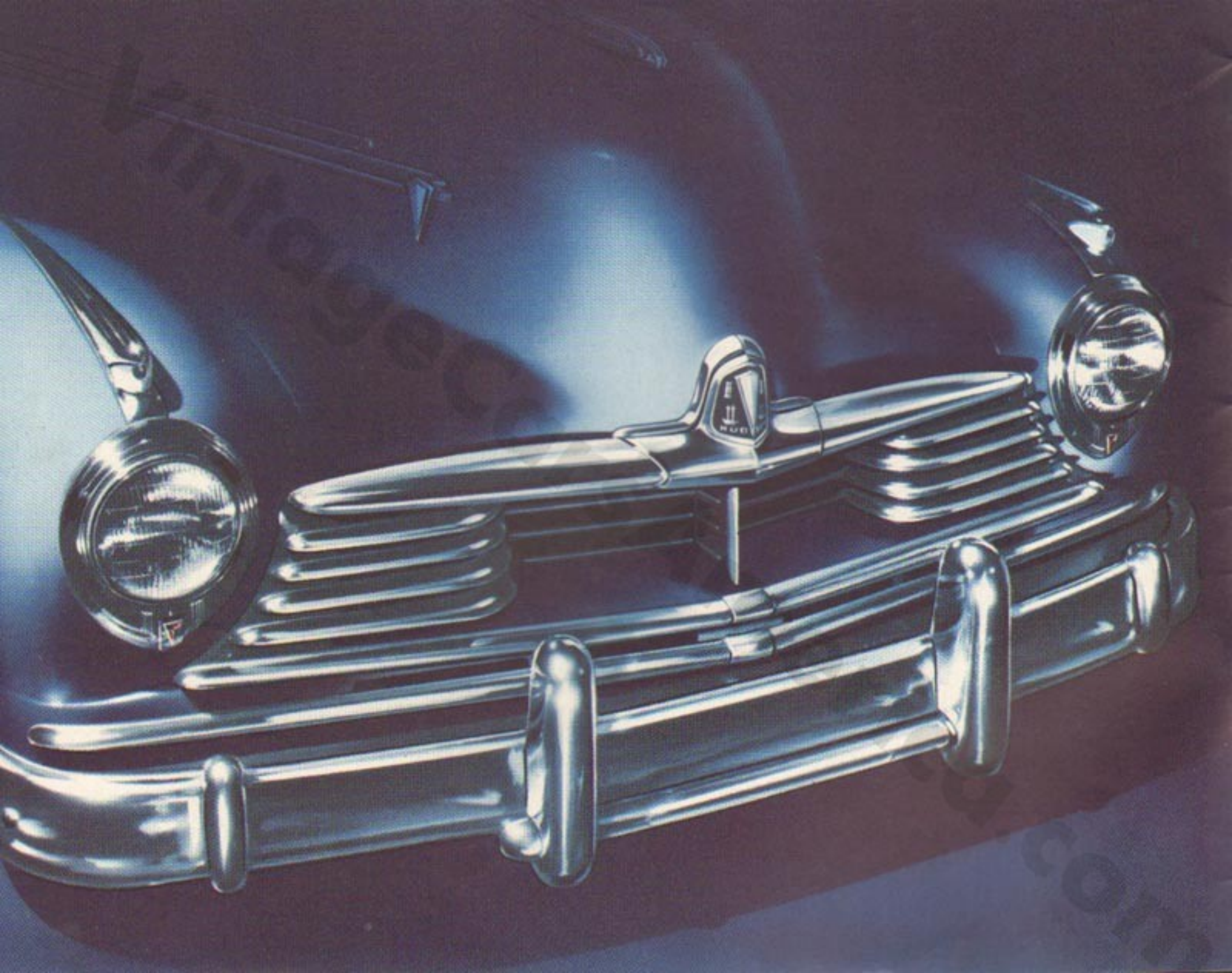




**HUDSON**  
*FOR 1947*





# Your next new motor car . . .

We believe you will choose your next new car with more than ordinary care, because of your experience in the difficult driving years just past.

Automobiles—many of them driven far beyond normal mileage—have been tested as never before. Faults, however small, have not escaped attention. Good qualities have been proved again and again.

So, we are confident you will value more than ever those solid advantages that came first when cars *had to stand up*. Reliability. Safety. Endurance. Low-cost operation.

But now that you again can travel far and wide, with a full tank and sound tires, we feel sure you will also want the extra smartness and luxury—all the fine style touches—that were of second importance before new cars returned to production.

You will find a full measure of *all* these qualities in the new 1947 Hudsons—cars that bring new meaning to a fine old name.

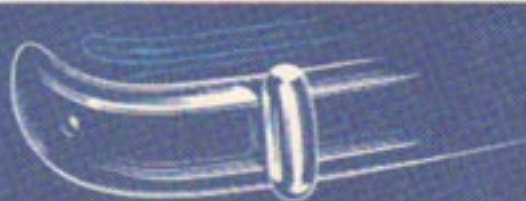
Back of them is a large, strong company, now in its 38th year—with engineering and plant facilities second to none for the production of fine automobiles; and a veteran organization whose old skills have been enriched by important war assignments of the most exacting nature.

This book has been prepared to give you information about these new Hudsons in the hope that it will help you choose a car you will own with pride and drive with complete satisfaction.

HUDSON MOTOR CAR COMPANY, DETROIT 14, MICHIGAN

The 1947 HUDSON is offered in a Super Series and a distinguished Commodore Series. All cars of both series are available in either Sixes or Eights, to give you a choice of horsepower with the type of equipment and appointments you prefer.

Page 3

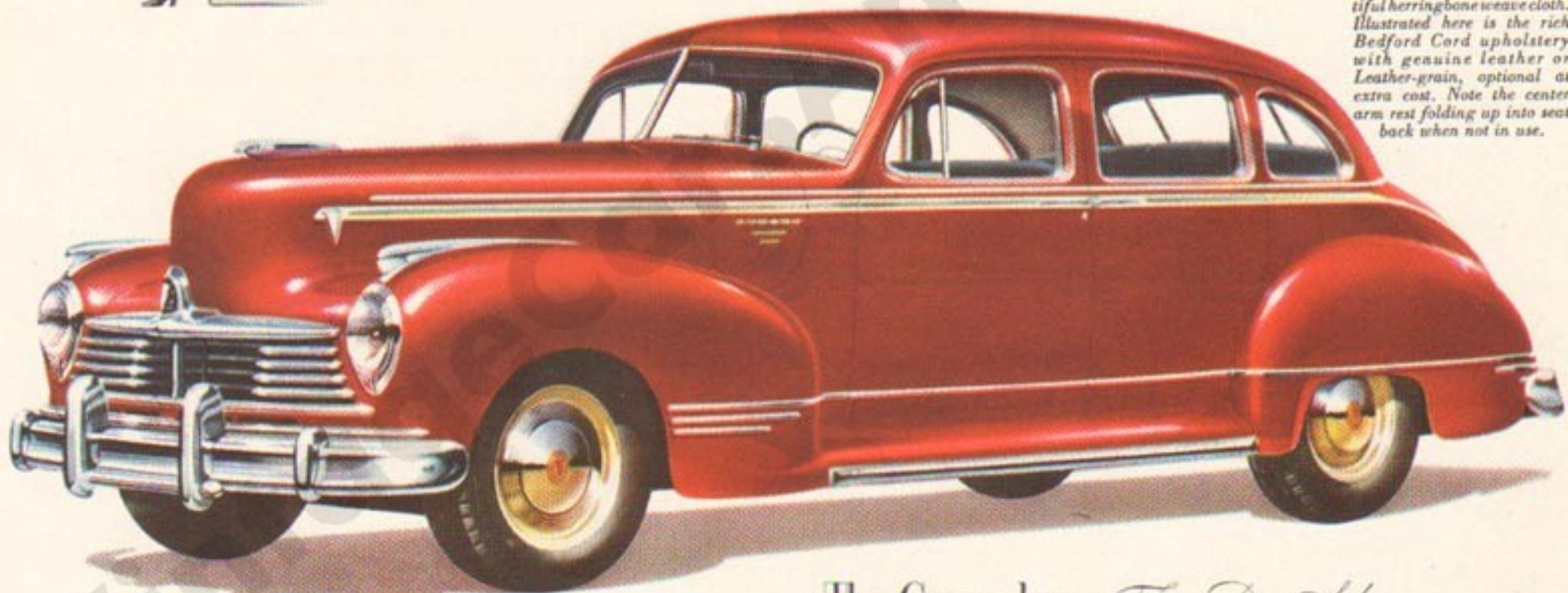


to give the most restful support to your body. It is cool because it "breathes" through thousands of tiny interconnected pores; it wears indefinitely without sagging or losing its shape. Airfoam seat cushions are standard in the 1947 Hudson Commodore Series—available at small extra cost in other models.

