

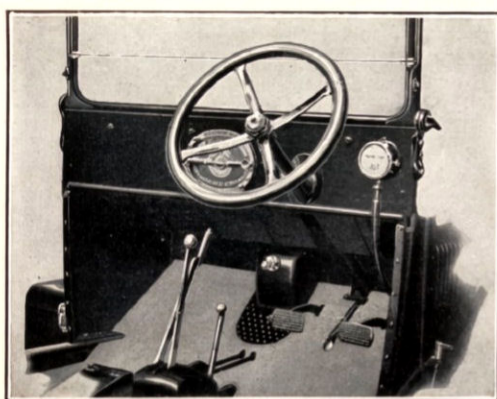


Hupmobile

**Motor
Cars**

Complete Line for 1914

Details including 1914 improvements



Control arrangement, showing starting lever, centre control, throttle and spark levers, speedometer, ventilating windshield, etc.

Equipment of Models

"32" H. P. Touring Car

Electric horn, rain vision ventilating windshield, silk mohair top with envelope, Hupmobile Jiffy curtains, speedometer, cocoa mat in tonneau, rear shock absorber, Prest-O-Lite tank, gas headlights, oil side and tail lamps, tools. Trimmings black and nickel. Body color black, running gear scarlet lake with black stripe on wheels.

Westinghouse two-unit electric starting and lighting system optional equipment; 16 candle power headlights, adjustable for focus, combination electric and oil side and tail lamps, 100 ampere hour storage battery, over size tires with starter car, 33 x 4 inch, demountable rims, one extra rim and tire carrier.

"32" H. P. Roadster

Same as four-passenger car; large turtle back rear compartment for tires, tools and excess baggage.

Starter, etc., optional same as four-passenger.

"32" H. P. Six-passenger Touring

Same as four-passenger car, except two folding and revolving occasional seats in tonneau, and tonneau foot rest.

Starter, etc., optional same as four-passenger.

"32" H. P. Three-passenger Coupe

Westinghouse two-unit electric starting and lighting system, electric horn, 100-ampere hour battery; latest style combination high and low candle power headlights, combination oil and electric tail lamp, combination speedometer with clock, adjustable ventilating dome in roof, extra wide seat for three passengers, 54 x 22 inches, upholstery 10 inches, fine quality imported whipcord; rear shock absorber. Body and running gear black.

"32" H. P. Delivery Car

Two piece windshield, Prest-O-Lite tank, gas headlights, oil side and tail lamps, tools, horn; trimmings black and nickel, carrying capacity 800 pounds. Pierce speed controller. Body dimensions: length over all 72 inches, length from back of seat 52½ inches, width 40½ inches, height 58 inches; rear shock absorber. Sager Auxiliary rear springs, chassis and body high class finish.

Specifications of "32" Chassis

Axle (Front)—One piece, drop forged I-beam section, Timken roller bearings in hubs.

Axle (Rear)—Full floating type, Hyatt roller bearings and ball thrust bearings throughout.

Brakes—12 x 2 inch, 2 internal expanding and 2 external contracting, highest quality brake lining.

Bodies—Touring Car, Six-passenger, Coupe and Roadster pressed steel. Roadster and Coupe with enclosed turtle back.

Clutch—13-inch, multiple disc, tempered steel, adjustable with clutch brake.

Control—Gear shift and emergency brake lever, center. Right hand on Coupe.

Cooling—Water, Thermo-syphon system, cellular type radiator, belt driven fan.

Crank and Gear Cases—Aluminum.

Drive—Right hand.

Finish—Body black with scarlet lake running gear black stripe. Coupe body and running gear black.

Gasoline Supply—Tank under shroud at space usually occupied by dash, one-gallon reserve tank.

Ignition—High tension magneto, variable advances. Eliminates complications and battery trouble. Magneto rain shield.

