



Hispano

Suiza
HGC 12400



Hispano

Suiza
H6C 12400

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Suiza
46C 12400





How do we define a car? If we think that a car is merely an object designed for a purpose, to get from A to B, then why are some cars different in our minds than others? If we think of a special make of car people will immediately have in mind a car such as Ferrari or Rolls Royce. Perhaps this is due to marketing or legend. Supposing that Ferrari had never won a race or Rolls Royce had been unreliable, would we still think of these cars in the same way? Going back to the question, how do we define a car, the answer is a little more complicated than how well it did in a competition. We define cars by their successes; yes, but more than that, we define cars by the people that created, owned and loved them.

The Hispano-Suiza H6C is a car, made for a purpose, to get from A to B. The way in which it did this simple sounding task was with style, effortless power, comfort and prestige. Already not "just" a car. A part of the maker's enthusiasm for perfection, durability and quality has gone into the car itself and as such it is valued by those aspects alone. Add in people who owned the car and took it to events and the car has a whole extra persona derived not only by the car's physical attributes but also by the people that drove it.

Suzanne Deutsche de la Meurthe was no ordinary person. She was a pioneer in aviation following in her father's footsteps and even created an airport near Saint Quentin in France. She founded a care centre for injured pilots, which has a continuing legacy. Gerard "Jabby" Crombac was a Formula One journalist who then went on to creating his own racing car magazine. These people needed a car that would suit their means and they both turned to the luxury and opulence of the Hispano-Suiza H6C as it too, is no ordinary car.

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WIND

Part 1 - The History and the Owners

Hispano-Suiza

Hispano-Suiza or "Spain Swiss" was so called because its founding partners, Emilio de la Cuadra and Marc Birkigt, were from Spain and Switzerland respectively. Pre World War Two they were a firm best known for their cars, engines and weaponry.

In 1898 Emilio de la Cuadra started an electric automobile production company producing batteries and electric buses in Barcelona taking the name La Cuadra. Upon hiring the Swiss engineer Marc Birkigt, whom he met in Paris, Birkigt persuaded La Cuadra to allow him to build a car. The "La Cuadra" was born which was not a commercial success, having only produced six examples before the company met bankruptcy.


However, during 1902 the company's ownership changed hands to J Castro who kept on Marc Birkigt and continued the factory. This came to an end in 1904 when labour unrest put the company out of business.

A final last ditch attempt to revive the company was made again by J Castro who immediately created a new name to Fábrica Hispano-Suiza de Automóviles de Barcelona. The new name was created due to the recognition of Spanish backing by way of a wealthy Spaniard named Damien Mateu and the Swiss engineering provided by Marc Birkigt. The next step was to introduce a new line up of car engines which along with mass production of later cars, lorries, buses and aviation engines helped keep the company going until 1946.

Many of its cars were both luxury and racing models, some thirty of which were bought by the then king of Spain, Alfonso XIII during his reign. This was recognised by Hispano-Suiza who in 1912 created a model in his honour appropriately named the Alfonso XIII. During this period however, France was seen as a much larger market for the luxury car and so, in 1911, Hispano France was created along with a new factory set up in the Paris suburb of Levallois-Perret. Three years later the factory was moved to larger premises at Bois-Colombes which returned to the name Hispano-Suiza.





 On the advent of the Great War, Hispano-Suiza turned its attention to creating aircraft engines under the design of Marc Birkigt due to a plea from the French Government. Approaching the design of an aero engine from the perspectives learnt when creating car engines, Birkigt developed an Aluminium cast block V8 engine featuring thin steel lined cylinders which was revolutionary at the time.

It had elements from Birkigt's car engine designs such as overhead cams but included many new creations such as propeller reduction gearing, hollow propeller shaft for a gun (thus eliminating the need for a synchroniser gear) and a host of other features that were years ahead of the competition and didn't appear in other manufacturers until much later in the 1920s. Hispano-Suiza aeroplane engines have since been described as the best military engines of the First World War.

After World War One was finished and upon the successes of their aero engines, Hispano-Suiza went on to utilise their same proven techniques to build car engines again. In 1919 this produced the H6 which gained the company a reputation greater than that of Rolls Royce in Great Britain. In fact, Rolls Royce made under licence many of Hispano-Suiza's more notable features, such as their famed brakes – said to be the best and most powerful at the time. The H6 was the most expensive car in Europe, the mid 1920 models being the absolute top of automotive manufacturing.

Hispano-Suiza adopted the mascot which depicts an Alsatian Stork in 1918. This was a tribute to a squadron emblem which was painted on the side of Georges Guynemer's fighter plane. Guynemer, who sadly died in 1917, was a WW1 French "Ace" scoring 53 kills and whose SPAD aeroplane was powered by a Hispano-Suiza aero engine. Before the war he had been a good customer of Hispano Suiza cars and so Hispano-Suiza took it upon themselves to honour his name.

TOP: Stork mascot on H6C 12400.

MIDDLE LEFT: WW1 Hispano-Suiza V8 Aero Engine with cutouts to show inner workings.

MIDDLE RIGHT: Georges Guynemer with his Spad aircraft with the Stork insignia clearly visible.

Hispano-Suiza

In 1923 the French part of Hispano-Suiza became the Société Française Hispano-Suiza, which the Spanish parent company maintained 71% of the shares. Thereafter the French division became more and more independent although always maintained strong links with regard to the technical aspects of the cars.

After producing some of the world's greatest cars, Hispano-Suiza ceased car production in France in 1936. However, they continued to produce aero engines under the command of the French Government but were unable to create a sufficient amount, quickly enough and so many of France's fighter planes were left grounded, complete but for the engine. Further developments for the company during the war came by way of creating armaments, specifically a series of 20mm "autocannon" weapons. These were particularly successful and were adopted for production in England and fitted to nearly all British wartime aircraft including the Spitfire.

The Barcelona division of Hispano-Suiza stopped production during the War but restarted production of cars in the 1950s under new ownership by ENASA. This time the factory turned out the Pegaso exotic sports car and later Pegaso lorries. Sadly, like Hispano-Suiza, Pegaso cars failed to survive.

During the 1970s, Hispano's armament division was bought by a Swiss company Oerlikon-Bührle. Other Hispano-Suiza post war history is sketchy but it is known that they created landing gear and ejection seats for aircraft. In 1968 they became a division of SNECMA who maintained the original Paris factory to manufacture accessory systems for jet engines. In 2005 SNECMA merged with SAGEM forming SAFRAN.

TOP LEFT: A Pegaso Type 102 advert. TOP RIGHT: 1920's Hispano Autocannon
MIDDLE: The old premises at Bois-Colombes, Paris, viewed from the Seine
BOTTOM LEFT: A recent Hispano-Suiza HS22 concept car. BOTTOM RIGHT: Current Polish Hispano-Suiza factory



H6 & H6C

The H6 was introduced at the Paris Auto Salon of 1919. Having supplied over 50,000 V12 fighter plane engines during the First World War, Birkigt considered that one half of the very well proven V12 engine should be more than enough to power a car. The new six cylinder engine he created displaced just over six and a half litres and featured Birkigt's preferred single overhead camshaft. The engine's 100lb crankshaft was machined from a 600lb billet which resulted in a very strong part and was typical of the sort of uncompromising engineering that Birkigt tended towards and indeed employed during production of the H6 cars.

