

The New **HUDSON**
& **TERRAPLANE**
SIXES AND EIGHTS
Safety Engineered!



H U D S O N & T E R R

FOREWORD on HUDSON and TERRAPLANE

A STYLE event—cars that sparkle with fresh new beauty. A size sensation—20% more room than other popular priced cars.

And beneath this bigness and beauty—the safest cars on today's highways! With the *world's first safety engineered chassis* combined with sedan bodies *all* of steel—bodies now brought to new heights of strength and beauty with an improved all-steel roof.

Ride and drive—and find what's happened to motoring as a result of 5 *things you never saw before*. Boulevard smoothness on any road. New "road sense" with steering that is true, almost effortless. Hydraulic brakes, *doubly* safe through a wholly new design. A surprisingly new and better way to eliminate those winter draughts that have always chilled feet and legs. And, over every foot of any road, a steadiness and solid "feel" in riding and driving that mean *safety* all the way.

Under all this, you find unbeatable Hudson and Terraplane performance—proved by scores of official records. Economy of 18 and 22 miles and more per gallon of petrol, sworn to by thousands of owners. Reliability, proved through the years by more than two and a quarter million Hudson-built cars. Hudson and Terraplane for 1936—thoroughly in keeping with Hudson's 27-year habit of bringing you first the new things that really count. With new beauty . . . greater size . . . characteristic performance, economy and ruggedness . . . and 5 *things you never saw before*.

HUDSON 8—120 and 127 inch Wheelbase . . . 113
HUDSON 6—120 inch Wheelbase . . . 93 and 100
and 124 Horsepower. Horsepower.

TERRAPLANE 6—115 in. Wheel-base . . . 88 and 100 Horsepower.

5 THINGS YOU NEVER SAW BEFORE

1. RADIAL SAFETY CONTROL

—a wholly new principle in safety chassis engineering—that makes *riding* safer, *steering* safer and *stopping* safer than ever before.

2. THE RHYTHMIC RIDE

—long, gentle, "natural rhythm" springs are free for the first time from steering and braking strains—combining cushioned riding with new *stability* that means greater *safety*.

3. TRU-LINE STEERING

—a new principle that enables the car to hold its direction without swerving or "wandering," unaffected by spring action, braking or road conditions.

4. DUO-AUTOMATIC HYDRAULIC BRAKES

—the first hydraulics that give *double safe* stopping with a separate safety braking system which takes hold *automatically* in emergencies.

5. AUTOMATIC DRAUGHT ELIMINATOR

—now added to Hudson's exclusive Year-'Round Ventilation System to automatically equalize air pressures inside and outside the car—eliminating floor draughts.

PLUS—Everything That "Built by Hudson" Means. *Performance* that everyone knows. *Economy* proved again and again in official tests . . . in notarized records from thousands of owners. *Ruggedness and safety* in bodies *all* of steel built in a rigid unit with the world's *first safety chassis*. And *size* that speaks for itself . . . one look and you *see* what a difference 20% more room makes.

This catalogue covers the general features of HUDSON and TERRAPLANE CARS. To ascertain what features are included in the price of each model, consult Distributor's Price List.

A CUSTOM CAR INTERIOR

One Fifth Bigger

Than Cars Costing Many Times More

A CRAMPED car interior is no longer the penalty that low price car buyers must endure. Such big car luxury as you see on these pages is no longer the privilege of the few. Whether a Hudson or Terraplane interior it is real roominess, and the pictures can't do it justice!

Here is an interior a full ONE-FIFTH BIGGER INSIDE than many cars costing pounds and pounds more. . . .

Extra leg room, elbow room, shoulder room and hat room.

A real SIX-passenger car, too, with seats three inches wider—as wide as many sofas. Upholstery, including the finest of Chrome Tan Leather over deep, "springy" seats and padded backs, all contoured to give you perfect comfort.

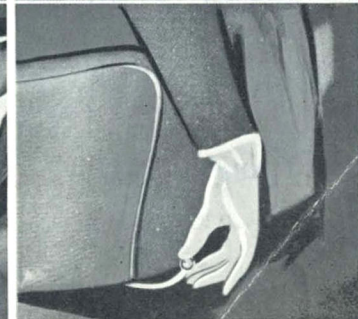
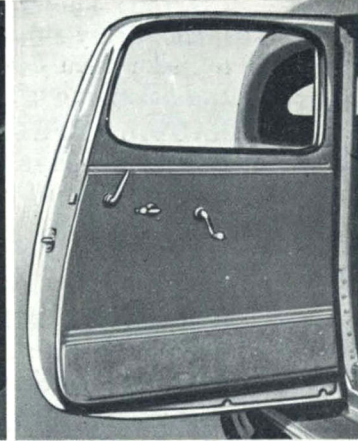
Nothing has been overlooked—rear seat arm rests, assist cords, built-in ash receptacle, dome light, adjustable front seat and steering wheel. And, in the instrument panel, a package locker 11 inches wide, 6 inches high and 12 inches deep. Radio built in when you order it with your car.

And, seated at your ease, in this roomier interior—you'll find a new sensation in smoother, easier, safer riding . . . *Rhythmic* riding in front seat or back.

Two folding seats, making total accommodation for 8 passengers, are available in the Hudson 8-cylinder 127 inch wheelbase Sedan.

1—Plenty of room for six wide-shouldered adults. 2—A completely clear front compartment when with Electric

Hand. 3—W-i-d-e doors . . . 35 inches wide at the floor. 4—Assist cords near at hand. 5—Front seat adjustment, easily operated, positive locking.



Every Road a Boulevard

THE RHYTHMIC RIDE AND TRUE-LINE STEERING

HUDSON and TERRAPLANE have longer, gentler springs—and they are the *first* springs of this type whose *sole* job is to cushion your ride.

Everyone knows long, flexible springs are ideal for smooth, easy riding—but the problem always has been to make them *flexible* and still *keep them stiff enough and heavy enough* to serve as torque arms to the axle.

RADIAL SAFETY CONTROL changes all that. Its massive forged steel arms hold the axle in its true arc—the springs are *freed* for *springing*—and that's all they have to do! At last, they can be long and flexible . . . acting in a soft rhythm identical to the motion of the human body when walking.

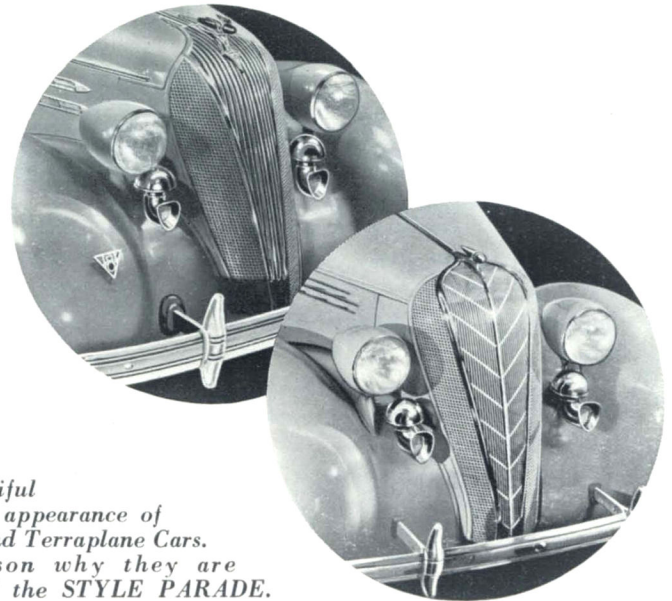
It's the RHYTHMIC RIDE—the new sensation in velvety smoothness with solid roadability—and it is Hudson's and Terraplane's *alone* among all cars.

THERE'S NEW "ROAD SENSE" IN TRU-LINE STEERING. From RADIAL SAFETY CONTROL comes another new advancement in the motor car—Tru-Line Steering! It is illustrated on the next page which describes RADIAL SAFETY CONTROL. With the parallel steering arm and drag link design . . . possible through RADIAL SAFETY CONTROL . . . it brings amazing ease and accuracy to steering.

The steering wheel works *for* you—without the need of frequent tugs and twists. New responsiveness as you

turn, guide through traffic, slip into narrow parking spaces—all with an ease that is almost effortless.

Braking can't pitch the front of the car forward . . . can't make springs twist and front wheels turn. Tru-Line Steering is independent of road conditions . . . springs . . . or brake action.



*The beautiful
Front-end appearance of
Hudson and Terraplane Cars.
One reason why they are
leaders of the STYLE PARADE.*

World's First Safety Engineered Chassis

with Radial Safety Control

GREATER safety than cars have ever had before—yours in latest cars built by Hudson . . . “safest cars on to-day’s highways.” For Hudson safety engineering goes down into the very foundation of your car—to create the world’s first *safety chassis!* A wholly new principle—RADIAL SAFETY CONTROL—makes *riding* safer, *steering* safer, *stopping* safer.

The front axle can move only in a true radial arc, in harmony with the road contours, because two giant arms of forged steel hold it in that position.