**"Little things" that count for comfort!** You'll like the swivel front seat in Hudson Broughams and Club Coupes; it pivots forward to give plenty of room when you enter or leave the rear seat. Look, too, for the "little" things that mean so much to comfort. Wide doors. Sun visors. Arm rests. Ash trays. Assist straps. Dome light. Clock. And many more. Do you want them in your next car? You will find them in any 1947 Hudson.



Standard upholstery is beautiful herringbone weave cloth. Illustrated here is the rich Bedford Cord upholstery with genuine leather or leather-grain, optional at extra cost. Note the center arm rest folding up into seat back when not in use.



## The Commodore *Four-Door Sedan*

for 6 passengers . . . 121-inch wheelbase . . . 102 h. p. in the Six; 128 h. p. in the Eight. Also offered in a Club Coupe for 5, and an 8-cylinder Convertible Brougham.



# At ease!

Comfort, in a 1947 Hudson, is the result of thoughtful, expert attention to *everything* that can help keep you "at ease" as driver or passenger.

**Three's no crowd on any seat!** Hudson was first to make every seat a *full 3-passenger* seat—and you'll find that leadership again in the new Hudsons. Plenty of seating room—elbow room—head room—leg room!

Seats, front and rear, are chair high—designed to fit every contour of the body, and prevent that "mile weary" feeling. With a finger touch, the front seat slides forward or back over a full 4-inch range—and as it goes forward it moves slightly upward to give full support for knees, along with just the right amount of leg room.



**Luggage and passengers don't mix!** Years ago, Hudson engineered the first enclosed rear luggage compartment—and today the 25-cu. ft. compartment in Hudson Sedans and Broughams has actually *double* the capacity of some others. And note—you mount your spare tire upright at the side (another Hudson "first"), where it is out of the way, yet can be removed without disturbing an ordinary load of luggage.

There is also a 970-cu. in. package locker (with sturdy lock) in the instrument panel—lots of room for parcels, maps, camera, odds and ends.



**Have you ever ridden on a cloud?**

There is something of that sensation in riding on Airfoam seat cushions, which Hudson was first to offer in a motor car. Moulded from pure latex, Airfoam is almost unbelievably soft, yet firm enough

# For drivers who don't

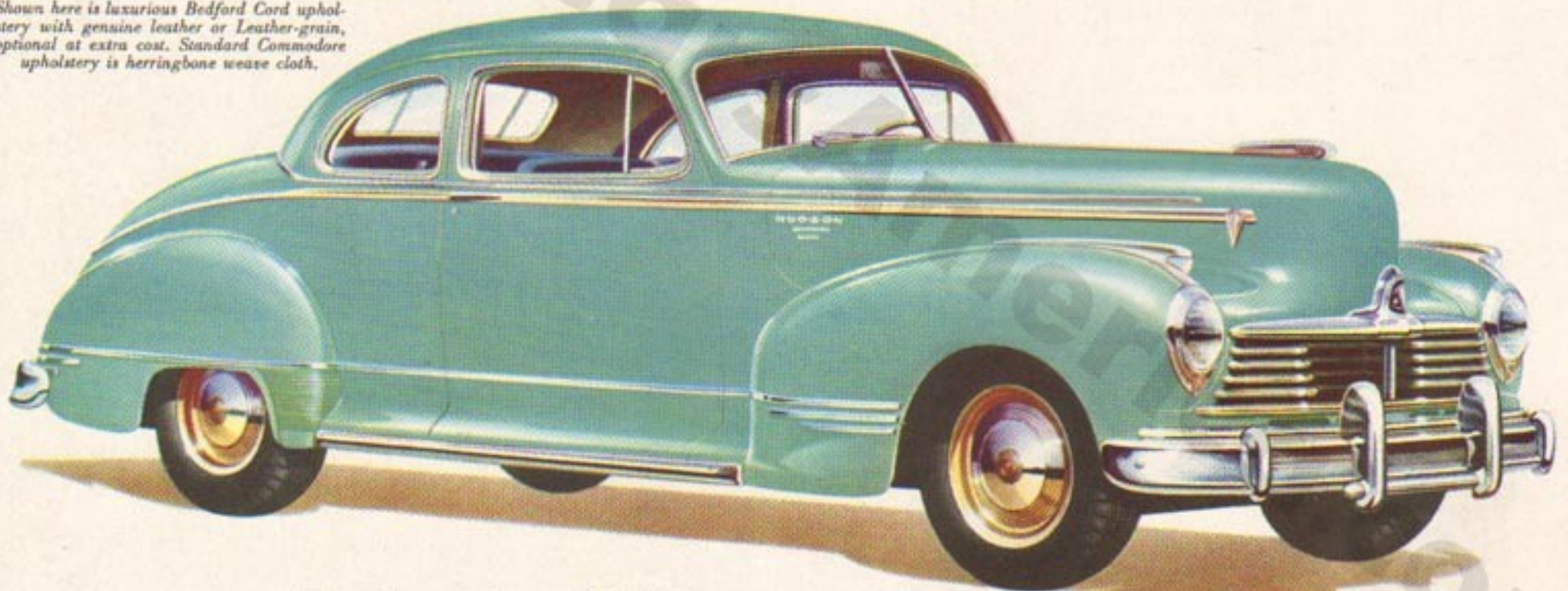
With Hudson Drive-Master, you do away with clutch pushing and gear shifting in forward speeds. That is why we describe it as "the easiest of all ways to drive." There is nothing new to learn, but you can forget the clutch entirely—your left foot has no work to do. And you never need use the gear lever in any forward speed.

Drive-Master has many advantages over other "clutchless" driving devices. First, it is mechanically simple and compact—tested and proved remarkably trouble-free through years of wartime driving.

It is inexpensive, too—added at small cost when you order your 1947 Hudson.



*Shown here is luxurious Bedford Cord upholstery with genuine leather or Leather-grain, optional at extra cost. Standard Commodore upholstery is herringbone weave cloth.*



## The Commodore *Club Coupe*

*for 5 passengers . . . 121-inch wheelbase; 102 h.p. in Six or 128 h.p. in Eight. Available, as are all 1947 Hudsons, in a wide range of 9 standard colors, as well as 4 extra-cost, two-tone combinations and 2 special extra-cost colors.*

# like "Footwork"

Drive-Master allows you to accelerate as long or as fast as you like—shift when you are ready—all with the toe on the accelerator pedal. That's important in traffic or on hills.

When you're stopped at red lights, there's no "creep"—no inching ahead. Acceleration is always fast and smooth.

(NOTE: Hudson, in 1935, was first to introduce gear shifting at the steering wheel. The Silent Handy Shift is there, if for any reason you wish to drive the conventional way.)

We invite you to take the wheel of a new Hudson, with Drive-Master and a score of other easy driving features.

Hudson True Center-Point Steering, for example—the most accurate, easy-to-handle system known—formerly found only on the most costly cars. The push-button starter on the dash. The illuminated ignition lock (no fumbling in the dark). The Teleflash Signals that flash red if oil pressure is low or your battery is not charging. The fully automatic choke.

## **With Drive-Master—This Is All You Do . . .**

### **TO START . . .**

First, press the Drive-Master button on the dash. Start the motor, and slip the gear selector into "High" position. You're all set now for a whole day of average driving.

