monobilt body-and-frame* with its recessed floor that sets Hudson apart from all other cars. This basic advance, with the other outstanding features shown here, makes possible the enormous extra safety of "The New Step-Down Ride".

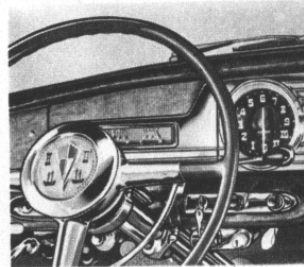
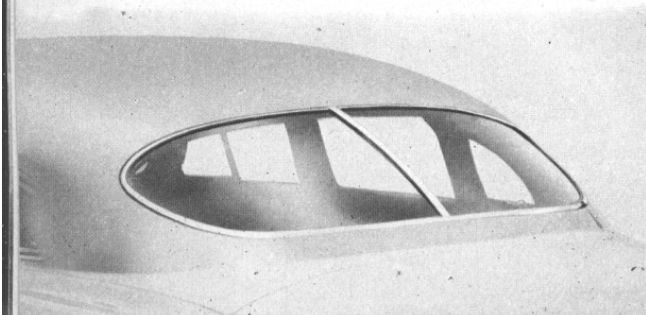
Hudson engineers, soberly recognizing a far greater responsibility to owners than the mere building of an outstandingly fashionable automobile, have built for you cars that are outstandingly safe . . . the safest cars in the entire world to own and drive!

**Trade-mark and patents pending.*

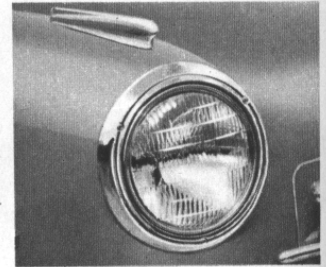


Full-view vision through Hudson's large, graceful Curved Full-View windshield gives you increased safety and pleasure. The curvature of the safety glass and the angle of mounting are scientifically engineered to eliminate reflections, which might weary the eye, from both front and rear. Having a projected length of 59 inches, it is one of the largest in the industry.

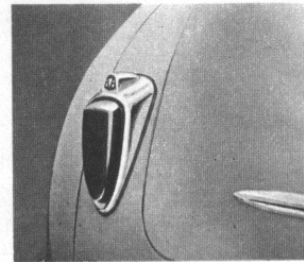
This new and larger rear window on Super and Custom Commodore Series sedans and broughams . . . now 863.4 square inches of glass area . . . increases vision a full 43.5%! It is curved to the body's contours, increases the exterior beauty of Hudson's design and furnishes driver and passengers with a clear, unobstructed view to the rear.



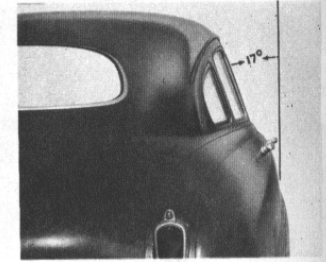
Keep your eyes on the road . . . just a glance at these newly designed and grouped instruments is all you need. Large phosphorescent pointers, legible markings and no-glare lighting let you read quickly and accurately without distortion and without straining your eyes.



Flood the road ahead with brilliant light. Sealed-Beam headlights, with city and country beams, stay bright for years because filament and reflector are sealed against moisture and air. You see better and farther with less eyestrain and fatigue.

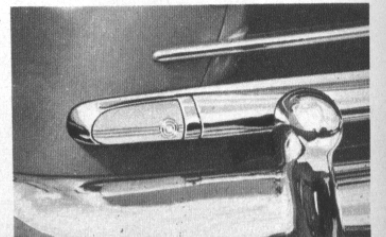


Large, bright, highly visible tail lights add greatly to your safety. Stop lights, which are integral with tail lights, are of extra brilliance, effectively warning drivers behind you when brakes are applied.



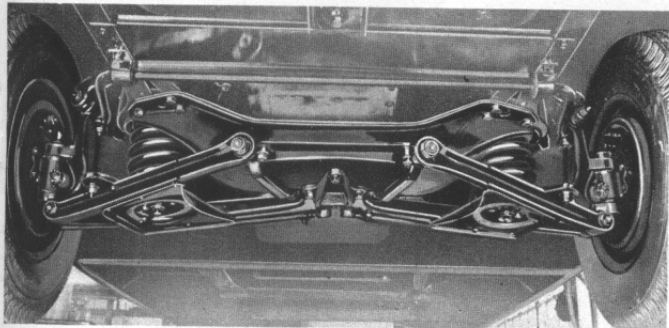
You look out of your Hudson without interference from reflections. Side windows incline at a 17° angle, giving you considerably more vision both vertically and horizontally.

These large rectangular parking lights blend smoothly into the grille ensemble and harmonize with the front-end styling. When directional signal equipment is installed, they serve as front directional lights for turning.

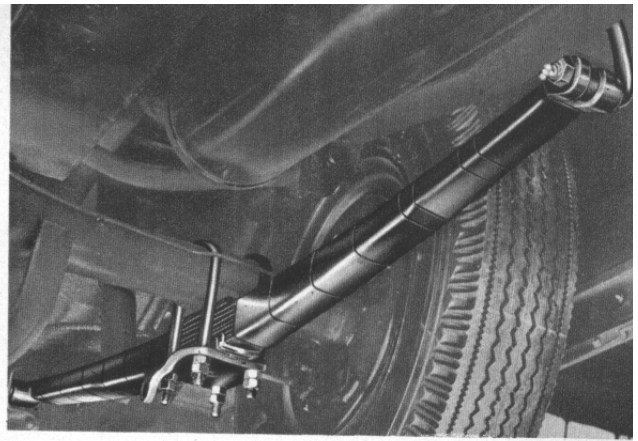


Step-Down Ride™

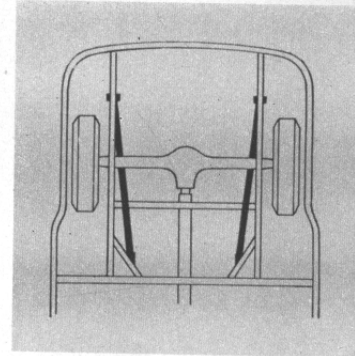
SAFEST RIDE!



