

# *Hispano Drivers Club Newsletter*

Newsletter 33

Hans Veenenbos – editor/publisher

September 2024



## **THE SALON DE L'AUTO, AND MUCH MORE TO SAVOUR**

It has become a tradition for the September edition to start with coverage of the Salon de L'Auto in Paris of the era, and such is the case again this time. Of course, great photographs of the Salon and the magnificent Grand Palais feature once again in this edition.

Next is the third and last instalment of Le Concours d'Élégance de Monte-Carlo, supplemented with some fine views of cars and public on the Quai de Plaisance at the port of Monaco.

Continuing on the theme of the concours d'élégance, this year's 73rd Pebble Beach Concours d'Elegance is covered, accompanied by a long article analyzing the history of members Sam and Emily Mann's class winning H6B. This fine Fernandez bodied Hispano was seen for the first time after about six decades and multiple attempts by several owners to resurrect this H6B from a wreck to its former glory.

A Hispano model that doesn't often get into the limelight is the T49. This issue contains an article titled "In defence of the H6s smaller Spanish sister – the T49".

Regular features like Auction News and Emails from Members also contain again interesting news.

And ... the very last H6B known to exist is now for sale!

Finally, your editor pays tribute in a long Supplement to that great British LSR-man, Sir Malcolm Campbell.

And ... don't skip the SATIRE – Thomas Nast's political cartoon from 1871 – on the very last page (50).

As always, enjoy this Newsletter.

Your editor/publisher.

**PS:** a separate mailing is going out simultaneously with attached the republication of the article by your editor from May 2009, titled **THE HISPANO-SUIZAS OF THE INDIAN PRINCES – PART 14.**





*The restored H6B **10.734** today – here still without wheel discs – in the collection of Sam and Emily Mann.  
Photo: courtesy of Sam Mann, via Al McEwan.*

## SEQUEL TO THE VICISSITUDES OF H6B 10.734

“Since then, there has been no news of ‘**10.734**’, but it is believed the car is still in the process of reconstruction. Let’s hope its present owner sees it through to the end and doesn’t give up like so many before him.” These were the concluding words your editor wrote in Newsletter 15 of September 2021 at the end of his article titled ‘The Vicissitudes of the H6B dubbed **10.734**’. Well, those present owners happen to be Sam and Emily Mann, well-known collectors and multiple Best of Show Winners of the Pebble Beach Concours d’Elegance.

The question which still remains is if it was **10.734** that participated with Mlle Roberte Cusey (often also written as Cussey) – the very first Miss France (1927) – back in 1933 in the ‘Concours d’Élégance Féminine en Automobile’, organized by Fémina and L’Intransigeant during the weekend of June 24 – 26th in the Bois de Boulogne?

During the first half of 2023 your editor has done extensive research again on this H6B. This meant contacting several people who have been

