

1929 HUPMOBILE  
**CENTURY SIX**







No longer is there uncertainty as to what the year 1929 will offer in advancement of motor car style and value.

The majority of new models are announced—their features known—the trend of their body design evident.

And it becomes increasingly plain and clear that the Twentieth Century's best is the year's best, and that the 1929 Century Six—with its new refinements and improvements, remains years ahead in value, style and beauty.

Shimmering, glistening newness—backed by the Century's finest craftsmanship in design and construction, is available at prices which make higher price a folly. This is the Century's great motor car gift to America, and Hupmobile's great new offering to you.

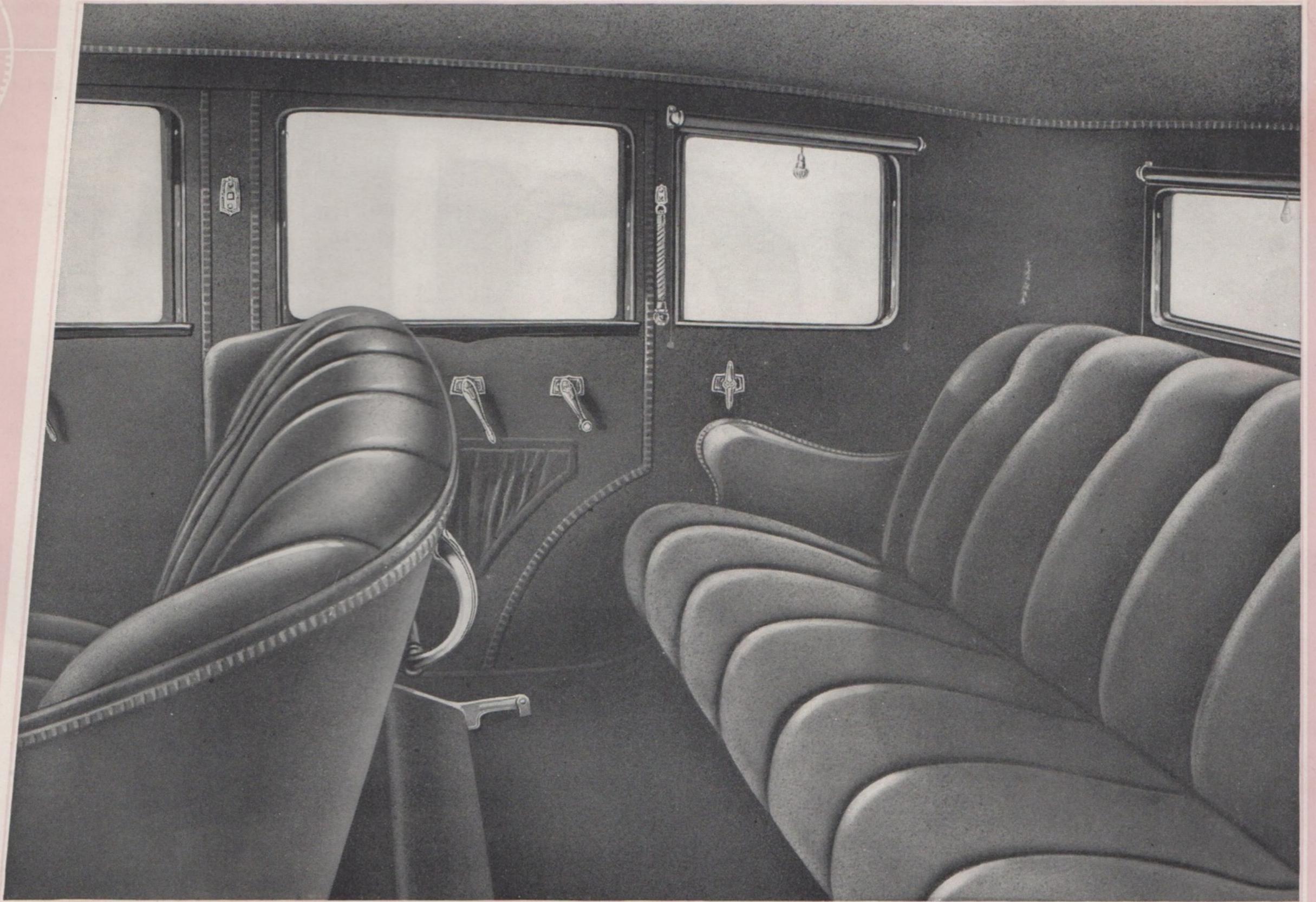
## PROGRESS IN TERMS OF GREATER BEAUTY

Mere bulk and weight, once symbolic of power and speed in motor cars, now gives way to the slim grace and beauty so strikingly realized in the new Hupmobile Century Six models. Here is coachcraft that in vigor and beauty of conception and treatment fittingly complements the Century's great advance in performance. Truly, the new Hupmobile Century Six portrays a new note in motor car styles as effectively as it releases a new measure of enjoyment of the finer phases of motoring.

