



DELAHAYE TYPE 135CS

Grand Prix 1936





A Fine Machine

There are some cars destined to live peaceful, pampered lives. Others have a more hazardous existence— competing, racing, crashing, and competing again.

—Richard Adatto

The Type 135 was the first model in Delahaye's superluxe line after its merger with luxury car manufacturer Delage. The new aesthetic and caliber of machinery was on par with the finest producers of the era. Though the low-slung chassis were destined to wear some of the finest coachwork of the era, they were also impeccably balanced masters of the

track, holding true to the company's age old motto: Solid as a Delahaye.

While other manufacturers were producing hundreds of racing cars, Delahaye made its mark with only a few. Before the outbreak of World War II, the company had broken more than eighteen world and international class records and won numerous grand prix. The Type 135 made the Delahaye name famous, enjoying great success on the racetrack and at the fashionable concours d'élégance. It came in several models,



ranging from the glorious Type 135M—bodied by streamlining sensation Joseph Figoni—to the 135CS racecar, of which fourteen were manufactured in 1936.

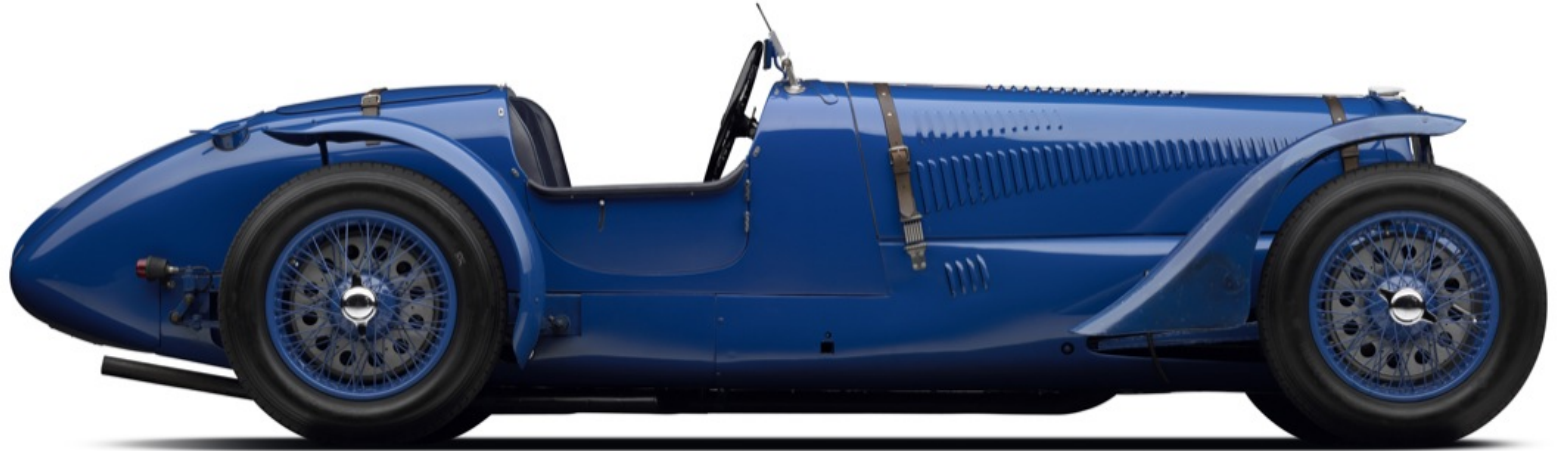
The Mullin Delahaye Type 135CS raced an enormous amount notably taking first place at the 1938 Le Mans Grand Prix and numerous awards on the Australian circuit after 1938. It is amazing that it has survived to retirement! After eight owners, dozens of races, numerous crashes and a slight searing after its transportation truck caught fire, it is still in action today.

In 1936 Delahaye built twenty-five low chassis that were badged Type 135S (surbaissé), including an estimated fourteen short chassis Type 135CSs (Compétition Spécials), of which this is one.

Privateersman Henri Toulouse ordered the car to compete in the 1936 racing season; he won the Grand Prix de Marseilles and finished second at the French Grand Prix before crashing badly at the Grand Prix de La Marne. The car's next owner, Eugène Chaboud, raced it at the 1937 Grand Prix de Tunisie and the Grand Prix de Bône in Algeria, and with Jean Trémoulet achieved notable success in the Automobile Club of France, Marne, and Antwerp Grands Prix. In 1938 the car was driven to outright victory at the 24 Hours of Le Mans race. Just three weeks later, Trémoulet crashed it at the Total 24 Hours of Spa race in Belgium. While he received only minor injuries, the car was significantly damaged.

An Australian, John Snow, purchased the car in late 1938. He restored it and competed at Brooklands, an English track

near Surrey, and Le Mans. In 1939 it was shipped to Australia, where various owners competed with it at the Bathurst road race and the Australian Grand Prix over the course of the next decade. At one point, the car was damaged in a truck fire, and it changed hands several times before being purchased by Ian Polson, a British car collector who carefully restored it to its original configuration in 1968. Polson sold the Delahaye in 1994 to John Ruston. Peter Mullin purchased the car in 1999 and has enjoyed piloting it at numerous vintage racing events ever since.



PROFILE

Coachbuilder	Factory
Chassis number	47190
Profile type	Grand Prix
Body type	Grand Prix
Number made	14
Acceleration	0
Top Speed	200

BODY | CHASSIS

Front brakes type	Cable-operated drum
Rear brakes type	Cable-operated drum
Front suspension type	Independent transverse leaf springs with upper control arms and lever-action shock absorbers
Rear suspension type	Live axle with semielliptical leaf springs and lever-action shock absorbers
Length	13' 6"
Height (Ground line to highest roof)	3' 11"
Width	6'

ENGINE

Engine number	103492B84
Type	Inline
Number of cylinders	6
Displacement	3557
BHP at 4300 RPM	160
Gearbox	Cotal pre-selector
Number of gears	4
Overdrive	0



