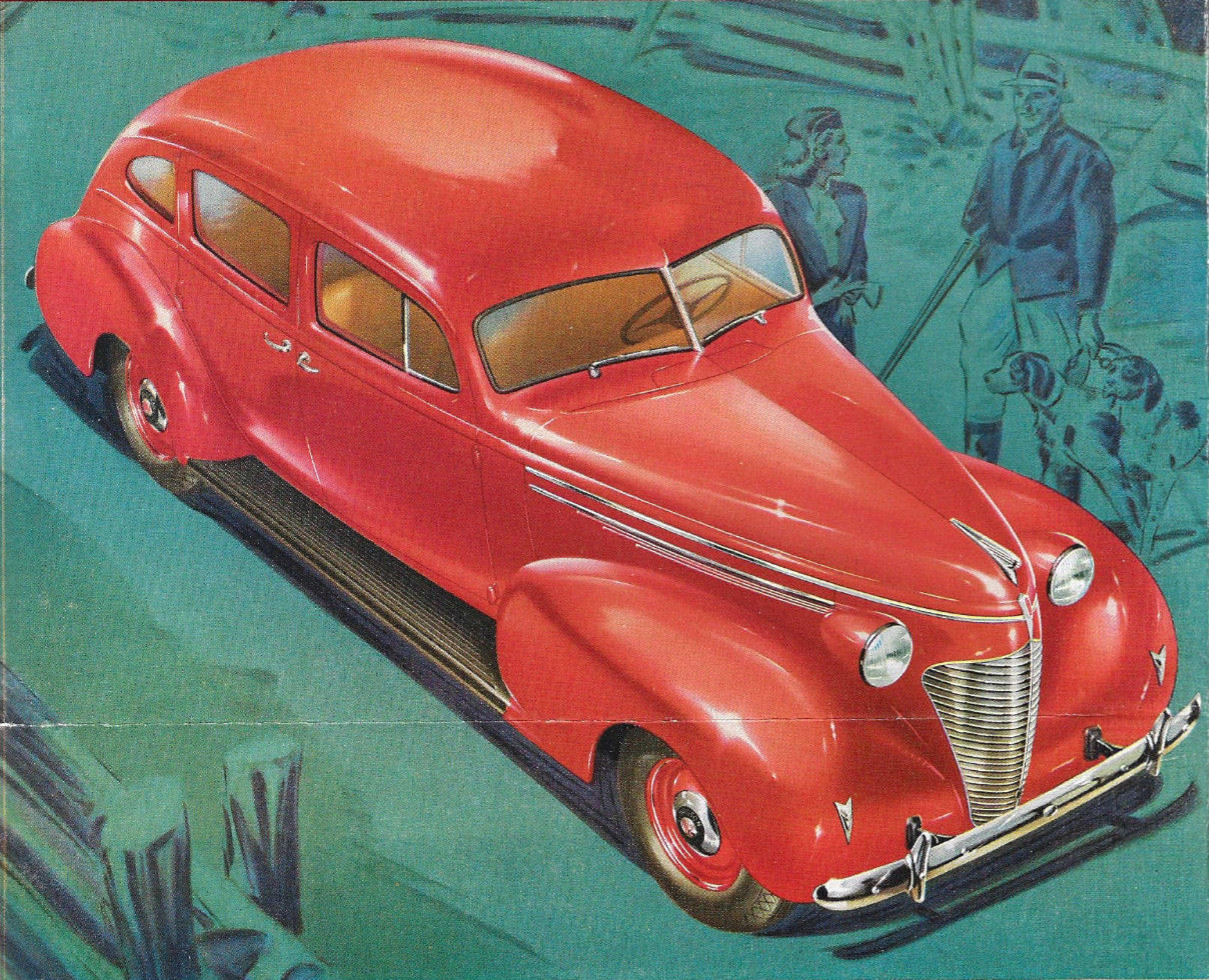


Wherever you go ... the world over ...

HUDSON LEADS FOR 1939



HUDSON Six "One-Twelve" . . . Standard and De Luxe Sedans.

Beautiful Beyond Belief

(Fender grills as shown in illustrations opposite are also included in the Hudson "One-Twelve" Sedan Models.)

TO the thousands of Australian motorists who have said "I need a low-priced car, but a car superior to those now available in the lowest price-class," the Hudson "One-Twelve" is the logical answer. The oft-expressed ambition to own a Hudson — previously denied to many through price level — is now an actual possibility for all those motorists whose requirements call for a roomy, full-sized car, but yet who must consider economy of outlay and up-keep. The most popularly priced Hudson "One-Twelve" now brings Hudson pride of ownership within the reach of the motor owner who is forced to study economy.

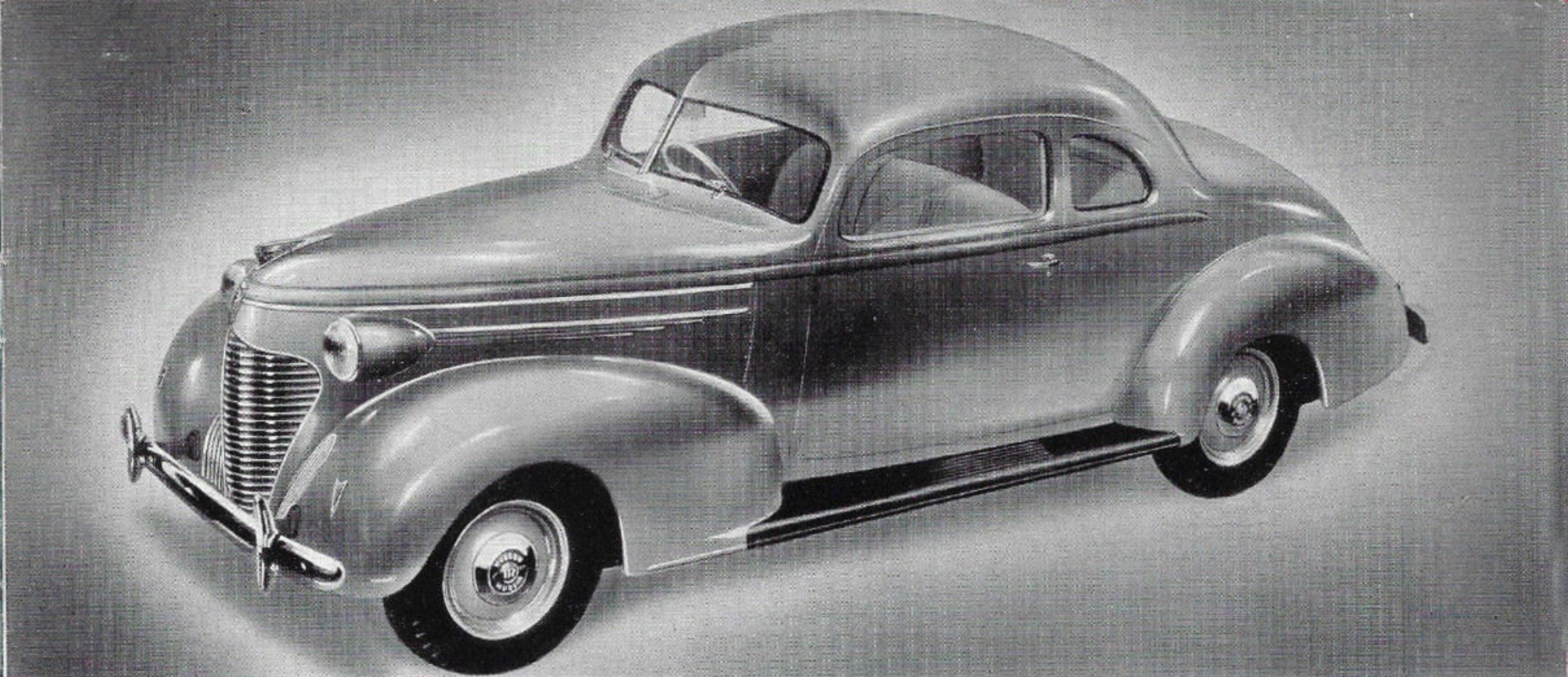
Commercial houses, with staffs of travellers covering large annual mileages, will appreciate in the Hudson "One-Twelve" that extra quality which spells lasting satisfaction and reduced running expenses.

