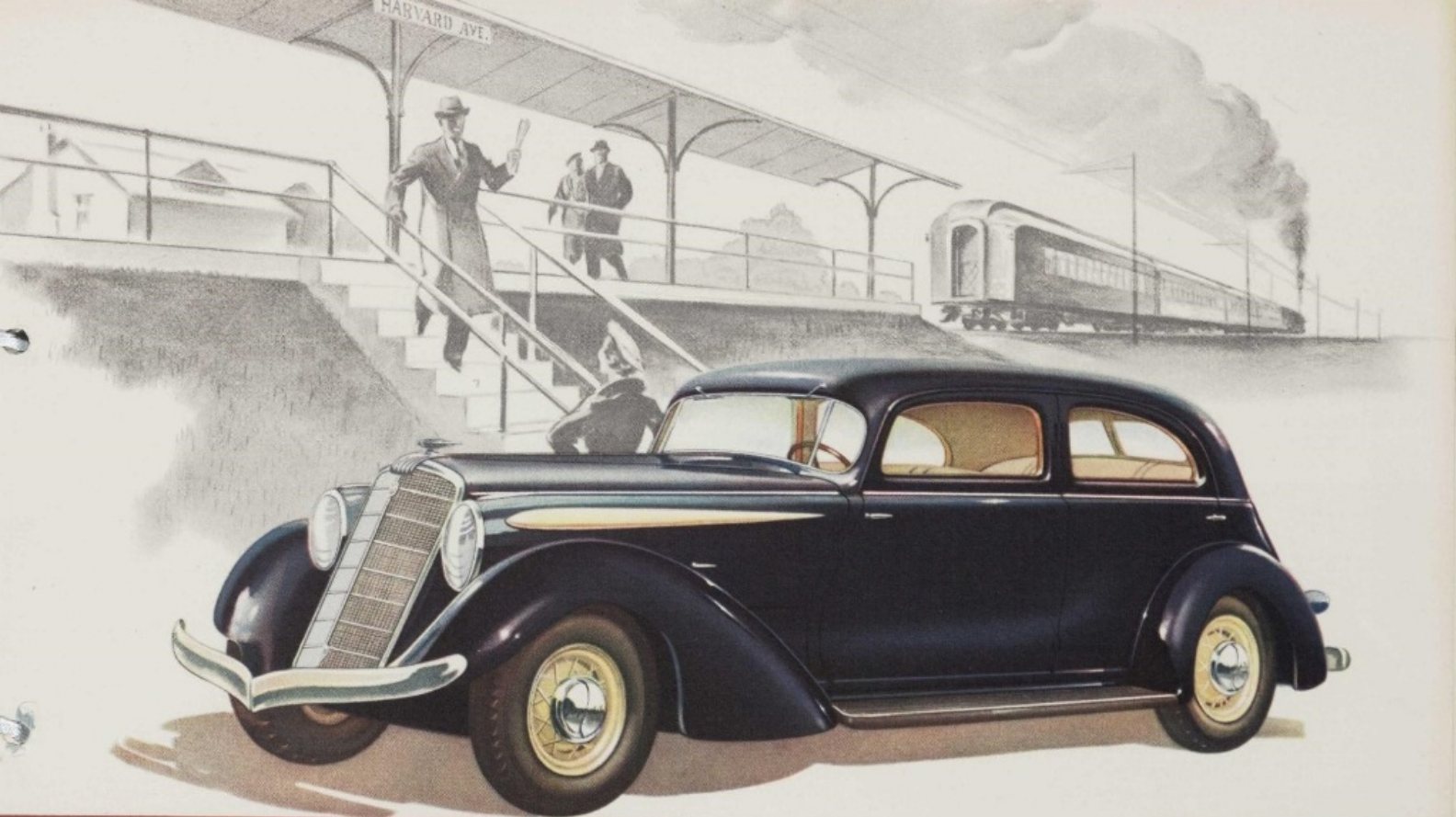




WAPLEX

THE 1935 HUPMOBILE

SERIES 521



The Six Passenger Sedan

whose brilliant style leadership proves that the most beautiful design is always the most efficient. Hupmobile's basically correct streamlining smoothes out the air and flows it easily and silently about the car, every feature of which is an integral part of its aerodynamic design.



