

# HUDSON FOR '52

A Fabulous new HUDSON HORNET

Luxurious new COMMODORE  
EIGHT and SIX

The Spectacular new HUDSON WASP

Thrifty and handsome new  
PACEMAKER





*Presenting the most brilliant array of new cars in Hudson history*

A fabulous new **HUDSON HORNET**

A new, lower-priced running mate, the sensational **HUDSON WASP**

The luxurious new **COMMODORE EIGHT and SIX**

The thrifty and handsome new **PACEMAKER**

By every known measurement of motor-car merit, these new Hudsons are outstanding. In appearance they are breathtaking—presenting the sleek, low-built streamlining that has long been the goal of automotive designers. With the introduction of new Hudson-Aire Styling, this mark of modern beauty reaches its fullest expression.

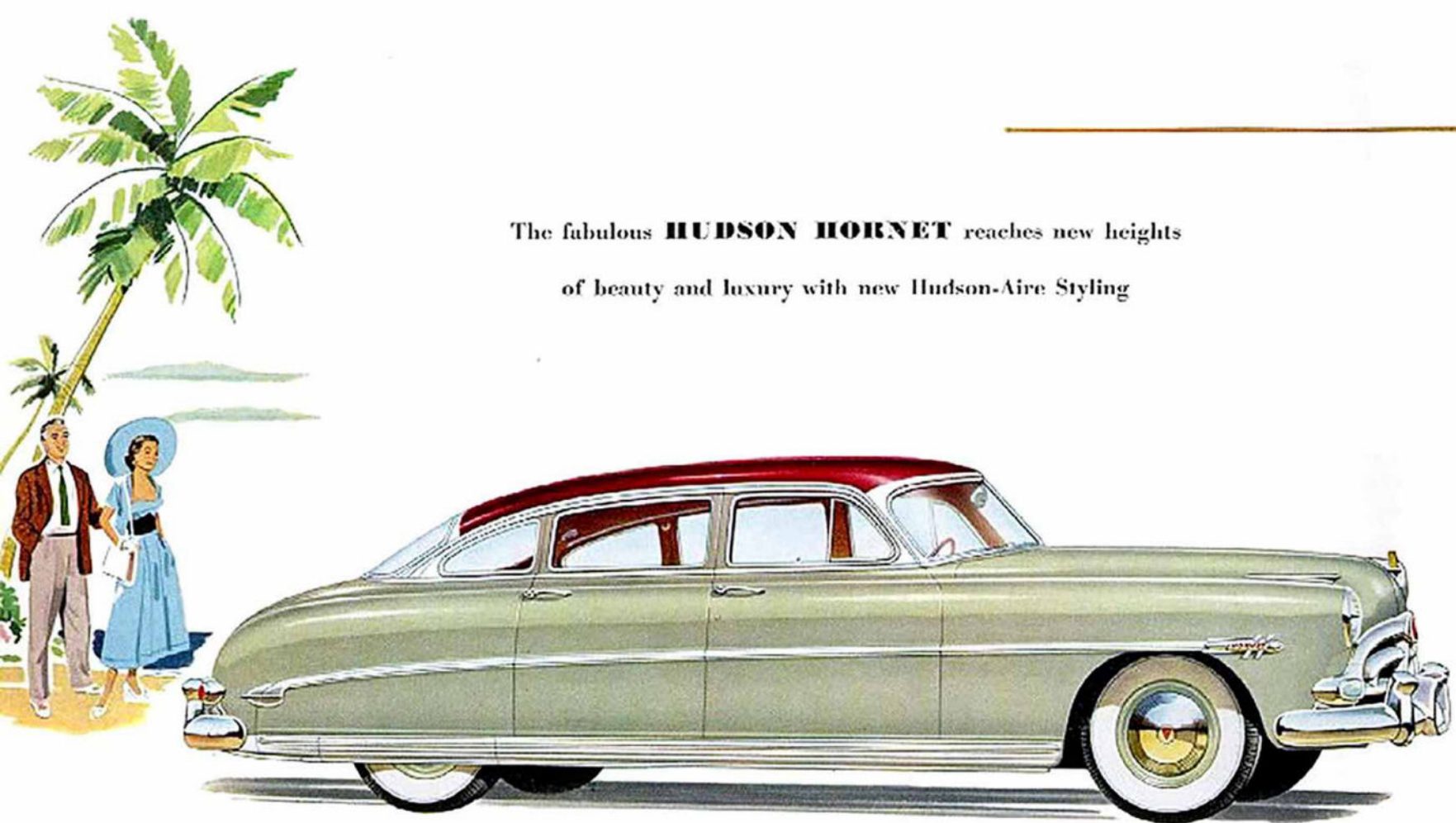
Long famous for stellar performance, Hudson offers for '52 high-compression engines of advanced design, packed with exclusive features and high-quality materials found in no

other car. Hydra-Matic Drive is available for all models (extra-cost option) to make driving effortless. In the vital matter of safety, Hudson gives protection for you and your family unapproached by other cars.

And, too, every Hudson brings you the most room for passenger comfort—a stable, gliding ride you must experience to fully believe. On the facing page you will find described Hudson's great basic advance in motor-car design, which makes these marvels possible.

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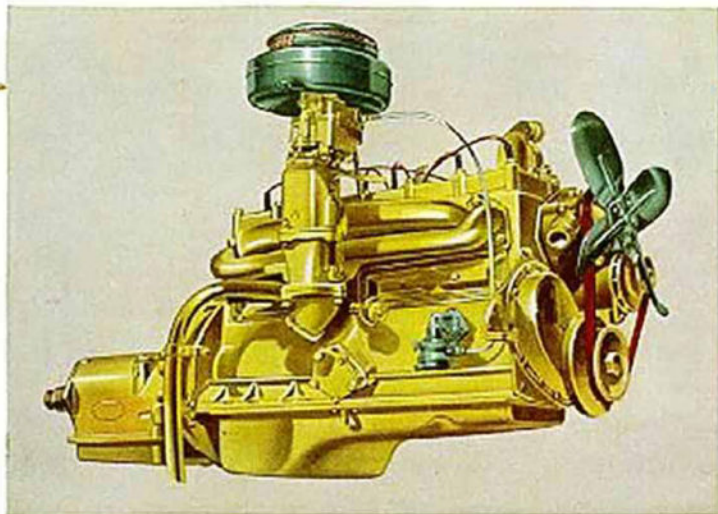
The fabulous **HUDSON HORNET** reaches new heights  
of beauty and luxury with new Hudson-Aire Styling



Unquestioned ruler of the road, the fabulous Hudson Hornet appears in an inspired new design that provides a longer, lower, richer look for this National Stock Car Champion. New front-end styling is massive but graceful. A sturdy functional

rib-rail in unbroken line from front to rear accentuates the clean streamlining—while gleaming trim around windshield and all windows adds a fresh note of airiness and luxury to this most famous member of the Hudson family.