The country owner who asks his car to stand up to work at which the city motorist would shudder, will find his ideal in this new rugged Hudson. Ideal in size and weight. Ideal in mechanical specifications (for example, the springing, steering and braking systems). Ideal in economy of upkeep.

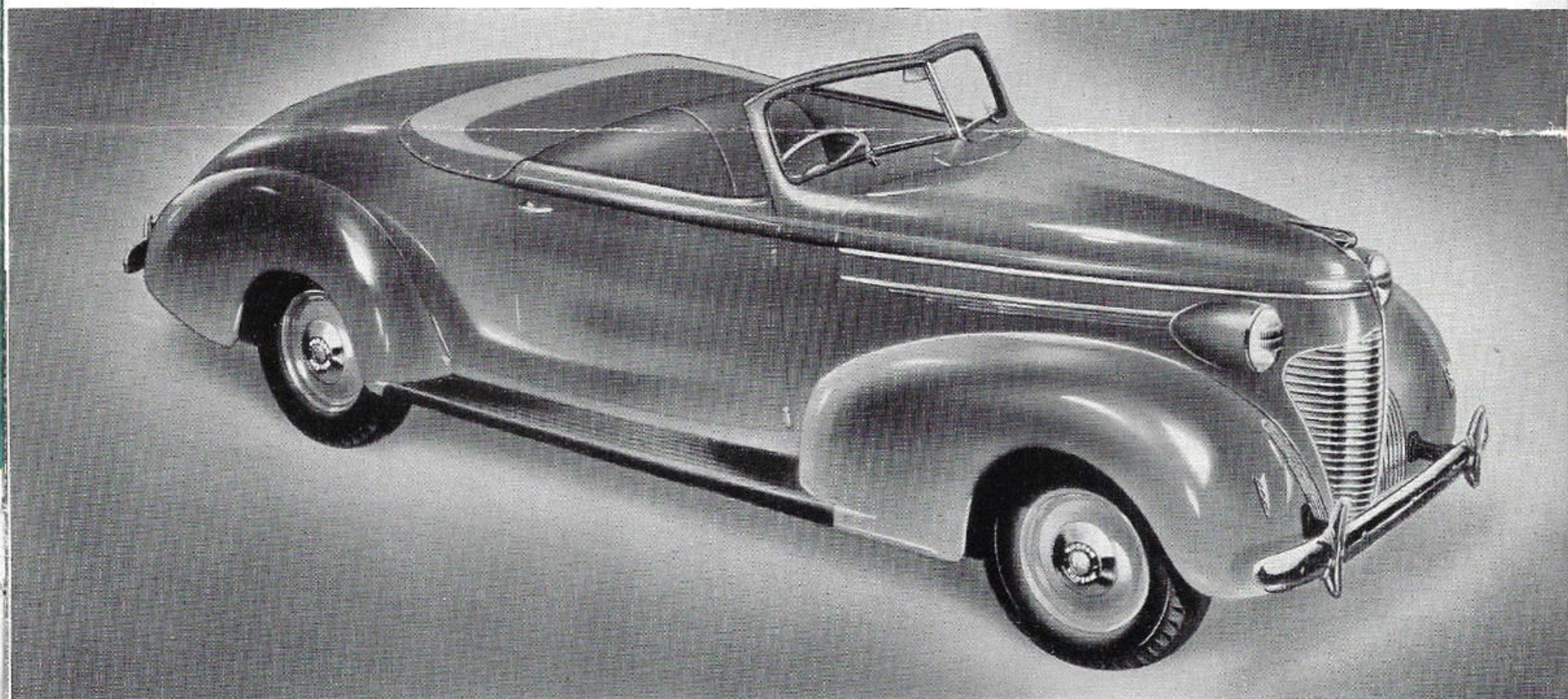
The Hudson "One-Twelve"—in engineering design, mechanical construction and practical performance, is especially suited to Australian conditions.

Although the Hudson "One-Twelve" is a newcomer to Australia in 1939, it is in no sense an untried model. During the whole of 1938 it was tried and tested by the everyday usage of thousands of owners in overseas markets. It is now offered in Australia as an improved and perfected model. (For more detailed specifications, see opposite page).

86 HORSEPOWER 112-INCH WHEELBASE



Hudson "One-Twelve" 3-passenger Coupe (also available in other Series) with commodious rear boot opening at floor level to simplify loading of heavy baggage. Can be converted to 4-passenger Victoria type by built-in auxiliary seat behind driver's seat — at slight extra cost.



Hudson "One-Twelve" 3-passenger Roadster (also available in other Series) with Coupe type windscreen and Grey Tealcloth Sports Folding Hood. Large rear luggage boot. Convertible to 4-passenger open Victoria type the same as Coupe.

ABRIDGED SPECIFICATIONS:

ENGINE: 6-cylinder; 86 H.P. Bore, 3in.; stroke, 4½in.; displacement, 175 cu. in.; compression ratio, 6.5 to 1. Compensated crankshaft.
FRAME: Double drop "2-X" type, 7½in. deep.
FRONT AXLE: Rugged "I" beam normal axle; ideal for Australian conditions.