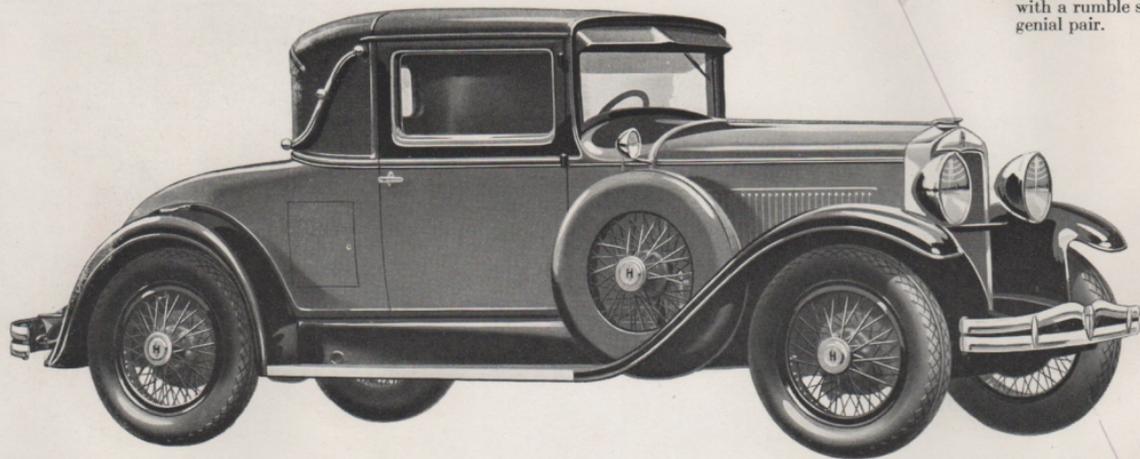


New notes are evident in interior design as well as exterior beauty. The instrument panel departs completely from the conventional; new types of gauges have been planned to give instantly the necessary information on engine temperature, fuel supply, current, speed and lubrication. Manifold heat and choke controls complete the grouping, together with a theft-proof ignition lock. The motif of the panel, which is exquisitely finished, in oxidized silver, repeats itself in body hardware.

Century Six comfort is as striking as its beauty. Spacious interior upholstered in finest mohair, form-fitting cushions scientifically designed for correct posture, seat backs that don't stop short below your shoulders but actually support your neck, are physical factors that mean much. Long springs, hydraulic shock absorbers, and extra rigid non-weaving frame protect against road shocks.



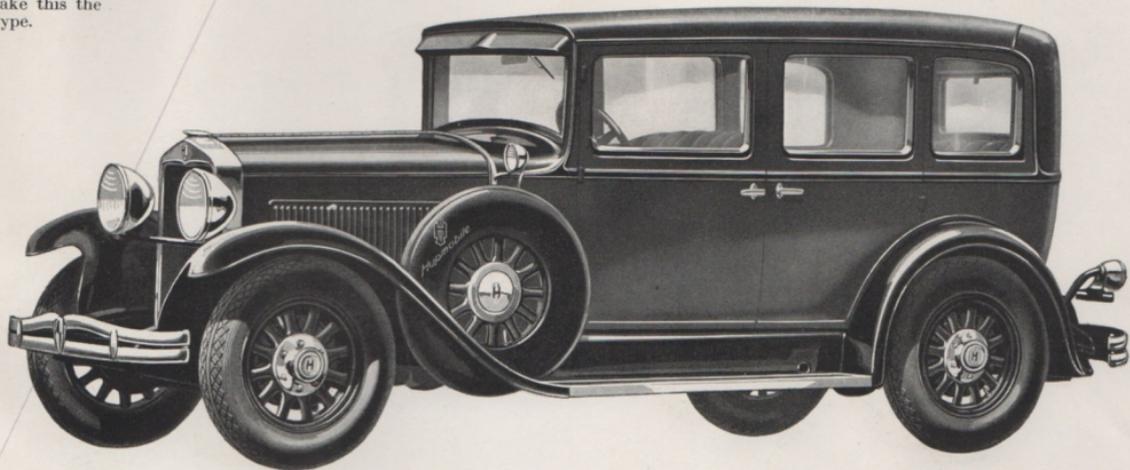
# CABRIOLET \ TWO PASSENGERS WITH RUMBLE SEAT



