

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1922 – Hudson Super Six Special Race Car

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1922 – Hudson Super Six Special Race Car



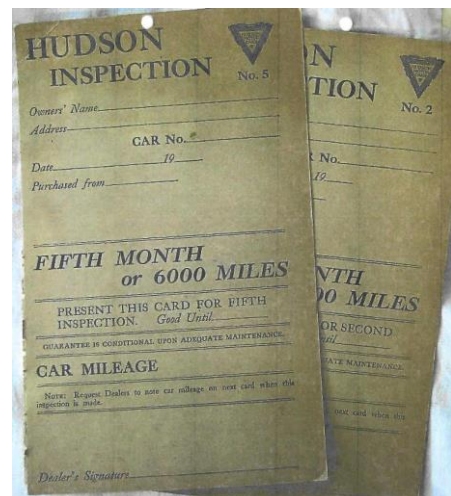
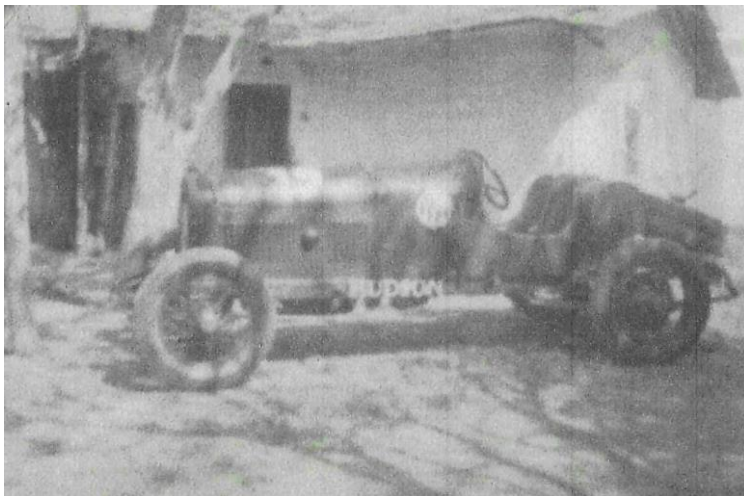
- Formerly owned by racing driver Antonio Trabucco in Argentina with a great early racing history in South America
- Discovered in Argentina in 2014 and imported to Europe
- Partially overhauled by a specialist workshop in Germany
- Fully functional and drivable
- Six-cylinder in-line engine, 4.7 litre displacement with approx. 76 hp
- Very impressive and authentic condition
- Well documented with historical records, photos and manuals
- Only 19 examples built

This Automobile

This 1922 Hudson Super Six Special racing car truly lives up to its name. What makes this over 100-year-old vehicle so special is the unusually good documentation of its early history, including records, photos, articles, correspondence, manuals and some accessories. In its early years, the Hudson was owned by racing driver Antonio Trabucco in Argentina. He took part in several documented races in South America with this racing car. These include, among others

- **Gran Premio Nacional Argentina 1924** (1,496 km, 6 - 9 March 1924),
- **Premio Otono 1924** (400 km, 13 April 1924, 5th place),
- **II Circuito Audax Córdoba 1924** (505 km, 12 October 1924) and
- **Gran Premio Nacional Argentina 1925** (1,540 km, 21 - 24 February 1925)

Later in 1939, Trabucco sold the racing car to Mr Jaime Juan in Buenos Aires. The original purchase agreement is even available.



In 2014, the car was discovered by an Austrian in Argentina and imported into the EU. He then had the car (partially) repaired and technically overhauled by a specialist company in Germany without sacrificing its existing patina and authentic, historic appearance. As a result, this vintage racing car from the 1920s is now fully functional and ready for the next adventure.

The Super Six has a very impressive and authentic appearance that immediately creates an experience. This applies both to the owner/driver, who will be taken on a journey back in time to an era when motor racing was still a real adventure, and to spectators, who will be fascinated and amazed when they see such a car in action. The powerful 4.7-litre inline six-cylinder engine has a powerful output of 76 hp (!), which is also noticeable with a great sound.

Early automobiles are rare participants today at historic rallies or other vintage events with driving elements. This Hudson Super Six is the perfect candidate for putting on an impressive show.