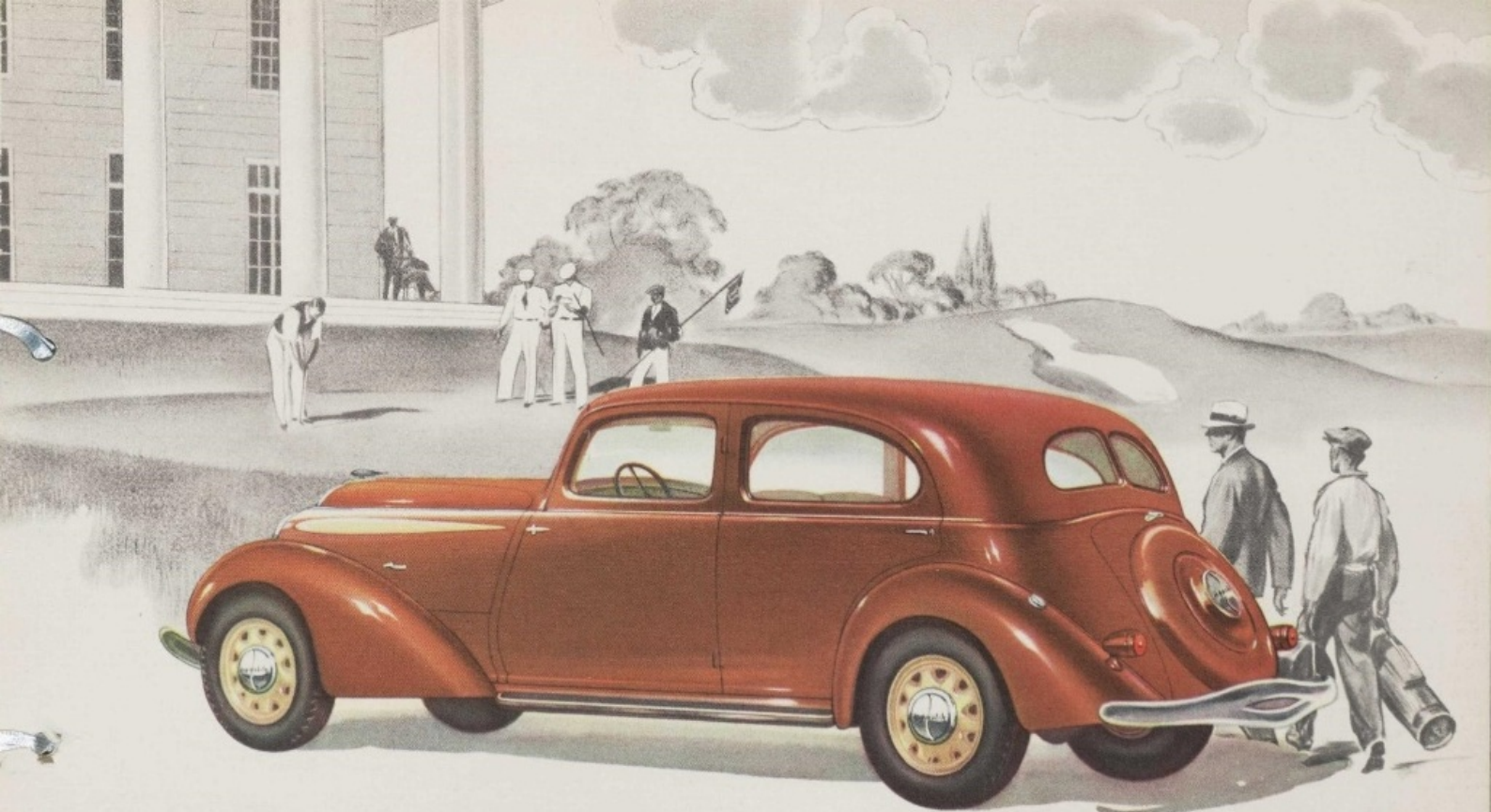
Club Chair Comfort

is yours in the Victoria. The two individual lounging seats in front are overstuffed; therefore they are deep and restful.



Luggage Room to Spare

is provided at the rear of the Sedan and Victoria in this readily accessible, dust- and water-proof compartment containing the concealed tool tray.



The Five Passenger Victoria

combines true streamlining with new beauty and utility. Rear vacuum and backdrag are eliminated by the sweeping rear panel, recessed spare wheel and the elimination of projecting accessories. Because wind-roar is eliminated, all passengers can converse in a normal tone.



