



DELAGÉ D6-3L

1946





Hide-and-Seek

A Delage D6-3L that took second place in the 1949 24 Hours of Le Mans was considered lost until a curious owner went in search of his unusual-bodied Delage's forgotten heritage.

In 1965 Boston native Peter Viner purchased a peculiar-looking, three-liter Delage with an aluminum body that sported distinctive streamlined tail fins. Viner believed that this bizarre coupe disguised the long-lost D6 chassis driven by the Delage race team in the winning 1946 and 1947 seasons. After much research,

his speculations were confirmed by several authorities, including marque specialist François Jolly. Peter Viner had found Henri Louveau's Chassis 880004.

Racing returned to France in 1946 at the end of World War II. Louis Delage's successor, Walter Watney, was ready at the track with five Type D6-3L racecars. The powerful vehicles capable of speeds of more than 124 miles per hour successfully raced throughout Europe for the next three years. Of the five Type D6-3L racecars, Chassis 880004 campaigned



most frequently. It was purchased in 1947 by Henri Louveau, who drove the car to several victories, including a second-place finish at both Le Mans and the Grand Prix of Spa-Francorchamps in 1949.

In 1953 the car transferred to Jacques Nollé, who had it rebodied as the unusual coupé acquired by Viner. Through the years its history was lost until Viner unearthed its story. Not long after purchasing the car in 1995, Peter Mullin restored it to its original 1947 racing configuration by Auto Classique Touraine in Tours, France. The Delage two-seater, cloaked in Gallic blue, returned to the track in 2002.

Chassis 880004 was purchased in 1947 by racecar driver Henri Louveau, who frequently entered it in competitive events.

In 1950 Louveau put the car up for sale, and it was eventually purchased by Jacques Nollé in 1953. In 1955 Nollé had Chassis 880004 rebodied as a coupé by coachbuilder Pichon-Parat, but afterward Nollé had difficulty registering the car for racing. He sold it to Richard Gallagher, an American serviceman stationed in France. Gallagher later sold the Type D6-3L to another American soldier, Peter Viner, who eventually brought the car home with him to the United States. It was kept on the East Coast for many years until 1995, when Peter Mullin purchased it and had it restored to its original 1947 racing configuration by Auto Classique Touraine in Tours, France, in 2002. Chassis 880004 is now owned by the Mullin Automotive Museum.



PROFILE

Coachbuilder	Unknown
Chassis number	880004
Profile type	Grand Prix
Body type	Grand Prix
Number made	5
Acceleration	0
Top Speed	130

BODY | CHASSIS

Front brakes type	Cable-operated; ventilated
Rear brakes type	Cable-operated; ventilated
Front suspension type	Transverse leaf spring with trailing arms and friction shock absorbers
Rear suspension type	Live axle with semielliptical leaf springs and friction shock absorbers
Length	15' 1"
Height (Ground line to highest roof)	3' 11"
Width	5' 8"

ENGINE

Type	Inline
Number of cylinders	6
Displacement	2988
Distribution	Supercharged
BHP at 5300 RPM	142
Number of gears	4
Overdrive	0



