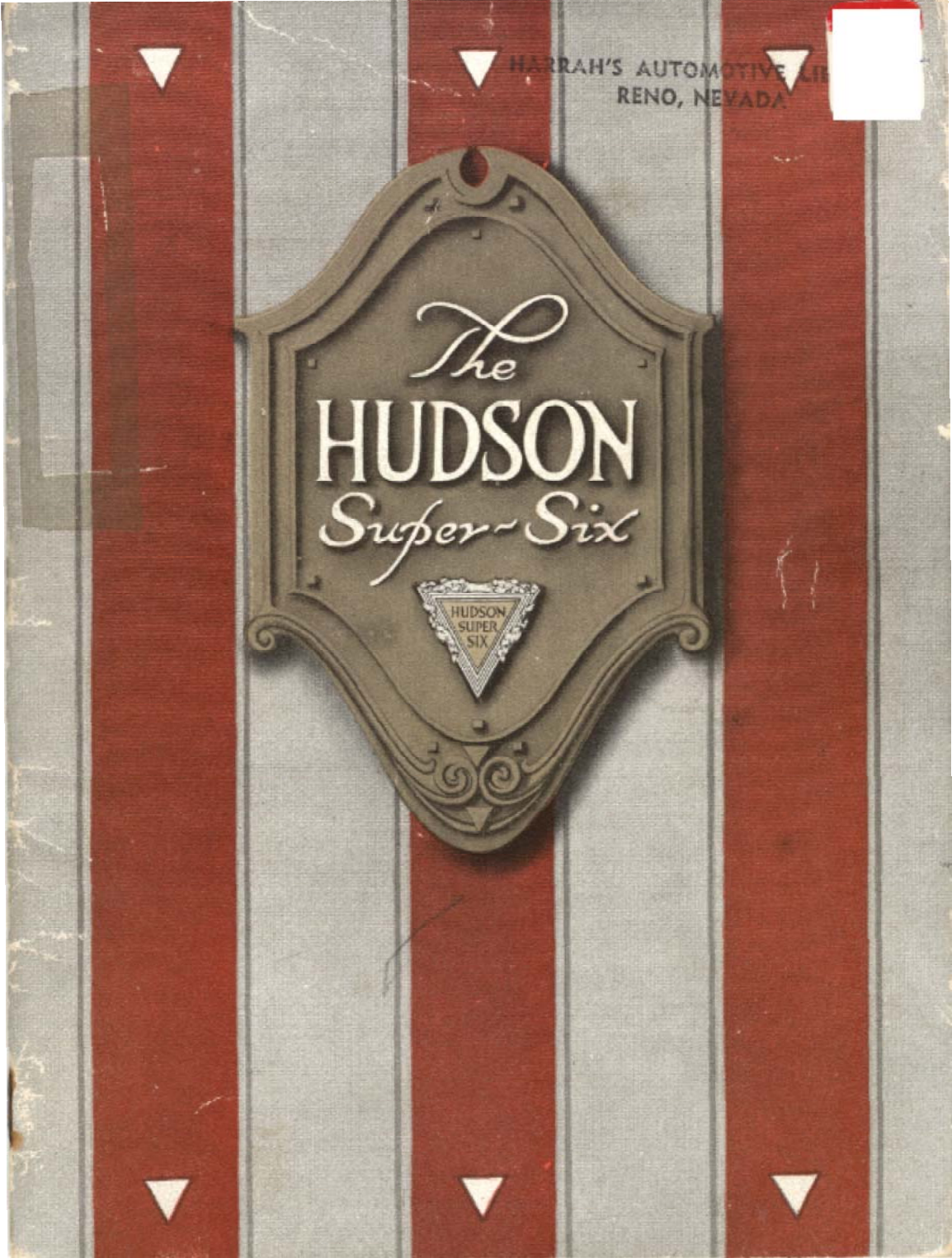
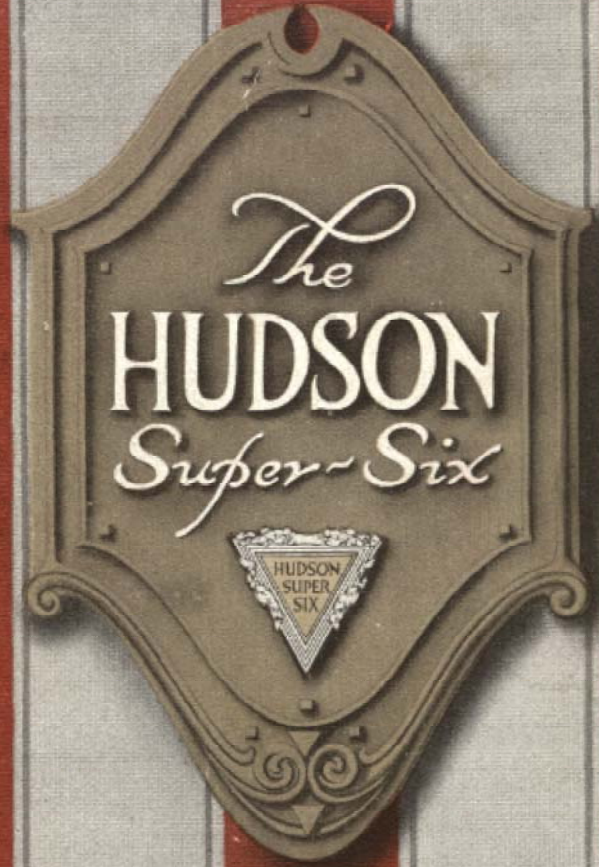


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HUDSON MOTOR CAR COMPANY  
DETROIT, MICHIGAN

*Important*

THE information contained in this book marks a turning point in the history of the motor car. The Super-Six motor is one of the greatest discoveries of automobile engineers. It will profoundly affect not only motor cars, but also, motor, boating and aeroplane development.

It may be the one thing needed to give the United States the CAR COMPANY long desired dominion of the air. Certainly it will give to the man who owns a Hudson Super Six such power, such luxury and such satisfaction as he cannot get from any other motor or motor car now on the market.

Hudson Motor Car Company

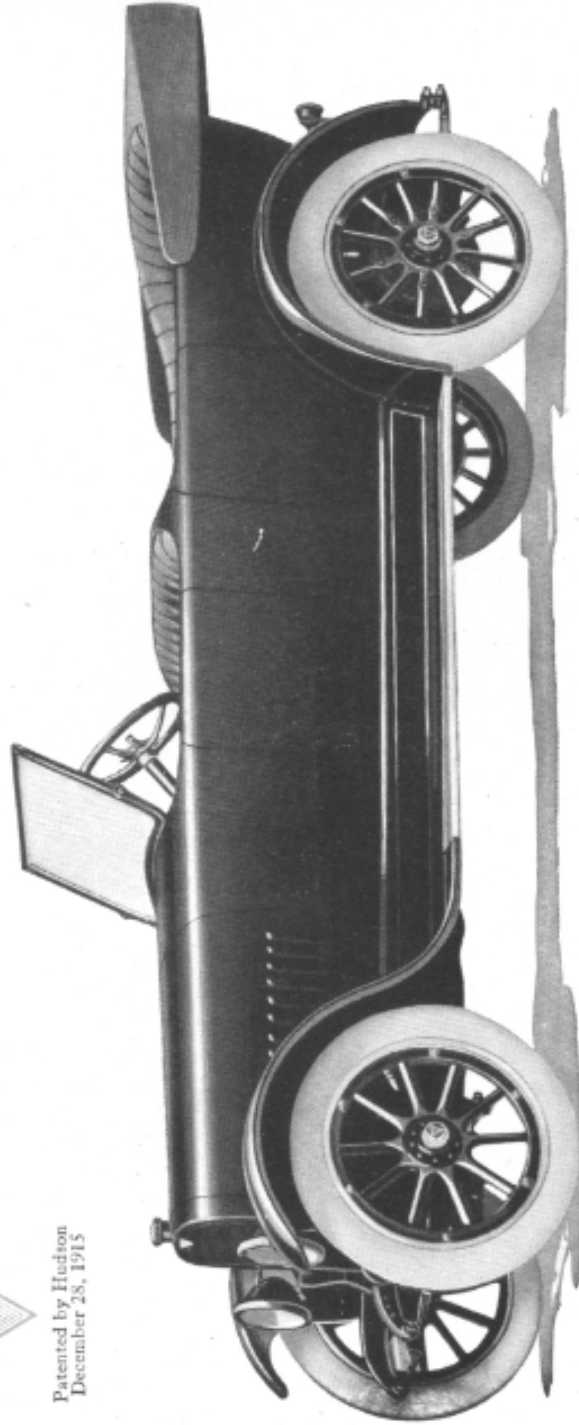
*The*  
**HUDSON**  
*Super-Six*



HUDSON MOTOR CAR CO.  
*Detroit Mich., U.S.A.*



Patented by Hudson  
December 28, 1915



**HUDSON SUPER-SIX PHAETON—7-PASSENGER**

A big, luxurious light-weight touring car. Unequaled in speed, power and mechanical performance by any comparable car.