### **TO GO . . .**

Just step on the gas and go! You're in Drive-Master's "Silent Pick-Up Gear". Then lift your toe from the accelerator pedal—and you're in "High." The gears are shifted automatically!

### **TO STOP . . .**

Just use your brake. When you come to a stop, you stop! Your car stands perfectly still. When you're ready to go again, there's still no clutch pushing—no gear shifting. You simply press the accelerator—and go.



# Lap of

Luxury, as you find it in all Hudsons, consists of things that please the eye and, at the same time, give supreme comfort. Smart styling. Harmony of line and color. Richness. Deep-down quality that serves a useful purpose.

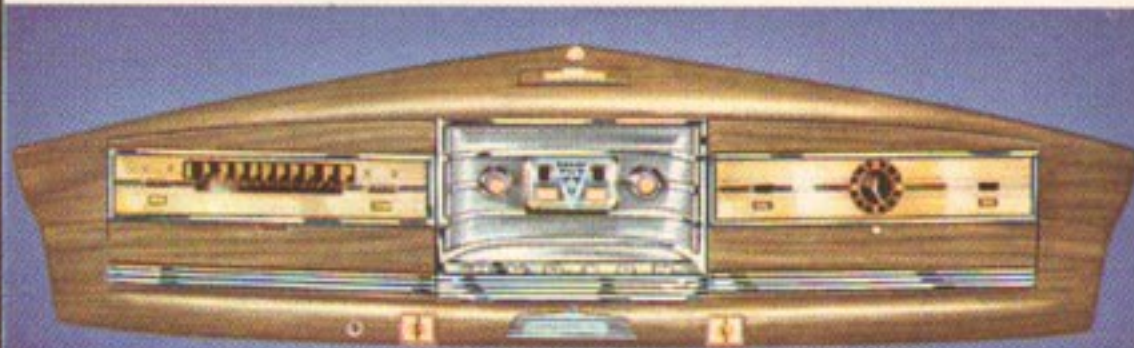
We invite you to judge *luxury* in the 1947 Hudsons by this or any other standard.

Ask to see the nine sparkling body colors from which you make your choice—as well as the four two-tone combinations and two special colors that are available at small extra cost.

Look well at the new front end—the massive new bumpers that sweep protectively around the fenders, and the attractive grille, topped by the smart new Hudson Triangle emblem, indirectly lighted from the rear at night.

Note particularly the bonnet and body ornaments—the sweeping lines of bright metal moulding that curve down to the very rear of the car.

*Lovely to look at, easy to read, is the smart new instrument panel of the Commodore Series, attractively grained in gray. Instruments are set against a superb combination of black and gold. Cigar lighter and electric clock are standard equipment.*





# Luxury!

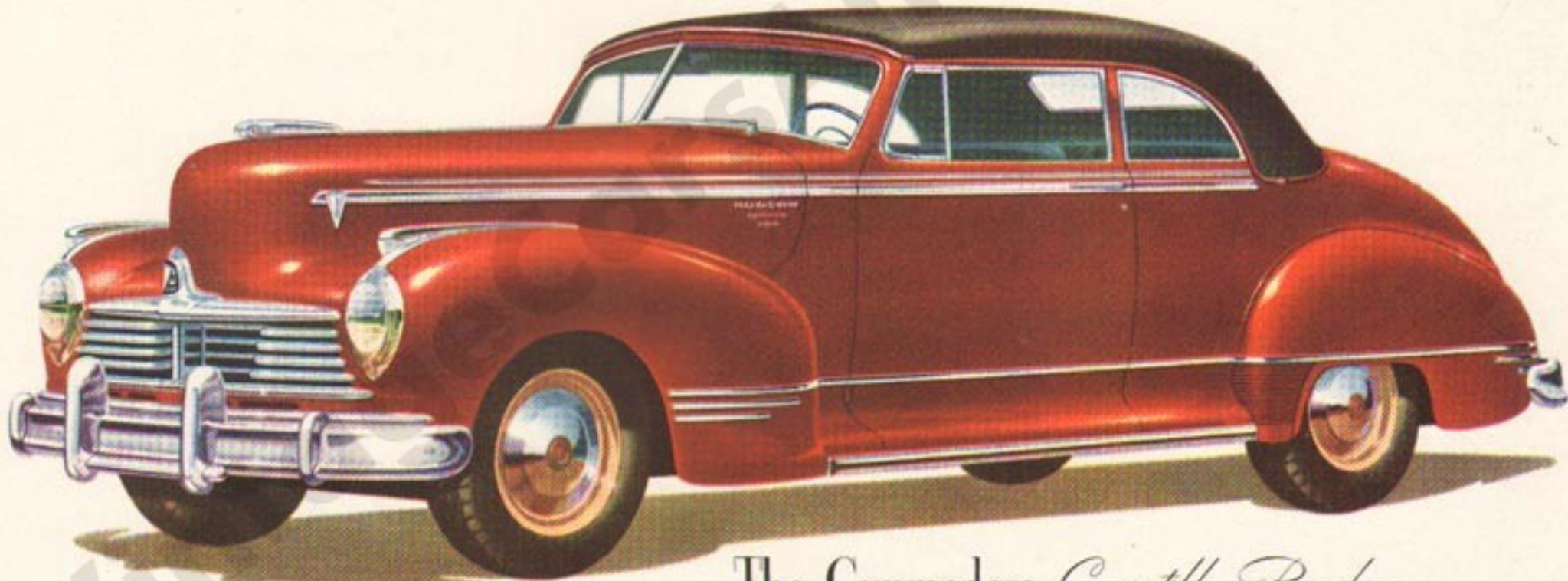
Inside, relax on broad, deep, Airfoam-cushioned seats, and judge the beauty and long wearing quality of fine leather and upholstery fabrics.

Linger at the 18-inch steering wheel in Commodore Models—wholly new in design—of beautiful plastic—with full horn ring, steering column and shift lever finished in bright metal to harmonize with window mouldings.

Straight through these cars—from smart new de luxe-type hardware to driving controls, you will find luxury—at moderate cost.



At the touch of a button on the instrument panel, the top of the 1941 Convertible is automatically raised or lowered into position—smoothly, quickly—by hydraulic control. Seats and seat backs are upholstered in genuine leather.



## The Commodore Convertible Brougham

for 6 passengers . . . 121-inch wheelbase . . . 128 h.p. Super-Eight engine. Also offered in 6-passenger Super Series model with 102 h.p. Super Six engine. Both models available in 9 new standard colors and 2 special extra-cost colors.

# Safety first



*Safety Engineering Magazine Trophy, awarded Hudson for safest body design.*

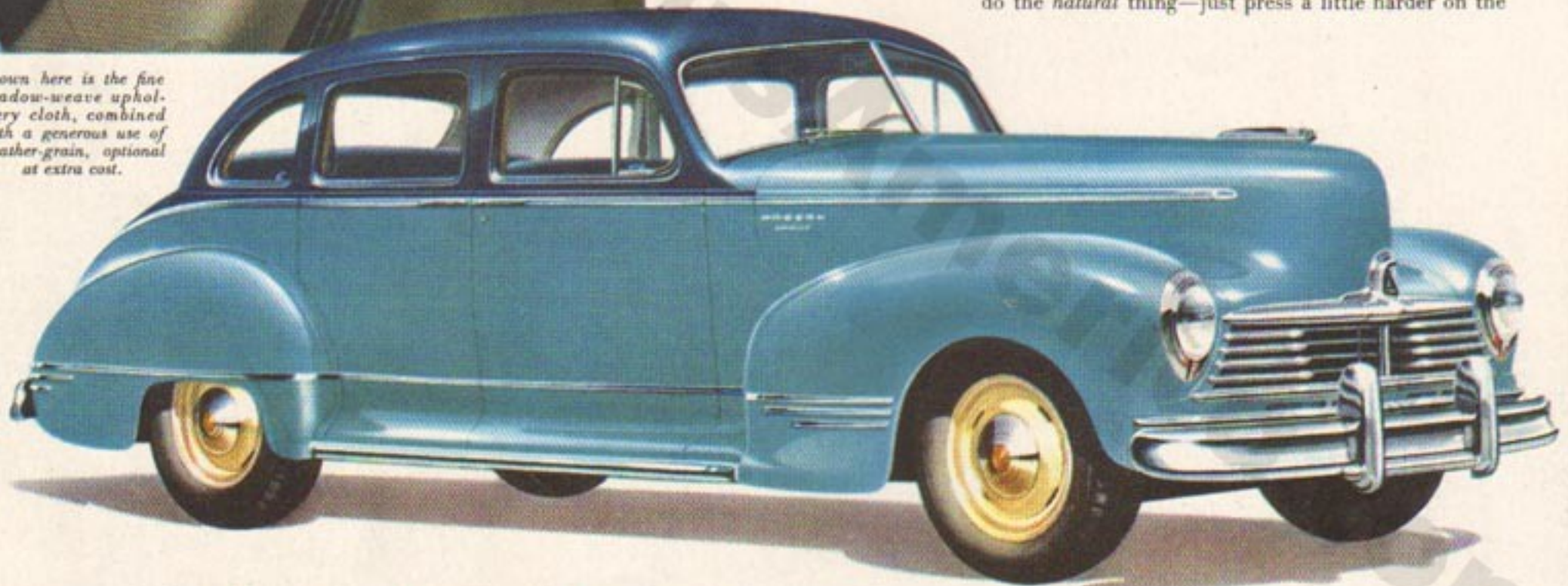
This year, Hudson guards more jealously than ever its reputation as "America's Safest Car"—a reputation based on a long list of important safety features, most of which are found in no other automobiles built today.