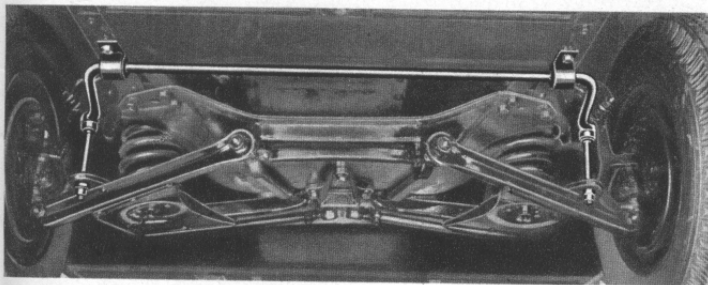
Extra safety and luxurious comfort are engineered into Hudson's independent front-wheel coil springing. Luxurious comfort, because each spring is made of specially selected silico-manganese steel to provide exceptional flexibility in action—to give you a wonderfully smooth, soft ride, even on rough roads.



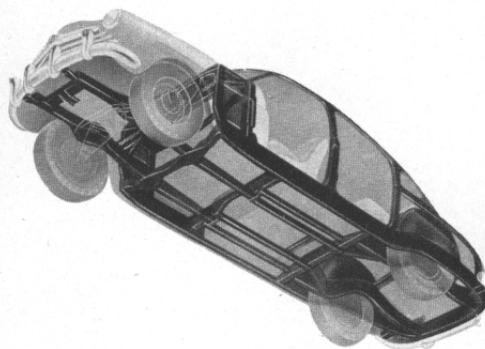
The smoothest, gentlest ride you can imagine is achieved by Hudson's long-leaf rear springs. They are splay-mounted, as shown at right, at a scientifically determined angle for greater stability, and cushion-mounted in live rubber. You ride the tightest curve with a stability and hug-the-road feeling you've never known before.



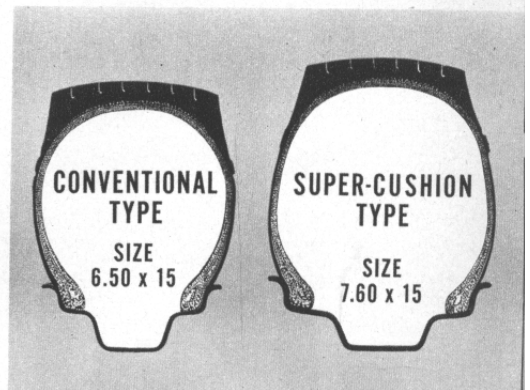
Improved, rubber-mounted stabilizers, both front and rear, combine to make "The New Step-Down Ride" unbelievably free of annoying and dangerous side-sway. Your Hudson cuts a straight, smooth path, despite heavy winds and rough roads, and you've never felt such steadiness on curves! Front stabilizer (illustrated) is a new dual type, completely mounted in cushioning rubber. Rear stabilizer not only prevents sway, but eliminates axle hopping and vibration. It, too, is rubber mounted for soft, effective operation.



Special high-volume, direct-acting shock absorbers go a long way toward achieving Hudson's glide-like, super-smooth ride. Vertically mounted and holding four to seven times more fluid than elbow types, they control spring action better for a smoother, steadier, more comfortable ride.



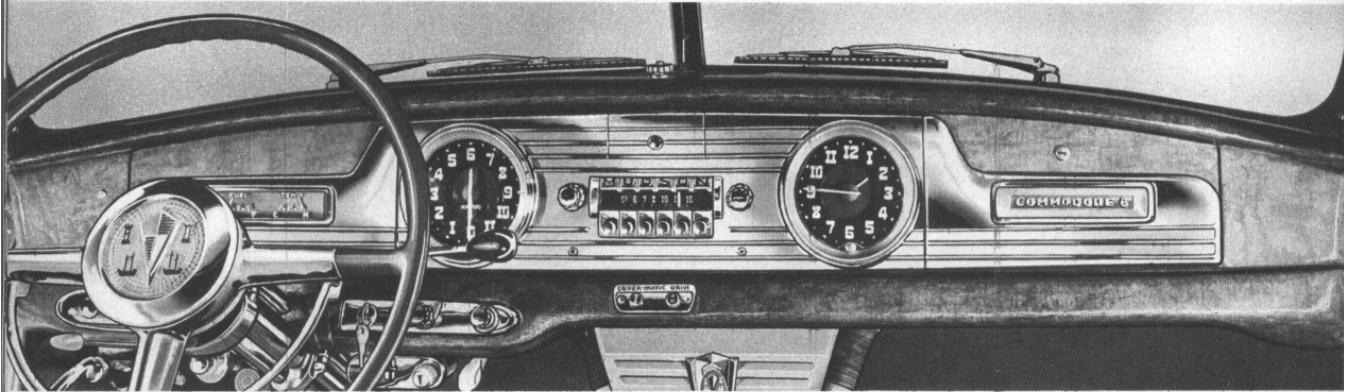
The fullest measure of safety, roominess, beauty and stability is yours in a Hudson . . . made possible by exclusive Monobilt body-and-frame* with "step-down" design and recessed floor. Heavy box-section foundation girders encircle both front and rear passenger areas . . . even outside the rear wheels. Passengers ride cradled between the axles and entirely ahead of the rear wheels, with the most room in any mass-produced car built today and with America's lowest center of gravity.



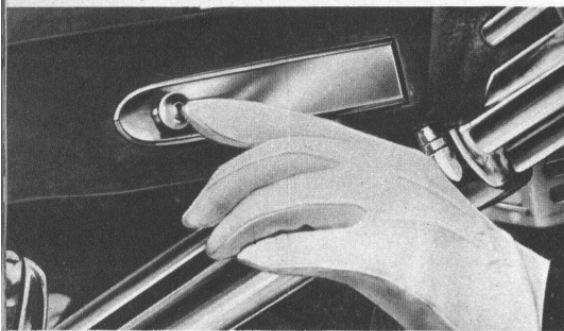
Super-Cushion tires with wide safety rims seem to float over road irregularities, gently cushioning you and your passengers. Larger and softer, they absorb road impacts instead of resisting them. A combination of slotted tread, lower air pressure and more flexible construction gives you easier steering, better traction and safer car handling. Super-Cushion tires are standard on every Hudson.

