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AND AUTOMOBILE
SHOW EDITION

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Published for Everyone Interested in Motor Car Values

NUMBER 1

New Leaders OF THE
Style Parade



THE 1936 *Hudson* SIXES AND EIGHTS

A *Style* EVENT . . . A *Size* SENSATION



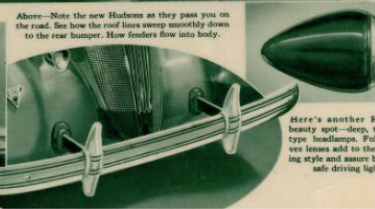
Above—The new 1936 Hudson Super Straight Eight Touring sedan. Available in both De Luxe and Custom models. Below—Hudson's sparkling new beauty is nowhere more striking than in this beautifully modeled radiator and harmonious front end design.



Above—Note the new Hudsons as they pass you on the road. See how the roof lines sweep smoothly down to the rear bumper. How fenders flow into body.

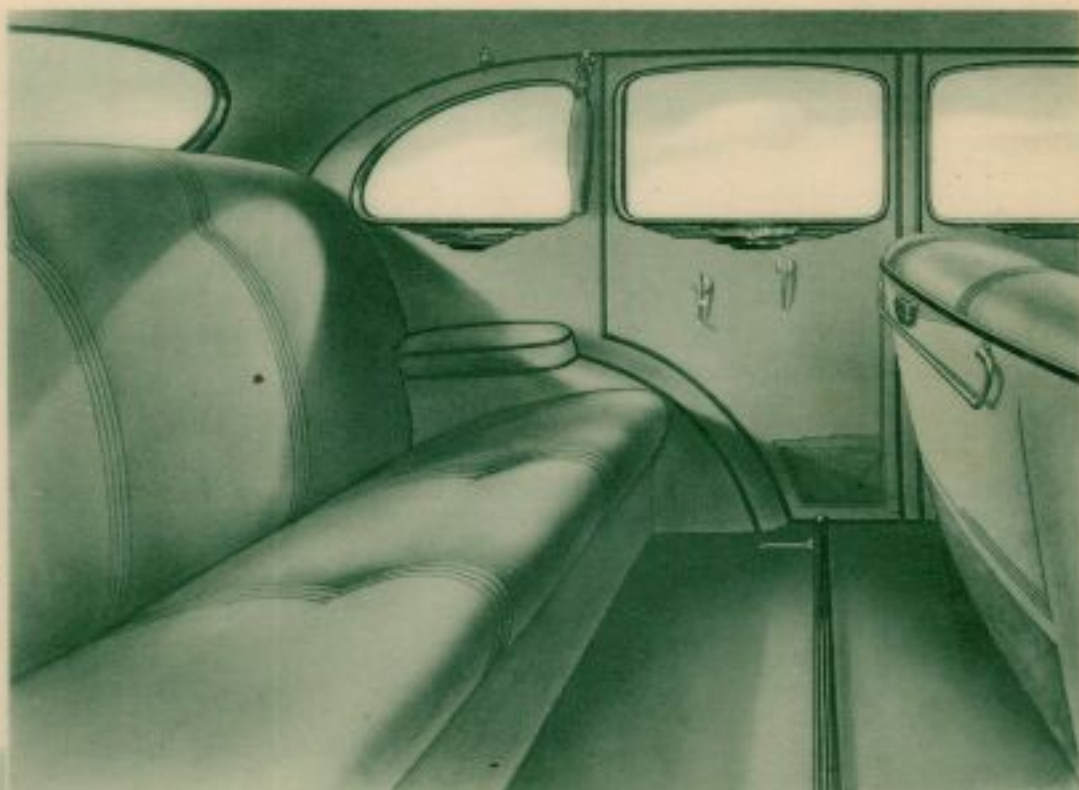


Above—You know it's an aristocrat when you look at this fender. It is wide and massive—yet its flowing lines blend right into the radiator—no valleys, no crevices anywhere.

