
B/King
LAND FLYING
THE TERRAPLANE
NOT JUST A CAR — A THRILLING EXPERIENCE

ESSEX
TERRAPLANE

Three TERRAPLANES

The Light Six, 16.9 *h.p.; the Big Six,* 20.7 *h.p.; and the Straight Eight,* 27.6 *h.p.*

● The RAILTON TERRAPLANE is described in a separate catalogue.

The **FIRST CAR in**



The WORLD to Employ

AEROPLANE POWER - TO - WEIGHT RATIO

A standard Terraplane engine has actually been fitted in an aeroplane and flown it for hundreds of miles.

THE Terraplane is not just another car—it is a new type of car. Yet the principle that makes it new is as old as engineering itself.

Always engineers have known that power and weight are the two predominating factors in performance. But not till Hudson-Essex engineers designed the Terraplane has this theory been converted into practice.

They have achieved this by adopting a new principle in construction. A principle that eliminates more weight and gives more strength than any method previously employed. Briefly, the chassis and body-frame are a single unit—a single box-girder steel unit. It is the same principle as sky scraper construction. It makes every pound do structural duty. As compared with the average car of this size and capacity it saves between four and five hundred pounds of weight. At the same time it is stronger—just as a sky scraper is stronger than an ordinary house.



This is the principle on which aeroplanes are built. The fusilage or cabin is not there merely to protect the passengers, but as an integral part of the frame of the machine, just as essential a part as any other.

When you drop a high efficiency engine such as the Terraplane into this revolutionary type of chassis, the result is a performance which has astounded the most experienced judges. The Hon. Maynard Greville, writing in "Country Life," calls it "absolutely phenomenal." The "Motor," "superlative" and "electrifying." The facts are that the Terraplane climbs hills and accelerates as no other standard car in history has ever been able to do.

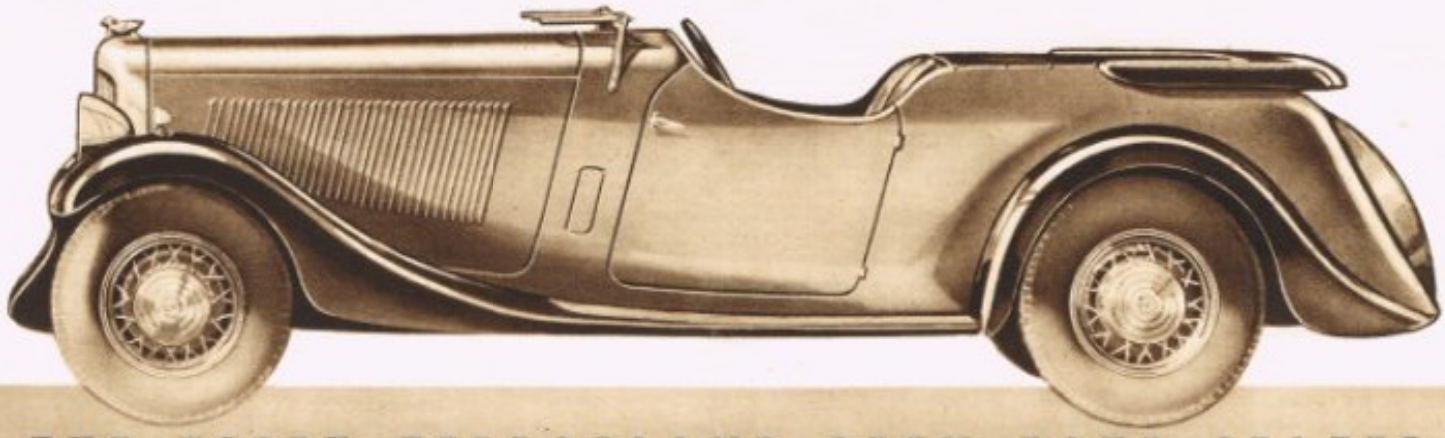
PERFORMANCE—*but* ECONOMY TOO!

The benefits of this high-power weight ratio do not end with performance. They give the truest motoring economy of all. They offer to the fortunate owner a lowered petrol consumption, freedom from repairs and adjustments, and extraordinarily good riding comfort owing to the absence of unsprung weight. There is less wear on the tyres; none of those annoying service charges for tightening bodies, removing rattles and squeaks from non-structural car parts. (Remember, too, that the Terraplane's sensational performance is obtained on the commercial grades of petrol—a clear saving of 2d. (at present day prices) on every gallon you buy!)