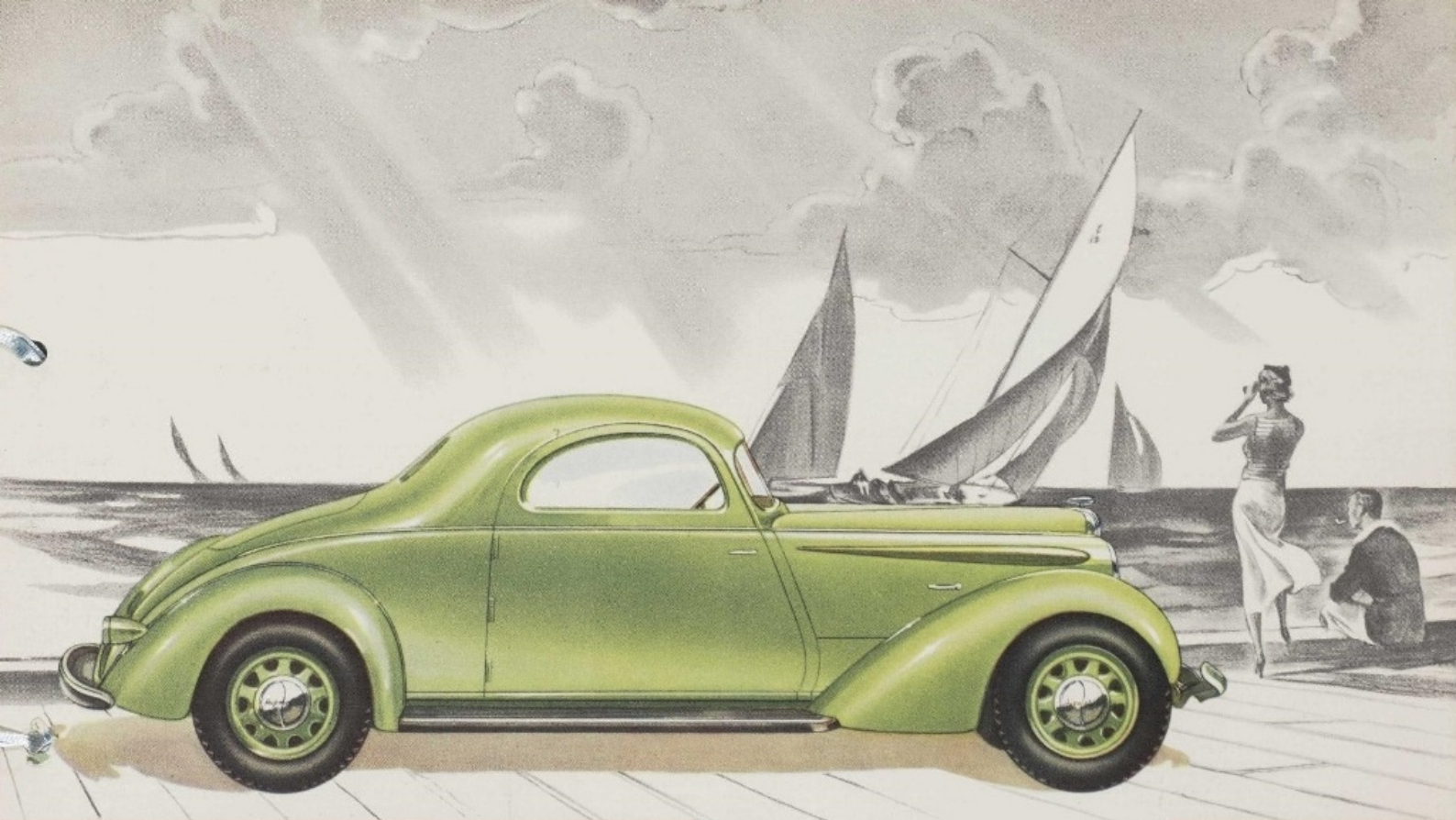
It's as Easy as Walking

to step in and out of these uniquely shaped, wide rear doors. There's plenty of shoulder room and foot room to spare.



Five Passengers Can Ride

in ease and comfort in the Coupe, for the front seat accommodates three. Great wide doors and parcel space back of the seat are features.



The Five Passenger Coupe

creates an entirely new interpretation of modern beauty. Here is streamlining at its best, giving finer performance and greater comfort. The gracefully sloped rear deck, so characteristic of Hupmobile, is unmarred by sharp angles, harsh lines or protruding accessories.



