

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972

1922 – Hudson Super Six Special Race Car



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This vehicle

- Formerly owned by the racing driver Antonio Trabucco in Argentina, he sold the racing car in 1939 to Mr. Jaime Juan in Buenos Aires
- Discovered and bought by an Austrian in Argentina in 2014, imported from there into the EU and (partially) repaired in Germany by a specialist company
- Restored/overhauled to well condition and functional
- Six-cylinder in-line engine, displacement 4,696 cc, approx. 76 hp, 4-speed-gearbox
- very impressive and authentic appearance
- colour scheme in black with light brown leather seats
- only 19 examples built
- Well documented with historical records, photos, correspondence and manuals
- great early racing history in South America with racing driver Antonio Trabucco, inter alia:

06. - 09.03.1924 = Gran Premio Nacional Argentina (1,496 km)

13.04.1924 = Premio Otono (400 km) 5th place

12.10.1924 = II Circuito Audax Córdoba (505 km)

21. - 24.02.1925 = Gran Premio Nacional Argentina (1,540 km)





Brand and model history

The Hudson Motor Car Company was founded in Detroit in 1909 and named after Joseph Lowthian Hudson, who provided the start-up capital for the company. The brand quickly gained a reputation as an innovative car manufacturer. The following features, which are taken for granted today, appeared for the first time in Hudson vehicles: starter motor, warning lights for oil pressure and alternator and balanced crankshaft. Another feature was the "step-down" chassis, in which the vehicle frame was positioned lower between the axles, which ensured stability and better handling. By the end of the 1930s, Hudson had worked its way up to third place among American car manufacturers in terms of unit sales with up to 300,000 vehicles per year. In 1929, only Ford and Chevrolet produced more cars.