In the past two years the cabriolet type has assumed a greater importance among motorists. The great popularity of the Century Six Cabriolet argues haste in placing your orders if you prefer this cozy, intimate type of car. And when to its fundamental virtues of design are added the refinements which characterize the 1929 Century Six, the combination is noteworthy and irresistible. Available with six wheels of either wood, wire or disc; in vivid coloring. Two can occupy the single wide seat, with a rumble seat for another congenial pair.

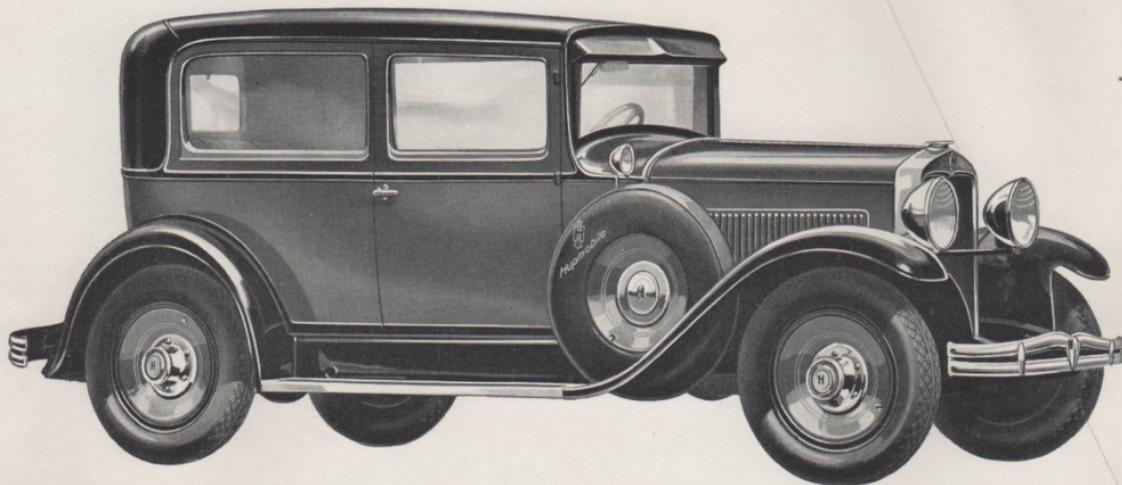
Custom equipment, as Hupmobile calls the practice of carrying two spare wheels and tires in front fenders, has been a striking feature of Hupmobile design. The newest fashion note is demountable wood wheels, and as usual, Hupmobile excels in the proper treatment of hub and wheel design. But wheels are only a small part of the harmonious ensemble. The modern trend of design first exemplified in the original Century Six has been refined and accentuated to make this the outstanding car of its type.