### **Miracle H-Power from the H-115 engine!**

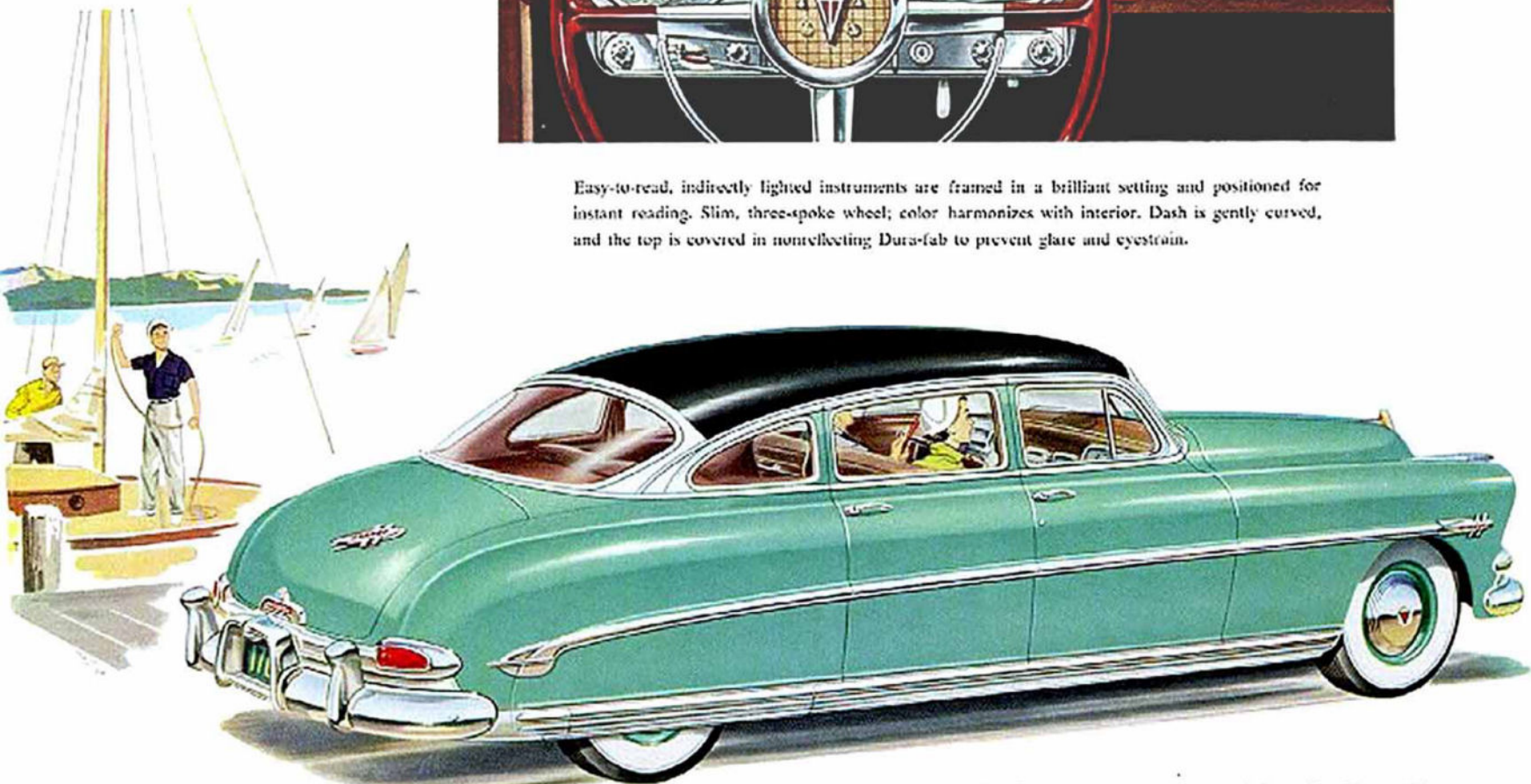
Here's the high-compression engine that has brought the Hudson Hornet victory after victory in stock car competition. It is a masterpiece of advanced engineering for amazing get-up-and-go, greatest durability, minimum upkeep. The chrome-alloy cylinder block, exclusive with all Hudson engines, outwears blocks of ordinary metal by thousands of miles. Super Power-Dome cylinder head gets more power from every drop of gasoline, and premium fuels are not required. Try Miracle H-Power for smooth, super-quiet operation — and power to spare.



*Hudson Hornet Club Coupe—124 inch wheelbase, as in all Hudson Hornet models. White sidewall tires optional at extra cost as available.*

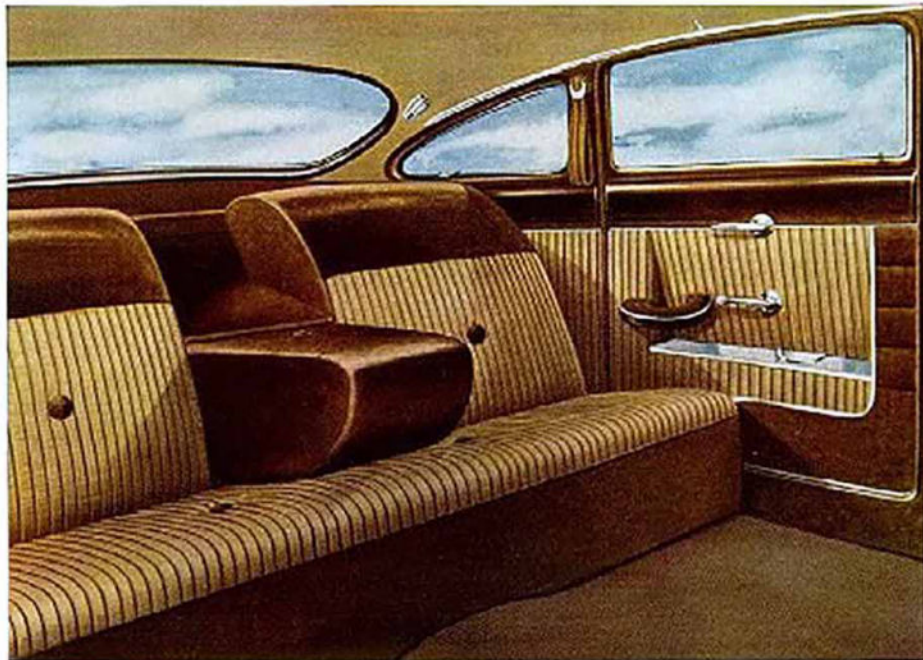


Easy-to-read, indirectly lighted instruments are framed in a brilliant setting and positioned for instant reading. Slim, three-spoke wheel; color harmonizes with interior. Dash is gently curved, and the top is covered in nonreflecting Dura-fab to prevent glare and eyestrain.



*A new beauty note with a huge, new wrap-around rear window with wide, sparkling trailing; provides tremendous visibility and distinguishes the new Hudson Hornet for '52.*





Upholstery for the Hudson Hornet is beautiful nylon, the most durable and luxurious fabric money can buy. Its exclusive three-dimensional weave prevents slipping, clinging to clothes, makes it easy to clean. Trim is Dura-fab, Hudson's wonder material that won't crack, chip or peel, and wipes clean with a damp cloth. Custom appointments include thick pile carpeting, front and rear, and giant 16" rear seat center arm rest, except in Convertible Brougham.

All doors are equipped with automatic courtesy lights. Door and window controls are placed in exclusive recessed panels, where they are instantly ready but never in your way. Front ventilating wings are crank-operated for positive con-

trol. Safety door locks make it impossible to lock yourself out, while interior locking knob prevents unintentional opening of door from inside or undesired opening from outside while you are in the car.

Back of front seat is beautifully tailored with hand grips at both ends, a robe cord covered in Dura-fab and a generous magazine pocket. Super-sized assist straps are located on pillar ahead of rear quarter window, and coat hanger hooks are provided over rear seats.

Here in the Hudson Hornet you will find a combination of superb styling, luxurious comfort and spacious room that is absolutely unmatched in any other motor car.

## The Hudson Hornet Series

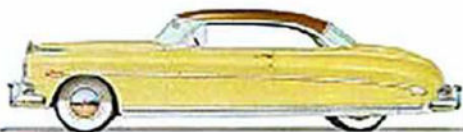
These fabulous motor cars are readily identified by the low-mounted gold and chrome hood emblem and the "flying H" on fenders and rear deck.



FOUR DOOR SEDAN



CLUB COUPE



HOLLYWOOD (HARDTOP CONVERTIBLE)



CONVERTIBLE BROUGHAM

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)

The luxurious **COMMODORE EIGHT** with Hudson-Aire styling  
to delight the most discriminating...powered by the smooth, high-compression Super-Eight engine

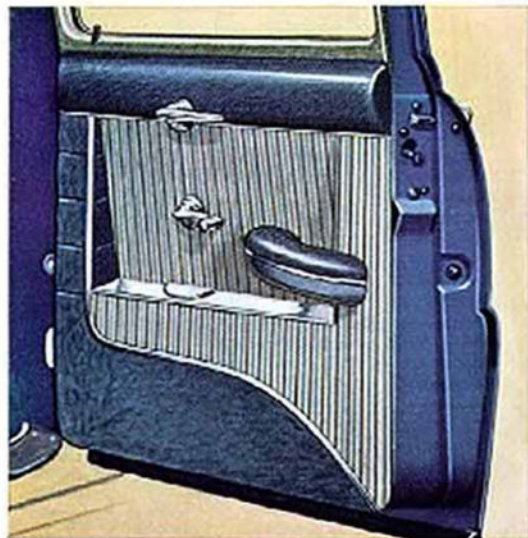


Hudson-Aire Styling features tremendous visibility, front, sides and rear, in all models. The Commodore Eight Sedan (above) has greatly expanded glass area as do all new Hudsons. New Solex\* tinted glass is available on all models to shield out day

or night glare. Exterior styling and trim of the luxurious Commodore Eight follow the accentuated low-built beauty of the Hudson Hornet. See page 21 for specifications of the high-output, high-compression Super-Eight engine.