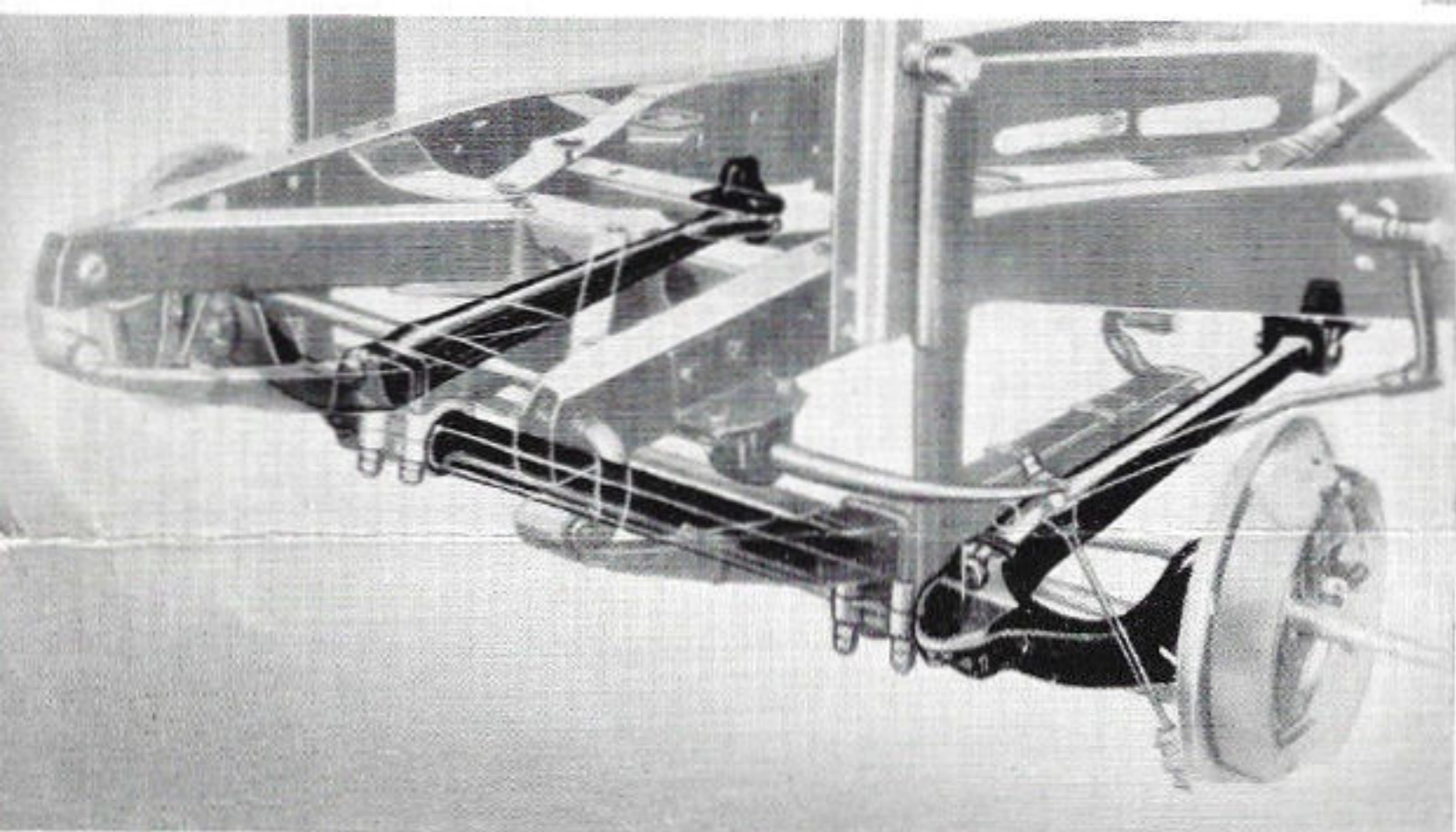
SPRINGS: Normal leaf type of special design, giving perfect riding qualities without any mechanical complications and service difficulties.
STEERING: Roller tooth type combined with Hudson patent "Auto-Poise" control, giving exceptional stability on wet roads, sandy tracks or in high cross winds.
GEAR LEVER: In handy position under steering wheel.

BRAKES: A special safety feature. Self-energising hydraulics with a supplementary mechanical system (see illustration, page 4).
TRACK: Front, 56in. Rear, 59½in.
SEDAN BODY: Full six seater of all steel construction.
SHOCK ABSORBERS: A new design of airplane-type hydraulics.
WIND SCREEN WIPERS: Electric type.

THESE FEATURES *Prove* THAT HUDSON PROVIDES *Extra* VALUE!

"Safety" is the outstanding word in modern motoring. Hudson Cars lead in the number of special safety features incorporated in their design. Here are the outstanding items:—

Auto-poise Control Steering — solid front axle with radial safety control — Hydraulic, plus mechanical reserve braking system — Airplane type direct action shock absorbers — Bonnet hinged at the front, therefore cannot fly up if unlatched, and obscure the driver's view — Superior vision through extra wide windshield — Gear lever under steering wheel — All steel body with safety glass in windscreen and side windows — Headlight beam indicator — Front seat wide enough for three adults without cramping the driver.



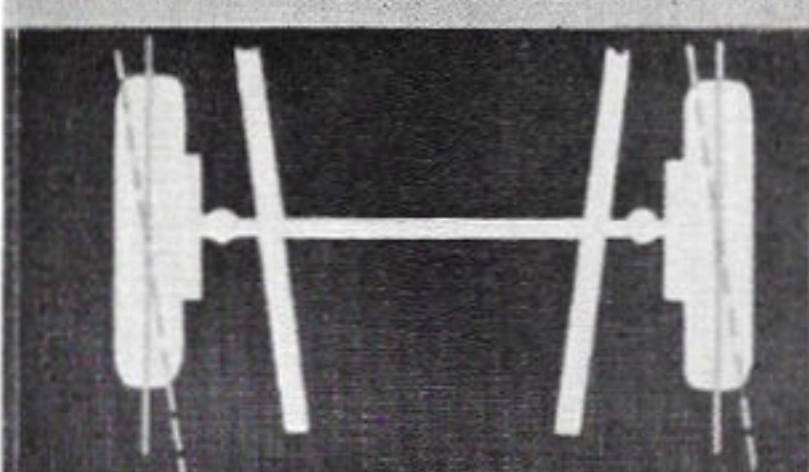
Radial Safety Control (Custom and Country Club Models). Safest, sturdiest front end construction ever designed. The massive, I-beam front axle is held in perfect alignment by two forged radial arms . . . leaving the long, leaf springs with nothing to do but cushion your ride. Addition of Auto-Poise Control has given these new Hudsons a road sense, stability and safety unapproached by other cars in their field.

Double-Safe Brakes, another exclusive Hudson safety feature. For day-in, day-out use, finest 4-wheel self-energising Bendix Hydraulics—smooth, easy-acting. For emergency use, if ever needed, a separate reserve mechanical braking system that takes hold automatically from the same foot pedal. World's safest stopping!



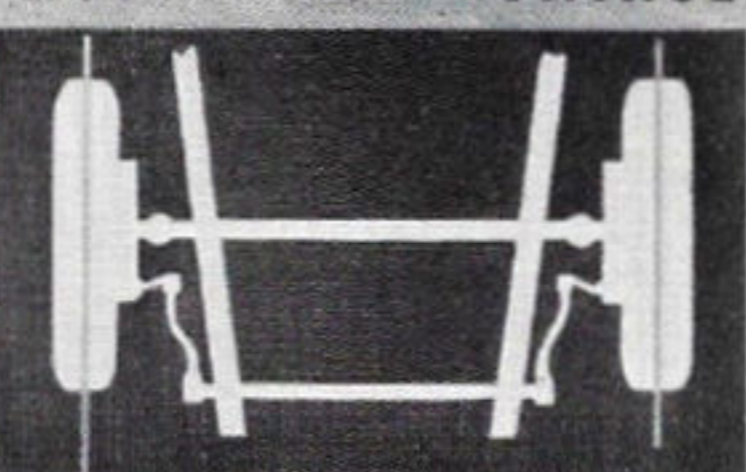
New Design Airplane-type Shock Absorbers. Direct in action. Hold approximately four times as much cushioning fluid as the conventional type. Operate at lower pressures—less chance for leaks to develop. Used both front and rear on all Hudsons.

CARS without AUTO-POISE CONTROL

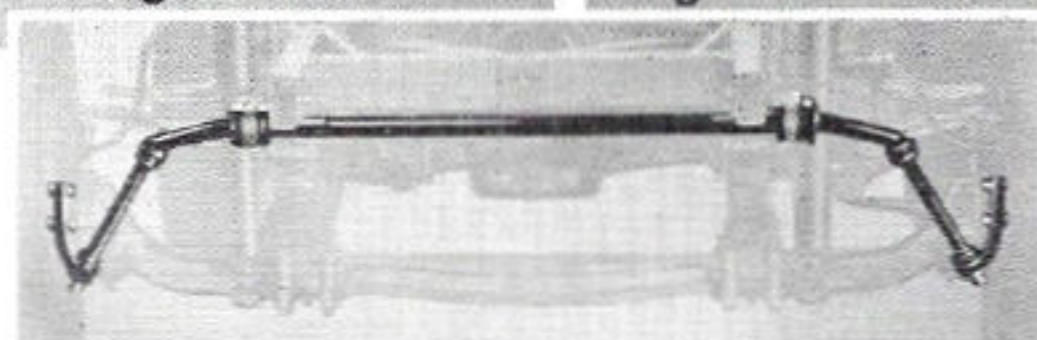


← Front wheels deflected from true direction by high winds or rough roads.