**Patented Double-Safe Hydraulic Brakes**, for example! Hudson, and only Hudson, has the finest 4-wheel hydraulics plus a mechanical reserve braking system that takes hold automatically from the same foot pedal if ever needed.

If hydraulic pressure should fail, as it can in any car through leakage due to accident or service neglect, you do the *natural* thing—just press a little harder on the



*Shown here is the fine shadow-weave upholstery cloth, combined with a generous use of Leather-grain, optional at extra cost.*



## The Super Series *Four-Door Sedan*

*for 6 passengers . . . 121-inch wheelbase . . . 102 h. p. in the Six; 128 h. p. in the Eight.  
Also offered in a 2-door Super-Six Brougham, and a Club Coupe for 5 passengers.*

# and last!

same brake pedal—and the mechanical reserve brakes bring you to a safe, sure stop. You get this famous feature in every 1947 Hudson.

**Patented Auto-Poise Control!** You never see this feature, but you feel its steadying help every foot of the way, holding front wheels straight on their course, over rough roads, in heavy side winds, even if a tire blows. Every 1947 Hudson has it.

**A unit of solid steel around you!** Hudson, first to build the modern body *all* of steel including roof, has been a leader in its development. Designed and produced in Hudson's own plants, bodies are carefully engineered to serve as a unit with the rugged chassis to which it is anchored.

**Dash-Locking Safety Hood!** Another Hudson safety "first." It's hinged at the front instead of the rear. If it's left unlatched, wind can't lift it while the car is in motion. And it locks from the lever *inside* the car; when the car is locked your hood is locked.

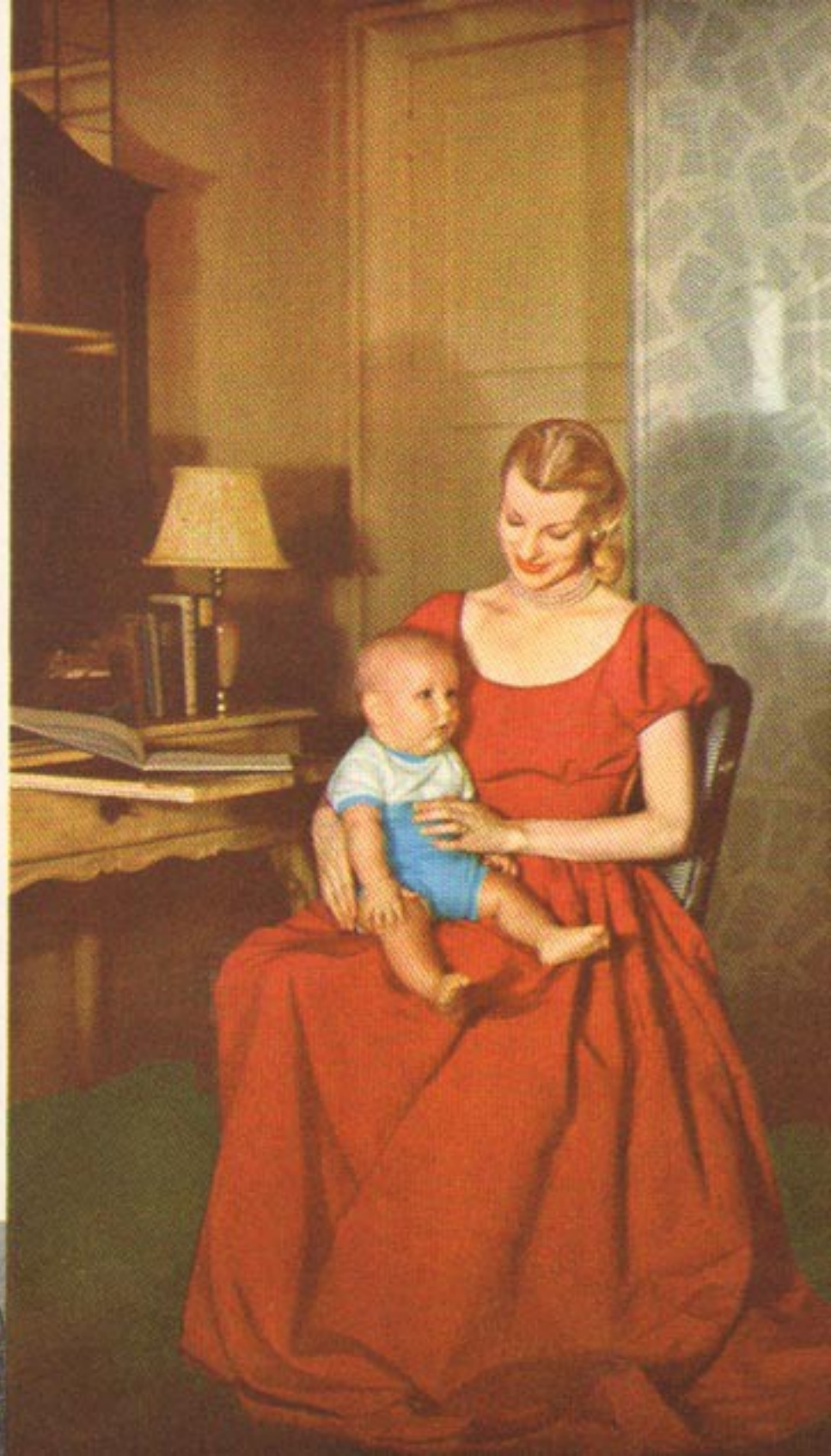
**The list goes on and on!** Latest type Sealed Beam Headlamps for the best in night visibility. Wide, deep rear windows for a safer view to the rear. Safety glass all around, of course. Running boards protected from ice and snow—with courtesy lights at step level on all Commodore models. And many more features you should see, if you wish to make sure you own the safest car money can buy.

*Safest rear-view driving—Wide rear windows—wide windshield*



*Safest braking system—Two systems in one—hydraulic and mechanical—from the same foot pedal.*

*Safest hood design—hinged at the front and locked from inside.*





*The instrument panel of the Super Series is grained in a light neutral tone, matching the 17-inch steering wheel and window mouldings, and harmonizing with the upholstery.*

# How to enjoy

**or the sunshine of a summer day!**

You want clean, fresh air wherever you drive—in every kind of weather. You want it warmed in winter, and as cool as it can be in summer. But *never* do you want drafts swirling or sneaking through your car.

That is the problem Hudson body engineers solved with a combined heating-ventilating-defrosting system which we say with confidence has no superior in the industry.