## ALL RECORDS BROKEN

*The Hudson Super-Six has Officially Broken  
All Stock Car Records up to 100 Miles  
All Stock Car Records for Quick Acceleration  
And All Under A. A. A. Supervision*

**100 miles in 80 minutes, 21.4 seconds, averaging  
74.67 miles per hour, with driver and passenger.**

The previous best stock car record of 72.49 was made by a car with more cylinders, more cylinder capacity, and driver only.

**75.69 miles in one hour with driver and passenger.**

During this speed trial laps were made at 76.75 miles per hour.

**70.74 miles in one hour, carrying 5 passengers  
with top and windshield up.**

The previous best record for stock car similarly equipped was made by a car with more cylinders, more cylinder capacity, and with only two passengers.

**From standing start to 50 miles per hour in  
16.2 seconds.**

**Over 70 miles per hour, maintained for 1350 miles,  
without discoverable wear on any part.**

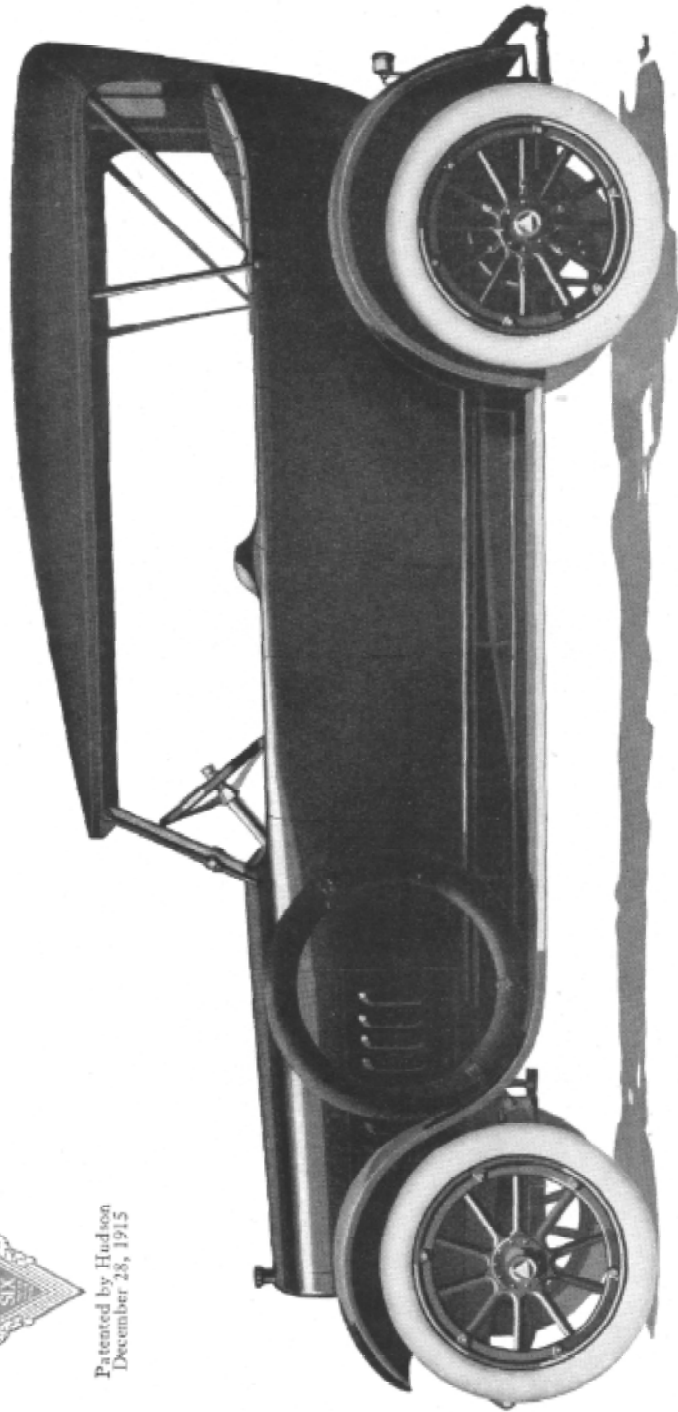
All the above Hudson records were made with the same stock car, using the same motor, at Sheepshead Bay Speedway in November, under American Automobile Association supervision.

**The most powerful motor per cubic inch displacement  
which the world has ever known.**





Patented by Hudson  
December 28, 1915



**HUDSON SUPER-SIX PHAETON—7-PASSENGER**

Shows "one-man" top, new Hudson windshield, and long, graceful lines of new body design.

## THE HUDSON SUPER-SIX

*An Engineering Marvel, Patented by Hudson  
Motor Car Company, December 28, 1915*

The World's Master Motor

**N**OTE well, at the start of this announcement, the records on the preceding page. Note that no other car, in all the history of motoring, has done what this car has done.

That includes Sixes, Eights and Twelves.

No other like-size motor, of any type, has ever developed such power.

No other stock car, of any size or type, has made records like this for sustained speed.

No other has shown such quick response.

As compared with the best of former Sixes, in like size, the Super-Six develops 80 per cent more power. It shows 50 per cent higher motor speed capacity.

All this is accomplished by ending vibration. So it includes all else which pertains to perfect performance, to luxury of motion.

And this is a Hudson invention, controlled by Hudson patent. So this master motor, to which others must give way, is found this year in Hudson cars alone. Never before has a feature of such importance been controlled by a single maker

Thus it means for Hudson unquestioned supremacy in a field heretofore disputed.

### **An Almost Twice-Better Six**

**S**UCH is the meaning of the latest achievement of the Hudson engineering staff, of which Howard E. Coffin is chief.

It is the reason why last fall we stopped Hudson production at the zenith of our success. Why we sacrificed thousands of Hudson sales at the height of an overdemand.

It is the reason why, in late months, we have doubled our factory. We have spent \$1,500,000 on extra room and equipment, to meet a multiplied demand.

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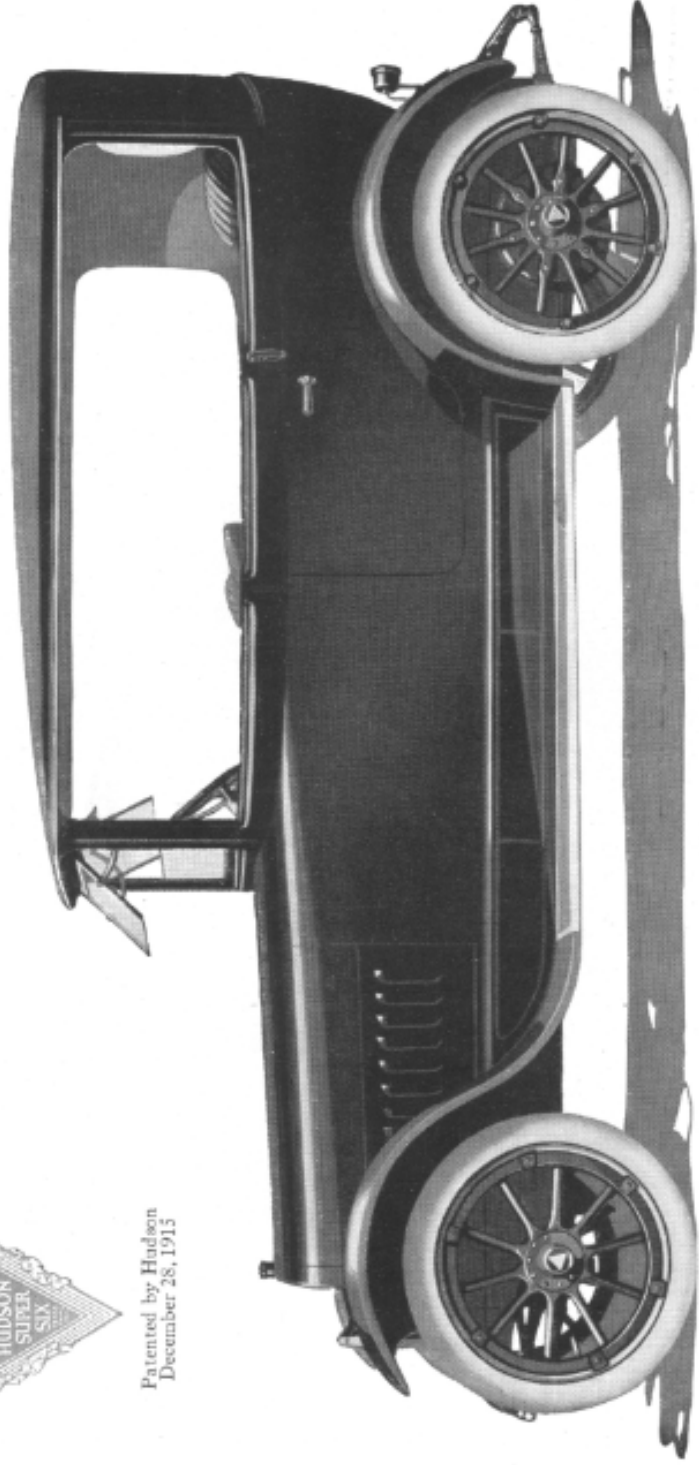
The Super-Six, in high-speed capacity, exceeds former Sixes by 50 per cent.