*Trade-mark and patents pending.

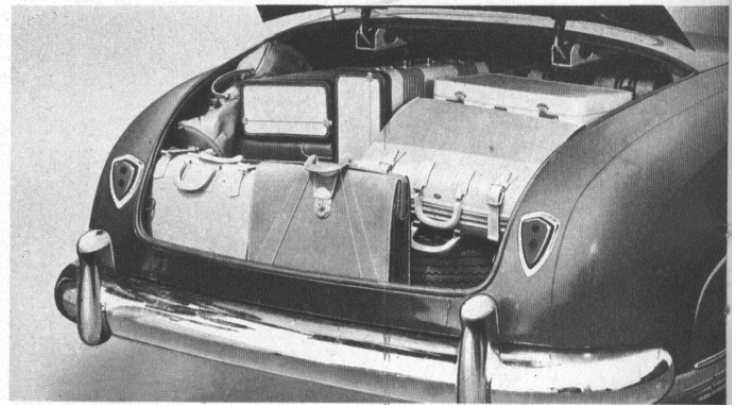
GLAMOROUS GOING . . . with the



The strikingly beautiful instrument panel has been newly designed with controls and instruments grouped for the driver's greatest convenience. Large phosphorescent pointers and lengthened instrument numerals and markings permit easier reading, night or day. Hudson's famous Teleflash signals—invisible except when operating—flash bright red when oil pressure or generator charging rate drops. Extra-generous parcel compartment and ash receiver are provided. Radio-speaker grille is located on *top* of the instrument panel, giving remarkably clear reception for rear-seat passengers without annoying volume for those in front. Radio control knobs are positioned within easy reach of all front-seat passengers. Instrument panels are individually tailored for each Series to harmonize with car interiors.



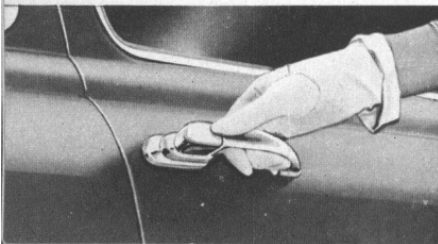
Safety-type starter button is conveniently located on the instrument panel at left of steering column. It provides positive protection against accidental starting by children, or others, since it will not operate the starter unless the ignition key is inserted and switch turned on.



Carrying all the luggage you want is no problem with the master-size luggage compartment in all Hudson models. View above shows the exceptionally large compartment with 15 bags packed in. Compartment is illuminated by tail light bulbs. Lid is equipped with a theft-proof lock and spring-loaded hinges for effortless opening and closing.

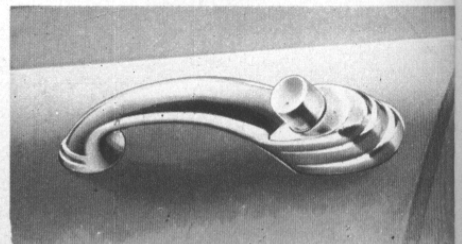


For extra protection against theft, Hudson's new safety-latching hood locks automatically when closed. It is made doubly secure by an extra, safety latch. Unlocking lever is located in the driver's compartment.

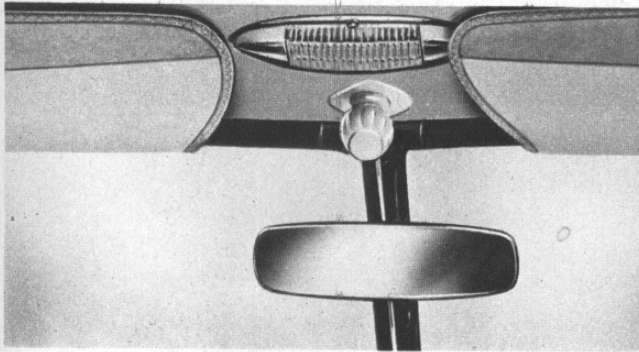


Newly designed, non-rotating, push-button door handles on Super and Custom Commodore models are beautifully styled and streamlined. There are no open ends to catch clothing or cause accidents.

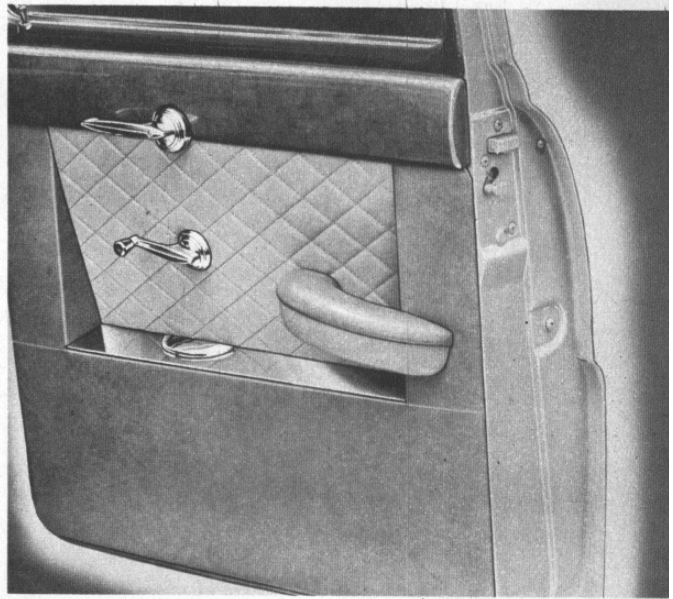
Fully streamlined door handles on Pace-maker models are of the rigid type with push-button latch release. Closed at both ends, they are designed for safety and convenience.



Most Advanced Conveniences in Motordom!