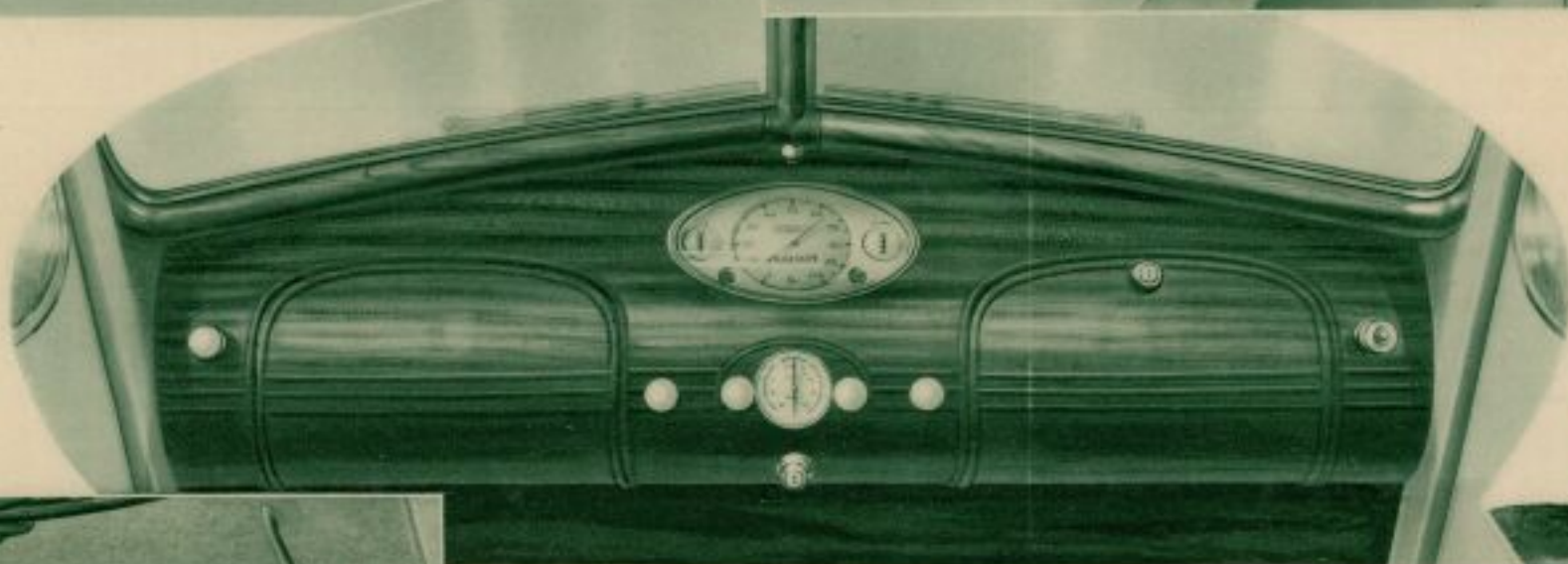


Here's another beauty spot—deep, t type headlamps. Full size lenses add to the ing style and assure b safe driving lig

WHEN YOU DRIVE A
HUDSON
 YOU RIDE IN
Style



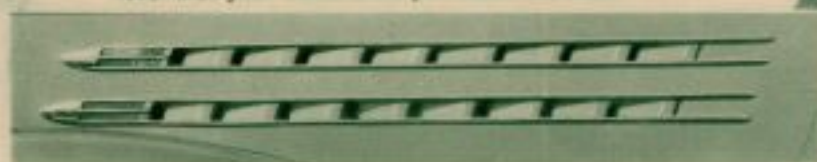
Above—Hudson interiors live up to the promise of the outside view. Upholstery materials are the finest worsteds and mohairs, among them a new "two-tone" fabric used for the first time in any car.



Above—Note the graceful curve of the Hudson instrument panel. Instruments are grouped into one big dial in the center of the panel—level with your vision while you watch the road.



Above—Hudson's 1936 styling extends to every minute detail, making sure that wherever your eye wanders in a Hudson, it will alight on beauty.



Above—There's a new degree of smartness in these 1936-type louvers, which add their distinctive touch to the long, sweeping lines of the Hudson hood and provide effective motor ventilation.



Below—The Hudson Super Straight Eight Touring Brougham. Available in both De Luxe and Custom models.



20%
MORE ROOM
THAN ANY
OTHER POPULAR
CAR



MORE SEATING ROOM . . MORE LEG ROOM . . MORE HEAD ROOM



LARGEST OF OTHER
POPULAR CARS



NEW 1936 **HUDSON**

Above—The Hudson Super Straight Eight Sedan.
Available in both De Luxe and Custom models.