*Touring Sedan*



Patented by Hudson  
December 28, 1915



**HUDSON SUPER-SIX TOURING SEDAN—7-PASSENGER**

An open car in summer—a closed car in winter. Distinctively Hudson. Avoids all drawbacks of changing tops or bodies. A favored car among experienced motorists.



It is the reason why we bought sufficient materials to build \$42,000,000 worth of a new-type car, before it ever was exhibited. And why dealers bought that entire output before the first car was shipped.

It is also the reason why Hudson, a year ago, rejected both the Eight and the Twelve, after building and testing several different types.

### **Remember Hudson History**

**F**IRST, let us remind you of other Hudson achievements. We have to our credit several epoch-making cars. No engineering staff has contributed more to this industry. None commands more respect.

Our last car was a new-type Light Six which forced out all former types. It quadrupled Hudson production, and gave us first place among fine cars. It revolutionized motor car building.

Now, as a cap-sheaf, comes a Super-Six. A high-speed Six, increasing by 50 per cent the possible performance. A motor which has added 80 per cent to the power without adding cylinders or size.

A Six which overcomes vibration as no other type has done. Which far excels all former motors in the objects aimed at. Yet it retains all the six simplicity, its lightness, its fuel economy.

It is not merely an improvement but an invention, new in principle and in construction. It is bound to revolutionize all engineering practice. And, as we control it, it means a Hudson monopoly on the greatest engine built.

The facts we present will seem amazing, but they are indisputable. Not in a decade has there been a motor car achievement so significant as this. We urge every reader to a careful perusal.

### **The Rapid Change in Motors**

**T**HE most impressive fact in this industry lately has been the rapid change in motors. Many makers have dealt mainly with their new-style bodies, with the changes that you see. But the real advance has been in the engine.

First came the change from Fours to Sixes in the better grade of cars. Then from heavy to light Sixes, from wide bore to small bore. All to lessen vibration.

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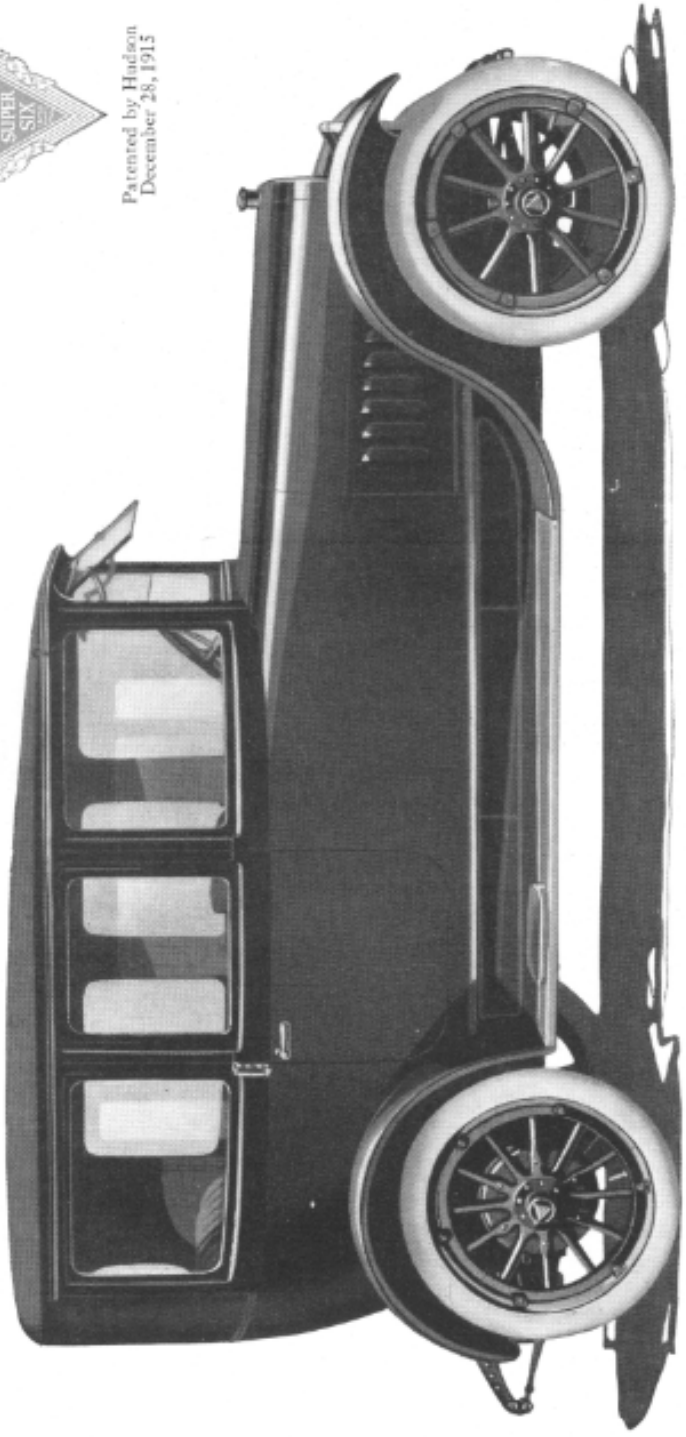
The Super-Six adds 80 per cent to the horsepower without any additional size.



*Touring Sedan*



Patented by Hudson  
December 28, 1913



**HUDSON SUPER-SIX TOURING SEDAN—7 PASSENGER**

A perfect closed car for cold or stormy weather. Can be changed in a moment to an open car. Glass sides and standards easily adjusted. A universally popular Hudson model.

Finally, under Hudson leadership, we arrived at the seeming summit. It was a small-bore light Six with a cylinder capacity approximating 300 cubic inches. Nearly all high-grade cars came to it. Most of the races of 1915 were won with that cylinder capacity.

Then appeared the V-type motors, vouched for by great engineers. These were the Eights and Twelves. The claim was made that in certain ways they excelled the former Six.

Many laymen, no doubt, have seen in these changes but a striving after newness. An effort of one maker to outdo another in the way of apparent sensation. But the changes had a deeper meaning. And they have finally led, in this Super-Six, to a motor which makes familiar types seem crude.

### **Vibration - Our Major Foe**

**A** MOST important attainment in a motor is high speed capacity. That is, the highest possible revolutions per minute.

Power alone may be attained by the use of large cylinders, as in marine motors. But they prohibit high engine speed. They forbid flexibility and quick acceleration. They are heavy and wasteful of fuel. Motor car requirements call for small engines run at higher speed.

The difficulty has lain in vibration. The four-cylinder engine is unbalanced at all speeds. It develops excessive vibration. The tax on the bearings is heavy, the loss of power tremendous.

This fact forced the change to Sixes. But even the Six at first failed to lessen vibration greatly. That's why early Sixes were slow in displacing Fours.

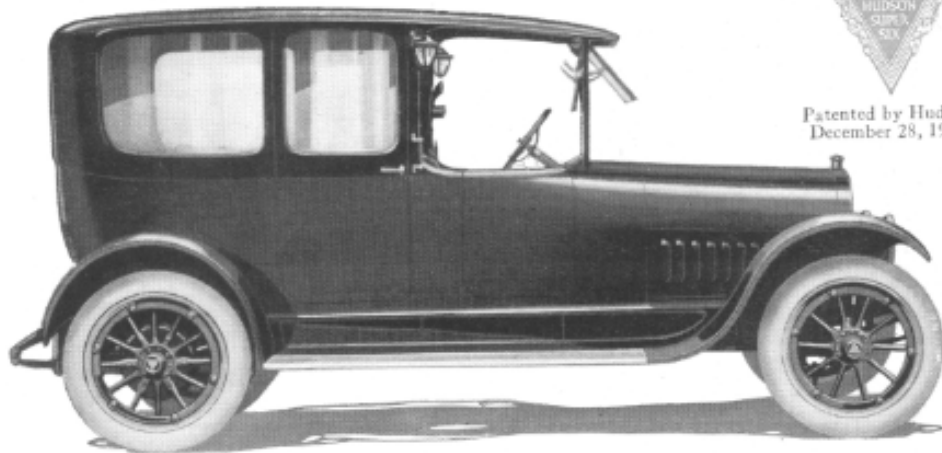
Then came the idea of the light Six, with small bore and high speed. It was pioneered and developed by Hudson engineers. That meant lighter engine parts, lessening vibration and thus increasing engine speed.

Along these lines Hudson made enormous advances. Hudson Sixes soon outsold any other fine car built. They attained results heretofore unknown in lightness, flexibility, economy, speed and power. Hudson gained in that way, what it holds

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The Super-Six shows 76 horsepower. The best former Sixes, in same size, developed 42.