Girdered by RADIAL SAFETY CONTROL, the axle movement cannot affect springing . . . steering or brake action cannot ruffle the smoothness of your ride.

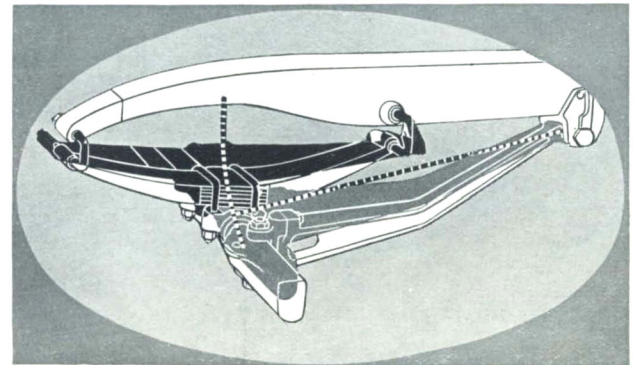
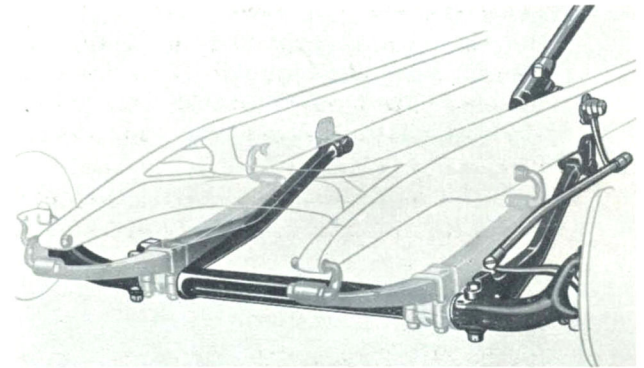
RADIAL SAFETY CONTROL is the practical outgrowth of developments made in independent springing during the last few years. More, it is the one great step *beyond* independent springing which motor car engineers have been seeking.

Independent springing was intended to improve riding qualities . . . and was confined solely to the ride. In bringing about smoother riding, however, it tended to lessen the effectiveness of the steering.

RADIAL SAFETY CONTROL not only improves on independent springing in bringing a still smoother, more velvety ride . . . but it also brings a tremendous improvement in steering. The parallel steering design, possible through RADIAL SAFETY CONTROL, is a great new development in more accurate, more responsive handling.

Over a mile or a continent, you’ll *feel* the difference that Hudson and Terraplane RADIAL SAFETY CONTROL makes. Steadier riding—a solid feel that tells you these cars are safer. Truer steering—real “road sense.”

Cars that are firm as a rock when you step on the brakes—no “nosing down.”



(Top): RADIAL SAFETY CONTROL—The big forged steel torque arms and axle are shaded dark, also the tru-line steering parts.

(At right): THE RHYTHMIC RIDE—Long, gentle springs, radial arms and axle. Dotted line shows axle arc.

DUO-AUTOMATIC
HYDRAULIC BRAKES
DOUBLE SAFETY

WITH AN AUTOMATIC RESERVE SYSTEM

Hudson thoroughness again! Hydraulic Brakes? Yes—Big and Powerful Hydraulics that stop you in a short straight line. But—and here's an exclusive HUDSON and TERRAPLANE feature—ALSO a reserve mechanical rotary equalized Brake System, which comes into action by pressing the pedal further down.

“SAFETY” underlined a hundred times—that's what HUDSON AND TERRAPLANE are giving you this year.



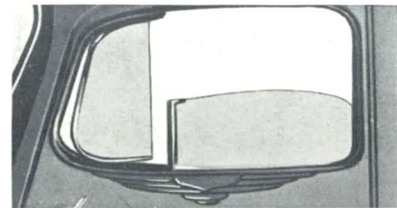
The pedal half down operates powerful Hydraulic Brakes. Right down—it operates the special reserve mechanical system.

The Automatic
DRAUGHT ELIMINATOR

The most advanced ventilation system in the Industry! Hudson Engineers have concentrated upon this important problem. A seventeen-inch cowl ventilator; swivelling and sliding Front windows and sliding rear-quarter windows — you can get all these in HUDSON AND TERRAPLANE—but — additionally you will have an exclusive feature—an *air Filter* — which combined with a sealed Sedan body, eliminates draughts and reduces the penetration of dust.



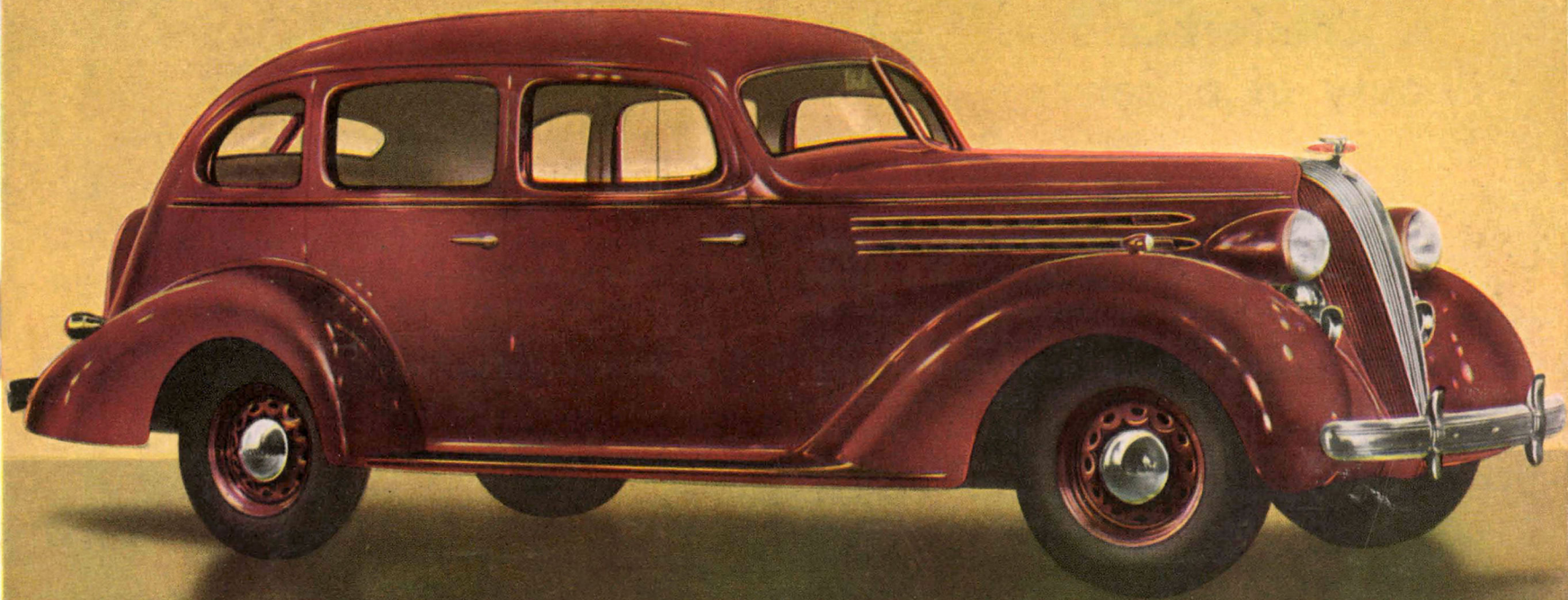
Cowl ventilator
17 inches wide.



The Hudson and Terra-
plane special swivelling
and lowering Front
window mechanism.