Fundición "General Paz"
Artífices y Mecánicos
Bronce-Cobre-Aluminio

FACTURA Nº 1238

Olivos, 6 de Enero de 1959
F.C.N.G.B.M.

Señor Antonio Trabucco

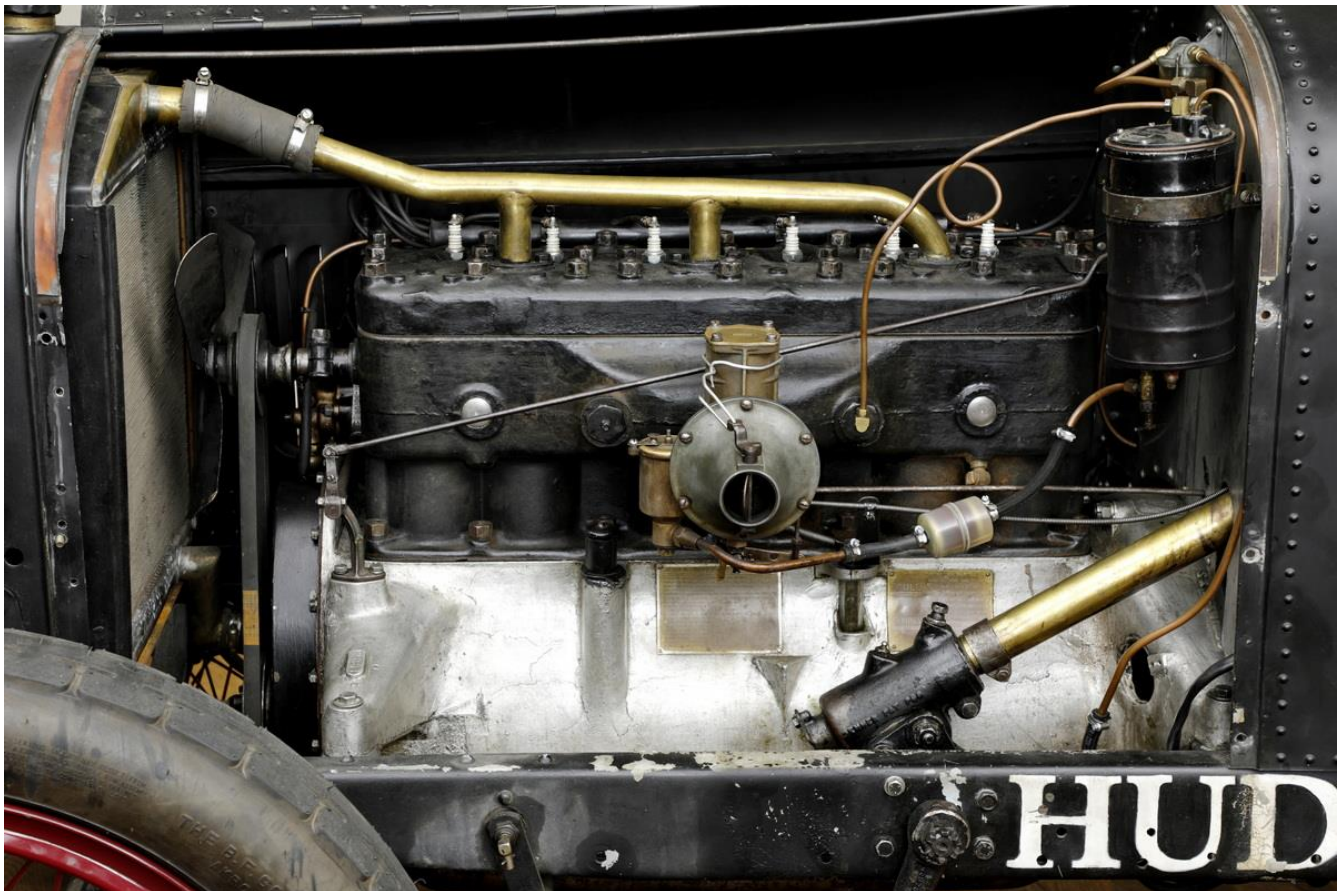
Joaquín y Jaime Juan
M. PELLIZA 2865 - OLIVOS - F.C.N.G.B.M.
T.E. BUENOS AIRES

DEBE

El Sr. Antonio Trabucco vende un automóvil de carrera
marca Hudson motor Nº 14353 de su propiedad en la
suma de \$ 1200 Moneda Nacional, al Sr. Jaime Juan.