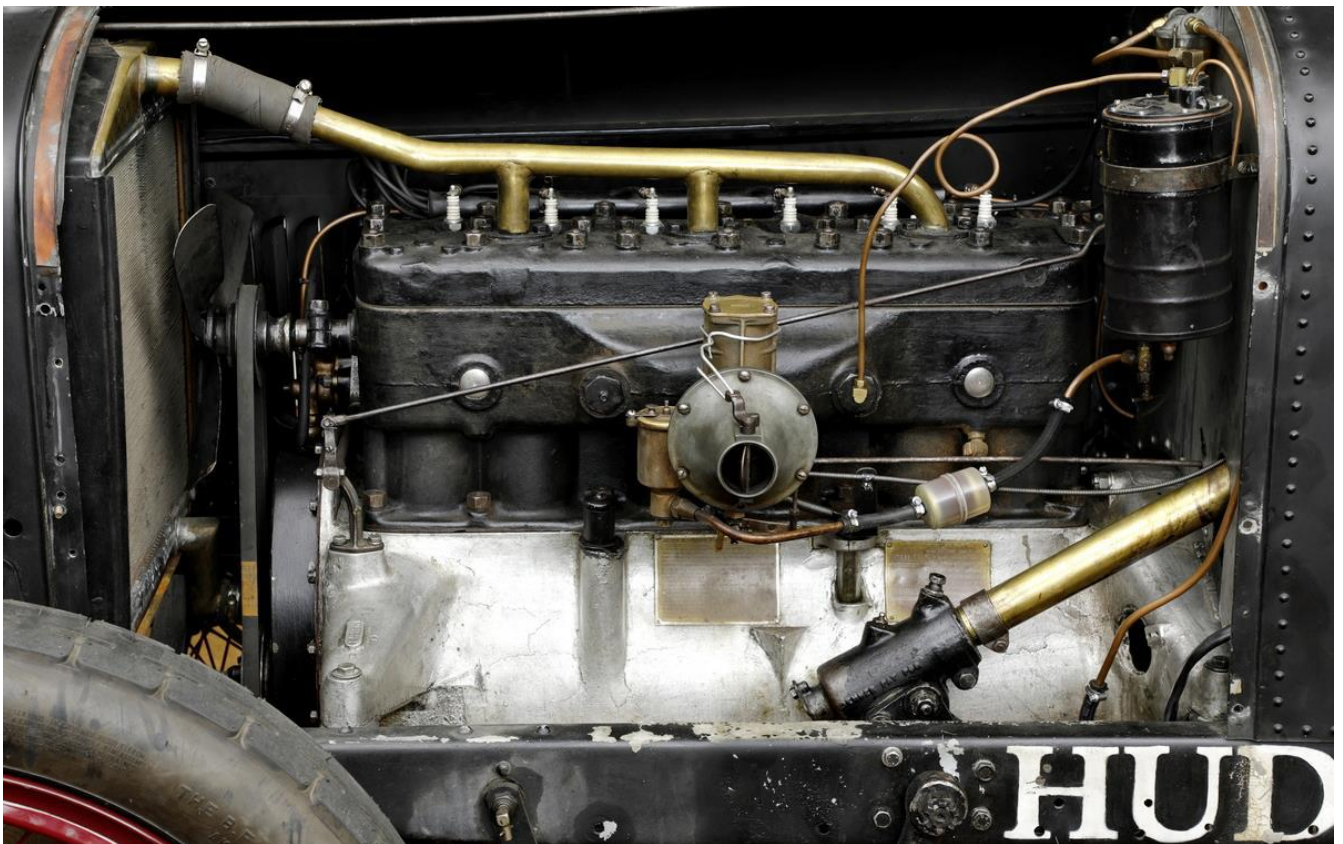
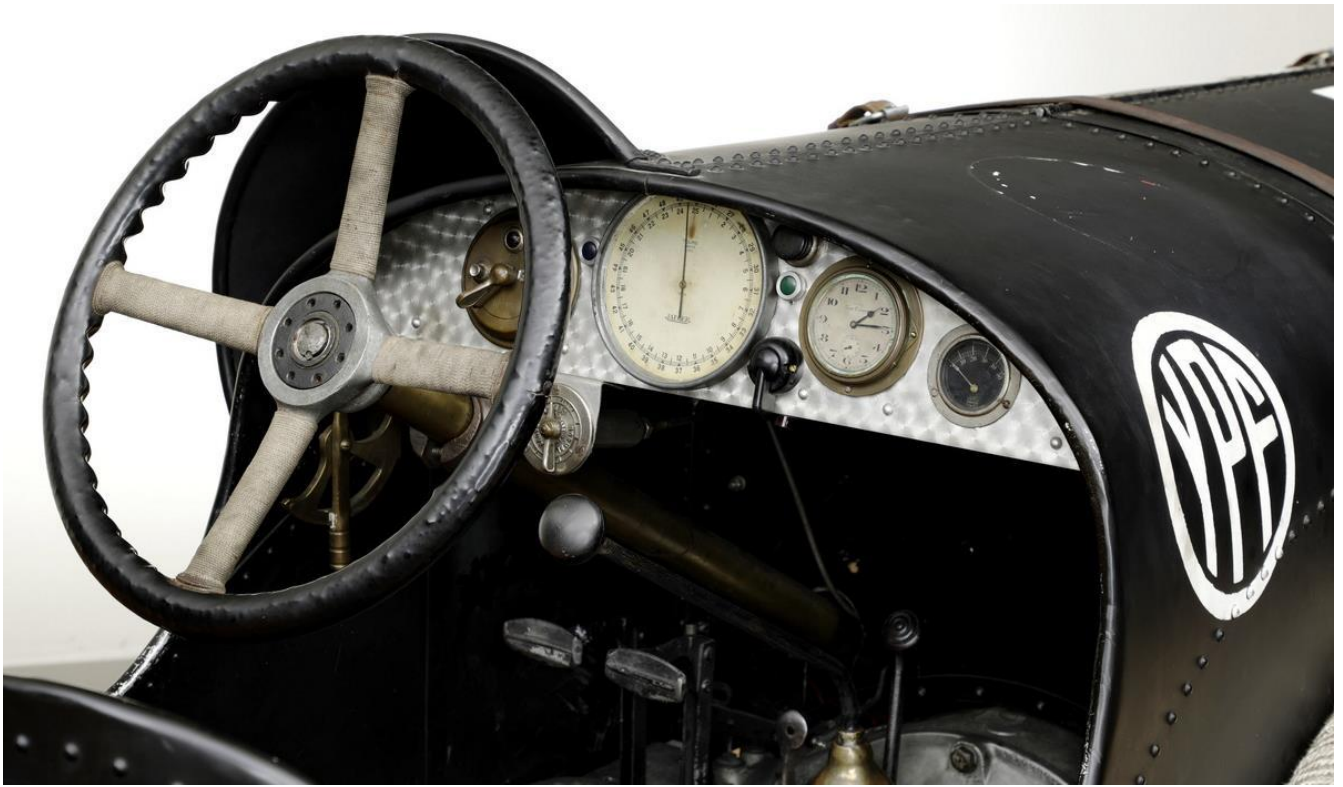
The Super Six was a six-cylinder model that was produced from 1917 to 1928. The model designation was later revived several times. It was powered by an in-line six-cylinder engine with a displacement of 4.7 litres and an output of 76 hp at 2,450 rpm. The engine power was transmitted to a three-speed gearbox and then to the rear wheels via a cork-covered oil-bath clutch. The chassis had a wheelbase of 3,188 mm and could be fitted with various, mostly four-door bodies. There was also a two-door cabriolet. From 1922, saloons from Biddle & Smart were also available in addition to the factory bodies. With the Super Six, Hudson became the largest manufacturer of six-cylinder engines and models at the time.



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