Again derived from his outstanding aero engine, Birkigt used aluminium for the engine block and head to help keep the overall weight down and performance of the engine up. This was coupled with six separate steel cylinder liners, two coils for ignition and two spark plugs per cylinder (one on each side of the engine). The overhead camshaft was shaft driven and operated the valves which were set vertically in the block. This was an unconventional setup which could result in tremendous damage if a valve dropped in the cylinder. As Birkigt had employed the same designs in his much praised aero engine, and never had a failure, he was confident it would not be an issue. In contrast to Rolls Royce's venerable Silver Ghost which still used side valves and an iron block cast from several pieces, Hispano-Suiza's or rather Birkigt's engine was a marvel of engineering and made the Rolls Royce, which was still excellent, look like a relic by comparison.

Birkigt's six cylinder masterpiece was finished in simple black enamel and polished aluminium then mounted in the car using the traditional ladder frame. The car's suspension was similarly conventional semi-elliptic leaf springs all round. The four massive drum brakes utilised another of the car's ingenious attributes, a patented "servobrake" system.

The power assisted brakes were an industry first and were driven by a special shaft running at 1/54 engine speed coming from the gearbox. When the car was decelerating its own momentum drove the brake servo to provide additional power. This technology was later licensed for production by other prestigious manufacturers, notably including Rolls Royce.







Approximately 2,350 H6s were produced including the H6, H6B and H6C. Built in Paris and later the Czech Republic, the H6 offered luxury, speed and refinement. Their competitors including names such as Rolls Royce and Isotta Fraschini, in general, could only offer one or two of these ingredients but not until the late 1920s did another manufacturer come up to par with the H6. This complete package did not come cheaply and for a while the H6 was the most expensive European car available. In 1922 the H6B replaced the H6 and in 1924 this too was superseded, but not replaced, by the 8 litre H6C.

The H6 was delivered by Hispano-Suiza as a rolling chassis for coach builders to create a body for it. To match the car's remarkable abilities, only the finest coach builders were commissioned to design and fit bodies on the H6 chassis. Among the most exclusive coachwork fitted were the wooden skiffs designed and built by Henri Labourdette. Constructed from nature's own composite material, the powerboat inspired bodies were very light yet rigid. Labourdette's ingenious design did not require nails or glue instead it used thousands of rivets. This was so the body could move slightly with the often very flexible chassis frames without cracking.

In 1922 five H6Bs were especially constructed and modified for racing, including a slightly larger engine and a shorter wheelbase. Today these are commonly referred to as "Boulognes" thanks to them winning a number of races at the seaside town bearing the same name in northern France. These cars were raced throughout Europe and North America with some success. A number of years later the shorter wheelbase of the Boulogne was again adopted for a number of H6Cs – generally now known as Monza models. A Hispano-Suiza H6C Monza won the Indianapolis 500 in 1928.

One other derivative H6C was created for the motion picture director D W Griffith and had an extra two wheels at the rear of the vehicle making it a six wheeled H6C.

Suzanne Deutsch de la Meurthe



Suzanne's history was strongly influenced by the achievements of her family in aviation and automobiles.

The Deutsch de la Meurthe family began in the late 1800s by creating France's mineral oil industry by way of grease for machinery at first, made in a farm owned by the family. The family name today, is renowned as having been one of the most important families in France with respect to the technology uprising that was widespread at the turn of the century.

In the early 1900s Jupiter Oils which was the company the Deutsch de la Meurthe family had created merged with Shell to become Shell France under the supervision of its owners, Henry and Emile Deutsch de la Meurthe.

Henry then went on to found the Automobile Club de France in 1885 with the Count of Dion (of De Dion Bouton fame), the Baron Zugien and Paul Meyan. Further to this successful club he created the Aero Club de France with the help of a few industrialists, notably Gustav Eiffel. In April of 1900 Henry offered a prize in order to aid the progress of aviation. The prize was for 100,000 FRF which at the time was a fortune. The competition was to run until 1904 and the task would be to complete a return journey between Saint Cloud and the Eiffel Tower (approximately 10km) in a time of 30 minutes. In 1901 this task was completed in a dirigible craft (balloon) by Santos Dumont in the time of 30 minutes and 42 seconds. Dumont gave half of his prize to charity. Ever the fan of competitions and progress, Henry then set another competition in 1904 with a prize of 50,000 FRF. This time it would be given to the first craft heavier than air (aeroplane) to complete a one kilometre closed circuit. The competition took a whole four years before Henri Farman was able to succeed in the task on the 13 January 1908.

Determined to ensure France as a world leader in aviation, Henry Deutsch de la Meurthe then offered to give the University of Paris 500,000 FRF and a further 15,000 for every year that he remained alive in order that the University may create and maintain an aeronautical and technical institute.





Suzanne Deutsch de la Meurthe

Henry received the highest French honour possible, the Légion d'Honneur, for his life's work on 20 November 1912.

Henry's daughter, Suzanne Deutsch de la Meurthe, was one of the key figures in restoring France after the end of the First World War. Whilst working as a volunteer nurse in Biarritz during the war, she met a wounded young soldier, Germain Testart, who came from Mÿ de l'Aisne in northern France. The two became very close and so she visited his parents in Mÿ when her duties were finished in Biarritz. Upon seeing the few remains left of the almost completely destroyed village, she set her heart and mind into the reparation and restoration of the town for the people. Building infrastructure, homes and hygiene facilities as well as sports and recreational centres Suzanne helped rebuild the village with her inherited wealth. She went further and started a textile factory in the grounds where once there stood a château, destroyed during the war. This led to her founding the Société Industrielle de Mÿ on the 1 February 1928 which started operation in 1929. Today, in Mÿ de l'Aisne there still stands a monument in Suzanne's name as well as several roads named in her honour and a recently named college in 1999.

Nearby to Mÿ de l'Aisne Suzanne Deutsch de la Meurthe discovered a small aero club where a few ex First World War Aces had gathered to form an aero club. Suzanne, having already inherited a passion for aviation from her father Henry, set about expanding the club. She commissioned the now famous architect Marcel Lods to build a new club house. He was chosen because of his previous work at another aero club where he employed cutting edge 1930s methods in his designs. Suzanne was made the President of the Aero Club de l'Aisne and on so becoming, donated two brand new aeroplanes to the club, a Caudron C125 F-AIAO and C60 F-AJGC. She was also the president of the Aero Club de France that her father Henry had started so was very important in the world of aviation, particularly in France.

Suzanne Deutsch de la Meurthe

During her short life she created the fiercely competitive Coupe Deutsche competition where participants flew in a gruelling 1000 kilometre race in aeroplanes which had to have an engine of less than eight litres. The competition led to many new world speed records being achieved.