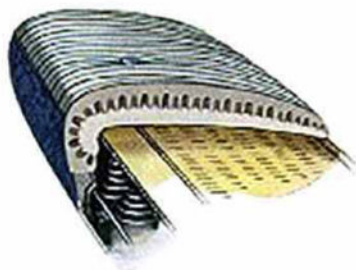
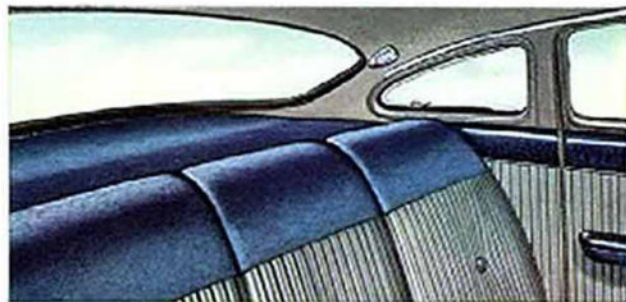
\*Optional at extra cost





Inside of door is custom-tailored in nylon and Dura-fab for lasting beauty. Door and window controls, ash receiver and arm rest are nested in recessed panels. This Hudson exclusive greatly increases elbowroom. Front door ventilating wings are crank-operated for positive control.

Convenient, easy-to-reach rear-seat shelf for packages, purses, what-have-you is covered in leather-grain for interior harmony. Depth of shelf shows that rear seat is forward of rear window so that passengers are not bothered by sun on bright days. Sedan, Club Coupe and Hollywood have 16" rear-seat arm rest.



Foam rubber seat cushions are standard equipment in the Commodore Eight and Hudson Hornet. No other material can offer equal comfort or wearing qualities.



This gleaming badge, positioned on front fenders and rear deck, identifies the stunning Commodore Eight series.

## The Commodore Eight Series

That much-desired wider, lower look that so sets every Hudson apart from the crowd is expressed to perfection in these luxurious cars.



FOUR-DOOR SEDAN



CLUB COUPE



HOLLYWOOD (LUXURIOUS NEW "HARDTOP" BODY STYLE)



CONVERTIBLE STOUGHAM

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)

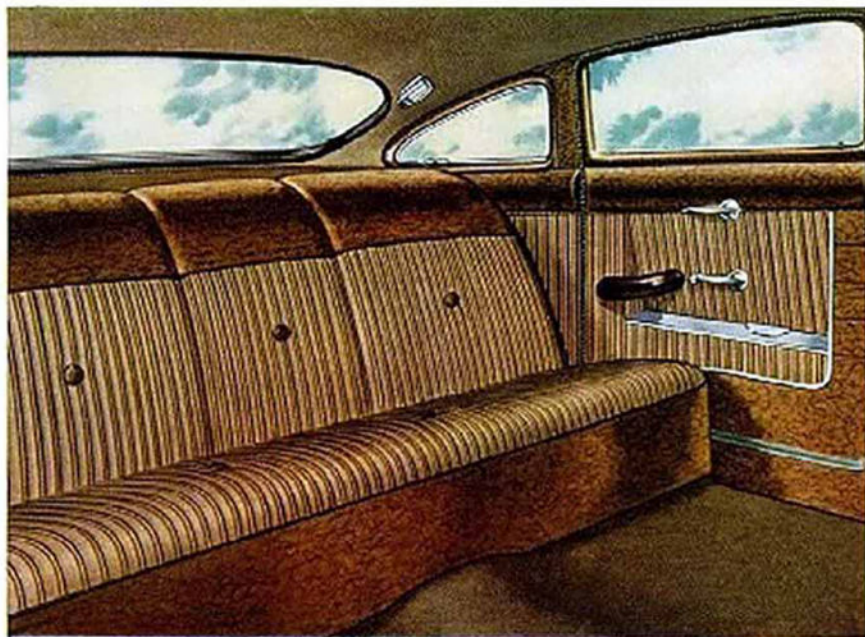


The brilliant **COMMODORE SIX** presents masterful power and the free-flowing beauty that only Hudson's "step-down" design can provide



Hudson's exclusive beauty stems from a new and better way to build automobiles, famed the world around as "step-down" design. (See page 3.) In the Commodore Six, and all Hudsons, you find the lowest-built, truest streamlining with the most head room in any car and full road clearance.

Commodore Six closed models (Club Coupe shown above), have a huge rear window and sparkling upper-body ornamentation. The new look of Hudson-Aire Styling all around is your assurance that these cars will stay young in appearance through the years ahead.



As in all Hudson series, upholstery is new and exclusive. Here, a special six-tone Bedford Cord with tan and brown stripes blends with Dura-fab of leather-grain finish. Front floor covering is a ribbed rubber mat with carpet in rear compartment. A 16" rear-seat center arm rest is augmented by arm rests at seat ends.



Treatment of front seat back furnishes extra convenience. Metal hand grips ease entrance and exit. There is a generous tailored magazine pocket and large robe cord. All doors equipped with courtesy lights.

## The Commodore Six Series

Powered by the exciting H-127 engine, this group of gorgeous motor cars offers exceptional performance and rare beauty. Specifications: pages 20, 21.



FOUR-DOOR SEDAN



CLUB COUPE



HOLLYWOOD LIMO DASH OF A CONVERTIBLE WITH CLOSED-CAR INTERIOR

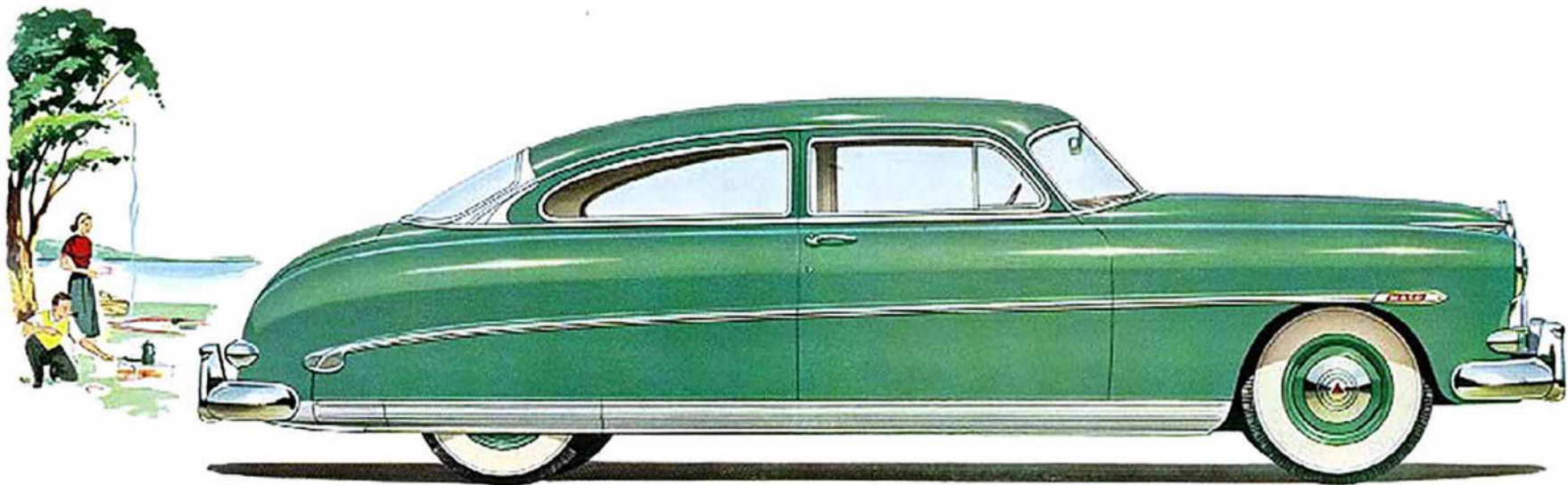


CONVERTIBLE BROOKHAM

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)



The spectacular **HUDSON WASP**, a new, lower-priced running mate  
for the fabulous Hudson Hornet...powered and styled to create a sensation on every count



This newest member of the Hudson family, with its power-packed H-127 engine, will sprint away and stride the miles as you've always dreamed of doing. With a 119-inch wheelbase, it is highly maneuverable and easy to park—a true beauty with low lines, massive grille and rear-end design, and the huge, wrap-around, brilliantly accented rear window that charac-

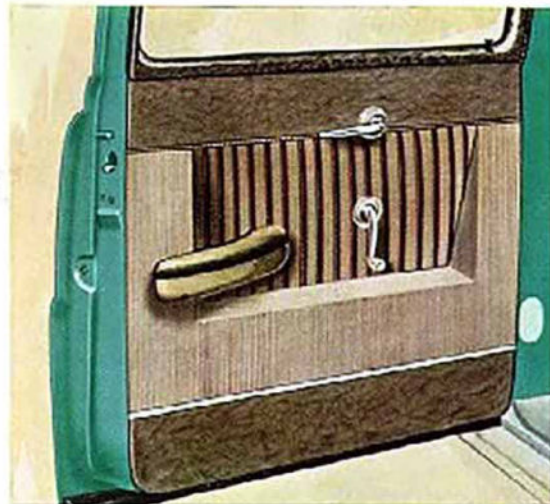
terizes Hudson for '52. As in all Hudsons, exclusive design principles and new materials are skillfully used in the spectacular new Hudson Wasp to give you the most thorough sound and heat insulating in any motor car. This means new comfort in whisper-quiet motoring with added protection against winter cold and summer heat.



