



HISPANO-SUIZA TYPE K6

Break de Chasse 1937





Break de Chasse

This Break de Chasse coach was the only wood-paneled car produced on a Hispano-Suiza chassis.

The Franay firm created the exceptional coachwork of this Break de Chasse (Shooting Brake) in 1948. The name derives from vehicles with heavy chassis that were used to break in strong-willed horses; eventually it came to refer to the body style of vehicles used by shooting parties to carry equipment and game. Having owned the Type K6 since 1937, manufacturing scion Maurice Solvay desired a change, and he commissioned

more practical coachwork.

In 1934 Hispano-Suiza introduced the Type K6 to accompany the twelve-cylinder Type J12, which had become prohibitively expensive in the struggling French economy. The modest Type K6 was equipped with a six-cylinder, 5.184-liter engine. Hispano-Suiza produced 204 Type K6 chassis; of those, about 90 had coachwork by Carrosserie Vanvooren. The Franay coachwork on the Mullin Type K6 is one of a kind.

Franay coaches were distinguished by their elegance and luxury, which rapidly earned the company the opportunity to work for the most prestigious marques. Throughout the 1930s, despite the economic climate, Franay continued to cater to high-end clientele, but after World War II, like many other firms, it fell victim to excesses of ornamentation. Surprisingly, this Break de Chasse was spared because of its wooden coachwork, which did not lend itself to chrome. Over the years the simple coachwork has been preserved and admired by those who recognize its special place in the history of automotive coachbuilding.

The Hispano-Suiza Type K6 Break de Chasse, Chassis 15121, was originally delivered to Maurice Solvay as a six-passenger cabriolet sedan on January 13, 1937.

In 1948 Solvay sent the car to the Franay coachwork firm to be rebodied as a Break de Chasse. It was the only “shooting brake” coach built on a Hispano-Suiza chassis.

The car changed hands numerous times. It was successively owned by a Mr. Garino, a Mr. Bolloré, Paul Sac, Philippe Charbonneaux, and Modeste Tréhin, president of the Hispano-Suiza club. During the 1980s the Break de Chasse was restored at a shop in Paris. The Mullin Collection acquired the car in 2002 and completed a comprehensive re-restoration.



PROFILE

Coachbuilder	Franay
Chassis number	15121
Number made	204
Acceleration	0
Top Speed	unavailable

BODY | CHASSIS

Front brakes type	Cable-operated
Rear brakes type	Cable-operated
Front suspension type	Solid axle with semielliptical leaf springs and friction shock absorbers
Rear suspension type	Live axle with quarter-elliptical leaf springs and friction shock absorbers
Length	18' 1"
Height (Ground line to highest roof)	6' 3"
Width	6' 5"
Wheelbase	13' 8'

ENGINE

Engine number	333187
Type	Inline
Number of cylinders	6
Displacement	5184
Distribution	Overhead valves
Engine capacity & output	unavailable
Gearbox	Manual
Number of gears	3
Overdrive	0