Antonio Trabucco



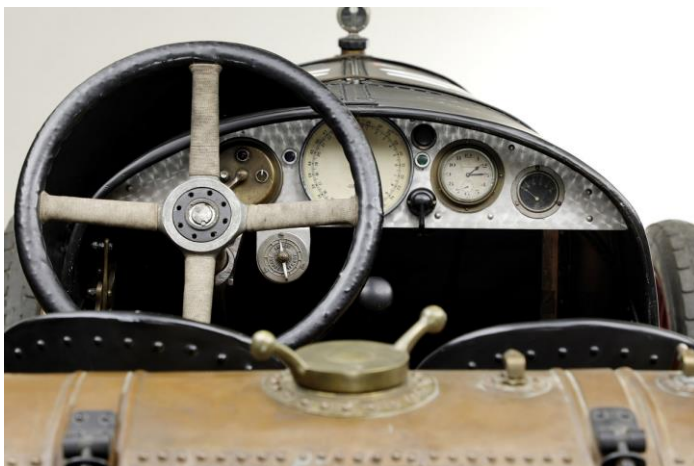




Model History

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.

Some important features that are taken for granted today first appeared in Hudson vehicles: starters, warning lights for oil pressure and alternators, and balanced crankshafts. Another development was the 'step-down' chassis, in which the vehicle frame was positioned lower between the axles, providing greater stability and better driving performance. By the end of the 1930s, Hudson had worked its way up to third place among American car manufacturers in terms of unit sales, producing up to 300,000 vehicles annually. In 1929, only Ford and Chevrolet manufactured more vehicles.



The Super Six was manufactured from 1917 to 1928 and featured an inline six-cylinder engine with a displacement of 4.7 litres and an output of 76 hp at 2,450 rpm. A cork-lined oil bath clutch transmitted the engine power to a three-speed gearbox and then to the rear wheels. In 1921, the Super Six's controls were adapted to the layout still in use today: the accelerator pedal, which had previously been located between the clutch and brake pedals, was moved to its familiar position on the far right. The centre gearshift now operated according to the usual H-pattern. The inline six-cylinder engine set new standards. It offered better elasticity and smoother running, and the powerful torque ensured that the model was also considered particularly suitable for long distances.

