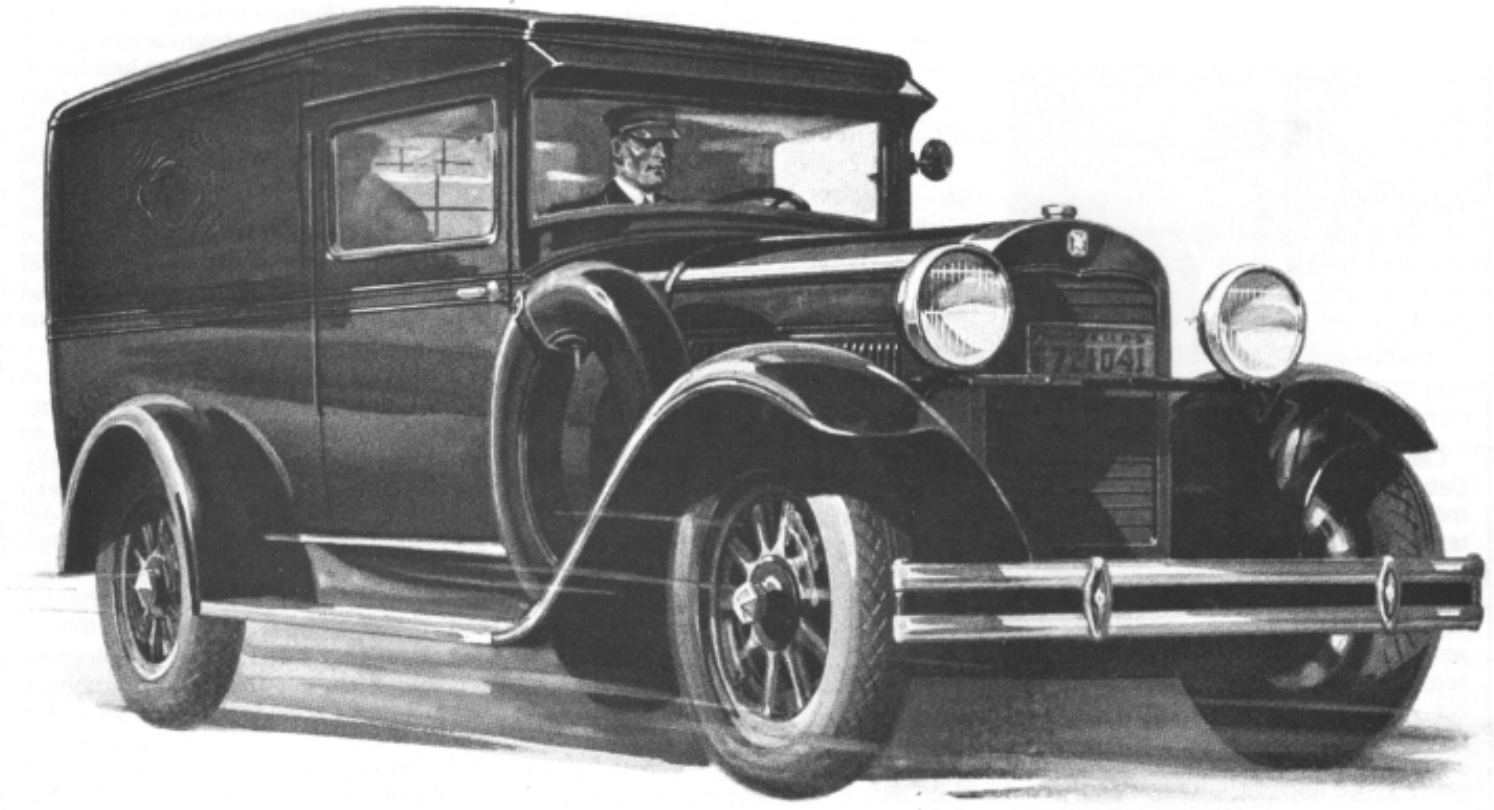
DOVER



The COMMERCIAL CAR *of* TODAY

TO its demonstrated mechanical and operating advantages, Dover, the Commercial Super-Six adds every refinement in line, proportions, finish and equipment that is found in the most modern passenger car.