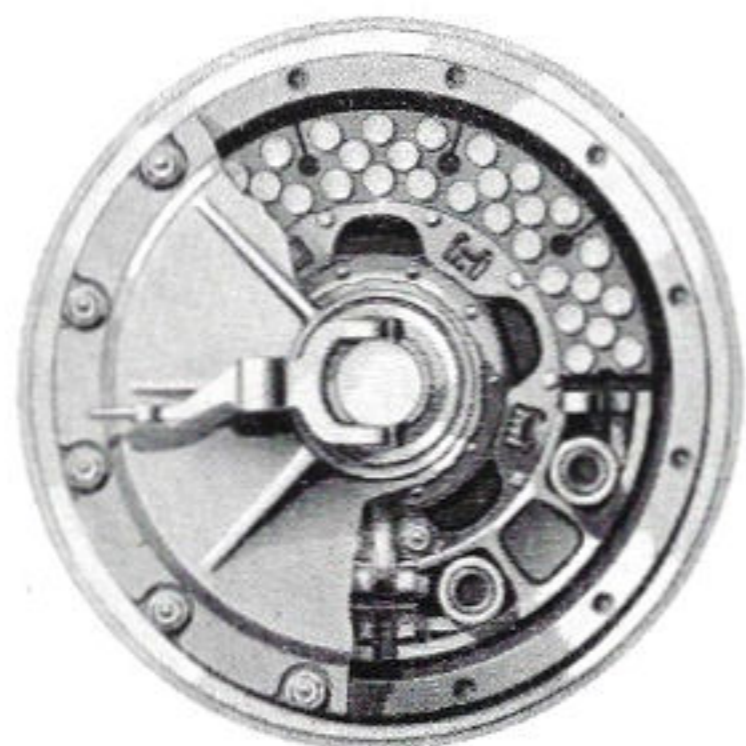
HUDSON . . . with AUTO-POISE CONTROL



← Front wheels held in true direction regardless of high winds or rough roads.



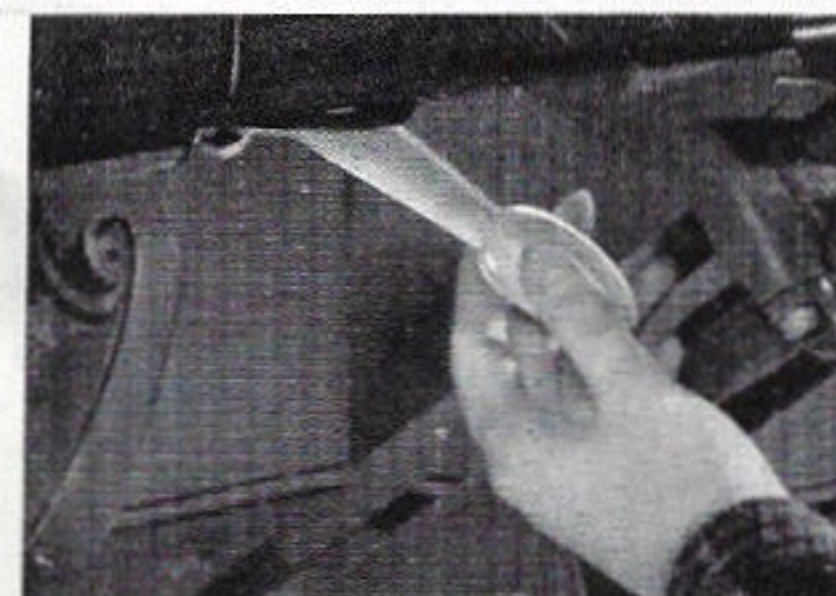
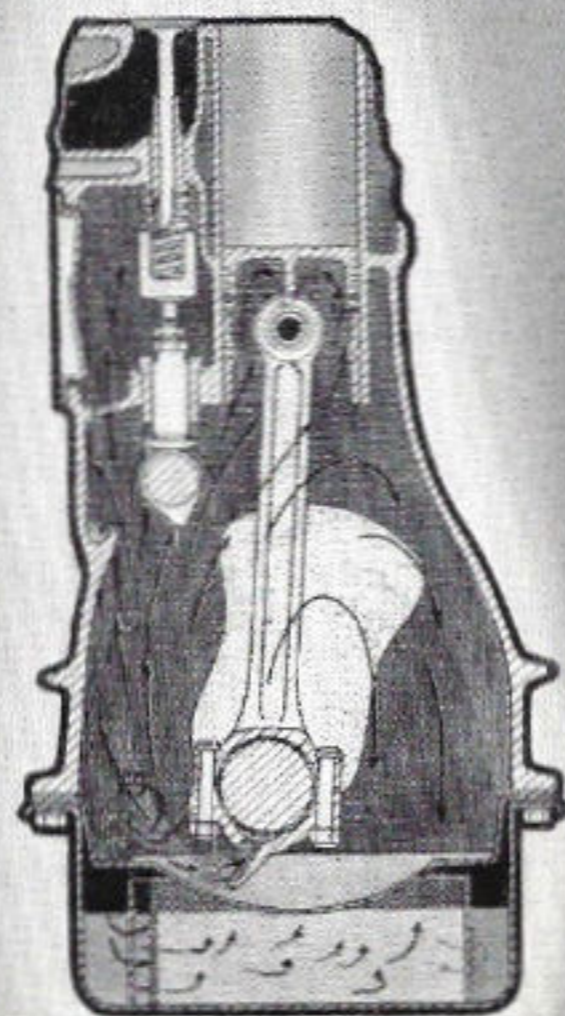
New Auto-Poise Control. A new mechanical principle, discovered by Hudson. Brings a wholly new ease and sureness to your control of your car. Wheels hold to their course *automatically*, on any road, at any speed . . . even in heavy side winds. A great safety feature . . . giving an entirely new sense of driving security.



Improved Triple-Sealed Oil-Cushioned Clutch. Single plate type, with heat-treated cork inserts. An exclusive patented Hudson feature. Smoother—surfaces glide together in a film of oil, not with bone-dry friction. Longer-lived—will last three times as long as the conventional clutch. This oil-cushioned clutch has been an important factor in the success of Hudson cars over the past twenty-five years.

Patented Duo-Flo Lubrication.

