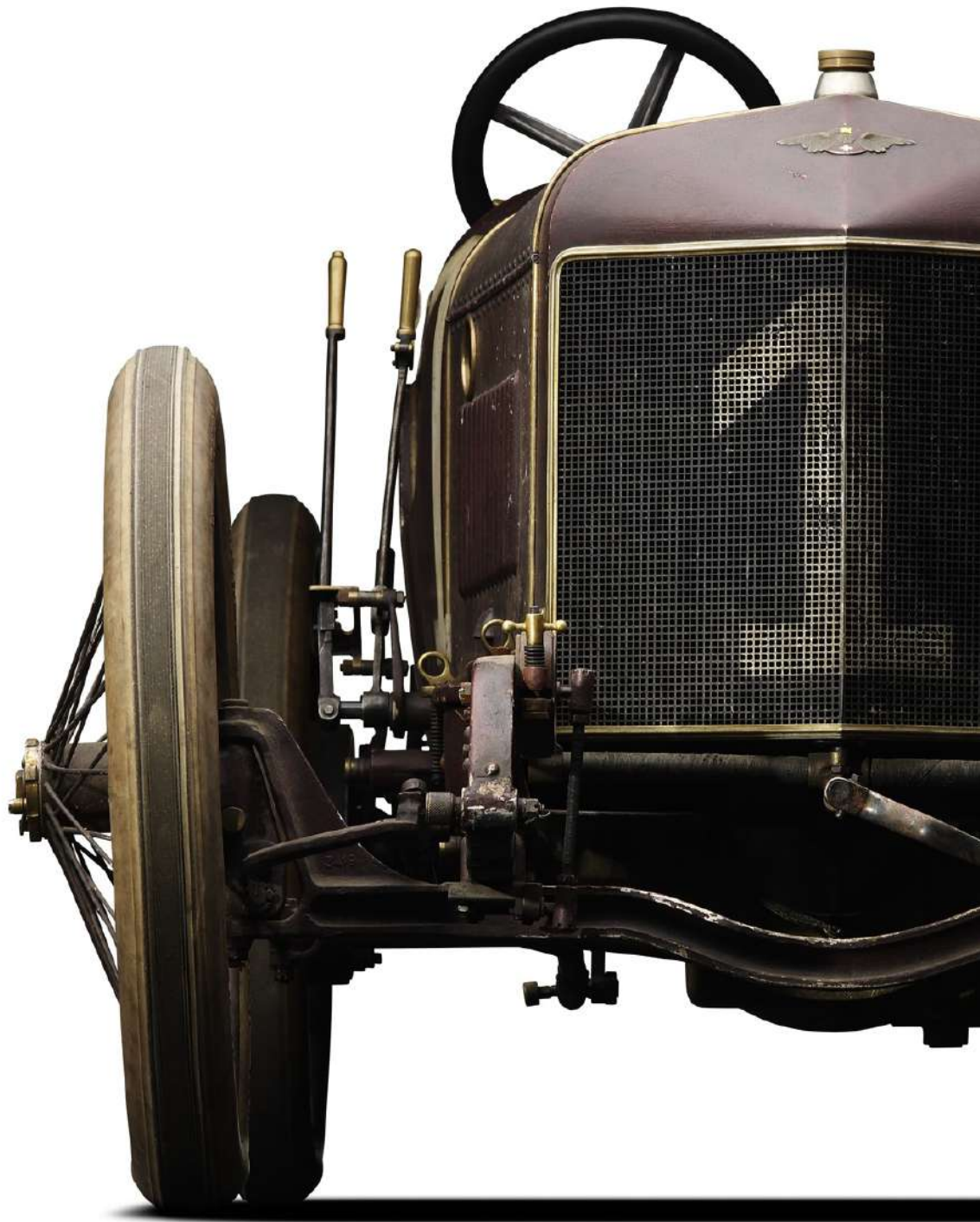




HISPANO-SUIZA TYPE 45CR

King Alfonso XIII 1911





The Original Sports Car

In July 1911 the newly established French branch of the illustrious Hispano-Suiza marque rolled out its first chassis in royal style—the four-cylinder King Alfonso XIII.

