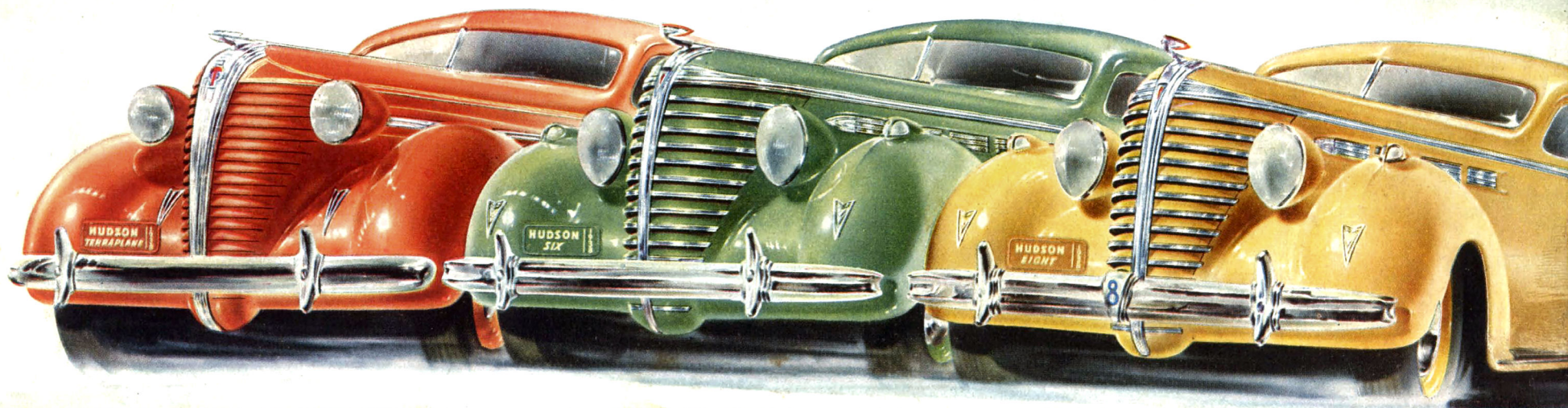


HUDSON *Terraplane* • **HUDSON** *Six* • **HUDSON** *Eight*

WITH SIX STAR MOTOR



MEET HUDSON

**SIXES
AND
EIGHTS**



3 BRILLIANT NEW CARS

*that cost you less for what you get
than any other cars in the world*



HUDSON Terraplane

Custom and Super Series
96 and 101 HORSEPOWER
117-INCH WHEELBASE

HUDSON Six

WITH SIX STAR MOTOR
101 HORSEPOWER
122-INCH WHEELBASE

HUDSON Eight

Custom and Club Series
122 HORSEPOWER
122 and 129-INCH WHEELBASES

Quality More Than Ever Before

BIGGER • ROOMIER • WITH NEW LUXURY • NEW DRIVING EASE

Hudson proudly announces three really unusual new cars . . . all under the Hudson banner.

These new Hudsons have been designed from the ground up with the one idea of giving more for the money than buyers can get anywhere else.

Each of them, we believe, establishes an entirely new standard of values. Each brings brilliant new style and luxury, and more room than ever . . . backed by performance,

economy and long life hard to match in any other fine cars.

Hudson's Selective Automatic Gear Change . . . still further improved for 1938 . . . is now entering its fourth year, proved by thousands of owners and more than a billion miles of driving.

When you meet the three new Hudsons, it is our confident belief that you will meet cars that give buyers more for what they pay than any others. Drive Hudson and discover the still finer performance built into cars already recognised as performance champions.

MEET HUDSON *Terraplane* . . . CUSTOM AND SUPER SERIES

**96 and 101 HORSEPOWER
117-INCH WHEELBASE**

This year brings *new* Hudson Terraplanes in Custom and Super Series, with brilliant new beauty . . . bigger . . . roomier . . . with a luxury interior beyond any previous idea of what such a price could buy. All backed by the performance, economy and long life which have been proved over and over again in official tests and actual owner experience.

To *meet* these Hudson Terraplanes is to *see* and *appreciate* all that has been done to bring you new size and beauty . . . that go right along with the 117-inch wheelbase.

