



1936

DELAHAYE 135

Compétition Spéciale

1936 **DELAHAYE 135** *Compétition Spéciale*

- One of very few surviving 135CSs in existence; impeccably-preserved with complete original competition coachwork
- Believed to be the only 135CS to retain its original electron gearbox
- Chassis 135/47186, delivered new to chocolatier Jacques Menier, campaigned by driver Philippe Maillard-Brune for his privateer Équipe Menier with competition history in the 1936 and 1937 French GP seasons for sports cars
- Post-war appearances with René Cotton at the 1952 Mille Miglia and Monaco Grand Prix, where in the one-off sports car race, the now 16-year-old 135CS finished in an amazing eighth overall
- Preserved for decades in the French collection of Serge Pozzoli, and later with renowned collectors Abba Kogan and Lord Anthony Bamford
- Recent appearances in the 2020 and 2021 Mille Miglia and the 2021 Goodwood Revival - race or rally ready with current papers, eligible for the world's greatest events





CHASSIS DELAHAY

TYPE 135 S

N°

47186

10, Rue du Banquier - PARIS



WE are delighted to offer an outstandingly original competition Delahaye with brilliant period history – an epitome of the pre-war French sports car ideal, fit to stir even Anglo-Saxon hearts.

A true survivor with complete original coachwork, this Delahaye 135 *Compétition Spéciale* retains a precious fabric of originality. To look upon the many romantic photos of her early competition history, is to marvel that she remains so unaltered.

CHASSIS

135/47186 was ordered new in 1936 by Jacques Menier, scion of the famous Menier chocolatiers. From the family's eight castles, including the superb *Château de Chenonceau*, Menier sponsored his own racing *Équipe* – ordering this Delahaye in the decisive year the *Automobile Club de France* ran its Grand Prix for sports cars not single-seaters.

The 135CS was a true all-rounder, sporting a torquely 3.6 litre straight six, in a lighter box section chassis with independent front suspension. Soundly engineered, its reliability positioned the cars to profit from others' misfortunes. Deeply beautiful coachwork promised Gallic chivalry *à très grande vitesse*.











CHAMPAGNE
SAINT-HUBERT
SOCIETE DE PRODUCTEURS DES GRANDS CUVES

BOUGIE CHAMPION

LE PHARE CIBIE

DUNLOP
S' RAPHAEL

FERRON



ÉQUIPE MENIER

Piloted by Menier's driver Philippe Maillard-Brune, 47186 appeared in the premier French events of 1936, including the GP de l'Automobile Club de France, the GP de la Marne and the 3 Heures de Marseille. A general strike amongst the French working class saw the 1936 Le Mans cancelled and the Équipe Menier entry came to nought, and probably due to this unrest, Menier wound up the team and the Delahaye moved on.