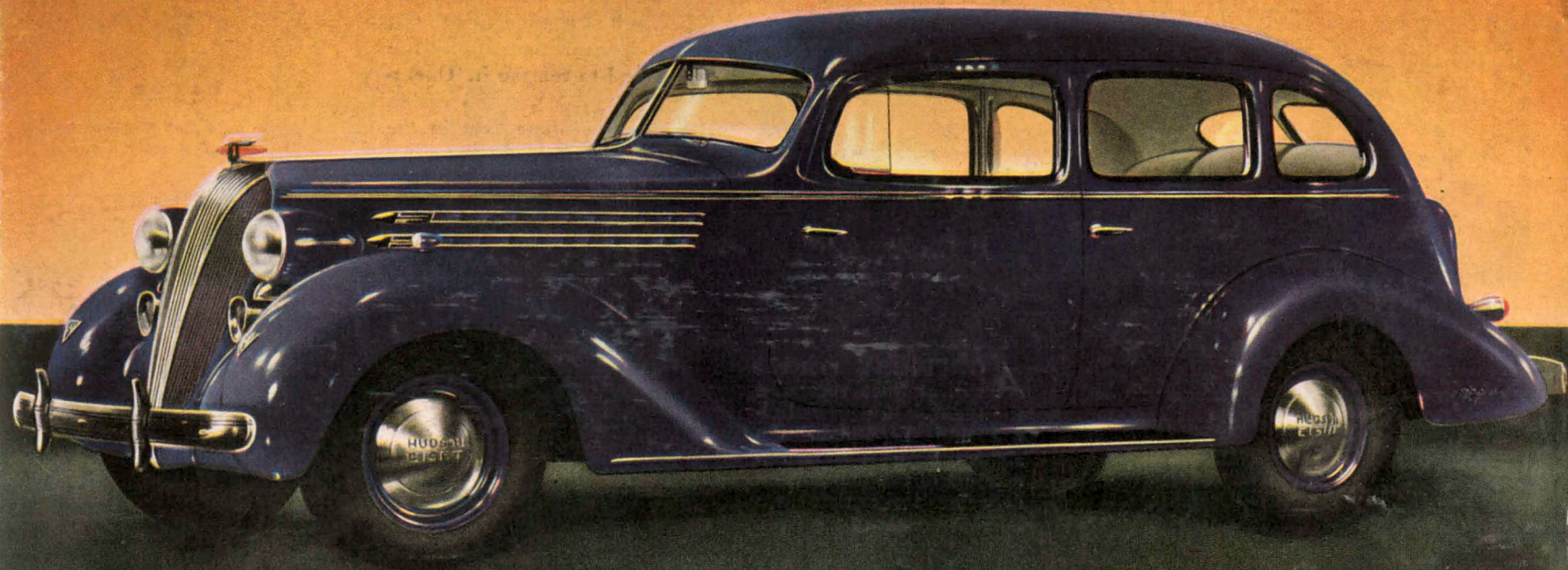
HUDSON

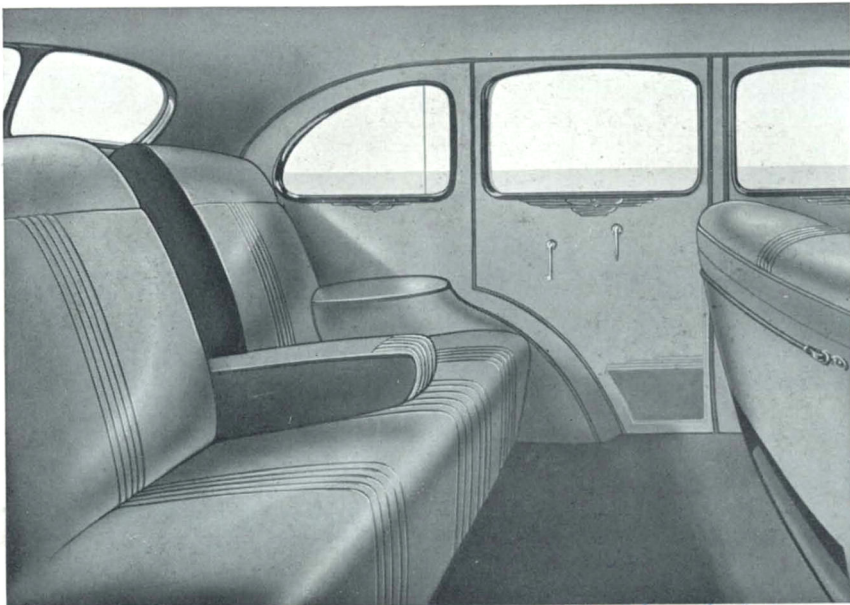
6 Cyl. Sedan



HUDSON

8 Cyl. Sedan





Ride in a *back* seat, as well as the front. The experience is just the same in either . . . a tranquil, bounceless ride, whether you're on concrete highways or corduroy byways. It's the RHYTHMIC RIDE—one of the "5 things you never saw before."

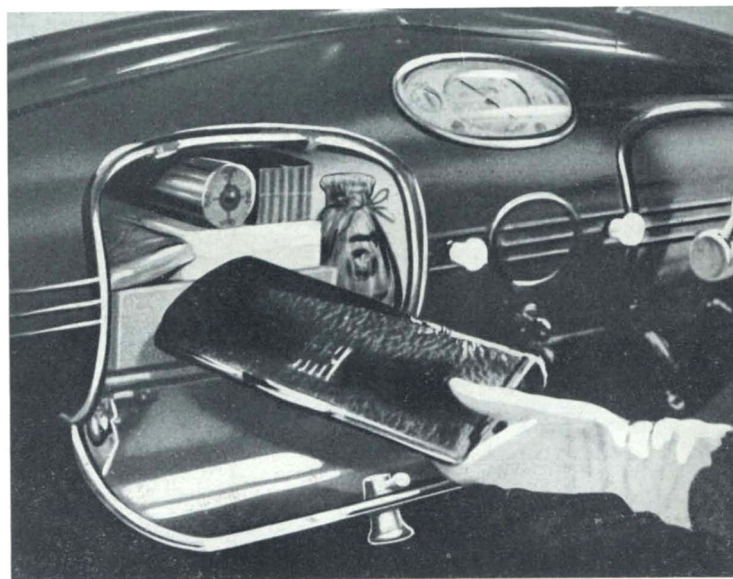
A CRITICAL motorist will at once recognise the manner in which Hudson and Terraplane designers have studied the comfort of the driver. The capacious locker that saves leaning over into the back of the car to pick up parcels. When you read a book you do not hold it vertically, but at an angle of 45 degrees . . . observe how this instrument panel is set at an "easy-read" angle.

NO NECESSITY TO CRAWL HALF UNDER THE CAR TO JACK UP A HUDSON OR TERRAPLANE

THE long handle crank type jack, with the special fitting that permits it to be put under either the front or rear bumper brackets, rather than under the axles. Thus it is much easier to put the jack in place under the car and to remove it. Operating the jack is also easier, since it is done "out in the open."

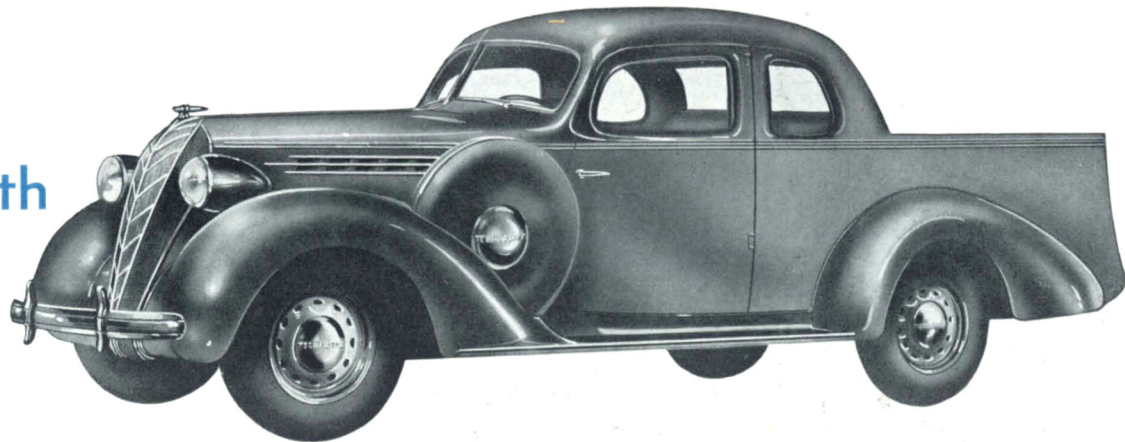


New type Jack, fitting underneath end Bumper Bracket.



Hudson and Terraplane
Coupe Utility

The Rugged Strength
of a Truck —
The Comfort and
Beauty of a Car



Other body styles available

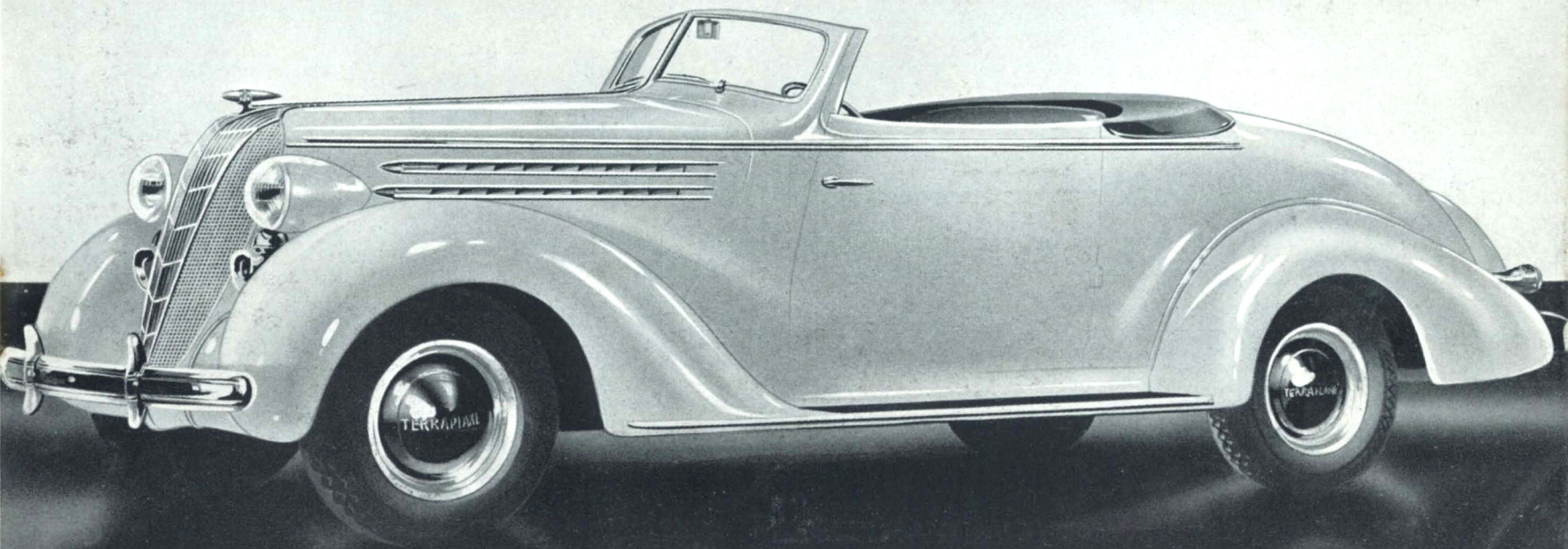
HERE—at last—is the ideal double-purpose motor vehicle. No other chassis is so suitable for the rigors of commercial work. The exclusive Hudson and Terraplane feature of Front Suspension in “Radial Safety Control” gives you a solid right-through Front Axle held always in perfect alignment by massive forged steel radius arms; Front springs that carry *only* the load—a perfect combination for cross-country work on farm or station. This combination is further enhanced by another exclusive Hudson and Terraplane feature—“*splayed springs.*” Front springs