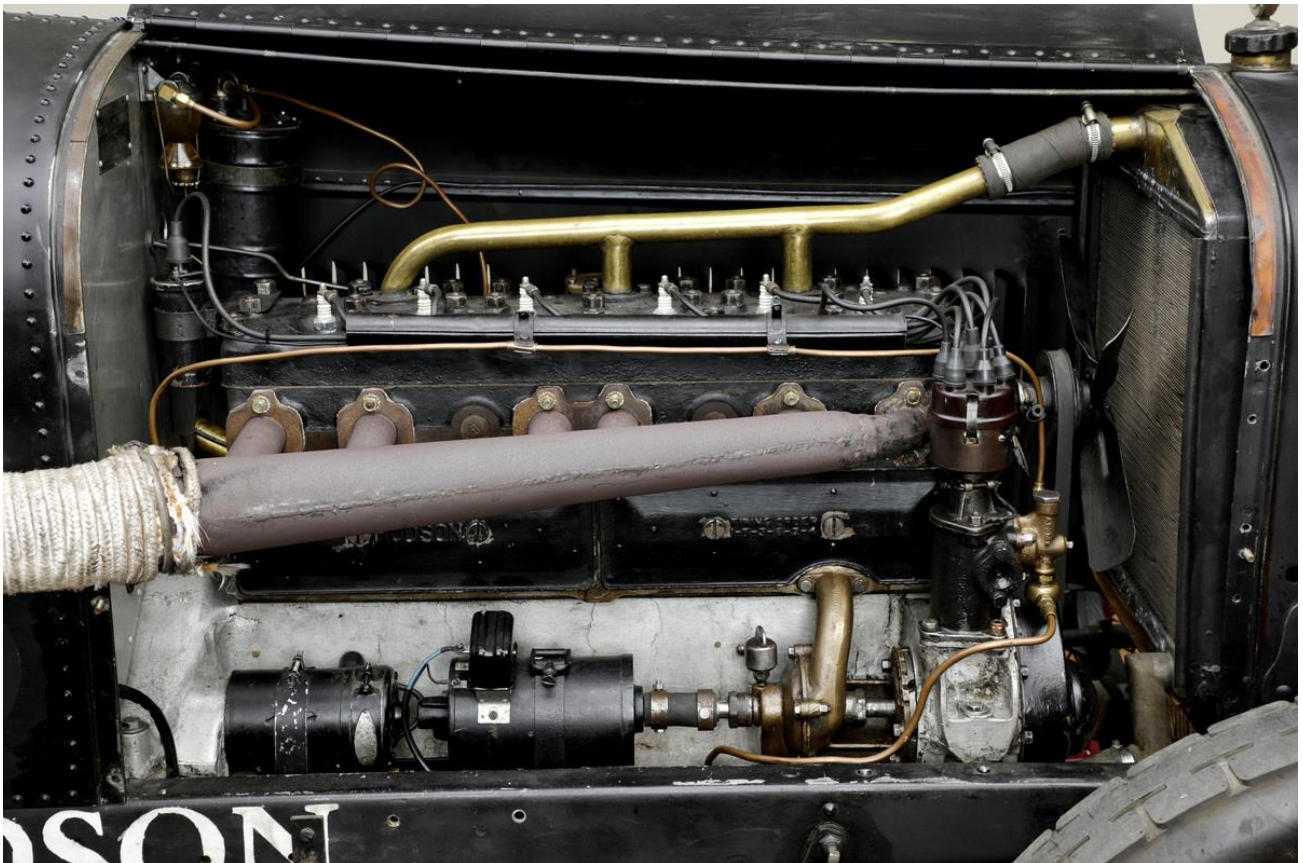
The chassis had a wheelbase of 3,188 mm and could be fitted with various, mostly four-door bodies. There was also a two-door convertible. From 1922 onwards, saloon cars from Biddle & Smart were also available in addition to the factory bodies. With the Super Six, Hudson became the largest manufacturer of six-cylinder vehicles at the time.

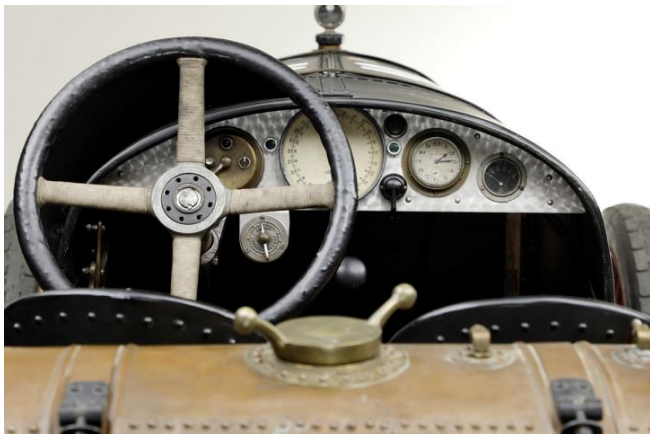
The Hudson Super Six is a significant chapter in US automotive history and had a lasting impact on the image of American middle-class vehicles until 1928. A total of 524,919 Super Six examples were manufactured between 1917 and 1928.



Data & Facts

Year of construction	1922
Quantity	only 19 examples as Super Six Special, in total 524,919 units
Colour scheme	black with light-brown leather-seats
Engine	Six-cylinder in-line engine
Displacement/power	4,696 cc, approx. 76 hp at 2,450 rpm
Gearbox	manual, 4-speed, central gear lever, non-synchronised
Brakes	mechanical at the rear wheels
Empty-weight	not available
Top-speed	not available
Equipment	racing body, spare-wheels
Documents	Historical documents: archive material, articles, in-period photos and correspondence, operating manual, literature, instructions







Appendix

Location	Hamburg, Germany	
Price	129,000.00 EUR (VAT not to be shown)	
Contact	Eberhard Thiesen	+49 (0) 172 – 459 34 35
	Bastian Hubald	+49 (0) 170 – 239 31 89

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