Suzanne's legacy was to bequeath le Château de Boullains in 1931 to the foundation that carries her name to make a "Maison des Ailes" (a House of Wings). This was to become a place where injured or exhausted pilots and air crew could recover, rest or relax since she had realised from deaths of her friends and pilots such as the famous French aviatrix Helene Boucher, that the quest for the skies was fraught with dangers. Since 1994 the Château houses the "Association de l'Envol" (Association of Flight).

In 1932 Suzanne helped encourage the pioneering efforts of Nicolas Roland Payen with the Delta Wing. Her constant support for this development and all other aeronautical activities led to her receiving the nickname "Fée des Ailes" or Angel of the Wings.

Mlle. Suzanne Deutsch de la Meurthe's life was so well recognised worldwide in the pre war era that her death at the age of only 45 from a heart ailment was important enough to have been written in the New York Times obituaries in 1937. She also received the Légion d'Honneur just as her father did.



Jabby Crombac

Gerard Jabby Crombac was perhaps the most experienced Formula One journalist of them all. Jabby reported on Formula One before the World Championship even began in 1950. As an indication of his standing, although everyone knew him as "Jabby", in his final years his friends had taken to calling him "Legend".

Born into a well-to-do Swiss family which owned department stores in Switzerland, Crombac was intended to work in the cloth trade. However, his passion for motor racing began at an early age and he lost his job having been recognised by his employer in a photograph in a local newspaper. In this picture he was shown helping out at a race track as a mechanic when he should have been at work.

In the summer of 1949 Jabby hitch-hiked to Silverstone for the British Grand Prix. Whilst he was in England he met Gregor Grant who was running the Light Car Magazine. Crombac agreed to supply Grant with European coverage whilst working as a mechanic with the French driver Raymond Sommer. When Jabby referred to his position as mechanic, it was really more of an excuse to be around the cars. He used to have to clean the floor amongst other duties although as simple as it sounds he said that, *"we were running on castor oil which is a very, very sticky thing, and after a race to clean that is a hell of a job. We used methanol and had to be very careful not to damage the paintwork [of the cars]"*.

Working for Raymond Sommer thus allowed Jabby to attend the major European events without having to pay his own way. This arrangement continued until, tragically, Sommer was killed in the autumn of 1950. That year Grant decided to launch a new publishing venture called Autosport, a weekly racing magazine. It was a great success and, with Crombac reporting at events around Europe, it became very popular with the British racing public.





In the following years, Crombac decided that France needed its own version of Autosport and so in 1954 co-launched the magazine Sport-Auto with Jean Lucas. This fast became one of the most important racing publications in France and funded Jabby's constant travel costs between races. While working as a reporter Crombac was also involved in other aspects of the sport: He was involved with the management of early Matra racing efforts, worked as a steward at races and was even an FIA delegate for a national club which could not afford to send a representative to Paris for the big meetings. He was a close friend of many of the drivers in the 1960s and even shared an apartment with the famous racing driver James (Jimmy) Clark which is when he owned the Hispano-Suiza H6C. It is highly probable that Jimmy Clark would have driven the car as it is well documented that Clark had a great passion and love to drive anything he could get his hands on. Crombac eventually sold the Hispano-Suiza in order that he could buy himself a larger boat than he already possessed.

Crombac had also made a special relationship with Colin Chapman, who Jimmy Clark drove for, and as a trio they all enjoyed a great many races and free time together. Crombac had owned a Lotus MK4, bought from Chapman, but later decided racing was not for him although the attending and reporting was. The respect and friendship between Crombac, Chapman and Clark was so great that Jabby named his son after them both; Colin James Crombac.

Crombac said of his relationship with Jimmy Clark, *"Of course, I was already close to Lotus when Jimmy came along, but there is a thing: amongst my numerous British friends of the time I was very close to Ron Flockhart, and through Ron I had a special link with Scotland. Gregor Grant of Autosport was a real Scotsman too, of course, so I was feeling close with the Scots people and that sort of got me close to Jimmy. We immediately hit it off and, I don't know, somehow we were very close. I always said that the two reasons why I got on so well with Jimmy, contrarily to some other people who certainly did more for him than I did, were one; that I never once discussed money or borrowed money from him and two; that though I had a lot of opportunities, I never once chased one of his girls, even if he was through with her. I had many opportunities, I can tell you, but I never chased any of his exes! I think he appreciated that."*

Jabby Crombac

Crombac also knew Graham Hill very well, who actually worked on Crombac's own Lotus Eleven as a mechanic. In 1964 Jabby took Jochen Rindt to Le Mans with Luigi Chinetti who was close to Crombac's Sport-Auto partner, Jean Lucas. A year later Rindt won the race for Chinetti's NART team. *"I had been helping Jochen quite a bit in his early career and I was helping these guys not because they were racing drivers but because they were friends. For me, the fact that a man is a racing driver doesn't make him a special hero. My heroes are the engineers: Colin Chapman, Gordon Murray, Patrick Head and John Barnard."*

Jabby was as well known for his laugh, tweed cap and pipe as he was for his journalism. Jabby's pronunciation of de Cerasis as, "Serasis" or downforce as, "downfoss" or his descriptions of a loud noise as an, "attombom" were just as distinctive and made him all the more of a character for it. In the 1970s, as the sport grew, so did Crombac's reputation and he eventually sold Sport-Auto to a large publishing house. By the early 1980s Crombac was so well established as a Formula One expert that he was consulted by Honda when it decided it wanted to enter F1 as an engine manufacturer.

In 1993 Jabby was awarded a trophy from the hands of Bernie Ecclestone at the Magny-Cours circuit for attending 500 Grand-Prixes. Post 1993 he went on to work at another 78 races, his total of 578 attendances being an established record.

Jabby's other great love was flying and he continued to do that until he became too weak from cancer. Jabby accepted his fate with grace, reckoning that he had had a great life and that if it was time to go there was no point in making a big fuss about it.

"I have had a wonderful life. Who else can say that they saw the eras of Ascari, Fangio, Moss, Clark, Lowder, Probst, Senna and Schumacher? I have no pain and I have finished writing my memoirs. I am happy."

Gerard "Jabby" Crombac born in Zurich on 7 March 1929 died in Paris on 18 November 2005.