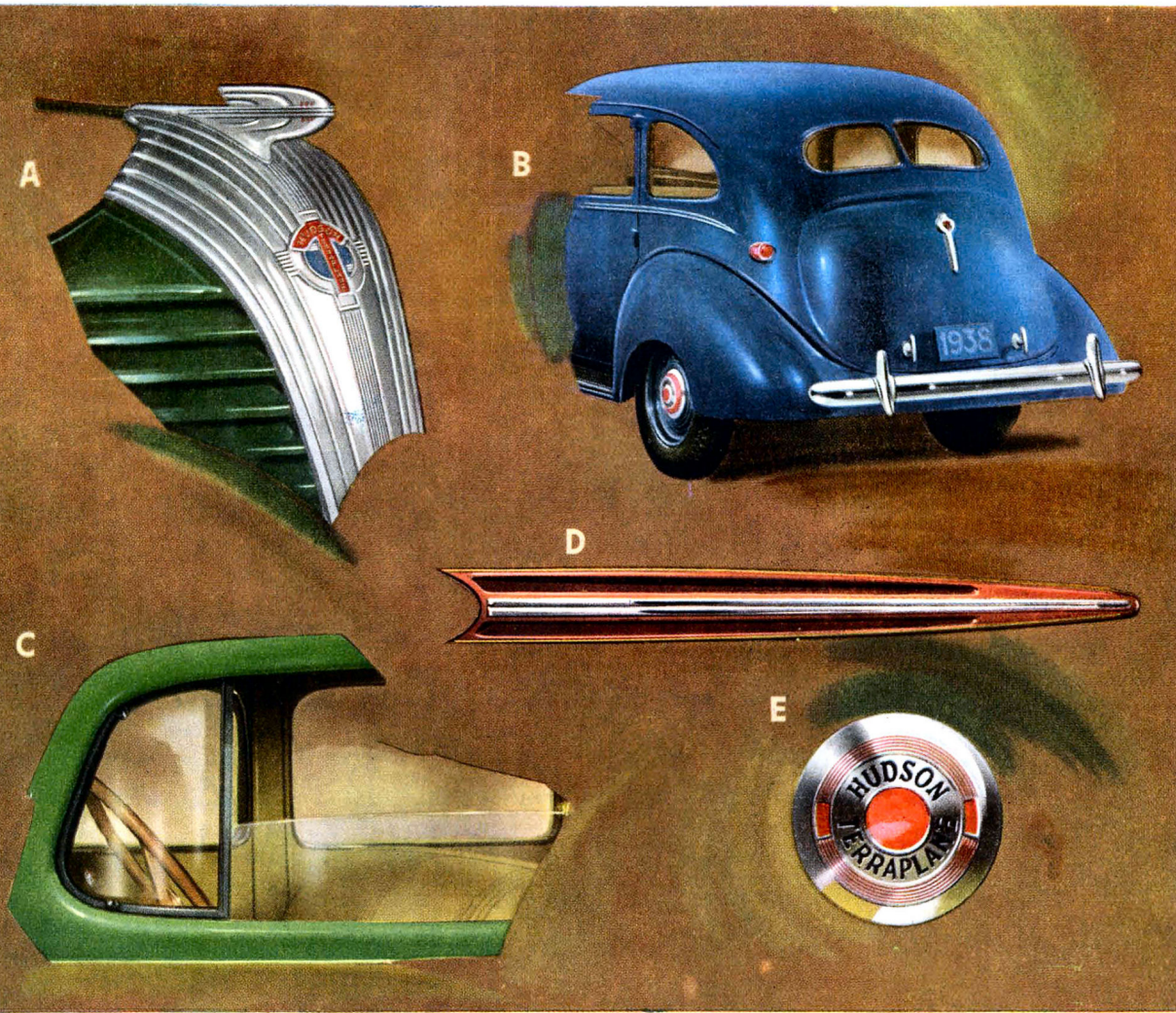
DRIVE . . . Discover Quality

But, to really *know* all the quality Hudson Terraplanes offer . . . you must *drive* them! And discover greater room and comfort than ever before plus new riding ease. And *top* performance . . . a combination of *smooth* horsepower, *proved* economy, and the inherent long life that Hudson builds into every car.

MORE for Your Money

Operating cost? Economy proved by official test, winning over every leading competitor. And the freedom from repair costs to be expected in cars built of finer, stronger metals throughout. *Resale value?* Long life and advanced features bring unusually high resale prices in cars built by Hudson.

Such are the facts behind the reputation of these cars . . . a reputation we are confident will be made still greater with these new Hudson Terraplanes.



A—Distinctive radiator ornament and new Hudson Terraplane nameplate. **B**—Newly designed dual tail lamps now mounted on the body . . . smart new medallion . . . massive fenders sweeping gracefully into body lines and well down over wheels . . . the added protection of broad, newly styled

bumpers and bumper guards. **C**—A high-priced car feature . . . wind deflector ventilation in front doors. **D**—New Hudson Terraplane louvre design adds a new beauty note to the increased length of the hood. **E**—New hub-cap design identifies every Hudson Terraplane.

MEET HUDSON *Six*... WITH THE SIX STAR MOTOR

101 HORSEPOWER
122-INCH WHEELBASE

Hudson presents the new Hudson Six in custom series . . . with distinctive new style . . . *measurably* bigger and more roomy . . . with an unusually luxurious interior design. All on a chassis with a 122-inch wheelbase . . . powered by 101 smooth horsepower from the new Six Star Motor.

Drive this Hudson Six, to discover performance beyond that of most Eights. Observe new luxury inside, matching the new exterior size and beauty. Experience the riding comfort engineered into the long 122-inch wheelbase chassis. Discover the result of every one of the six truly great qualities in Hudson's Six Star Motor.

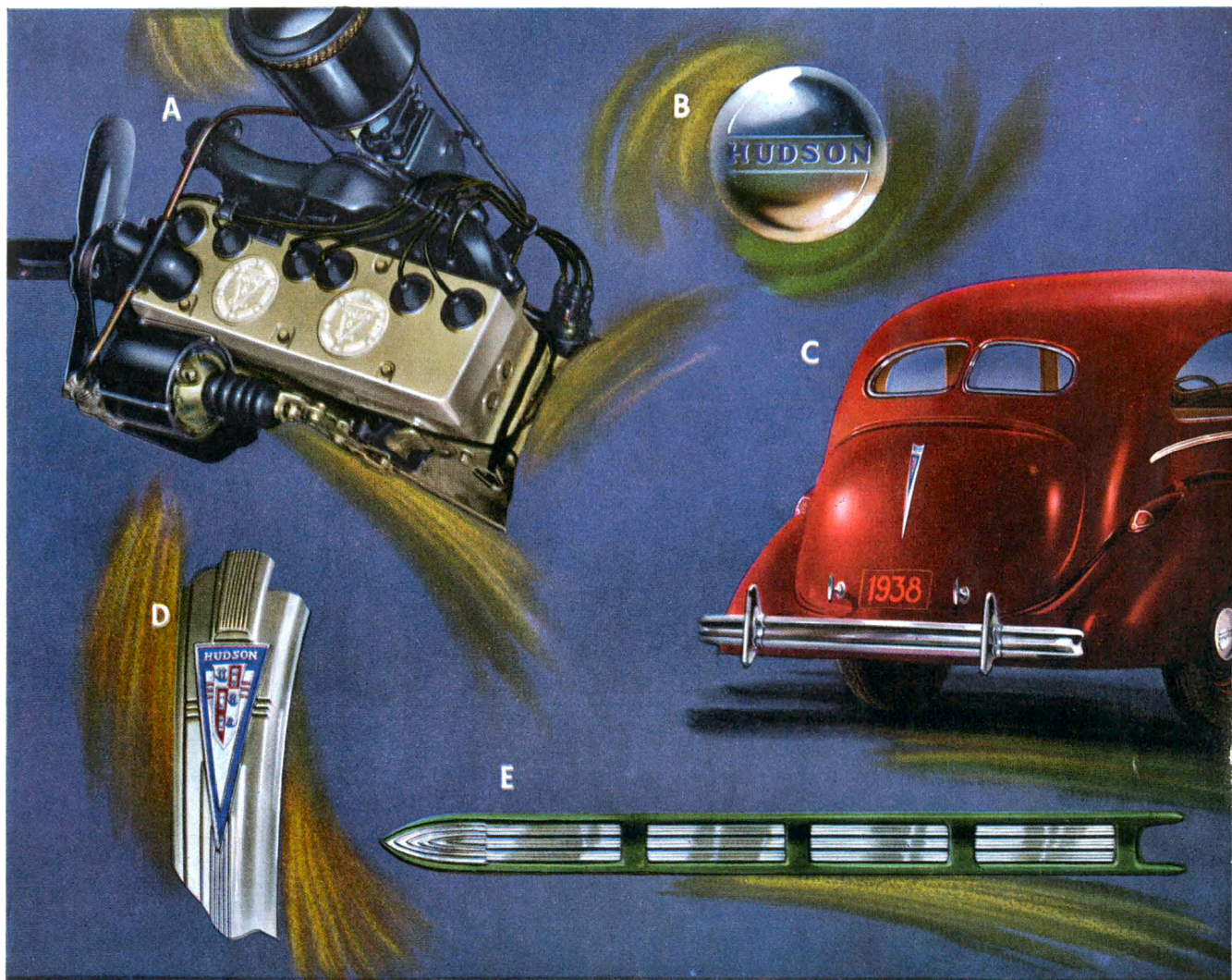
Six Outstanding Qualities

One star is for Duo-Flo Lubrication, finest oiling system in any car. Two . . . Dual Carburetion, for more power and greater economy. Three . . . Full Range Acceleration . . . instant pick-up from a standing start or from one speed range to another. Four . . . unequalled smoothness and quietness. Five . . . long life, from the use of finer, harder, stronger metals. And Six . . . outstanding economy.