Comfort for Two Others

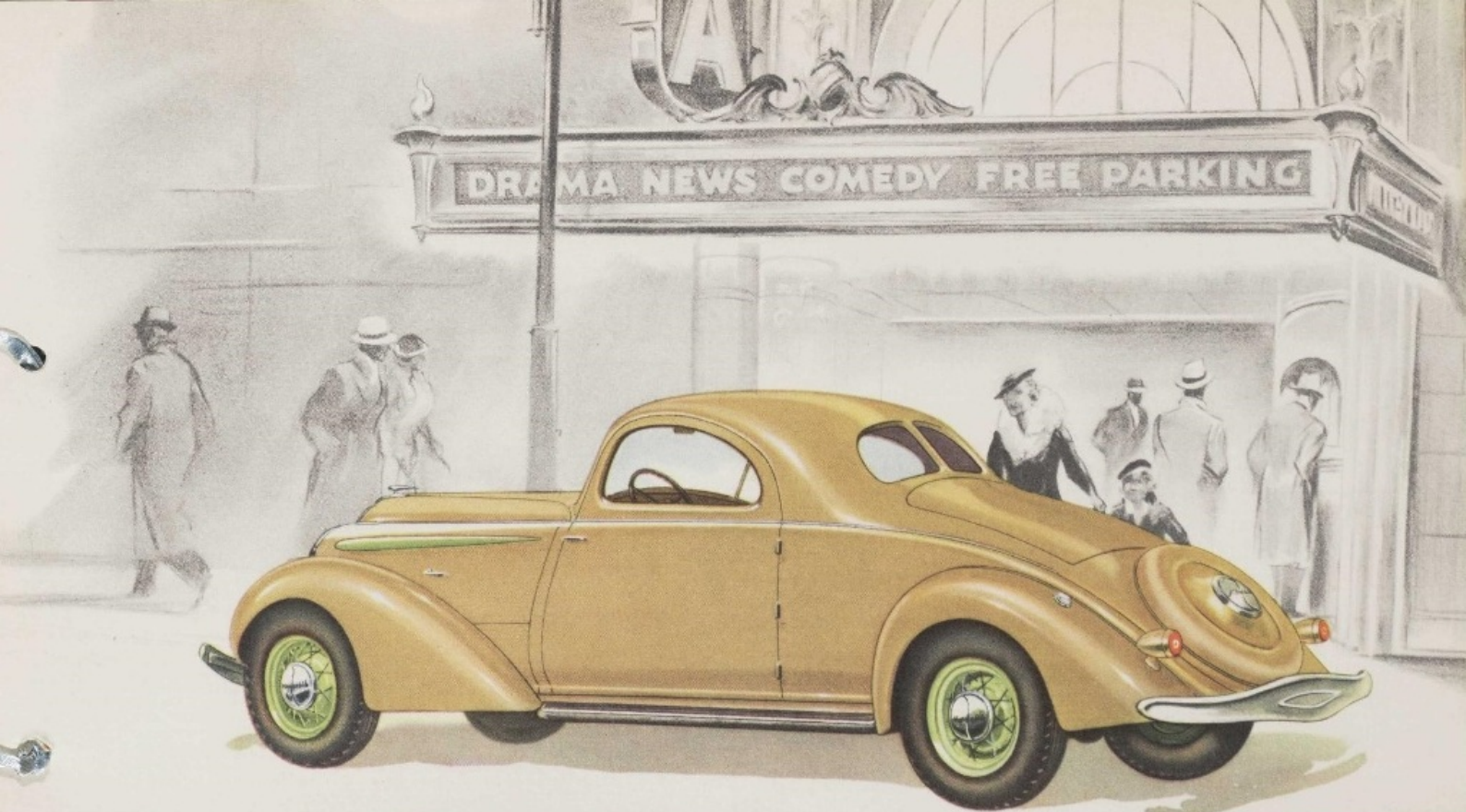
Extra passengers will like the deeply upholstered rumble seat of the Coupe. There's lots of room to stretch, with extra space for luggage too.