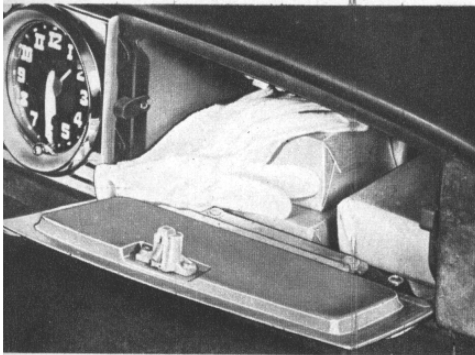
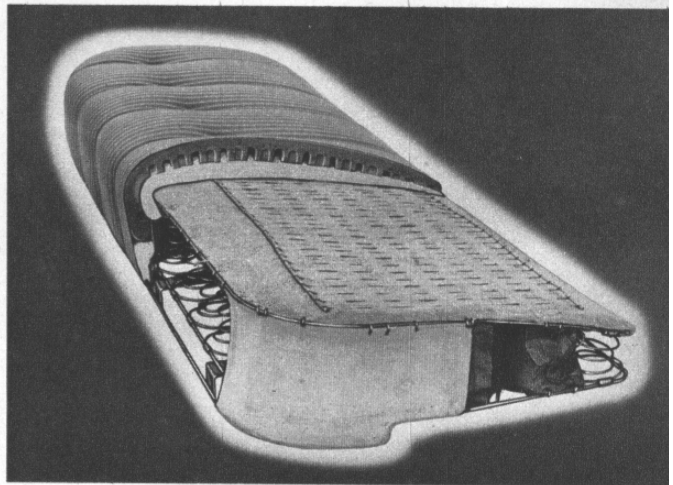


When you need interior light at night, just flick a switch . . . a bright front dome light, conveniently located on the windshield header, floods interior of car with light of soft brilliance, allowing you to read maps and other material easily and quickly. Custom Commodore sedans and club coupes also have two rear-quarter dome lights.

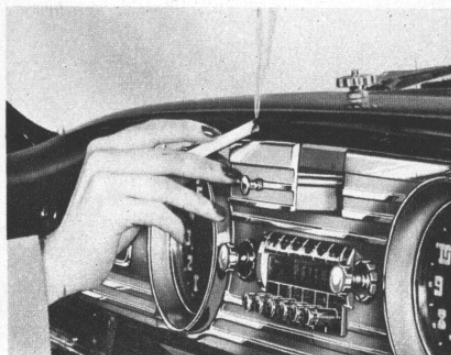


Beautifully tailored recessed panels increase passenger space. Door and window controls and arm rests or pull-to's are conveniently nestled in these recessed panels. Wide doors are full-opening for easy entrance and exit.

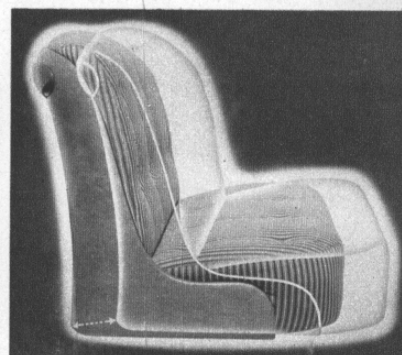
Relax and sink down in sheer comfort on Hudson's foam rubber seat cushions. These luxurious cushions are unbelievably soft, for they contain hundreds of thousands of tiny air cells that cradle your weight. Foam rubber cushions outwear ordinary cushions by years. Standard on Custom Commodore Series, they are an optional extra on Super and Pacemaker Series.



There's surprising room, too, in the extra-large parcel compartment in the instrument panel. It is lock-equipped and has a button-operated spring catch. Separate key permits independent locking of this compartment.



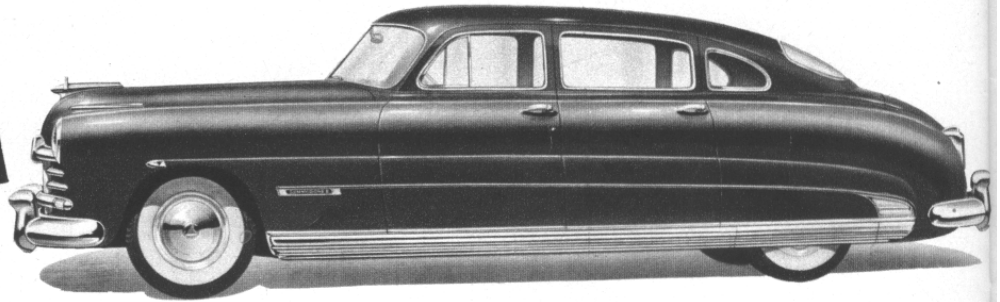
New generous-sized, drawer-type ash receiver is conveniently located in the center of the instrument panel just below the windshield wiper control knob. Other ash receivers are in the recessed panels or in the front-seat back.



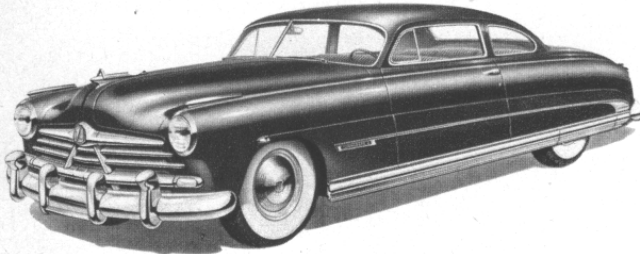
For maximum comfort, front seats in all models are adjustable and can be moved forward or backward to accommodate persons of various heights. The seat rises as it moves forward.