QUALITY Through and Through

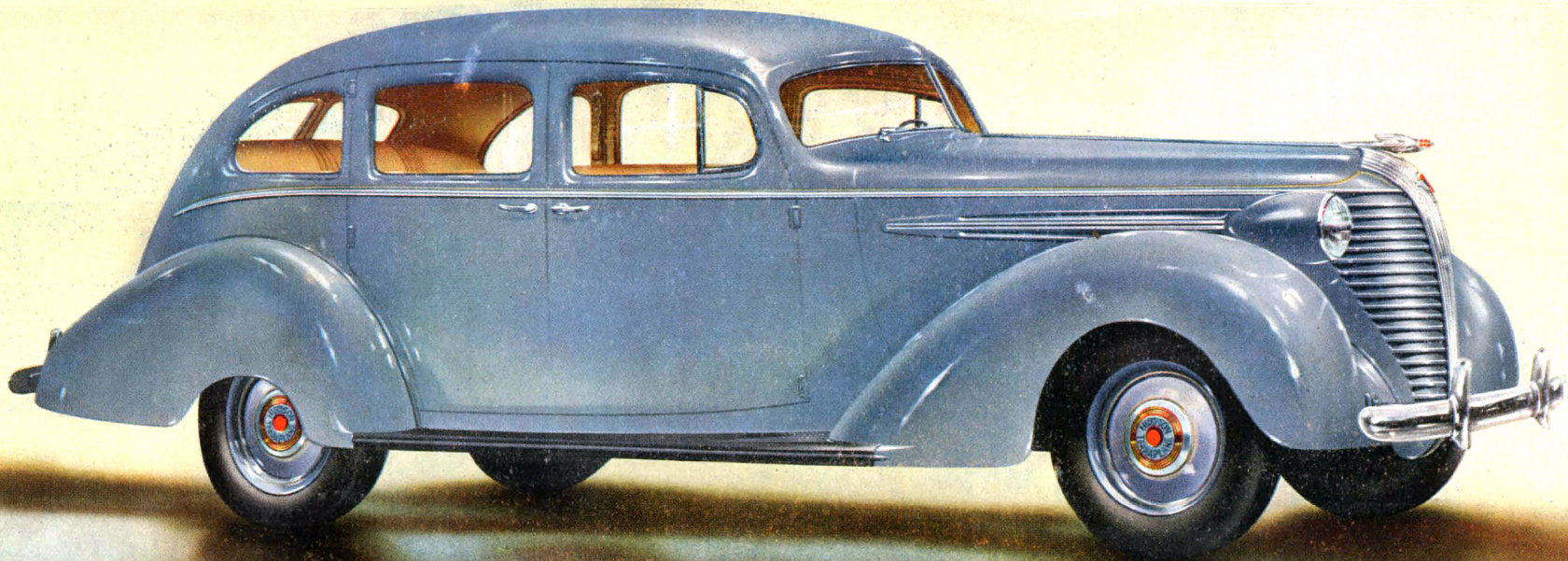
And, of course, you can expect all of the famous characteristics found in Hudson cars . . . the long life and economy *proved* both in official tests and actual owner experience . . . greater value at resale from features that have changed trends in the industry.

For outstanding value in the price field where this car is placed . . . meet and drive the new Hudson Six!



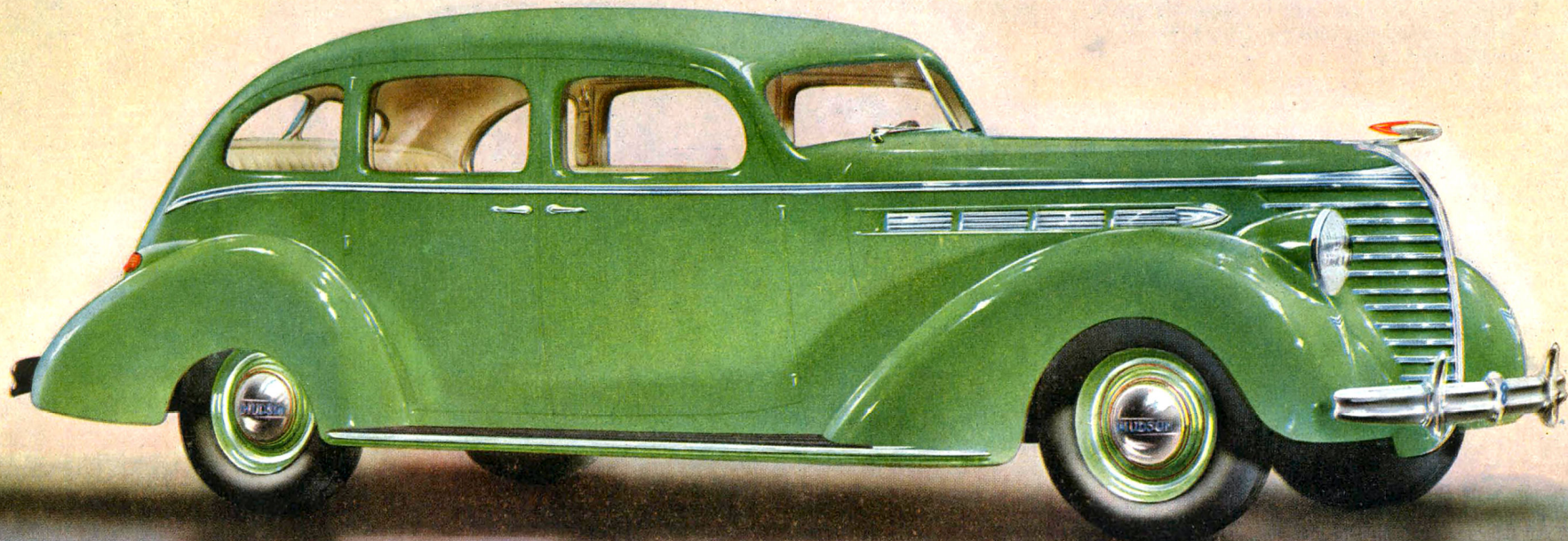
A—Identifying design of the Six Star Motor in the Hudson Six. **B**—Wheels are solid steel with the Hudson name on the hub caps. **C**—Smart twin windows, distinctive placement of tail lamps as part of rear fender design, distinctive new rear bumper with deep protecting bumper guards . . .