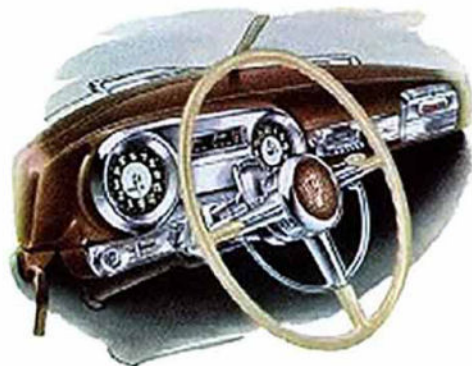
Exceptional luggage space is yours in every Hudson! With spare wheel in upright position, loading and unloading is a simple matter. Without jamming or trick packing, there is ample room for all the luggage you would take on a trip. Compartment carpeted with grey and green woven fabric mat. Special construction of rear deck lid gives increased strength, prevents "drumming" for quieter going.



This striking insignia marks the spectacular new Hudson Wasp—a car that will win your instant respect as a top-flight performer—look for this distinguished insignia on fenders, where it is the finishing touch on the stainless steel rub-rail.



Custom-quality tan upholstery is arranged in an attractive block pattern in recessed door panel, where arm rest, door and window controls are convenient, but positioned to prevent accidental bumps and bruises.



A slim, three-spoke, 18" steering wheel with chrome, half-circle horn ring and this smart instrument panel, fitted with its 30-hour clock, are typical of the Hudson Wasp's fittings.

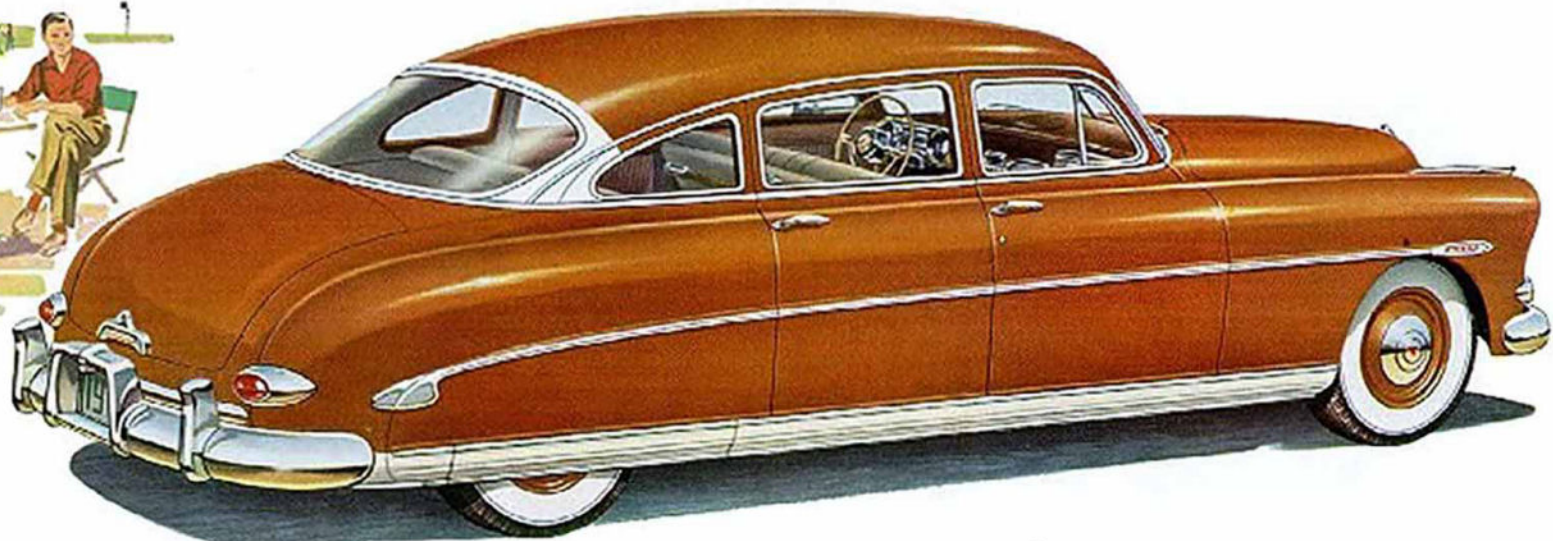


Through the years Hudson has won a reputation for fine engineering and quality manufacturing. Two parts of this reputation are probably most important to the average motorist: first, for designing and building high-compression engines that deliver flashing, eager, quiet power; secondly, for building the *most durable car money can buy*.

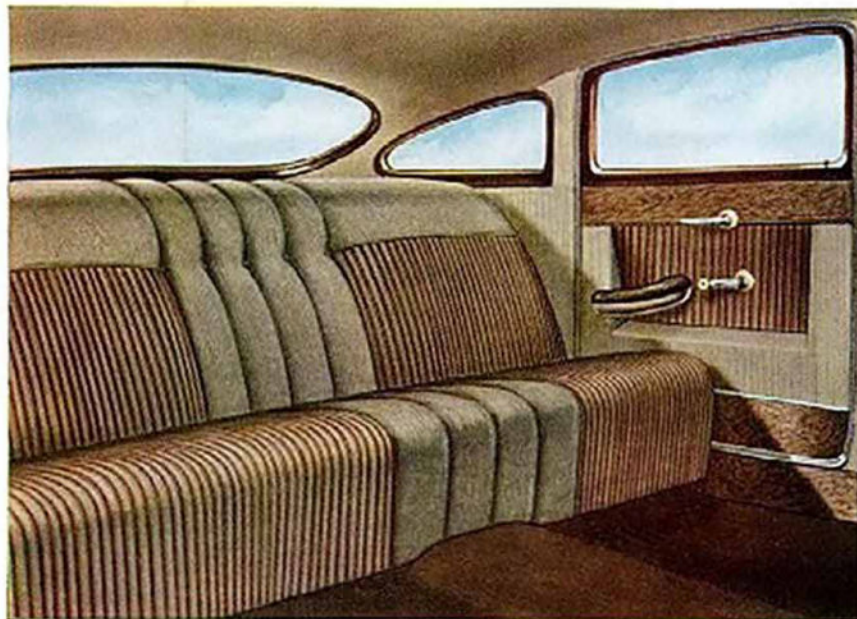
The spectacular new Hudson Wasp offers a splendid example of these qualities. The exciting H-127 engine, which powers this newest member of the Hudson line, is of the super-

efficient L-head, "In-Line" design. Equipped with Hudson's exclusive chrome-alloy cylinder block (toughest in the industry), it naturally lasts longer, runs smoother, requires less attention.

Pinned-in-position piston rings are another exclusive. They cannot rotate, cause irregular wear, and this saves oil. Complete electronic balancing of the engine, while running, as an assembled unit insures the smooth, quiet dependability you naturally expect from every Hudson.



Rear-bumper center guard houses license plate and concealed license light.



It's a "fashion first" interior for the Hudson Wasp. Special-weave tan cord upholstery with red and brown wide and narrow stripes is combined with Dura-fab trim at wear and scuff points. Door and window handles are chrome with plastic escutcheons. Front floor has long-wearing rubber mat and rear compartment is carpeted. All doors equipped with courtesy lights. Bright scuff plate adds to the welcome this interior extends.

The back of front seat is fitted for passenger comfort with convenient hand grips, an ash receiver, robe cord and large envelope-type magazine pocket.