Motor—Four-cylinder, 32 horse power, cast iron bloc, long stroke, 3¼ inch bore by 5½ inch stroke.

Oiling System—Pressure feed to all bearings and to cylinders.

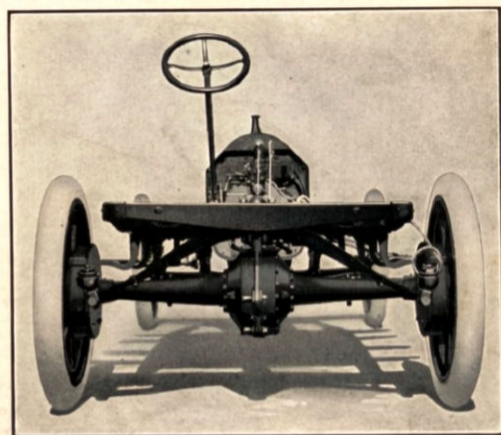
Speed—4 to 50 miles an hour with pleasure models. Speed control on delivery car regulates speed.

Steering Gear—Irreversible.

Tires—Touring Car and Roadster 32 x 3½ inches. Six-passenger Touring, Coupe and Delivery 33 x 4 inches. Delivery car has non-skid on rear. Rims: quick detachable all models. Over size tires 33 x 4 inches, demountable rims, extra rim and tire carrier at rear with starter car.

Transmission—Sliding selective system, three speeds forward and reverse.

Wheel Base—Touring Car, Coupe, Roadster and Delivery car 106 inches. Six-passenger Touring 126 inches.



Rear axle suspension

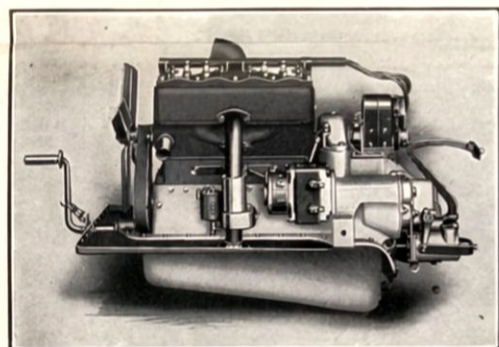
Hupp Motor Car Company, Detroit, Michigan

Announcing 1914 Policy



HE engineering principles of the Hupmobile as announced two years ago contained features that were new to the American market. These same features are now being standardized for the first time on many of America's finest cars. They have been standard on the Hupmobile for two years, and in two years of successful work they have ably justified the correctness of these principles.

No radical changes have been found necessary in the Hupmobile for the coming season. Our engineers, however, have been working patiently and persistently on hundreds of minor improvements, all of which go to make better mechanical harmony, until today we believe that there is not a smoother running motor on the market than the Hupmobile long-stroke "32".



Left side Hupmobile "32" engine, showing starting motor.

- 1st Smaller mechanical losses and less wear to the working parts of the motor.
- 2nd Better cooling efficiency caused by the decrease to heat losses from the cylinder and better mixing of the fresh charge at its entrance into the cylinder.
- 3rd Smaller fuel consumption per unit of delivered power due to the above reasons.
- 4th Greater pulling power at all speeds.
- 5th Absence of noise and vibration.
- 6th Better for use of poor grade fuel.
- 7th Greater accessibility afforded the valve parts and motor piping due to the greater height of space available for their locations.
- 8th Better low speed performance characterized by the ability to haul the load.
- 9th Somewhat lower temperature and pressure of the exhaust.

Compare the specifications of the Hupmobile part by part with cars of the most expensive design, you will find a similarity that is astounding at Hupmobile prices.