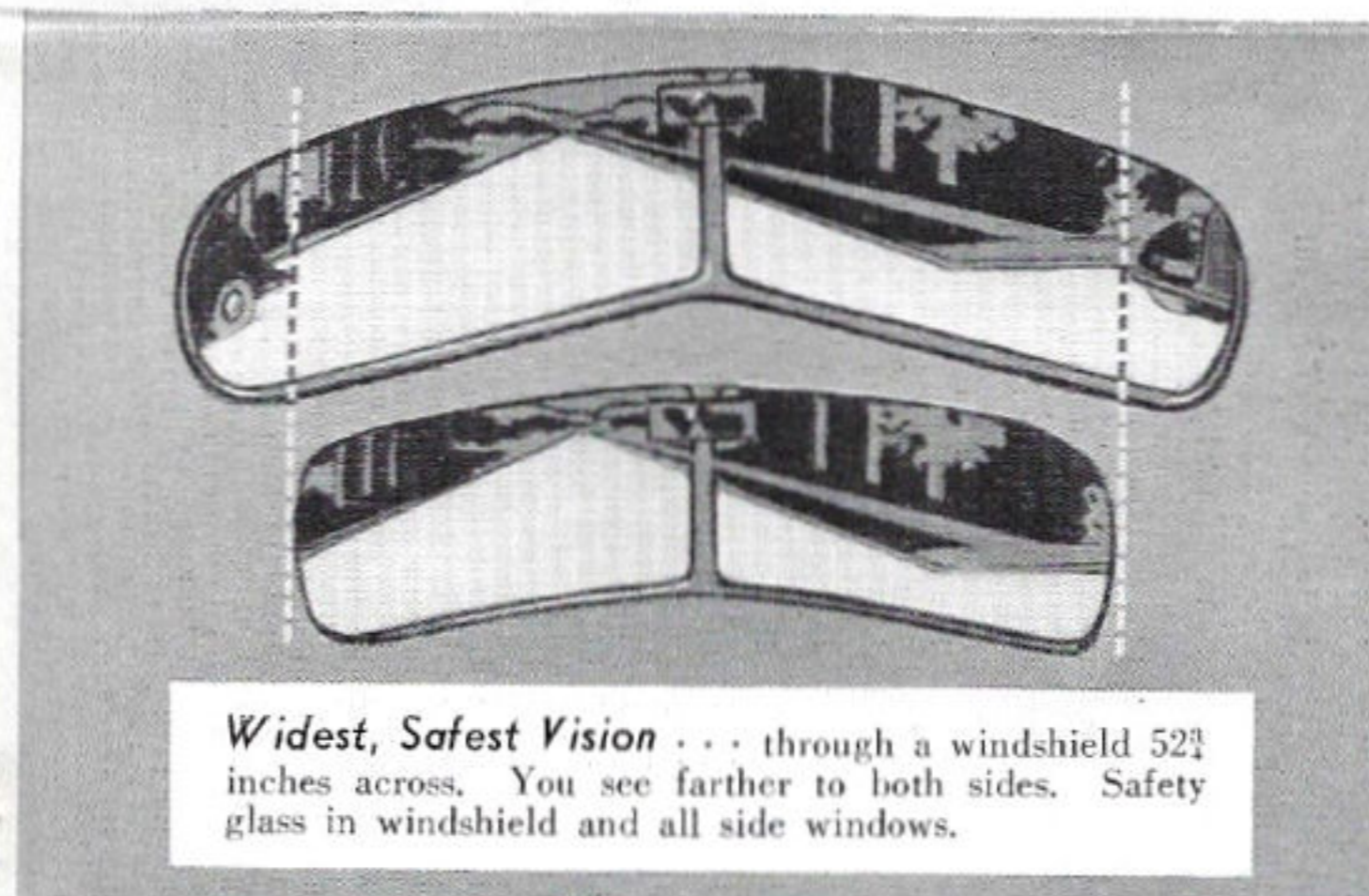
The finest oiling system ever built into any car . . . and only Hudson has it! The only system that lubricates every working part with the first turn of the crankshaft. The only system that *cools* oil as it circulates it . . . that supplies oil in *direct ratio* to engine speed—twice as much at 60 as at 30 . . . that works the same on hills as on level ground . . . and that has no "wear out" to it, lubricating as perfectly after 100,000 miles as the day it left the factory.



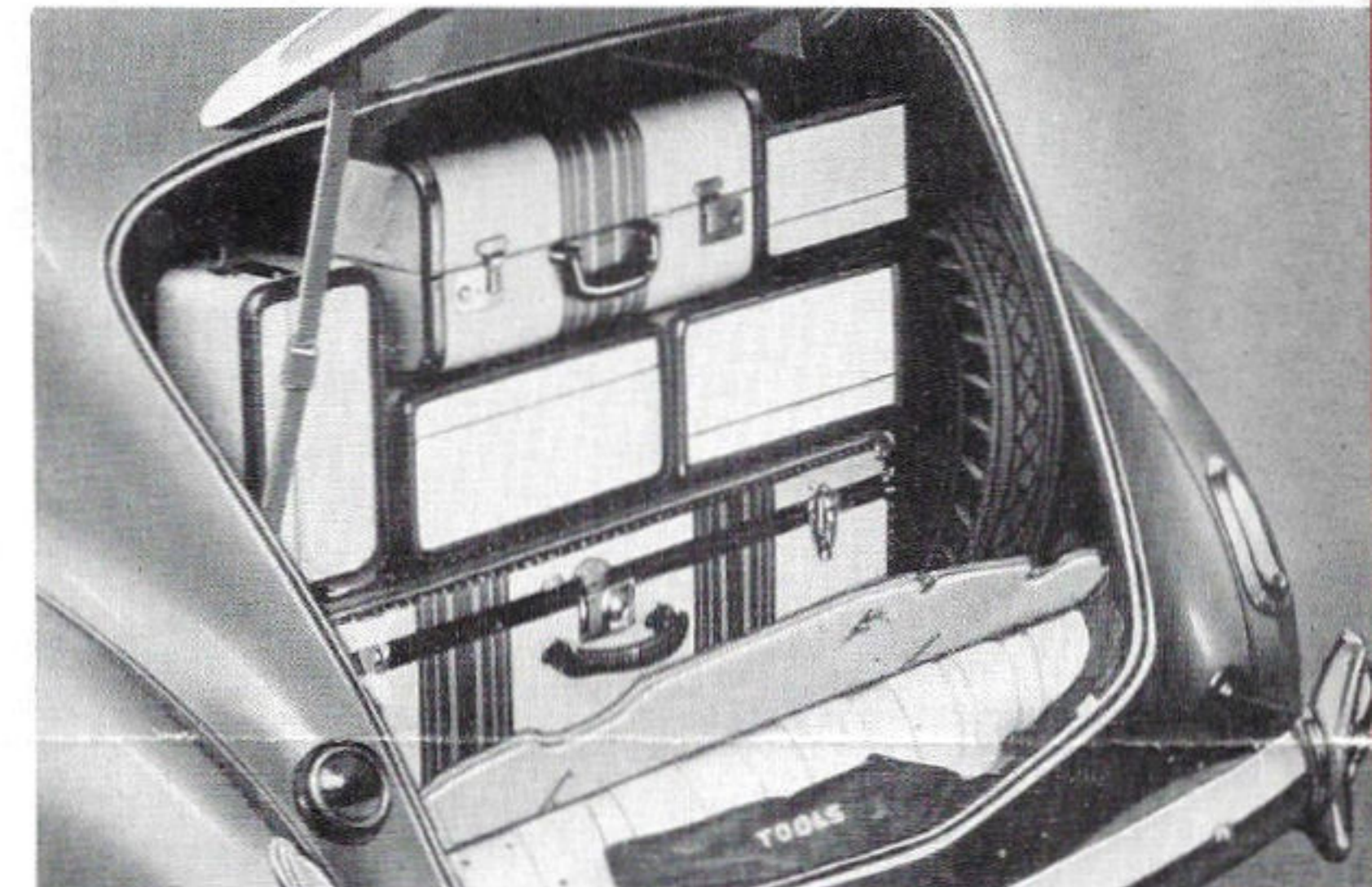
New Dash-Locking Safety Bonnet. Still another exclusive Hudson feature. The sturdy, one-piece bonnet is hinged at the front . . . wind just closes it tighter. (Left) Driver controls the latch . . . from inside the car! *When you lock your car . . . you lock your bonnet!* Battery and engine parts theft-proof.



Fully Balanced Crankshaft, with integrally forged counterweights and vibration damper. Balanced both statically (at rest) and dynamically (in motion, or while revolving) so that there is no centrifugal "throw" or "whip". The inherently compensated, fully balanced crankshaft was developed *first* by Hudson, and perfected through the years. Hudson still leads in the scientific balancing of crankshafts . . . so Hudson still leads in motor smoothness!