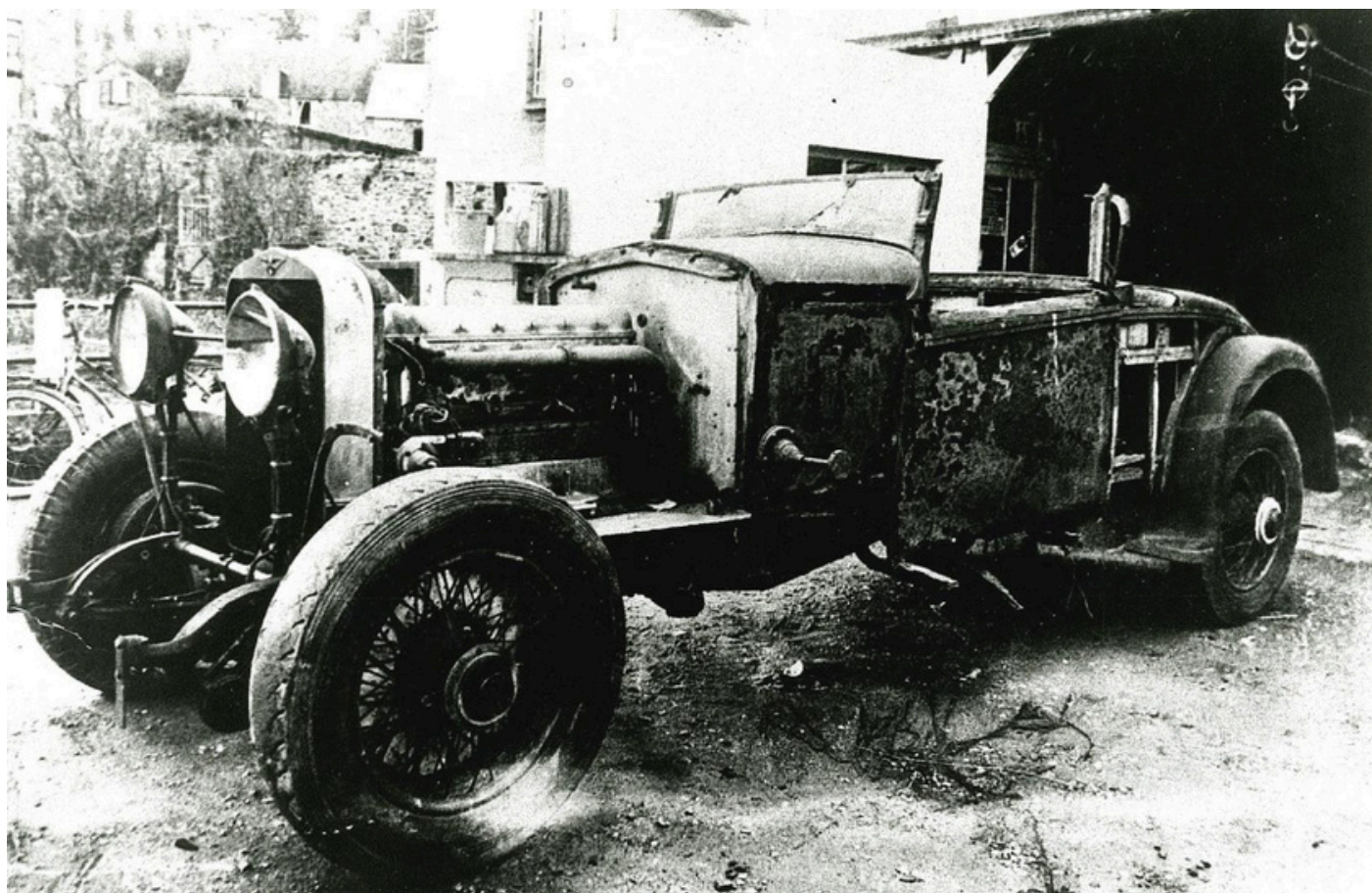
involved with this Hispano in the past seventy years, including those who have personally worked on the car during that period.

The conclusion drawn from this is: 1) that the ‘Concours d’Élégance Féminine en Automobile’ car is not chassis **10.734**, and neither **12.199**, 2) that the body on **10.734** is a later 1920s rebody by Fernandez (not Fernandez et Darrin), 3) that the original body on **10.734** from November 1923 remains unknown, 4) that the later wet-sleeve engine of **10.734** very likely is a contemporary replacement performed by a qualified Hispano-Suiza dealership, 5) that several upgrades on **10.734** to later-1920s specification (e.g. black face instruments, 8-fuse box, etc.) were most likely performed at this same time.

And – most importantly – 6) that the Mann’s H6B is NOT the Concours Hispano shown by Mlle Cusey, which has a boattail body, even though this might also be a late 1920s or early 1930s rebody of an earlier H6B chassis.

Fernandez also bodied at least one Duesenberg Model J (2393 J-373) in this same boattail style. The boattail is believed to be a Darrin design.