Above—The Electric Hand provides not only faster, smoother shifting and easier, safer driving—but it does away with the shift lever, making the Hudson front compartment all clear. A passenger riding in the middle of the driver's seat has as much leg room as the driver. Hand brake lever is up under the cowl at the left—within instant grasp, but out of the way.



Above—Hudson Super Straight Eight Sedan on a full-sized living room rug, 12 feet long. The big Hudson—127-inch wheelbase, over 17 feet from bumper to bumper—overlaps the rug by more than 5 feet.

Below—This double line of huge presses mold Hudson bodies out of solid steel in Hudson's own great body plant. Hudson is the only manufacturer of popular cars that makes all its own bodies in its own factory.



A real six-passenger interior! Six adults can ride any distance in smiling comfort in a Hudson Sedan. Wider seats—front and rear—provide lots of elbow and shoulder room.



Below—Think ahead to vacation days, when you buy your new car. Just look at the luggage space a Hudson Touring Sedan or Touring Brougham gives you! Yet there's room for the spare tire in that roomy rear compartment, too. Oh, yes, there's a special locker for tools.

Above—There's room in the Hudson trunk for all this luggage—far more than automobile trunks have ever held before.

Below—The Hudson package compartment has plenty of room even for bulky packages.



Left—Here all the luggage shown at the top of the page is snugly and safely stowed away in the Hudson trunk compartment, with the spare tire removed and carried in a side mount. Side mounted spare tires are available on all Hudson models.