AND SAFETY.

Then there is safety. This unit steel construction of body and chassis makes the Terraplane a supremely safe car. In the event of a collision, you and your passengers have the impregnable protection of this steel frame. Owing to its low centre of gravity, the Terraplane holds the road better and corners more safely. In addition, the Terraplane has extra wide braking areas, and extra large tyres, shatterproof glass, and two-way shock absorbers.

When you buy a Terraplane you have a car that is as superior in all-round value as it is superior in performance.

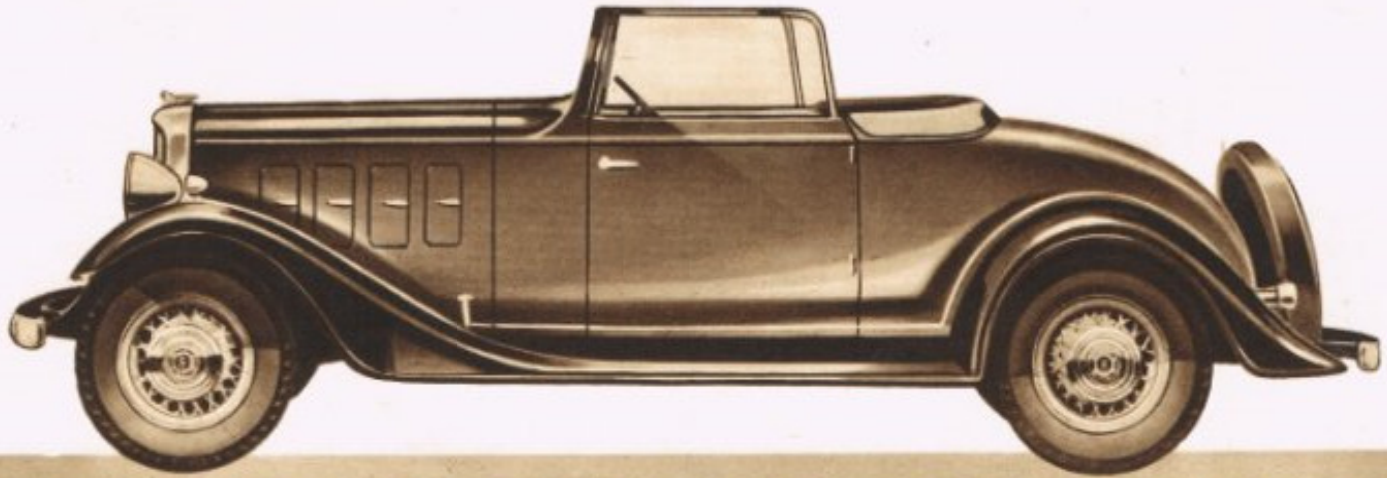


THE ESSEX TERRAPLANE OPEN FOUR-SEATER

● UNUSUAL COMFORT, AMPLE LUGGAGE ACCOMMODATION, COMPLETE WEATHER PROTECTION PLUS PERFORMANCE THAT ONLY A TERRAPLANE CAN GIVE.

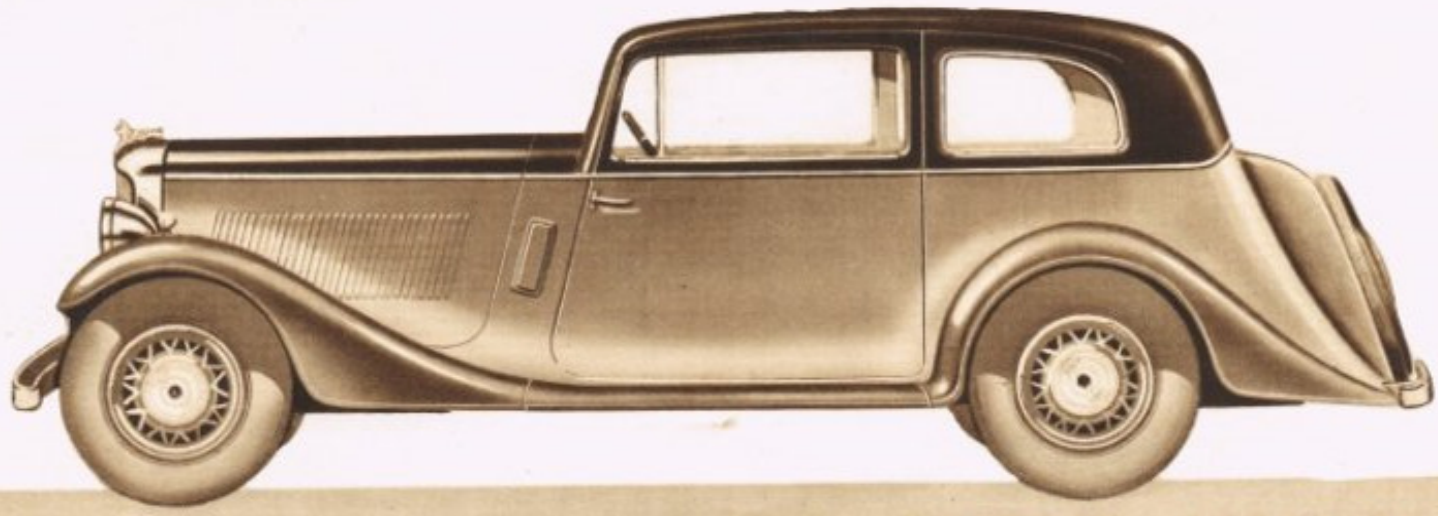
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THE ESSEX TERRAPLANE CONVERTIBLE COUPE

