



58-Day Run of 26,165 Miles Without a Stop Proves Hupmobile Stauchness and Reliability

High Opinion of Hupmobile Stamina and Durability Justified by Its Splendid Condition after Gruelling Test

Perhaps no motor car ever before was given such a reliability test as this.

Day and night for 58 days, without the engine being stopped once, and without the official seals on its hood being broken, a stock Hupmobile was driven 26,165 miles by drivers working in three shifts about Salt Lake City and over a maze of Inter-Mountain highways in Utah, Idaho and Wyoming.

The starter was removed before the run began. Oil was taken on through a special tube in the side of the sealed hood. This intake for oil, as well as the intakes for gas and water, were all securely sealed, and were broken and re-sealed only under official inspection.

The route of the car, for the most part, was over a maze of mountain highways. Part of the course led the car into the precipitous mountain canyons of Heber, Provo, and Parleys, in the Wasatch range.

The "high spots" of the test included trips into many of the steepest canyons of the west, including Brighton, at the head of Big Cottonwood and American Fork Canyon, generally

conceded to be the steepest incline in the west. During the last 14 miles of this trip cars are forced to climb from a 4400 to an 8700-foot elevation.

The engine was brought to a stop only after the fan belt had broken, at 26,165 miles. The car then completed its 60th day with a mileage of 27,096

It was immediately torn down and inspected under direction of Prof. A. LeRoy Taylor of the Automotive Department of the University of Utah. He reported that the engine—with 33,000 miles to its credit—showed only slight wear; that the life of this stock Hupmobile had only just commenced.

Prof. Taylor's detailed report contained the following significant statements:—The amount of carbon deposited on the pistons and cylinder block was surprisingly small. The pistons showed, by micrometer caliper measurements, the maximum 'out of round' of .0005 (five ten thousandth) inch. The second and third rings showed practically no wear. The first rings on three of the cylinders

had worn .002 (two thousandth) inch. The crankshaft bearings were in excellent condition and showed practically a perfect fit.

The qualities revealed by the car in this test—its economy records—the way it stood up in continuous service such as not one motor car in ten thousand is asked to give—these things are not remarkable or unusual for the Hupmobile.

They are the daily portion of every Hupmobile owner. He counts upon them confidently. They are his interpretation of reliability.

The Reliability Record

Days without Engine Stop.....	58
Total non-stop mileage.....	26,165
Average Miles Per Day.....	449
Gas—ave. miles per gal.....	21.5
Oil—ave. miles per gal.....	1,218

Replacement

At 22,106 mi.—Brake lining
At 24,955 mi.—Head lamp tie rod
At 26,165 mi.—Fan Belt

The first engine stop was necessitated by the breaking of the fan belt. The run was then continued two days, the total mileage at the end of 60 days being 27,096, on which the daily average is computed.

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Hupmobile