are wider apart at the back end and rear springs are wider apart at the front end. This spreading of the springs prevents swaying of the chassis and body at all speeds and it accommodates a commercial overload of dead weight.

A roomy tray with a low loading level.

A beautiful Coupe Front built just like a car with pressed-steel panels, winding windows, etc.: An extra wide seat to accommodate three in comfort, trimmed in real leather squab and cushion. Can be had on Hudson or Terraplane chassis.

TERRAPLANE
Roadster
Similar design on Hudson

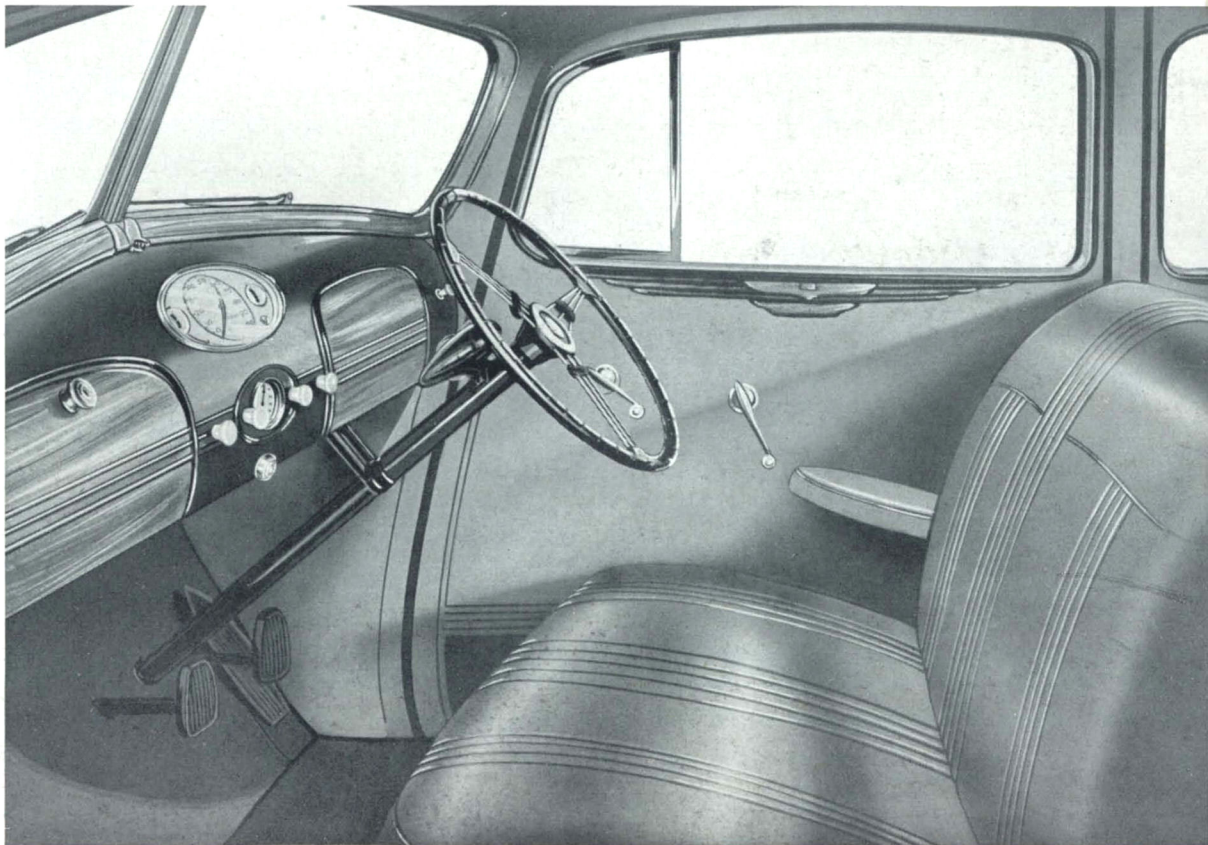


INTERIOR PERFECTION!

A REAL six-passenger interior . . . and six adult passengers at that! With room for all six sets of shoulders and elbows—56 inches wide above arm rests . . . 53 inches at shoulder level. And more leg room and head room, too. In bodies with 20% more room than other popular priced cars!

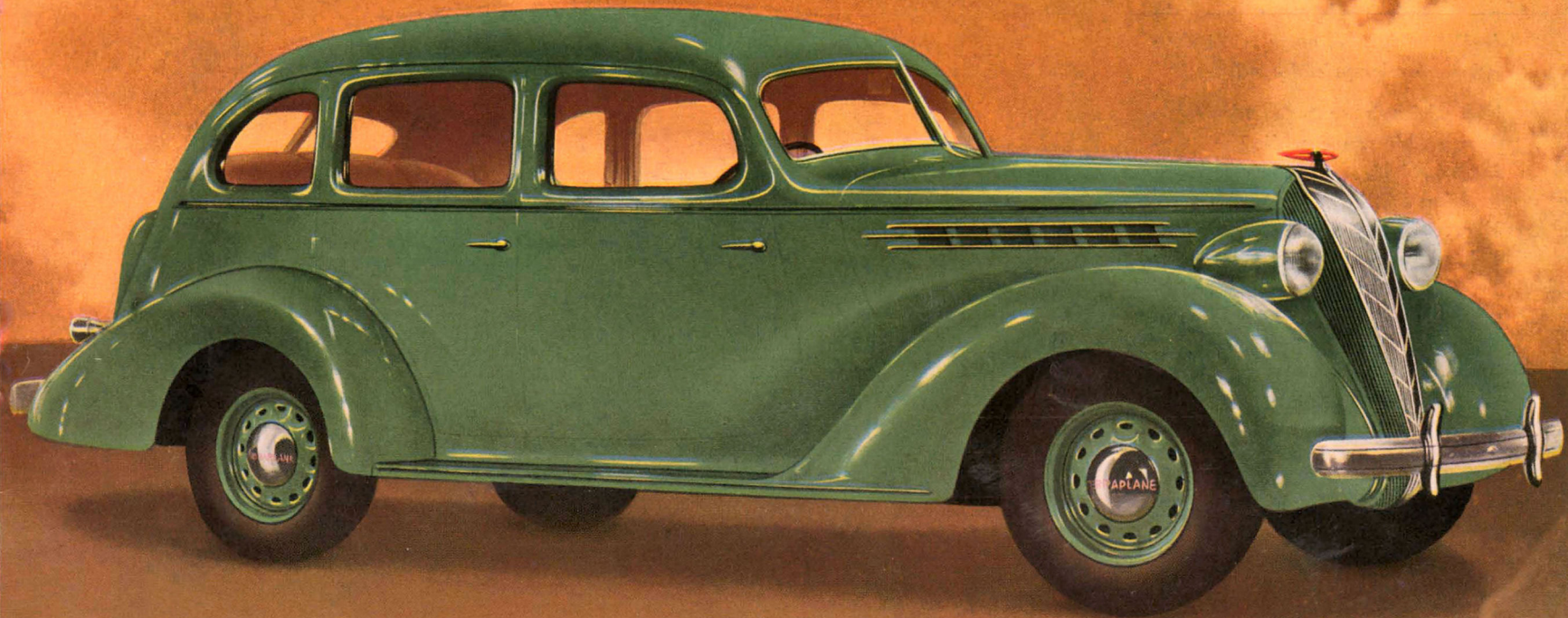
The driver's seat is adjustable over a wide range, while the steering wheel also adjusts to the one position that best fits your posture. Everything's here for your well-being—but you can't realize all the comfort that these deep, wide seats hold for you until you actually ride in a Hudson or Terraplane.

