



DELAHAYE 135M

1938





### The Star of India

**Renowned coachbuilder Joseph Figoni first sculpted the streamlined lines and arcs known as “the French curve” and “the double curve” on the Delahaye Type 135.**

For today’s automotive enthusiast, the name Delahaye conjures images of the low, sweeping chassis that were the epitome of the streamlined designs fueling the Art Deco movement.

This Delahaye is one of three surviving vehicles that bear the fluid Figoni body shapes that drew raves during the 1936

Paris Auto Salon. The curved arcs of the fenders established the standard for the “French curves” that are considered a signature characteristic of streamlined automobiles from the 1930s. Indicative of the Art Deco movement’s fascination with the machine and flight, Figoni’s designs were inspired by aviation, particularly by René Couzinet’s Arc-en-Ciel (“Rainbow”) plane. The shape of the pontoon covers on the landing gear of Couzinet’s plane are distinctly mirrored in the Type 135’s voluptuous fenders.



This Type 135M, chassis 49150, is known to some as The Star of India. It was commissioned by explorer and businessman Casimir Jourde, a personal friend of Figoni's and devotee of streamline styling. Jourde owned several Figoni vehicles that he had shipped to India for use during his long travels. In 1939 chassis 49150 was shipped to Bombay (present-day Mumbai), where it caused quite a stir and was eventually sold to Prince de Berae Mukarran Jah. It was rediscovered in 1982 sitting on wooden blocks in a garden shed in Jodhpur. After a complete restoration, The Star of India has returned to its former grandeur and remains one of the shining centerpieces of the Mullin Automotive Collection.

**Casimir Jourde ordered this Delahaye in 1937.**

Painted red, it was one of eleven cars built for Figoni et Falaschi's Paris Auto Salon between 1936 and 1939. In 1939 the car was shipped to Bombay (present-day Mumbai), where Jourde had business interests. Prince de Berae Mukarran Jah purchased Jourde's Delahaye and added it to his collection. Years later the car was sold to an unknown buyer and disappeared. When it was rediscovered in 1982, it was sitting on wooden blocks in a garden shed in Jodhpur. An English dealer bought it in the mid-1980s, disassembled it, and shipped it in crates to England, where it underwent a complete restoration. The original front-end coachwork had been changed in India, where—according to Claude Figoni, son of Joseph Figoni and curator of the Figoni Archives—the flush-mounted headlights were removed and replaced with externally mounted Marchal lights. Because the English dealer did not realize that alterations had been made, the car was mistakenly restored as found. The interior was also redone with the help of vintage photographs supplied

by the Figoni Archives. Peter Mullin purchased the car after it competed in the 1992 Pebble Beach Concours d'Élégance and returned to its original configuration, with recessed headlights and properly faired-in taillights. This automobile is now owned by the Mullin Automotive Museum.



## PROFILE

<b>Coachbuilder</b>	Figoni and Falaschi
<b>Chassis number</b>	49150
<b>Profile type</b>	Touring
<b>Body type</b>	Cabriolet
<b>Number made</b>	9th of 11
<b>Production span</b>	1936-1939
<b>Acceleration</b>	0
<b>Top Speed</b>	175

## BODY | CHASSIS

<b>Front brakes type</b>	Cable-operated
<b>Rear brakes type</b>	Cable-operated
<b>Front suspension type</b>	Independent transverse leaf spring with upper control arms and lever action shock absorbers.
<b>Rear suspension type</b>	Live axle with semi-elliptical leaf springs and lever action shock absorbers
<b>Length</b>	16' 5"
<b>Height (Ground line to highest roof)</b>	4' 4"
<b>Wheelbase</b>	10' 6"

## ENGINE

<b>Engine number</b>	49150
<b>Type</b>	Inline
<b>Number of cylinders</b>	6
<b>Displacement</b>	3557
<b>Distribution</b>	Overhead valves
<b>BHP at 4000 RPM</b>	130
<b>Gearbox</b>	Cotal pre-selector
<b>Number of gears</b>	4
<b>Overdrive</b>	0