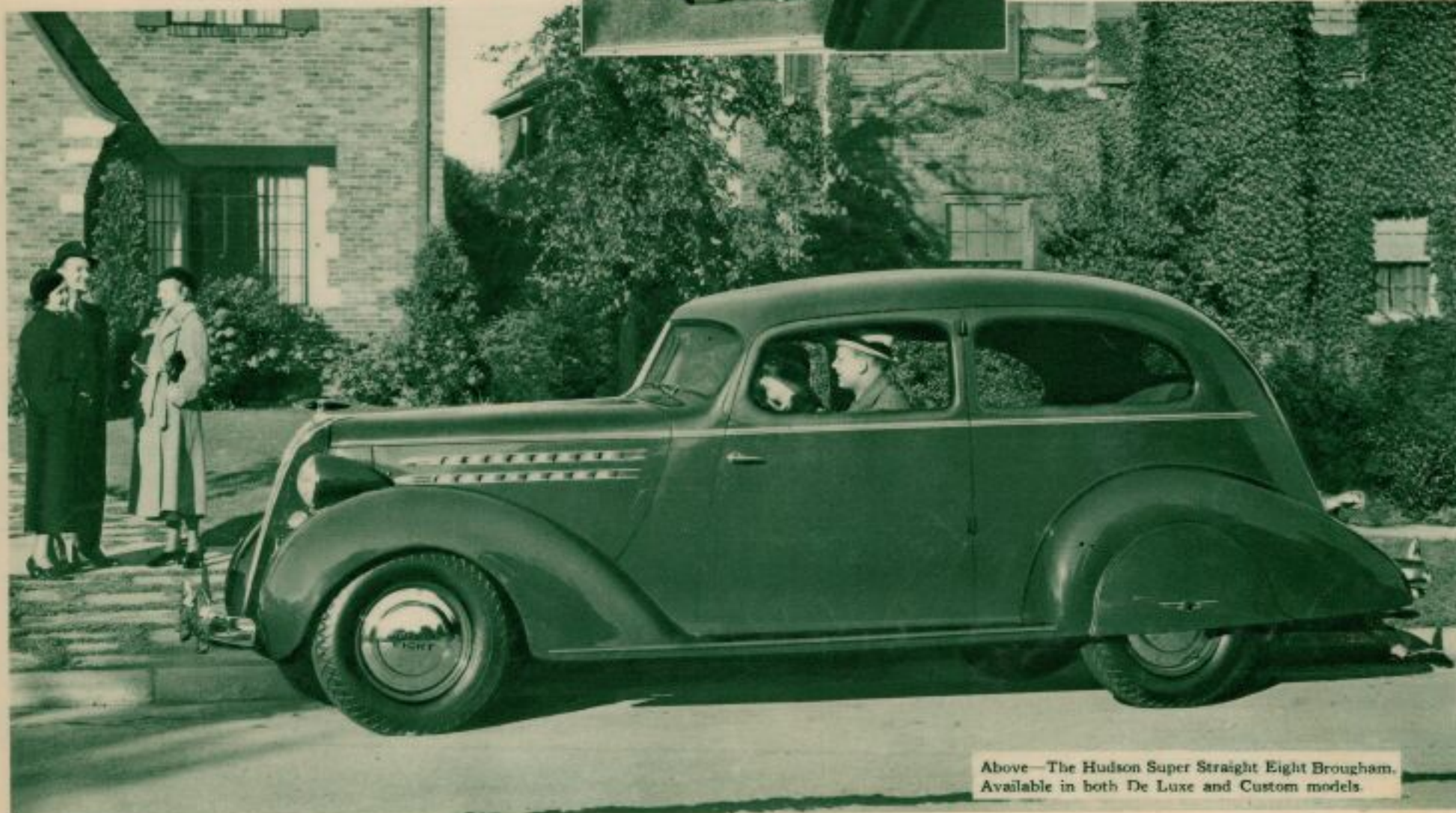
THE Biggest CARS EVER PRICED SO LOW



Right—And look at the leg room. Even six-footers can stretch in a Hudson. A metal bar, covered with a corrugated rubber tube, forms the comfortable foot rest in Hudson Eight Sedans.



Above—Head room enough to wear a "topper" comfortably in a Hudson. And notice the graceful curve that ceiling . . . and the wide vision rear window!

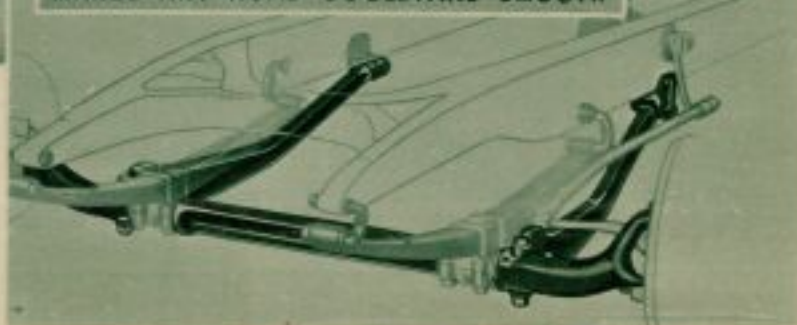


Above—The Hudson Super Straight Eight Brougham. Available in both De Luxe and Custom models.

The Hudson Super Straight Eight Convertible Coupe.



MAKES ANY ROAD BOULEVARD-SMOOTH



1—RADIAL SAFETY CONTROL—(Above)—a wholly new principle that makes riding, steering and stopping safer than ever before. The front axle can move only in a true radial arc, in harmony with road contours, because two giant arms of forged steel hold it in that position. Axle movement, steering or brake action cannot affect springing.

5 THINGS

you never saw before



2—DUO-AUTOMATIC HYDRAULIC BRAKES—(Left)—the first hydraulics with a separate safety braking system that takes hold *automatically* in emergencies. Double-safe stopping! If the pedal passes through the hydraulic braking range, it automatically operates the rotary-equalized reserve system—stopping you quickly and smoothly.



3—THE RHYTHMIC RIDE—(Right)—long, gentle "natural rhythm" springs are free for the first time from steering and braking strains. And, with Radial Safety Control, this new kind of cushioned springing is combined with greater *stability* than has ever before been possible in motor cars. That means greater *safety*!



4—TRU-LINE STEERING—(Left)—the car holds its direction steadily, unaffected by spring action, braking or road conditions. It practically steers itself. That's because Radial Safety Control holds the axle in its true arc, giving you a new, sure mastery of your car.