## FOUR DOOR SEDAN \ FIVE PASSENGERS



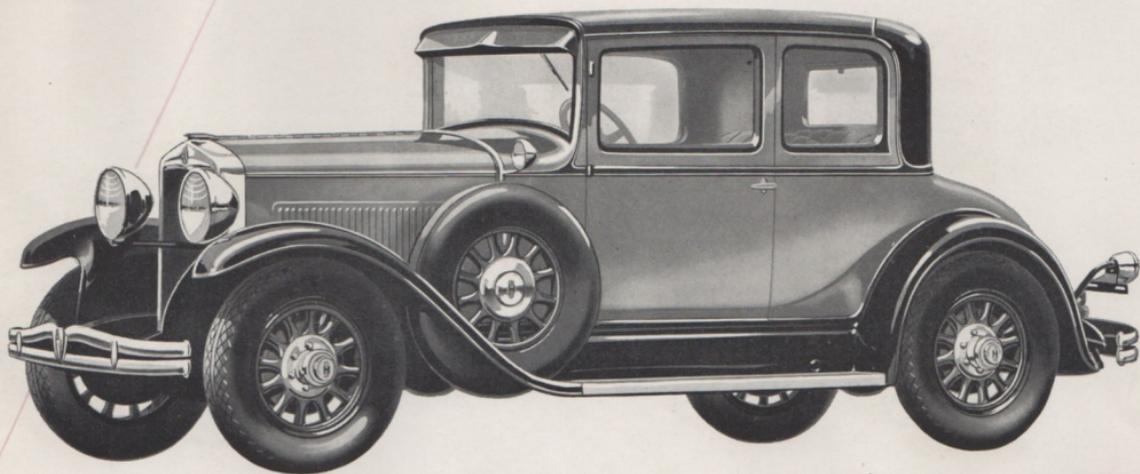
## SEDAN TWO DOOR

Among the many advantages of the two-door sedan as a type is the sense of security enjoyed by mother at the wheel, while the youngsters frolic over the rear seat without fear of doors being opened by tiny hands. Ever a popular body model, the front seats are unusually comfortable, allowing exit or entry without tilting seats. Doors are wide, windows large and the whole car a noteworthy example of its type.



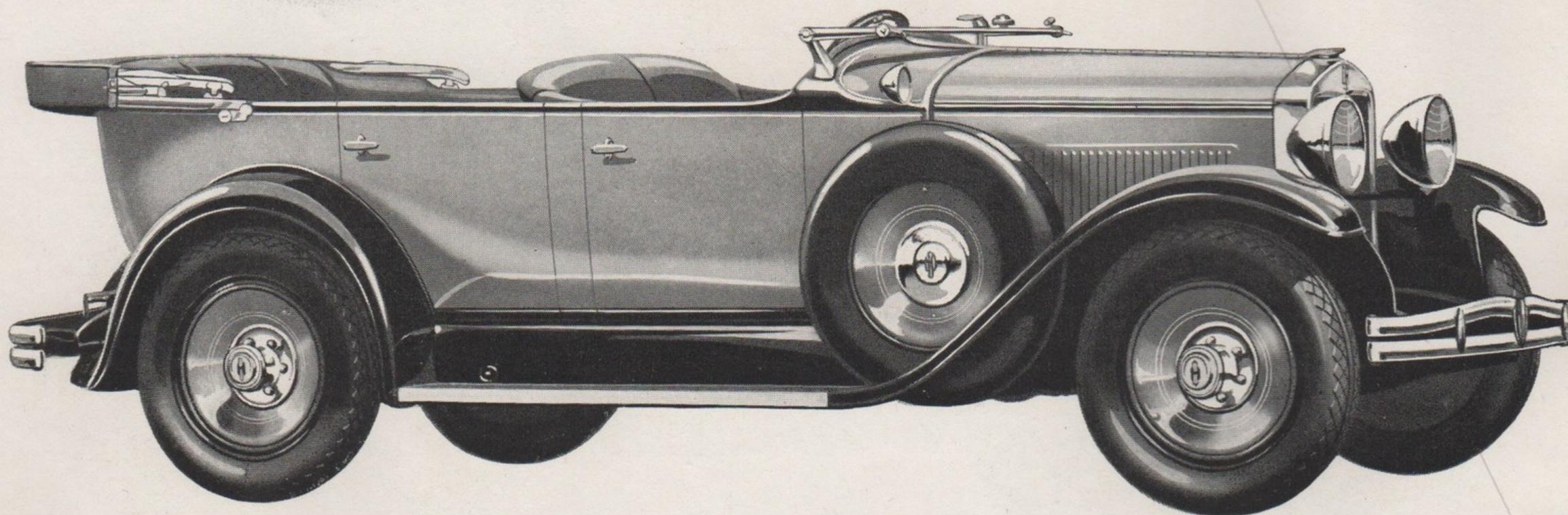
Naturally a car like the coupe with its definite feminine appeal must need be refined, stylish, colored in perfect taste, and exquisitely appointed. All these milady finds in her Century Six Coupe, and more. She enjoys driving and steering ease hitherto unknown—safety assured by steeldraulic brakes—and the bugaboo of mechanical difficulties she knows she has eliminated by choosing the Hupmobile name plate.

