HUPMOBILE



NYA AUTOMOBILFIRMA HOLMER A/E

BIRGAR JAMISSATAN 79 TEL 80370 c. VASR 6940 STOCKHOLM



Which strikes entirely new notes of beauty and smartness and incorporates notable advancements of the recognized Hupmobile qualities of engineering and manufacturing



HUPP MOTOR CAR CORPORATION

DETROIT, MICHIGAN, U.S.A.

handsome setting, the bright metal line that sweeps back from radiator emblem to cowl—in brief, an expression of complete harmony, of decisive mastery.

The car's beauty can safely be examined from any angle. At the rear there is a curving sweep to the roof which carries the lines downward. On the Two-door Saloon the new type trunk rack is indeed a part of the car in design and appearance—not an accessory. Together with the protective studding in bright metal, it adds a striking effect to the rear view. Also important is the fact that the rack, though providing space for an adequate trunk, gives the car a finished appearance without one. The rear light is a new and decorative design, combining in one unit the additional functions of reverse and stop signals. Special spring ends provide for the immediate installation of front and rear bumpers, though the car possesses a finished appearance either with or without them. Neither from the rear, side nor front does any unsightly part of mechanism obtrude, and the eye always enjoys the full advantage of an unbroken, complete harmony.

The effect of long, low sweeping lines is honestly achieved. The car not only looks low—it is low. A man of average height normally looks across the top of the parked Saloon. Double-drop frame, smaller diameter wheels, and skillful use of space bring the floor line actually closer to the road and with the new body lines set the new Hupmobile Six definitely in the forefront among the beautiful cars of today.

Colour is strikingly, freely handled. The bright lacquer tones which prevail in bonnet and body are emphasized by contrasting mouldings and stripings.

Pleasing harmony prevails throughout the car. Lamps, door handles, interior mouldings, body hardware and hub caps follow the same decorative scheme and present a pleasing unified treatment. Exterior brightwork is of exclusive Hupmobile design and can be found in no other car. All exterior plating is costly high lustre chromium, which does not tarnish and calls for none of the care and polishing which is required for nickel work.

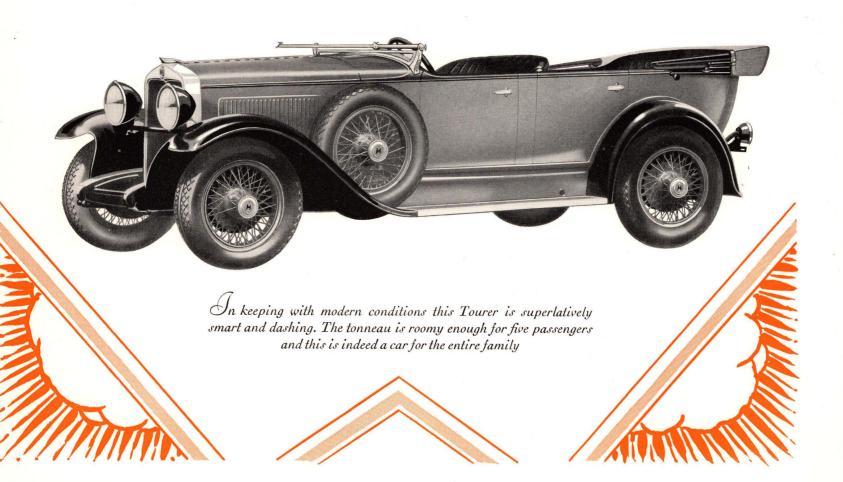
Examine this new Hupmobile creation as here pictured. Better still, see the cars at the dealer's show-room. You will see a group of motor cars conceived and developed in full accord with the prevailing preference of the day—cars which match Hupmobile's sterling worth with a distinctive, new beauty.