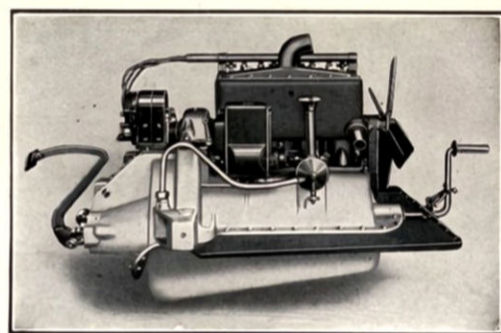
Unit power plant, long-stroke motor, selective type transmission, full floating rear axle, pressure feed positive oiling system, Coventry chain driven camshaft and magneto, three bearing crank shaft, centre control with both front doors accessible; these details are characteristic of high priced motor cars. You will find a few of these features on a few low priced cars. You have them all in the Hupmobile.

Electric starting and lighting, if desired, is by the Westinghouse two-unit system—separate generator and starting

motor—with independent magneto ignition. It is pedal operated, convenient to the driver's left foot. A simple motion by the operator engages the starting motor with a gear on the flywheel and instantly starts the engine.

The electric lighting equipment includes two electric head lights with full parabolic reflectors, and combination electric and oil side and tail lamps.

In order to retain the chassis simplicity for which the Hupmobile is unique our engineers have devised a wiring system for the lighting and starting apparatus that is comparatively simple and efficient, only seven wires being used throughout the entire car.



Right side engine, showing lighting generator.

Minor improvements have been made in the body construction which makes it more substantial than ever. Doors fit full flush with body and have upholstered arms and pockets in the side walls. In the touring models a cocoa mat, similar to those used on high priced cars, carpets the tonneau floor. The back of the front seat is upholstered near the bottom of the floor to prevent marring of the enamel finish.

A genuine rain vision ventilating windshield replaces the present type, though still hinged at its point of attachment to the car, so that it can be lowered forward if desired.

The gasoline tank is larger. It holds enough for 200 miles of touring.

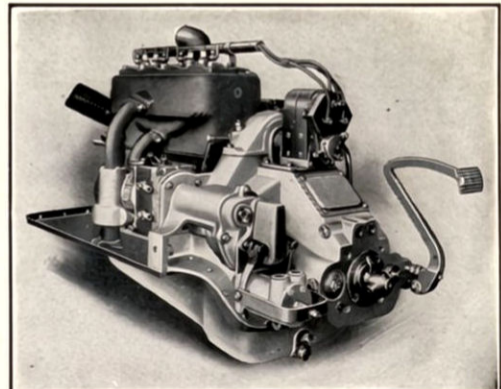
An electric horn, concealed under the hood, is included in the equipment. The horn button is at the center of the steering wheel.

Oversize tires—33 x 4-inches—regular equipment for the \$1200 starter car, also demountable rims, one extra rim and rear tire carrier, which clamps the rim without touching the rubber casing.

