



HISPANO-SUIZA J12

Cabriolet 1935





A V-12 Tourer

“For clean design in the large V engine field the J12 had no peer, we shall never see her like again.” —Johnnie Green, author of *The Legendary Hispano Suiza*, 1977

The Hispano-Suiza J12 is powered by one of the first V12 engines offered to the public on a non-competition model. It was arguably the cleanest, quietest, and most powerful engine of its era, carefully crafted to maximize driver experience.

The J12's engine is massive—able to go from zero to sixty in twelve seconds with a

chassis designed to accommodate coachwork that could seat nine in limousine fashion. At the time of its debut in 1931 it was considered Hispano-Suiza owner Marc Birkigt's masterpiece. So much so that Charles Faroux, journalist and founding member of the 24 hour Le Mans, set out to prove the car's pristine engineering by driving from Paris to the French Riviera and back. On return to a showroom on the Champs Elysées, he positioned the car over a white sheet, where it left not a single drop of oil.



The J12, also known as the T68, replaced the previous model's H6 engine in 1931 and stayed in production until 1938. It represented the height of luxury as well as the pinnacle of Hispano-Suiza's automotive development. The chassis alone was expensive. In addition, it was outfitted by some of the greatest coachbuilders of the era who appreciated its quality and simplicity. Designed by Vanvooren, the Mullin J12's steel coachwork incorporates traditional Weymann styling. Weymann bodies were simple by design, built to flex with the chassis and proving to be extremely lightweight and aerodynamic.

Little is known about this car's early history, but recent archival research has revealed that on March 24, 1937 this chassis was registered to the Laboratoires de Tirage Cinématographique located at 19 Quai du Président Carnot in Saint- Cloud, west of Paris.

According to one marque historian, this car first carried limousine coachwork by Fernandez et Darrin of Paris. A photograph of the J12 in Johnnie Green's Hispano-Suiza book shows this J12 in a car lot in what appears to be 1950s Los Angeles. The car is later known to have been acquired by the pioneering automobile collector Richard Paine from Mount Desert, Maine. In the middle 1980s John Mozart of Palo Alto, California; one of the world's foremost automobile collectors, purchased the J12 and began its restoration. The engine was rebuilt by Phil Reilly & Company and Mr. Mozart's own shop restored the chassis and body which was previously burgundy in color. In 1992 Peter Mullin purchased this exceptional J12 Vanvooren Cabriolet; one of only eight open J12s ever produced.



PROFILE

Coachbuilder	Vanvooren
Chassis number	14004
Profile type	Touring
Body type	Cabriolet
Number made	120
Production span	1931-1937
Acceleration	0
Top Speed	110

BODY | CHASSIS

Front brakes type	Cable-operated
Rear brakes type	Cable-operated
Front suspension type	Solid axle with semi-elliptical Leaf Springs and adjustable friction shock absorbers.
Rear suspension type	Live axle with semi- elliptical leaf springs and adjustable friction shock absorbers
Length	18' 9"
Height (Ground line to highest roof)	5' 2"
Width	6' 3"
Wheelbase	3.71m

ENGINE

Engine number	321018
Type	V
Number of cylinders	12
Engine construction	Cylinders are constructed at a 60 degree angle
Bore x stroke	3.970" x 3.920"
Displacement	9425
Distribution	Inclined, double-overhead camshafts
Oil system	Wet Sump
BHP at 3000 RPM	220
Gearbox	Manual
Number of gears	3
Overdrive	0