Without the slightest sacrifice of the real beauty and pleasing contour of the exterior, the Dover panel body is built for carrying capacity.

With its advent, a new order of commercial car is available. Graceful sweeping lines, the skillful use of mouldings and cleverly rounded corners give the Dover Panel Delivery distinction and individuality that is in harmony with its impressive performance.

The dark blue, pin-striped pyroxylin finish, identical in quality and appearance with that used in Hudson and Essex passenger cars, gives real beauty and dignity. Its use insures that with only ordinary care the Dover will continue to be a credit to the owner's discriminating taste.

COMFORT FOR THE DRIVER

Roomy and comfortable, the cab, with its passenger car doors and cowl, is built integral with the body. Outside rear-vision mirror, right front fender well and tire carrier, and automatic windshield wiper are standard. They are touches that any driver appreciates and uses.

Unusual smartness of the body's exterior is matched by interior completeness and utility. Inside, the body is sheathed in masonite board. This adds strength, eliminates rumble, prevents sweating and heat radiation and is proof against the entry of gases and dust. Interior framing obstruction has been reduced to a minimum. The floor is fully strapped with steel members, to prevent wear. And the interior is free from wheel-housings, so that full interior body capacity is conveniently available.

Of thoroughly demonstrated practicability, utmost economy and real beauty in finish and

fittings, the Dover gives prestige to its owners —at a price that shows an actual saving over the cost of ordinary equipment.

The wealth of detail that in itself sets the Dover apart from the general run of commercial cars is really impressive. Wide cab doors, with revolving window lifts, shatterproof windshield, adjustable steering wheel, light switch on the steering column, complete instrument panel, with heat indicator and an electric gauge for gas and oil, special delivery slip holder, light in the body for reading delivery slips at night and an overhead tool box with spring-hinged cover are some of the distinctive features.

Steering as easy as any PASSENGER CAR

THE driver is furnished with real closed-car comfort. He sits on a deep leather cushion and the seat as a whole is of the fully adjustable coach type. In front of him are the same instrument board and instruments found in the Hudson and Essex cars. A glance at the board and its array gives him knowledge and control of the truck's operating conditions. Doors, windows and windshield are of passenger car type. Automatic windshield wiper is provided.

His brakes are gentle, but responsive; and they are weatherproof. Steering, with the truck's full rated load, is as easy as in any passenger car.

Dover inspires the pride of the driver as well as that of the owner. This is important in securing delivery efficiency and keeping good drivers.

A CUSTOM BODY *designed by the user*

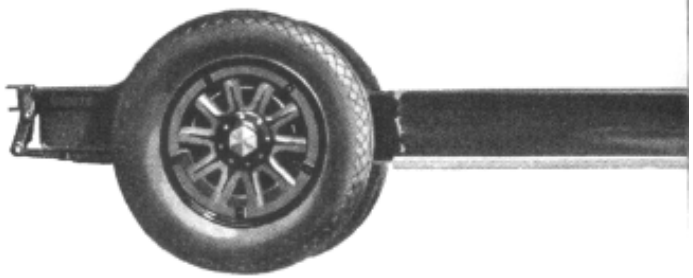
STUDY of the truck market revealed the tremendously increasing demand for the 1500-pound payload commercial car. Before this new Commercial Super-Six was even laid out on a drawing board, Hudson men investigated the needs and the delivery methods of each of the many businesses using transportation equipment of this class.

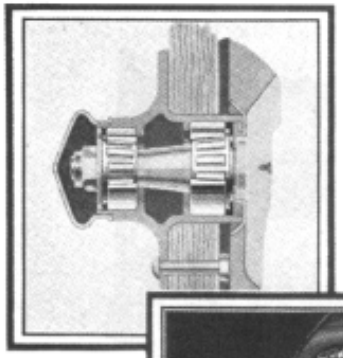
As a result of this study, the body interior is made 50½ inches high — an ample height for a wide range of utilization by users with different transportation problems. It is 72 inches in length from the quarter board back of the driver's seat to the rear doors. There is a 43-inch width at the floor and 50¼ inches at the waist, providing efficient storage for bushel baskets and for all general containers of standard dimensions. The sturdy, simple interior framing, makes the installation of sliding trays for use by various types of operators an easy matter.