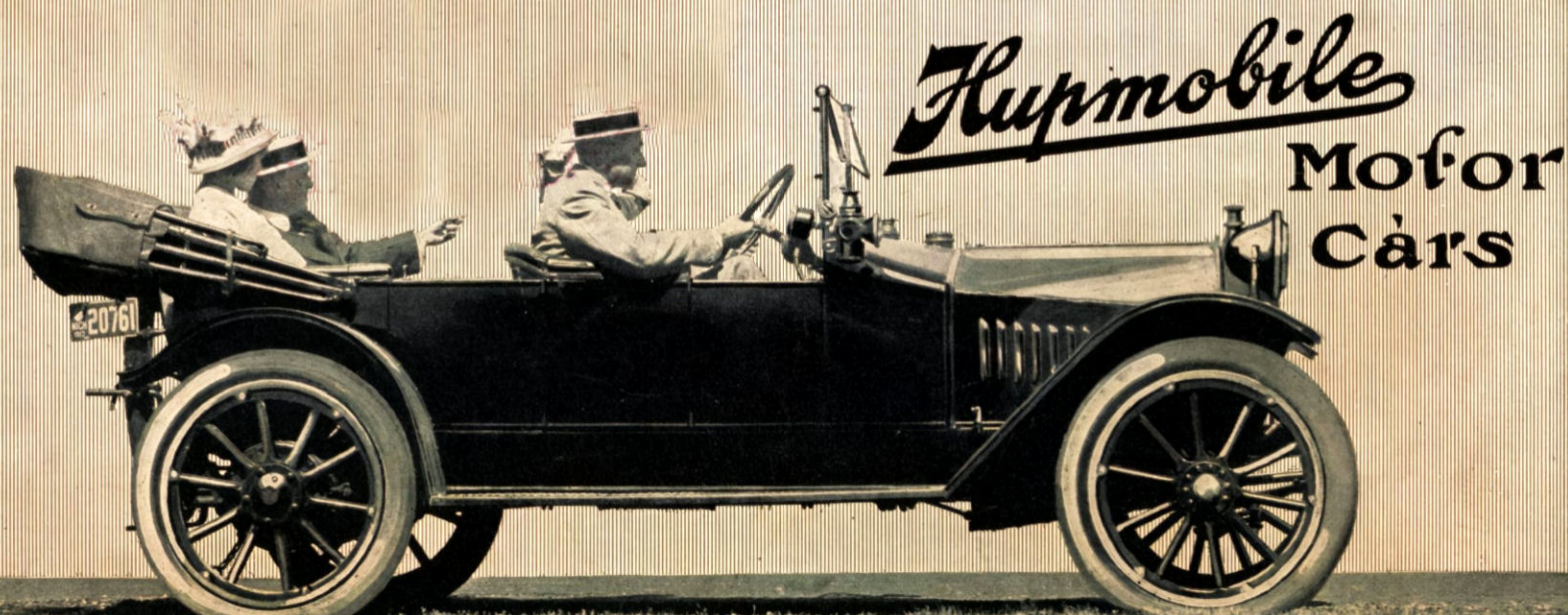
It has always been the Hupmobile policy to give the utmost value; to be the leader of medium priced cars. The new models are in the fullest extent the height of this desire.

Anyway see the Hupmobile at your dealers. It's the best way for you to judge the value of the car. A demonstration by appointment will cost you nothing and place you under no obligation for purchasing.

There is a dealer in your neighborhood waiting now to "show you". Call him on the phone today.

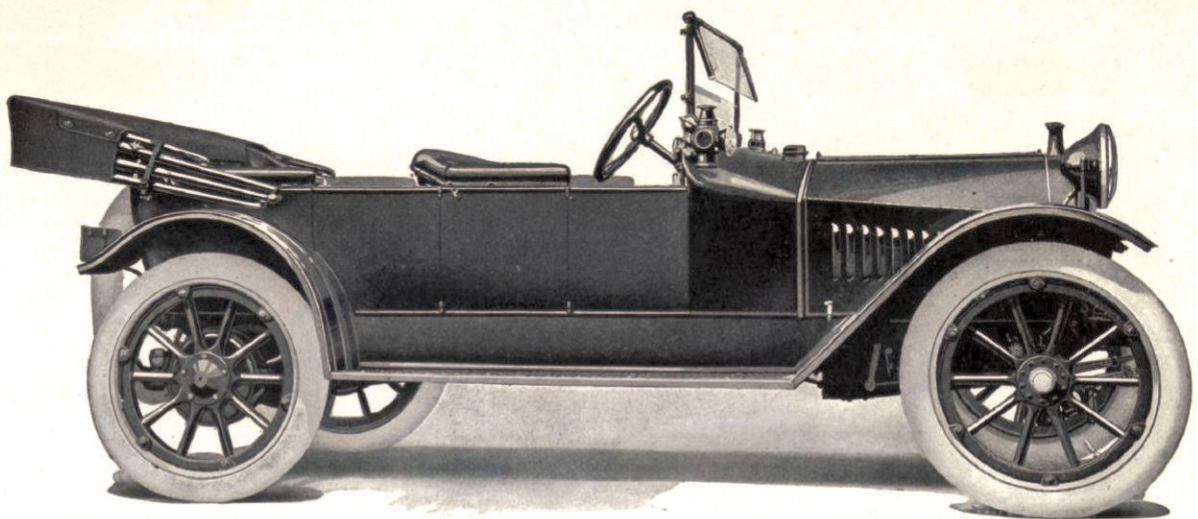


Rear view Hupmobile "32" engine, showing switch and starting mechanism.