THESE ARE THE INDUSTRY-LEADING ADVANTAGES

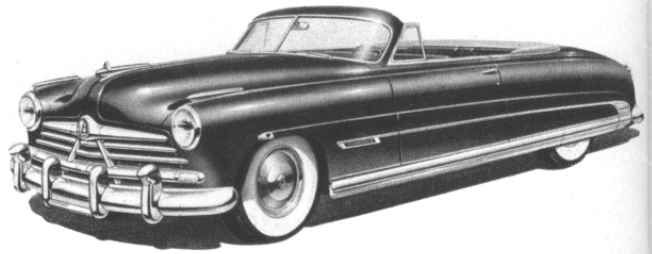
**Custom
Commodore
Series**



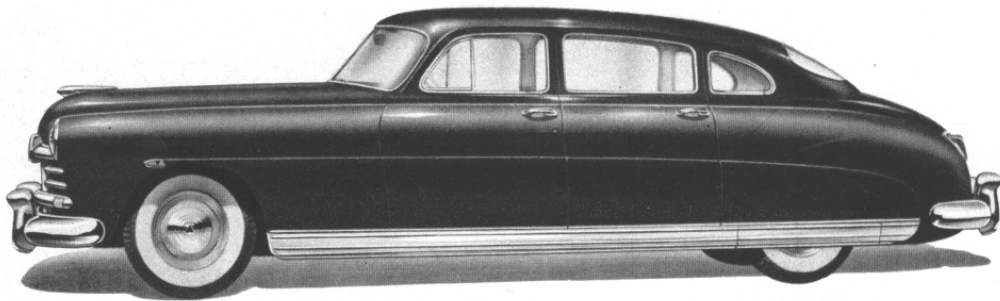
Custom Commodore Series Four-Door Sedan



Custom Commodore Series Club Coupe

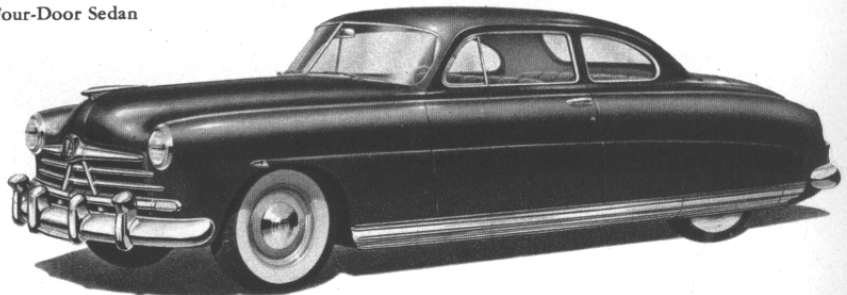


Custom Commodore Series
Convertible Brougham



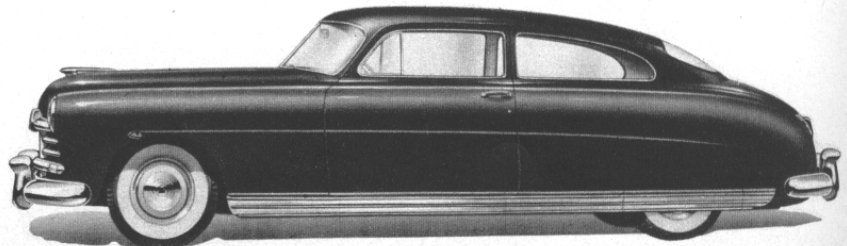
Super Series Four-Door Sedan

**Famous
Super
Series**



Super Series Club Coupe

Super Series Two-Door Brougham



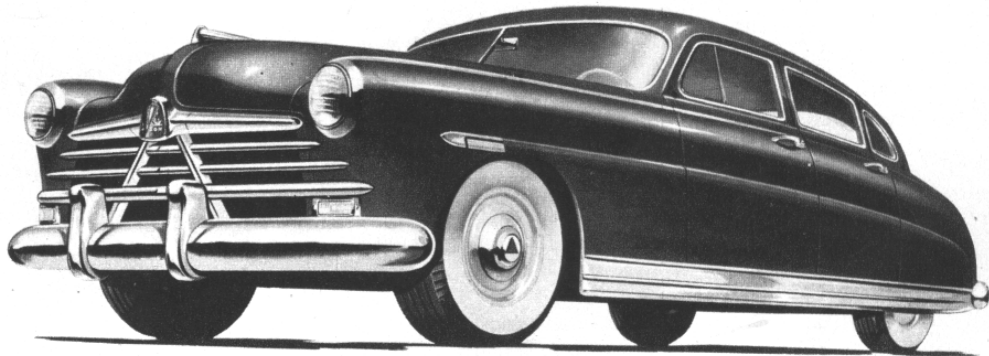
THAT ENABLE HUDSON ALONE TO BRING YOU

"The New Step-Down Ride"!

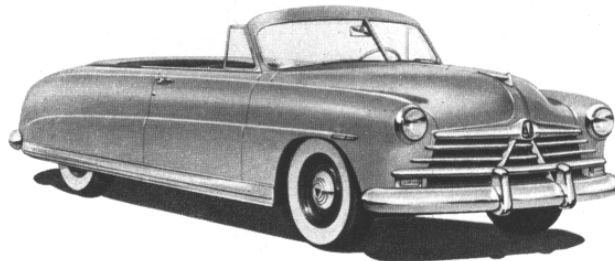
Exclusive "step-down" design with its recessed floor • The steady, road-hugging security of the lowest center of gravity in any car • Added safety and quietness of Monobilt body-and-frame* • Roomiest seats in any mass-produced car built today • Low-built, free-flowing lines of true streamlining • Amazing head room in both front and rear seats • Full road clearance • Curved Full-View windshield • New High-compression Pacemaker Engine • High-compression Super-Six Engine, America's most powerful Six • Or even more powerful Super-Eight • Exciting Super-matic Drive†—only automatic transmission that gives you conventional shifting at the touch of a button, and combines fuel-saving overdrive • Powerful Triple-Safe Brakes • True Center-Point Steering • Super-smooth Fluid-Cushioned clutch • Super-Cushion tires • Chrome-alloy cylinder block • and more than 100 other outstanding improvements.

*Trade-mark and patents pending.

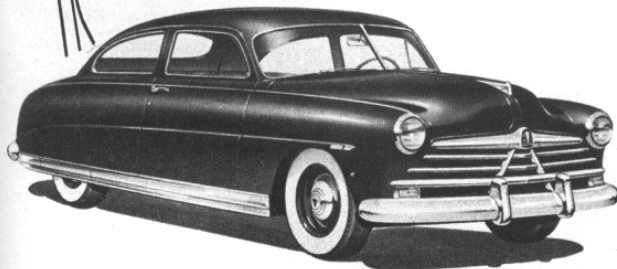
†Optional at extra cost



Pacemaker Series
Four-Door Sedan



Pacemaker Series
Convertible Brougham



Pacemaker Series
Two-Door Brougham



Pacemaker Series
Club Coupe
Also available as
a 3-passenger Coupe

CUSTOM COMMODORE SERIES *Car Specifications*



HUDSON CUSTOM
COMMODORE SERIES

CUSTOM COMMODORE SERIES Car Specifications—Nylon Bedford Cord upholstery, tan with brown stripes or blue-gray with blue stripes, in combination with exquisite plastic Dura-fab trim . . . foam rubber cushions . . . simulated, ribbed carpet pattern on two-tone front rubber floor mat . . . rear compartment carpeted . . . cord-type, Dura-fab covered robe hanger in sedan and club coupe models . . . metal hand grips in back of front seat . . . arm rests at ends of all seats and large 16-inch rear-seat arm rest in sedan and club coupe models . . . automatic ejection cigarette lighter . . . large, deluxe rear-view mirror . . . instrument panel finished in two-tone leather grain . . . instrument lighting dimmer switch . . . dark leather-grain finish on window garnish mouldings . . . twin, adjustable, swivel sun visors . . . 18-inch plastic-rim, 3-spoke, deluxe steering wheel with chrome-plated half-circle horn ring