## The Hudson Wasp Series

In an exceptional range of gorgeous body styles



FOUR-DOOR SEDAN



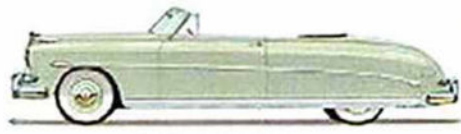
TWO DOOR BROUHAM



CLUB COUPE



HOLLYWOOD (AMERICA'S NEWEST HARDTOP)

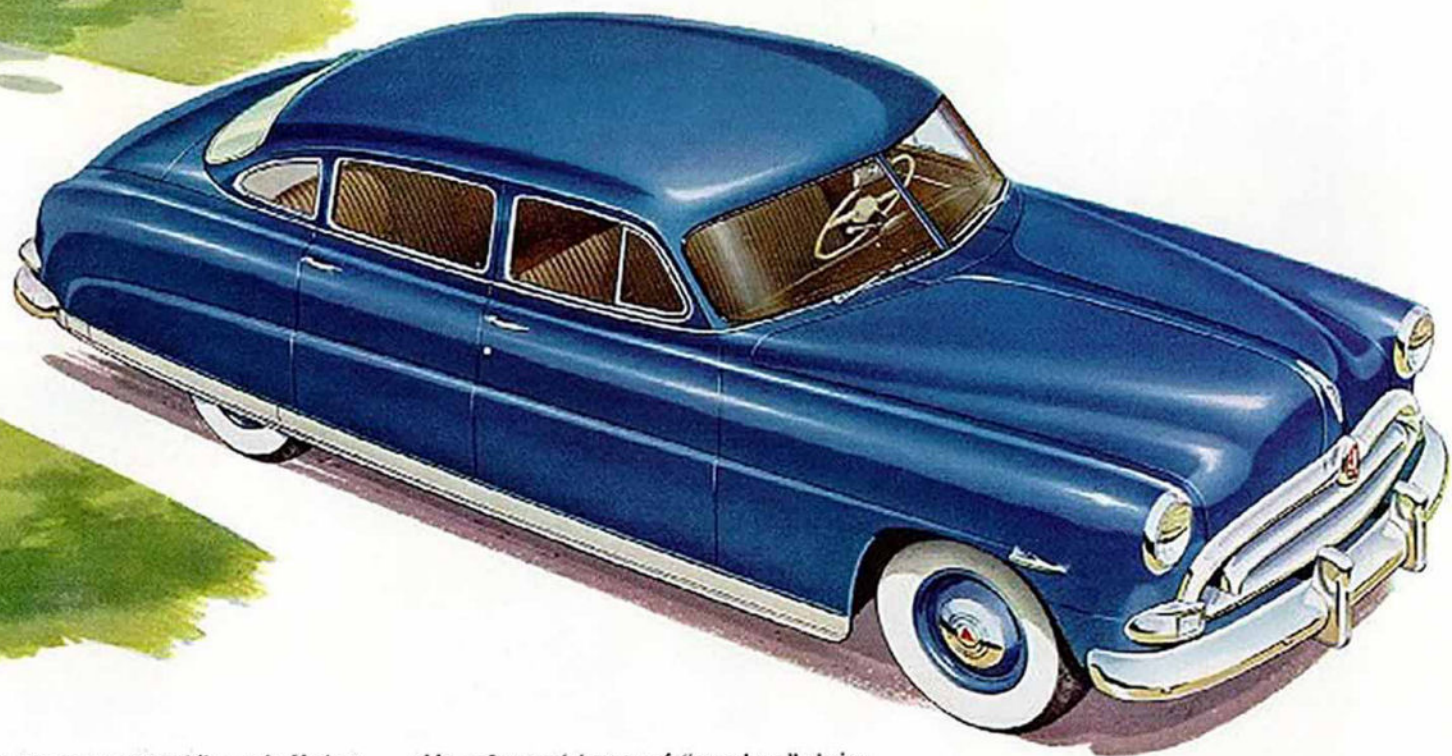


CONVERTIBLE BROUHAM

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)

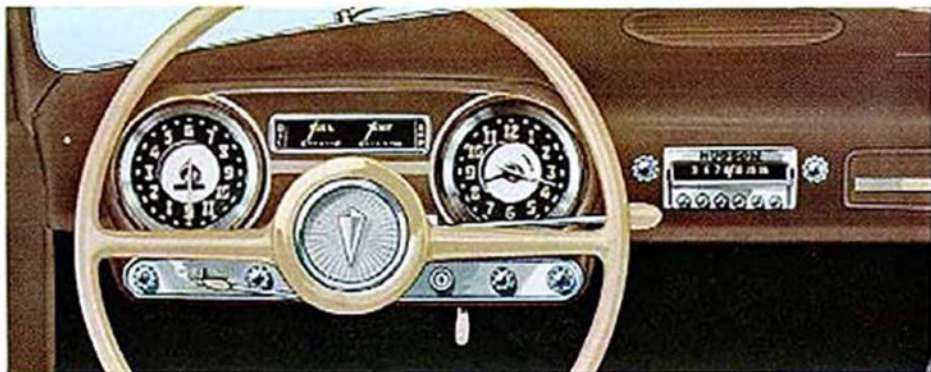


The thrifty **PACEMAKER** with all of Hudson's exclusive advantages, yet priced below many smaller cars



Among all American automobiles, only Hudson can bring you the benefits that come with a recessed floor ("step-down" design). And among all medium-priced American cars, only the Hudson Pacemaker! It is a major achievement to make the great advantages in room,

ride, safety and beauty of "step-down" design available in the Pacemaker's price class. But here these advantages are—in full measure—and when combined with the thrifty, high-compression Pacemaker engine, this car is a standout for beauty and performance in any company!



This graceful, 18", 2-spoke steering wheel is finished in light tan to accompany an instrument panel that you'd expect only in the costliest car. With true Center-Point Steering, every Hudson tends to follow an arrow-straight course; control is practically effortless. Hydra-Matic Drive\* available, as on all Hudsons!

Look for fine luxury touches! This large parcel locker (right) is equipped with locking, feather-touch latch, and rubber-cushioned door. \*Optional at extra cost



All Hudsons offer the widest seats in any automobile. A full 64" of roomy comfort! "Step-down" design also provides the most head room and the lowest center of gravity. Pacemaker upholstery is grey cord with red and brown stripes.

## Pacemaker Series

Handsome is as handsome does, and all of these elegantly styled models will prove their quality and value in any test you choose.



FOUR-DOOR SEDAN



SIX COUPE



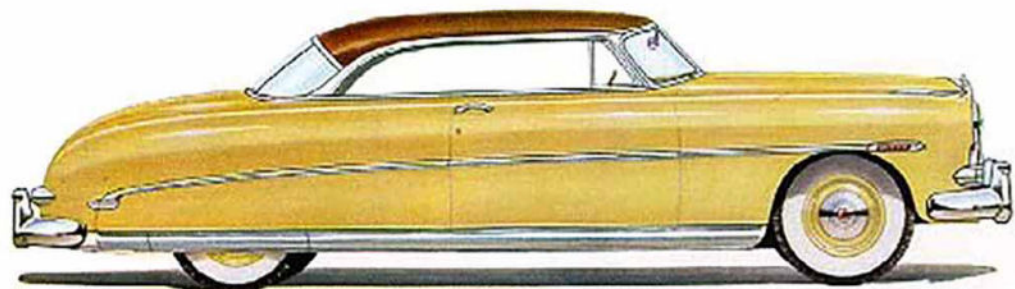
TWO DOOR COUPE



BUSINESS COUPE

Five solid colors. Six special colors optional at extra cost.