End doors open flush with the sides, allowing full width of body for loading and unloading. Doors are protected against damage in slamming. They are self-latching, top and bottom, when slammed. All door handles lock from outside

SPEED – ECONO

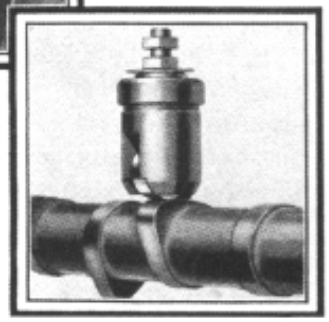
This new quality chassis, with big six, vibrationless Super-Six power, built generously throughout of the finest materials for rugged dependable service, brings new value to the commercial car field





Weatherproof four-wheel brakes, positive in action whether going ahead or backing, are smooth, silent and operated without effort

The load is carried on sturdy Timken heavy-duty tapered roller bearings



Roller tappets insure perfect valve action and long carefree service

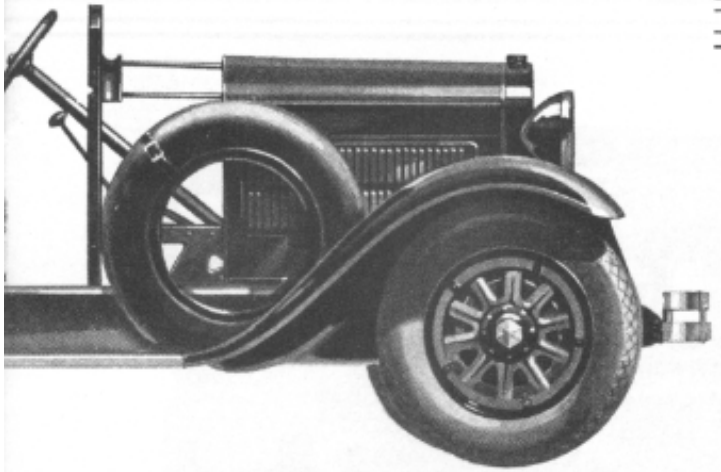
TIME-TRIED specifications and design entering into Dover chassis construction are those that make Hudson and Essex cars such popular favorites with motorists everywhere. The new truck will take a prompt place in the business world because of the firmly established reputation of the Hudson Motor Car Company as the manufacturer of thoroughly reliable and individually attractive motor vehicles.

Dover's frame is of the sturdiest type, fitted to carry easily the car's rated capacity. It is of bridge construction, with eight-inch depth of steel and five rigid cross-members. Like every other part of the vehicle, the frame, in design, materials, workmanship and inspection, conforms to the high standards of Hudson-Essex manufacture. Springs of alloy steel are especially built to take care of truck demands. Yet they furnish adequate resilience to protect both car and load.

Dover is powered with the Essex Super-Six engine, proved in value in millions of miles of exacting use by drivers all over the world. Its steady reliability and smooth, effortless performance over long periods of peak load are combined with notable economies of operation and maintenance.

Among features of the chassis are new Challenger type main and connecting rod bearings; increased valve lift; roller type tappets;

)MY–STAMINA



economy carburetion; vacuum booster; accelerator well; and hot spot manifold.

The compact engine delivers full 55 horsepower and forms the ideal power plant for the commercial car.

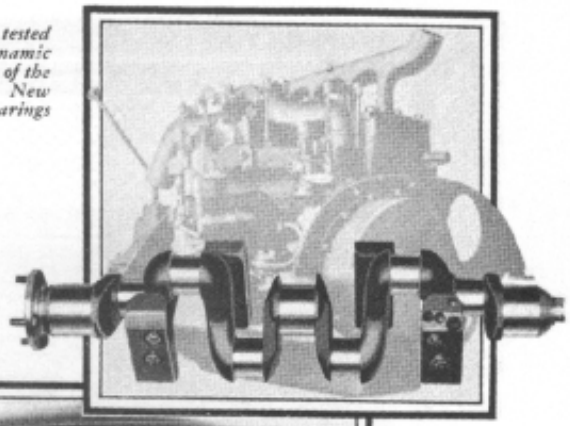
Sturdiness is built into the rear axle, with its four-pinion differential. It is mounted in heavy-duty Timken roller bearings. The carefully calculated gear ratio provides for ample pulling power at low speed, prompt acceleration and high road speed.