## The Super Series *Two-Door Brougham*

*for 6 passengers . . . 121-inch wheelbase . . . 102 h. p. in the Six. All Hudson Broughams and Club Coupes have the swivel front seat that pivots forward for easy rear-seat entrance and exit.*

# a blizzard ...

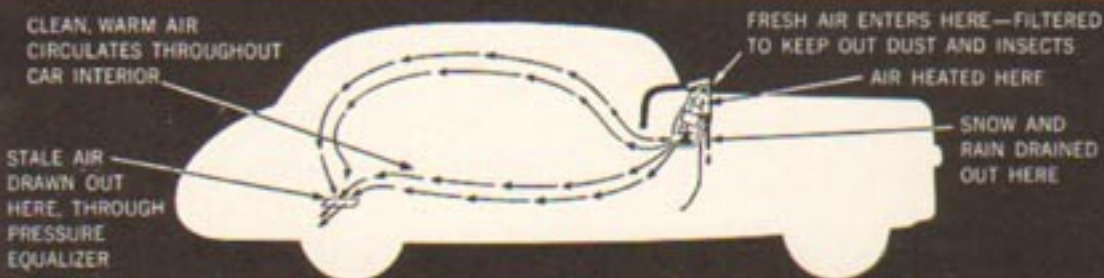
**Hudson Weather-Master!** A compact, inexpensive unit easily installed under your dash—it scoops a constant stream of fresh air in through your cowl ventilator, heats it to the temperature you want, and floods your car with winter comfort.

Hudson Weather-Master keeps your windshield and windows free of fog and frost—and the motion of the car sets up just enough pressure to whisk away stale air and smoke. In winter storms, the connecting windshield defrosters melt away ice and snow, and automatic wipers do the rest.

Combined with front door ventilating wings (latch-type in the Super Series, crank-type in Commodores) and efficient ventilation control in other windows, Hudson Weather-Master assures you of draft-free comfort the year round. No feature will add more to your day-to-day enjoyment of a Hudson.

**The best in radio, as you ride!** Hudson offers for 1947, at small extra cost, the latest and finest in automobile radio developments. You tune in, select and change stations by pressing a convenient foot-knob beside your left foot.

In a Hudson, your hands stay on the wheel, your eyes on the road, while you enjoy rich, clear, satisfying radio reception. For manual operation, dial controls are conveniently mounted in the center of the instrument panel.



*Weather as you like it! Just open your cowl ventilator, and Hudson Weather-Master pours into your car two or three times as much fresh, outdoor air as other systems that rely on long, angling ducts for heating and ventilation. You enjoy conditioned-air comfort such as you have never known before. You can drive with the cowl ventilator open even in pouring rain, and not get wet; a special device lets fresh air in but drains water off. And the ventilator is equipped with durable screens and a filter to keep out dust and insects.*



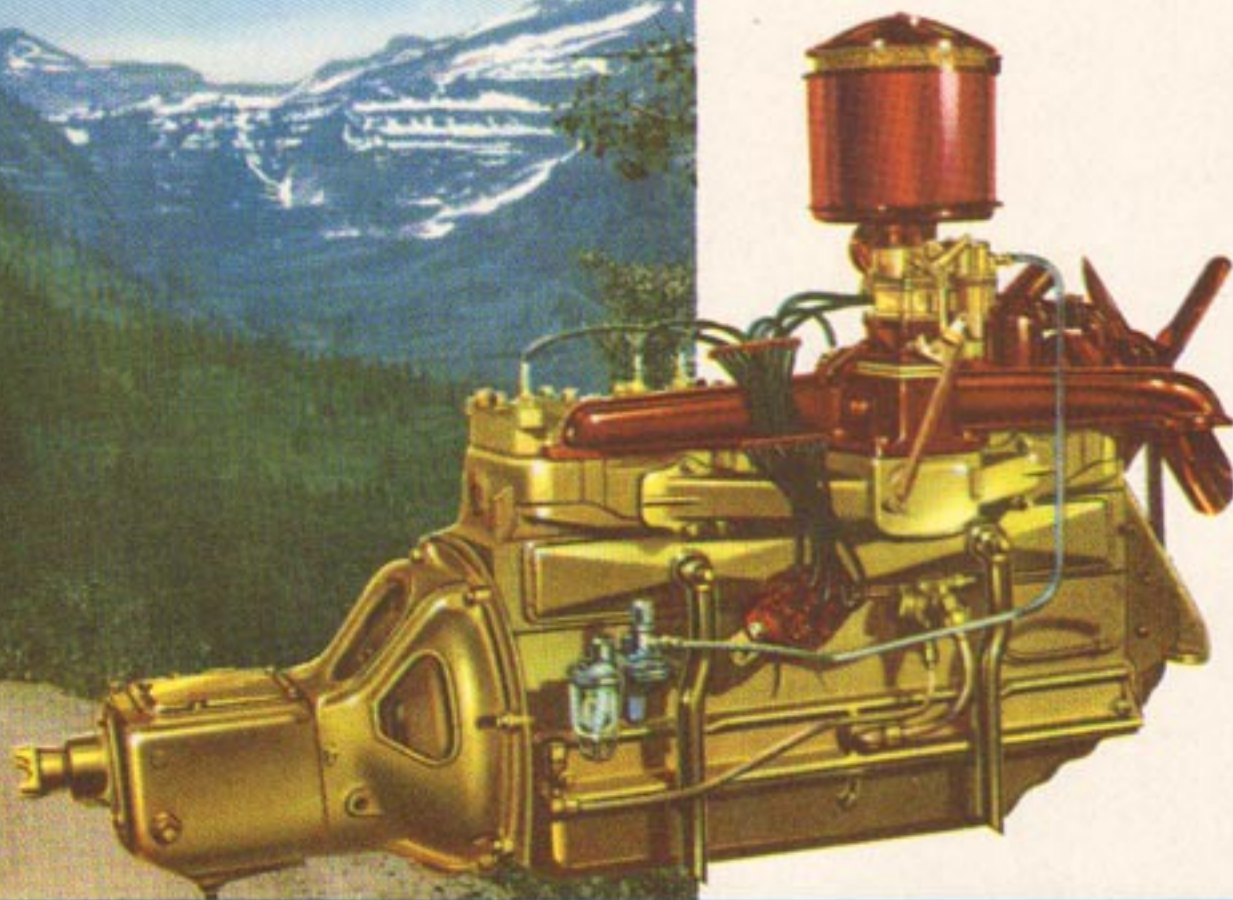
# Best way

## Your choice of two famous Hudson engines in any 1947 Hudson

**THE SUPER-SIX.** *The Hudson Super-Six is a famous name in automobile history—and this 102-horsepower Hudson engine is without any question the finest 6-cylinder power plant ever offered in all Hudson's years of motor manufacture.*

*Dual carburetion helps give it the extra power needed for quick acceleration and fine performance over long distances, combined with economy that can't be duplicated in any Six of equal power.*

**THE SUPER-EIGHT.** *The Hudson Super-Eight is a worthy companion to the Super-Six. This fine 128-horsepower engine has won and held many of the most coveted performance and endurance records on the books of the American Automobile Association.*



*What stock car records mean to you . . . Sixes and Eights built by Hudson hold 149 official American Automobile Association records for performance and endurance—more than can be claimed by any other stock car in the world. Hudson, for many years, has put its cars through these grueling tests—not simply to get its name in the record books, but to prove to ourselves and the public what owners may expect of Hudson cars in day-in, day-out service.*

*Performance—on hills or straightaways . . . Hudson official records include stock closed-car marks ranging from one kilometer to more than 20,000 miles open to all stock cars, regardless of size or class. Among them are acceleration and hill-climb records which Hudson has won and held against cars costing far more. This is one reason why we can promise you true championship performance in any 1947 Hudson you may choose.*

*Economy of gas and oil . . . Hudson's record-breaking has not been confined to sheer performance—or endurance. Standard models, fully equipped and loaded, have come through victorious in national economy runs, at normal driving speeds and under normal driving conditions. The thriftiness of a 1947 Hudson will pay you many pleasant dividends in fuel costs. And Over-Drive (available at extra cost in all models) will better already fine performance and economy.*

# to go places

There is no need to remind any motorist that when it comes to performance, Hudson *gives way to no car*. That is a matter of record—and of reputation.