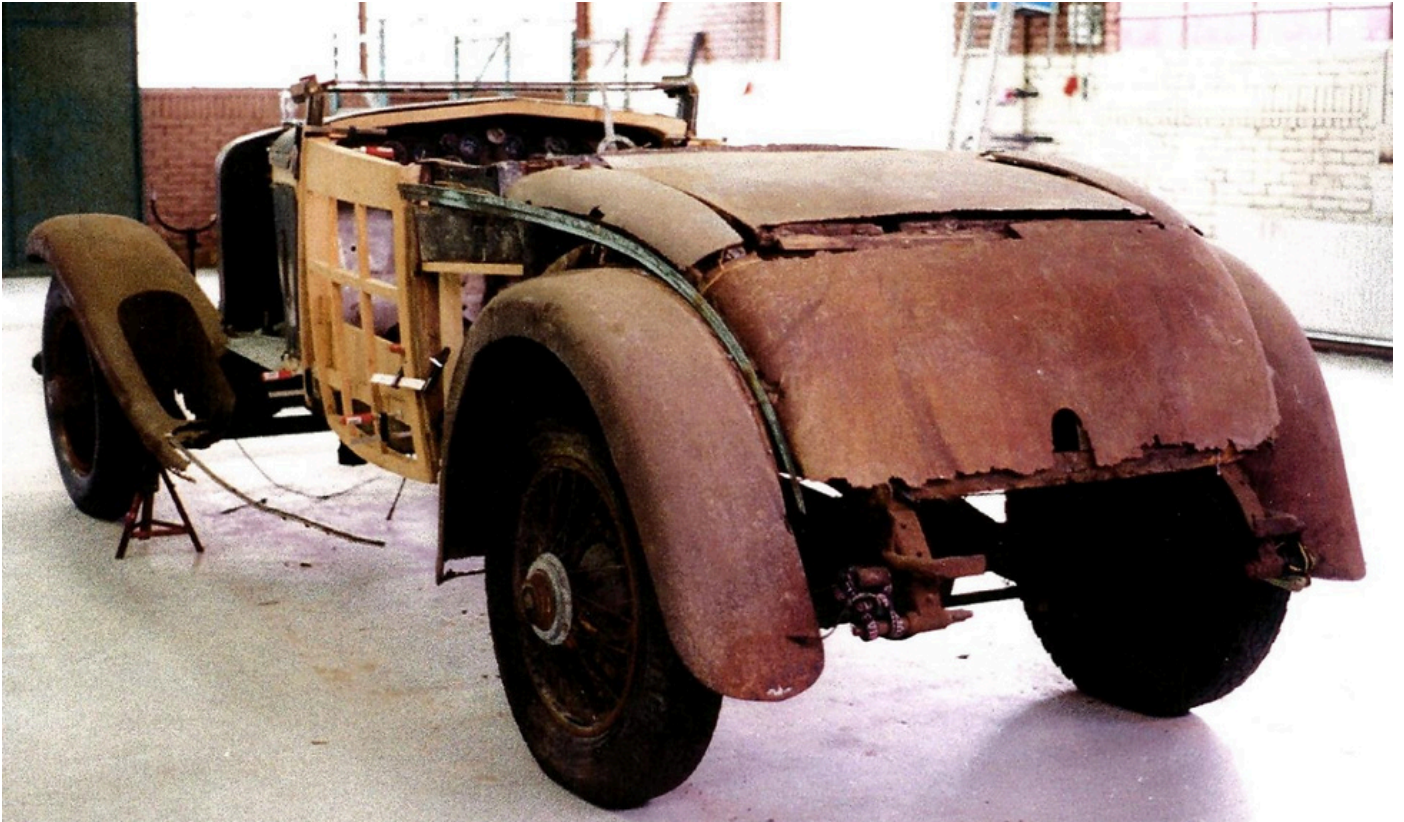




Above and below: Two photos of the sad remains of H6B **10.734** in France, obviously taken in the same location. The man standing by is definitely not Edouard Bitel of the museum at Jugon-les-Lacs and neither Gérard Mimieux. Also not Dutchman Aad Kranenburg who helped Jan Bruijn getting the car out of France. The NSU Prinz (built from 1961 – 1972) and the wreck of the Fiat 850 across the bridge (built from 1964 – 1971), suggest these photos were probably taken in the early 1970s, instead of the late 1950s.