*Limousine*



Patented by Hudson  
December 28, 1915

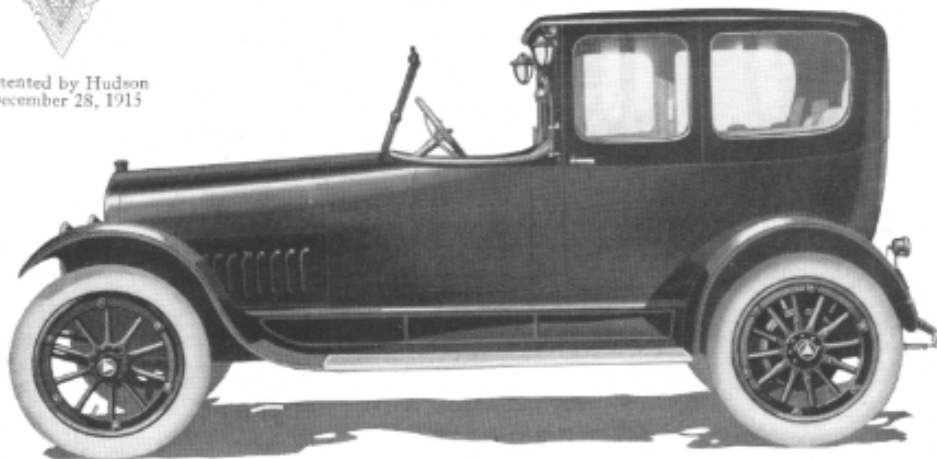
**HUDSON SUPER-SIX LIMOUSINE—7-PASSENGER**

Unexcelled at any price. This Hudson masterpiece has set a new standard for beauty and luxury.

*Town Car*



Patented by Hudson  
December 28, 1915



**HUDSON SUPER-SIX TOWN CAR—7-PASSENGER**

This model completely sold out before a car was ready to ship. One of the cars that has made Hudson favored among buyers of wealth and distinction.

today, the sovereign place among quality cars. And it was in attempts to overcome this supremacy that multi-cylinder cars were evolved.

### **The Seeming Limit**

**F**INALLY we attained what seemed to be the maximum in Sixes. It was a light, small-bore Six with 288 cubic inch capacity. Under Hudson leadership that became the pattern type in Sixes. And nearly all makers of cars over \$1,000 adopted that type, satisfied that it marked six-cylinder finality.

But the best Six of that type fell far below perfect performance. At high speed vibration was too severe, the loss of power too heavy.

So the average Six of that size, at maximum speed, developed about 42 horsepower. The rest was lost through vibration. That meant fuel waste and extra engine wear. And it placed a limit on speed and flexibility.

Still even that Six was a marvelous attainment. A few years ago it was beyond the wildest engineering dreams.

### **The War on Vibration**

**F**OR years the Hudson engineering staff, and others, continued this war on vibration. Buyers of cars seemed satisfied, but Hudson engineers were not.

In 1914 we built several V-type motors, both in Eights and Twelves. The idea had been used in aeroplanes, where high speed is essential. But Hudson engineers were among the first to apply it to motor cars

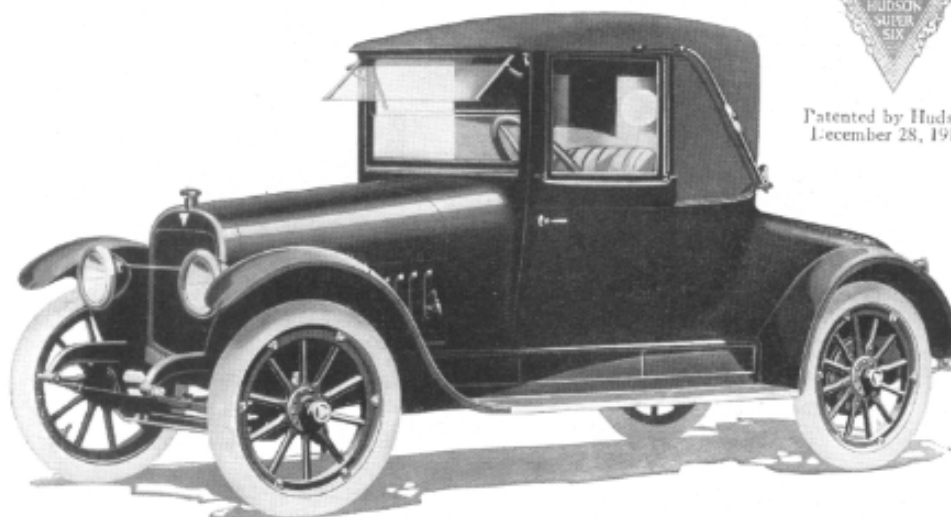
The idea of the V-type is that two sets of motors, set at an angle, will somewhat counteract each other's vibration. They do to some extent, both in Eights and Twelves. They make higher motor speed possible.

But these advances, in our many tests, seemed to be insufficient. They meant more weight, more cylinders, more complications, and without sufficient compensating gain. Our engineers thought they saw the way to a far better solution. So Hudson never adopted either the Eight or the Twelve.

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With the Super-Six you command every hill, every road.





*Cabriolet*



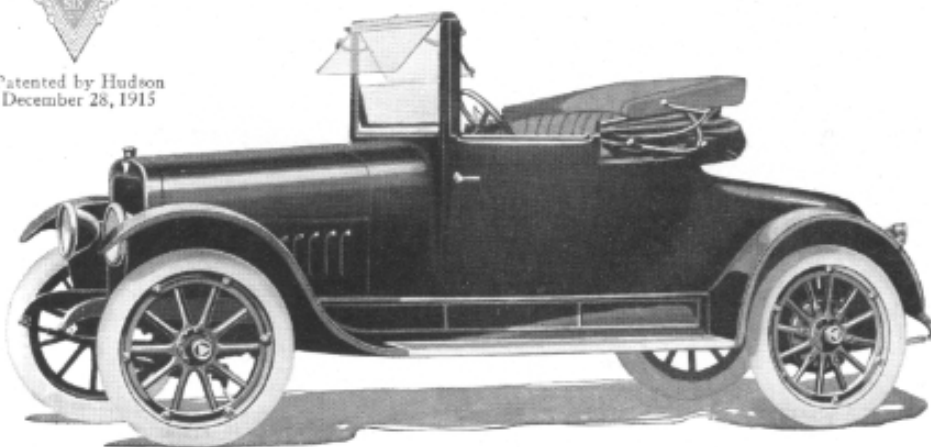
Patented by Hudson  
December 28, 1915

#### HUDSON SUPER-SIX CABRIOLET

A universal favorite with business and professional men. Ladies prefer this model. Better than an electric. Speedy, powerful, easily handled.



Patented by Hudson  
December 28, 1915



#### HUDSON SUPER-SIX CABRIOLET

Showing how top of Cabriolet is adjustable. Transforms luxurious closed car into an airy, open roadster. A popular Hudson type.

### Found in the Super-Six

**A**T last we found that better solution. And we applied for, and were granted, a basic patent on our own engineering discovery. That patent was issued to us on December 28th, 1915.

We found the solution in a new-type Six which we call the Super-Six. It is a complete and radical revision of the Six which you have known. The principle is new. In every item of efficiency it establishes higher standards.

We shall not attempt a technical description, but will outline the main results.

The Hudson Super-Six so eliminates vibration that on testing blocks, at enormous speed, it hardly shakes a pencil stood on end. In high motor speed capacity it *exceeds by half* the best of former Sixes. And the highest speed, persistently maintained, shows no perceptible wear on the bearings.

### Develops 76 Horsepower

**I**N size the motor is identical with last year's Hudson Six. But last year's Hudson, at its maximum, developed but 42 horsepower. The Super-Six develops *76 horsepower*. Consider what that means - *an actual increase of 80 per cent in power without any added size*.

On the Sheepshead Bay Speedway at New York, the Super Six established a record, vouched for by the officials of the American Automobile Association, of 75.69 miles in one hour, carrying driver and one passenger. This for a car, fully equipped, with no change of any kind in motor or body from the regulation stock model sold to the public.

The Super-Six long has maintained a speed of 69 miles per hour. And that with cylinders only 3-1/2 x 5.

This motor develops the highest power per cubic inch displacement of any automobile motor built.

The fuel consumption of the Super-Six at 40 miles per hour, is about the same as like-size motors at 20 miles per hour. And it runs as smoothly at high speed as it does at low speed.

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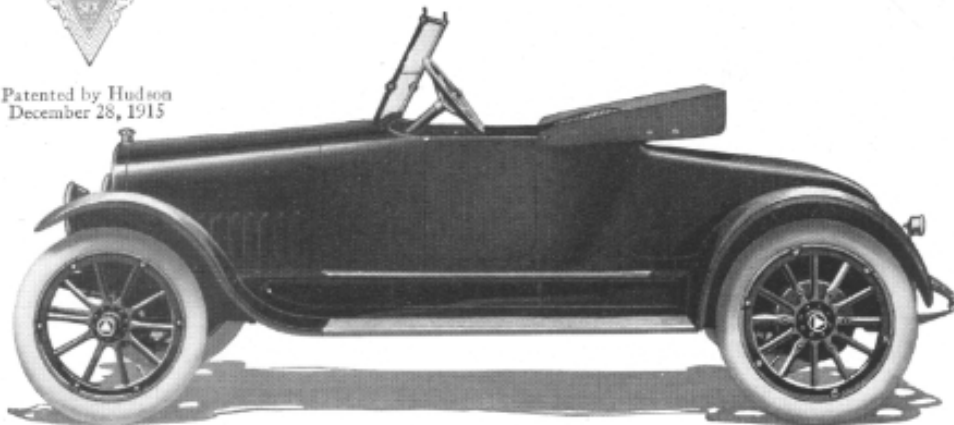
The Super-Six is as quiet and vibrationless as a sailboat in a zephyr.