. . . electric clock . . . windshield and side and rear window polished-metal reveal mouldings . . . crank-type front-door ventilating wings . . . wing-type rear quarter window ventilating wings in sedan model . . . full-opening rear quarter windows in 6-passenger coupe model . . . Full-View Curved windshield . . . new, larger rear window in sedans . . . luggage compartment with rubber floor mat . . . deluxe type twin tail and stop lights . . . parking lamps in lower grille bar . . . front dome lamp . . . two rear-quarter dome lamps in sedans and club coupes . . . license lamps in rear bumper center guards . . . large parcel compartment with lock . . . rear-wheel covers . . . twin air horns . . . inner and outer bumper guards on front and rear bumpers . . . ash receiver at each end of seats and in center of instrument panel . . . envelope-type pocket in front-seat back.

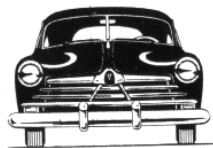


HUDSON
SUPER SERIES

SUPER SERIES *Car Specifications*

SUPER SERIES Car Specifications—Striped broadcloth upholstery in combination with durable plastic Dura-fab trim . . . simulated, ribbed carpet pattern on beige front rubber floor mat . . . rear compartment carpeted . . . cord robe hanger . . . dark wood-grain, two-tone finish on instrument panel . . . 30-hour mechanical clock . . . large, deluxe rear-view mirror . . . 18-inch rim steering wheel, light tan plastic . . . twin, adjustable sun visors . . . arm rests at ends of all seats . . . assist strap on rear door pillar . . . latch-type front door ventilating wings . . . wing-type rear-quarter ventilating windows in sedans . . . full-opening rear quarter windows in coupes . . . side window polished-metal reveal mouldings . . . Full-View Curved

windshield . . . new, larger rear window in sedans and broughams . . . parking lamps in lower grille bar . . . standard type twin tail lamps . . . license lamps in rear bumper center guards . . . front dome lamp . . . large parcel compartment with lock . . . luggage compartment woven-fabric mat . . . rear-wheel covers . . . twin air horns . . . ash receivers at each end of seats and in center of instrument panel . . . illuminated medallion on front of hood . . . modern, streamlined hood ornament . . . envelope-type pocket in front-seat back . . . Optional at extra cost: side ornamentation . . . foam rubber cushions . . . white sidewall tires . . . front bumper outer guards.



HUDSON
PACEMAKER SERIES

PACEMAKER SERIES *Car Specifications*

PACEMAKER SERIES Car Specifications—Striped Bedford Cord upholstery in combination with durable plastic Dura-fab trim . . . embossed front and rear rubber floor mats with geometric design . . . fabric-pattern finish on instrument panel . . . large, 18-inch, 2-spoke steering wheel with blue-spruce finish . . . twin, adjustable sun visors . . . rear-view mirror . . . latch-type front door ventilating wings . . . full-opening rear quarter windows in 6-passenger coupes . . . envelope-type pocket in front-seat back of sedans . . . Full-View Curved windshield . . . front parking lamps in grille ensemble . . . standard type twin

tail and stop lamps . . . front dome lamp . . . large parcel compartment with lock . . . master-size luggage compartment (trunk) with provision for spare tire in horizontal position . . . woven-fabric luggage compartment mat . . . ash receiver in back of front seat and in face of instrument panel above radio dial . . . illuminated medallion on front of hood . . . new, streamlined hood ornament . . . trumpet-type horn . . . Optional at extra cost: foam rubber cushions, rear-wheel covers . . . mechanical or electrical clock . . . front bumper outer guards . . . white sidewall tires.

GENERAL SPECIFICATIONS • ALL SERIES

ENGINES—High-compression, high-output, L-head type with Power-Dome cylinder head.

Super-Eight: 128 horsepower; Bore, 3 inches; Stroke, 4 $\frac{1}{2}$ inches; Compression ratio, 6.7 to 1 (with optional aluminum head, 7.2 to 1); Piston displacement, 254 cubic inches.

Super-Six: 123 horsepower; Bore, 3 $\frac{1}{16}$ inches; Stroke, 4 $\frac{3}{8}$ inches; Compression ratio, 6.7 to 1 (with optional aluminum head, 7.2 to 1); Piston displacement, 262 cubic inches.

Pacemaker Six: 112 horsepower; Bore, 3 $\frac{9}{16}$ inches; Stroke, 3 $\frac{3}{8}$ inches; Compression ratio, 6.7 to 1 (with optional aluminum head, 7.2 to 1); Piston displacement, 232 cubic inches.

(Additional engine specifications will be found on pages 9, 10, and 11.)

BODY-AND-FRAME—Exclusive "step-down" design, all steel Monobilt body-and-frame*. Box-section, steel-girder protection on all sides, even outside the rear wheels. Body-and-frame components welded together to form a rigid, bridge-like, single-unit structure—*Safe, Strong, Durable, Rattle-resistant!*

FLUID-CUSHIONED CLUTCH—Improved, balanced, fluid-cushioned, triple-sealed, single-plate type with heat-treated, oil-impregnated cork inserts.

BATTERY—Heavy-duty, 17-plate, 100 ampere-hour. High plate area.

*Trade-mark and patents pending.

TRANSMISSION—Synchronized silent mesh, blocker type; three speeds forward, one reverse. Helical, silent gears.

HANDY SHIFT—Standard on all models. Simplified linkage to transmission.

SUPER-MATIC DRIVE (optional at extra cost)—Automatic transmission for no-shift driving. Four speeds forward—starting and fast pickup ratio; high-intermediate ratio for extra acceleration for passing, climbing hills, or emergencies; overdrive ratio for peak economy; and ultra-low ratio for hard pulls. All speeds shift at driver's command. Manual control available at the press of a button, an exclusive Hudson feature.