## COUPE \ FOUR PASSENGERS



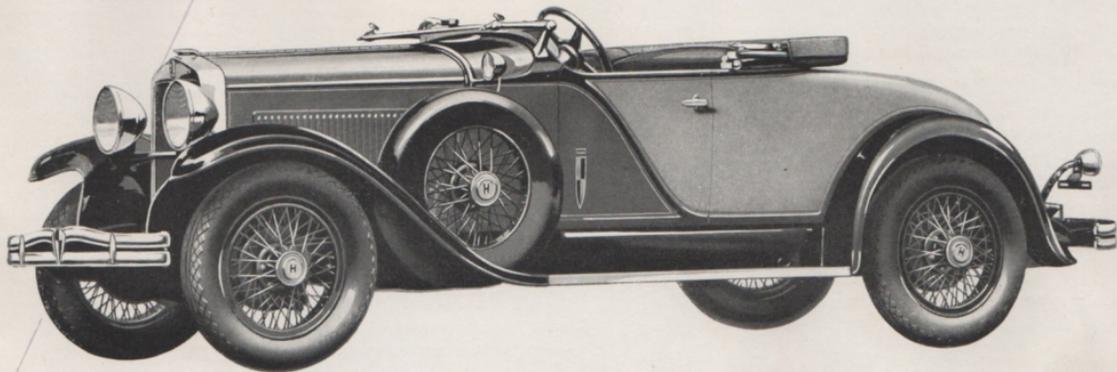
# PHAETON \ SEVEN OR FIVE PASSENGERS

When the open road calls, the open car answers. The Phaeton, as interpreted in the Century Six line, is alive with the joy of doing—of going somewhere swiftly, surely, tirelessly. Its sparkling chromium plate on radiator and exterior hardware, like on all other Century Hupmobiles, resists tarnish. Windshield folds forward; top tucks neatly away in an attractive boot: everything you want a Phaeton to have or be, it is. Available with either disc, wire or wood wheels, also as a five-passenger type.



The Sportster is the car of youth—and those who may grow older in years but never in spirit. Hupmobile, with uncanny insight into style trends, has here created a body type that in sheer dash and vigor is excelled by nothing on the road today. And its performance is as brilliant as its appearance. The top is easily removable, or can be neatly folded into an attractive boot. Monogram plate on the door provides an opportunity to show your pride by placing your initials on a car that deserves it.

## SPORTSTER \ TWO PASSENGERS WITH RUMBLE SEAT



# PERFORMANCE EQUALLY MODERN

The style demands of this modern age concern motor car performance as well as body design. The fleetness, the grace, the virility so evident in every body line necessitates a chassis and engine capable of rendering performance equally brilliant and scintillating.

The modern tempo finds expression in flashing acceleration, greater maximum speeds and utmost comfort at all speeds. Obviously, such performance abilities require more effective braking systems, high compression engines, and riding and driving ease hitherto unobtainable.

Let the Century Six give its own answer on the highway regarding acceleration and top speed. But be sure you examine the Hupmobile steeldraulic brakes which assure your safety. The instant release hastens "pickup" and the  $\frac{1}{8}$  inch clearance (six times that of the average brake) increases effective power from 10 to 15 per cent through eliminating brake drag. Mechanically operated through steel cables, they are of the internal expanding, self-energizing type and are fully enclosed to keep out dirt, water and oil.

The mechanical excellence of Hupmobile engines is proverbial, as is their ability to endure abuse and deliver long years of service after the ordinary car has ceased its usefulness.

In the 1929 Century Six, high compression gives its many advantages, yet allows you to use regular fuels

to better advantage. Every aid to increase engine smoothness and promote long life is provided — extra heavy, rigid crankshaft, vibration damper, connecting rods drilled so lubricating oil is forced under pressure to the piston pins. Cooling too is important on high speed work, and this is amply taken care of by large water spaces, by powerful pump, and thermostatic control.