The logo is a downward-pointing triangle with the words "HUDSON SUPER SIX." inside. Below the text is a small emblem consisting of three horizontal lines.

HUDSON  
SUPER  
SIX.



Patented by Hudson  
December 28, 1915

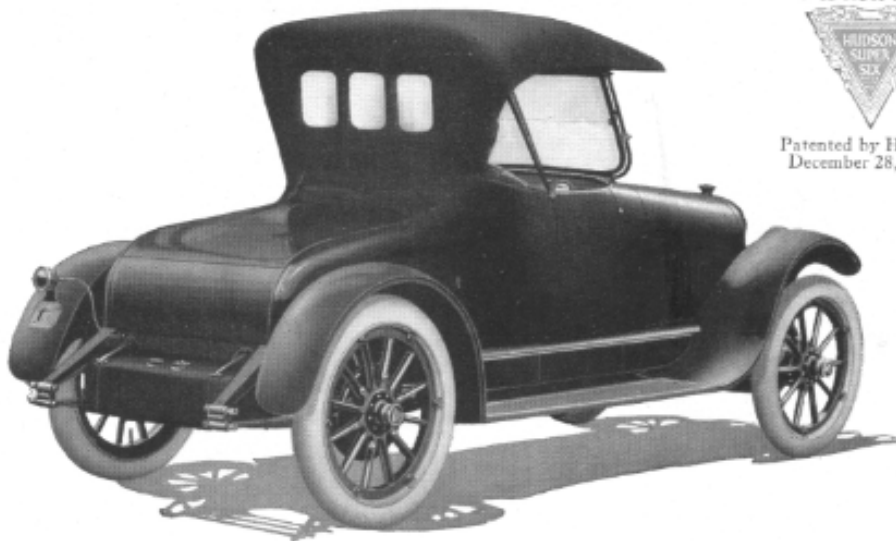


#### HUDSON SUPER-SIX ROADSTER

A snappy, perfectly-balanced 3-passenger roadster. Capable, under right conditions, of speed of over 75 miles per hour. Just the car for the owner-driver.



Patented by Hudson  
December 28, 1915



#### HUDSON SUPER-SIX ROADSTER

This rear view shows attractive body lines and quickly operated storm-top. Ample storage room under deck.



With ordinary motors, after about 7000 miles, one usually must take up the bearings. The Super-Six, in a Western road test of 7000 miles, showed no perceptible wear on the bearings.

All these things come from reducing vibration to a point never before attained in any type of motor. We have built all types for comparison, and the desired results all overwhelmingly favor the Super-Six. They led us to abandon, not only Sixes of former types, but all idea of the Eight or Twelve.

### **The Measure of a Motor**

**T**HE object of high speed in a motor is not merely high speed in the car. It can be utilized for speed if you wish it. But the main objects are power, flexibility, ease of control, quick acceleration, and reserve capacity for difficult roads or hills.

A high-speed motor attains power without clumsiness or heavy weight. It makes a small motor as powerful as a big, heavy, slow-speed motor. And that is all-important.

The most desirable features in a motor car's performance must come through vibrationless power. The ability to creep on high gear. To pick up quickly. To mount hills on high gear, and to avoid changing gears on rough roads.

What is called the luxury of motion-the silent gliding at any speed-must be accomplished in this way.

That is why hundreds of motor car engineers have devoted themselves to this object for years. Nothing else compares in importance with absence of vibration.

### **80 Per Cent More Power**

**I**T is in this major requirement that the Hudson Super-Six excels every rival. As compared with any Four or any Six, the difference is enormous. The Hudson Six-40 was the best Six built. But the Super-Six with the same size of motor, has increased the power by 80 per cent.

And the difference is still great when compared with cars of many cylinders. This has, been proved in many comparisons, in shop tests and on roads. It can be proved to you by any Hudson dealer. Every present reason for the Eight or the Twelve has vanished.

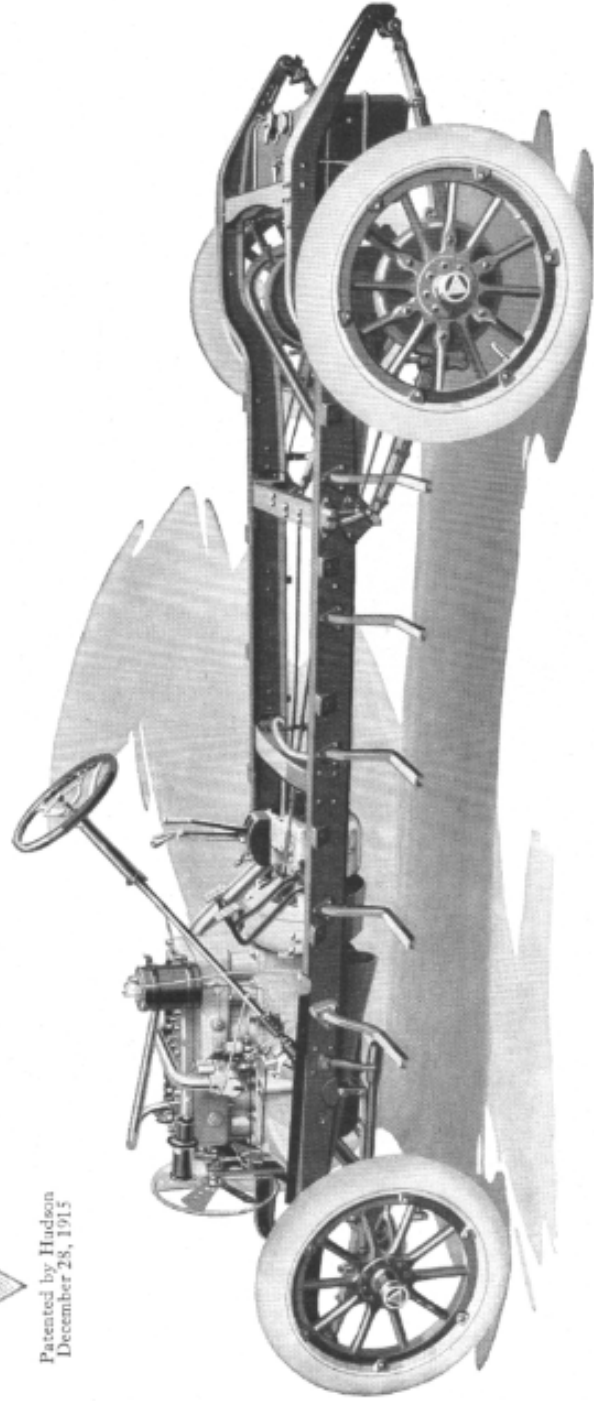
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The Super-Six motor is controlled by Hudson. None but Hudson cars will have it.





Patented by Hudson  
December 28, 1915



### HUDSON SUPER-SIX CHASSIS

Note deep, tapered frame; strongly braced and arched cross-members; compact power-plant; vacuum feed system; powerful pedals; new spring and rear frame design.

This means that the Hudson Super-Six, as an engineering accomplishment, stands first today among the motor cars of the world. In the supreme test-high speed without vibration it excels them all. And that means supremacy in every sort of performance.

And note that it does this with a new-type Six of just the same size as its old type. No added cylinders, or size, or complications.

These are actual facts. Many months of demonstration have placed them beyond possible dispute.

And the Super-Six is permanently an exclusive Hudson feature. It is protected by patents. It cannot, like former Hudson innovations, be copied by rival cars. It will belong to Hudson owners only.

So any man seeking a superlatively fine car, and who knows the facts, is this year bound to choose the Hudson Super-Six. You will find no car at any price to match it in performance.

### **Hudson Production Stopped**

**I**T has been only five months at this writing since we brought out a new Hudson model. It was the most popular Hudson we ever produced. Within one month the over demand forced us to stop all advertising. And the sales, by twice over, broke all Hudson records.

But three months later our Super-Six tests showed the end of the Six as it had been. So we stopped our production on open models, losing 5000 sales as a consequence.

Every Hudson facility, from that time on, has been devoted to the Super-Six.

We saw too that the Super-Six meant a multiplied Hudson demand. So at once we started enormous factory additions, doubling the Hudson plant. This, with equipment, required an extra investment of over \$1,500,000.

Then we bought sufficient materials to build \$42,000,000 worth of these new cars. That was before a single Super-Six had been shown. And that whole output has been sold to dealers before the first car is shipped.