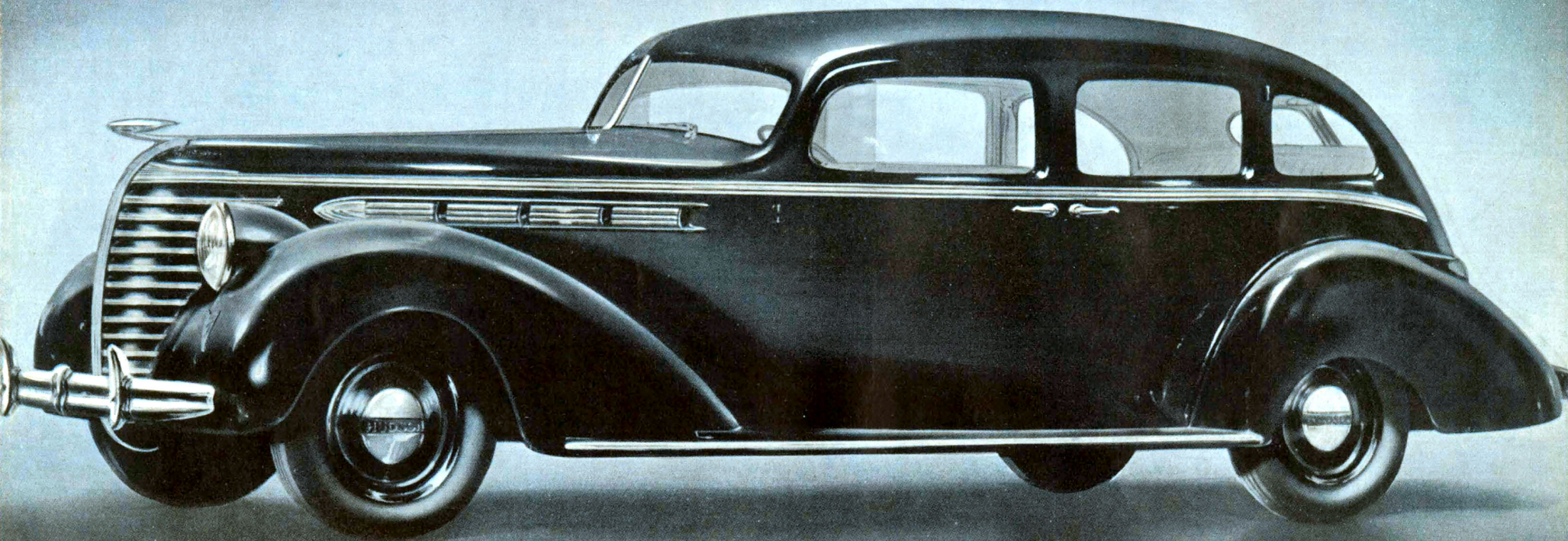
all contribute to outstanding rear view appearance. **D**—The Hudson nameplate in an attractive new design on the radiator . . . symbol of the newness throughout this car. **E**—Newly designed hood louvres, longer to conform with the greater hood length, are trimmed in brilliant chromium.



(Above) HUDSON Terraplane Sedan . . . Custom and Super Series
For 6 Passengers . . . With Trunk Compartment
96 and 101 HORSEPOWER . . . 117-INCH WHEELBASE
Selective Automatic Gear Change an optional extra
Armour plate Safety Glass in Windscreen, all side windows and deflectors at no extra cost.

(Below) HUDSON Six and Eight Custom Sedan
For 6 Passengers . . . With Trunk Compartment
101 and 122 HORSEPOWER . . . 122-INCH WHEELBASE
Selective Automatic Gear Change an optional extra
Armour plate Safety Glass in Windscreen, all side windows and deflectors at no extra cost.





HUDSON Eight Club Sedan

On 129-inch Wheelbase . . . The greatest Hudson of them all in roominess and luxury

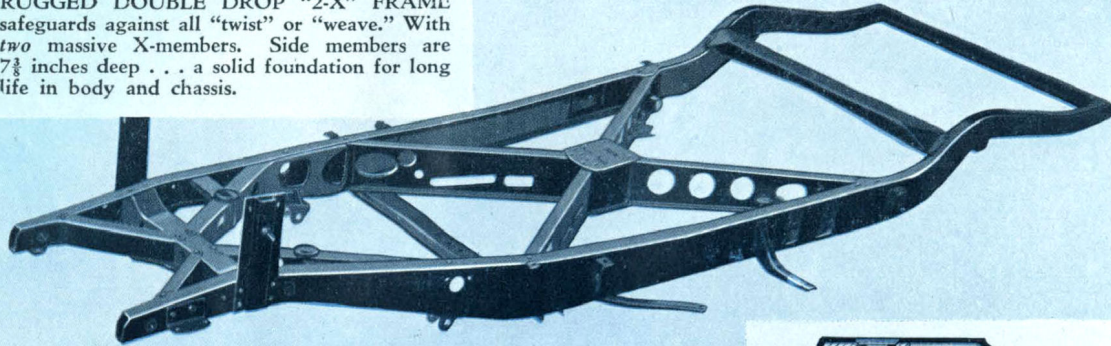
122 HORSEPOWER . . . With Trunk Compartment

Selective Automatic Gear Change an optional extra

Armour plate Safety Glass in Windscreen, all side windows and deflectors at *no extra cost.*

DRIVE HUDSON .. for Extra Value as Long As You Drive It

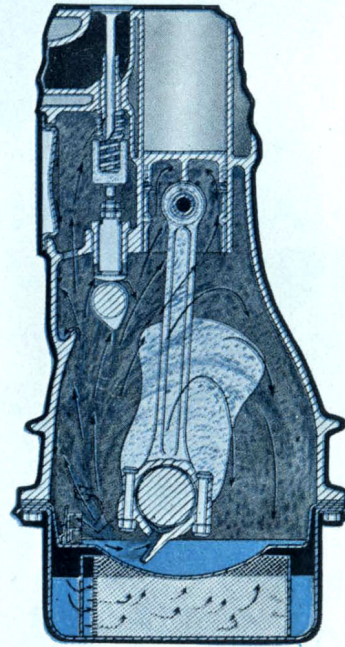
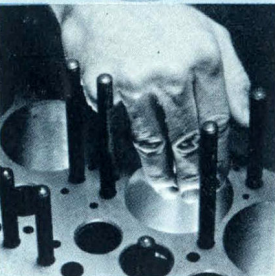
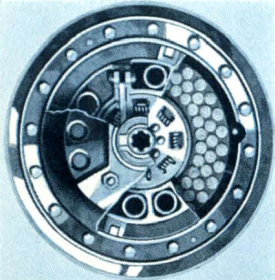
RUGGED DOUBLE DROP "2-X" FRAME safeguards against all "twist" or "weave." With *two* massive X-members. Side members are $7\frac{1}{2}$ inches deep . . . a solid foundation for long life in body and chassis.



TRIPLE-SEALED OIL-CUSHIONED CLUTCH . . . (left) *patented and exclusive* in Hudson and Hudson Terraplane. Clutch surfaces *glide* together in a film of oil . . . no bone-dry friction to shorten clutch life. Here is an important factor in the superior operation of Selective Automatic Gear Change.

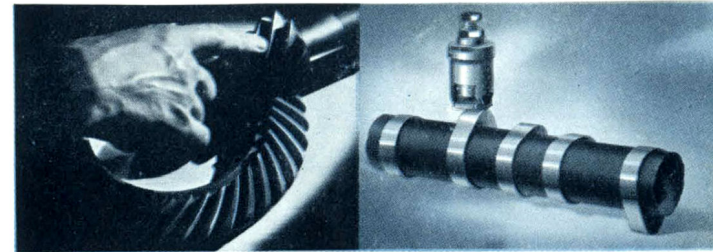
DUO-FLO LUBRICATION . . . (right) another "exclusive" for Hudson and Hudson Terraplane. The *only* oiling system that supplies oil in exact ratio to engine speed . . . that lubricates every working part at the first turn of the crankshaft, even in cold weather . . . that *cools* oil as it circulates it . . . that works the same on hills as on level ground . . . and that has no "wear out" to it, lubricating as perfectly at 100,000 miles as the day it leaves the factory.

