At Cruizin the Coast this year, the most impressive car I saw was a (1937?) Hupmobile. I saw it at the Edgewater Mall on at the Saturday night cruise-in. It was a beautiful and well restored car, but, even though I visited it several times (bringing friends to see it), I never saw the owner. It was silver gray and had a limousine like quality to it (although it was not).

Here are FAQ’s from the Hupmobile Club website:

1. **What is a Hupmobile?**
   Hupmobile was an automobile built by the Hupp Motor Company from 1909 thru 1940. The Hupp Motor Company of Detroit, Michigan, started building automobiles in 1908 and introduced their creation, called the Model 20, to the public at the Detroit Auto Show in February 1909. The company's philosophy was to build a car in the working man's price range. That idea, along with a strong commitment to quality and workmanship, produced many years of dependable, tough and durable machines.

2. **Where were they made?**
   The Hupp Motor Car Company of Detroit, Michigan, started building their Model 20 Runabout in a small building on Belleview Avenue in 1908. The prototype was presented at the 1909 Detroit Motor Show with great success. Production began with 500 cars built and sold the first year. Yearly production increased and a new location on Jefferson Avenue was needed to accommodate more styles of cars being built, the runabout, torpedo, touring and enclosed sedan. In 1912, a second model was available, the Model H (usually refereed to as the model 32). Also in 1912, Hupp opened a manufacturing plant in Windsor, Ontario, Canada, making Hupmobiles mainly for the Canadian market. This plant discontinued after a few years but started again in 1933 until 1935.

   The following year (1913), the Model 20 was discontinued and manufacturing of the Model 32 Hupmobiles continued until a new plant was built on Milwaukee Avenue for the production of future cars.

   In 1928, Hupp Motor Car Co. bought the Chandler Car Co. buildings in Cleveland, Ohio, and from 1929 through 1936 Hupp produced automobiles at that site and in Detroit.

3. **How many were made?**
   Hupmobile made a total of 500,000 automobiles during the 30 years of production. In 1909 over 500 cars were produced. By 1929, Hupp was
producing over 53,300 cars per year (their best year). A workers' strike in 1937 resulted in very few, if any, cars being made during 1937. A low production of cars were made from 1938 through 1940.

4. **When did they stop production of Hupmobiles?**
The Hupp Motor Car Company stopped production of cars during July 1940, as the result of slow sales and because the world entered into the armed conflict of World War II when the focus was placed on assisting the war efforts.

5. **What might they be known for?**
Through the years HUPMOBILES participated in all types of competition. Noteworthy events included: around-the-world endurance trials (1910-1912), visit to all the state capitols (1916), 1932 Indianapolis 500 race (finished 5th) and many local endurance-type competitions.

The first police car for Detroit was a 1910 Hupmobile. The US Army used Hupmobiles in WWI as General staff cars to visit the front lines, and as ambulances. Train/car race from Capetown to Johannesburg, South Africa, in 1924 (Train won the race). Train/car rematch race in 1990, (Car won this time).

Hupmobiles were made for dependability, more than speed, and set many endurance records. This gained a loyal marque following. In 1927 a survey showed that over 40% of Hupmobile owners were repeat buyers when their old Hupps came due for replacing. Another survey in 1937 showed that over 200,000 Hupmobiles were still licensed in the USA and 57% were still driven by their original owners. This survey also showed that more than 75% wanted to stick to Hupmobiles.

6. **Is the car on the US $10.00 a Hupmobile?**
No, the periodic rumor that the car on the old-style US $10 bill is a Hupmobile has been strongly denied by the US Mint and the Bureau of Engraving. The original engraver used a composite of many US cars so as not to favor any one manufacturer.

7. **Where can I find the value of a Hupmobile?**
The Standard Catalog of American Cars 1805-1940, current edition, gives values of cars built during these years, in 6 different categories, ranging from parts cars to professionally restored award-winning condition.

8. **Are parts still available?**
Most engine parts are available through various parts manufacturers, other parts are found at swap meets, through the Hupmobile club, and ads placed in the antique automobile magazines.

9. **Are there any books on the Hupmobile, The Hupp Motor Car Co., or the Hupp family?**
One book has been written which covers the *Hupmobile Story From*
Beginning to End, another book about Three Men in a Hupp and their around-the-world trip in an automobile in 1910-1912; and several articles appear in magazines or other publications. Some articles cover only the cars while others cover the company, the people and the cars.

Hupmobile Series M De Luxe Century Opera Coupe 1929

Here’s what Wikipedia had to say about the Hupmobile:

The **Hupmobile** was built from 1909 through 1940 by the Hupp Motor Company of Detroit, Michigan, which was located at 345 Belleview Avenue. Their first car, the Model 20, was introduced to the public at the Detroit Auto Show in February 1909. The company initially produced 500 vehicles.

Robert Craig Hupp, a former employee of Oldsmobile and Ford founded the company with his brother Louis in 1908. Production began in 1909. In 1910, production increased by more than 5000. Following disagreements with his financial backers Hupp sold his stock in the Hupp Motor Car Company and established the short-lived RCH Automobile Company, later the Hupp-Yates Electric Car Company.

Hupp Motor Company, however, continued to grow after its founder had left. A new plant was purchased in 1924 as Hupp competed strongly against Ford and Chevrolet and by 1928 sales had reached over 65,000 units. To increase production and handle the growth in sales, Hupp purchased the Chandler-Cleveland Motors Corporation (Chandler Motor Car) for its manufacturing facilities.

Sales and production began to fall even before the onset of the depression in 1930. In a constant effort to remain competitive, Hupp introduced a number of new features. They were one of the very first automakers to equip their cars with "free wheeling", a device
that enjoyed immense, but brief, popularity in the early 1930s. Unfortunately, the company made the same mistake that many other medium-priced carmakers were making at the same time. Namely, in an attempt to capture every possible sale, they offered many different models. With Hupmobile’s relatively low production volume, the result was that no model could be produced in sufficient quantity to keep manufacturing costs low enough to provide an operating profit. Hupp abandoned its more conservatively styled product line and turned to industrial designer Raymond Loewy to design its 1932 Hupp cyclefender, a flashy roadster which did well at the track, but sales continued to decline. 1934 saw the introduction of a striking restyle called the "Aerodynamic" by Loewy.

Despite these innovations, squabbles among stockholders and an attempted hostile takeover in 1935 took their toll on the company. By 1936 the company was forced to sell some of its plants and assets and in 1937 Hupmobile suspended manufacturing. A new line of six- and eight-cylinder cars was fielded for 1938, but by this time Hupp had very few dealers, and sales were disappointingly low.

Desperate for a return to market strength, Hupmobile acquired the production dies of the Gordon Buehrig designed Cord 810/812 from the defunct Cord Automobile Company in 1938. Hupmobile hoped that utilizing the striking Cord design in a lower-priced conventional car, called the Skylark, would return the company to financial health. Enthusiastic orders came in by the thousands, but production delays soured customer support.

Lacking adequate production facilities, Hupmobile worked out a deal with the ailing Graham-Paige Motor Co. to share the Cord dies, which would be built at Graham’s facilities. The Graham edition, called the Hollywood, differed from the Skylark in only a few minor details. In 1939 the Hupmobile Skylark finally began delivery. Unfortunately, it had taken too many years to produce and most of the orders had been canceled. Production lasted only a couple of months, and only 319 Skylarks were produced. Hupmobile ceased production in late summer. Graham-Paige suspended production shortly after the last Hupmobile rolled off the line. The Skylark’s grille later inspired the grilles used on Lincoln Continental models in the 1940s.