That indicates the confidence which men who know have in this car.

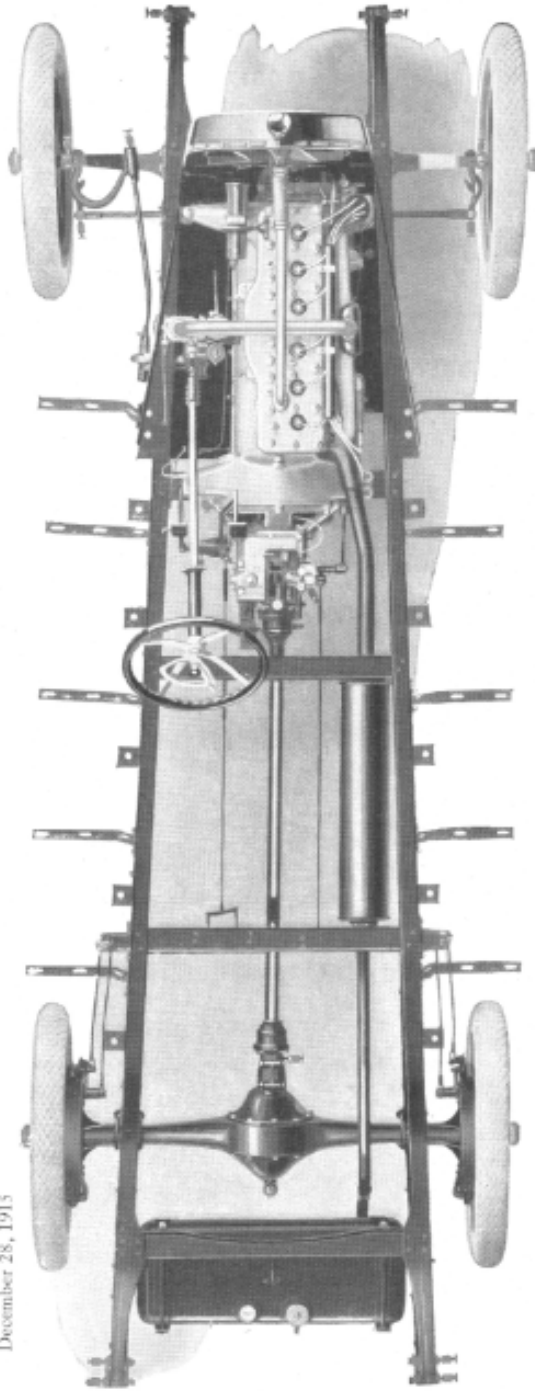
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In the Super-Six the fuel mixture-vapor and air-is identical at every speed.





Patented by Hudson  
December 28, 1913



### HUDSON SUPER-SIX CHASSIS

Showing Hudson tapered frame; new "Super-Six" motor; new design of radiator; simple "Hotchkiss" drive; unit power plant.

The Hudson Super-Six is no ordinary new model. It marks a new era in motors. It so far excels existing types that, to the fine-car buyer, its appeal is resistless. It has no competition with the man who seeks superlative performance.

#### **Now More Fine-Car Buyers**

**A**NOTHER fact is that the Super-Six will win more men to fine cars. Heretofore many cheap cars-cars which lacked quality-have had about the same motor as fine cars. The initial performance failed to show the vast difference.

The Hudson Super-Six makes the difference conspicuous. Here is a motor of almost doubled capacity without any added size. Here is a certain and constant economy to offset any difference in price. And here is that smoothness, that flexibility, that abundant capacity which motorists prize above all else in a car.

Any man who buys a Six buys it because of these qualities. He buys it because, in these respects, it far excels the Four. But the Super-Six excels the former Six in a still more emphatic way. A chasm lies between them. This fact, we know, will bring tens of thousands from lesser cars to the Hudson.

The Hudson Super-Six, because of our mammoth output, is the lowest priced high-grade car that is built. In the course of five years it will prove a saving beyond any lower-quality car at \$900 or over. And now, in addition, you get a motor nearly twice better than any other Six. A better performer than any Eight or any Twelve. Few will accept a slightly cheaper Six with a difference so great as that.

#### **The Beauty of the Super-Six**

**I**N beauty, luxury and finish we have done our best to reach the apex in the Hudson Super-Six. No question of cost was considered. We have wanted a car which looked the supremacy which this new motor gives it.

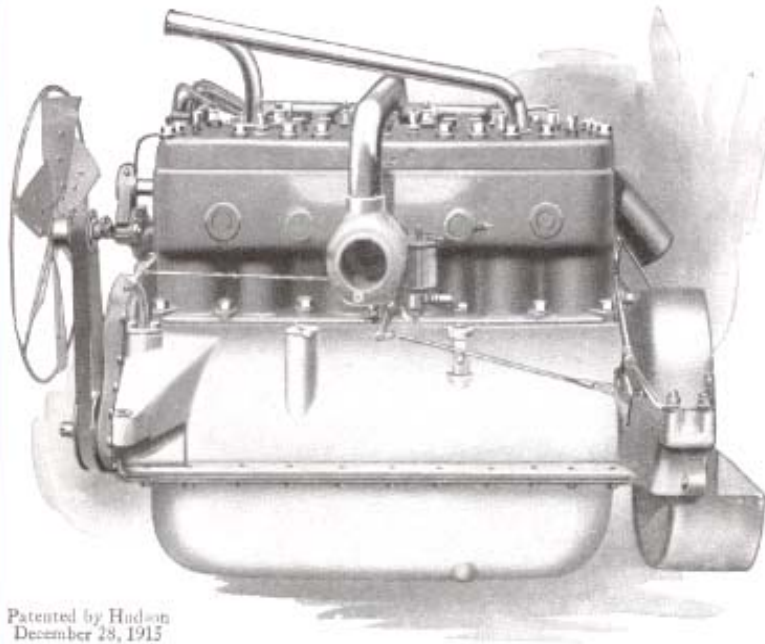
Hudson bodies have for years been famous. Last summer we brought out the Yacht-line body with the new Lustrous finish.

Last fall, in our closed cars, we set many new standards in design and appointment. They were conceded to be the most artistic models shown.

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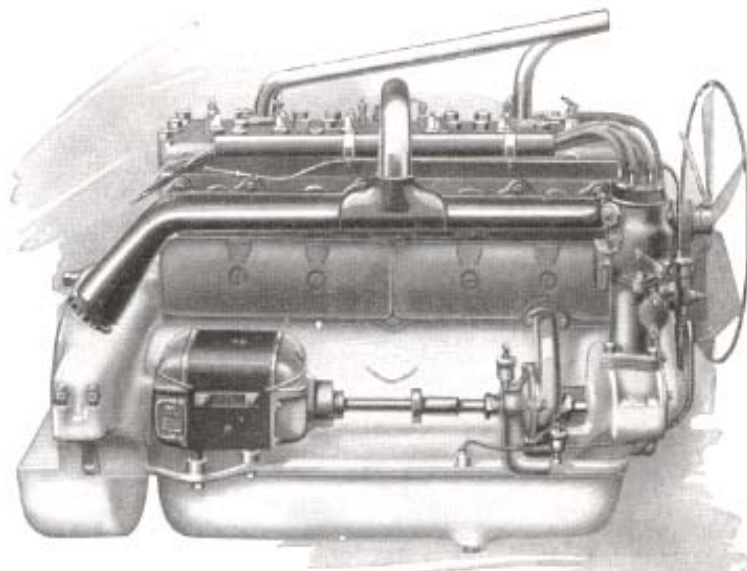
The Super-Six, with its 76 h.p., makes the changing of gears rarely necessary.





**NEW  
HUDSON  
SUPER-SIX  
MOTOR**  
Note new  
"Hudson" car-  
buretor; "Hud-  
son" design  
vacuum feed  
tank; simplicity  
of motor  
assembly.

Patented by Hudson  
December 28, 1915



**NEW  
HUDSON  
SUPER-SIX  
MOTOR**  
Note new de-  
sign generator  
and ignition  
system; "Hud-  
son" type en-  
closed valves,  
conduit-pro-  
tected wiring,  
new-design air  
heater for in-  
take manifold.

Patented by Hudson  
December 28, 1915

**HUDSON  
SUPER  
SIX**

But in the Super-Six we've gone further-a long way further. By doubling our output we shall save nearly 20% in construction. We have put all that saving, plus a little more, into lavish luxury.

We called in famous body builders, and experts and artists by the score. And we gave them all free hand. We said, "Suggest any possible betterments in lines or materials, in finish, in comfort, in luxury, in touch or in detail and, regardless of cost, we'll adopt them."

So the Hudson Super-Six, both in open and closed models, is a masterpiece in beauty. Not in big things alone, but in little. In the hundreds of details, which appeal to the critical. You'll find nothing to improve. Every item in the car is in keeping with the motor.

In these respects, no doubt other cars will approximate the Hudson. But they will be higher-priced cars. So far as we know, there is no way left to excel us. Any car which competes with the Hudson in luxury must, with its smaller production, cost more. These things you can judge for yourself. They will be too clear to need argument.