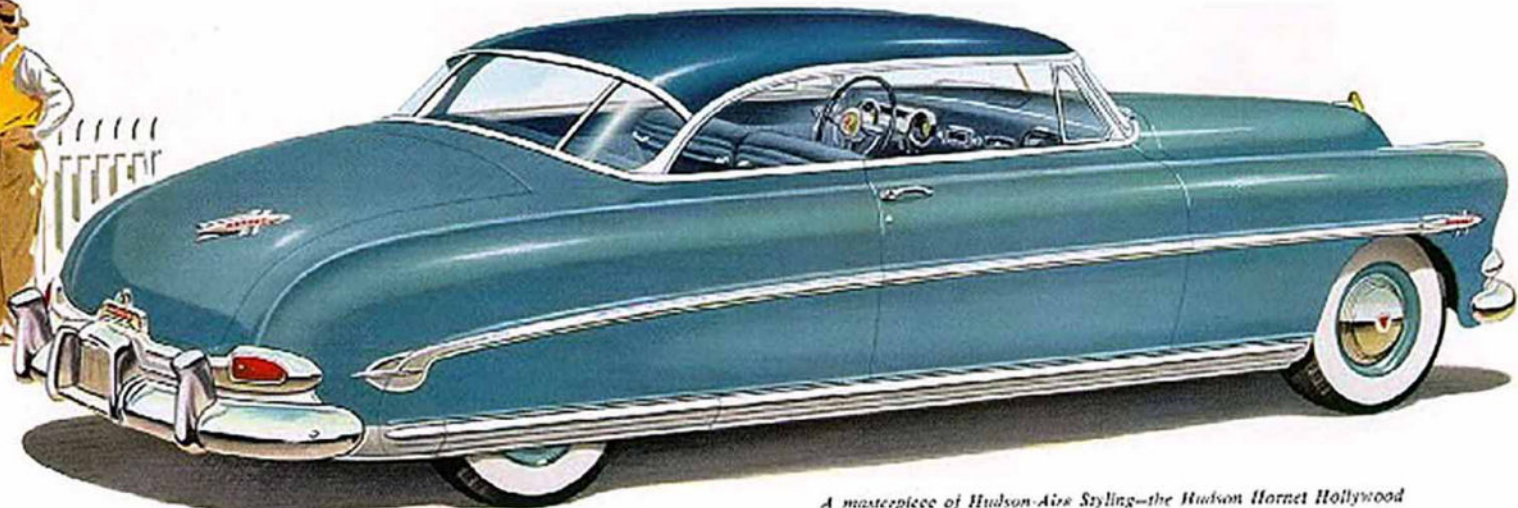




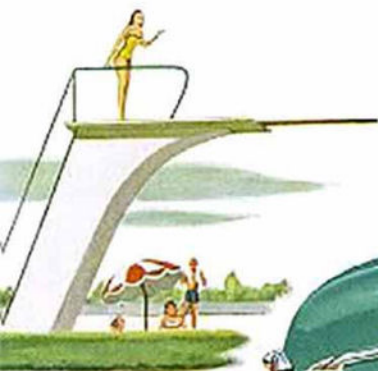
*Trim as a yacht, new as tomorrow—the Hudson Wasp Hollywood*

Here you see the fullest expression of Hudson-Aire Styling. A free sweep of unbroken view from windshield to rear window, and even this separated only by a trim post! Interiors of all Hudson Hollywood models are lavish in their use of rich materials. Long-lustre brilliance is in great evidence in both exterior upper body and window trim and in the interior, where window moulding and even special "in-view" top bows are so finished.

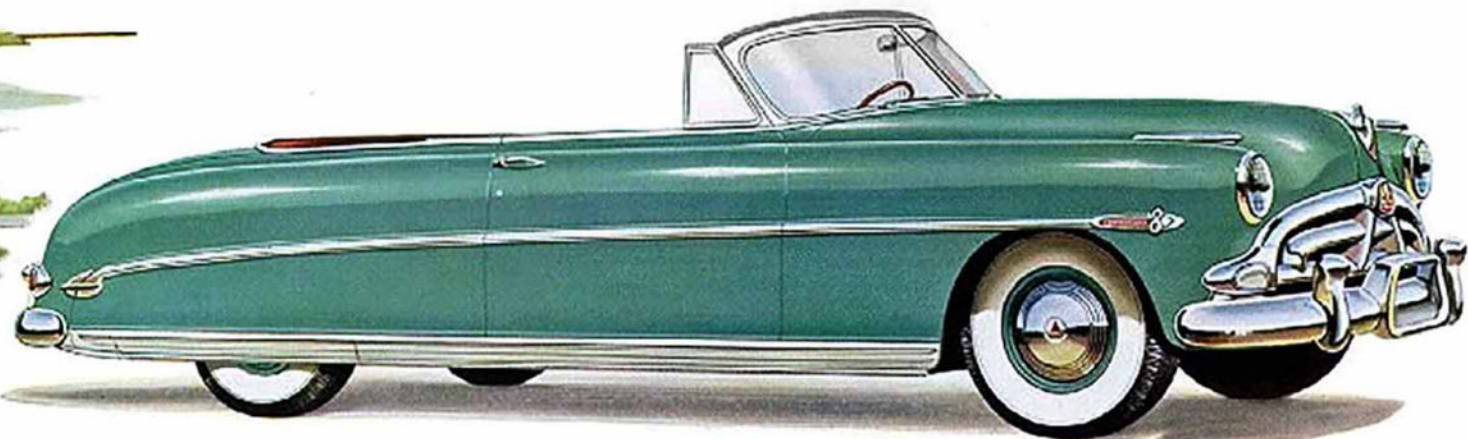
**The HUDSON HOLLYWOOD**, the world's outstanding "hardtop," with the dash of a convertible—the luxury of a closed car. Now offered in Hudson Hornet, Commodore and Wasp series.



*A masterpiece of Hudson-Aire Styling—the Hudson Hornet Hollywood*



*Commodore Eight—note the exclusive windshield header for added safety.*



**The Hudson CONVERTIBLE BROUGHAM — most glamorous sports car ever built**



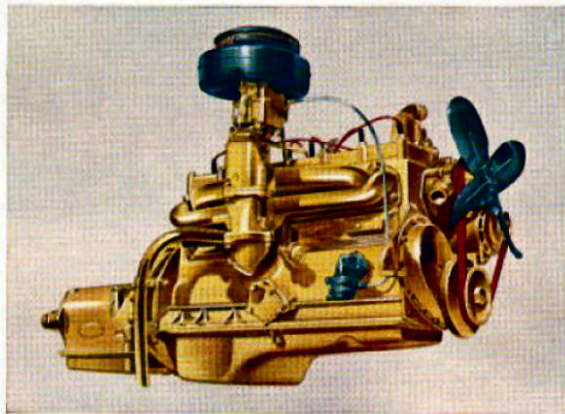
*Commodore Six—styled in every line to make your heart beat faster.*

For 1952 the renowned Hudson Convertible Brougham is available in the Hudson Hornet, Commodore Eight and Six and the Hudson Wasp series.

These sleek beauties are built with famous "step-down" design, with the addition of special rugged girders and bulkheads to give bedrock stability and the greatest strength and safety ever offered in a convertible model.



# Miracle H-Power for the Hudson Hornet!



## SENSATIONAL H-145 ENGINE

All Hudson engines are of the design that produces the most power in relation to engine size. It is a design of proved durability, maximum performance and economy. The sensational H-145 engine is Hudson's finest achievement.

**HIGH-COMPRESSION**—L-head design; 145 horsepower with 7.2 to 1 compression ratio of Super Power-Dome aluminum head (optional compression ratio, 6.7 or 7.2 to 1 with iron-alloy head at no extra cost); 6 cylinders; bore, 3 $\frac{1}{8}$  inches; stroke, 4 $\frac{1}{2}$  inches; displacement, 308 cubic inches.

## GENERAL ENGINE SPECIFICATIONS

### PERFECT BALANCE

Component parts in all Hudson engines are matched and balanced before assembly into an engine. In addition, assembled engines are scientifically balanced as a complete unit while the rotating and reciprocating parts—crankshaft, clutch, damper, flywheel, connecting rods and pistons—are in motion. This precision balancing of complete engines is accomplished on giant ma-

chines—20 feet long and weighing 20 tons—the first of their kind in the industry. These special machines not only discover any vibrations that would occur in actual operation, but also make the corrections necessary to bring the engine into perfect running balance.

### CYLINDER BLOCK

Super-hard, high-chrome alloy, toughest in the industry, to minimize wear. Machines to super-smooth finish and

outwears cylinder blocks of ordinary metals by thousands of miles. Gives long and efficient performance, reduces operating and upkeep costs.

### CYLINDER HEAD

Exclusive Power-Dome, high-compression design. Provides great turbulence to obtain utmost power and economy from fuel. Gives finest performance with regular-grade gasoline.

### CRANKSHAFT

Large in size and rugged in design, with oversize bearing surfaces, to withstand high-compression operation. Forged, with integral counterweights, of special steel of unusual toughness. Balanced both statically (while standing still) and dynamically (while revolving) to assure smooth, vibrationless operation.