Note the convenient visibility of the Instrument Panel and the handy location of radio controls when built into your car. The special spring-steel spoked steering wheel adds lustre to this Hudson interior.



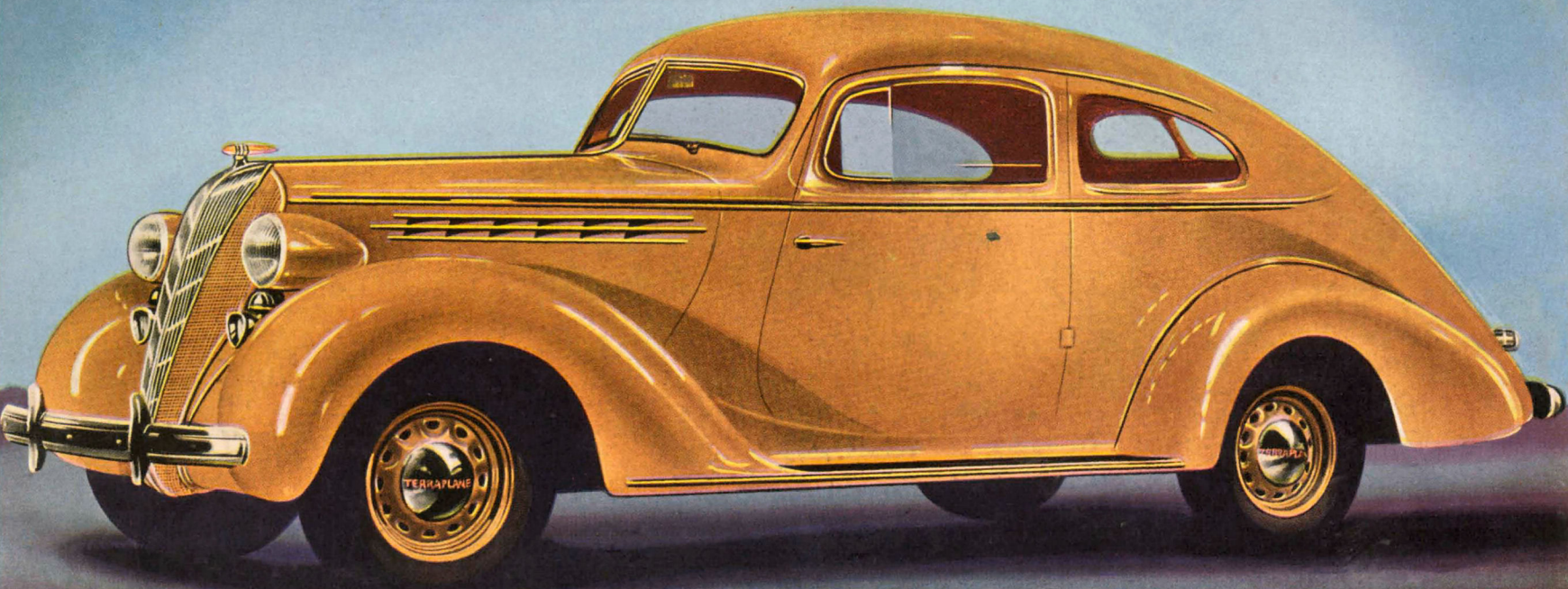
This catalogue covers the general features of HUDSON and TERRAPLANE Cars. To ascertain what features are included in the price of each model, consult Distributor's Price List.

TERRAPLANE
Special Sedan



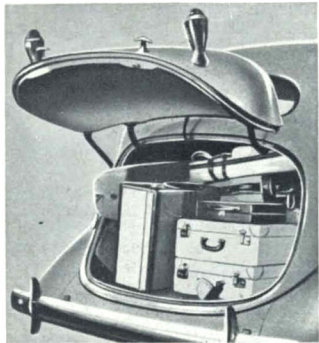
TERRAPLANE

*Touring Coupe
Similar design on Hudson*



More Passenger Room Demands More Baggage Room — Hudson and Terraplane have this, too.

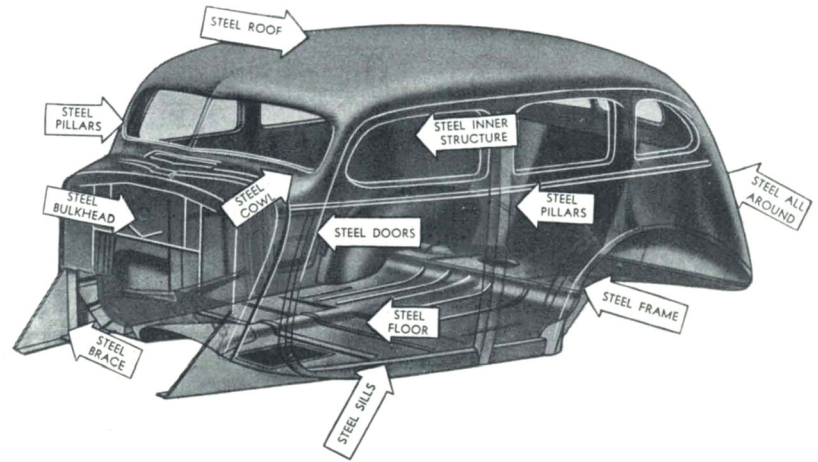
Every Hudson and Terraplane Sedan is a “trunk model.” At the rear—harmonizing with the sweeping body lines—there is a capacious built-in baggage trunk, opening in such a way that loading and unloading becomes a pleasure.



Actually all this baggage can be stowed in a Hudson or Terraplane Trunk when spare wheel is side-mounted.



Bodies All of Steel . . . Even the Roof!



Bodies Armoured like Knights of Old

Australian Sedan bodies all of steel—built up to a quality not down to a price. Even if they do add to the cost, they add to the satisfaction—and to the SAFETY! The world's first safety-engineered chassis should have a SAFETY Body. Here it is—steel everywhere—even *the roof*, welded and riveted into a solid unit for your satisfaction and your SAFETY.

Performance that makes the Records with Economy that Saves the £. S. D.

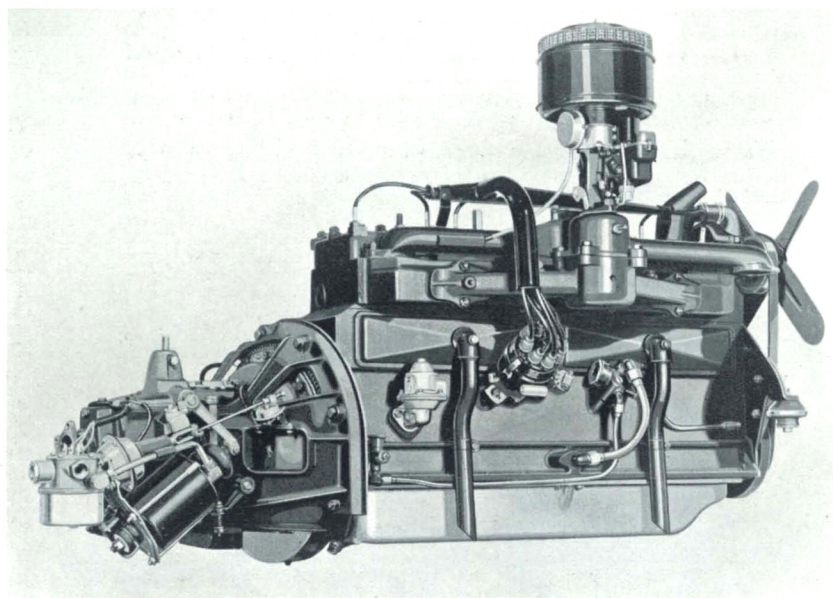
SUPER-PERFORMANCE generally means extravagant up-keep costs—Not so with HUDSON and TERRAPLANE. These two thoroughbreds don't need big, wasteful motors to produce their sparkling performance. It is the exclusive *design, materials and workmanship* in Hudson-built Engines that give them an enviable superiority. The TERRAPLANE rated at only 21.6 h.p. develops up to 100 b.h.p. The HUDSON 8 rated at 28.8 h.p. develops up to 124 b.h.p. This is only equalled by the most expensive British and Continental cars.

Many Australian owners report Petrol Consumption of 24 m.p.g. with the TERRAPLANE, and 20 m.p.g. with the 8-cyl. HUDSON—22 and 18 respectively, are fair averages for these cars. Tyre mileages are miraculous—it is generally conceded that Hudson and Terraplane are the lightest cars on tyres—brought about by vibrationless motors, good springing, silky clutch, velvety brakes and suspension that rolls the wheels every inch on the roughest roads.



Reid Railton, famous British engineer and co-designer of the world's Fastest car, the "Blue Bird," who established official economy records in a Hudson-built car, says:—

"Knowing as I do the international reputation for power, acceleration and ruggedness of Hudson-built cars, I am amazed at their fine economy."