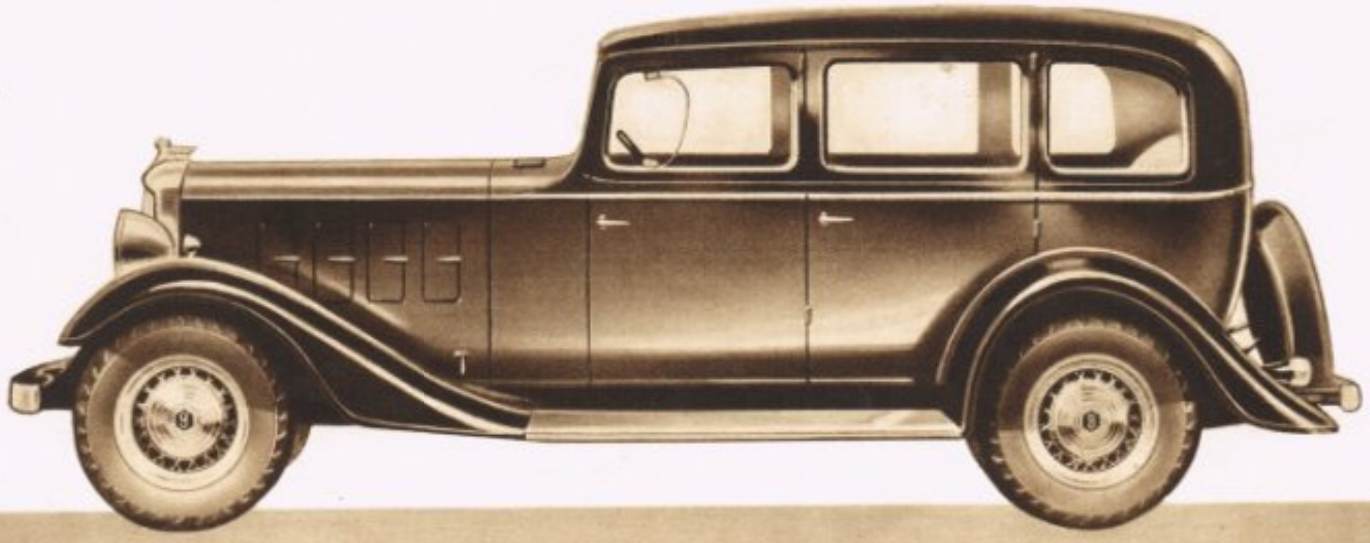
● OPEN, IT'S AS SMART AS A TWO-SEATER, CLOSED IT'S AS WEATHERPROOF AS A SALOON.



THE ESSEX TERRAPLANE SPORTS SALOON

● A BEAUTIFUL EXAMPLE OF BRITISH COACHWORK, EXPRESSIVE IN ITS FLEET LINES OF THE WONDERFUL TERRAPLANE PERFORMANCE.

