

# 1934 HUPMOBILE RESTORATION

Hupmobile's were built in the USA from 1908 to 1942  
**HUPP** is the abbreviation, where the extra P is used.

## Owner and Restorer, **Graham Hutchinson,** (Hutchie to most who know him).

It took me over 20 years to get Hutchie's Hupp to the stage where it could be passed roadworthy and approved for Club Plate number **01190-H**. Much has been done by me but as an old Toolmaker. I appreciate the work of tradesmen in other fields and have called on the special skills of others where mine were lacking. Often just advice from such people was enough to set me on the correct path and my thanks to all of them.

**This list consists of specially gifted people,** (some in the genius class), who have worked on my car.

First to my fellow members of CHACA - (Classic & Historic Auto Club of Australia).

- **Ray Nichol**, we started together, with our engines trusted to the mercy of a man, (whose name shall not be linked to this illustrious company), and while Ray has had his Hupp on the road for some years, he has been a tower of strength to me all the way through. **Glen Seymour** made all rubber bits on this model, a very clever man.
- **John Christie** rebuilt my gearbox, and has been an adviser whenever needed, as too have people like **Ralph & Jack Provan, James Allan, and others**. Many years ago **Ellis Baron** made my windscreen, and from time to time I have sought his advice when the woodwork was being done.
- Then there is **Kevin Oates** our "Auto Sparkie", who spent 4 days in June 06 wiring the Hupp and has tested old coils and other electrical gear for me over the years.

There is always somebody at CHACA able to help with advice.

**The list continues with further talented people.**

- **Jack Vere** (Mulgrave), rhodium plated the headlight reflectors, & machined all the ball joints. Another from the VDC who has helped with advice many times is **Bill Eldridge**.
- **John Rolinson** (Eaglehawk), cast all the inside & outside door handles, window winders, courtesy strap swivels, bonnet louver tabs, & windscreen clamps. John's "silver bronze" was good stuff to machine, file & polish ready for plating. I was lucky to find **John Maestrale at Solar Plating** (Mordialloc) to do most of my plating.
- **Graham Marshman** Antique Auto Works. (now in Thomastown), made the full floor pan & tray below the front seat, from photos of Ray's car & my fully dimensioned drawing. He also made the Rocker panels (that extend full length below the doors) as well as the lower panels at "A pillar". These things he made from rusted out samples & they fitted in perfectly. Another super tradesman.
- **John Toohey** did all the panel work, with me assisting. He came over every second Monday for 5 years. It was a massive task to cut out all rust & weld in new panel steel, then lead wiping all major welds.
- **Eric Zeve** of Tambour (Moorabbin), painted all the wood graining on dash, sill plates & garnish moulds.

- **Gary Haddow** advertises in our club Journal. He fixed my dash gauges & got them all working correctly.
- **Vern Stephens** did the hard facing weld on the valve stem ends & around the poppet tops. I could not detect a starting point anywhere, & not a single dribble of weld anywhere. The best welding I have ever seen.
- A man I never actually met. They called him “**Con the Magician**” He worked part time for a Fitzroy company called Modern Bumper Bars. He started out repairing the grille on my FX Holden, then went on to repair all the brass parts on the Hupp, like headlight & taillight buckets, horn domes, wheel caps etc. Then finally made a rear bumper bar complete, from a sample from Ray Nichol. I had been looking for one for years at all the Swaps.
- **George Gantzer** (Bayswater) did the painting. He also did Ray’s Hupp, recommendation enough.
- **Francis Home** is another of these highly skilled artisans, who has done several little jobs for me before. Jobs nobody else could manage, like getting the dents out of the brass strip moulds which run along the top edge of the valences, and also the 3 on the trunk carrier. The final challenge was to make the trim plates that fit on the floor under the doors. This man is just so clever with sheet metal.
- Then last but certainly not least in this list of top people is **Mick Stevens (Mick’z Motor Trimming)**. Mick is in Vermont South. He has done a top job, I am just so pleased with the whole inside.

People like these gain enormous job satisfaction from doing top quality work, but still deserve our respect.

**Friends are made** over the years while a historic vehicle is being restored and this adds to the satisfaction of getting your car on the road again. There are too many other contributors to mention here, but thanks to all.

#### **Thanks also to my family**

- **My wife Nancie**, who had almost given up hope of the Hupp ever going on the road. She has put up with all those years of my time spent in the workshop.
- **My two Sons, Trevor & Scott**. Trevor has helped on numerous days when my crook back would not stand crawling around under the car, and Scott, being a “chippy” has meant I had access to advice and the use of his Robland universal (woodworking) machine, I would never have been able to replace all the timber parts without that machine.