The Smoothest Power Plants in Motordom

MOTORS built by Hudson cost more to build . . . so that they will cost you less to run. They produce more power from each cubic inch of displacement. And—backed by Hudson's leadership in producing the first integrally compensated crankshaft—they have a finesse—a smoothness of operation, unequalled in all of Motordom. We invite you to make this test. Drive *any* car . . . then drive a Hudson or Terraplane and *compare* the smoothness of their operation.

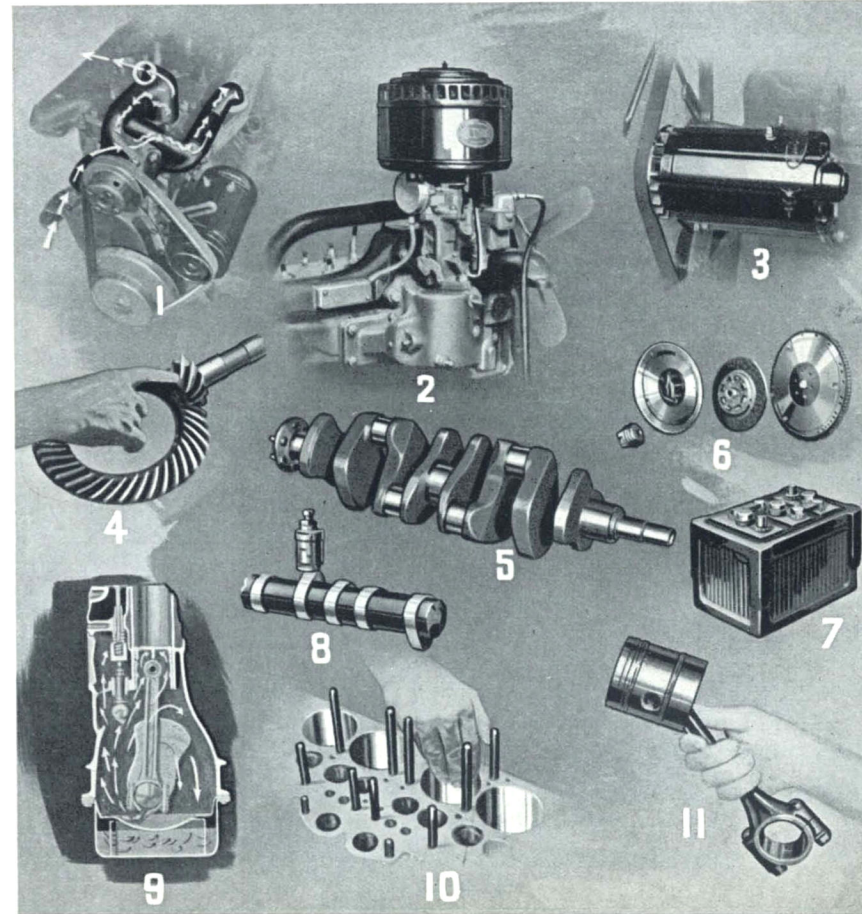
MECHANICAL FEATURES

Superior Design and Materials

- 1 Big water pump with six-blade impeller. *Result*—better cooling all through the engine. New thermostatic action in cooling system.
- 2 Downdraft carburettor, air cleaner and silencer, back-fire arrester, and radial manifold. *Result*—better carburettion, “better breathing” of fuel mixture with complete combustion.
- 3 Heavy-duty generator. *Result*—reserve electrical energy for radio and other electrical equipment.
- 4 Rear axle assembly with expensive molybdenum alloy steel in wide-toothed gears . . . heavy over-sized bearings . . . bigger shafts. *Result*—freedom from rear axle “growls” or grief . . . smooth, unfailing delivery of driving power to rear wheels.
- 5 Hudson and Terraplane crankshaft with integrally forged counterweights. *Result*—the smoothness in which these engines excel over all others in their field.
- 6 Triple-sealed oil cushioned clutch—Hudson and Terraplane’s exclusive property in the low-price field. *Result*—clutch action that never “grabs,” positive, velvety smooth transmission of power.
- 7 Large heavy duty battery. *Result*—greater electrical capacity for reserve current supplied by generator.
- 8 Roller cam tappet design with 3-inch tappet radius equivalent to a 6-inch roller. *Result*—longer interval of valve opening and better filling of cylinders with fuel mixture.
- 9 Patented Duo-Flo oiling system with two-way oil pump. *Result*—cooled oil, delivered to *all* working parts in quantities that are in direct ratio to car speed—twice as much at 60 as at 30. Complete lubrication from the first turn of the crankshaft, operates the same at 100,000 miles as at 10. Pumps two powerful streams of oil—one to front and one to rear of engine . . . full lubrication on hills.
- 10 Cylinder block of high chrome alloy . . . so hard that the special valve seats, needed in softer blocks, are unnecessary here. *Result*—faster heat dissipation . . . wear-resisting cylinder walls.
- 11 Silicon aluminium alloy pistons with *four* pinned rings lower on piston with oil ring near bottom. *Result*—alloy is lighter, cooler than cast iron. *Pinned* rings cannot turn and cause wear, either in rings or cylinder wall. Ring location keeps oil lower in bore where it cannot burn on hot upper surfaces . . . thereby affording greatest oil economy.

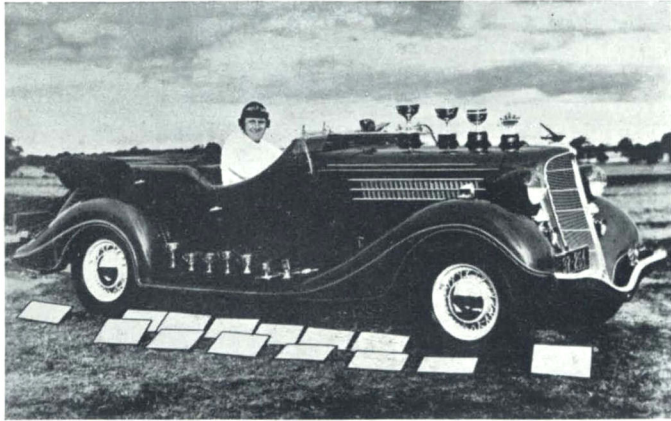
Ruggedness Proved Through 27 Years

Reliability, proved through the years by more than two and a quarter million Hudson-built cars, is visible on every hand. Look about you—the Hudson-built veterans you see on the streets and highways are evidence that Hudson ruggedness is *another* habit of long standing . . . a habit that has grown more than ever in this—Hudson’s 27th year.



HUDSON AND TERRAPLANE SUCCESSSES AND RECORDS

*Made possible by efficiency
Made frequent by reliability*



Mr. Les. Burrows, who has won innumerable Australian trophies and certificates with his Terraplane.

WORLD'S RECORD UNSUPERCHARGED STOCK CAR.

Hudson 8 Sedan . . .	1,000 miles at 85.8 m.p.h.
" " " . . .	1,000 miles in 11 hours 39 mins.
" " " . . .	22 hours at 84.5 m.p.h.
" " " . . .	5 miles at 93 m.p.h.

Hudson and Terraplane successes in Australian competitions covering Speed, Acceleration, Hill Climbing and Reliability are too numerous to list in this catalogue. Sufficient it is to say, that by all motorists—by the man in the street—Hudson and Terraplane are recognised as the *Stock Cars* of superlative performance.

List of records and successes forwarded on application.

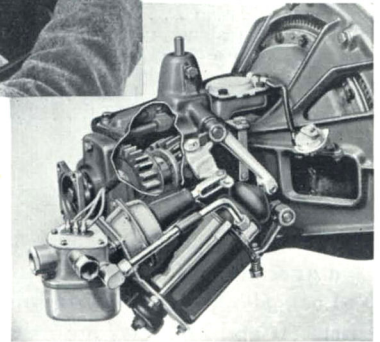
IT ALL POINTS TO RELIABILITY.

An Interesting Extra Fitting Available in Hudson and Terraplane

"THE ELECTRIC HAND" What it is for and What it is!

The Electric Hand simplifies driving. It has a direct appeal to nervous drivers. It brings owner-driving within reach of persons otherwise frightened to attempt to learn; likewise to those inca-

pacitated through loss of limb, etc. It does not involve a special gear-box; it is an attachment to the standard gear box which permits of the gear lever being discarded, and the driver changes gear by finger-tip movement without letting go the steering wheel. Gears may be *pre-selected* long before a change is made, in anticipation of a change—a SAFETY feature on dangerous hills whether ascending or descending, and a marvellous convenience in heavy traffic.



LADY DRIVERS APPRECIATE THE ELECTRIC HAND.

R A P L A N E C A R S



THESE SPECIFICATIONS TELL THE STORY OF TERRAPLANE'S UNMATCHED QUALITY

ENGINE.