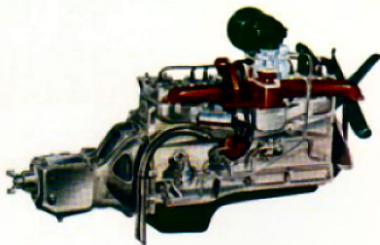
### PISTONS and RINGS

Aluminum alloy of improved, full-skirt

(Continued on page 21)

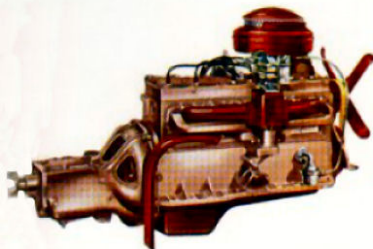
## High-Output SUPER-EIGHT ENGINE

**HIGH - COMPRESSION** — L - head design; 128 horsepower; 7.2 to 1 compression ratio (with optional, extra-cost aluminum head as available), 6.7 to 1 compression ratio with iron-alloy head at no extra cost; 8 cylinders; bore, 3 inches; stroke, 4½ inches; displacement, 254 cubic inches.



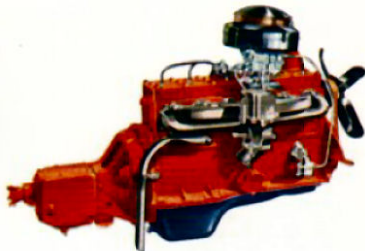
## Super High-Output H-127 ENGINE

**HIGH - COMPRESSION** — L - head design; 127 horsepower; 7.2 to 1 compression ratio (with optional, extra-cost aluminum head as available), 6.7 to 1 compression ratio with iron-alloy head at no extra cost; 6 cylinders; bore, 3⅞ inches; stroke, 4⅞ inches; displacement, 262 cubic inches.



## High-Compression, High-Output PACEMAKER ENGINE

**HIGH - COMPRESSION** — L - head design; 112 horsepower; 7.2 to 1 compression ratio (with optional, extra-cost aluminum head as available), 6.7 to 1 compression ratio with iron-alloy head at no extra cost; 6 cylinders; bore, 3⅞ inches; stroke, 3⅞ inches; displacement, 232 cubic inches.



## GENERAL ENGINE SPECIFICATIONS

(Continued from page 20)

design, with greater flexibility for high efficiency under all operating conditions. Cam-ground for quieter operation and longer life. Fitted with four piston rings (two compression and two oil-regulating types), each pinned in position to prevent chatter, rotation and irregular wear. New-type lower oil ring provides improved lubrication control.

### CONNECTING RODS

Special alloy steel, drop-forged, provides extreme strength and rigidity with light weight. Large lower bearings are precision-fitted. Also fitted with upper or piston-pin bearing.

### CAMSHAFT

Made of special electric-furnace alloy. Cam surfaces are heat-treated for extreme hardness and long wear, and phosphate-finished for more efficient lubrication.

### TAPPETS

Pressure - lubricated and self - rotating, mushroom type for quiet operation on six-cylinder models. Roller-cam design, constant-contact type on eight-cylinder models. Precision action feeds uniform, fuller fuel charge to cylinders for smoother operation.

### VALVES

Intake and exhaust valves of special alloy steel to withstand high temperatures. Valves are inclined in six-cylinder models for fast intake and exhaust flow, and valve seats are cooled around their entire surface for longer life and greater efficiency.

### FUEL SYSTEM

Dual down-draft carburetor, on Hornet, Wasp and Commodore engines, for economy and flexibility of operation, particularly in city traffic and at average driving speeds. Dual-jet, triple-range carburetor on Pacemaker engine. On all models: high - compression induction

system with direct-flow intake manifold, automatic choke, automatic - mixture heat control, antiprecipitator valve, combination air cleaner with air silencer and backfire arrester, and positive-action, constant-pressure mechanical fuel pump. Gas tank capacity, 20 gal.

### LUBRICATION

Full-pressure lubrication by extra-capacity, rotor-type pump on all six-cylinder models. Exclusive Duo-Flo lubrication system on eight-cylinder models. Floating-type oil intake supplies only the cleanest oil to the lubrication system. Oil refill capacity, 7 qt.

### COOLING

Closed - type pressure cooling system with ball-bearing, self-sealing and permanently lubricated water pump. Thermatically controlled by-pass for quick engine warm-up. Fan assembly designed for quiet and efficient operation.

### IGNITION

Waterproof, high - compression, high-voltage ignition system on six-cylinder models, with built-in suppressor in distributor to reduce radio and television interference and improve engine performance in the lower ranges. Advanced, high - compression, moisture - resistant ignition system on eight-cylinder models. Neoprene, high-tension ignition wiring with weatherproof spark plug connections. Long-life spark plugs of exclusive design. High-efficiency spark coil.

### GENERATOR

Extra-capacity, ventilated, shunt-type generator supplying greater output at lower speeds. Voltage regulator assures maximum efficiency of the electrical system and provides full protection for all electrical equipment.

### STARTER

High-torque type with improved Bendix drive. Safety-type ignition key starting.



## HYDRA-MATIC DRIVE

for the world's easiest driving, available  
for 1952 on all Hudson series\*

Proved over millions of miles more than any other type of automatic transmission, Hydra-Matic Drive is without question the leader in the field. And Hydra-Matic is especially well-suited to Hudson high-compression engines with their abundant reserve of eager power and exceptionally high power output. In driving you use only three controls.

\*Optional at extra cost.



**1.** There is no clutch pedal in Hudsons equipped with Hydra-Matic. After setting selector lever, conveniently located on steering column, you just press the accelerator for get-up-and-go!

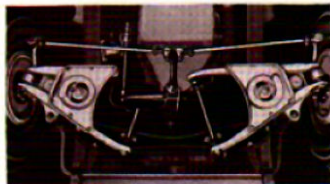


**2.** Power is transmitted smoothly through four forward speeds. So smooth is this way of driving that there is no sensation of changes in gear ratio. Both hands are free for steering.



**3.** Press Hudson's Triple-Safe Brakes when you want to stop. There is no creeping ahead, and you are on your way again without the fuel-wasting slippage that marks other drives.

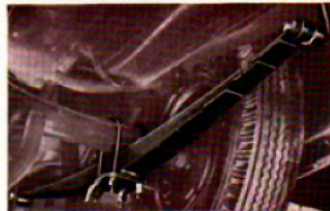
**FUEL-SAVING OVERDRIVE** stretches the life of your car. Engine speed is reduced 30%, with resulting savings in gasoline consumption and general wear. Factory-installed Hudson Overdrive is available at extra cost on all models equipped with manual shift transmissions.



**Center-Point Steering**, most accurately designed and easy-to-handle steering system known, acts directly and equally on both wheels — makes the car want to go straight and prevents "wander."



**Independent Front-Wheel Coil Springing** of specially selected alloy steel provides exceptional flexibility and stability in action and gives a softer, easier ride on all kinds of roads.



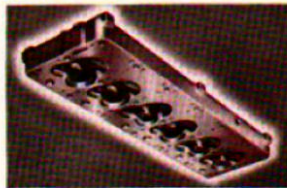
**Long Leaf Rear Springs** are mounted in an exclusive splayed position at a scientifically determined angle and rubber-anchored for luxurious smoothness and stability of ride. They are gripped to the axle in exact position for full and equal action.

## Highlight features that increase the pleasure of owning a Hudson...

most **DURABLE** car your money can buy!



**New Waterproof Ignition System** results in amazingly easy starting in dampest weather. Neoprene high-tension wiring, improved, long-life spark plugs, and high-efficiency ignition coil give brilliant performance.



**Power-Dome Cylinder Head** gives increased engine power and economy. Inside contours force fuel mixture into violent turbulence for perfect combustion.



**Highly Efficient, Floating Oil Intake** protects engine parts from dirt-carrying oil. Only the cleanest oil is circulated throughout the lubricating system.



**Down-draft Carburetor** of improved design for greater fuel economy, more flexible operation. Automatic choke, automatic-mixture heat control, anti-percolator valve and combination air cleaner, silencer and backfire arrestor assure smoother, quieter, trouble-free operation.

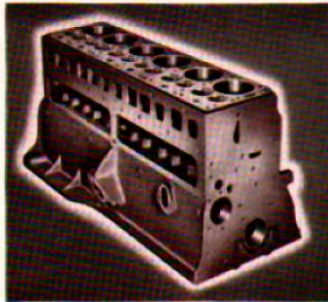


**Exclusive Fluid-Cushioned Clutch** is the smoothest-acting clutch known. Clutch disc, equipped with scores of heat-treated cork friction surfaces, operates noiselessly in a cushion of oil to give you velvety cat's-paw action. Longer-lived, triple-sealed against dirt.