UNIVERSALS—Three lubricated needle-bearing universal joints with 2" balanced, underslung, tandem propeller shaft providing direct-line drive.

SPRINGS—(Front) Independent suspension with coil springs of silico-manganese steel providing exceptionally flexible front wheel action and softer, easier riding over all kinds of roads. (Rear) Semi-elliptic springs "sprayed" for transverse stability; U-type, self-adjusting rear shackle with rubber dirt seal. Front of rear springs rubber mounted. Rear

and front stabilizers control lateral car movements. Direct-acting, high-volume, low-pressure hydraulic shock absorbers, at each wheel, control spring action for smooth, luxurious riding.

REAR AXLE—Hypoid, semi-floating, nickel-molybdenum gears and nickel-chrome-molybdenum axle shafts. Heavy banjo-type housing. Ratios, all models: Standard 4.10 to 1, optional 4.55 or 3.82 to 1; with Super-matic Drive, 4.55 to 1, optional 4.10 to 1; with Drive-Master, 4.10 to 1, optional 4.55 or 3.82 to 1; with overdrive, 4.55 to 1, optional 4.10 to 1.

TRIPLE-SAFE BRAKES—Finest hydraulics with reserve mechanical system operating from same brake pedal if ever needed, and finger-tip-release parking brake.

STEERING—Center-Point Steering provides stability at all speeds on all road surfaces, with short turning radius. Improved worm and roller-type gear; 20.4 to 1 ratio on Super and Custom Commodore models, 18.2 to 1 ratio on Pacemaker models.

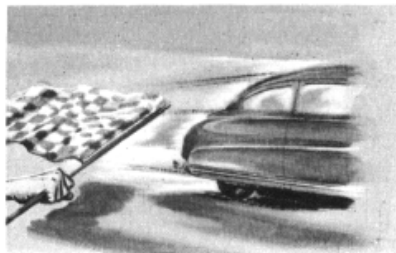
WHEELS—Steel, balanced, drop-center type. New wide base rim for 15" diameter Super-Cushion tires.

TIRES—High-volume, low-pressure Super-Cushion tires. Size 15 x 7.10 standard on all

HUDSON-BUILT CARS hold 149* AAA Stock-Car Records!

PERFORMANCE RECORDS . . .

. . . won by Hudson include stock closed-car marks ranging from one kilometer to the coveted 24-hour record open to all stock cars, regardless of size or class. Here is more assurance that you'll get real championship performance from a new Hudson.



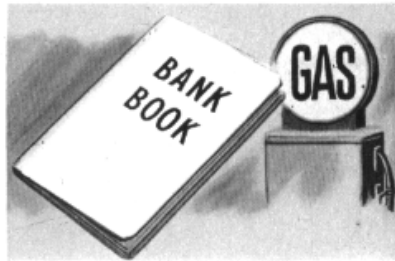
ENDURANCE RECORDS . . .

. . . won by Hudson include "wins" for runs from 1 hour to 12 days. Typical of these records is the distance of 20,327.42 miles covered in 12 days at an official speed of 70.58 electrically timed miles per hour. These records prove that Hudson endurance is proved endurance . . . dependability that gives you extra motoring satisfaction.



ECONOMY RECORDS . . .

. . . won by Hudson include National Economy Runs made with standard models, fully equipped and operated at normal driving speeds under normal driving conditions. Competition was based on gas and oil consumption.



These official stock-car records were won by Hudson-built cars and have never been broken. They were established under rules and sanction of the American Automobile Association.

13 UNLIMITED CLASS RECORDS for closed stock cars regardless of size and piston displacement! Distances from 3,000 to 20,000 miles and 5,000 to 30,000 kilometers! Including 20,000 non-stop miles at 70.58 electrically timed miles per hour—made by a powerful Hudson Six! Established, Aug. 29 to Sept. 9, 1939.

11 UNLIMITED CLASS "PERIOD" RECORDS for closed stock cars regardless of size and displacement. Non-stop runs from 2 to 12 days, including the 12-day record of 20,327.42 miles at an official average speed of 70.58 miles per hour—made by Hudson Six! Established, Aug. 29 to Sept. 10, 1939.

6 STANDARD START RECORDS for Class C closed cars (183- to 305-cu.-in. displacement), including the 10-mile record of 87.93 miles per hour—made by a famous Hudson Eight. Established, Feb. 23, 1933, to Sept. 10, 1939.

29 CLASS C DISTANCE RECORDS from 1 to 3,000 kilometers and 1 to 2,000 miles—made by a Hudson Eight which covered the 2,000 miles at an official average of 87.78 miles per hour. Established, Oct. 10, 1936, to Sept. 10, 1939.

5 CLASS C "PERIOD" RECORDS—1 to 24 hours, including the coveted 24-hour record won by Hudson Eight at 87.68 official miles per hour. Established, Oct. 10, 1936, to Sept. 10, 1939.

6 STANDING START RECORDS for Class D closed cars (122- to 183-cu.-in. displacement) from 1 kilometer to 10 miles, including the 10-mile record of 73.11 miles per hour—set by Hudson Six. Established, Sept. 10 and Sept. 11, 1939.

42 FLYING START RECORDS for Class D closed cars, from 1 to 30,000 kilometers and 1 to 20,000 miles—made by a Hudson Six that covered 20,000 miles at an average official speed of 70.58 miles per hour. Established, Aug. 27 to Sept. 10, 1939.

16 "PERIOD" RECORDS for Class D closed cars—1 hour to 12 days—held by a Hudson Six that set the one-hour record at 80.54 official miles per hour and the 12-hour record at 70.58 miles per hour. Established, Aug. 27 to Sept. 10, 1939.

21 AAA HILL-CLIMB RECORDS—including the famous Mt. Washington, N. H.; Wrightwood Canyon, Calif.; and Summit Mountain, Pa., runs. Established, March 22, 1933, to Oct. 19, 1936.

*Your Hudson dealer can show you a complete list of all Hudson official AAA records.

GENERAL SPECIFICATIONS • ALL SERIES (Continued)

models except Super and Custom Commodore Series convertible brougham. Size 15 x 7.60 optional at extra cost (15 x 7.60 size is standard on Super and Custom Commodore Series convertible brougham).