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Part 2 - The Story of H6C 12400

H6C 12400

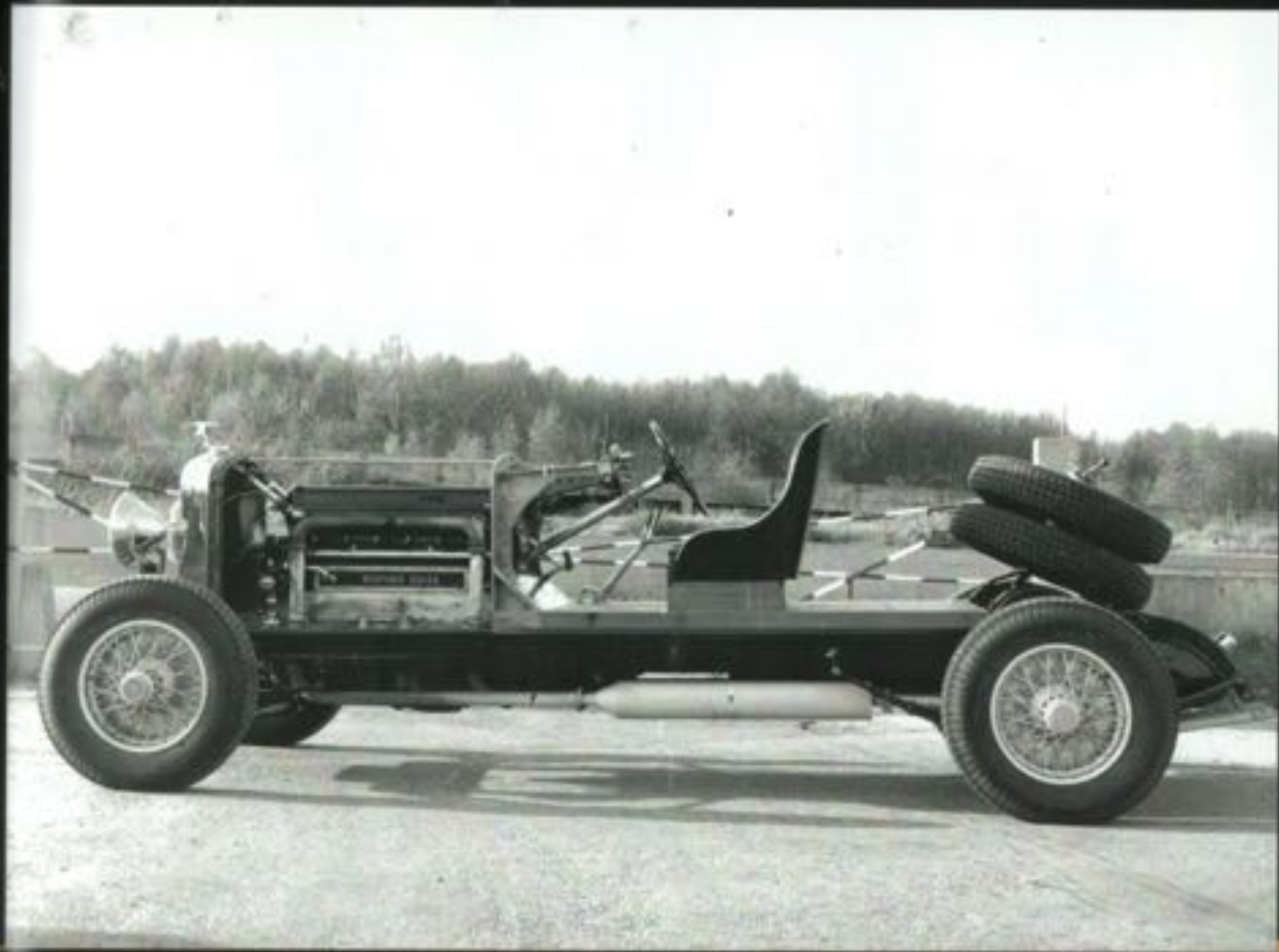
During Suzanne Deutsch de la Meurthe's ownership of this Hispano-Suiza H6C, chassis number 12400, originally fitted to the car was a Henri Labourdette body which had been on one of her previous Hispanos – believed to be an H6B.

The body was a four seater Skiff, an open topped touring body which so long as it is sunny has its place but for most of Europe this is a little ambitious. Upon selling the car to a banker by the name of Monsieur Paul Guilbert, he immediately had the body changed to a Binder town carriage body with the curiosity of having a smaller than usual driving cockpit since his driver was a dwarf. The Binder body is believed to have been kept on the car until the 1950s when Jabby Crombac purchased it.

Jabby set about performing several modifications to the car, namely the shortening of the chassis in order to put a new body which he did with the help of John Bolster, the famous motoring journalist and Louis Rossigneux. Rossigneux, who had been a Hispano factory worker had some of his own genuine spares from the factory and so supplied Jabby's car with an original shortened cardan shaft in order to make the chassis shortening a 'proper job'. This shortened shaft is likely to have been made for the few H6Cs known as Monzas since they were the only shortened H6Cs.

Other modifications that Jabby had done to the car were to fit smaller 18" wheels and a new Crown Wheel and Pinion with the corrected ratio for the wheels. An uprated cam shaft was fitted to the car as well to increase power although it is uncertain that this was done at the command of Jabby or a previous owner.

Crombac then sold the car in the 1970s in order to buy himself a larger cruise boat. Little is known of what happened to the car, if anything, during the next two ownerships but it is known that it ended up in a private collection and then sold at auction in Monte Carlo in 1991.







H6C 12400

In its current ownership, H6C 12400 has had a bit of a renaissance as it's had most work done in the years since 1991 than it probably had had in the rest of its life!

The engine was rebuilt during 1991 and 1992 by Kerry McSwan including a reground crankshaft, white metal bearings for the con rods and main bearings, crack testing by Rolls Royce in Leavesden and new gudgeon pins made (slightly oversized to accommodate wear). Further to this, Kerry rebuilt the gearbox and replaced all the HT leads. However, although a simple sounding task, there are approximately 30 feet of HT leads! The radiator was also re-cored and re-shelled.

The car was entered into the 1992 Mille Miglia and in so doing was scrutinised by the FIA in order that the vehicle complied with the event's regulations. It transpired that the 18" wheels, fitted by Jabby Crombac and known to be incorrect for the car, would have meant missing the Mille Miglia so as quickly as possible the 18" wheels were modified into correct sized 21" wheels by re-spoking and re-rimming in order that the event could be entered. In so doing and after the Mille Miglia was completed it was obvious from the car's performance that the crown wheel and pinion were at an incorrect ratio making the car very slow on acceleration. It was unknown at the time that Jabby had changed these bits.

The hunt for a correct ratio crown wheel and pinion was on and after some time, and a sadly incorrect part sourced from Australia, a correct crown wheel and pinion was finally found amongst a pile of H6B bits.

The restorative works were complete and so the car was put through its paces by the owner at another Mille Miglia in 2000 and at least two Coys International Race meetings at Silverstone where 12400 performed very well.