#### New Luxuries and Comforts

**T**HE Hudson Super-Six has new body lines. The radiator is higher, the body is lower. So you see for the first time in any car the flowing lines in perfection.

The windshield is set at an angle. The vertical windshield centered the draft and the dust on the back of the driver's head. The Hudson slant-shield carries it over the car. And it offers less wind resistance.

The seven-passenger phaeton has a more roomy body. Also, the two extra tonneau seats disappear when not wanted, doubling the tonneau room.

The body is built with the double cowl. That is, the tonneau seats, like the front seats, face a rounded, finished dash. That in place of the seat backs which formed the former division. Thus we get in the Phaeton type an artistic two-compartment car.

The upholstery is all of a fine grade of grain leather. Genuine leather of this quality has rarely been used in a car. At present prices it will be still more rare.

---

The Super-Six jumps from mule-speed to bird-speed almost instantly.



Not only the seats but all leather parts consist of this extra grade. No fabric leather is anywhere employed.

The upholstery has been deepened. The seat curves have been re-designed to afford you extra comfort.

An investment of \$100,000 was made to fix each coat of finish by heat. This for durability and lustre.

### **Other Motor Improvements**

**I**N addition to the major features of this new-type motor we have made many other distinctive and appealing improvements.

Our engineering department has designed a new carburetor, showing great extra efficiency. It automatically insures, at every speed, the exact right mixture of gasoline and air. This has never before been attained. This patented carburetor is also exclusively Hudson.

At high speeds the motor cannot be starved. At low speeds it cannot flood. At all times there is perfect combustion, meaning minimum use of fuel. No attention is needed. The wondrous pulling power of this motor at low speeds is largely due to this carburetor.

The supply of oil also is regulated automatically by the speed. This insures at all times proper lubrication without excessive oil consumption.

The cylinders are fitted with a removable head. \* This removes, to a large degree, the tendency toward carbonization. And it makes the cylinders accessible, as never before, for the easy removal of carbon.

An automatic governor controls the spark advance. This removes the risk of injudicious advance with its excessive tax on the bearings.

The water pump connects directly with the cylinders without any intervening pipes. Thus the water line can never leak or develop defective joints.

A new ignition system is employed, in many ways superior to any heretofore in use.

Never before was there an engine so simple, so accessible, needing so little attention, so nearly trouble-proof. All of these improvements have been worked out to accord with the Super-Six standard.

---

One ride will end your interest in other Sixes, Eights and Twelves.





### **The Hudson Engineering Staff**

**T**HE Hudson engineering staff, headed by Howard E. Coffin, is widely considered the best in the industry. It has for years been commanding increasing respect.

This engineering corps has been one of the greatest factors in motor car advancement. Perhaps the greatest factor. At least it has done more than any other to lower prices on high grade cars.

Its greatest accomplishment in late years has been the development of the Light Six. That type of car, pioneered by them, came to dominate the field. It forced out all the old types. On these lines, Hudson came to outsell any other quality car in the world. In two years that Light Six multiplied our production by four.

It is this famous staff which invented the Super-Six. The claims in this book are all vouched for by them.

They have now built a motor which excels by 80 per cent the best of their former motors. And it far overshadows any other improvement made in motor cars in a decade.

If their record and these facts don't convince you, a test of the motor will. You cannot ride a block behind it without knowing that old-type motors must yield their place to this.

### **The New All-Season Cars**

**T**HERE is a growing trend toward one car for all seasons - an open and closed car combined. In two new-style bodies, exclusively Hudson, this demand has been met in an ideal way.

The first is the Hudson Cabriolet. This is a completely enclosed coupe, richly appointed, with ample room for three. Almost in a moment this car can be changed to an open Hudson Roadster.

The seven-passenger model is the Hudson Touring Sedan. This car has all the elegance of a fine electric brougham. The seats are all in one compartment. Any member of the family can drive it while seated with the rest. But the plate glass sides can be dropped in a moment. Then you have a touring car with the sides completely open. Not a sash or a brace in the way.

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Remember that SPEED means also POWER and FLEXIBILITY.

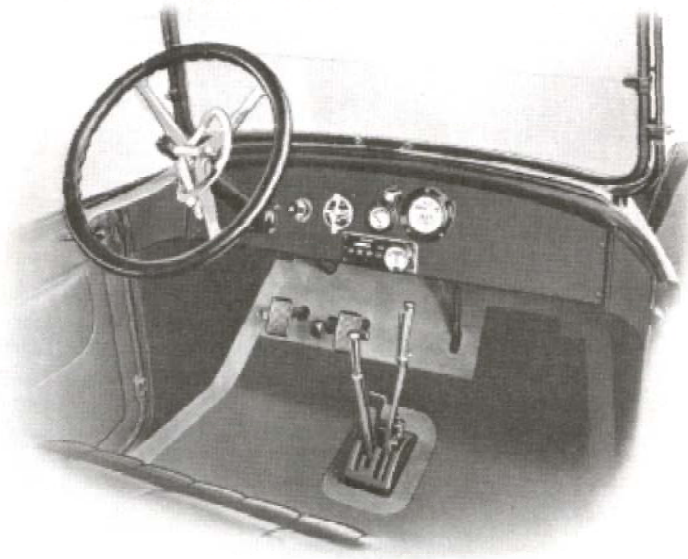


The object of both is a 365-day car - a car that is never laid up. This is sometimes attempted by patching a half-body on to an open body. The result is a compromise car. In the Hudson way the closed cars are as luxurious as though built for closed cars alone.

These cars are for winter or summer, for rain or shine, for touring or for town.

They combine a lady's car with a man's car, a theatre car with a day car, and without seeming half-and-half.

They are so evidently popular that we are preparing to meet an enormous demand for these models.



#### HUDSON SUPER-SIX DASH AND CONTROL

All instruments and control levers in easy reach of right hand. New design carburetor and air control. Seventy-five mile speedometer. Eighteen-inch corrugated grip walnut steering-wheel.

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You'll never believe what the Super-Six is until you drive it.



## Condensed Specifications

of the

# HUDSON SUPER-SIX

Wheel Base 125-1/2 inches -Left Side  
Drive - Right Hand (Center) Control

### MOTOR

**Six Cylinders**, 3-1/2" bore by 5" stroke. Cylinders cast in one block. "L" head type. Removable cylinder heads. Copper asbestos-lined gasket between cylinders and cylinder head insures an absolutely tight joint.

**Valves** are of tungsten steel, extra large size, with specially designed bearings to insure permanent alignment and lack of wear.

**Pistons** are of annealed iron and lapped in the cylinders with rings in place, thus producing a perfect fitting assembly.

**Wrist Pins** are of nickel steel tubing with a pin so designed as to avert danger of working loose or scoring the cylinder.

**Piston Pin Bearings** are large and thoroughly lubricated.

**Connecting Rods** are heat treated.

**Crank End Bearings** are highest grade brass, backed with nickel babbitt. This type of bearing has proved very superior for high-speed engines. Several shims are inserted between connecting rod and cap, providing ample adjustment for wear. Crank Shaft is of original Hudson design, drop forged from special steel and heat treated. Perfect balance at all speeds is secured by a new invention and discovery of Hudson engineers. The crank shaft has four bearings, unusually large. These bearings are of brass, backed with nickel babbitt of the highest quality.

**Crank Case** is of aluminum. The upper half carries the crank shaft bearings, thus providing that the lower half can be removed without disturbing the crank shaft assembly. The lower half of the case is a steel stamping and contains the oil reservoir.

**Cam Shafts** are of special steel hardened and ground. Cams are integral on the shaft, which is of extra large diameter and runs on four nickel babbitt bearings of unusually large size.

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Five miles behind the wheel will prove every statement.



**Timing Gears** are helical type, extra wide face. Angle of gear is specially designed to produce quiet operation.

**Water Pump**, extra large size centrifugal type. Water pump bolts directly to the face of the cylinders without connecting piping. This makes leaky joints impossible.

**Six-Bladed Belt-Driven Fan** mounted on bracket on front end of motor. Easy adjustment provided.

### LUBRICATION

Constant level, circulating splash system with reservoir in lower part of crank case.

Oil reservoir being of sheet steel and exposed to the air passing under the car cools the oil, insuring better lubrication and increased mileage.

On the left side of the motor is the oil gauge, which by means of a red button in a heavy glass tube indicates the oil level.

Oil filler is located on the left side of the crank case.

Complete lubricating instructions are given on an etched plate attached to the crank case near the gauge.

On the cowl apron is a pressure gauge showing the oil pressure and indicating at all times the condition of the oil circulating system, thus avoiding danger from oil shortage and consequent overheating.

### CARBURETOR

The Hudson Super-Six is equipped with a special carburetor, patented, of improved type developed for this particular motor, and controlled solely by the Hudson Company.

By means of two very convenient levers located on the cowl apron there is effected gasoline adjustment, hot or cold air supply and strangler for starting.

Not only is the carburetor automatic, insuring at all times the exact proper mixture, but it also is subject to control by the driver.