Widest, Safest Vision . . . through a windshield 52½ inches across. You see farther to both sides. Safety glass in windshield and all side windows.



New Carry-All Luggage Compartment. Brings luggage space to a new high—20½ cu. ft. in the compartment! Tire stands upright at the side; slips in and out with minimum disturbance of baggage. Note handy tool locker.

New Handy Gear Change. Hudson gear changing is effected without moving the hand more than an inch or two from the steering wheel. A mechanical lever with the same familiar gear positions. Hudson's "electric hand" automatic gear shift (now in its fifth year of production) is available as an optional extra.

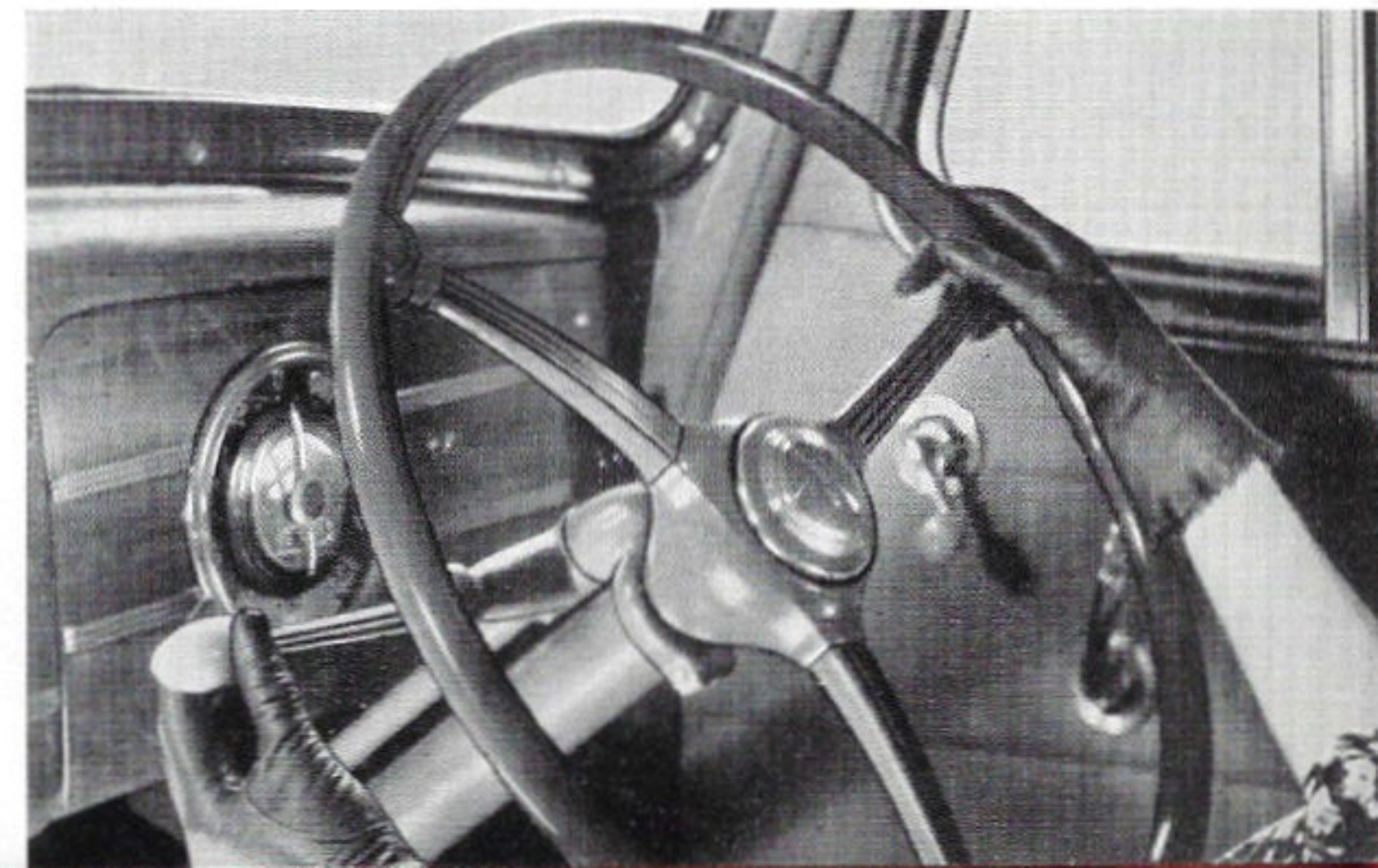
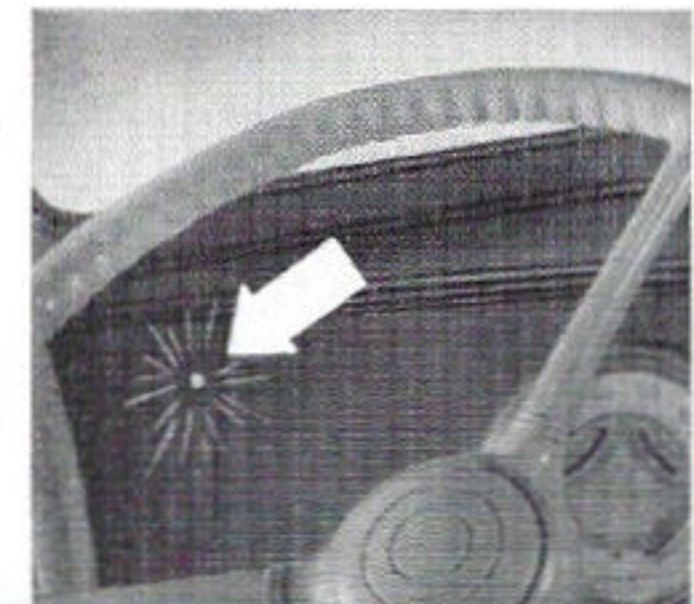
Chrome Alloy Cylinder Block.