Hupmobile
Motor Cars

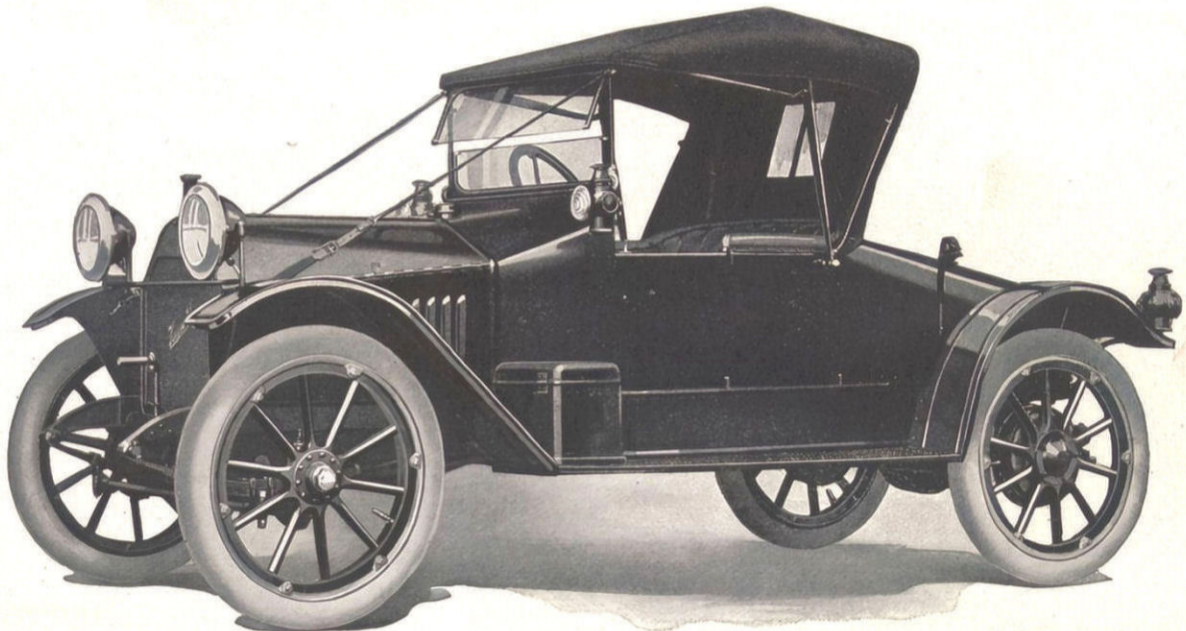
Complete Line for 1914



Hupmobile "32" H. P. Touring Car

Fully equipped with electric horn, rain vision windshield, silk mohair top with envelope, inside quick adjustable curtains, speedometer, cocoa mat in tonneau, rear shock absorber, Prest-O-Lite tank, gas headlights, oil side and tail lamps, tools. Tires 32 x 3 1/2, quick detachable rims. Trimmings black and nickel. Body color black, running gear scarlet lake with black stripe on wheels—\$1050 f. o. b. Detroit.

