



HISPANO-SUIZA TYPE H6B  
"Skiff Torpedo" 1922





### Hispano-Suiza's Jewel

**Hispano-Suiza was known for refined chassis featuring the latest automotive innovations. When the H6 was introduced in 1919, it was one of the highest-quality chassis in the world.**

Hispano-Suiza brought out a new extraordinary model at the 1919 Paris Auto Salon—the Type H6—and it was soon followed by its variations: the Types H6B and H6C. The showpiece of the Type H6 was its enormous six-cylinder engine built with traditional Hispano-Suiza refinement devoid of avant-garde technology.

In 1922, wealthy French patron Suzanne Deutsch de la Meurthe purchased this new Hispano-Suiza H6B chassis and asked that it be delivered to Henri Labourdette for a skiff torpédo body. Jean-Henri developed the firm's iconic "skiff" design in 1912 for a 20CV Panhard & Levassor chassis. This wooden design was inspired by the torpedo shapes of boats.

Little is known about this vehicle's history until the 1970s when French collector Hervé Charbonneaux purchased the chassis, engine and body separately from



one another and attempted to restore the vehicle. After numerous failed restoration attempts, the project was sold and subsequently changed owners until 1999, when marque historian Jules Heumann learned of the body's authenticity. He was dedicated to its preservation and, therefore, purchased and completed its restoration. In 2008 Heumann exhibited the car at Pebble Beach.



## PROFILE

<b>Coachbuilder</b>	Labourdette
<b>Chassis number</b>	12198
<b>Profile type</b>	Touring
<b>Body type</b>	Coupé
<b>Number made</b>	1 of 2,614
<b>Acceleration</b>	0
<b>Top Speed</b>	unavailable

## BODY | CHASSIS

<b>Front brakes type</b>	4-wheel servo-assisted drum
<b>Rear brakes type</b>	4-wheel servo-assisted drum
<b>Front suspension type</b>	Live axle with semi-elliptical leaf springs
<b>Length</b>	16' 4"
<b>Height (Ground line to highest roof)</b>	5' 8"
<b>Width</b>	6' 1"

## ENGINE

<b>Engine number</b>	301224
<b>Type</b>	Inline
<b>Number of cylinders</b>	6
<b>Engine construction</b>	Aluminum
<b>Displacement</b>	6
<b>BHP at 3,800 rpm RPM</b>	135
<b>Gearbox</b>	3-speed manual
<b>Number of gears</b>	3
<b>Overdrive</b>	0