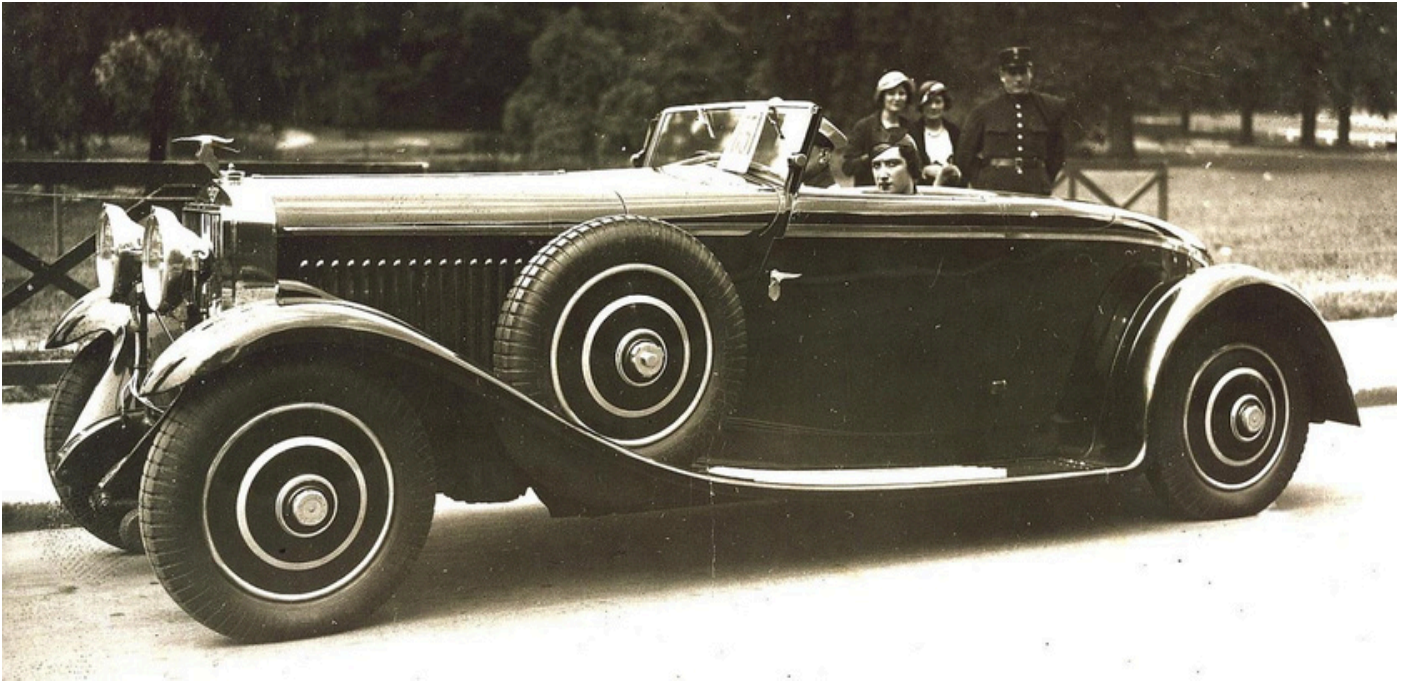
*The remains of 10.734 during reconstruction at Jan Bruijn's Deventer Automuseum in the mid 1990s.*



*Reconstruction of the body in progress by Cesaro in Italy, with new brass beltline mouldings.*







*Above and below: Mlle Roberte Cusey, Miss France 1927, with the fabulous Fernandez boat-tail torpedo at the concours d'élégance L'Intran/Fémina of June 24-25th 1933 (#651). This is not H6B **10.734**, and neither H6B **12.296** of July 1930, rebodied by Fernandez in 1933.*



*Best of Show 2024 was awarded to HDC member Fritz Burkard's 1934 Bugatti T59 (chassis #57248, engine #8), ex-King Leopold III of Belgium. Here this great car is seen when owned by the young Belgian enthusiast Stephane Falise of Brussels, who acquired the car directly from the Royal Palace of Laeken. The photo was taken in 1964 in front of Falise's apartment at 45 Avenue George Bergmann in the Belgian capital. Falise also owned the unrestored Talbot-Lago T150C SS Teardrop, chassis 90112, at the time. Photo: HDC editor.*

## THE 73<sup>RD</sup> PEBBLE BEACH CONCOURS D'ELEGANCE – LAST AUGUST 18<sup>TH</sup>

The Pebble Beach Concours d'Elegance continues to go from strength to strength and the 73rd edition of last August 18th proved to be again THE highlight of the year for all car collectors, enthusiast and the like from around the world.

Nine HDC members took home significant awards, and they are to be congratulated with their achievements. None, however, was more excited and overwhelmed than member Fritz Burkard from Switzerland, who took home Best of Show with his fantastic Preservation Class 1934 ex-King Leopold III of Belgium (he abdicated in 1951) Bugatti T59. Fritz had performed the miraculous feat of being not just the first European to win Best of Show, but also the first Preservation Class entry to win Best of Show!

Time to turn to the Hispanos on the 18th fairway of the Pebble Beach Golf Links. This time there were only two to represent the Hispano-Suiza honours: Sam and Emily Mann with their freshly restored 1923 H6B (chassis **10.734**), rebodied in

period by Fernandez et Darrin, and The Hon. Sir Michael Kadoorie with his gorgeous 1934 J12 (chassis **14.019**) Vanvooren cabriolet – each entered in Class J-1, European Classic Touring Early.