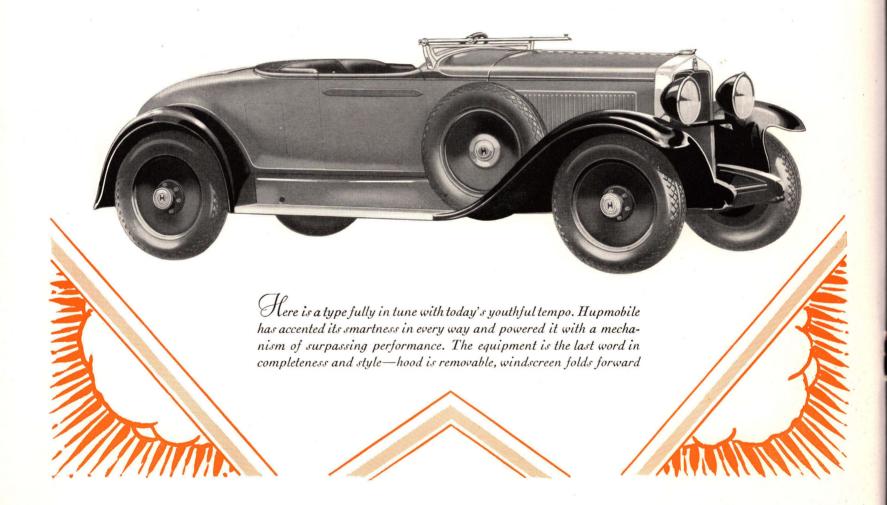


Che line of new Hupmobile Six motor cars consists of three closed and two open models, all distinguished by long, low lines and by an appearance of balanced, finished symmetry. Pleasing harmony prevails throughout all details of their appointment. Finish is in lustrous lacquer colours and all exterior plating is chromium. The wheelbase on all models is 114 inches