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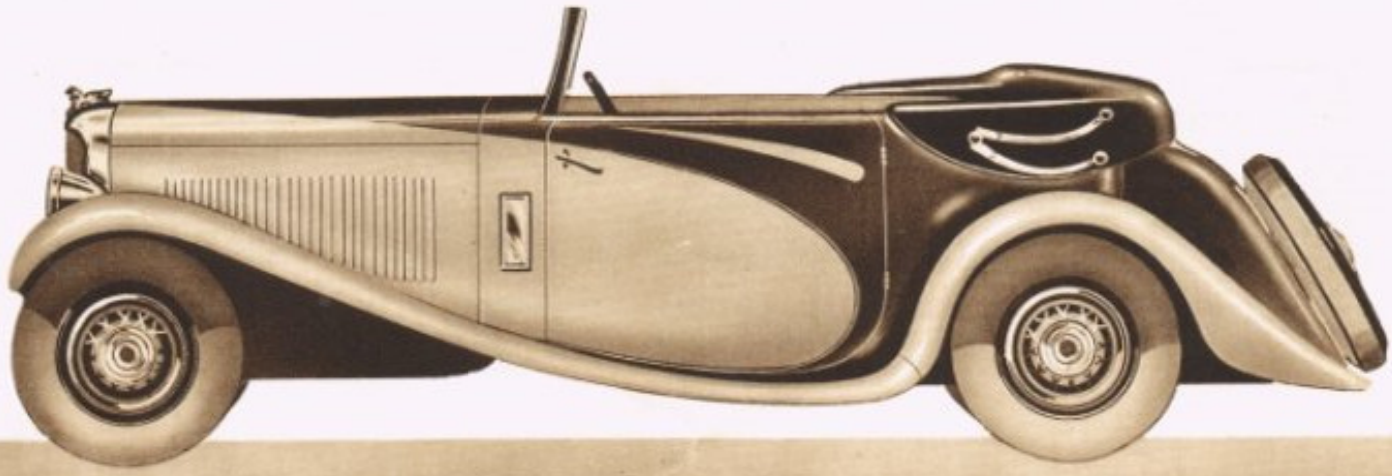


THE ESSEX TERRAPLANE STANDARD SALOON

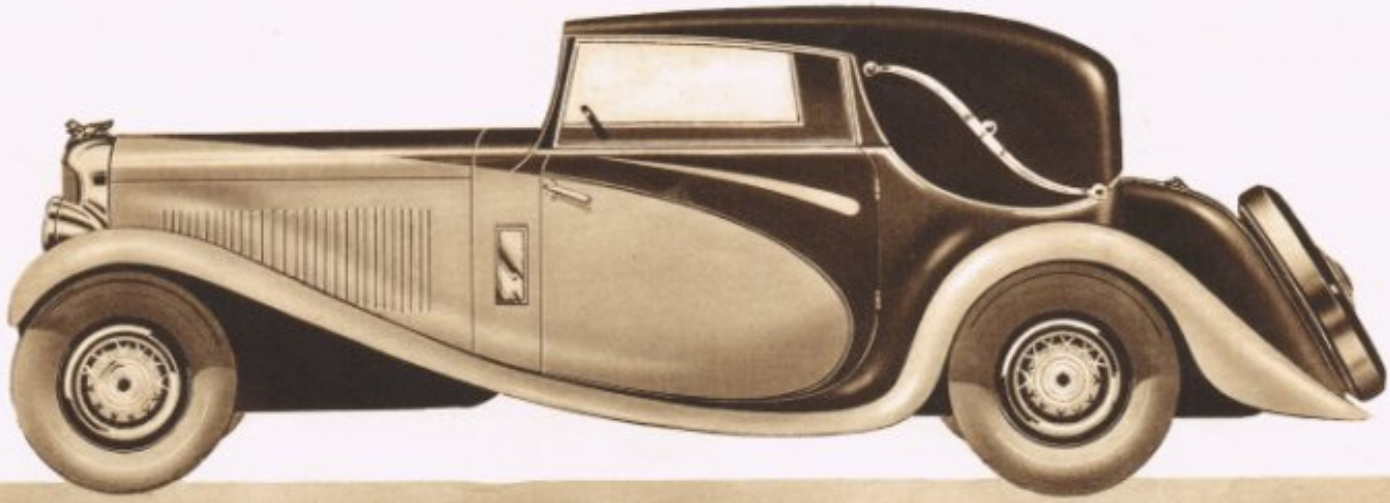
● LUXURIOUSLY COMFORTABLE SALOON BUILT ON THE REVOLUTIONARY TERRAPLANE PRINCIPLE OF UNIT CONSTRUCTION—AN ALL-STEEL BOX-GIRDER CHASSIS AND BODY FRAME.



