

THE MULLIN AUTOMOTIVE MUSEUM



BY RON VERSCHOOR

A visit to the Mullin Automotive Museum is always a treat, with featured themes changing the cars that are displayed. All Classic French marques are represented: Delage, Delahaye, Hispano-Suiza, Renault, Talbot-Lago, and of course, Bugatti, by far the most prevalent marque here. There are road cars and race cars, the Schlumpf Reserve cars, automotive art and non-automotive artifacts including Bugatti sculpture and furniture.

French coachbuilders represented include Figoni & Falaschi, Vanvooren, Chapron, Kellner, Pourtout, de Villars, Million-Guier and Saoutchik. The Bugatti Type 64 display explores the "What if?" dimension of >>>

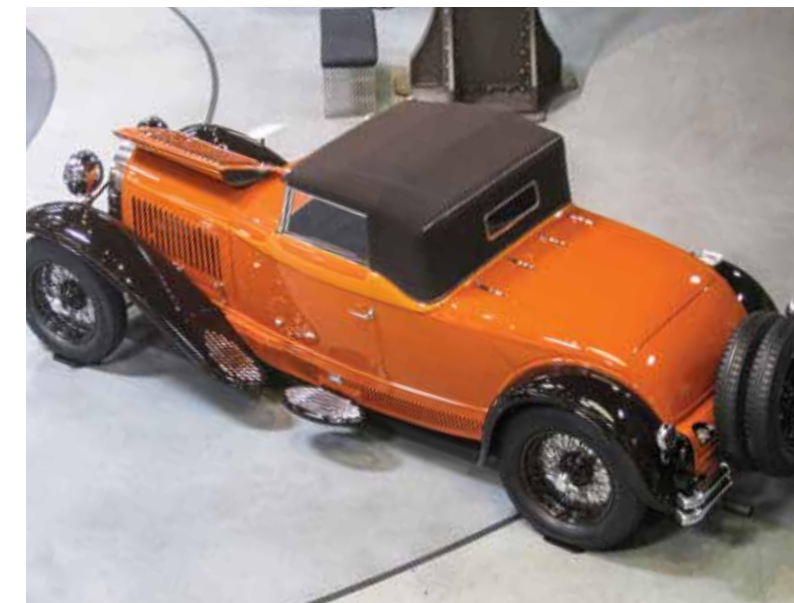


Photos This Page > CLOCKWISE FROM TOP:

1. A pair of Delahaye 145s with the Eiffel Tower advertising Citroen
2. Delahaye 165 Cabriolet, Figoni & Falaschi
3. 1936 Avions Voisin C28 Clairiere Berline
4. 1934 Voisin C27 Gran Sport Cabriolet, Figoni

Photos Opposite Page > CLOCKWISE FROM TOP:

1. Exterior of the Mullin Automotive Museum
2. The main floor of the Mullin Automotive Museum
3. 1937 Talbot-Lago T150 C-SS, Figoni & Falaschi, originally owned by Woolf Barnato
4. Hispano-Suiza J12 with Vanvooren coachwork



Photos This Page > CLOCKWISE FROM TOP:
 1. 1939 Bugatti Type 64 Coupe carrying coachwork designed by Stewart Reed
 2. 1939 Bugatti Type 64 coachwork buck
 3. Type 64 chassis in 2007 at Art Center College of Design

Photos Opposite Page > CLOCKWISE FROM TOP:
 1. 1936 Bugatti Type 57SC Atlantic
 2. T57SC Atlantic in art form
 3. 1930 Bugatti Type 46 Cabriolet, de Villars
 4. 1939 Bugatti Type 57C Atalante, the last Type 57 built
 5. 1922 Renault Type JV Phaeton Landaulet, Kellner

coachbuilding. The Type 64 Bugatti was the successor to the famed Type 57 and chassis number 64002, never fitted with coachwork, has been part of the Mullin collection since 2003.

The chassis is made of Duralumin, a lightweight aluminum alloy, promising light weight and the latest technology of the period.

But what coachwork would be worthy of this advanced platform? I first saw this chassis in 2002 when it was displayed at the Pebble Beach Concours d'Elegance as part of Class X: Vintage and Classic Chassis where it was recognized with the Co-Chairmen's Trophy. In July of 2007, the chassis was housed at Art Center College of

Design in Pasadena and could be viewed on campus as part of the annual Art Center Car Classic. Coverage of that event appeared in the *Side Mount Mirror*, reported as:

One fascinating project centers on a Bugatti chassis. Peter Mullin has displayed a completed Bugatti Type 64 chassis (circa 1939) at the school and challenged a team of students to design a body for it. Drawings and photos of Bugattis from the past line the walls of the studio >>>





Photos > CLOCKWISE
FROM TOP:

1. 1932 Bugatti Type 55
2. 1932 Bugatti Type 55 detail
3. A 1925 Bugatti Type 35C Grand Prix leads a row of racing Bugattis
4. A display of Lalique mascots

for inspiration. The students then translate their own interpretations into clay models as part of their curriculum.

Stewart Reed Design was ultimately responsible for the creation of a removable body for the chassis, the design inspired by, and an evolution of, the Type 57 Atlantic. That car, chassis number 57374 is surely the crown jewel of the collection

and the Type 64 design makes for a worthy successor.

Any automotive enthusiast could spend hours here but I believe the Museum has equal appeal to those less enamored with motorcars. The grandeur of the setting, replicating a period French auto salon, the non-automotive art and the excellent presentation of history can be appreciated by anyone. I

suggest this location as an entry point to friends and associates who may be potential CCA members. It is the ideal location to illustrate all that is special about The Classic Era.

P.S. The word is out: Peter Mullin is planning another museum in London, England. Stay tuned.

FOR MUSEUM INFORMATION, HOURS OF OPERATION AND TICKETS, VISIT
MULLINAUTOMOTIVEMUSEUM.COM