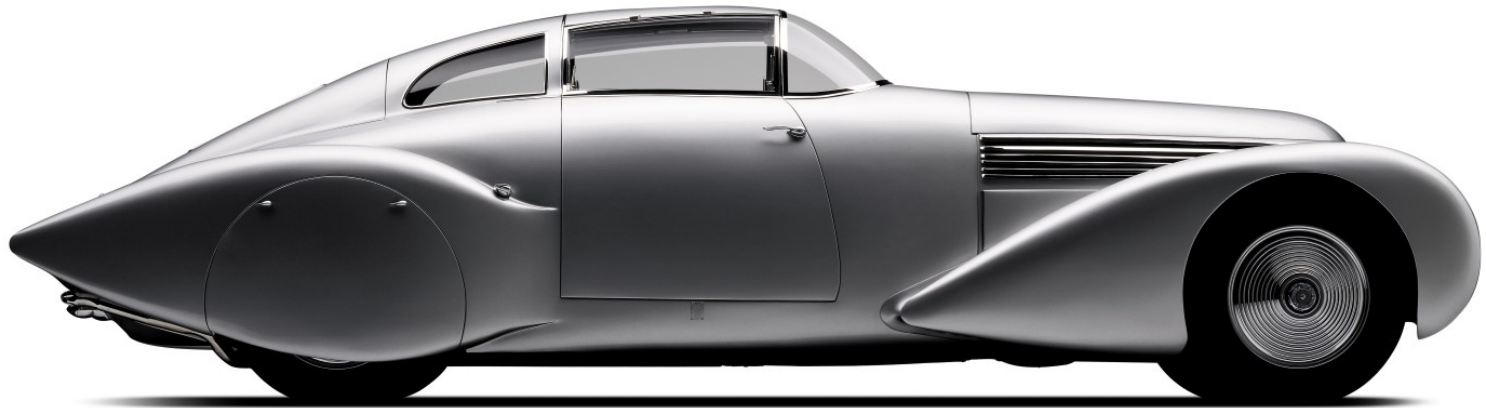




# HISPANO-SUIZA H6B

Dubonnet Xenia 1938





### Dubonnet Machine, Saoutchik Sculpture

**Saoutchik's teardrop-shaped wings and sculpted cockpit mated with Dubonnet's signature hyperflex suspension system offers drivers an entrancing sensation of flight.**

One of the most extravagantly streamlined cars produced in an era of tall and boxy coaches, the Xenia's wildly futuristic design reflects the prewar fascination with machines and flight.

André Dubonnet—inventor, racecar driver, and World War I fighter pilot in the SPAD (Société Anonyme pour l'Aviation et

ses Derivés), or Stork, Squadron—was among those entrepreneurs who sought to use his engineering and aviation background to test the limits of technology. Rather than merely building a sophisticated coach to market standards, Dubonnet designed the Xenia to showcase his inventions and aerodynamic designs.

The Xenia features an independent, coil-spring hyperflex suspension system, engineered by Dubonnet's company and later adopted by Cadillac, Oldsmobile,

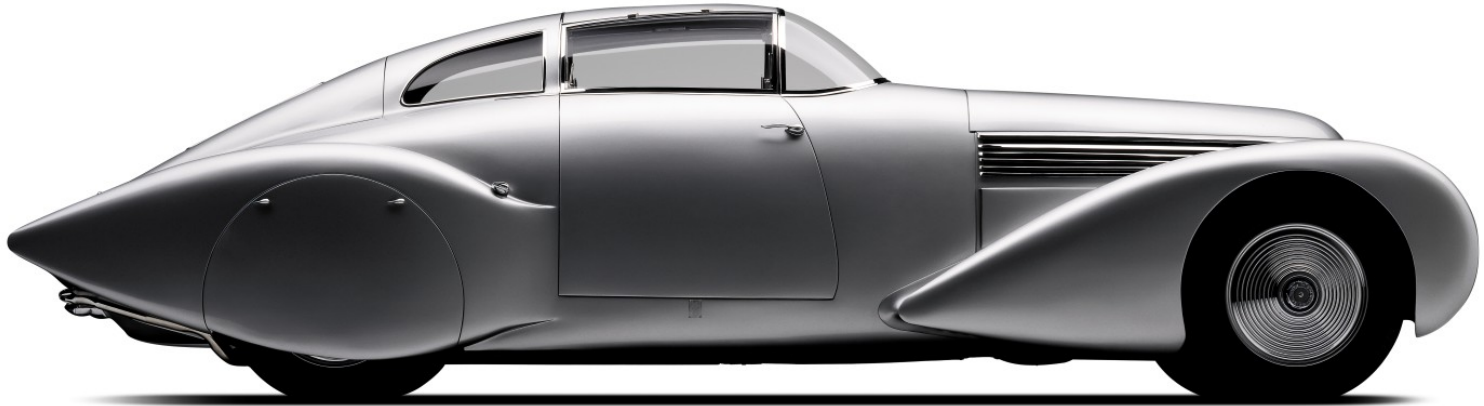


and Buick, among others. Dubonnet claimed the suspension system had “the suppleness of a cat”— memorialized by the Dubonnet logo, a jumping cat. The resulting smooth handling gave the evanescent feeling of floating on air. Dubonnet chose the H6 Hispano-Suiza engine to power the car and commissioned aerodynamics expert Jean Andreau to design the streamlined coachwork, which was built and engineered by luxury coachbuilder Jacques Saoutchik.

While the overall body is evocative of the elegant lines indulged in by coachbuilders of the Art Deco era, the details of this car are its truly Deco components. One exquisite feature is its door mechanism. Using a centrally mounted handle, the doors effortlessly slide open and backward, parallel to the body.

**The Xenia was André Dubonnet's personal car.**

It was hidden during World War II and did not resurface until June 9, 1946, when it led the parade celebrating the reopening of the Saint Cloud highway tunnel outside Paris to civilian traffic. Alain Balleret, president of the French Hispano-Suiza Club, purchased and restored the Xenia in the 1960s. In 1999 the American Charles Morse purchased it at auction. Peter Mullin purchased the Xenia in 2003. Today it is owned by the Peter Mullin Automotive Museum Foundation.



## PROFILE

<b>Coachbuilder</b>	Saoutchik
<b>Chassis number</b>	103
<b>Profile type</b>	Touring
<b>Body type</b>	Coupé
<b>Number made</b>	1
<b>Acceleration</b>	0
<b>Top Speed</b>	160

## BODY | CHASSIS

<b>Front brakes type</b>	Servo-assisted
<b>Rear brakes type</b>	Servo-assisted
<b>Front suspension type</b>	Solid axle with four-wheel independent "Hyperflex" (Coil Spring) Suspension
<b>Rear suspension type</b>	Live axle with four-wheel independent "Hyperflex" (Coil Spring) Suspension
<b>Length</b>	18' 7"
<b>Height (Ground line to highest roof)</b>	5' 2"
<b>Width</b>	6' 5"
<b>Wheelbase</b>	13' 4'

## ENGINE

<b>Engine number</b>	103
<b>Type</b>	Inline
<b>Number of cylinders</b>	6
<b>Engine construction</b>	Aluminum
<b>Displacement</b>	7983
<b>Distribution</b>	Single-overhead camshaft
<b>BHP at 3050 RPM</b>	160
<b>Transmission</b>	Hispano-Suiza 4-speed manual with multi-dry-plate clutch
<b>Gearbox</b>	manual
<b>Number of gears</b>	4
<b>Overdrive</b>	0