Specification

Registration:	DS 9067
Year of Manufacture:	1929
Chassis:	HCC 12400
Engine:	320387
Chassis:	Steel
Front Suspension	
Axle:	Beam Axle
Springs:	Semi-Elliptic
Dampers:	Levers, Hydraulic (changed from friction type in 1930 to order)
Rear Suspension	
Axle:	Live Axle
Springs:	Semi-Elliptic
Dampers:	Levers, Hydraulic (changed from friction type in 1930 to order)
Engine Capacity:	8.0 litres
Engine Type:	In line six
Bore & Stroke:	110mm x 140mm
Engine Material:	Aluminium
No. Ports:	10
No. Plugs:	12
Valves/Cylinder:	2
Ignition:	Dual Coil
Carburettor:	Solex Type Hispano-Suiza
Aspiration:	Naturally Aspirated
Lubrication:	Wet Sump
Fuel System:	Electrical (was originally autovac)
Gears:	Three forward, one reverse
Final Drive:	RWD, Shaft driven 2.9:1



Specification

Brakes:	Hispano-Suiza Patented Servo-Brake (mechanical + cable)
Drums:	420mm x 52mm FRONT 420mm x 52mm REAR
Steering:	Worm & Nut
Wheels:	Front & Rear Wire (spoked) 21" Diameter, 4 1/2" Rim
Tyres:	Front & Rear 700 x 21
Type of Car:	Steel - Open two seater sports
Body:	Rebodied in 1950's with shorter chassis to resemble H6C Monza Originally a Labourdette Skiff four seater
Lighting:	Twin Marchal Headlamps
Generator:	Dynamo
Wheelbase:	11' 9"
Track:	Front 5' Rear 4' 10 1/2"
Weight of Car:	1800Kgs
Previous Owners:	Mlle. Suzanne Deutsch de la Meurthe 1930 (new) Paul Guilbert M. Gally Jabby Crombac Michelle Seton Hans Amann Tom Walduck 1991 (auction)
Engine Power:	Approximately 170 - 200BHP
Other Modifications, Work:	Uprated Cam (Jabby Crombac/previous owner?), shortened "Monza" style chassis (Louis Rossigneux 1950's) with genuine Hispano-Suiza shortened cardan shaft, rebuilt engine (Kerry McSwan 1991/1992) including reground crankshaft, new white metal bearings for con rods & main bearings, crack tested by Rolls Royce Leavesden, new (slightly oversized) gudgeon pins, rebuilt gearbox (Kerry McSwan 1991/1992), new HT leads, correct original ratio Hispano-Suiza H6B crown wheel and pinion, radiator re-cored and re-shelled, 18" wheels (Jabby Crombac) modified to be correct sized 21" wheels (re-spoking & re-rimming).

Mille Miglia by Hispano

Mine is an interesting car, Hispano Suiza H6C 12400-320387, that started life as the property of an aeroplane heiress who took the body off an earlier car and put it on this chassis. As a skiff body it was of limited use in European weather and the next owner, a banker in Paris, put on a large Binder body. This was roughly how it was found after the war ferrying Americans to the Paris opera house in a rather run down state, both the car and the opera house.

Restored by Jabby Crombac, the well known Belgian motoring journalist, it was rebodied as a short chassis roadster with a body designed by him and John Bolster pretty much by eye, with photos of the 1928 Indianapolis scratch race car as inspiration. The result is very impressive and with an authenticated 120 mph the car is no sluggard, although at this speed other aspects of the car became unsafe such as handling, steering and braking.

How we got involved in the 1992 Mille Miglia is largely a question of wishing to do the event, which we had done four times previously in younger cars, in a pre 1930 car this time competing in Class A and having the distinct advantage of getting to the hotels in the evening in time to get some food and some sleep - neither really possible in a post war car.

As anyone with experience of the Mille Miglia retrospective will tell you it is certainly no doddle with the long second and third days proving a real trial of endurance for driver and machine - fourteen hours in the saddle can be quite tiring in a modern car - in a pre-war open tourer with no weather equipment in heavy rain and even hail over mountain passes and over some distinctly questionable roads separates the real enthusiasts from the posers. If we started the latter we ended very much as the former.

They do not close the roads to other traffic so one is doing battle - often literally, with all manner of machinery whilst being encouraged by all, including the Carabinieri, to go as fast as possible almost regardless of other factors. Under the circumstances I suppose it is remarkable that there are comparatively few accidents, the main cause of elimination being mechanical failure.

ALFA ROMEO

KODAK

11-25-1925

1000
MIGLIA

4





Mille Miglia by Hispano

Starting at dusk from the familiar 'launch' ramp under bright floodlights and often heavy rain, most drivers hold the intermediate gears to amuse the crowd with rorty exhaust notes echoing round the old buildings and the cars head straight into a solid throng of humanity. All are car enthusiasts and show their enthusiasm by pressing forward into the path of the speeding cars and trying to pat the car or the drivers on the head. All one can do to clear a path is swerve from side to side, pretending the steering has failed as advocated by Stirling Moss in the 'real thing' nearly forty years ago.

After the excitement and anticipation of the start, actually doing four hours quite hard driving, on strange roads, at night and for we 'Brits' on the wrong side of the road, is something of a new sensation. Many of the drivers have limited experience of driving their cars at night under these conditions and so the first check point, with again a huge crowd despite the rain, is most welcome.

Two more hours to Ferrara seem, to take twice as long, as the fatigue and excitement, combined with concern for the state of the car, combine to make the prospect of a bed most attractive and well overdue.

Because we had only just reassembled the engine on the Hispano, with new bearings and a reground crank, we were holding our speed at a leisurely 60-65 mph, which frankly is the safe limit of the head lights. Whilst the brakes are admirable for a car of its age, emergency stops, with a ton and three quarters on a wet road, at night, are definitely to be avoided.

Next day we started at dawn with little substance for the inner man, just a coffee and roll, if you're lucky. The first cars are off at seven-thirty and have to be extracted from the parc fermé in their correct numerical order, regardless of how they arrived, quite an exercise if one imagines 300 assorted cars packed into a small medieval square. In our case we check the carburettor which is prone to silting up, probably from a dirty fuel tank. Fortunately dismantling the carburettor is extremely simple and quick, otherwise the Hispano seems to be running as intended.

Mille Miglia by Hispano

At least the road is dry to start with but the sky overcast as we approach San Marino, often shrouded in mist with its incredibly narrow cobbled streets, lined with all manner of shops selling tourist trinkets. Negotiating the steep hills and slippery cobbles called for extreme caution. Although only a two seater, at times it seemed there was insufficient space for the big car to pass between the high and very solid looking walls.

We descend, once more to the plains via some extremely testing hairpin bends, with the suspension being strained and the big car lurching wildly as first one full lock is applied followed immediately by the other. The format for the next few hours is quite fast driving down the East coast of Italy, with fairly regular time checks, often in ancient medieval towns, nearly always, it seems, located at the top of the steepest hills.

Our Hispano has the multi plate clutch, which can be a bit suspect if asked to move the dead weight away from a stand still on a steep slope, so invariably we would wait for a decent gap in the traffic and 'charge' the hill.

On one such occasion the road followed round the hill and on arriving at the top obliged the driver to swing the car hard right, through a large solid but narrow stone arch. I yanked the wheel over, only to feel a solid resistance, whilst the car lunged towards the ever present and over eager crowd. I braked hard, reversed and tried again whilst my co-driver enquired whether it was a deliberate ploy to 'thrill the fans'.

On the contrary, after two further attempts we realised something was wrong and parked by the roadside to discover that a combination of the angle of the car, the vigorous driving and the fitting by a previous owner of hydraulic lever shock absorbers and rather chunky brackets had contrived to foul the steering arm on right lock.