You Can Step Right Out

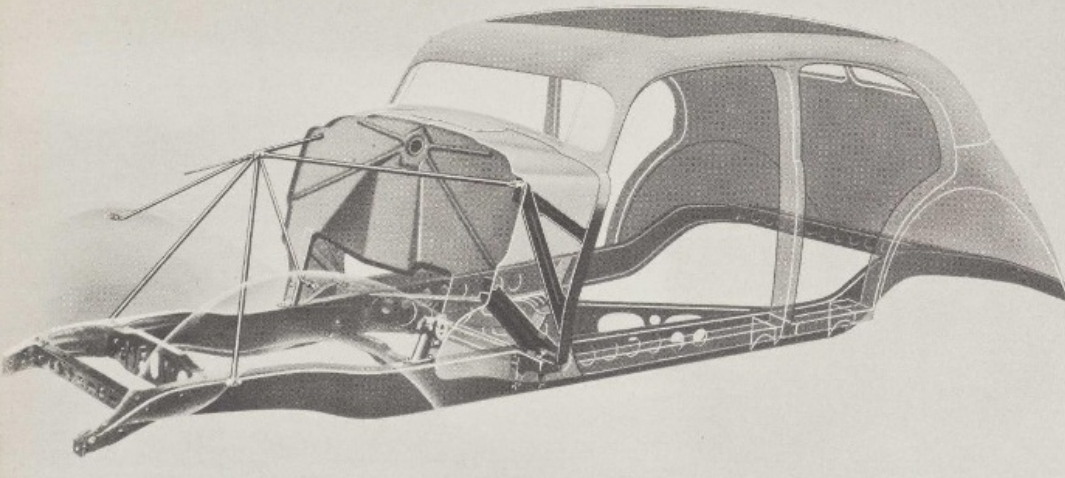
without a pillar post to bar your way or a narrow door to cramp your legs because true streamlining means extra comfort.



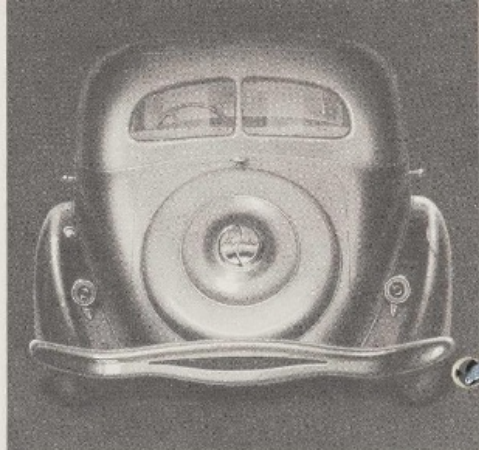


The Rumble Seat Coupe

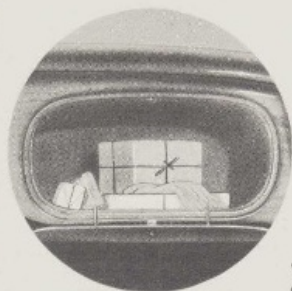
is characterized by its air speed lines. No other car is so unique . . . so strikingly different. Fundamental streamlining means mass moved forward and tapered tail. Hupp's distinguished ultra-modern design has made the aerodynamic, five passenger Coupe an international favorite.



The rigidly trussed frame and steel body are the basis of luxurious riding comfort. They are tied together as a unit by Hupmobile's exclusive Chassis Torsional Stabilizer, a system of triangular bracing, and the heavy X-member. Both eliminate chassis distortion and strengthen the frame. This construction is extremely strong, safe and quiet.



The deeply skirted, insweeping fenders, recessed spare wheel, twin tail lamps and curving bumper blend into a symmetrical unit in Hupmobile's smart, aerodynamically styled rear quarter.



The glove compartment, locked by an individual key, may be used for valuable papers and parcels.



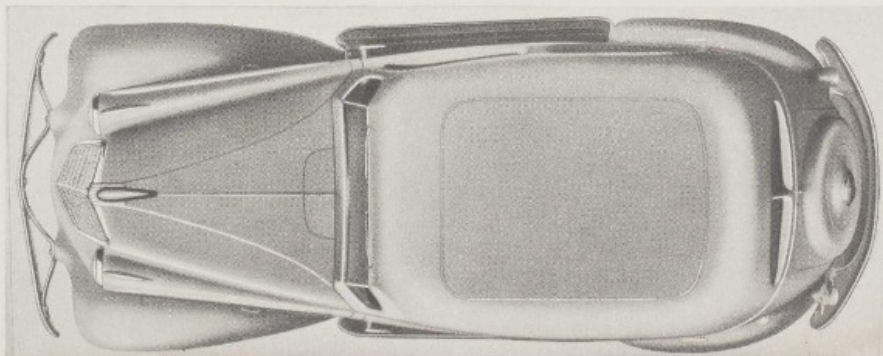
Legible instruments are grouped in two large dials at the left. The radio control (right) replaces the ash receiver in the center.