CHROME ALLOY CYLINDER BLOCK . . . (left) so hard that special valve seats are unnecessary. Naturally, in a block so much harder than the usual cast iron, cylinder walls are wear-resisting and keep their glass-hard smoothness.



Long Life Built in Hudson and Hudson Terraplane Protects Your Motor Car Investment

The extra value you get in one of these cars when it is new will still be there when it is old. Long life and low upkeep cost have been proved again and again . . . by Hudson built cars still in daily use after 125,000, 150,000, 175,000 miles and more. Hudson again, as in the past, brings you great *new* improvements that keep cars "young" even after years of use. That is why, when you see lists showing re-sale values, you find cars built by Hudson *up with the leaders*.



REAR AXLE GEARS . . . wide-toothed, of costly nickel molybdenum steel for long life . . . silent, trouble-free operation.

ROLLER CAM TAPPET DESIGN allows longer interval of valve opening . . . better fuel combustion in cylinders.



BALANCED CRANKSHAFT with integrally forged counterweights . . . *first* developed by Hudson and perfected through the years . . . gives Hudson and Hudson Terraplane a combination of *unmatched* smoothness and long life.

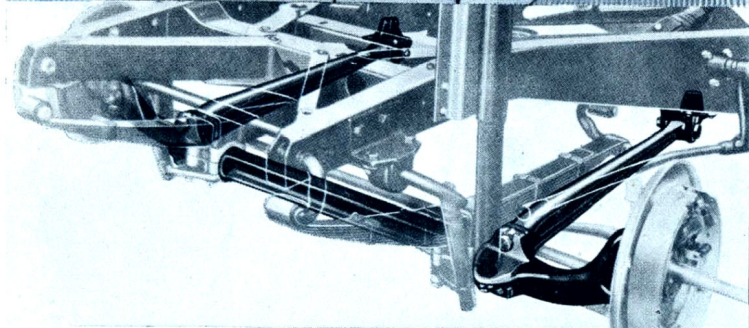
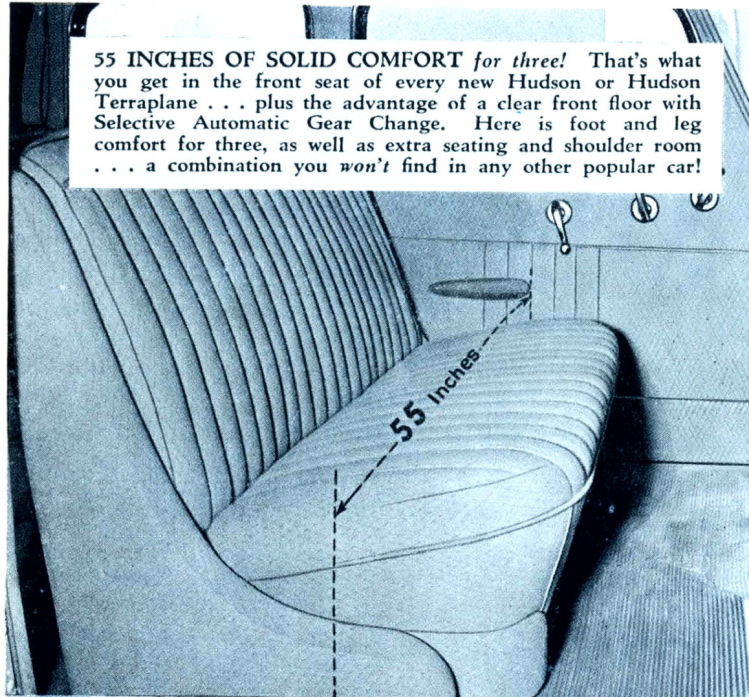
SILICON ALUMINIUM ALLOY PISTONS with four pinned rings. Lighter, yet far longer wearing than the heavier cast iron type. Drop forged connecting rods are even stronger than before . . . perfect alignment at bearings.



DRIVE HUDSON

.. for Greatest Room and Riding Comfort

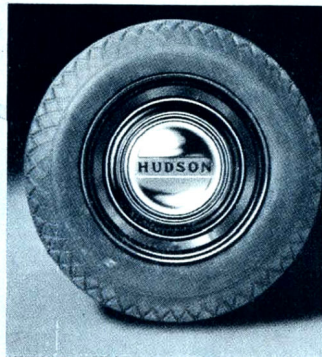
55 INCHES OF SOLID COMFORT for three! That's what you get in the front seat of every new Hudson or Hudson Terraplane . . . plus the advantage of a clear front floor with Selective Automatic Gear Change. Here is foot and leg comfort for three, as well as extra seating and shoulder room . . . a combination you *won't* find in any other popular car!



RADIAL SAFETY CONTROL, engineered into the chassis of Hudson and Hudson Terraplane has improvements in the heavy forged steel arms that hold the sturdy axle in a true radial arc. And, for easier handling, new roller-tooth steering gears are an important factor in riding comfort, when combined with long, gentle leaf springs, free from steering or braking strains.



MORE LEG ROOM THAN EVER BEFORE for rear seat passengers with this increase in the roominess of Hudson and Hudson Terraplane rear passenger compartments. Dotted lines in the picture above indicate the generous leg room in these cars last year . . . while the solid figure indicates how *even more room* is now provided.



(Left) **BIG CUSHIONING TIRES** smooth out inequalities in highway surfaces . . . share greatly in still furthering the reputation of the "easy-riding Hudsons."

Roomiest of All Popular Cars . . . and the Only Cars with Radial Safety Control

Pound for pound, no other car can match the Hudsons and Hudson Terraplanes in *roominess*.

Widest front seats in any popular car. *Extra* room all round for heads, shoulders, elbows. And, *even more room* for legs to stretch away out in the rear passenger compartment, without subtracting one fraction of an inch from the extra leg room in front.

Generous Baggage Room, Too

There is plenty of extra room for baggage and packages! Big capacious trunks or built-in compartments, a feature originated by Hudson, afford ample room for luggage with space to spare for the extra wheel and tyre. And if the spare tyre is carried in the front fender, even this generous room is increased 50 per cent.

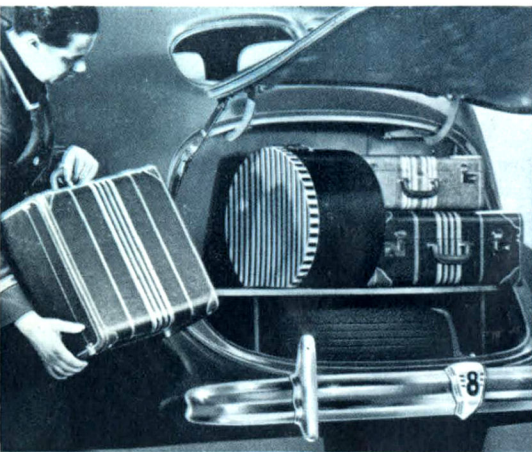
World's Easiest Riding and Steering

Under all this extra room, there's a chassis *engineered for comfort*. Weight is scientifically distributed to give maximum riding ease.