VENTILATION—Large cowl ventilator with built-in rain separator unit and insect screen. Draft-free, front-window ventilation. Hudson Weather-Control for year-round comfort, optional at extra cost.

WINDSHIELD—Extra-wide, deep curved design for increased vision, reduced reflection.

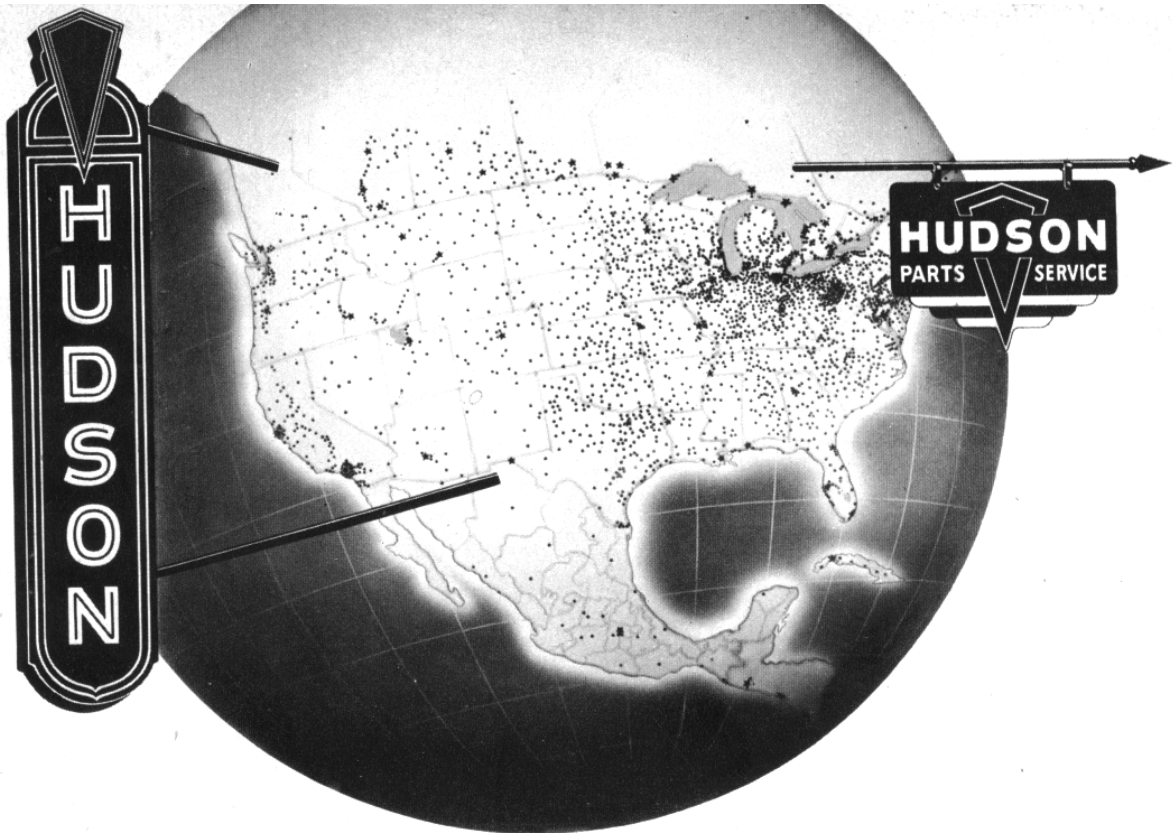
LIGHTS—Headlamps: "Sealed Beam" type, incorporating lens, reflector and filaments in a permanently sealed unit. Toe switch for driving or passing beam . . . bright beam indicator on instrument panel. License lamps

in rear bumper center guards, except Pacemaker models. Directional signals, front and rear, operated by lever at steering wheel, optional on all models at extra cost. Front dome lamp, all models. Courtesy light for all doors and 2 rear-compartment dome lamps standard on Custom Commodore models.

DIMENSIONS—Over-all length—Custom Commodore and Super, 208 $\frac{1}{2}$ "', Pacemaker, 201 $\frac{3}{4}$ "'; wheelbase—Custom Commodore and Super, 124"; Pacemaker, 119"; over-all width—Custom Commodore, 77 $\frac{1}{2}$ "', Super and Pacemaker, 77 $\frac{1}{2}$ "'; over-all height, loaded, 60 $\frac{3}{4}$ "'; maximum head room, 38 $\frac{3}{4}$ "'; hip room, front and rear seats, 64"; elbow room—front seat, 66"; rear seat, 65".

EQUIPMENT—Twin contour-following

vacuum windshield wipers . . . gas-level gauge . . . Teleflash signals for oil pressure and generator charge indicator . . . water temperature gauge . . . windshield defroster vents . . . Cushion-Action door latches . . . theft-proof locks . . . non-rotating outside door handles with push-button latch release . . . carry-all luggage compartment with provision for spare tire . . . aluminum scuff plates on all models . . . assist straps in Super Series Broughams, Sedans and Club Coupes . . . metal hand rails on back of front seat in Custom Commodore models . . . windshield reveal moulding on Custom Commodore models . . . ash receivers . . . rear compartment door ornament . . . plastic Dura-fab kickpads on all doors and on rear quarter panels of Broughams and Club Coupes.



FRIENDLY HUDSON SERVICE *wherever you may go . . .*

If there's a touch of wanderlust in your soul . . . if you feel the call of far trails . . . you have the assurance that you are never far from an authorized Hudson dealer or distributor service establishment.

Strategically located across the North American Continent—and conveniently situated in your own home community, you'll find friendly and efficient Hudson service ready to serve you. More than 3,000 points make up this Hudson service network.

A modern service department is a must with every

Hudson dealer . . . thoroughly staffed with trained service men and provided with a well-balanced stock of genuine Hudson parts, which is further supported by master stocks at centrally located Zone Office and Distributor Parts Depots.

Watch for the red, blue and white sign that's your guide to Hudson service. A Hudson requires mighty little service, but what little is needed is mighty easy to get . . . and mighty well done by your Hudson dealer.

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

HUDSON MOTOR CAR COMPANY
DETROIT 14, MICHIGAN