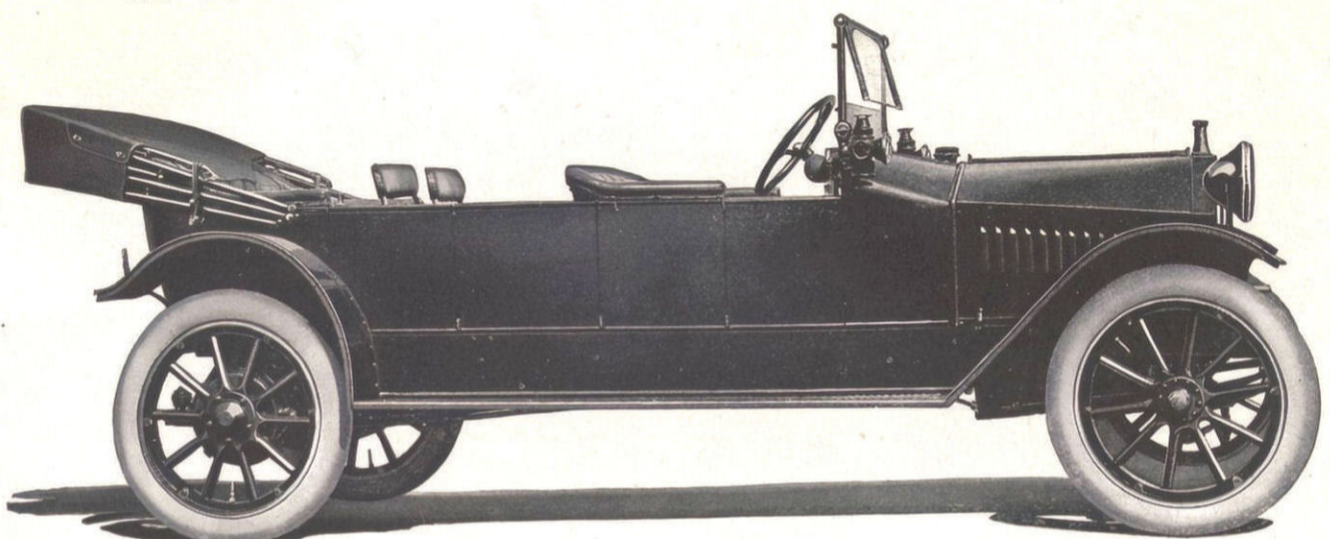
With additional equipment of Westinghouse two-unit electric starting and lighting system and independent magneto ignition, 16 candle power headlights, adjustable for focus. Combination electric and oil side and tail lamps, 100 ampere hour storage battery, over size tires, 33 x 4 inch, demountable rims, one extra rim and tire carrier (as illustrated)—\$1200 f. o. b. Detroit.



Hupmobile "32" H. P. Roadster

Fully equipped with electric horn, rain vision windshield, silk mohair top with envelope, inside quick adjustable curtains, speedometer, rear shock absorber, Prest-O-Lite tank, gas headlights, oil side and tail lamps, tools. Tires 32 x 3 1/2, quick detachable rims. Trimmings black and nickel. Body color black, running gear scarlet lake with black stripe on wheels. Large turtle back rear compartment for tires, tools and excess baggage—\$1050 f. o. b. Detroit.