And with this, is Hudson's *exclusive* contribution to smooth, comfortable riding . . . Radial Safety Control. This principle retains the safety of a sturdy front axle. And long *leaf* springs . . . proved ideal for easy riding . . . are freed from all steering and braking strains, with nothing to do but *cushion your ride*.

Radial Safety Control frees steering from road shocks and braking strains. And new roller-tooth gears make steering amazingly accurate . . . amazingly responsive.

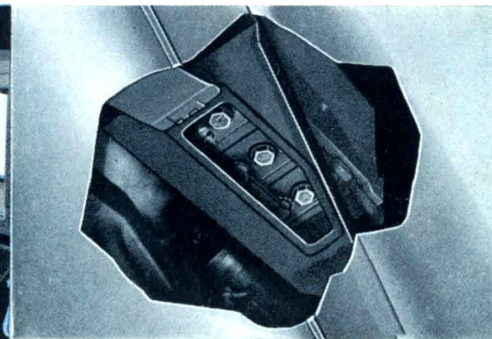
DRIVE HUDSON . . . *Enjoy These Modern Conveniences*



ROOM TO SPARE for luggage and spare wheels in the big built-in trunk compartments of Hudson and Hudson Terraplane. A total of 20 cubic feet of space. Wide, deep doors, opening from the bottom, give easy access to trunk interiors.



RECORD ROOMINESS of 1002 cubic inches in the package locker, built-in at the instrument panel of all models. Plenty of space for objects too large for the ordinary glove-box-type locker.



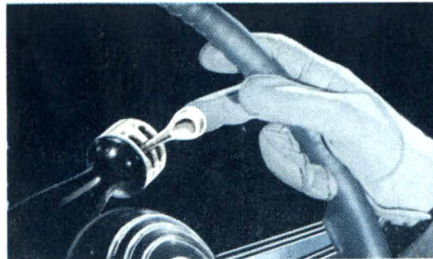
BATTERY UNDER THE BONNET . . . a Hudson innovation last year widely acclaimed for convenience and for longer battery life . . . makes efficient servicing easy, without opening doors or disturbing front seat passengers.

DRIVE HUDSON .. *with Selective Automatic Gear Change*

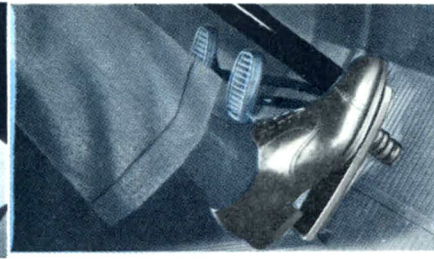
With Selective Automatic Gear Change (fitted to a standard type Gear Box), Hudsons and Hudson Terraplanes practically drive themselves! Change gear where or when you want to simply by flicking a finger at the wheel and lifting a toe from the accelerator—the car then does all the work for you, automatically.

Remember, Hudson's Selective Automatic Gear Change has important advantages no other automatic devices can offer, including the only oil cushioned clutch, so necessary for smooth, easy gear changing. And with this new driving ease, you have the advantage of a *clear front floor*—full three passenger foot and leg room as well as seating room.

The only Proved Automatic Gear Change, now entering its fourth year . . . An optional extra on all Hudsons and Hudson Terraplanes

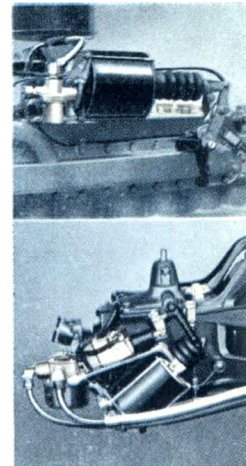


A FLICK OF THE FINGER, up at the steering wheel . . . that's all you do to select gears. Same familiar gear positions . . . nothing new to learn.

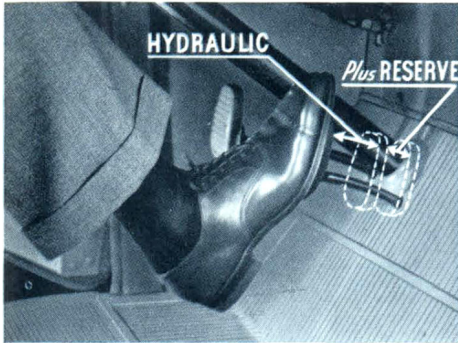


A LIFT OF THE TOE at the accelerator . . . and you change automatically to any gear you select. No pushing on a clutch pedal, ever!

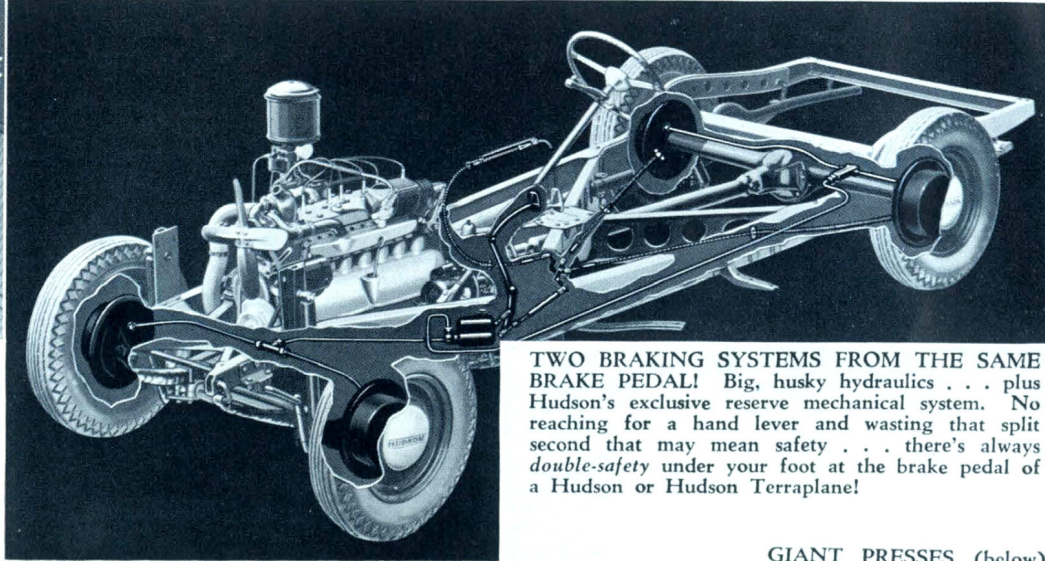
SMOOTH, POSITIVE CHANGING is done by vacuum power . . . not by electricity. No battery drain. At right are illustrated the two simple perfected mechanical units on the motor that take all the work out of gear changing. **AS RELIABLE AS THE SELF-STARTER.**