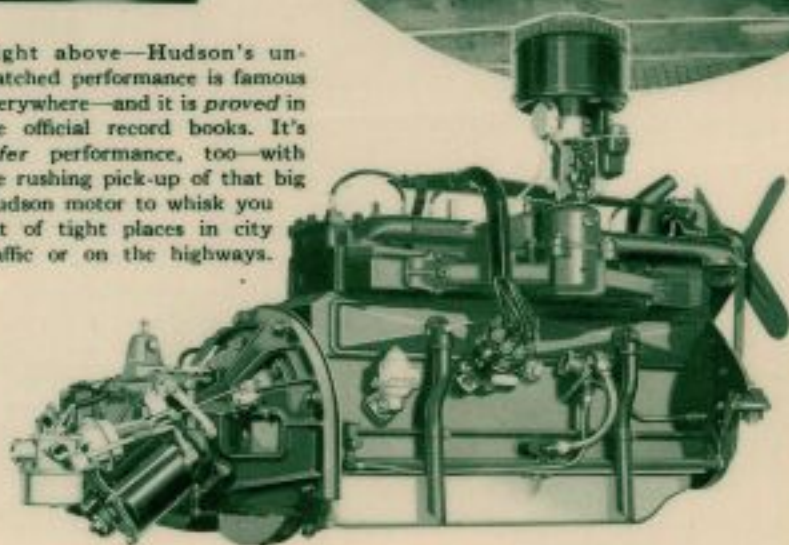


5—AUTOMATIC DRAFT ELIMINATOR—(Above)—now added to Hudson's Exclusive Year-Round Ventilation System to automatically equalize air pressures inside and outside the car. As used air is drawn out by vacuum through a partly opened window, fresh air is drawn in through a filtering bag in the Automatic Draft Eliminator and is then circulated—clean and without drafts—throughout the car.

Below—Hudson pistons are cam-ground of aluminum alloy, with one of the four rings below the wrist-pin. All rings are pinned.



Right above—Hudson's unmatched performance is famous everywhere—and it is *proved* in the official record books. It's *safer* performance, too—with the rushing pick-up of that big Hudson motor to whisk you out of tight places in city traffic or on the highways.



Left—The world's *smoothest* motors—Hudson's! 113 or 124 horsepower in the Super Straight Eight. 93 or 100 horsepower in the Six.

Right—Here's an important secret of Hudson's smoothness—the exclusive, compensated, inherently balanced Hudson crankshaft, that eliminates motor vibration at its source—in the motor itself.



A spirit level on this precision machine indicates to the workman the exact state of balance in the clutch assembly as he turns it slowly in a complete, perfect circle.

Hudson-built cars hold 77 official A. A. A. performance records—among them all the important hill climbs in this country. In a Hudson, you soar up the steepest slopes in "high." Coming down, where a quick shift may be necessary, you flip the Electric Hand into second or first, but keep on in high until the instant you want to shift.

THE *World's Greatest*

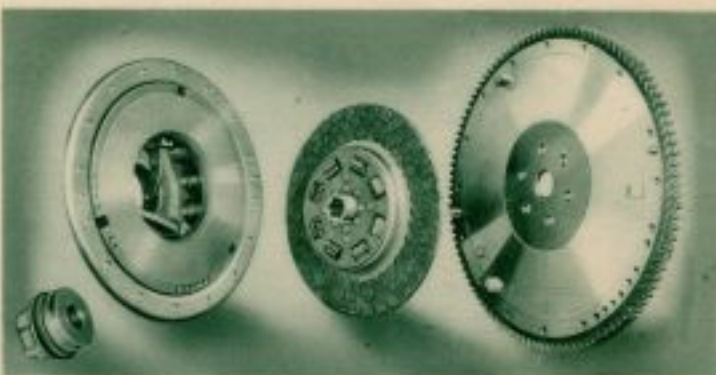
STOCK CAR PERFORMANCE



The Hudson Super Straight Eight Business Coupe. Available in both De Luxe and Custom models.



Left—Here's *proof* of economy. Recently more than 30 Hudson Eight Sedans averaged 20.1 miles to the gallon of gasoline in nation-wide economy runs.



Upper Right—Smoothest clutch action known! That's because Hudson uses the exclusive oil-cushioned, triple-sealed clutch with cork inserts.



Lower Right—The Hudson camshaft is of chrome-molybdenum-iron alloy, the toughest camshaft material in any car.



Above—Valve grinding expense is infrequent when you own a Hudson. That is because the whole cylinder block is of extra hard high chrome alloy. This makes special valve seats unnecessary.