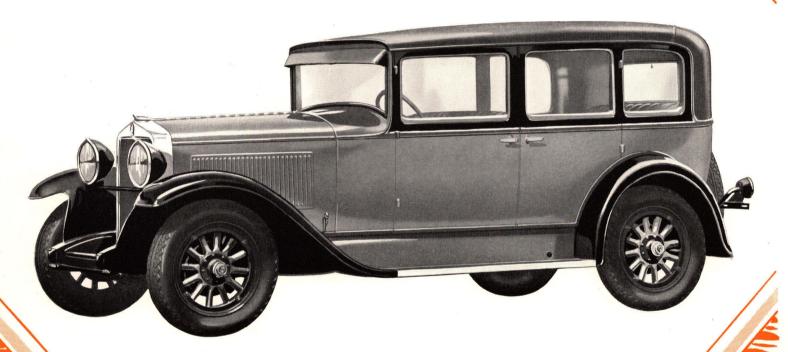






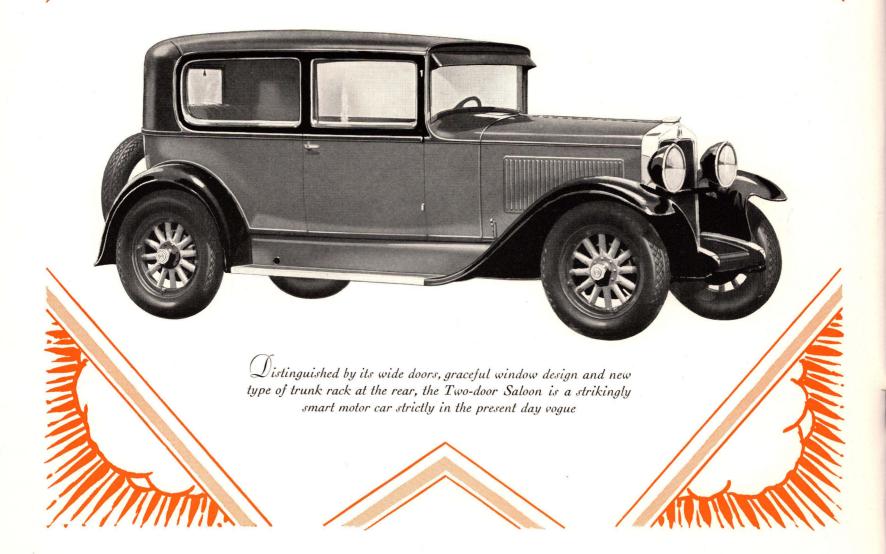


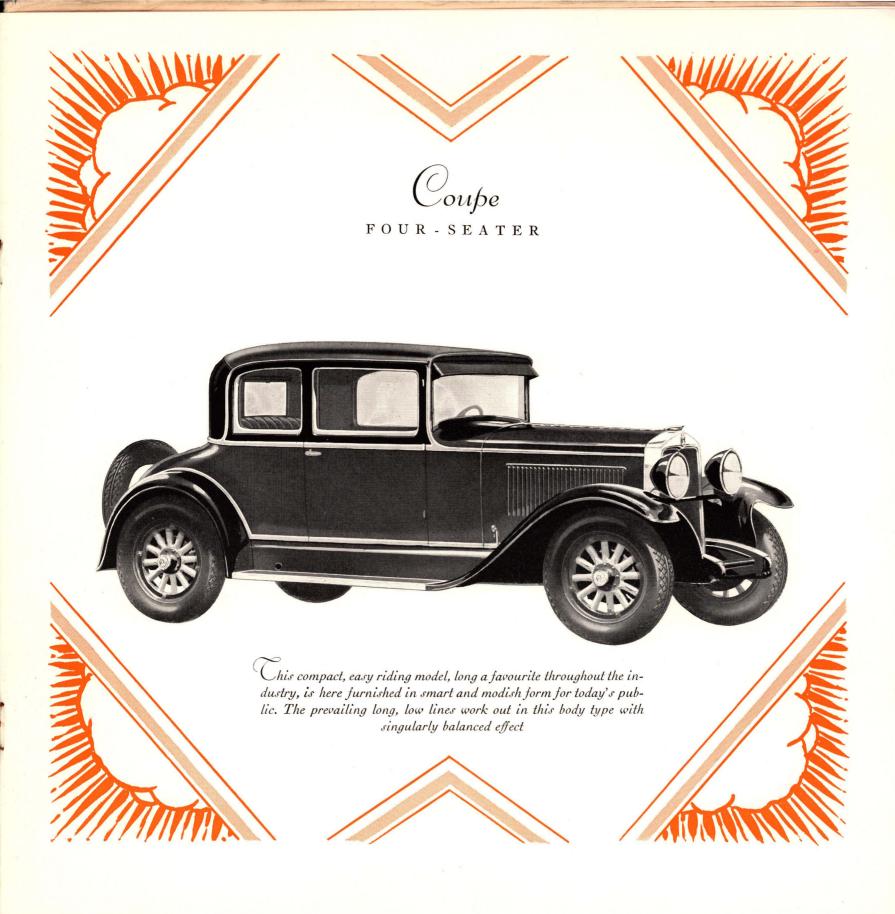




A car in which modern trends in design have been accorded free play. Its long, low lines, handsomely set off by the short, smart visor and high, shapely radiator, draw instant attention to the beauty of the roomy, comfortable body





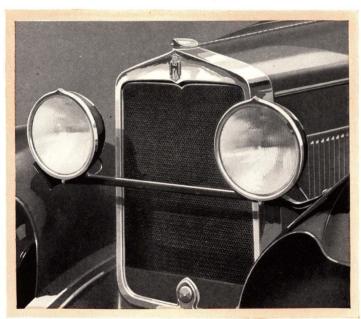


Built as Hupmobile always builds

Ny discussion of the mechanism of the new Hupmobile Six should start with this central fact—the car is a genuine Hupmobile product, advanced, refined, elevated in efficiency beyond even present day high standards.

Once that is said and fully understood, the most significant part of its mechanical story is told. Stronger warranty of complete mechanical and operating excellence, of abundant power, smooth performance, handling ease, reliability, and long life could not be given. The fundamental fact that a car is built by Hupmobile and incorporates all Hupmobile features means more than this or that feature of construction can ever possibly mean.

The new Six does, however, introduce various refinements in keeping with its rank as a superlatively smart and modern car. A few advancements are enumerated here, not as telling the car's mechanical story, but as indicating some of the steps by which Hupmobile design meets contemporary demands.