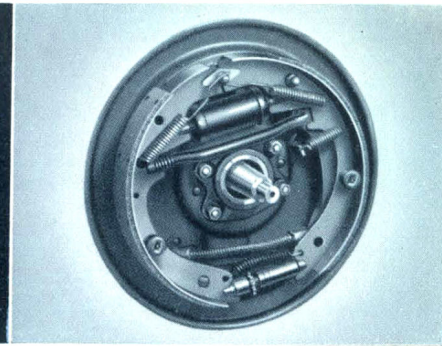
DRIVE HUDSON .. and Ride in the Safest Cars of all



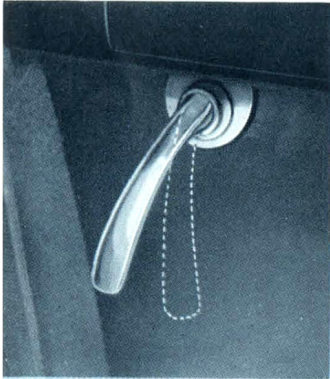
SAFEST STOPPING EVER BUILT INTO ANY CARS . . Duo-Automatic Hydraulic Brakes *exclusive* on Hudson and Hudson Terraplane. Even if hydraulics should be disconnected, the pedal moves down a little farther and a separate *reserve* braking system takes hold, *automatically!*



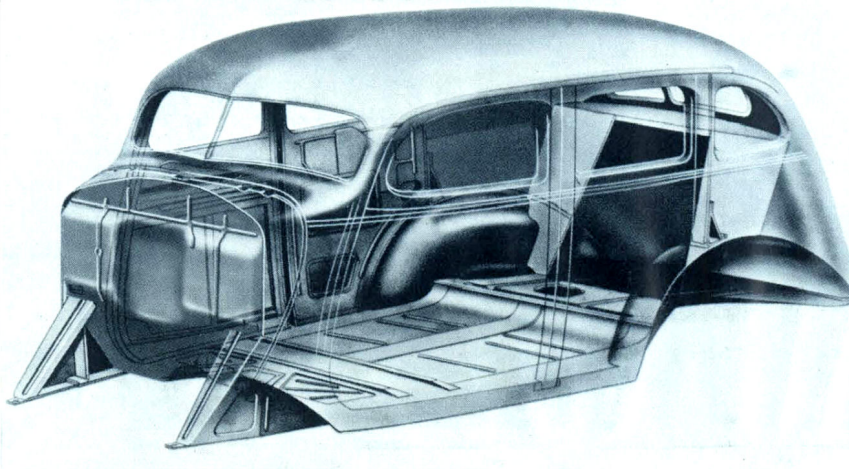
TWO BRAKING SYSTEMS FROM THE SAME BRAKE PEDAL! Big, husky hydraulics . . . plus Hudson's exclusive reserve mechanical system. No reaching for a hand lever and wasting that split second that may mean safety . . . there's always *double-safety* under your foot at the brake pedal of a Hudson or Hudson Terraplane!



SERVO-ACTION in Duo-Automatic Hydraulic Brakes makes the momentum of the car *work for you*. At light pedal pressure, the big brake shoes are drawn against the brake drum with perfect contact all over the extra-large lining area . . . while the motion of the car helps apply braking pressure.

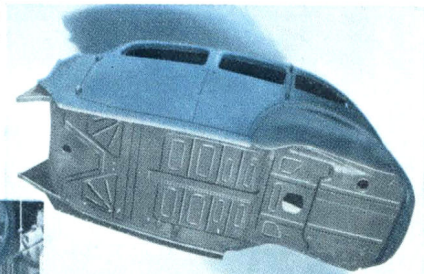


STILL A THIRD BRAKING SYSTEM is built in Hudson and Hudson Terraplane . . . from the easy-acting parking brake, up in handy reach just beneath the dash. Easy to operate . . . it releases at a finger touch.

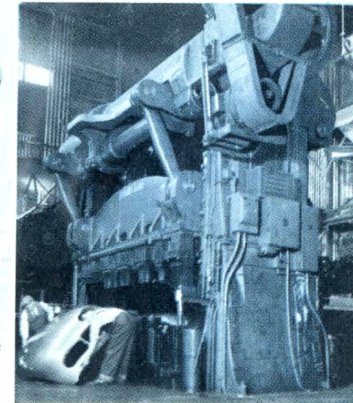


BODY ALL OF STEEL . . . with roof of solid steel. Hudson started manufacturing steel bodies in 1926 . . . built the *first* bodies *all* of steel in 1935 . . . maintains its lead with scientific insulation and sound-proofing developed through the longest experience in building steel bodies of any motor-car manufacturer.

GIANT PRESSES (below). The type of giant press that moulds the panels of Hudson and Hudson Terraplane bodies — the best all-steel bodies built in Australia—uniting with the chassis in one single unit . . . far stronger, yet freed of hundreds of pounds of needless petrol-consuming weight.



BUILT AS A UNIT (above) . . . body and chassis joined together . . . that's the finished result of *unit engineering*. The steel plate shown here is both the *floor* of the body and the *top* of the chassis, to which it is united by 38 bolts. Hudson *originated* unit engineering, and still leads the industry in its development.



Armourplate Safety Glass in Windscreen, all side windows and deflectors at *no extra cost*.

MEET . . . DRIVE . . . HUDSON!

Specifications That Prove Quality

HUDSON TERRAPLANE SPECIFICATIONS

ENGINE—Custom Series 96 h.p., at 3900 r.p.m. Super Series 101 h.p., at 4000 r.p.m. 6 cylinder L-head with 6.25 to 1 compression ratio. Bore 3", Stroke 5". R.A.C. rating 21.6 h.p.

LUBRICATION—Oil reservoir capacity 5 Imp. quarts.

BATTERY—15-plate, 112 ampere-hour.

COOLING SYSTEM—Radiator capacity 10½ Imp. quarts.

BRAKES—Diameter 10 $\frac{1}{16}$ ", width 1¾".

FRAME—Rigid, deep (7¼") "2-X" double-drop type, with triple strength at points of greatest stress.

WHEELBASE—117 inches; overall length, 195 inches.

EQUIPMENT—Custom series, single vibrator horn. Super series, twin air horns.

HUDSON SIX SPECIFICATIONS

ENGINE—101 h.p. at 4000 r.p.m., 6 cylinder L-head, compression ratio 6.25 to 1. Bore 3", stroke 5". R.A.C. rating 21.6 h.p.

LUBRICATION—Oil reservoir capacity, 5 Imp. quarts.

BATTERY—15-plate, 112 ampere-hour.

COOLING SYSTEM—Radiator capacity, 10½ Imp. quarts.

BRAKES—Diameter 10 $\frac{1}{16}$ ", width 1¾".

FRAME—"2-X" double-drop type 7¾" deep, with triple strength at points of greatest stress.

WHEELBASE—122 inches; overall length 199 inches.

EQUIPMENT—Twin air horns. Cigar lighter mounted on dash.

HUDSON EIGHT SPECIFICATIONS

ENGINE—122 h.p. at 4200 r.p.m., 8-cylinder L-head. Compression ratio 6.25 to 1. Bore, 3"; stroke, 4½". R.A.C. rating 28.8 h.p.