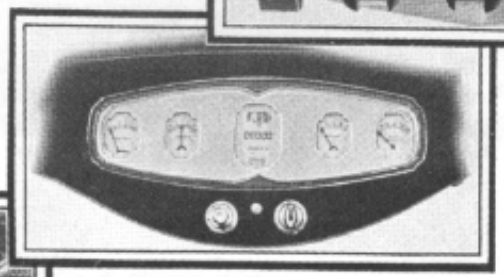
Four-wheel brakes, with great gripping power, yet remarkably smooth and prompt in action, are lined with a moulded composition that is impervious to weather and practically proof against wear. The parking brake, too, operates on all four wheels evenly.

In operation, this Super-Six business car excels in miles per hour and miles per gallon, those two essentials to economy in transportation. Traffic experts agree that high speed is essential in modern business. Economy of gasoline consumption delivers this desirable rapid and continued travel without high fuel cost.

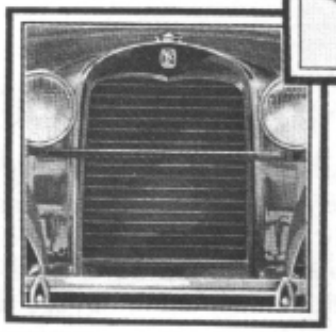
Dover's remarkable mechanical efficiency and economy are such as set new standards for operation on commercial work. With them come all the smartness of the Super-Six, fine passenger car coachwork and the distinction of custom-built appearance.

The Dover crankshaft, tested for both static and dynamic balance, is the backbone of the Super-Six power plant. New type oil-retaining bearings preserve long life