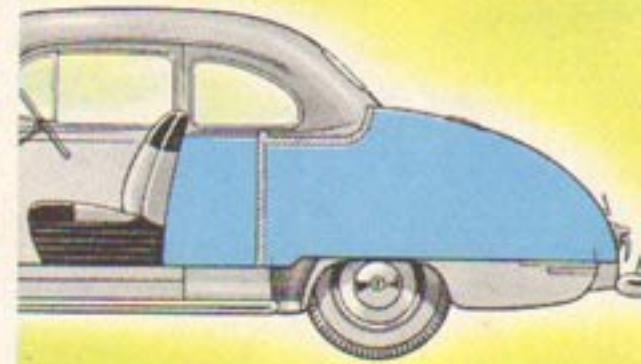
Power is largely responsible—smooth, eager power from engines that are soundly engineered, painstakingly built, balanced to a hair.

Hudson believes in giving you plenty of power—so that motors may never be taxed to their limit.

This makes for long life and low service cost.

Scientific springing, correct distribution of weight, body design, steering and road control features—all combine to make good the boast of Hudson owners, that *you can drive farther and longer in a Hudson without tiring* than in any other car.

We invite you to enjoy this ride—at the wheel of a Hudson. And be prepared for a new and delightful adventure in "going places."



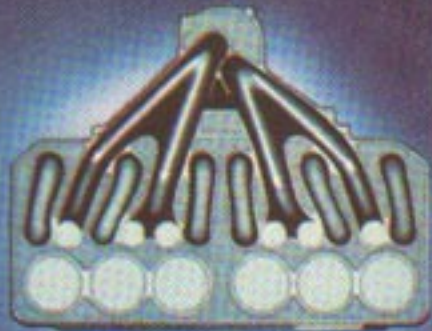
*Ideal for people who need a lot of carrying space is the 3-passenger, 6-cylinder Super-Series Coupe. Diagram shows unusually large shelf at rear window level, the large space for packages behind driver's seat, and the huge rear-deck luggage compartment (see illustration on Page 18).*



## The Super Series *Club Coupe*

*for 5 passengers . . . 121-inch wheelbase . . . 102 h.p. in the Six; 128 h.p. in the Eight. Available also (in Super Series only) are 6-cylinder Convertible Brougham, and 6-cylinder three-passenger Coupe (see diagram at top).*

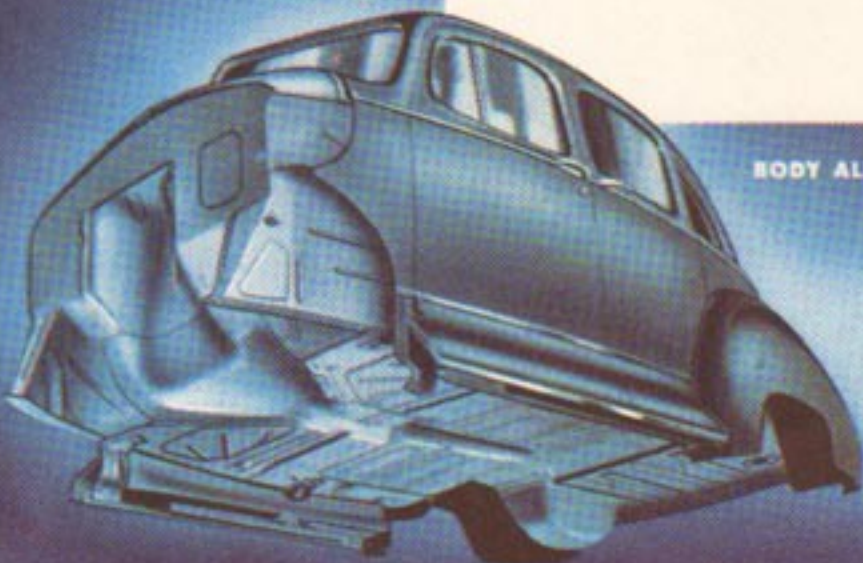
# All this adds up to satisfaction



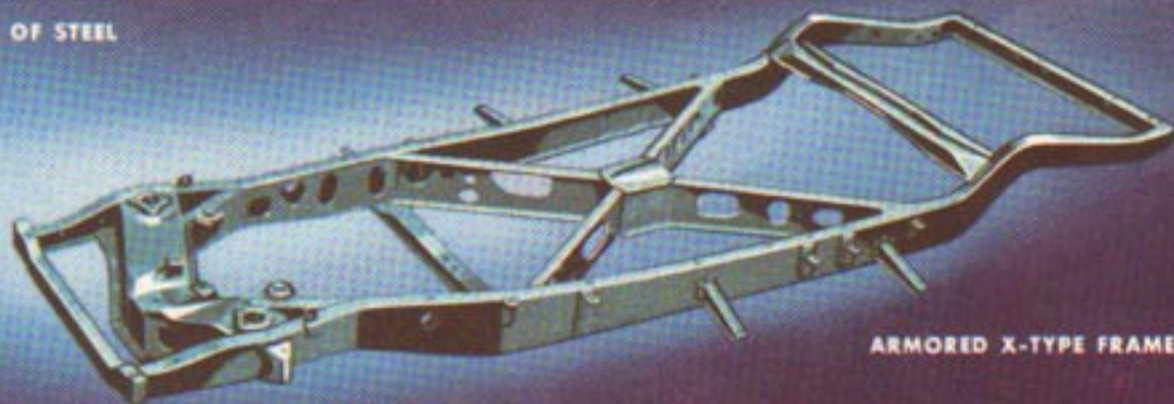
DUAL CARBURETION



SCREENED COWL VENTILATOR



BODY ALL OF STEEL



ARMORED X-TYPE FRAME

There are many motorists who, before they choose a new car, wish to dig much deeper than outside appearance, inside style—comfort, safety and performance features. They want to compare materials, design, construction, dimensions, and so on.

## HUDSON SUPER-SIX AND SUPER-EIGHT

Diagonal check bouclé upholstery . . . single-hinged adjustable sun visor . . . 30-hour clock . . . wood grain window finish mouldings . . . black rubber front floor covering . . . carry-all luggage compartment with provision for spare tire in vertical position . . . felt luggage compartment floor mat . . . cord robe hangers in Sedan models . . . newly designed bonnet side ornaments . . . 17" rim steering wheel . . . latch-type front door ventilation . . . sliding pane rear quarter window in Sedan . . . stationary rear quarter windows in 5-passenger coupes . . . standard type twin tail lamps. Optional at small extra cost: Airfoam cushions . . . side window reveal mouldings . . . full circle horn ring . . . front fender lamps.

Hudson welcomes buyers of this type—and welcomes any comparison they may make between the new Hudsons and other 1947 automobiles. It is for them that we print the following list of specifications of 1947 Hudson models.

## HUDSON COMMODORE SIX AND COMMODORE EIGHT

Herringbone weave upholstery . . . adjustable twin swivel sun visors . . . electric clock . . . Airfoam cushions . . . rear seat center arm rest in Sedan . . . cigarette lighter . . . chrome window finish mouldings . . . instrument dial dimmer . . . front floor covering, rubber with carpet insert . . . rubber luggage compartment floor mat . . . leather robe hangers in Sedan models . . . side window reveal mouldings . . . rear window bars . . . auxiliary belt mouldings . . . newly designed bonnet top ornament with plastic crest . . . bonnet side ornament . . . bumper bar wing extensions front and rear . . . 18" plastic-rim de luxe steering wheel with full circle horn ring standard . . . crank-type front door ventilation . . . sliding pane rear quarter window ventilation in Sedan and 5-passenger coupe models . . . de luxe-type twin tail lamps . . . front fender lamps.



**ENGINES**—6-cylinder, L-Head; 102 h.p. at 4,000 r.p.m.; Compression ratio, 6.50 to 1; Bore, 3"; Stroke, 5"; Displacement, 212 cu. in.

8-cylinder, L-Head; 128 h.p. at 4,200 r.p.m.; Compression ratio, 6.50 to 1; Bore, 3"; Stroke, 4½"; Displacement, 254 cu. in.