The New Drop Head SALOON



THE ESSEX TERRAPLANE DROP HEAD SALOON (OPEN)



THE ESSEX TERRAPLANE DROP HEAD SALOON (CLOSED)

JUST as Hudson-Essex pioneered the saloon body for the man of moderate means, at a time when it was the exclusive privilege of the well-to-do, so, to-day, they offer you what is undoubtedly going to be the body of the future. A body which is a saloon for 4 passengers in wet or inclement weather, and a fully open car when the sun is shining.

The body, illustrated here, gives every one of those advantages which motorists have always longed for. It is opened or closed with supreme ease—the head, in fact, is manipulated with much greater ease than the hood of many open 4-seaters. Windows wind in the usual way, and can be raised or lowered, of course, independently of the head. The illustration shows how neatly the head folds down.

ESSEX
TERRAPLANE

FEATURES THAT MAKE *the* TERRAPLANE

a different kind of car

1 **AEROPLANE POWER TO WEIGHT RATIO**—The effect is two-fold; a performance that eclipses everything in its class, combined with a fuel economy that many small cars would envy. Hudson-Essex are the first manufacturers to make available the many advantages of aeroplane power to weight ratio.

●

2 **UNIT ALL-STEEL BOX-GIRDER CONSTRUCTION** of chassis and body.

●

3 **PNEU-MOUNTED ENGINE**—The last trace of vibration is banished by a unique method of suspending the engine on rubber and air.

●

4 **THE MOST EFFECTIVE SPRINGING SYSTEM EVER DEVISED**—a combination of splayed springs, thermostatic shock absorbers, Air-wheel tyres, and low centre of gravity.

●

5 **ALL-WEATHER VENTILATION**—gives complete freedom from draughts with perfect ventilation. In a saloon you can light an unshielded match with the window wide open and the car doing 60.

●

6 **SILENT SECOND SPEED** and easy-change gearbox.

7 **DUOFLO LUBRICATION**—two simultaneous streams of oil fed to front and rear of engine.

●

8 **TRIPLE-SEALED OIL-CUSHIONED CLUTCH.**

●

9 **ADJUSTABLE DRIVING SEAT, PEDALS, AND STEERING COLUMN.**

●

10 **TELL-TALE LIGHTS TO FLASH CONDITION OF THE OILING AND ELECTRICAL SYSTEMS.**

●

Despite the general tendency to increase prices, Hudson-Essex have found it possible to offer you an even better and more fully equipped Terraplane at the same low prices.

TERRAPLANE PRICES

LIGHT SIX—16.9 h.p. Chassis, £230; Fixed Head Coupe, £295; Open Sports 4-seater, £295; Standard Saloon, £305; Sports Saloon, £320; Convertible Coupe, £335; Drop Head Saloon, £425. BIG SIX—20.7 h.p. Standard Saloon, £335. TERRAPLANE "Eight"—27.6 h.p. Chassis, £275; Open Sports 4-seater, £365; Standard Saloon, £385; Convertible Coupe, £390; Sports Saloon, £420; Drop Head Saloon, £485; Fixed Head Coupe, £375.

CHASSIS SPECIFICATIONS *of* *The* ESSEX TERRAPLANE

Light Six & Big Six

ENGINE.—3 point "pneu-mounted" 6-cylinder. LIGHT SIX.—2.21/32" bore, 4¾" stroke (67.45 m.m. x 121 m.m.), capacity 2,560 c.c. Rated h.p. 16.9, tax £17. Engine develops 61 b.h.p. at 3,600 revs. BIG SIX.—75 m.m. bore 121 m.m. stroke, capacity 3,163 c.c. Rated h.p. 20.7, tax £21. Engine develops 70 b.h.p. at 3,600 revs. (more brake horse-power than any other mass-produced stock engine of similar size). Inherently balanced compensated crankshaft, steel connecting rods, aluminium alloy pistons, down-draught carburettor giving extremely rapid acceleration and good all-round performance. Firing order 1, 5, 3, 6, 2, 4.

COOLING SYSTEM.—Large cellular ribbon type radiator, capacity 2½ gallons, special jacketing of cylinder block, neatly mounted centrifugal pump, large fan.

LUBRICATION.—"Duoflo" system, with large double acting pump, special cooling paths around walls of sump, capacity of sump, including trough, 5 quarts.

IGNITION.—Battery and coil, fully automatic.

CLUTCH.—Single aluminium alloy plate, spring drive running in oil.

TRANSMISSION.—3 forward speeds, ratios in box, 2.42-1, 1.61-1, top direct, reverse 3.30-1, constant mesh silent second gear. Drive to rear axle through large diameter tubular cardan shaft and Spicer universal joints.

REAR AXLE.—Semi-floating Hotchkiss drive, helical bevel crown wheel and pinion. Ratios: LIGHT SIX 4.55-1; BIG SIX 4.1-1.

STEERING.—Worm and sector, ratio 13-1, running on Timken roller bearings. Column Adjustable.

SUSPENSION.—Long semi-elliptic springs front and rear, with patent self-adjusting shackles.

BRAKES.—Special, diagonally compensated, cable-operated. Low velocity, 2-shoe Bendix, with all important parts Cadmium plated.

FUEL SUPPLY.—9½-gallon tank at rear, fuel supplied to carburettor by pump. Electrically-operated petrol gauge on facia.

CHASSIS LUBRICATION.—Alemite lubrication throughout.

WHEELS.—Special type wire wheels on all models fitted with 16 x 600 Air-wheel tyres by Goodyear.

● **MAIN DIMENSIONS**—LIGHT SIX.

	Standard Saloon.	Sports Saloon.	Drop Head Saloon.	Open Sports 4-Seater.
Wheelbase ...	106"	106"	106"	106"
Track	4′ 8"	4′ 8"	4′ 8"	4′ 8"
Overall Length ...	13′ 10½"	14′ 10"	15′ 6"	13′ 10"
" **Width** ...	5′ 6"	5′ 6"	5′ 6"	5′ 6"
" **Height** ...	5′ 9"	5′ 7"	5′ 8"	3′ 11"
Turning Circle ...	38′	38′	38′	38′

Eight Cylinder

ENGINE.—3-point "pneu-mounted" 8-cylinder (in line) 2.15/16 bore, 4½" stroke (75 m.m. x 114 m.m.), capacity 244 cubic ins., 4,010 c.c. Rated h.p. 27.6, tax £28. Engine develops 94 b.h.p. at 3,600 r.p.m. Heavy 5 bearing fully compensated crankshaft, steel connecting rods, aluminium alloy pistons, down-draught carburettor giving amazing acceleration and even torque at all engine speeds. Firing order 1, 6, 2, 5, 8, 3, 7, 4.

COOLING SYSTEM—Large tube-type radiator, capacity 3.4 gallons, special system of cylinder block jacketing, neatly mounted centrifugal pump, large fan.

LUBRICATION.—"Duoflo" system with large double-acting pump, special cooling paths around walls of sump. Capacity of sump, including troughs, 2.1 gallons.

IGNITION.—Battery and coil, fully automatic, twin-bladed distributor.

CLUTCH.—Single aluminium alloy plate, spring drive, in oil.

TRANSMISSION.—3 forward speeds, ratios in box 2.42-1, 1.61-1, top direct, reverse 3.30-1, constant mesh silent second gear. Drive to rear axle through large diameter tubular cardan shaft and Spicer universal joints.

REAR AXLE.—Semi-floating Hotchkiss drive, helical bevel crown wheel and pinion. Ratio 4.11-1.

STEERING.—Worm and Sector, 15-1 ratio, running on Timken roller bearings. Column adjustable.

SUSPENSION.—Long semi-elliptic springs front and rear with special type U noiseless shackle in conjunction with "Thermostatic" shock absorbers.

BRAKES.—Special, diagonally compensated cable-operated low velocity, 2-shoe Bendix, with all important parts Cadmium plated.

FUEL SUPPLY.—13.5 gallon tank at rear, fuel supply to down-draught carburettor by pump. Electrically-operated petrol gauge on instrument panel.

CHASSIS LUBRICATION.—Alemite lubrication throughout.

WHEELS.—Special type wire wheels on all models fitted with 16 x 600 Air-wheel tyres by Goodyear.

● **MAIN DIMENSIONS**—BIG SIX & EIGHT.

	Standard Saloon.	Sports Saloon.	Drop Head Saloon.	Open Sports.
Wheelbase ...	113"	113"	113"	113"
Track	4′ 8"	4′ 8"	4′ 8"	4′ 8"
Overall Length ...	14′ 5½"	15′ 0"	15′ 6"	14′ 4"
" **Width** ...	5′ 7"	5′ 7"	5′ 6"	5′ 6"
" **Height** ...	5′ 9½"	5′ 8½"	5′ 8"	3′ 11½"
Turning Circle ...	41′	41′	41′	41′