### IGNITION, STARTING AND LIGHTING

Considerable improvement has been made in the combined system.

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Be the first in your locality to drive this marvel Super-Six.



The starter is operated by a convenient foot pedal.  
Current for ignition and lighting is supplied from storage battery until motor gains speed, after which it is supplied directly from the generator. The generator at the same time automatically recharges the storage battery.  
All lights are operated by a switch on the cowl apron.

### **CLUTCH**

The Hudson improved, noiseless, multiple-disc clutch we believe to be practically perfect. It has been in use for years and under all conditions has proved itself superior to other types.

All discs are of steel stampings, the alternate driving discs being furnished with best quality cork inserts, avoiding grabbing, slipping or burning out.

### **TRANSMISSION**

The transmission is bolted directly to the rear of the motor making a unit power plant. This assures perfect alignment between crank shaft, clutch and transmission shaft. Large size roller bearings are used throughout.

All parts of the transmission case and contents are easily reached without the use of special tools. Means are provided for easy lubrication, draining and cleaning.

### **DRIVING SHAFT**

The driving shaft is of special tubular construction, combining lightness and strength, and avoiding any liability to "whip". As is well known, a tubular shaft is much stronger and lighter, and superior in every way to the solid shaft.

The shaft is provided with two universal joints, made of special steel with working parts hardened and ground. All working parts are packed in grease, and covered with grease tight steel covers. This gives ample lubrication at all times, also freedom from dirt and grit and presents a very clean and neat appearance.

### **FRONT AXLE**

The front axle is I-beam type and is a large-sized, one-piece drop forging.

Wheel spindles are of nickel steel, heat treated.

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Forty miles in the Super-Six feels like twenty in other cars.



Compression grease cups insure positive lubrication of all bearing surfaces.

Leather dust washers are installed on all exposed joints.

### **REAR AXLE**

The rear axle is according to the latest European and American engineering developments. It is unequalled for lightness, strength and constantly satisfactory performance.

The rear axle housing is of reinforced pressed steel, much lighter and stronger than the ordinary tubing and cast type.

Driving gears and differential may be removed without taking the axle from under the car.

Adjustment of the pinion and driving gears may be made without interfering with other parts.

Driving pinion and crown gears are of nickel steel, heat treated and hardened. They are of the helical type.

Large, removable plate on the back of the axle housing allows for inspection, cleaning or adjustment when necessary.

### **WHEELS AND TIRES**

Wheels are of wood, of the artillery type. Twelve spokes are used in the rear wheels and ten in the front wheels.

Wheels are fitted with demountable rims to take 35 x 4-1/2 straight-side tires, with option of 34x4 tires if specified.

Tires are non-skid, both front and rear, regular equipment.

### **HUBS**

Front hubs and flanges are pressed steel. Rear hubs are steel forgings. All wheels run on conical taper roller bearings.

### **BRAKES**

Brakes are of the equalizing type. External contracting and internal expanding. Brake drums of one-piece steel, stamped construction.

Brakes are 14 inches in diameter by 2 inches face.

### **FRAME**

The frame is an entirely new design with straight taper towards the front, allowing of turning the car in the shortest possible radius.

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Of course we are enthusiastic - so you will be.



The frame is of extra heavy channel, unusually deep, and of unusually heavy metal.

All cross members are of pressed steel.

Spring brackets, cross members and other parts are hot riveted to side members.

### **SPRINGS**

Springs are semi-elliptic type, both front and rear.

Front springs are 2-1/4 inches wide by 39 inches long.

Rear springs are 2-1/4 inches wide by 57-1/4 inches long.

All springs are assembled with graphite grease between the leaves to lessen friction and prevent noise and wear.

Spring eyes are equipped with phosphor bronze bushings.

Extension bolts are unusually large, and made of high-grade steel, hardened and ground. Each bolt is provided with a compression grease cup.

What is known as the Hotchkiss drive is employed, by which the power is transmitted through the rear springs. This is an exceptionally satisfactory system, is used by a large number of foreign manufacturers, and is rapidly being adopted by leading American builders.

### **STEERING GEAR**

Worm and gear construction.

Gear and shaft made in one piece of specially hardened steel.

The gear is a full type gear and not a sector, as is the common practice on many cars. This provides for adjustment for wear.

Steering wheel rim is of genuine walnut, corrugated, highly polished, 18 inches in diameter.

Electric horn push button is a hard rubber cap in the center of the steering wheel.

Spark and throttle hand control levers are placed on the top of the steering column in an aluminum quadrant. They are provided with fibre friction plungers which retain the levers in place at any point on the quadrant rim.

### **GASOLINE TANK AND GAS SYSTEM**

Gasoline tank is located at the rear, in the frame. It is of heavy, square construction with divisions to avoid splashing.

Automatic gauge indicates the amount of fuel in the tank.

The filler is large and easily accessible.

Sediment and drain plug is provided underneath the tank.

Capacity of the tank is 19 to 20 gallons.

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The Super-Six is as beautiful as it is powerful.



Gasoline is lifted by the vacuum system from the main storage tank in the rear to the small tank under the hood, on the dash . The fuel is then fed by gravity from the vacuum tank to the carburetor. Auxiliary hand pump is fitted conveniently accessible on dash.

The system is designed specially for the Hudson Super-Six. The greatest of care has been taken to insure constant and satisfactory operation.

### **RADIATOR**

The radiator is the improved honeycomb type of the well-known uniform cooling capacity demonstrated on Hudson cars. The usual provision is made for draining the radiator and motor when necessary.

### **GENERAL INFORMATION**

The electric self-cranking, lighting and ignition system used on the Hudson Super-Six is the latest and most improved in use. It is especially designed for this car.

It has been tested on 40,000 Hudson cars in 43 different countries, in all climates and under all possible conditions, and has proved itself practically never-failing. A small amount of care and attention insures constant satisfaction.

The Hudson Super-Six is furnished with an automatic spark control which relieves the driver almost entirely from the necessity of manipulating the spark control lever on the steering wheel.

The lighting outfit includes 11-inch parabolic headlights with dimming attachment,-no side lights,-instrument light and tail light. The dash and tail lights are connected in series so that the dash light acts as a signal. As long as it is burning the tail light also is in operation.

All lights are operated from a convenient switch on the dash. The switch is furnished with a key that locks all lights in place and cuts off ignition and starting current so that lighting cannot be tampered with or the car started without the key.

On the dash apron are also ammeter showing electric charging and discharging rate, pressure gauge, magnetic speedometer, gasoline and air adjustment to carburetor, also adjustment for hot or cold air and strangler.

Electric motor-driven horn is mounted under the hood, and operated from the center push button in the center of the steering wheel.

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The top-notch of everything a motor car should be.





The windshield is permanently and strongly mounted on the dash with permanently upright standards. It is of heavy plate glass, divided to admit of separate adjustment of upper and lower sash, and provides rain-vision and ventilation. The windshield is sloped backward, which is the newest and most improved method of construction. It destroys all light reflections diverts annoying air currents, shortens the top, giving wide vision to the driver, and is a decided advance on older wind shield designs.

The magnetic speedometer is driven from gear on the transmission shaft, thus avoiding liability to damage from the ordinary front wheel mounting.

Demountable rims are standard equipment. One extra rim is provided.

Wire wheels, and cord tires can be supplied, if desired, as extra equipment.

Fixtures for carrying spare tires are located on the running board at the left side of the car in advance of the door. This is the most convenient method of carrying spare tires. The usual annoyance of having to lift the top before getting a tire off the back carrier is entirely absent. Quicker changes can be made, better balance is secured and the arrangement is desirable from many other points of view.

The top is of the "one-man" four-bow type, with adjustable side curtains carried in envelopes beneath the top. Side curtains can be dropped into position without the operator leaving the seat.

Top when extended is fastened to the standards on the wind shield by large thumb nuts. With but little experience any driver can raise and lower the top easily and quickly. The top is furnished with the usual dust cover.

The phaeton is equipped with two auxiliary seats in the back of the front seat. These seats are lifted into position in a instant and convert the car from a five-passenger into a seven passenger. They are rigid, strong and comfortable, with adjustable backs and are always available, yet never in the way.

Regular equipment includes set of tools in canvas case special wrenches and other tools, quick acting pressed steel jack compound double cylinder hand pump and the usual tire repair outfit.

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Now go and ride in the car.



**PRICES**  
of the  
**HUDSON SUPER-SIX**

**In the United States and Territories**

|                            |        |
|----------------------------|--------|
| Phaeton, 7-passenger       | \$1375 |
| Roadster, 3-passenger      | 1375   |
| Cabriolet, 3-passenger     | 1675   |
| Touring Sedan, 7-passenger | 1900   |
| Limousine, 7-passenger     | 2500   |
| Town Car, 7-passenger      | 2500   |

All prices f. o. b. Detroit, and  
subject to change without notice

*Note - The Hudson Motor Car Company reserves the right to  
make changes or improvements at any time without incurring  
any obligation to install same on cars previously sold*