Headlamps, mudguards, radiator, emblem—all are new, all in dashing modern mode—all are striking items in the harmonious ensemble

GREATER POWER

Always distinguished by its ample reserve of power, its responsiveness, flexibility and rapid acceleration, the new Hupmobile Six engine provides increased power, speed, smoothness, and at the same time increased economy. Not only have the cylinder dimensions been made larger—3½-inch (82.55 mm) bore and 4½-inch (108 mm) stroke—but the principle of hyper-expansion of fuel, or perfected high compression, brings to the Six new performance—silky smoothness at high speeds, greater power, more mileage out of petrol of any and all grades, and the ability to take advantage of the high compression fuels now on the market. It gives the Hupmobile Six the spirited performance that

one would expect from a car of such fresh, youthful appearance. And by means of the greatly improved type of the thermostatic water control built into the cylinder head, together with the manifold heat control, the engine is brought more quickly than ever to an efficient operating temperature.

Another important feature of the engine has to do with lubrication. Connecting rods are drilled lengthwise, and through these passages fresh, cool oil is pumped under pressure to the piston pins. This expensive construction, heretofore used only in a few high priced cars, assures positive lubrication to a hard working bearing.

SMOOTHNESS AND QUIET

The dry-disc, single-plate clutch has a flexible central member

which cushions shocks from the engine or the rear axle and does away



A crank type regulator within easy reach controls the windscreen in any position



The new four-wheel brake mechanism is scaled from exposure and operates through steel cables

with the characteristic rattle sometimes encountered at high speeds.

UTMOST SAFETY

Mechanical four-wheel brakes of entirely new and advanced design insure maximum safety at all speeds and under all weather conditions. They operate mechanically through a direct cable control, and are a self-energizing, internal expanding type. All working parts are completely enclosed. The lining is exceptionally serviceable and long-lived. This highly perfected and thoroughly tested control system is keyed in advance to those trying situations so frequently encountered in the maze of present day traffic; a system which, in efficiency and positiveness, has amply satisfied Hupmobile's conservative caution.

Wheels are small diameter, but balloon tyres of a new size—29 by 5.50 inches with increased diameter—afford standard road clearance.

For those who desire detailed mechanical information, we suggest that an inspection of the engine and chassis in our dealers' showrooms would prove interesting and beneficial.

BODY FEATURES

Closed bodies, remarkably staunch and sturdy, by reason of the new wood and steel construction, carry a new type one-piece windscreen which opens by swinging forward at the bottom. Controlled in every position by a crank type regulator set in the header, it affords an

and closes with a positive weather seal.

When open, vision

abundance of ventilation

When open, vision cannot be hampered by snow or sleet, and when



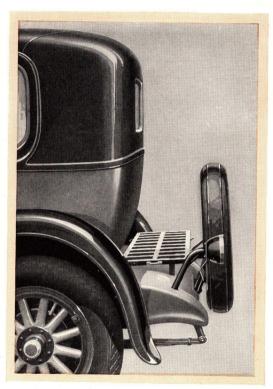
Well type side wheel carriers, furnished as special equipment, add to the smartness of Hupmobile open cars

closed the glare from headlamps of cars following is prevented because the windscreen is set at a slight angle. In addition to windscreen ventilation there is a cowl ventilator to sweep fresh air into the whole of the front compartment.

The steering wheel is easily adjusted to the driver's height or size and the wheel itself, mounted at just the convenient angle, is of an exceptionally handsome design. Spark, throttle and light controls are of unique and pleasing design.

The walnut wheel with its narrow rim and powerful leverage, is unusually suitable for women drivers.

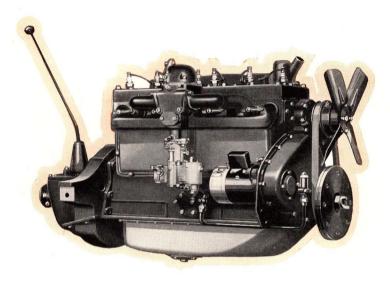
The mechanical qualities are equally pronounced, as everyone expects in a motor car designed and built by Hupmobile.



Rugged, substantial, this trunk rack is part of the car's design, not an added accessory

BEAUTY

Above all else, it is the beauty of these cars which first distinguishes them. But their value does not stop with appearance. Beneath their beauty is a mechanism which squares fully with all that the public has learned to expect from Hupmobile—which makes them surpassingly beautiful cars, also surpassingly capable, surpassingly worthy.



The engine is newly designed in accordance with Hupmobile's sensational principle—hyper-expansion of fuel

Brief Specifications

BODY TYPES—COLOURS

FIVE-SEATER Saloon, Five-seater Two-door Saloon, Four-seater Coupe, Seven-seater Tourer, Two-seater Sportster with dickey seat.