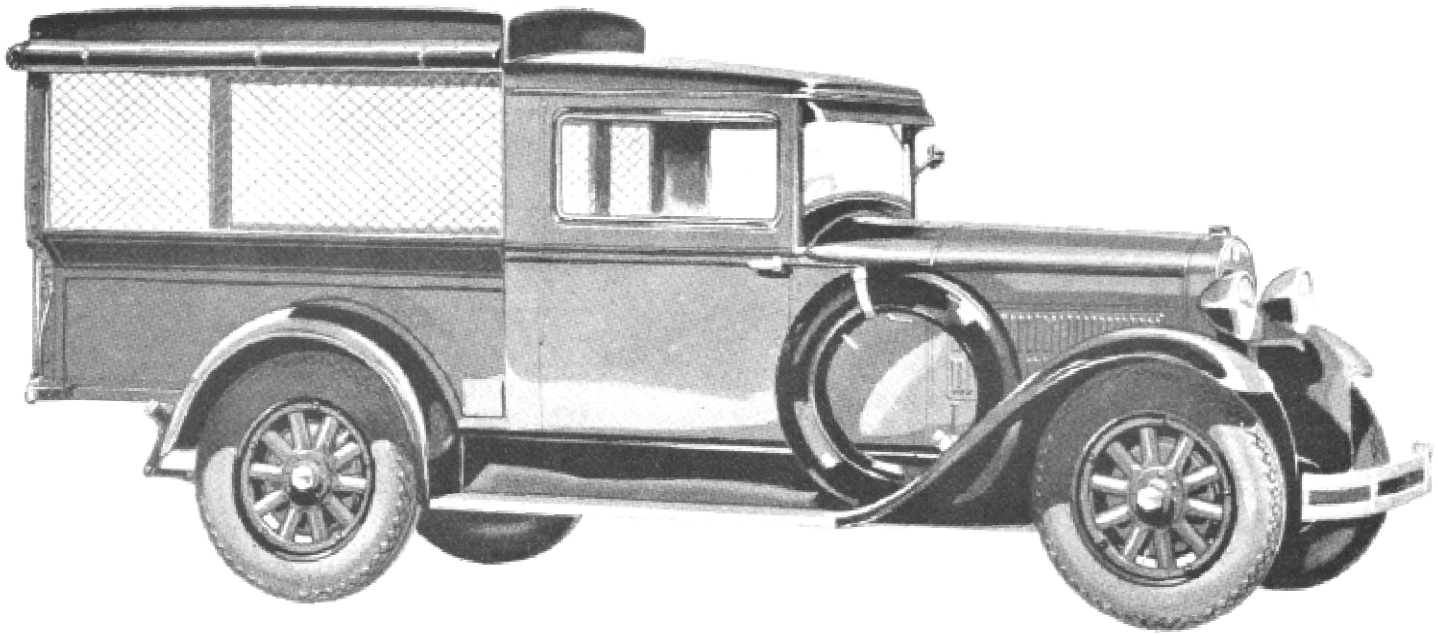


The Dover instrument board is as complete as that of the Greater Hudson, giving the driver every aid in operating and caring for his car



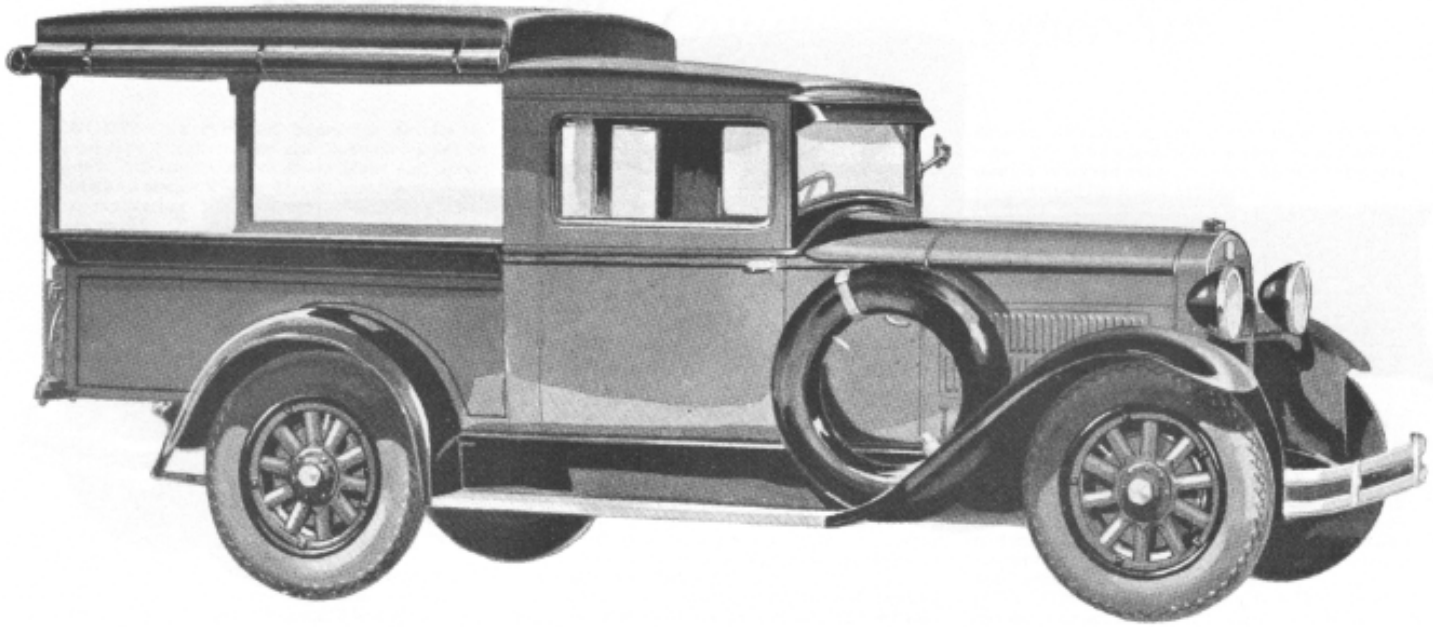
Radiator shutters, an important aid to all weather operating efficiency are a built-in Dover feature