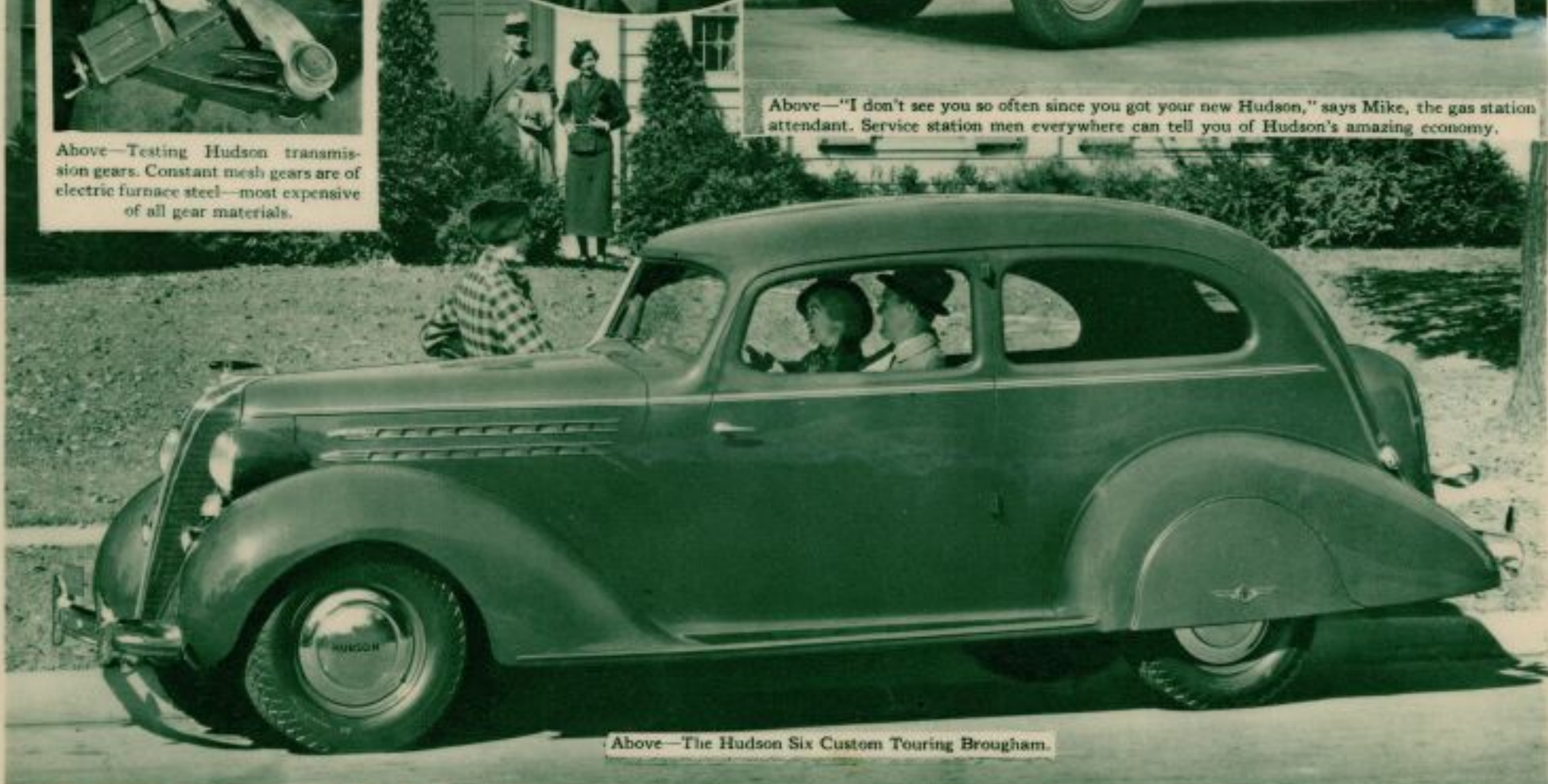
Above—Testing Hudson transmission gears. Constant mesh gears are of electric furnace steel—most expensive of all gear materials.



Left—"20.5 miles to the gallon." "Most economical car I ever drove." "Never add oil between changes." "No expense for service in 30,000 miles." Thousands of owners, in *sworn statements*, have similar things to say about their Hudsons.



Above—"I don't see you so often since you got your new Hudson," says Mike, the gas station attendant. Service station men everywhere can tell you of Hudson's amazing economy.



Above—The Hudson Six Custom Touring Brougham.

"17 TO 20 MILES TO THE GALLON
No Oil **BETWEEN CHANGES"**
Say Hudson Owners



Left—Hudson-built cars have demonstrated their durability over the hardest of rural mail routes in all parts of the country. It's the kind of service in which ruggedness and dependability are the finest qualities a car can have.