All models are finished in colour combinations in harmony with the latest ideas of automotive colour experts and fashion authorities. Due to constant changes necessary to maintain these standards of smartness our dealers should be consulted for latest information regarding colour options available on each model, equipment and prices. Fine, durable, lustrous lacquers are used for all body finishing.

POWER

Engine—Six-cylinder, L-head, cast en bloc, removable head, 3¼-inch (82.55 mm) bore, 4¼-inch (108 mm) stroke. Piston displacement 211.6 cubic inches (3.46 L). Horsepower 25.35 S.A.E. rating. Actually develops in excess of 57 horsepower. Four-point suspension. Cylinder head designed to give maximum performance from present day fuels and freedom from spark knock. Manifold heat control.

Crankshaft—Static and dynamic balance. Four extra large bronze-backed babbitt lined bearings. Fitted with vibration damper.

PISTONS—Grey iron type, balanced to 1/6 ounce (4.7 G) limits. Three rings, one oil return.

CONNECTING RODS—Drop-forged steel. Babbitt bearings bonded to rods.

Camshaft—Extra large and rigid. Driven by silent chain. Valve openings—Inlet 13%-inch (34.92 mm). Exhaust 13%-inch (34.92 mm). Silichrome steel.

CHASSIS

WHEELBASE—114 inches (2895.7 mm). Frame—Double-drop, 160 inches (4064 mm) long, 5½ inches (139.7mm) deep, 5/32 inch (3.97 mm) thick. Seven cross members, engine supports furnish two additional members.

Axles—Rear axle semi-floating, spiral bevel gears, ratio 4.7 to 1. Front axle reversed Elliott type, drop-forged special alloy steel.

DRIVE—Steel propeller shaft—two universal joints.

Wheels—Artillery type, 19-inch (482.6 mm) diameter. Steel and wire wheels available at slightly increased prices.

Tyres-Full balloon, 29 by 5.50 inches. New type tread.

Suspension—Semi-elliptic, front, 37 inches (939.8 mm) long; rear, 54 inches (1371.6 mm) long; a total of 91 inches (2311.4 mm); width 2 inches (50.8 mm). Anti preloading type snubbers both front and rear.

MUDGUARDS—One-piece heavy metal construction. Mudguard wells optional at extra charge.

LUBRICATION.

Full pressure system driven by gear pump from distributor shaft. Leads to all main and connecting rod bearings. Full pressure feed to piston pins through drilled rods. Oil filter. Crankcase capacity 6 qts. (5.67 L).

$\mathcal{F}_{\mathtt{UEL}}$

Vacuum tank feed. Gauge on dash. 15-gallon (American gallons) (56.77 L) tank at rear. Petrol filter. Air cleaner. Carburettor—Plain tube type 1¼ inch (31.75 mm).

COOLING

Radiator—Cellular core, chrome-plated shell, capacity $3\frac{1}{2}$ gallons (13.25 L).

METHOD—By pump located at front of block driven by belt from crankshaft pulley.

CONTROL—Thermostat built in head. With manifold heat control gives ideal winter performance conditions.

ELECTRICAL

Ignition—Generator-accumulator type. Semi-automatic spark control.

STARTING MOTOR—Oversize, exceptionally high torque. Generator driven by silent chain, easily adjusted.

Accumulator—6-volt, threaded rubber insulation, 100 ampere hour capacity.

LIGHTING—Headlamps and rear lamp in harmonized design with other fittings. Rear lamp has stop and reverse light sections. Dome lights on closed models. Instrument group has indirect lighting. Special electric lock used on ignition system.

CONTROLS

Brakes—Entirely new mechanical type four-wheel internal expanding. Entire brake mechanism free from exposure to dirt and water. Positive braking control. Hand brake utilizes same system.

Steering—Cam and lever type, easily adjustable, designed for balloon tyre steering. Steering wheel 17-inch (431.8 mm) diameter with narrow rim. Spark, throttle and light control from center of wheel.

To protect ourselves in our constant endeavor to make the Hupmobile even better than it is, we reserve the right to change specifications and prices without notice, or to use equipment other than that specified

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