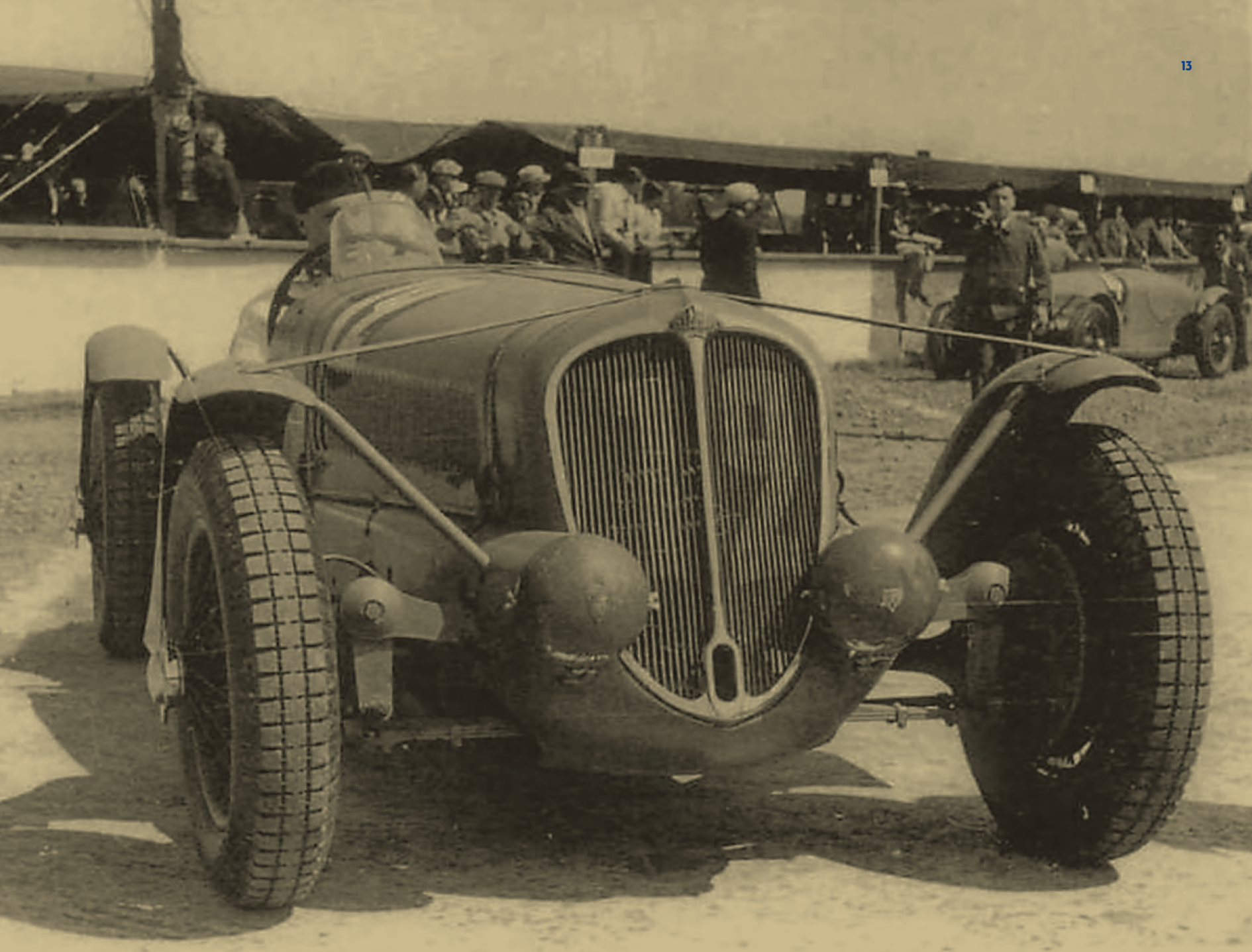




ÉQUIPE MENIER CAMPAIGNED THE CAR AS FOLLOWS:

- 24th May 1936, *3 Hours Marseille*, race number 12, finished 6th
- June 1936, *24 Hours Le Mans* (entered but event cancelled due to strikes)
- 28th June 1936, *GP L'ACF Montlhéry*, race number 40, DNF
- 5th July 1936, *GP de Marne Reims*, race number 38, finished 9th
- 21st Feb 1937, *GP Pau*, race number 20, finished 8th









RENÉ COTTON

Acquired post-war by René Cotton, she began a remarkable second racing life, namely competing on nearly equal terms with much more modern machinery. Almost inconceivably, in the one-off sports car race for the 1952 Monaco Grand Prix, the now-16 year old 135CS ran to an amazing eighth place, pipped only by five of the latest 225S Ferraris, a C-Type Jaguar, and nipping at the heels of young Peter Collins in a DB3 Aston.

UNDER Cotton's stewardship, she raced in the 1952 Mille Miglia, the Liège-Rome-Liège Rally and a few other events. A highly accomplished racer, Cotton contested five Le Mans in the late fifties, and went on to lead the Citroën rally team.