Left—Business executives whose work makes necessary hard and frequent road trips, say that Hudson is the ideal car to take the punishment a business car has to take—and come back for more.

Above—For "flyer" service—the toughest of all police car work—police demand cars that can GO, and keep on going. That's why more and more police departments are choosing Hudsons for this front-line service in the war on crime.

RUGGEDNESS

Proved AS NO OTHER CAR EVER PROVED IT



Above—Here are some of the 30 oversize anti-friction bearings used at points of greatest stress in the Hudson chassis.



Above—Hudson ruggedness starts with this sturdy frame.

Left—Hudson ring gears and pinions are of expensive nickel-molybdenum steel, and tapered roller bearings are used throughout the rear axle.



The Hudson Six Custom Touring Sedan.



Above—Unusually wide doors permit easy entrance and exit.



Above—This conveniently placed, easily adjusted visor keeps sun from your eyes—makes driving safer.



An ash receiver is placed within easy reach of all rear seat passengers.



Front seats of Hudson Broughams slide forward as they fold down.

COMFORT and CONVENIENCE

Complete TO THE LAST DETAIL



Custom-built radio is standard on all Hudson Eight Custom models. Radio built in at the factory is available in all other Hudsons.



Here's a cowl ventilator that really ventilates: Look at the width of it—17 inches! When closed, it is sealed and weather-tight.



Drivers' seats are quickly and easily adjustable to fit any driver with this conveniently placed adjusting lever.



Above—Assist cords are hung right where they are of most assistance to the passenger entering or leaving the rear compartment.



Below—The Hudson Six Custom Sedan.

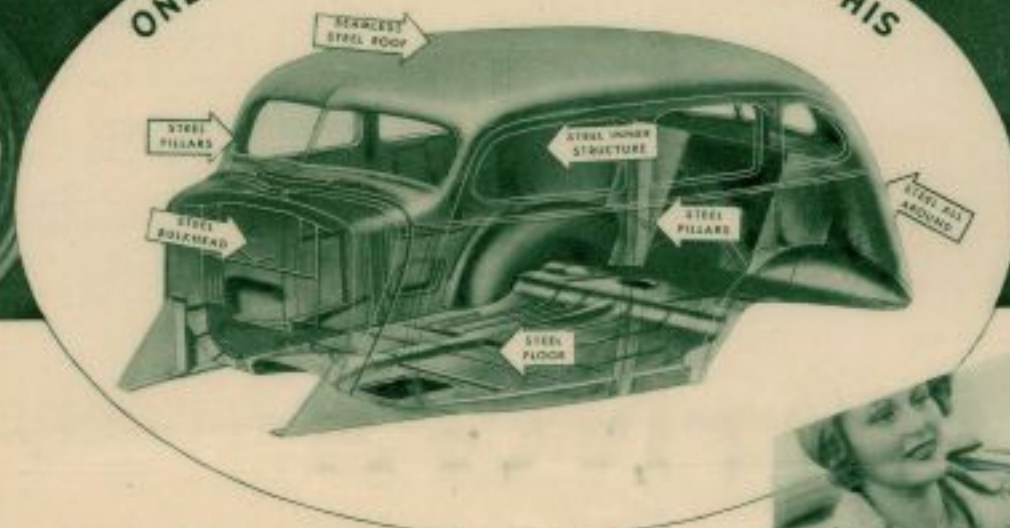


Above—The baggage compartments of Hudson Sedans and Broughams (without trunks), with tire inside, have 12½ cubic feet of storage space—with tire side-mounted, 17 cubic feet.

Hudson combines the first chassis ever engineered for safety—with Radial Safety Control—and America's first bodies *all* of steel. The inner structure of Hudson bodies is entirely of tough, sturdy steel. Welded to it are steel sides, steel floor and a new, improved seamless steel roof.



ONLY HUDSON BUILDS BODIES LIKE THIS



Right—Safer—with the Electric Hand. You shift gears faster, more smoothly—with *both* hands always on the wheel, both eyes on the road.