*Dawn Patrol – Sam and Emily Mann's 1923 H6B, rebodied in period by Fernandez et Darrin.*

Sam Mann took home the Best in Class award, whereas Sir Michael Kadoorie was awarded the coveted Alec Ulmann Trophy – congratulationsto both!



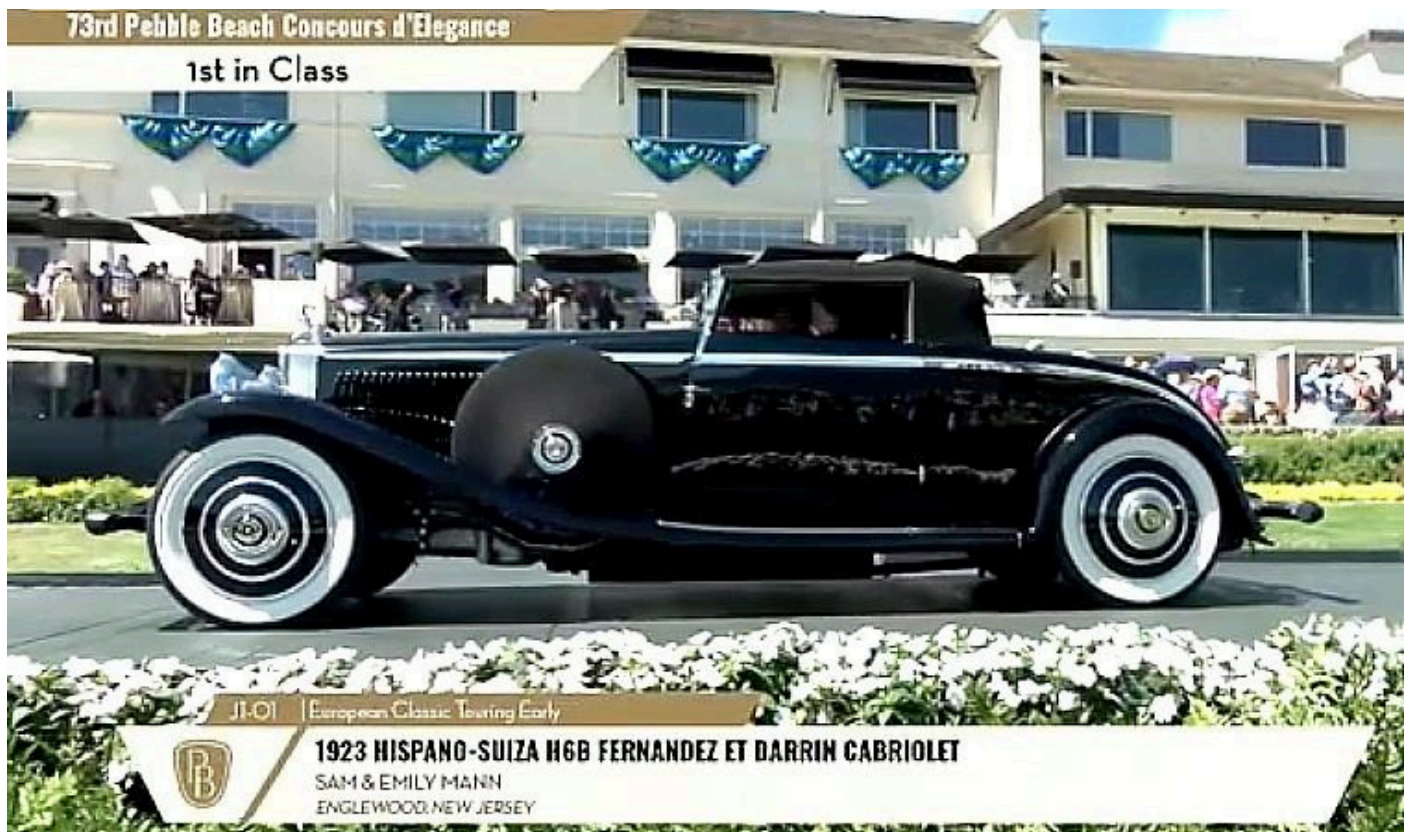


Sam Mann's stunning Fernandez et Darrin bodied H6B cabriolet on the 18th fairway. Sam is seen from behind, talking to three others. See pages 17 – 21 for a detailed exposé about this H6B, chassis **10.734**. Photo: via member Hugo Modderman.