As luck would have it, someone appeared from the crowd in an overall with a tool box, removed the offending bracket back to his workshop, less than a hundred yards of where we were stopped and reappeared shortly afterwards with the bracket appropriately 'modified'.





We had no further problems of this nature for the rest of the run. Needless to say no charge was made for this service so enthusiastic are the crowd.

As we got closer to Rome the weather deteriorated and it started to rain quite hard. With no hood or weather protection, map reading and time keeping became a pointless exercise, but we were determined to continue. We had not reckoned with the organisers choice of route however. This involved a six thousand foot mountain pass!

The foot hills were very attractive but quickly any interest in the countryside was subdued by the rain turning the hail with stones the size of grapes. I looked down and within seconds the floor of the car was white with hail stones.

Confident that these conditions could not last we carried on climbing, the big car's top gear well suited to preventing wheel spin as long as we kept going. The higher we got the worse things became, until we were driving on a layer of packed ice and every corner became an exercise in keeping the car straight and moving up.

I was only too aware that if we had to stop, the chances of getting going particularly with the multi-plate clutch would be very slim. In fact we had nearly reached the summit when I saw two small cars abreast and stuck across the road blocking it. There was nothing for it, we had to stop.

With the help of other drivers who arrived behind us we pushed the smaller cars off the road and tried to move forward ourselves. There was nothing along the side of the road between our car and a thousand foot drop. It was freezing cold and the car just spun its wheels and the clutch smelt cooked - we were worried.

Visions of getting trials cars up muddy slopes encouraged me as the 'heavier' driver to spread-eagle myself precariously over the two rear mounted spare wheels and bounce. Whilst my co-driver did his best with a distinctly reluctant clutch and some hastily plucked branches pushed under the wheels, a few other competitors lent some weight to the Hispano's back end and we moved slowly forward.

Sadly the clutch was never the same after this and for the rest of the event we had to switch off, select first gear and then restart whenever we needed to move off. Luckily the battery held up. Of course when we arrived home and we dismantled the clutch we found two of the plates badly distorted which explained the drag.

Although only some fifty miles short of Rome our troubles were still not over. Cruising steadily along in drizzle and failing light the engine suddenly died. We managed to pull off the road and run through the normal series of investigating tests. The culprit proved to be the fuel pumps, one had clearly cut out earlier without our being aware of it, now the other had followed suit perhaps under the onslaught of flying ice particles from the pass. By careful cleaning and refitting of the terminals we were able to get the car started and gratefully completed our run into Rome.

We were up early on the Saturday morning to see if we could improve the clutch operation or our temporary repairs to the fuel pumps. The clutch was not to be remedied but we had no further fuel pump trouble. On the way back to Brescia however we had the prospect of crossing the Radicofani, the Futa and the Raticosa passes.

Contrary to what one might misguidedly believe from reports of Stirling Moss's remarkable 98mph average speed on the 1955 race, these passes are by no means wide long sweeping curves through the hills. On the contrary the roads are narrow with poorly made edges and many of the bends, hairpins. Add to this the rapidly changing altitude and a little rain and mist and these passes become quite exciting, not to say lethal.

In fairness there are many compensations. Wild enthusiasm from, if press reports are to be believed, up to 15 million watching Italians who give everyone a warm reception. They will if pressed even drive into the ditch if their car is in danger of blocking ones' route. At regular intervals particularly at time controls in the many historic medieval towns, one is plied with gifts often of local wine which of course has to be consumed instantly and a kiss from the local May Queen.



Agip Agip



Mille Miglia by Hispano

The Hispano's main drawback in fact discovered early in the event is that it is simply too quiet. The prerequisites for a Mille Miglia entry are a bright red car that is fast and extremely noisy. The Hispano is too quiet to be heard by passing pedestrians, let alone echoing through the mountain passes. Since the event, this failing has been rectified with a straight through exhaust system installed. Not very Hispano Suiza I'm afraid.

After the last of the passes the route runs back across the Lombardy plains, through Bologna with some good open and very flat roads. After nearly two thousand miles the engine is definitely much looser and is happily cruising between 80 and 90 mph on the straight sections. At these speeds the Hispano is an easy match for other cars of the period and certainly surprises some drivers of modern cars who are hurrying back to Brescia to greet the competitors return.

We finally get back to Brescia ourselves by about 9.30pm. It is already dark and again the welcoming sight of the floodlit ramp, chequered flag and reception committee is a most gratifying one for our very sore eyes. This last day has been an almost continuous fourteen hours and over five hundred miles and it certainly feels it.

By and large the Hispano behaved extremely well throughout and proved a most satisfactory 'mount' for the journey. If chosen as our car for the 1993 event driver comfort would be greatly improved by some anti-bad weather equipment. A lower final drive also would improve performance as the present one was designed to run with 18 inch wheels. From a spectator point of view I have mentioned a louder exhaust but perhaps we should also paint the car Ferrari red. On second thoughts I think not!

sport·auto

LA REVUE DES SPORTS AUTOMOBILES ET DE L'AUTOMOBILE SPORTIVE

Tom Waldock Esq.
Woodfield Farm
Hatfield
Herts AL9 8LJ

Paris, September 9th 1992

Dear Tom,

I am sorry to have taken such a long time to answer your letter of April. I meant to send you the enclosed pictures and it took some time to get the negatives back from L'Auto-Journal.

I hope you had a good time at the 1000 Miglia and the car didn't disagree itself. Obviously if you put back original tyres size it must have been very long-legged!

Here are a few addresses I promised you:

The mechanic ^{who} rebuilt the car is late fifteen-sixties in Louis Roussigneux. He is certainly the most competent Hispano mechanic in the world. He was originally road tester for the factory, then mechanic in the service department. When Hispano closed down their automobile division after the war, they set up in business their former Service Réseau, S.Réseau who opened Artis Autos in Paris. In order that the existing Hispanos could still be serviced, Roussigneux was his mechanic. He left some years ago to work in a garage created by member of the Hispano club, exclusively for Hispanos. Roussigneux has now retired but he can still be reached at the following address:
Louis Roussigneux, 3 rue Charles Duport, 92270 Bois-Colombes.
Tel. (1) 47819573.

The best book on Hispano-Duize was not Johnnie Green's by a long way, but Les Automobiles Hispano-Duize by Paul Badré. Published by Sélis & Imprimeur Chabanne 95300 Pontévrard. Unfortunately I think they went belly-up. Badré probably still has some books to sell, he can be contacted at Automobiles Classiques, 10 rue de la République, 75011 Paris.
Tel. (1) 47 71 11 11

page 2.

If unfortunately your block was to leak, I have been told it is possible to repair it by Bernard Pipelet. He restores racing engines mostly (recently did a Matra V12, very expensive...) His firm is Racing Diffusion, 62 rue Garnot, 92300 Levallois
*tel. (1) 47 99 024.