88 horsepower, 6-cylinder, L-head type.
Bore, 3in.; Stroke, 5in.
Piston displacement, 212 cubic inches.
R.A.C. horsepower rating, 21.6.
Develops 88 horsepower at 3,800 r.p.m.
Compression ratio, 6.00 to 1.
Optional horsepower, 100 h.p. with 7.00 to 1 compression ratio.*
Pistons, silicon aluminium T-slot cam-ground type with four pinned rings.
Connecting rods drop forged.
Patented crankshaft, fully compensated, drop forged, statically and dynamically balanced, with integral counter-weights insuring extreme smoothness.



LUBRICATION.

Patented Duo-flo system with positive oil feed at all temperatures.
Labyrinthian oil cooling.
Oversize oil pump.
Oil reservoir refill capacity, 5 quarts.

CARBURETION.

Down-draft system.
1½in. carburetor manual choke.
Automatic choke and thermostatic heat control.*
Back-fire arrester.
Air Cleaner.
Dash pot throttle control.
Vapor-lock relief valve.

IGNITION.

Full automatic advance.
Moisture-proof distributor installation.
Large capacity—superior battery.
Octane adjustment.

GENERATOR.

Special extra-capacity ventilated type.
With voltage regulator.*

STARTER.

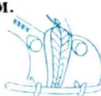
Finger-touch control, solenoid switch.

FUEL SYSTEM.

Rear mounted gasoline tank—14 gallons.
Fuel pump.
Fuel lines cooled to prevent vapor lock.
Level gauge on dash.

COOLING SYSTEM.

Centrifugal, six-blade pump driven by V-belt.
Improved silent fan.
Thermostat by-pass control of water circulation.*
Water temperature indicator on dash.*
Cooling system capacity, 11 quarts.



CLUTCH.

Oil-cushioned, single plate type with heat-treated cork inserts for smooth engagement and durability.
Soft pedal pressure.
Automatic clutch available as optional equipment at extra charge.

TRANSMISSION.

Synchro-shift type—three speeds forward, one reverse—with silent gears for slow or fast shifting. Interlock to prevent accidental slipping from gear mesh in any speed.
Automatic demeshing of low and reverse while in neutral, second or high speeds.
Oversize ball thrust bearing with needle pilot bearing for main shaft.
Constant mesh gears, S.A.E. 3440 electric furnace steel.
The Electric Hand, for pre-selective power-controlled gear shifting. (Optional equipment at extra charge.)

UNIVERSALS.

Roller bearing universal with tubular propeller shaft.

REAR AXLE.

Semi-floating type with nickel molybdenum steel gears and shaft.
Spiral bevel final drive.
Standard ratio, 4 1/9th to 1.

SPRINGS.

Long semi-elliptic type front and rear.
Rear springs have splayed mountings to materially increase spring space for transverse stability, eliminating roll and sway.
U-type self-adjusting spring shackles.
Improved oil-cushioned shock absorbers, adjustable for any type of ride desired.
Radial Safety Control with softer, smoother front springs designed only for suspension of car, and not for torque duty.



BRAKES.

Duo-Automatic Hydraulic brakes.
Internal expanding two-shoe design on all four wheels.
Supplementary mechanical service brakes, steel cable operated, with mechanical rotary equalizer on rear wheels.
Brake diameter, 10 1/8 in.
Brake width, 1 3/4 in.
Parking brake, steel cable operated, on rear wheels, with rotary equalizer.
Hand brake lever under coil.*
STEERING GEAR.
Hour glass worm and sector type.
Reduction, 17 to 1.
Timken roller front wheel bearing.
Heavy ball-bearing tie rod.
17in. steering wheel with natural finger grip.

FRAME.

Rigid, deep (6 3/4 in.) box girder type with X-cross member in centre and K-member at front, and with triple strength at points of greatest stress.
Entire rear structure of frame stiffened by heavy plate cross member forming floor of body, providing unit-steel construction of body and chassis.
Front frame structure carries engine mounting of rubber.

WHEELS.

16in. steel balanced drop centre type.

TYRES.

Oversize low-pressure type, 16 x 6.00in.

WHEELBASE.

115in. wheelbase; over-all length, 195in. bumper to bumper.

BODY.

With steel roof, steel floor and body structure of steel, reinforced with steel.
In unit with chassis—unit construction principle utilises the plate cross member of chassis as body floor, giving unmatched rigidity.
Box-girder type construction with double structure throughout, reinforced at forward end by double bulkhead formed by dash and cowl.



Instrument panel provides rigid cross member.
Roomy rear trunk houses tyre and baggage.
"Hercules" Glass in windshield.
"Hercules" Glass in wind deflectors.*
"Hercules" Glass available all round.

BODY VENTILATION.

Two-way sliding window-type ventilation.
Exclusive design wind deflectors in forward doors raise and lower independently and can be dropped completely into body.
Can be regulated to act as ventilating deflectors or wind-scoops.* (Custom.)
Automatic draught eliminator for winter driving; filtered air inlet.
Rear-quarter windows open providing vacuum air exhaust.*
Large cowl ventilator.

LIGHTS.

Headlamps streamlined to accord with body.
Toe switch on floor board for dim or bright.
Indirect lighting on instrument board.

UPHOLSTERY.

Genuine leather seats and squabs. Special chrome tan leather.*
Form-fitting seats and back cushion.
Upholstered arm rests in rear seat.*

EQUIPMENT.

Ash receiver in rear compartment.*
Generous dash package locker.
Adjustable sun visor.
Twin visors.*
Rohe rail.
Thief-proof door lock.
Shim-adjustable steering column.
Steel cored, rubber-covered steering wheel.
Twin vacuum windshield wiper.
Rear vision mirror.
Tell-tale lights for oil pressure and charging rate.
Speedometer.
Fuel level gauge.
Water temperature gauge.*
Centre arm rest in rear compartment.*
Assist straps.*
Foot rest.
Outside twin horns.*



This catalogue covers the general features of HUDSON and TERRAPLANE CARS. To ascertain what features are included in the price of each model, consult Distributor's Price List.

NOTE—We reserve the right to make changes in car design, equipment or color schemes at any time without incurring any obligation to install same on cars previously sold.
* Means not included in "Special."

HUDSON SPECIFICATIONS

ENGINE.

113 horsepower, 8-cylinder, L-head type (Hudson Super-Straight Eight).

93 horsepower, 6-cylinder, L-head type (Hudson Six).

Bore, 3in.; Stroke, 4½in. (Hudson Eight).

Bore, 3in.; Stroke, 5in. (Hudson Six).

Piston displacement, 254.47 cubic inches (Hudson Eight).

Piston displacement, 212 cubic inches (Hudson Six).

R.A.C. horsepower rating, 28.8 (Hudson Eight).

R.A.C. horsepower rating, 21.6 (Hudson Six).

Develops 113 horsepower at 3800 r.p.m. (Hudson Eight).

Develops 93 horsepower at 3800 r.p.m. (Hudson Six).

Compression ratio, 6.00 to 1 (Hudson Eight).

Compression ratio, 6.25 to 1 (Hudson Six).

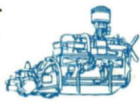
Optional horsepower, 124 h.p. with 7.00 to 1 compression ratio (Hudson Eight).

Optional horsepower, 100 h.p. with 7.00 to 1 compression ratio (Hudson Six).

Pistons, silicon aluminum T-slot cam-ground type with four pinned rings.

Connecting rods drop forged.

Patented crankshaft, fully compensated, drop forged, statically and dynamically balanced, with integral counter-weights, insuring extreme smoothness.



LUBRICATION.

Patented Duo-flo system with positive oil feed at all temperatures.

Labyrinthian oil cooling.

Oversize oil pump.

Oil reservoir refill capacity, 7 quarts (Hudson Eight).

Oil reservoir refill capacity, 5 quarts (Hudson Six).

IGNITION.

Full automatic advance.

Moisture-proof distributor installation.

Octane adjustment.

Large capacity—superior battery.

COOLING SYSTEM.

Centrifugal, G-blade pump, driven by V-belt.

Improved silent fan.

Thermostat by-pass control of water circulation.

Water temperature indicator on dash.

Radiator capacity, 20 quarts (Hudson Eight).

Radiator capacity, 13 quarts (Hudson Six).



CARBURETION

Down-draft system.

1½in. carburetor, fitted with automatic choke and thermostatic heat control.

Air cleaner.

Back-fire arrester.

Dash pot throttle control.

Vapor-lock relief valve.

GENERATOR.

Special heavy-duty, extra-capacity, ventilated type with voltage regulator.

STARTER.

Push-button control, solenoid actuated heavy-duty type.

FUEL SYSTEM.

14-gallon, rear mounted, gasoline tank.

Fuel pump.

Fuel lines cooled to prevent vapor lock.

Level gauge on dash.

CLUTCH.

Oil-cushioned, single-plate type, with heat-treated cork inserts for smooth engagement and durability.

Soft pedal pressure.

Automatic clutch available as optional equipment at extra charge.

TRANSMISSION.

Synchro-shift type—three speeds forward—one reverse (with silent gears for slow or fast shifting).

Interlock to prevent accidental slipping from gear mesh in any speed.