DOVER



STURDY, SIMPLE, ROOMY BODIES

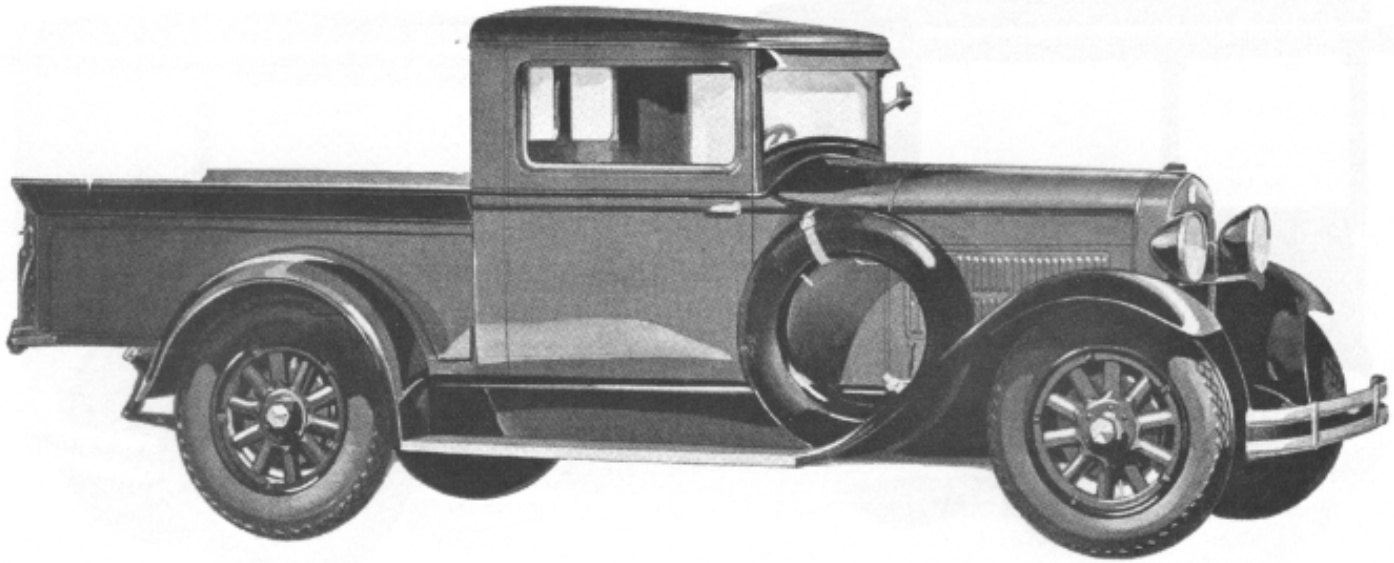
The Dover Screen Side Express is a distinguished commercial car of wide utility. The body is of hardwood completely sheathed in steel, with ¾-inch hardwood floor on double sills. The tailgate swings open flush with the floor and the single rear screen lifts up for loading and unloading. The floor is of 42½-inch parallel width and 71 inches long. Loading height 50½ inches. The cab, of closed-car construction, is complete in every detail of appointment, roomy and comfortable.



WIDE CAB DOORS *with revolving lifts*

The Dover Canopy Express is identical with the Screen Side Express with the omission of the screen panels. The durable roll curtains are snug fitting and weather-tight, easily and quickly handled. Screen panels may be added at any time.

As in all of the Dover line, the body interior provides the utmost loading capacity and is clear of the customary wheelhousings.



FINE COACH WORK *at no Extra Cost*

The Dover Open or Flareboard Express is trim as a roadster with the sturdiness for enduring hard service. As in the other express types the tailgate opens flush with the floor. With the unusually low loading height lifting is reduced to a minimum in loading and unloading. Canopy top, curtains and screen panels are easily added to the Open Express whenever desired.

The Dover express cab provides all the comfort of a closed car, protecting the driver from weather and weariness, and keeping him enthusiastic for his car and his job. The flareboard box is 42½ inches wide at the floor; 71 inches long.

DOVER—*The Commercial Super-Six*

BRIEF MECHANICAL SPECIFICATIONS

ENGINE—Six cylinder, Super-Six design, L-head type (both intake and exhaust valves in side). Adjustable silent chain front end drive; bore and stroke 2¾ by 4½ inches; horsepower for tax rating 18.2. Actual delivered horsepower 55. Rubber mounted, four-point suspension.

CRANKSHAFT—Super-Six patented counterbalanced design with three large main bearings. Light-weight aluminum alloy pistons.

CAMSHAFT—Drop forged carbon steel, heat treated. Case-hardened cam surfaces. Supported on three large babbitt bearings.