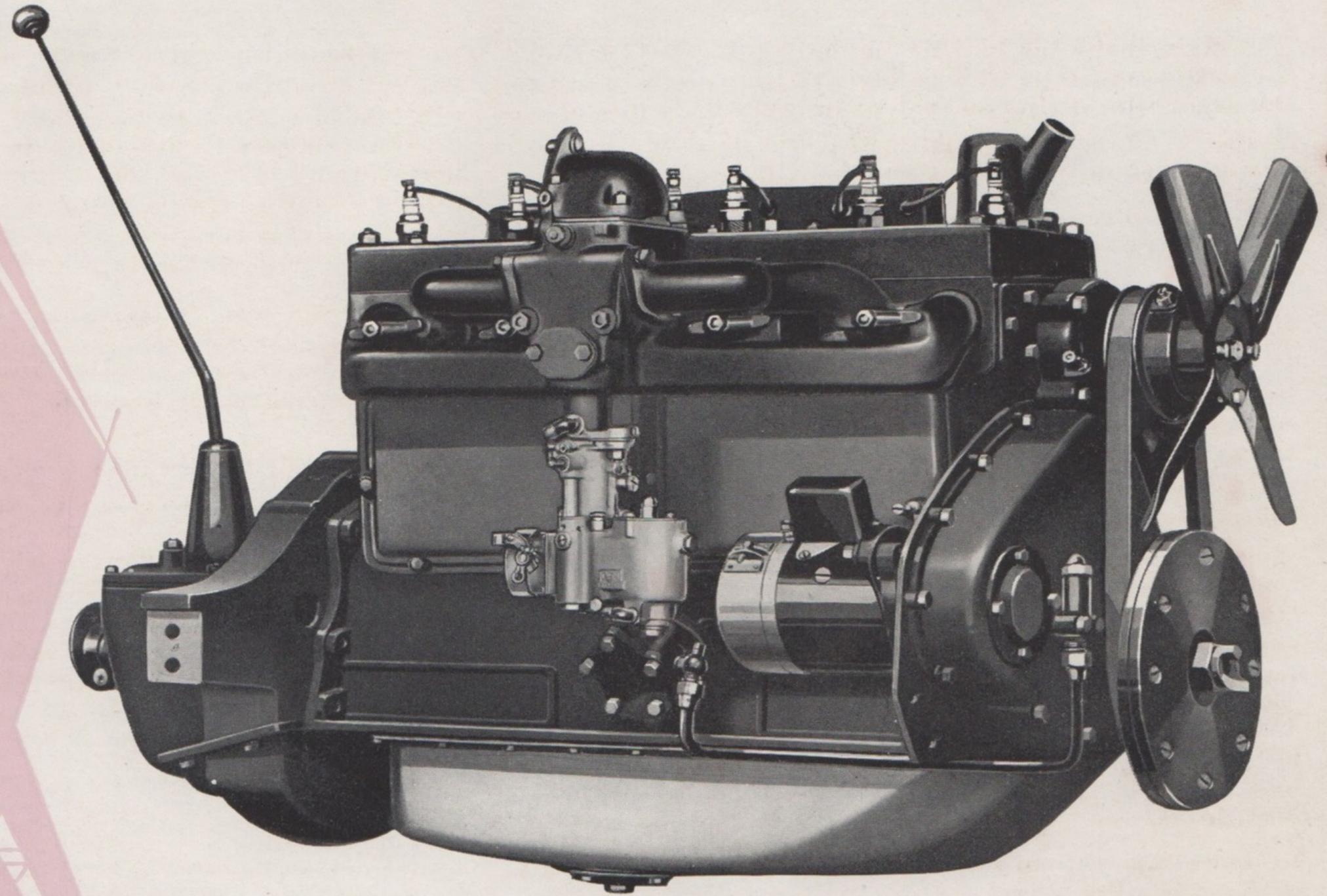
Extreme lowness of the complete car is both a safety and appearance factor. It is achieved by a double drop frame, small wheels, and ingenious utilizing of interior space to give ample headroom with fashionable lowness.

The cam and lever steering gear is a revelation to those who have never driven a car so equipped. Its accelerating turning ratio, and the ease with which the slightest effort guides the car appeals strongly, especially to women. Long springs, and the newest and most improved type of hydraulic shock absorbers reduce road shock before it reaches the form-fitting cushions. Cushions and seat backs are worthy of special note, embodying as they do new ideas of posture which result in unexpected and pleasing freedom from fatigue even though your car covers four hundred miles a day.