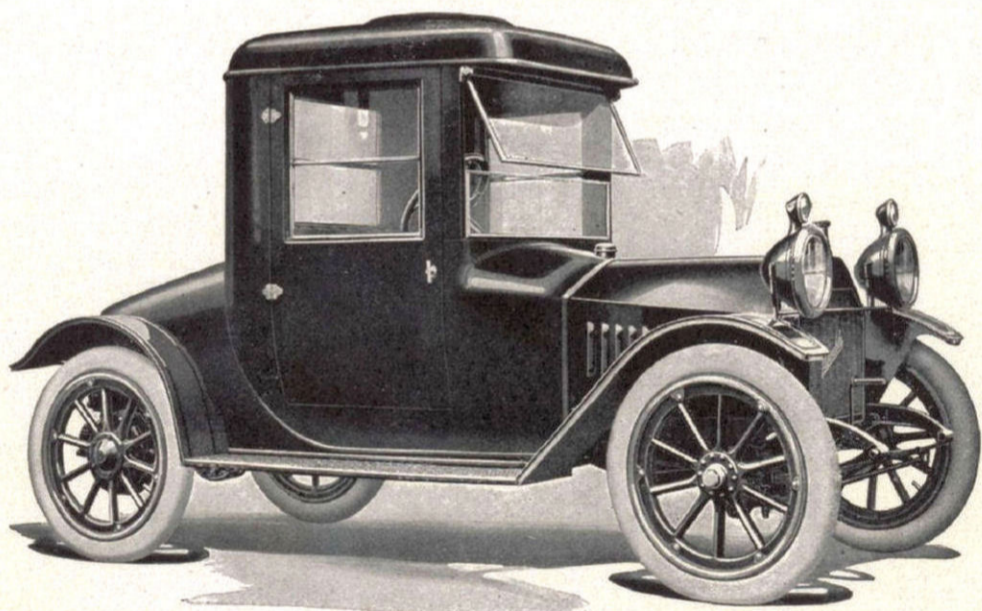
With additional equipment of Westinghouse two-unit electric starting and lighting system and independent magneto ignition, 16 candle power headlights, adjustable for focus. Combination electric and oil side and tail lamps, 100 ampere hour storage battery, over size tires, 33 x 4 inch, demountable rims, one extra rim and tire carrier (as illustrated)—\$1200 f. o. b. Detroit.



Hupmobile "32" H. P. Six-Passenger Touring

Fully equipped with electric horn, rain vision windshield, silk mohair top with envelope, inside quick adjustable curtains, speedometer, rear shock absorber, Prest-O-Lite tank, gas headlights, oil side and tail lamps, tools. Tires 33 x 4, demountable rims, one extra rim and tire carrier. Trimmings black and nickel. Body color black, running gear scarlet lake with black stripe on wheels—\$1200 f. o. b. Detroit.

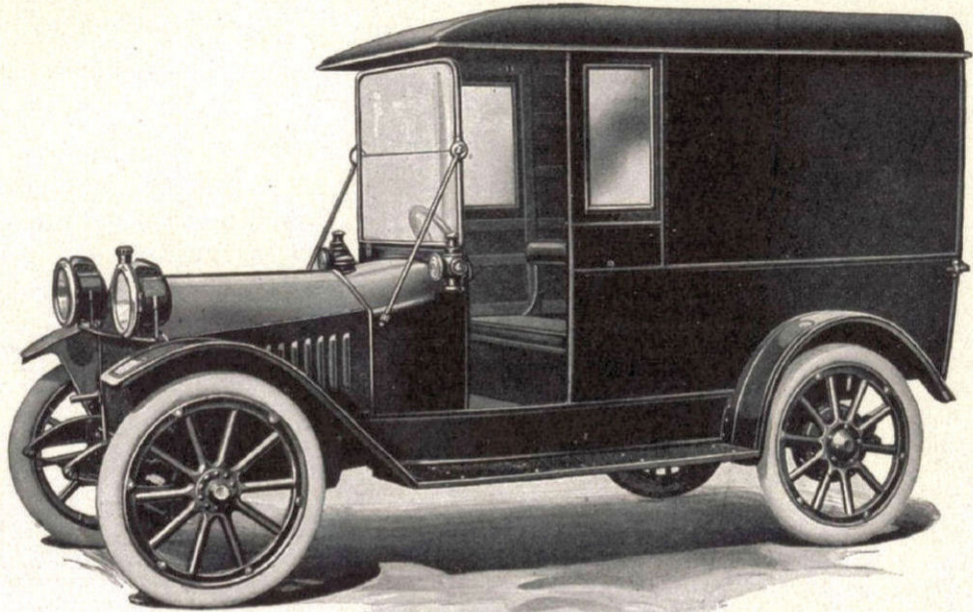
With additional equipment of Westinghouse two-unit electric starting and lighting system and independent magneto ignition, 16 candle power headlights, adjustable for focus. Combination electric and oil side and tail lamps, 100 ampere hour storage battery, over size tires, 33 x 4 inch, demountable rims, one extra rim and tire carrier (as illustrated)—\$1300 f. o. b. Detroit.