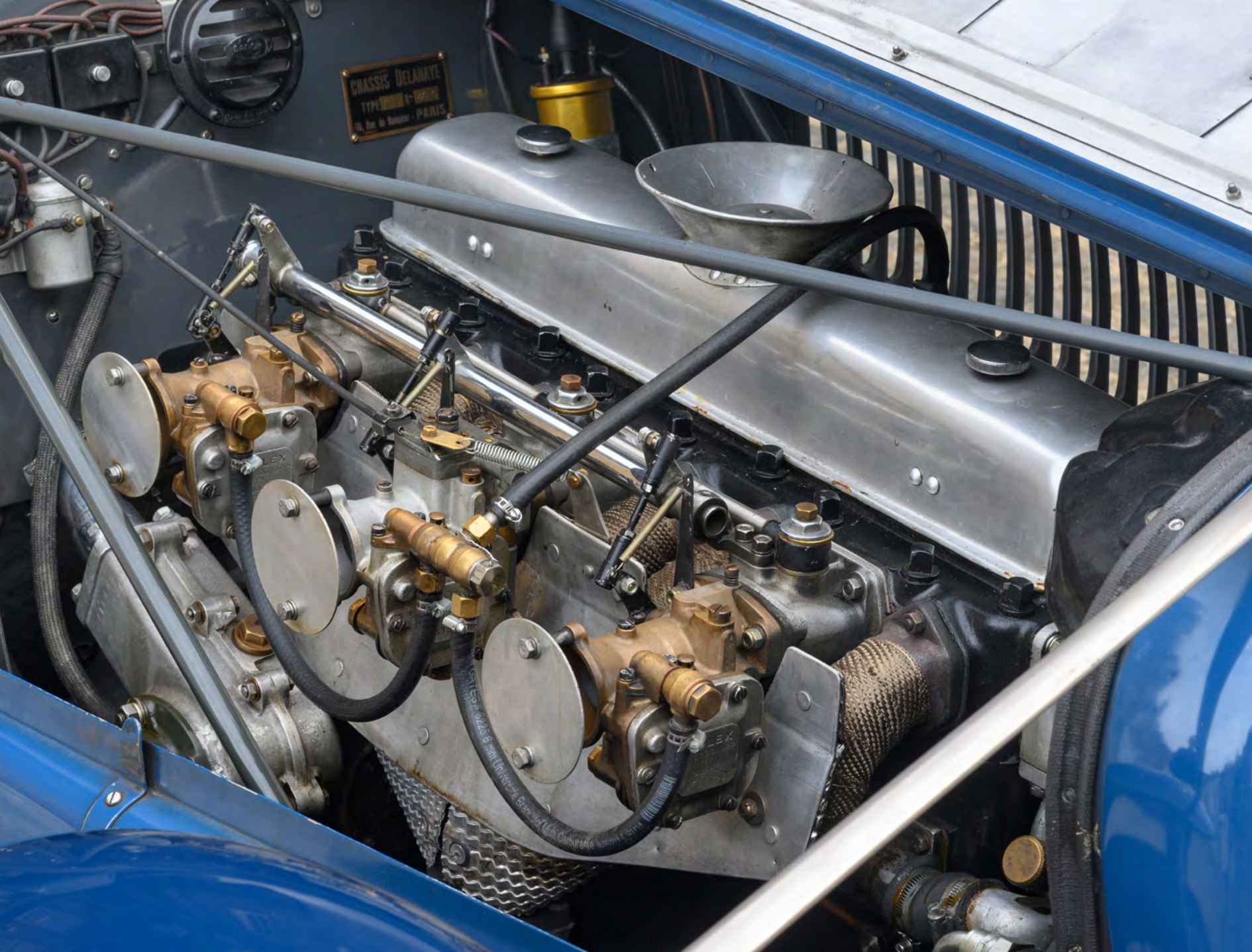








THEREAFTER a line of equally heroic preservationists saved this outstanding Delahaye for posterity. For well over thirty years, she remained in the French museum of Serge Pozzoli (pictured here next to the car in fur collar), later passing to renowned collectors Abba Kogan and Lord Anthony Bamford, who undertook a sympathetic restoration.

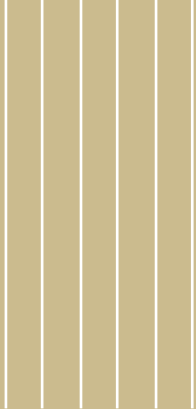


CHASSIS DELAHAYE
TYPE 1000 cc - 1000 cc
10, Rue de Valenciennes - PARIS

GALES 9/20 30 mm Universale Standard
Carburateur

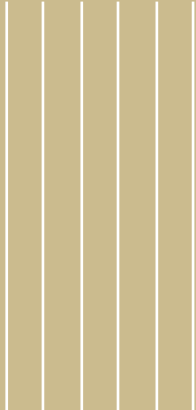






A highly eligible entrant for the world's best historic racing events, this 135CS is supplied race ready with current FIVA ID and HTP papers. Fastidiously prepared under current ownership, she recently appeared in the 2020 and 2021 Mille Miglia and 2021 Goodwood Revival.

An opportunity to acquire likely the best-preserved 135CS in existence, one of the most beautiful and capable sports cars of a heroic era – *tout simplement, merveilleux!*



1936

Used to launch the model at Monthléry

Bought new from the factory by **Jacques Menier**, registered 9552 QU4 and campaigned as part of his Équipe

Entered for Le Mans but race cancelled

3 principal events at Marseille – finishing 6th, Monthléry – DNF and Reims – finishing 9th

1937

Further race at Pau – finishing 8th

1938

January – sold back to the factory

Sold to **Dr E. Dinoire** of Paris and re-registered 5249 RLA

1951

Bought by **Rene Cotton** and re-registered 9658 U75

TIMELINE FOR CHASSIS 47186

1952

Cotton competes in the Mille Miglia, Liege-Rome-Liege, Monthéry and the Monaco Grand Prix

1959

Bought by French collector **Serge Pozzoli** who would own it for 35 years, using it in historic racing and rallies

1994

Sold at auction following Pozzoli's death and bought by **Abraham Kogan**

2005

Purchased by **Richard Procter**

2013

Purchased by **Lord Anthony Bamford**





FISKENS

14 Queens Gate Place Mews

London SW7 5BQ

+44 (0)20 7584 3503

cars@fiskens.com

www.fiskens.com