From every standpoint we urge you to compare the 1929 Hupmobile Century Six with any other car on the market. Compare its beauty in the showroom, its performance on the road—compare every item of equipment—compare actual comfort—then compare the name the Century Six bears, and your decision is unquestionably in its favor.



# MODERN IN DESIGN AND RESULTS OLD IN EXPERIENCE AND REPUTATION



The Hupmobile Century Six engine dominates its field as the Century Eight leads the straight eight type. In this engine Hupmobile's 20 years' experience in building fine motor cars insures precision manufacture and proper materials, and Hupmobile's aggressive policy makes certain that mechanically the car is as modern in its design and results as it looks.

# BRIEF SPECIFICATIONS OF THE CENTURY SIX

## BODY TYPES—COLORS

THE body types illustrated are the Two-passenger Cabriolet with or without rumble seat, the Five-passenger Sedan, the Five-passenger Two-door Sedan, the Five and Seven-passenger Phaetons, the Four-passenger Coupe, and the Two-passenger Sportster with rumble seat.

Custom equipped models, with six wood, disc or wire wheels, fender wells, trunk racks, cowl bar and cowl lights, chrome-plated lights throughout, etc., are available in all body types.

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

## POWER

**MOTOR**—Six-cylinder, L-head, cast en bloc, removable head,  $3\frac{1}{4}$ -inch bore,  $4\frac{1}{4}$ -inch stroke. Piston displacement 211.6 cubic inches. Horsepower 25.35 S.A.E. rating. Actually develops in excess of 57 horsepower. Four-point suspension. High compression cylinder head designed to give maximum performance from present day fuels and freedom from spark knock. Manifold heat control.

**CRANKSHAFT**—Weighs  $64\frac{1}{2}$  pounds. Static and dynamic balance. Four extra large bronze-backed, babbit lined bearings. Fitted with vibration damper.

**PISTONS**—Grey iron type, balanced to  $\frac{1}{8}$ -ounce limits. Three rings, one oil return.

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

**CAMSHAFT**—Extra large and rigid. Driven by silent chain. Valve openings—Inlet  $1\frac{3}{8}$ -inch. Exhaust  $1\frac{3}{8}$ -inch; silichrome steel.

## CHASSIS

**WHEELBASE**—114 inches. Frame—Double-drop, 160 inches long,  $5\frac{1}{2}$  inches deep,  $\frac{3}{8}$  inch thick. Seven cross members, motor supports furnish two additional members.

**AXLES**—Rear axle semi-floating, drop-forged special alloy steel, spiral bevel gears, ratio 4.7 to 1 or 4.9 to 1. Sportster 4.07 to 1. Front axle reversed Elliott type.

**DRIVE**—Steel propeller shaft—two universal joints.

**WHEELS**—Artillery type 19-inch diameter. Dismountable steel, wood or wire wheels available at slightly increased prices.

**TIRES**—Full balloon, 29 by 5.50 inches. New type tread for easy steering and long wear.

HUPP MOTOR CAR CORPORATION,

**SPRINGS**—Semi-elliptic, front 37 inches long, rear 54 inches long, a total of 91 inches, width 2 inches. Hydraulic shock absorbers both front and rear.

**FENDERS**—One-piece heavy metal construction. Fender wells 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.

## FUEL

Vacuum tank feed. Gauge on dash; 15-gallon tank at rear. Gasoline filter. Air cleaner. Carburetor—Plain tube type  $1\frac{1}{4}$ -inch size.

## COOLING

**RADIATOR**—Cellular core, chrome-plated shell, capacity  $3\frac{1}{2}$  gallons.

**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 all weather performance conditions.

## ELECTRICAL

**IGNITION**—Generator-battery type. Semi-automatic spark control. Special electric lock used on ignition system.

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

**BATTERY**—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 panel has indirect lighting and independent control switch, lighting either panel only or front compartment.

## CONTROLS

**BRAKES**—Hupmobile-Midland Steeldraulic, four-wheel internal expanding. Entire brake mechanism free from exposure to dirt and water. Positive braking control.

**STEERING**—Cam and lever type, easily adjustable, designed for balloon tire steering. Steering wheel 17-inch 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 specified*

DETROIT, MICHIGAN, U. S. A.