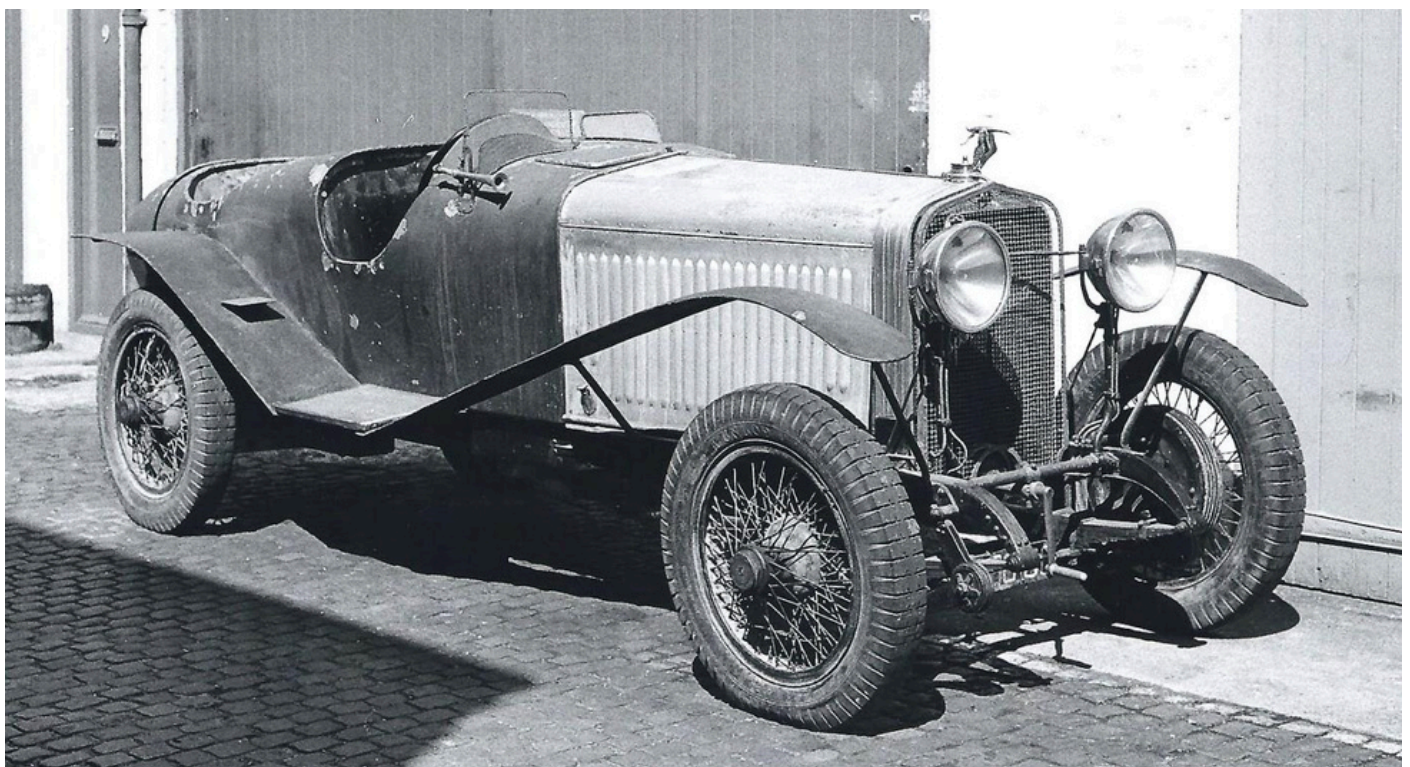


The Hon. Sir Michael Kadoorie's gorgeous 1934 J12 Vanvooren cabriolet, winner of the coveted Alec Ulmann Trophy, on the ramp during the prize giving. The history of this ex-baron Jean Empain J12, chassis **14.019**, has been analyzed in detail in Newsletter 28. Photo: screenshot from The Pebble Beach Concours d'Elegance livestream.





*Sam and Emily Mann with their H6B on the ramp during the prize giving – look at those superb lines! Photo: screenshot from The Pebble Beach Concours d'Elegance livestream.*



*Another of the treasures of Fritz Burkard's Pearl Collection is H6C **11.441**, seen here after its arrival from Portugal in 1974 In Queen's Gate Mews in London at Charles Howard's Coys of Kensington mews premises. The history of this magical Hispano is fully documented in the book titled "The Hispano-Suiza of the Man who stole Portugal", published in 2018.*