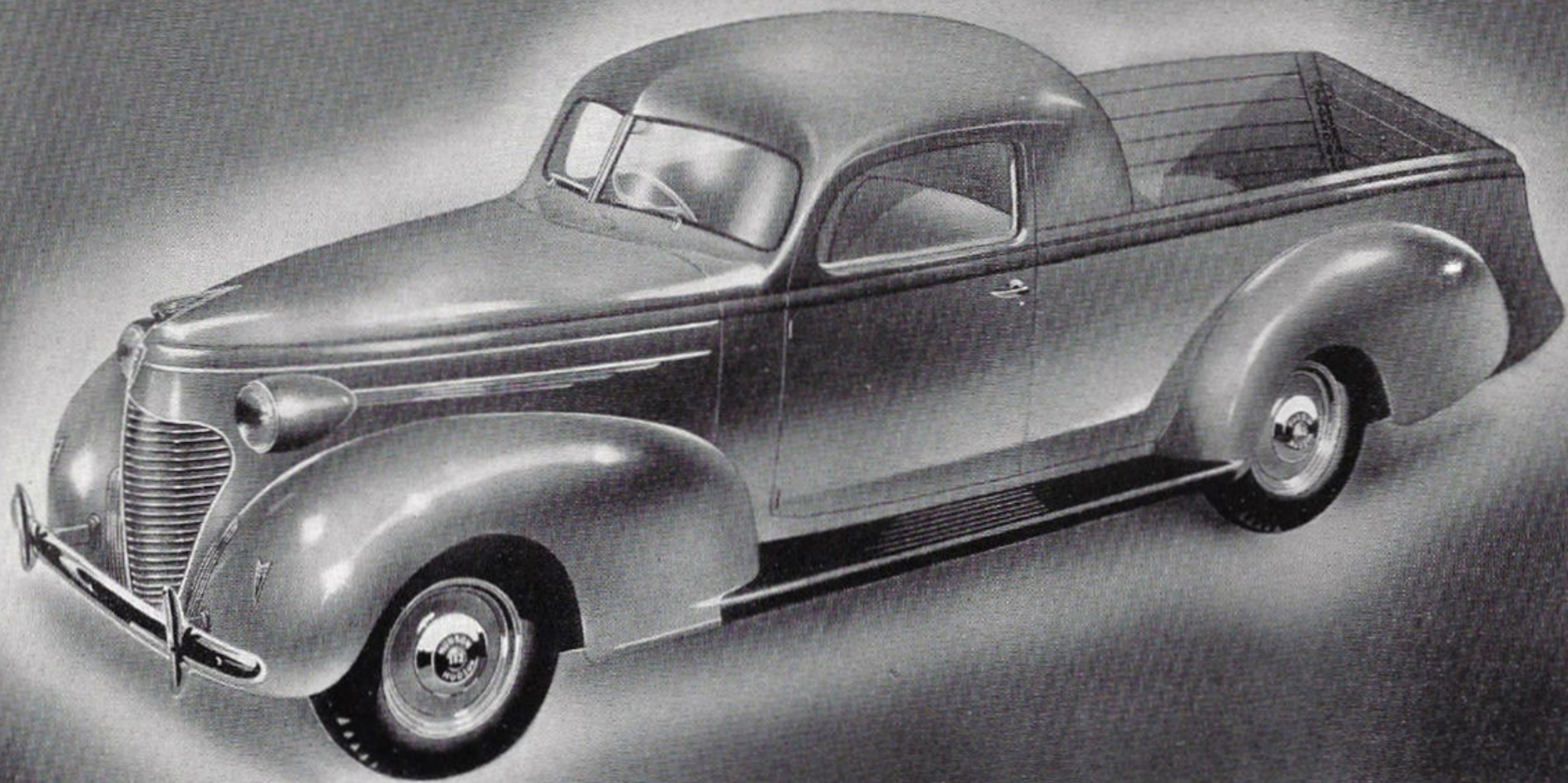
So hard that special valve seat inserts are unnecessary . . . so hard that cylinder walls keep their shape and mirror-like smoothness much longer than in the usual cast iron block.



New Headlight Beam Indicator.

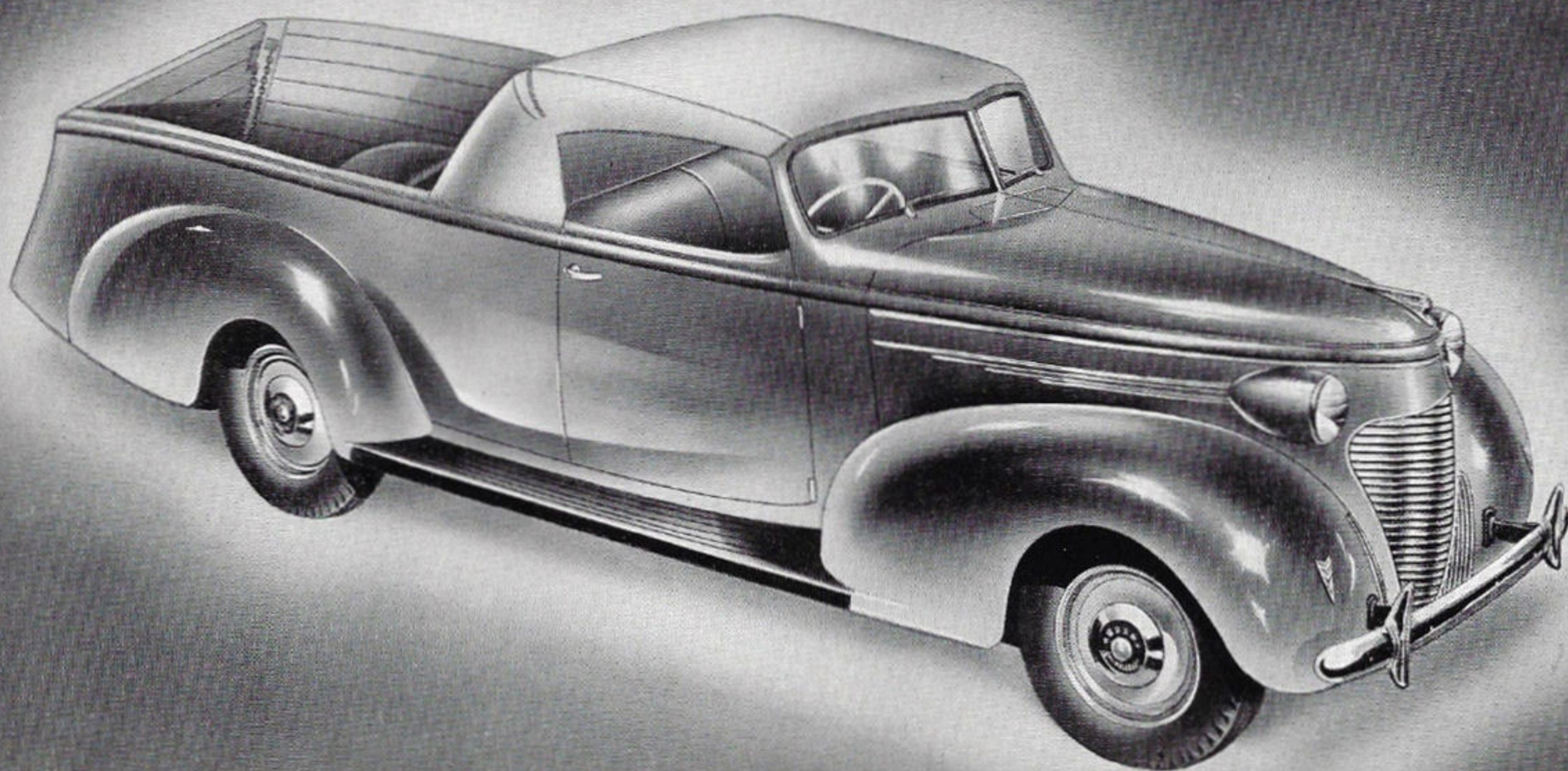
Tells you at a glance whether your distance beam is blinding approaching drivers or safely focused down on the road directly in front of your car.





(Above): Hudson "One-Twelve" 3-passenger 10 cwt. Utility Coupe. Tail-board hinged to give level loading with floor, allowing for long implements or timber lengths. Floor, tongued and grooved hardwood, 84 inches x 47 inches between wheel arches.

(Below): Hudson "One-Twelve" 3-passenger 10 cwt. Roadster Utility. Coupe type windscreen. Folding grey Tealcloth Hood. Rigid clear vision side-curtains. Otherwise similar to Coupe Utility.



HUDSON Six "One-Eighteen" Custom Sedan.

Beautiful Beyond Belief

BEHOLD the latest generation of a long line of noble ancestors—worthy of the great tradition that stands behind the name "HUDSON".

Intensely modern without being freakish. Hailed by English Motor Critics as the "best lookers" of 1939; combining modern design with restrained good taste, in a manner unapproached by any rival make.

In these superior cars, HUDSON'S thirty years of experience in advanced engineering and design, reach their peak. To say they are the finest HUDSONS ever built is not enough—it may be fairly said that they are the absolute world leaders of their class in 1939.

