

DELAUGE ERA  
1927





Chimera

**A Delicate Delage that Roars with ERA Power**

Chassis 6 is a Delage and English Racing Automobile (ERA) combination with royal heritage and a winning pedigree. The powerful machine became renowned for its sophisticated mechanics and reliability after numerous wins in more than a decade of races.

Anticipating the rule changes stipulated by the ACF for the 1926 season—a requirement for motors to have a maximum capacity of 1.5 liters—Delage

chief engineer Albert Lory designed a straight-eight, 1.5-liter, supercharged, dual overhead camshaft engine. This Delage Type 15-S-8, often called the Type 1500, had a remarkable season and continued its domination of the track through 1927, winning the penultimate World Construction Championship title.

Almost a decade later, British driver Dick Seaman was still winning races with a Type 15-S-8, inspiring Prince Chula Chakrabongse of Siam (present-day Thailand) to purchase the grand prix car



for his cousin, Prince Bira. Prince Chula acquired all remaining chassis and commissioned Lory to design two new chassis featuring the latest technology in independent front-wheel suspension—resulting in two 1936 Delage Type 15-S-8 chassis based on the 1927 model: chassis numbers 5 and the Mullin 6. Chassis 6 remained unfinished as Bira's backup chassis until English racecar driver Reg Parnell completed it in 1946, giving it a body and a Delage straight-eight engine like that of Chassis 5.

In 1949 Chassis 6's blower was replaced with a Wade supercharger. Unfortunately the supercharger proved too powerful for the chassis, and all original Delage engines used in the project were destroyed. Walker replaced the Delage engine with a raucous two-stage supercharged E-Type ERA engine, creating the beast now known as the Delage ERA.

**Chassis 6 was commissioned in 1936 by Prince Chula Chakrabongse of Siam (present-day Thailand) as a gift for his cousin, Prince Bira.**

In 1936 Giulio Ramponi contacted the Delage factory on behalf of Prince Chula to commission Albert Lory to design two new Type 15-S-8 chassis. Lory had the chassis, designated chassis 5 and 6, fabricated by Rubery Owen in England. Chassis 5 was raced by Prince Bira while Chassis 6 was left unfinished.

Chassis 6 was sold to English racecar driver Reg Parnell in 1939. Parnell completed Chassis 6 in 1946, giving it a body and a Delage straight-eight engine.

Rob Walker, owner of the Rob Walker Racing Team, purchased Chassis 6 in 1949 for competition purposes. In 1950 he commissioned Freddie Dixon to get the car in running condition. Unfortunately, Dixon replaced the car's blower with a Wade supercharger, and the result was irreparable damage to every Delage engine used in the car. The Delage engine was replaced by a two-stage

supercharged E-Type ERA engine, which he later claimed was the most difficult engine he ever worked with.

Walker campaigned the car successfully for three years before selling it in 1954. It passed to Alan Burnard, who drove it for a short time before selling it again, at which point it went through a succession of owners: Jack Goodhew, Ian Kerr, R. W. Potter, Patrick Lindsay, Anthony Mayman, and Bruce Spollon. Peter Mullin acquired the car in 2006.





PROFILE

Coachbuilder	Factory
Chassis number	6
Profile type	Grand Prix
Body type	Grand Prix
Acceleration	0
Top Speed	240

## BODY | CHASSIS

<b>Front brakes type</b>	Lockheed hydraulic
<b>Rear brakes type</b>	Lockheed hydraulic
<b>Front suspension type</b>	Independent transverse semielliptical springs and hydraulic lever-action shock absorbers
<b>Rear suspension type</b>	Live axle with semielliptical leaf springs, trailing arms, and hydraulic lever-action shock absorbers
<b>Length</b>	13' 1"
<b>Height (Ground line to highest roof)</b>	3' 7"
<b>Width</b>	5' 11"

## ENGINE

<b>Type</b>	Inline - Two-stage, supercharged E-type ERA engine
<b>Displacement</b>	0
<b>Distribution</b>	Supercharged
<b>Engine capacity &amp; output</b>	unavailable
<b>Gearbox</b>	Manual
<b>Number of gears</b>	4
<b>Overdrive</b>	0