Crankshafts: Fully compensated, drop-forged balanced at rest and in rotation . . . long-wearing, bronze-back crankshaft bearings.

Four "pinned" Parko-Lubrited piston rings.

Connecting rods: Drop-forged and treated with continuous babbiting process.

**LUBRICATION**—Exclusive Duo-Flo system with positive oil feed and cooling. Oversize pump. Oil refill capacity: 6-cylinder engine, 4½ quarts; 8-cylinder engine, 7 quarts.

**CARBURETION**—Down-draft system with automatic choke, anti-percolator, backfire arrester, air cleaner. Dual carburetor and automatic heat control on all models.

**IGNITION**—Vacuum automatic spark advance on 6-cylinder models . . . moisture-proof distributor . . . octane adjustment.

**GENERATOR**—Extra-capacity, ventilated-type with full voltage regulation on all models.

**STARTER**—Finger-touch button on instrument panel.

**FUEL SYSTEM**—Gasoline tank capacity, 16½ gallons. Large, constant-pressure fuel pump.

**COOLING SYSTEM**—Cellular radiator with centrifugal, six-blade pressure pump . . . thermostat on all models . . . temperature indicator on dash. Radiator capacities: 6-cylinder models, 13 quarts; 8-cylinder models, 18 quarts.

**HANDY SHIFT**—Standard on all models. Simplified linkage to transmission gives easiest shifting . . . Hudson Drive-Master optional at extra cost.

**CLUTCHES**—6-cylinder models, 9"; 8-cylinder models, 10". All models: triple-sealed, fluid-cushioned, single-plate type with patented heat-treated cork inserts.

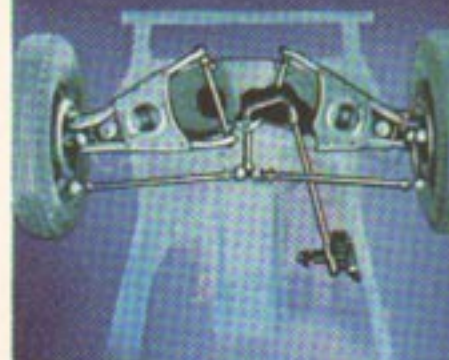
**BATTERIES**—6-cylinder models, 17-plate, 96 ampere-hour—8-cylinder models, 19-plate, 108 ampere-hour.

**TRANSMISSION**—Synchronized Silent Mesh, blocker-type, three speeds forward, one reverse. All helical, silent gears. Designed especially to be operated by Handy Shift at the steering wheel.

**UNIVERSALS**—Two lubricated needle-bearing universals with 3" tubular propeller shaft.

**SPRINGS**—(Front) Hudson Patented Auto-Poise Front Wheel Control, Independent Suspension with coil springs of Silico Manganese steel and direct-acting, high volume, low pressure, hydraulic shock absorbers. (Rear) 60" semi-elliptic, covered springs, "splayed" for transverse stability; U-type, self-adjusting rear shackle with rubber dirt seal. Front end of rear springs rubber mounted. Sturdy rear lateral stabilizer controls LATERAL movements of car body and frame in all models.

**REAR AXLE**—Semi-floating type, chrome-molybdenum gears and shaft with heavy banjo-type housing. Standard ratio, 4½ to 1 on all models; with Over-Drive, 4½ to 1 on all models; with Drive-Master, 4½ to 1 on Super-Six and Commodore Six, 4½ to 1 on Super-Eight and Commodore Eight.



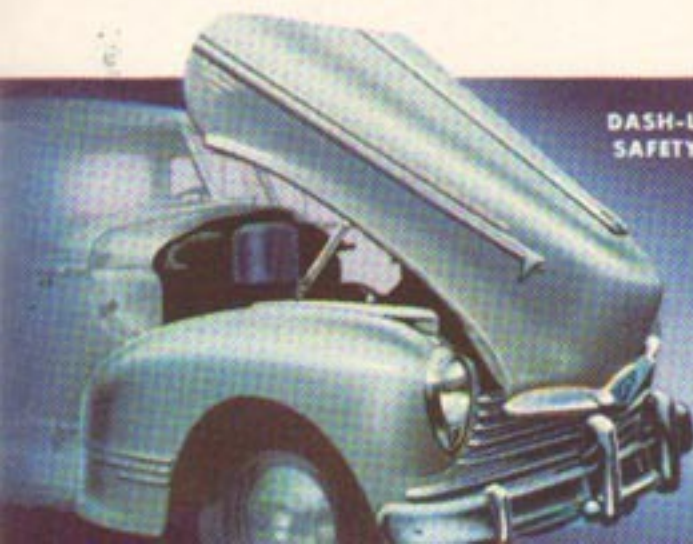
IMPROVED TRUE CENTER-POINT STEERING



PATENTED AUTO-POISE CONTROL

Page 17

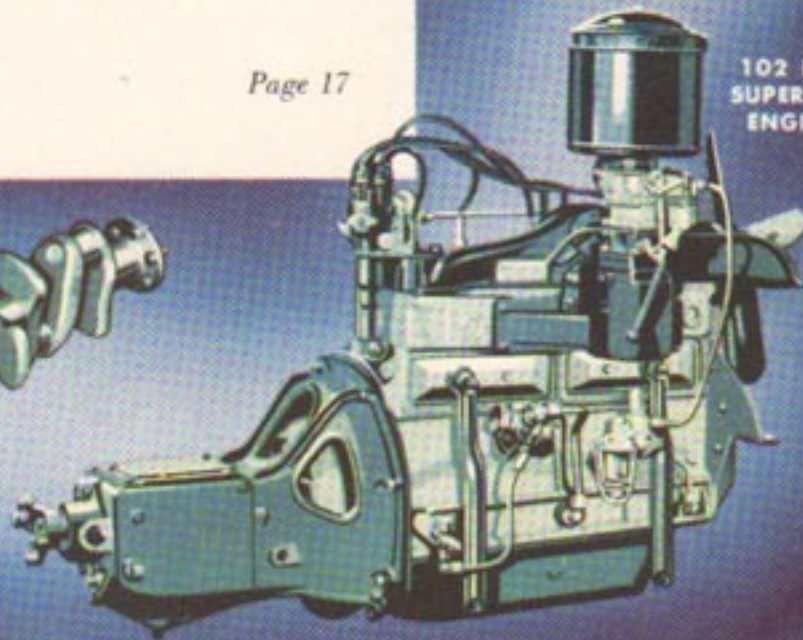
102 H.P. SUPER-SIX ENGINE



DASH-LOCKING SAFETY HOOD

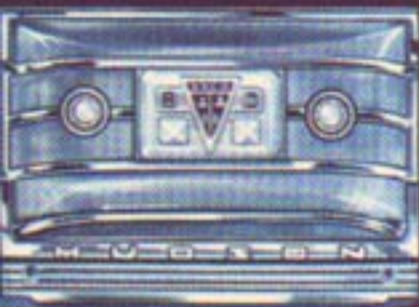


FULLY-BALANCED CRANKSHAFT





SWIVEL FRONT SEAT  
(Club Coupes and Broughams)



RADIO PANEL  
AND  
FOOT CONTROL



**BRAKES**—Patented Double-Safe Hydraulics. Reserve mechanical brake actuated automatically by foot brake pedal. Centrifuse drums. Easy-operated parking brake lever under cowl. 6-cylinder models: diameter, 10"; width, 1 $\frac{3}{4}$ ". 8-cylinder models: diameter, 11"; width, 1 $\frac{3}{4}$ ".

**FRAMES**—Armored X-type with 4 other cross-members . . . 7 $\frac{3}{4}$ " deep on all models.

**WHEELBASE**—All models, 121"; over-all length, 207 $\frac{3}{4}$ ".

**STEERING**—Center-Point Steering, provides stability at all speeds on all road surfaces, with short turning radius. Improved worm and roller type gear; 18.4 to 1 on 8-cylinder models; 18.2 to 1 on 6-cylinder models.

**WHEELS**—Steel balanced drop-center type. Trim rings optional at extra cost.

**TIRES**—Super-Six and Super-Eight models, 16x6.00—15x6.50 and 15x7.00 at extra cost; Commodore Six and Commodore Eight models, 15x6.50—15x7.00 at extra cost.