The pictures show the chassis finished, about to go to Fichon-Farot to be bodied and prior to restoration, the old bodywork is on the left. The man on the side of the car is Roussigneux.

Please let me know if there is anything you need. I have unfortunately little documentation, except the drawings for the c.v.p. fiddled by Michael Parkes when he was still at Millam. He sent it to me when he went to Ferrari in an envelope from Ferrari's racing dept. and I nearly fainted when I ~~got~~ saw the blueprint inside the envelope, thinking a spy was adding me the drawings of their new F1!
Kind regards.

Jobby Greenberg

Cypres Spalte No 1180

15. 311 100. 314 *Buda, Nime Bony*
 1.11. 21. 3. 31

15. 312 100. 313 *Lellan, Concord*
 1.11. 21. 3. 31

15. 313 100. 314 *ma H.S., Lyday Ellen, Trivia*
 1.11. 21. 3. 31

15. 314 100. 313 *ma H.S., Lelia Grant*
 1.11. 21. 3. 31

15. 315 100. 312 *J. Borda*
 1.11. 21. 3. 31

15. 316 100. 314 *Lellan, Gethin, A. Muller, Faby*
 1.11. 21. 3. 31

15. 317 100. 313 *Albin Guil (John), ma H.S., Barina, Linn*
 1.11. 21. 3. 31

15. 318 100. 314 *David John, Lelia Grant*
 1.11. 21. 3. 31

15. 319 100. 313 *Aigul Nelia, a ma H.S. & Lyday Ellen, Trivia*
 1.11. 21. 3. 31

15. 320 100. 312 *AB David & Lelia, Paul Gethin & Galle*
 1.11. 21. 3. 31

(Stamp) of 20th Century

above: A letter from Jobby Crombac detailing information about HSC 12400.
 above: Copy of original document showing an entry for HSC 12400 with past owners.
 above: Showing the front page of the current F.I.A. papers for HSC 12400.

FISA 006 01

Fédération Internationale de l'Automobile

ISSUING AEM

FORM N°



HISTORIC VEHICLE IDENTITY FORM

IN ACCORDANCE WITH APPENDIX "A" TO THE INTERNATIONAL SPORTING CODE FOR HISTORICAL CARS COMPETING IN SPEED EVENTS, THIS FORM MUST BE SUBMITTED TO THE SPORTS PRIZES AEM FOR VERIFICATION AND STAMPING (SEE ART. 5.1). IT REMAINS THE PROPERTY OF THE AEM AND MUST BE RETURNED TO IT IF REPLACED BY A NEW FORM. ALL REFERENCES TO ARTICLES IN THIS DOCUMENT CONCERN ARTICLES OF APPENDIX "A".

CAUTION - THIS FORM IS INTENDED SOLELY FOR COMPETITION USE. IT IS NO GUARANTEE OF THE CAR'S AUTHENTICITY AND IS NOT TO BE USED FOR COMMERCIAL PURPOSES OR AS PROOF OF THE CAR'S HISTORY.

MAKE *HISPAVO SUZUKA* MODEL *H.G.C.*
 TYPE *SPORT, SPECIAL, RACING* REGISTRATION N° *DS 9067*
 CHASSIS N° *H.C. 12400* ENGINE N° *220.222*
 ENGINE TYPE *HISPAVO SUZUKA* ENGINE CAPACITY *5000 CC*
 YEAR OF MANUFACTURE *1923/30* YEAR OF RESTORATION *1960*
 FIA NOMINATION FORM N° (if applicable)



Photograph of car in present form; edge must be overlapped by AEM.

This section to be completed by the AEM.

WE THE HAVE INSPECTED THE DETAILS ON THESE PAGES AND TO THE BEST OF OUR KNOWLEDGE CONSIDER THE CAR TO BE CORRECTLY DESCRIBED AND CATEGORISE IT AS BELOW:

PERIOD (Art. 7.1.2)
 TYPE (Art. 2 - Original, Period Improved, etc., Sports, GT, etc.)
 11 RACING CAR (SINGLE-SEATER) 12 SPECIAL GT (GT)
 13 SPORTS, SPORT/RACING CAR 14 PROTOTYPE OR COPY
 15 STANDARD GRAND TOURING (GT) 16 TOURING CAR
 NUMBER DATE

STATUS OF SIGNATORY

EACH PAGE OF THIS FORM MUST BEAR THE STAMP OF THE ISSUING AEM.

NOTE - Should a car entered for an event be found not to conform to the form the organizer will return it, stating the reason, to the AEM (Art. 4.2).

122 HSC HISPANO-SUIZA H.S.C. 'SHORT CHASSIS' ROADSTER COACHWORK REPLICA 'MONZA' STYLE, ORIGINALLY 'BONDS COUPE'

Reg. No. To be advised

Chassis No. 1200 (short chassis)

Engine No. 22007

Colour: Maroon red coachwork, black wings, black interior

Engine, six-cylinder inline water cooled, assembled, non-detachable cylinder head, overhead-camshaft, two valves per cylinder, 1,983 c.c. Bore and stroke 115mm x 145mm. Single up-throw Hispano-Suiza carburettor, 360 h.p. at 3,000 r.p.m. Transmission, single dry-plate clutch and three-speed gearbox, reverse control right-hand gear-change, two-piece prop shaft connected to spiral bevel 'live' rear axle. Chassis, separate front and rear chassis frame with slotted section side members and ground and tubular cross members. Forged front axle beam, suspension, semi-elliptic leaf springs front and rear, friction type dampers. Axles, four-wheel mechanically operated drum brakes with Hispano-Suiza mechanical servo-assisted drums on the gearbox. Wheel and tyre, 15in. Budget Whitworth axles lock wire spoke wheels with 1.50 x 18 tyres. Dimensions, wheelbase 1,075mm, track front and rear 1425mm. Dry chassis weight 1340 kg. Right-hand drive.

After the success of the Hispano-Suiza six-cylinder engine during World War I, the introduction in 1919 of Max Baugé's passenger petrol car was eagerly awaited. The new 10/16hp HSC launched at the Paris Salon was not only an advance on any other car in the world, its six-cylinder engine provided the ultimate performance and with its active assisted four-wheel brakes it was a natural contender for the growing sport of motor racing. Hispano-Suiza's road racing successes were numerous, but one of the most famous was the prestigious Georges Buffet Cup held in 1922 at Boulogne. The factory prepared five special light weight 10/16s for this event and with a slight increase in 'bore' size the engine capacity was raised to 1,304 c.c. A shortened wheelbase was used and the engine tuned to provide 107+ h.p., resulting in outright victory for Hubert and 2nd for André Dubonnet of French Aéronautique. This was the second year of winning the Cup and in 1923 the same result was obtained, but this time the cars were fitted with 6-cylinder engines to coincide with the launching of the new HSC 6-cylinder short-wheel base production car.

André Dubonnet entered one of the 1922 team cars for the 400 km. race at Monza, winning the large car class. The names 'Boulogne' and 'Monza' have over the years been adopted to represent the performance versions of the 10/16 and the 5-litre HSC as recognition of their race success, but have always caused controversy as to which is which, amongst the Hispano-Suiza enthusiasts.