CONNECTING ROD—Dropped forged carbon steel, heat treated. Bronze piston pin bushing. Piston pin floats in bushing and piston. Centrifugal spun babbitt bearings.

LUBRICATION—Special Hudson circulating splash to all surfaces. Positive plunger pumps—fine mesh oil filter, strainer in oil pump. Oil pan capacity—dry, 6 quarts; refill, 5 quarts. Electric crankcase oil level gauge on instrument panel.

FUEL SYSTEM—Vacuum fuel feed from 11½-gallon tank at rear, through filter, to Marvel carburetor. Vacuum "booster" hot spot manifold. Electric gasoline gauge on instrument panel.

COOLING—Special Essex thermo-syphon. Four-blade fan driven by "V" belt. Cellular radiator of large area. Radiator shutters. Capacity of system—19 quarts.

CARBURETION—Marvel automatic air valve type. Fitted with automatic primer and accelerator well.

AIR CLEANER—AC self-cleaning.

ELECTRICAL SYSTEM—Two-unit, six-volt starting and lighting. Ignition provided with full automatic advance. Starter control on the dash. Electrolock.

CLUTCH—Single-disc type, with cork inserts, running in oil in oil-tight housing. Ball thrust release bearing. Clutch unit completely balanced.

TRANSMISSION—Selective sliding gear type, three forward speeds, one reverse. Hardened alloy steel gears.

FRONT AXLE—Drop forged heat treated I-beam. Reverse Elliott type, knuckles of drop forged heat treated chrome nickel steel. Full Timken roller bearings in wheels. Ball thrust bearings for vertical king pin load. Self adjusting ball type tie rod.

REAR AXLE—Semi-floating, heavy duty spiral bevel driving gears, fully adjustable on full Timken roller bearing equipment. Four differential pinions. Heavy reinforced pressed steel axle housing with inspection plate. Axle shaft carried on heavy-duty Timken roller bearings. Rear axle gear ratio 5.6 to 1.

BRAKES—Bendix two-shoe, internal expanding, self energizing type on all four wheels. Brakes equally effective in reverse direction. Fully enclosed for protection from mud and water. Drums: 11" diameter, 1½" wide. Parking brake acts on all four wheels—will hold fully loaded truck on any grade.

SPRINGS—Semi-elliptic, spring steel. Adjustable drop forged shackles. Front length 36", width 2", 8 leaves, thick 1.659". Rear length 53⅞", width 2", 12 leaves, thick 3.408".

FRAME—Pressed steel—special bridge type design. Effective depth of side members with truss, 8". Five rigid cross members including double reversed rear member. Motor supports are not used for frame supports.

STEERING GEAR—Gemmer. Worm and sector roller bearing mounting. Fully adjustable for wear. Steering wheel hard rubber on steel core. Wheel position adjustable to suit driver.

PROPELLER SHAFT—Tubular shaft mounted with two Spicer universal joints. Balanced.

WHEELS AND TIRES—Ten-spoke wood artillery wheels with steel hubs and felloes, mounting low pressure, balloon type, nonskid tires. Front 20 x 5, rear 20 x 5.50.

WHEELBASE—110½ inches.

CONTROLS—Conveniently located clutch and brake pedals. Parking brake placed where it does not interfere with egress or ingress from either door. Foot accelerator. Gear shift lever on transmission cover. Adjustable steering wheel position. Throttle, light and horn control mounted on steering wheel. Starter button, electrolock switch. Radiator shutter control and carburetor choke on instrument panel.

INSTRUMENTS AND EQUIPMENT—Instrument panel with speedometer, ammeter, oil pressure gauge, fuel and oil level gauge and motor temperature indicator—electric horn, air cleaner—ignition electrolock—head lamps with dimmers—combination stop and tail light—glareless rear-view mirror—rain-proof cowl ventilator—oil strainer-filter—visible gasoline filter—vacuum booster—spare rim—lock for spare tire on fender well—light, throttle and spark controls on steering wheel—automatic windshield wiper—complete tool equipment.

Note:—The Hudson Motor Car Company reserves the right to make changes in car design, equipment or color schemes at any time without incurring any obligation to install same on cars previously installed.

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN