

# 1949 Hudson Super

2dr Coupe • 6-cyl. 262cid/121hp 2bbl

#1 Concours condition

**\$46,100**

↗ +26.3%

#2 Excellent condition

**\$31,300**

↗ +24.2%

#3 Good condition

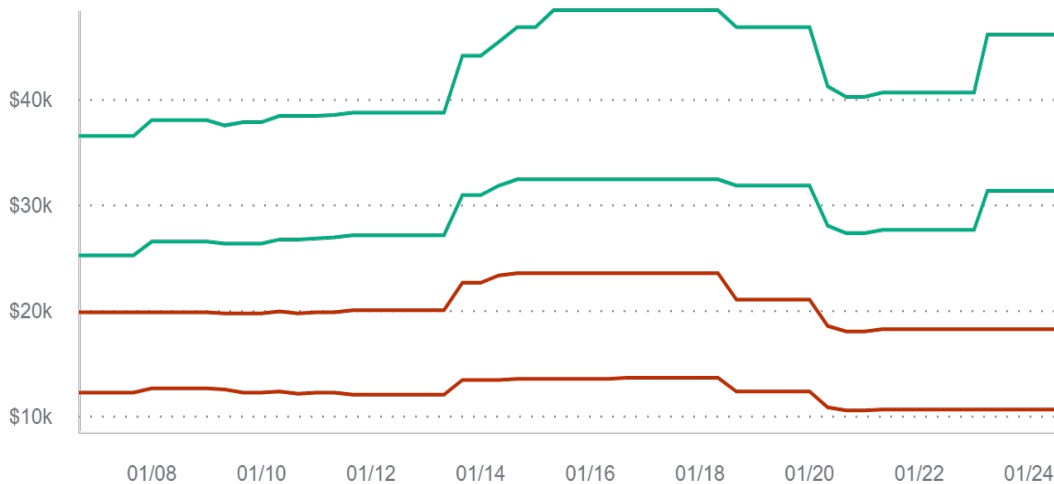
**\$18,200\***

↘ -8.1%

#4 Fair condition

**\$10,600**

↘ -13.1%



## Model description

During the early postwar years, the 1948 Hudson Super Six and Super Eight were part of a general facelift for the upscale mid-market Hudson brand. Built to compete with Buick and Chrysler offerings, the new concept was called "Step-Down" styling, and featured several new and functional concepts.

The new sleek fastback design and record low overall height is still valued by collectors to this day. This feature was achieved through Hudson's new unit body mounted over an exceptionally sturdy ladder frame. This "Monobilt" design allowed the outer frame members to run outboard of the rear wheels, eliminating the rear wheel arch. By dropping the cabin floor beneath the top of the frame rails, the roof was able to be dropped without a loss of interior space. This also helped lower the center of gravity of the new cars, yielding better handling than the competition. This low hot rod stance coupled with futuristic fastback styling made the new 1948 Hudsons look like true creations of the Atomic Age.

The Step-Down Hudsons made their debut in November 1947 as 1948 models. In this year, the Hudson Super Six and Super Eight were the entry-level models for the brand. The Super line was available as a four-door sedan along with a selection of two-door models --a brougham coupe, club coupe, business coupe, and a brougham convertible. With the exception of the 3-passenger business coupe, all were designed to carry six passengers.

Two engine options were offered; 90 percent of cars off the assembly line utilized the 262-cid inline-six L-head and produced up to 121 horsepower. The second engine, a smaller 254-cid L-head V-8 running with 128 horsepower, was only offered in the sedan and club coupe body styles. Transmission options included a three-speed manual and the Hudson Vacumotive Drive-Master unit; which used suction to actuate the clutch to be driven in manual, clutchless manual, or a fully automatic operation for second-third gear shifting.

As the model years advanced for the Super line, the six-cylinder engine received a small boost to 123 horsepower in 1950—in 1951, the V8 was dropped. In 1950 and 1951, a Supermatic automatic transmission was offered. The business coupe body was discontinued in 1950, and in September 1951 a two-door "Hollywood Hardtop" was added to the line, giving the final months of production a boost.

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Hudson Super production was about 55,000 units in 1948, then 97,600 cars in 1949. As Hudson added the less expensive Pacemaker to the lineup in 1950, Super production dropped to 18,000 cars. Production for the 1951 model year totaled about 22,532 Supers. Although the Super model was discontinued for the 1952 model year, production continued into January 1952 before the line came to an end. .

Collectors looking for the Hudson Hornet mystique on a budget should consider the Super line. Comparable to the Hornet, the Super delivers the same great style and handling, butg doesn't have the same name recognition. Standout collectibles would include any of the brougham convertibles, or one of the 1100 late-series Hollywood Hardtop cars. The manual or Supermatic transmissions are likely to be a preferred choice over the more complex Drive-Master due to maintenance and parts availability.

### Body styles

2dr Convertible Brougham

2dr Coupe

4dr Sedan

### Engine types

6-cyl. 262cid/121hp 2bbl

## 1948-1954 Hudson Super stats

Highest sale

**\$83,600**

Lowest sale

**\$4,200**

Most recent sale

**\$9,750**

Sales

**38**

## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.