Hispano-Suiza became famous with the introduction of voiturette racecars, which showcased their quality and capabilities at sporting events during the early twentieth century. The Mullin's 1911 Type 45 is one of the last of these thoroughbreds—a significant artifact from the pioneering days of automotive design that has miraculously survived more than

one hundred years and two world wars.

Hispano-Suiza owner and engineer Marc Birkigt was known for building fantastic machines. The Type 45's low chassis and engine placement—closer to the rear—created a balanced structure that moved well on the track through both straightaways and turns. These innovative engineering principles became the hallmark of supercars built for speed, leading many experts to conclude that the Type 45 Alfonso XIII was among the world's first sports cars. Its maximum speed,



about eighty miles per hour, was quite a feat.

The automobile's prestige was enhanced by its namesake, Hispano-Suiza patron King Alfonso XIII of Spain. Alfonso XIII was a supporter of the native Spanish marque and acquired one of the first Hispano-Suiza Type 15s produced in Spain.

During 1910 social unrest in Spain hampered production, prompting the company to open a French branch in 1911 after the model's success at the Paris Auto Salon. The French factory assembled the Spanish parts and distributed the Type 45 throughout Europe. The Mullin Type 45 is the first chassis produced in the Type 45CR's second series at the French Hispano-Suiza branch in Paris.

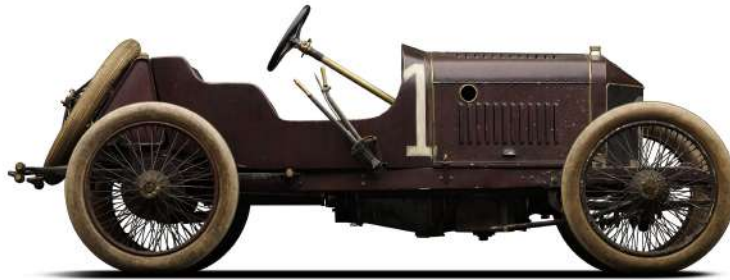
The Mullin Type 45CR is the first chassis produced in the second “89” series.

Construction began in April 1911 at the French Hispano-Suiza branch in Paris. Albert Roulinat of Villeneuve-sur-Yonne ordered the car new on September 4, 1911. An avid sportsman, Roulinat participated in several competitions and rallies before he was forced to sell the Hispano-Suiza in 1914 due to business problems.

Little is known about this car’s subsequent history until its remains were purchased in the 1960s by Francisco de la Rocha, a former Hispano-Suiza dealer from the Spanish region of Galicia. After his death, de la Rocha’s family sold his collection of almost forty Hispano-Suizas to marque historian Emilio Polo, who later sold this car to Patricio Chadwick.

Patricio Chadwick and Emilio Polo believed that this car’s short 7 4/5-foot chassis and historical significance warranted extensive research. In 2001 the noted collector Jorge Fernandez purchased the car and commissioned its

restoration at Chadwick’s Barcelona shop. Peter Mullin purchased the car in July 2004 after the restoration was finished, and it is now owned by the Mullin Automotive Museum.



PROFILE

Coachbuilder	Factory
Chassis number	814
Profile type	Grand Prix
Body type	Voiturette
Number made	25, second series
Acceleration	0
Top Speed	unavailable

BODY | CHASSIS

Rear brakes type	Cable-operated
Length	12' 3'
Height (Ground line to highest roof)	4' 4"
Width	5' 5"

ENGINE

Engine number	814
Type	Inline
Number of cylinders	4
Engine construction	Monoblock
Displacement	3616
BHP at 2300 RPM	64
Gearbox	Manual
Number of gears	3
Overdrive	0