Automatic demeshing of low and reverse while in neutral, second or high speeds.

Oversize ball thrust bearing with needle pilot bearing for main shaft.

Constant mesh gears, S.A.E. 3440 electric furnace steel.

The Electric Hand, for pre-selective power-controlled gear shifting. Optional equipment on all models at extra charge.



UNIVERSALS.

Roller bearing universal with tubular propeller shaft.

REAR AXLE.

Semi-floating type with nickel molybdenum steel gears and shaft.

Spiral bevel final drive.

Standard ratio, 4 1/9th to 1.

SPRINGS.

Long semi-elliptic type front and rear.

Rear springs have splayed mountings to materially increase spring space by transverse stability, eliminating roll and sway.

U-type self-adjusting spring shackles.

Improved oil-cushioned shock absorbers, adjustable for any type of ride desired.

Radial Safety Control with softer, smoother springs designed only for suspension of car, and not for torque duty.



BRAKES.

Duo-Automatic Hydraulic service brakes.

Internal expanding two-shoe design on all four wheels.

Supplementary mechanical service brakes, steel cable operated, with mechanical rotary equalizer, on rear wheels.

Parking brake, steel cable operated, on rear wheels, with rotary equalizer.

Hand brake lever, under left front cowl.

Brake diameter, 11 1/8 in. (Hudson Eight).

Brake diameter, 10 7/8 in. (Hudson Six).

Brake width, 1 3/4 in. (Hudson Eight).

Brake width, 1 3/4 in. (Hudson Six).

STEERING GEAR.

Hour glass worm and sector type.

Reduction, 17 to 1.

Timken roller front wheel bearing.

Heavy ball-bearing tie rod.

17in. steering wheel with natural finger grip.

Spring steel spokes on 127in. wheelbase model.

FRAME.

Rigid, box girder type 7in. deep, with X-cross member in centre and K-member at front—triple strength at points of greatest stress.

Entire rear structure stiffened by heavy plate chassis cross member forming floor of body, providing unit-steel construction of body and chassis.

Front frame structure carries engine mounting of rubber.

WHEELS.

16in. steel balanced drop centre type.

TYRES.

Oversize low-pressure type, 16 x 6.25 inch (Hudson Six and Eight).

Oversize low-pressure type, 16 x 6.50 inch (Hudson Eight, 127 inch wheelbase).

WHEELBASE.

120 and 127 inches (Hudson Eight).

120 inches (Hudson Six).

BODY.

With steel roof, steel floor and body structure of steel, reinforced with steel.

In unit with chassis—unit-construction principle utilizes plate cross member of frame as floor of body, giving unmatched rigidity.

Box girder type construction with double structure throughout, reinforced at forward end by double bulkhead formed by dash and cowl.



Instrument panel provides rigid cross member.

Roomy rear trunk accommodates tyre and baggage.

"Hercules" Glass standard in windshield and wind deflectors and available for all windows.

BODY VENTILATION.

Draughtless type exclusive with Hudson-built cars.

Exclusive design wind deflectors in forward doors, raise and lower independently and can be dropped completely into body and can be regulated to act as ventilating deflectors or wind-scoops. (Custom.)

Automatic draught eliminator and filtered air inlet.

Rear quarter windows open, providing vacuum air exhaust. Controls above windows.

LIGHTS.

Headlamps streamlined to accord with body. Toe switch on floor board for dim and bright.

Indirect lighting on instrument board with rheostat control for brightness.

Front compartment flood light on extension cord behind cowl.

Twin tail lamps.

UPHOLSTERY.

Genuine leather cushions and squabs, chrome tan.

Form-fitting seats and back cushion.

Upholstered centre arm rests in rear seat, and front seat in 127in. models.



EQUIPMENT.

Two ash receivers in rear compartment.

Generous dash package locker.

Two sun visors.

Theft-proof door lock.

Shim-adjustable steering column.

Steel cored, rubber-covered steering wheel.

Spring-steel spoke wheel in Hudson Eight, 127in. models.

Twin vacuum windshield wipers.

Rear vision mirror.

Speedometer.

Fuel level gauge.

Robe rail.

Water temperature gauge.

Tell-tale lights for oil pressure and charging rate.

Assist straps.

Foot rest.

Complete lock equipment for doors, package locker and rear compartment.

Twin horns. Air horns on Hudson Eight, 127in. models.



DISTRIBUTORS FOR NEW SOUTH WALES:

DALGETY & COMPANY LIMITED

136 PHILLIP STREET, SYDNEY

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



The Latest

H U D S O N & T E R R A P L A N E C A R S



FOREWORD on HUDSON and TERRAPLANE

A STYLE event—cars that sparkle with fresh new beauty. A size sensation—20% more room than other popular priced cars.

And beneath this bigness and beauty—the safest cars on today's highways! With the *world's first safety engineered chassis* combined with sedan bodies *all* of steel—bodies now brought to new heights of strength and beauty with an improved all-steel roof.

Ride and drive—and find what's happened to motoring as a result of 5 *things you never saw before*. Boulevard smoothness on any road. New "road sense" with steering that is true, almost effortless. Hydraulic brakes, *doubly* safe through a wholly new design. A surprisingly new and better way to eliminate those winter draughts that have always chilled feet and legs. And, over every foot of any road, a steadiness and solid "feel" in riding and driving that mean *safety* all the way.

Under all this, you find unbeatable Hudson and Terraplane performance—proved by scores of official records. Economy of 18 and 22 miles and more per gallon of petrol, sworn to by thousands of owners. Reliability, proved through the years by more than two and a quarter million Hudson-built cars. Hudson and Terraplane for 1936—thoroughly in keeping with Hudson's 27-year habit of bringing you first the new things that really count. With new beauty . . . greater size . . . characteristic performance, economy and ruggedness . . . and 5 *things you never saw before*.

HUDSON 8—120 and 127 inch Wheelbase . . . 113 and 124 Horsepower. HUDSON 6—120 inch Wheelbase . . . 93 and 100 Horsepower.

TERRAPLANE 6—115 in. Wheel-base . . . 88 and 100 Horsepower.

This catalogue covers the general features of HUDSON and TERRAPLANE CARS. To ascertain what features are included in the price of each model, consult Distributor's Price List.

5 THINGS YOU NEVER SAW BEFORE

- 1. RADIAL SAFETY CONTROL**
—a wholly new principle in safety chassis engineering—that makes *riding* safer, *steering* safer and *stopping* safer than ever before.
 - 2. THE RHYTHMIC RIDE**
—long, gentle, "natural rhythm" springs are free for the first time from steering and braking strains—combining cushioned riding with new *stability* that means greater *safety*.
 - 3. TRU-LINE STEERING**
—a new principle that enables the car to hold its direction without swerving or "wandering," unaffected by spring action, braking or road conditions.
 - 4. DUO-AUTOMATIC HYDRAULIC BRAKES**
—the first hydraulics that give *double safe* stopping with a separate safety braking system which takes hold *automatically* in emergencies.
 - 5. AUTOMATIC DRAUGHT ELIMINATOR**
—now added to Hudson's exclusive Year-'Round Ventilation System to automatically equalize air pressures inside and outside the car—eliminating floor draughts.
- PLUS—Everything That "Built by Hudson" Means. *Performance* that everyone knows. *Economy* proved again and again in official tests . . . in notarized records from thousands of owners. *Ruggedness and safety* in bodies *all* of steel built in a rigid unit with the *world's first safety chassis*. And *size* that speaks for itself . . . one look and you see what a difference 20% more room makes.

A CUSTOM CAR INTERIOR

*One Fifth Bigger
Than Cars Costing Many Times More*

A CRAMPED car interior is no longer the penalty that low price car buyers must endure. Such big car luxury as you see on these pages is no longer the privilege of the few. Whether a Hudson or Terraplane interior it is real roominess, and the pictures can't do it justice!

Here is an interior a full ONE-FIFTH BIGGER INSIDE than *many* cars costing pounds and pounds more. . . .
Extra leg room, elbow room, shoulder room and hat room.

A real SIX-passenger car, too, with seats three inches wider—as wide as many sofas. Upholstery, including the finest of Chrome Tan Leather over deep, "springy" seats and padded backs, all contoured to give you perfect comfort.

Nothing has been overlooked—rear seat arm rests, assist cords, built-in ash receptacle, dome light, adjustable front seat and steering wheel. And, in the instrument panel, a package locker 11 inches wide, 6 inches high and 12 inches *deep*. Radio built in when you order it with your car.

And, seated at your ease, in this roomier interior—you'll find a new sensation in smoother, easier, safer riding . . . *Rhythmic* riding in front seat *or* back.

Two folding seats, making total accommodation for 8 passengers, are available in the Hudson 8-cylinder 127 inch wheelbase Sedan.

1—Plenty of room for six wide-shouldered adults. 2—A completely clear front compartment when with Electric

Hand. 3—W-i-d-e doors . . . 35 inches wide at the floor. 4—Assist cords near at hand. 5—Front seat adjustment, easily operated, positive locking.