LUBRICATION—Oil reservoir capacity, 7½ Imp. quarts.

BATTERY—17-plate, 130 ampere-hour.

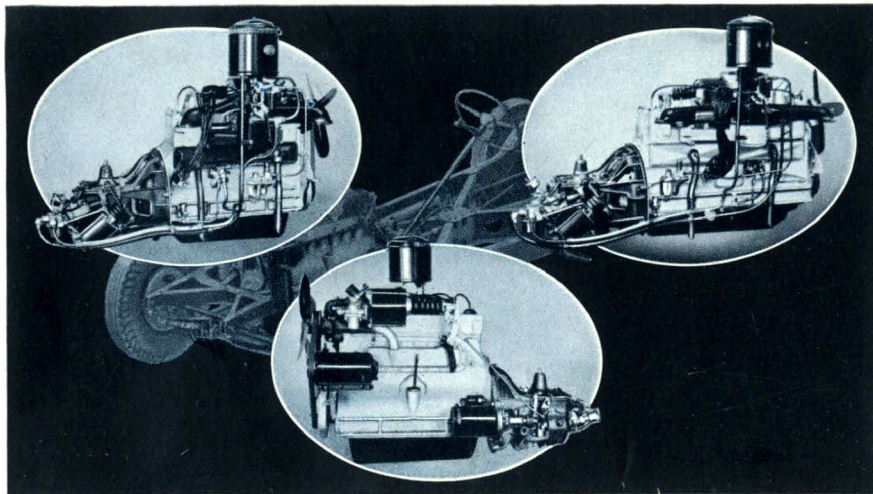
COOLING SYSTEM—Radiator capacity, 14½ Imp. quarts.

BRAKES—Diameter 11 $\frac{1}{16}$ "; width, 1¾".

FRAME—Double-drop "2-X" type. 7¾" deep, triple strength at points of greatest stress.

WHEELBASES—122 and 129 inches. Overall lengths: Hudson Custom eight, 199"; Hudson Club Sedan, 207".

EQUIPMENT—Twin air horns. Cigar lighter mounted on dash.



HUDSON Terraplane
96 h.p. Motor

HUDSON Six
101 Six Star Motor

HUDSON Eight
122 h.p. Motor

GENERAL SPECIFICATIONS

ENGINE—Pistons, silicon aluminum T-slot cam-ground; four pinned rings . . . Connecting rods drop forged . . . Patented crankshaft, fully compensated, drop forged, statically and dynamically balanced. Cylinder block, high chrome alloy wear-resisting, obviating the use of valve inserts.

LUBRICATION—Patented Duo-flo system with positive oil feed and cooling. Oversize dual oil pump.

CARBURETION—Hudson Terraplane Custom Series down-draught system with vacuum automatic metering, manual choke and heat control. Hudson Terraplane Super Series, Hudson Six and Hudson Eights: Double down-draught system with automatic choke and thermostatic heat control . . . Back-fire arrester; air cleaner . . . Vapor-lock relief valve.

IGNITION—Full automatic advance . . . Moisture-proof distributor . . . Octane adjustment.

GENERATOR—Hudson Terraplane Custom Series; extra capacity ventilated type. Hudson Terraplane Super Series, Hudson Six and Hudson

Eights; special extra capacity ventilated type with voltage regulator.

STARTER—Finger-touch; solenoid switch.

FUEL SYSTEM—Petrol tank capacity—13½ Imp. gallons . . . Extra large constant pressure fuel pump.

COOLING SYSTEM—Centrifugal, six-blade pressure pump. Temperature indicator on dash. Hudson Terraplane Super Series, Hudson Six and Hudson Eights, Thermostat by-pass control of water circulation.

SELECTIVE AUTOMATIC GEAR CHANGE (OPTIONAL EXTRA)—Finger-control for selection of gears on the steering wheel. Automatic changing to any gear at any speed. With automatic clutch optional at extra cost.

CLUTCH—Triple-sealed, oil-cushioned, single-plate type with heat-treated cork inserts.

TRANSMISSION—Synchro-shift. Three speeds forward, one reverse. Interlocks prevent accidental slipping from gear-mesh in any speed.

UNIVERSALS—Two roller bearing universals with 3" tubular propeller shaft. Hudson Club Sedan has 3½" propeller shaft.

FRONT AXLE—Sturdy solid forged steel axle with Radial Safety Control. A special feature (see illustration inside).

REAR AXLE—Semi-floating type; nickel molybdenum gears and shaft; standard ratio 4-1/9 to 1. **SPRINGS**—Semi-elliptic; front springs shackled at both ends . . . Rear springs "splayed" for transverse stability . . . U-type self-adjusting shackles . . . Adjustable oil-cushioned, direct action shock absorbers. Radial Safety Control with springs designed only for springing—not for torque duty.

BRAKES—Duo-automatic hydraulic brakes. Internal expanding two-shoe design on all four wheels. Supplementary mechanical brakes—an exclusive HUDSON safety feature. Parking brake handle under cowl (see illustration inside).

STEERING GEAR—Worm and Roller tooth type; 18.2 to 1 ratio . . . Hudson Terraplane Custom Series 17" steering wheel. Hudson Terraplane Super Series, Hudson Six and Hudson Eights: 18" wheel; natural finger grip. Spring spoke, tenite rim, optional extra.

FRAME—Entire rear structure of frame stiffened by heavy plate crossmember forming floor of body, providing unit-steel body and chassis.

WHEELS—16" steel wheels balanced, drop-centre type.

TYRES—Hudson Terraplane and Hudson Six cylinder, 16 x 6.00; Hudson Eight cylinder, 16 x 6.50.

LIGHTS—Head lamps approximately 50,000 candle power. Toe switch for driving or passing beams. Twin tail lamps. Dashboard deflash light signals for oil pressure and charging rate. Fender lamps optional equipment.

BODY—ALL STEEL SAFETY TYPE—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 . . . Trunk compartment houses spare wheel and provides abundant luggage space . . . Safety glass in windscreen, side windows and deflectors. Silken cord parcel net Hudson Six and Eights.

BODY VENTILATION—Hudson Terraplane Custom and Super Series and Hudson Six and Eight, pivoted draft deflectors and wind scoops. Rear quarter windows pivoted, chrome plate finish frames. Hudson Club Sedan pivoted draft deflectors and wind scoops may be lowered into doors. Sliding type rear quarter windows. 17" cowl ventilator all models.

UPHOLSTERY AND INTERIOR REFINEMENTS—Special Features. Superior chrome-tan leather seats. Interiors carried out in two-tone effect. Side arm rests front and rear. Assist-Cords. Folding centre arm rest in rear seat. Adjustable front seat for driver's leg-room. Extra large dash package locker. Twin visors. Twin windscreen wipers. Rear vision mirror. Hassock foot rests. Robe rail. Ash trays. Fuel level gauge. Theft proof locks. Tele-flash signals for oil pressure and charging rate. Superior carpet and many other comfort features.

Victorian Distributors:

NEAL'S MOTORS PTY. LTD.
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