**Fully Compensated Crankshaft** in all Hudson engines is individually balanced both at rest and in motion. Equipped with rubber-insulated, lifetime vibration damper for smooth, all-speed operation.

**Solex Safety Glass** available on all models as extra-cost option. Soft greenish tint cuts glare by 50%, reduces sun's heat rays by 65%, makes car interior 10° to 20° cooler in summer. Reduces sun glare by day and headlight glare by night, yet is almost unnoticeable to driver or passengers.



**Exclusive Chrome-Alloy Cylinder Block** is an important reason for the extra-long life of Hudson engines. The toughest cylinder block in any automobile, it machines to a hard, glass-smooth finish, minimizes wear, reduces upkeep costs. No valve seat inserts needed. Outwears ordinary blocks by thousands of miles.



**Aluminum-Alloy Pistons** are of an improved, full-skirt design - give greater efficiency, longer life. Fitted with four rings pinned in position to prevent chatter, rotation, irregular wear and to save oil. **CONNECTING RODS** are drop-forged of steel alloy for maximum strength.





## Triple-Safe Brakes

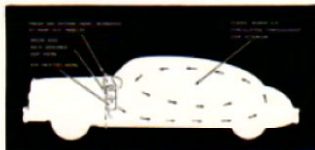
This Hudson exclusive gives you protection no other car can offer. Finest Servo-action hydraulic brakes (which convert car movement into braking action) are backed up by a reserve mechanical system operating off the same pedal.

If hydraulic pressure should ever fail (as it can in

any car due to accident or neglect) this reserve brake system takes over automatically by the driver's simply pressing harder on the pedal.

Also included is a fingertip-release parking brake to complete the finest and safest automobile braking system ever devised.

## Weather-Control\*... far more than a heater!



This exclusive Hudson development is a fourfold heating, defrosting, ventilating, conditioned-air system. One convenient dashboard control (available on all models) thermostatically holds heat at temperature selected. In normal driving, fresh outside air is forced into the Weather-Control system by the forward movement of the car. For defrosting or heating while standing or in slow traffic, a powerful switch-operated blower speeds circulation of conditioned air. Fresh air is drawn in through the cowl ventilator high above exhaust level.

\*Optional at extra cost

## Enjoy a Hudson Radio



Hudson's high-fidelity, long-range radio\* is factory-approved and installed... designed specially for the acoustical requirements of your car. The large speaker grille is mounted on top of the instrument panel, directing its tone upward for remarkably clear rear-seat reception. Auxiliary rear-seat speaker also available. Inside plastic knob above windshield raises or lowers outside antenna.

\*Optional at extra cost

# GENERAL SPECIFICATIONS

## ALL SERIES

**ENGINES**—High-compression, high-output, I-head design with advanced Power-Dome cylinder head for peak performance, and super-hard chrome-alloy cylinder block for long and efficient operation and reduced running and upkeep costs. (For detailed engine specifications, turn to pages 20 and 21.)

**BODY-AND-FRAME**—Exclusive, "step-down" designed Monobilt body-and-frame.\* Single-unit, all-welded, all-steel structure with box-section steel-girder protection on all sides, even outside the rear wheels.

**CLUTCH**—Improved Fluid-Cushioned Clutch with standard transmission, fluid coupling with Hydra-Matic Drive.

**BATTERY**—Heavy-duty, 51-plate, 100-ampere-hour. High plate area for extra capacity.

**TRANSMISSION**—Standard; silent synchronized mesh, blocker type with helical gears. Handy shift at steering wheel. Optional at extra cost, improved Hydra-Matic Drive, fully automatic transmission.

**OVERDRIVE**—Available on any model equipped with standard transmission. Optional at extra cost.

**SUSPENSION**—Independent front-wheel suspension with alloy coil springs. Semi-elliptical, gentle-acting, leaf-type rear springs are positioned at an angle for improved stability and better riding qualities.

**RIDE CONTROL**—Airplane-type, double-acting, high-volume shock absorbers, front and rear. Dual-acting front stabilizer eliminates front-end sway. Rear lateral stabilizer (all except Pacemaker models) provides exceptional steadiness on curves and eliminates axle "hopping" and resultant vibration on rough roads.

**REAR AXLE**—Improved semi-floating rear axle with alloy hypoid gears and alloy axle shafts. Gear ratios: 4.10 to 1 ratio is standard on all models without Overdrive or Hydra-Matic Drive; 4.55 to 1 ratio is optional—also optional only on Hornet models is 3.58 to 1 ratio; with Overdrive, 4.55 to 1 is standard and 4.10 to 1 is optional; with Hydra-Matic Drive, 3.58 to 1 ratio is standard and there is no optional ratio.

**TRIPLE-SAFE BRAKES**—Exclusive Hudson design. Finest Servo-action hydraulics with reserve mechanical system and fingertip-release parking brake. (See page 24 for detailed information.)

**STEERING**—True Center-Point Steering with needle bearing-mounted worm and roller-type steering gear. Steering ratios, Hornet and Commodore, 20.4 to 1; Wasp and Pacemaker models, 18.2 to 1. Turning radii: Hornet and Commodore, 20' 5" to left, 21' 2" to right; Wasp and Pacemaker, 19.65' right and left.

**WHEELS**—Steel-balanced, drop-center design with wide-base, safety-type rim.

**TIRES**—Low-pressure, high-volume Super-Cushion tires. Size 15 x 7.10 standard on all models except Hornet and Commodore Convertible models, which are equipped with size 15 x 7.60. (Size 15 x 7.60 is optional on all other models at extra cost.) White sidewall tires optional at extra cost as available.

**DIMENSIONS**—Over-all length: Hornet and Commodore, 208<sup>1</sup>/<sub>2</sub>" ; Wasp, 202<sup>1</sup>/<sub>2</sub>" ; Pacemaker, 201<sup>1</sup>/<sub>2</sub>" . Wheelbase: Hornet and Commodore, 124" ; Wasp and Pacemaker, 119" . Over-all width: Hornet and Commodore Eight, 77<sup>1</sup>/<sub>2</sub>" ; Commodore Six and Wasp, 77<sup>1</sup>/<sub>2</sub>" ; Pacemaker, 77<sup>1</sup>/<sub>2</sub>" . All models: over-all height, loaded, 60<sup>3</sup>/<sub>4</sub>" ; maximum head room, 38<sup>3</sup>/<sub>4</sub>" ; hip room, front and rear

seats, 64" ; elbow room—front seat, 66" , rear seat, 65" .

**EQUIPMENT**—Teleflash signals for oil pressure and generator charge . . . water temperature gage . . . gas level gage . . . twin contour-following vacuum windshield wipers . . . windshield defroster vents . . . cushion-action door latches . . . theftproof door locks . . . nonrotating outside door handles with push-button latch release . . . inside safety-type, push-button locking . . . assist straps in Hornet Sedan and Club Coupe, and in Pacemaker Sedan, Club Coupe and Brougham . . . assist hand grips on back of front seat in Hornet, Commodore and Wasp models . . . robe cord . . . ash receiver in instrument panel of all models, in back of front seat in Wasp Sedan and Pacemaker models, in all door and quarter panels in Hornet and Commodore models and in rear quarter panels of Wasp Brougham, Club Coupe and Hollywood models . . . rear-view mirrors . . . twin sun visors . . . robe cord . . . wing-type front-door ventilating windows—crank type in Hornet and Commodore Eight models, friction type in all other models . . . wing-type rear-quarter ventilating windows in Hornet and Commodore Sedan . . . full-opening crank-type rear-quarter windows in all models except Sedans and Pacemaker Business Coupe . . . twin stop and tail lamps . . . front parking lamps . . . front dome lamp (two side dome lamps in Hollywood models) . . . two rear-quarter dome lamps in Hornet and Commodore Sedan and Club Coupe and Hollywood models . . . courtesy door lights on Hornet, Commodore and Wasp models . . . instrument lighting dimmer switch on Hornet and Commodore Eight models . . . pocket on back of front seat, all models except Pacemaker . . . parcel compartment with lock . . . twin air horns, all series . . . illuminated medallion in front grille except Pacemaker models . . . illuminated ignition-switch keyway.

\*Trade-mark and patents pending