Hupmobile "32" H. P. Three-Passenger Coupe

Fully equipped with Westinghouse electric starting and lighting system, electric horn, 100 ampere hour battery; latest style combination high and low candle power headlights, combination oil and electric tail lamps, combination speedometer with clock, adjustable ventilating dome in roof, extra wide

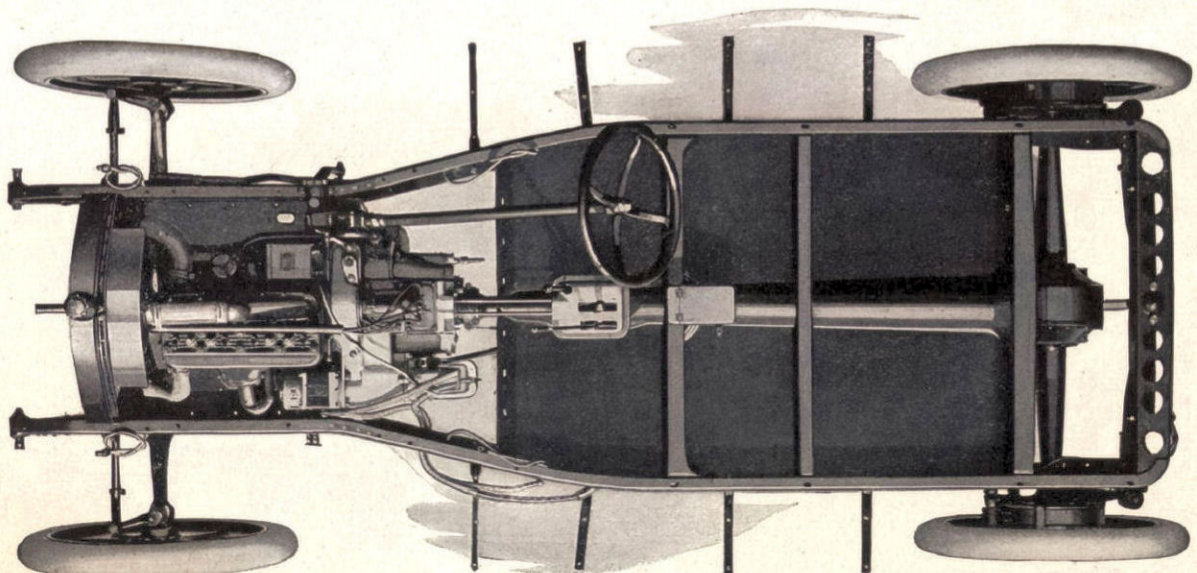
seat for three passengers, 54 x 22 inches, upholstery 10 inches, fine quality imported whipcord; rear shock absorber. Tires 33 x 4 inch, demountable rims, 1 extra rim and tire carrier. Body and running gear black—\$1350 f. o. b. Detroit. Coupe model only furnished with starter.



Hupmobile "32" H. P. Delivery Car

Fully equipped with two piece windshield, Prest-O-Lite tank, gas headlights, oil side and tail lamps, tools, horn; trimmings black and nickel, carrying capacity 800 pounds. Pierce speed controller. Body dimensions: length over all 72 inches, length from back of seat 52 1/2 inches, width 40 1/2

inches, height 58 inches; rear shock absorber. Tires 33 x 4 inch, demountable rims, non-skid on rear. Sager Auxiliary rear springs, chassis and body high class finish—\$1075 f. o. b. Detroit.



Plan view "32" chassis. Note simplicity of wiring system