Viewed from every angle, Hupmobile's original styling is devoid of all sharp corners, harsh, straight lines and projecting accessories.



Hupmobile's exclusive Panoramic Vision means greater vision in all directions—through the Pilothouse windshield, the two long side windows and the twin rear windows. The windshield and rear windows are slanted to eliminate light glare and reflections.



Specifications

POWER PLANT

ENGINE—Six-cylinder, L-head cast en bloc, with removable head. Bore $3\frac{1}{2}$ inches; stroke, $4\frac{1}{4}$ inches. Piston displacement, 245.3 cubic inches. Horsepower S. A. E. rating, 29.42; actually develops 101 at 3600 r.p.m. Four point rubber insulated suspension. Compression ratio, 5.75.

CRANKSHAFT—Exceptionally heavy—96 lbs. Statically and dynamically balanced. Four extra large bronze-backed babbitt-lined bearings used. Vibration damper. Nine integral counterweights.

CONNECTING RODS—Drop-forged steel, rifle-bored for piston pin lubrication. Steel-backed babbitt-lined replaceable precision bearings.

PISTONS—Light weight alloy type, selected for uniform weight in each engine. Four rings, two compression type and two of oil regulating type.

CAMSHAFT—Extra large and rigid. Mounted in four large bearings. Driven by silent chain.

VALVES—Exhaust, aviation type steel with highest degree of heat and corrosion resistance available; inlet, nickel-chromium steel.

LUBRICATION—Full pressure oiling, driven by gear pump to all main and connecting rod bearings, valve mechanism, camshaft bearings, distributor and to all wrist pins through drilled rods. Oil capacity, 6 quarts. Crankcase ventilation.

FUEL SYSTEM—Gasoline pump feed, visible gasoline filter. Carburetor of down-draft plain tube type, with accelerating pump $1\frac{1}{2}$ " size. Combination air cleaner and carburetor silencer. Automatic manifold heat control. 19-gallon tank.

COOLING SYSTEM—Capacity, $4\frac{1}{2}$ gallons. Radiator: New, V-type, smartly slanted radiator grille, with cellular core. Circulation by centrifugal pump located at front of block driven by fan belt from crankshaft pulley. Engine temperature indicator in instrument panel. Control by inbuilt thermostat.

CHASSIS

WHEELBASE—121 inches.

CLUTCH—Dry disc type, single plate, $9\frac{7}{8}$ " outside diameter.

TRANSMISSION—Synchro-silent, using helical gears. Free Wheeling available at extra cost.

FRAME—Double-drop, with five cross members and X-member, $6\frac{1}{2}$ inches deep, $\frac{1}{8}$ inch thick, 2-inch flange. Chassis torsional stabilizer.

AXLE—Rear Axle—Hypoid semi-floating, very rigid housing, drive pinion integral with shaft; both nickel-molybdenum steel. Standard ratio 4.454 to 1. Optional ratio 4.727 to 1. Front Axle—Reversed Elliott type, one-piece seamless tube of special alloy.

DRIVE—Steel propeller shaft, two needle bearing all steel universal joints.

TIRES—Full balloon, 16 x 6.50.

SPRINGS—Semi-elliptic, front overslung and rear underslung. Front— $43\frac{1}{4}$ inches long. Rear—56 inches long, both being 2 inches wide. Threaded type spring shackles. Two-way hydraulic-thermostatically and automatically controlled shock absorbers, both front and rear. Side-sway eliminator.

BRAKES—Hupmobile Steeldraulic Power Brakes. Mechanical, internal expanding type on all four wheels. Total braking area, 245 square inches. Positive braking control. Entire braking mechanism fully enclosed against entrance of dirt and water.

STEERING—Roller follower type, easily adjustable. Steering wheel, 18-inch diameter with narrow rim and three spokes. Road shock eliminator.

FENDERS—One-piece heavy metal rolled edge construction. All fenders rust-proofed. Enameled black. Fenders lacquered to match body colors at slight extra cost.

ELECTRICAL SYSTEM

IGNITION—Generator-battery type. Automatic spark control, electric lock used on ignition system.

STARTING MOTOR—Oversize, exceptionally high torque. Generator is belt driven and blower ventilated for increased output.

BATTERY—Six-volt, 113-ampere-hour capacity.

LIGHTING—Headlamps are faired into front end as an integral unit. Dome light in all models. Dual rear lights. Indirectly lighted dash.

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

HUPP MOTOR CAR CORPORATION
DETROIT MICHIGAN



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