**TREAD**—56 $\frac{3}{8}$ " front; 59 $\frac{1}{2}$ " rear.

**BODY**—Steel roof, floor and body, completely insulated. Box-girder construction with double structure throughout, reinforced at forward end by double bulkhead formed by dash and cowl. Instrument panel provides rigid cross-member. Doors weather-sealed against drafts. Body and fenders rust-proofed.

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

**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. Directional Signals operating in fender lamps and tail lamps optional on all models at extra cost. Front Dome Lamp . . . Courtesy Light on all doors, and sedan rear compartment Dome Lamp standard on Commodore Six and Commodore Eight.

**EQUIPMENT**—Large parcel compartment with lock . . . twin vacuum windshield wipers . . . rear vision mirror . . . gas-level gauge . . . twin air horns. Teleflash signals for oil pressure and generator charging . . . water temperature gauge . . . windshield defroster vents . . . Cushion-Action door latches . . . thiefproof locks . . . front door arm rests, standard on front left door, optional at extra cost on right . . . carry-all luggage compartment with provision for spare tire in vertical position . . . bumpers and bumper guards on all passenger models . . . aluminum scuff plates on all models . . . rear compartment carpet, low pile . . . assist straps in Broughams, Sedans and 5-passenger coupes . . . windshield and rear window reveal mouldings . . . rear compartment ash receiver . . . envelope type pocket in front seat back of Sedans only . . . newly designed rear compartment door ornament . . . stone protector splash apron on rear fenders.

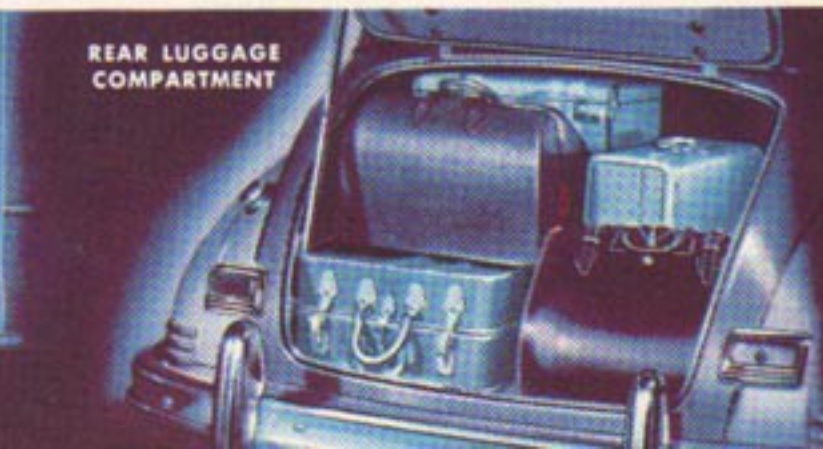
**NOTE:** The Hudson Motor Car Company reserves the right to make any changes or improvements on its products without incurring any liability or obligations whatsoever, and without being required to make any corresponding changes or improvements on products theretofore manufactured or sold.



SEALED BEAM  
HEADLAMPS



COURTESY LIGHT



REAR LUGGAGE  
COMPARTMENT

# Service is nationwide

Hudson cars are built to deliver top operating efficiency with the minimum of attention, but when service is needed it is available at every important point throughout the United States and Canada, as well as in Mexico.

Nearly 4,000 authorized dealers—from coast to coast—and from Hudson's Bay to Mexico City—are ready and equipped to handle any Hudson repair or maintenance job. Trained mechanics use genuine Hudson parts, and follow rigid factory specifications covering all

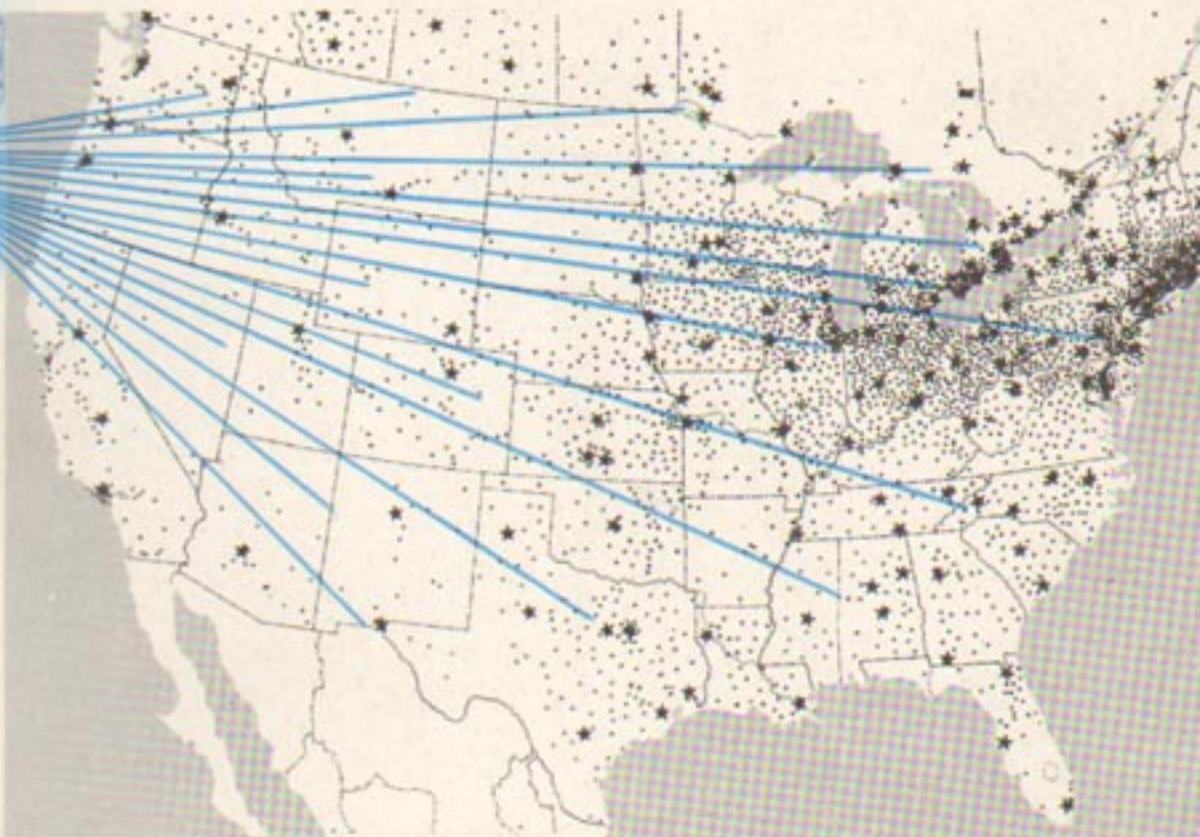
types of work. Following Hudson's established policy, charges are always reasonable.

In addition, well balanced reserve stocks of genuine Hudson parts are always available at 122 parts depots at convenient points from coast to coast—further assurance of prompt replacement service from any Hudson dealer.

You will be welcome at the nearest of these dealers' showrooms—to inspect the 1947 Hudsons, or for service on your present car.



*Look for the familiar Hudson TRIANGLE sign (above and at left)—the symbol of a friendly Hudson dealer willing and equipped to take care of your motoring needs wherever you travel. Every dot on the map at the right marks the location of an authorized Hudson dealer, identified by the signs shown here. Every star on the map represents one of 122 central distributor and zone Hudson parts depots, whose balanced stocks of genuine parts supplement those of Hudson dealers.*





# To help you choose!

More often than not, a motor car is a *family* purchase. The car, once chosen, must serve the family—please the family—perhaps for many years.

Hudson designs and builds its cars to meet in every respect the preferences and needs of the whole family—and this book was prepared to give you such information

about the 1947 Hudsons as may be helpful in the selection of your next car.

We hope you have taken the time to read it carefully. We hope you will bring it to the attention of others in your family—that you will call on your Hudson dealer soon, and *make your next new car a Hudson.*

# HUDSON

Hudson Motor Car Company, Detroit 14, Michigan