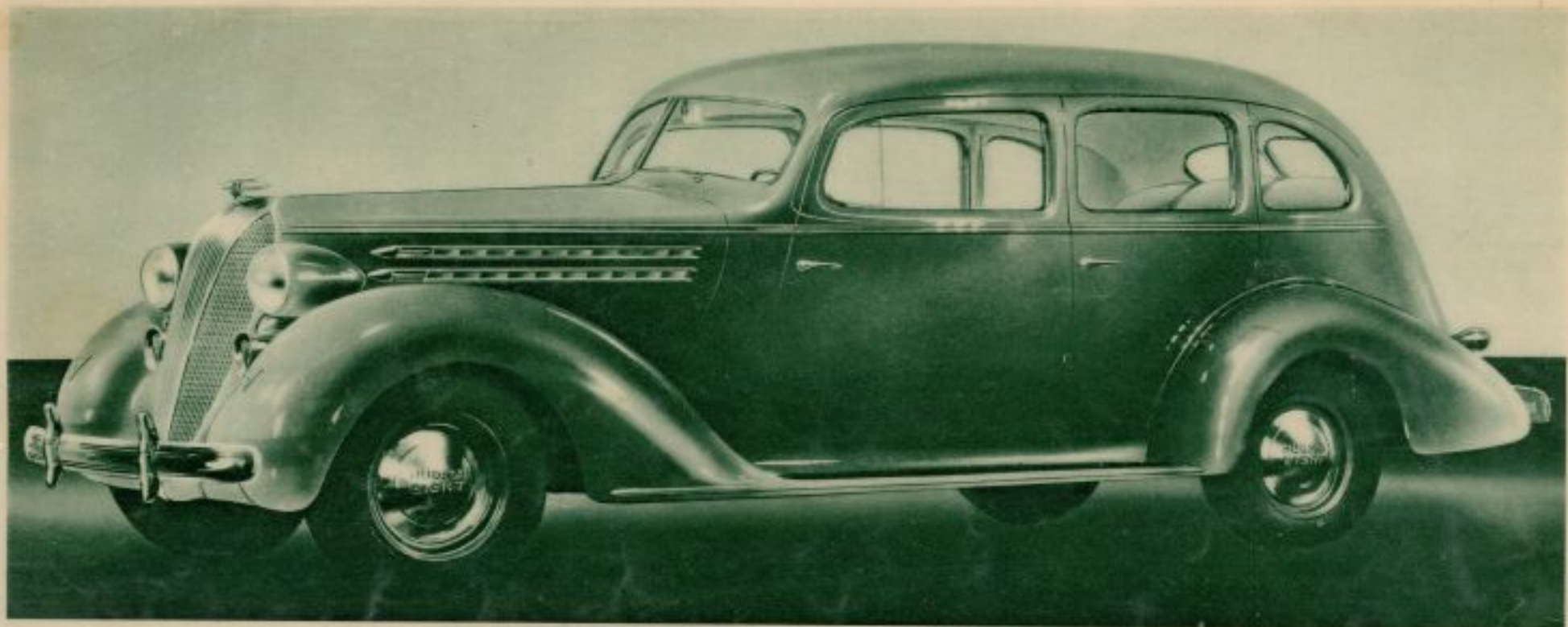


It's a **HUDSON**
THE SAFEST CAR

THE SAFEST CAR EVER BUILT



The Hudson Super Straight Eight Coupe—with rumble seat. Available in both De Luxe and Custom models.



THE HUDSON EIGHT SEDAN—*Touring Sedan (with trunk) also available.*

MAKE YOUR CHOICE FROM

7 Big Beautiful Body Styles

HUDSON EIGHTS in DeLuxe and Custom Models

120 and 127 inch Wheelbase

113 and 124 Horsepower

HUDSON SIXES in Custom Models Only

120 inch Wheelbase

93 and 100 Horsepower



THE HUDSON SIX SEDAN—*Touring Sedan (with trunk) also available.*



THE HUDSON SIX BROUGHAM—*Touring Brougham (with trunk) also available.*



THE HUDSON EIGHT BROUGHAM.
Touring Brougham (with trunk) also available.



THE HUDSON SIX COUPE—with rumble seat.
Business Coupe (without rumble seat) also available.



THE HUDSON EIGHT BUSINESS COUPE—*Coupe with rumble seat also available*



THE HUDSON SIX CONVERTIBLE COUPE.



THE HUDSON EIGHT CONVERTIBLE COUPE.

DRIVE A HUDSON . . . *Today!*