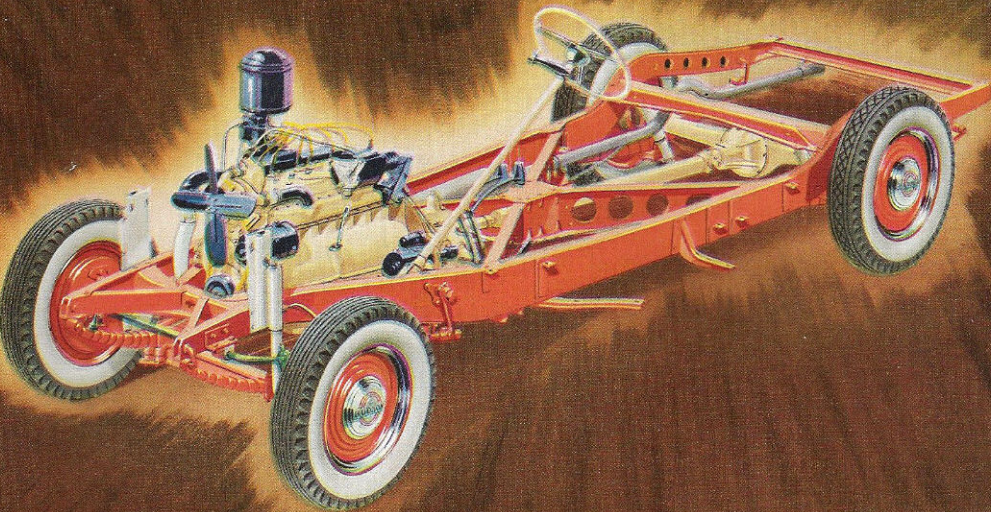
You *must* see the cars that are "Beautiful Beyond Belief."

Full Range of Longer Wheelbase Models Includes:

- HUDSON SIX "ONE-EIGHTEEN" CUSTOM SEDAN. (Illust.)
- HUDSON SIX "ONE-TWENTY-TWO" COUNTRY CLUB SEDAN.
- HUDSON EIGHT "ONE-TWENTY-TWO" COUNTRY CLUB SEDAN.
- HUDSON EIGHT "ONE-TWENTY-NINE" COUNTRY CLUB CUSTOM SEDAN. (With Imported Body.)

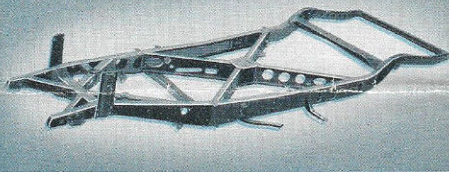
Abridged Specifications:

ENGINE—118" W.B., six cylinder, 96 H.P. 122" W.B., six cylinder, 101 H.P. Bore 3"; stroke 5". Displacement 212 cu. in. Compression ratio 6.25 to 1 in both.
 122" and 129" W.B., eight cylinder, 122 H.P. Bore 3"; stroke 4 1/2". Displacement 254 cu. in. Compression ratio in both 6.25 to 1.
 FRONT AXLE—Rugged "I" beam normal axle; ideal for Australian conditions. Held always in true position, despite rough road shocks, by stout forged radial arms (see illustration, Page 4).
 SPRINGS—Normal leaf type of special design giving perfect riding qualities without any mechanical complications and service difficulties (see illustration, Page 4, "Radial Safety Control").
 STEERING—The combination of exclusive patented HUDSON features "Radial Safety Control" front end suspension and "Auto-poise Control" steering, make these cars the easiest and most positive steering cars in the world, regardless of price.
 GEAR LEVER—In handy position under steering wheel (see illustration, Page 5).



NEW HUDSON CHASSIS. Finest example of Hudson engineering leadership. In it will be found scores of *exclusive* Hudson features and developments that step up performance and economy . . . increase safety, stability and long life. These features are found in Hudson "One-Twelve", Hudson "One-Eighteen" and Hudson "One-Twenty-Two" Country Club Six as well as Hudson Eights.

HUDSON'S DOUBLE-DROP, "2-X" FRAME (at right). Stronger and more rigid than most truck frames. Has *two* massive X-members, where most cars have but one. Side rails on all models are more than *seven* inches deep!



ENGINE

Pistons, silicon aluminum T-slot cam-ground; four pinned rings . . . connecting rods, drop-forged . . . patented crank-shaft, fully compensated, drop-forged, statically and dynamically balanced. Cylinder block, high chrome alloy, wear-resisting, obviating the use of valve inserts (see illustration, Page 5).

COOLING SYSTEM

Hudson "112": 10 quarts; Hudson "118" and Hudson 6-cyl., "122": 10½ quarts; Hudson 8-cyl., "122" and "129": 14½ quarts.

LUBRICATION

Patented Duo-Flow system (see illustration, Page 4). Oil refill capacity—Hudson Sixes, 3½ quarts; Hudson Eights, 6 quarts.

CARBURETION

Hudson Sixes, "112" and "118": down-draught system with vacuum automatic metering . . . manual choke and heat control. Hudson Six, "122" 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 Six, "112": full capacity, ventilated type. Other models: special extra capacity, ventilated type with voltage regulator.

FUEL SYSTEM

Petrol tank capacity . . . Hudson Six "112", 10½ gallons; Other models, 13½ gallons. Extra large constant pressure fuel pump.

COOLING SYSTEM

Centrifugal six-blade pressure pump . . . thermostat by-pass control of water circulation in Hudson Country Club Series . . . choke type thermostat in Hudson Sixes "112" and "118" . . . temperature indicator on dash.

GENERAL SPECIFICATIONS

GEAR LEVER

New handy-shift type under steering wheel (see illustration, Page 5). Pre-selective automatic shift "electric hand" now in its fifth year of production, optional extra.

CLUTCH

See illustration, Page 4.

TRANSMISSION

Three-speed synchro-shift. Hudson Six "112" interlocking in high and second gear; other models, all gears . . . prevents accidental slipping out of mesh.

UNIVERSALS

Two roller bearing universals with 3in. tubular propeller shaft. Hudson Eight "129" has 3½in. propeller shaft.

FRONT AXLE

Sturdy solid forged steel axle (see illustration, Page 4).

REAR AXLE

Semi-floating type; nickel molybdenum gears and shaft; ratio 4-1/9 to 1.

SPRINGS

Standard semi-elliptic long leaf types. Acting in conjunction with radial safety control arms and auto-poise steering control, this springing system is ideally suited for Australian conditions (see illustration, Page 4).

STEERING

Roller tooth type, combined with auto-poise control, gives ease of handling and sureness of stability at all speeds and under all road conditions.

BRAKES

Two separate systems—L-wheel self-energising Bendix hydraulics. In case of emergency, a separate reserve mechanical system operates automatically from the same pedal (see illustration, Page 4).

FRAME

See illustration above.

WHEELS

16in. steel balanced drop-centre type.

TREAD

56in. front . . . 59½in. rear.

LIGHTS

Head lamps approximately 50,000 candle power . . . toe switch for driving or passing beam . . . bright beam indicator on instrument panel.

SEDAN BODY

This is the fourth year of all-steel construction of Hudson bodies in Australia—now perfected. Extra wide seats—up to 55in. Front seat adjustable. Safety glass in windscreen and side windows. Electric screen wipers. Large capacity trunk compartment. Side arm rests to front and rear seats. Built-in foot rest. Bonnet lock under instrument panel (see illustration, Page 5).

Some of the superior features to be found in De Luxe and/or Custom bodies:—Special chrome-tan leather. Rear centre arm rest, front window ventilation. Photographic wood graining finish to dash. Ash trays. Double tier cushion springs, etc., etc.

Victorian Distributors:

NEAL'S MOTORS PTY. LTD.

140-144 EXHIBITION ST., MELBOURNE, C.1.

Telephone: Central 7550

NOTE.—The Hudson Motor Car Company and/or its Distributors reserve the right to make changes in car design, equipment or color scheme at any time without incurring any obligation.