The 1928 HSC short wheelbase two-seater roadster on offer, replicating in its maroon red coachwork, was originally supplied to Miss Douché de la Moutrie with a Bondy coachbuilt vinyl body. The black interior has painted imitation vinyl seats and the spare wheel sits outside the sloping tail. There is a fine set of instruments and the full width rear screen is low and sloping. Marshal headlamps and twin spot lights are set in lines of the elegant radiator adorned by the Flying Dutchman. In the last 1960s Jimmy Crockett had acquired the car, and rebuilt it completely, replacing the old bodywork with a sporting modern reversion, reminiscent of the famous De-Haze Indianapolis coach race between Hispano-Suiza and Buick. The 'Monza body' captures the spirit of those halcyon days when the 6-litre was the fastest production road car. The coachwork is superb and although not original has its own character beliving the power and performance of the chassis which today will provide over 120 m.p.h. This car has for some time been part of a private collection in France where it has been well maintained and today is ready to provide its new owner with the best of vintage motoring.



When is a Boulogne not a Boulogne? And how big was a Monza?

Bill Boddy Exposes Confusion Among the Experts on Hispano-Suiza Matters

When I wrote the article that appeared last month about the 27 2-litres and 6-litres Hispano-Suizas, bearing on the front cover illustrations of a few Boulogne models, I was careful not to mix up all those Hispano-Suizas with Boulogne models at all. All Boulogne cars of that size, I was careful not to connect myself in those pages to the excellent reason that neither I nor the Hispano-Suiza experts, have ever been in agreement as to these cars' actual status. It is, indeed, a serious lack of motoring history that, together with my own view as the vintage Hispano-Suiza, there are some mistakes remaining.

An originally conceived by the talented Swiss designer Max Baugé, the great 27 2-litres, six-cylinder Hispano-Suiza of 1916 had an engine of 20 x 140mm bore and stroke, which gave it a mathematical compression a scant volume of 1,287 c.c. and a British taxable horsepower, under the B.A.C. rules of the 1910s, of 27-2. It was a fine car intended for very limited competition in high speeds and the wheelbase was 95 x 140.

The competition with something more compact, even with a five horse power, was called for. What was eventually done was to reduce the wheelbase to 77 5/8, 7 1/2 in. and open up the cylinder bore to 100 mm. The final power, when you do this, is 30 hp. Karelina, in his authoritative discussion on the Hispano-Suiza in Motor Sport in 1986, thought that this happened in 1920 or 1921, for the Boulogne four-cylinder team. Shortly afterwards, Karelina writes, came the Monza model, with the shortened chassis suitably lowered and the bore increased to 105 mm. He also thought that the stroke of the Monza had been lengthened to 140 mm, a view held also by Chris Salter, who had owned the ex-Dubonnet's former trackster Monza Hispano-Suiza, with a frame of Karelina's measure an engine thought to be from the Dubonnet car and discovered that the stroke was the standard one of 140 mm.

Another note of their meeting that the name 'Monza' had been given to this model, until he remembered that Dubonnet had with his stroke to a size of the bore at the latter date in London, 1920. On the other hand, two difficulties now intrude in the first place. Dubonnet had also won at Boulogne in 1921 and while I would have thought that at this date, as with a car run at Boulogne by Ward Bennett (who later took records with an 8-litre), the engine would have been a 105 x 140 mm, one from that car's 1921, and the Hispano-Suiza which were successful at the same venue (Boulogne) in 1922, had 6-litre engines, with a bore of 105 mm, and the normal stroke of 140 mm. The experts could have been wrong but I dare not say.

Now, myself, I have concluded as well about any light on the mystery of the cars that did not call, that of Jean Dubonnet's loss of Boulogne in 1920. But as this was driven by the first Boulogne expert and Chassis France doctor, they that will not see me as being wrong, and the latest engine, another Hispano-Suiza expert, J. R. Burdick, who had such a high regard for Hispano-Suiza that he did it immediately after his escape to the French Cars of the Connoisseurs (Boulogne 1986), tells a different story. He says that the Monza came first, in 27 2-litres bore and 140 x 140 mm, and that it was followed in 1922 by the 6-litre short-chassis model, which had the 110 x 140 mm, 1,286 c.c. engine and that only other such cars had been

used to win their class at Boulogne in 1920 were those bearing 4-litres called the Boulogne. Burdick states other differences, apart from wheelbase and engine size, that supported the Boulogne model and says that only 14 of these cars built, one second being 140 and six 145mm. He notes the point that 27 2-litres cars have great 40 h.p. engines have been called Boulogne, but only recently.

So far so good. There is a still further in The Dealer of 1984, when I picture of the beautiful car of which Chris Dubonnet had just taken delivery, imported from H. A. Barlow & Co., of Berkeley Street, is described as one of the five special cars built for the 1922 Monza race and of 105 x 140 mm.

There is still help from other experts. Richard Hoogh and Michael Frenkel in The History of Classic Cars (John & Co., 1986) refuse to be drawn. G. A. Seargent, in a column of Sports Cars (Boulogne 1985), endorses my belief that the Hispano used in Dubonnet at Boulogne in 1921 was a standard car but says the 6-litre Boulogne model entered for the 1922 race was first about six months after the first were constructed. T. R. Nicholson has 5, in the Vintage Car (Boulogne 1986), that it was in 1920 at Boulogne that the 6-litre engine was first used, in those first four years, but gives the explanation to 47 HSC Sport models. There is further confusion because Karelina says the sports Boulogne for the 6-litre engine wasn't introduced until 1922 was finished in Dubonnet's 6-litre was not for the 1920 Targa Florio and he further says that a Monza was constructed for the World Race at Indianapolis in 1920 against the Buick, whereas those who try to define the American car in its name usually get for Hispano being used at 6-litre Boulogne Hispano-Suiza.

I have now told in the introduction given to London in John Seargent's French Vintage Cars (Boulogne 1986), exactly as it appears from France. This actually says Dubonnet used a short-chassis for the 1920 Grand Boulogne at Boulogne but that special cars were run in the 1922 race of 105 x 140 mm, or 105 c.c. About half-a-dozen were built, says Crockett, and this was the true Boulogne-type. Four were run at Boulogne and Dubonnet increased one for the 1922 World Cup race. In 1920 the 6-litre cars were run at San Sebastian, and in the Grand Boulogne at Boulogne, Louis Hennings of Boulogne, before his triumph in 1921, of the 2nd Coupe of Boulogne (Boulogne Connoisseurs 1975), driving the Monza as a 105 x 140 mm, car, of which, he says, he saw none, and saying that the 6-litre Boulogne appeared in 1920, the description applying only to the short-chassis cars.

Has anyone anything to add?

Left: Auction catalogue extract showing HSC 12400. Above: Article explaining the difference between HSC short chassis specialists, Monza's and Boulogne's.





Hispano

Suiza
H6C 12400