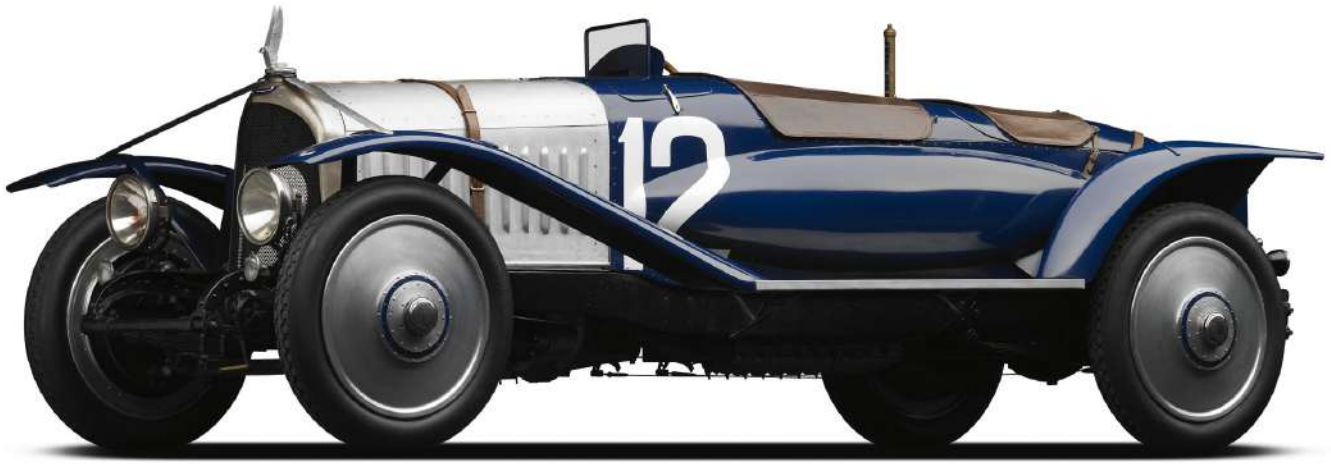
MULLIN
AUTOMOTIVE MUSEUM

VOISIN TYPE C3 S

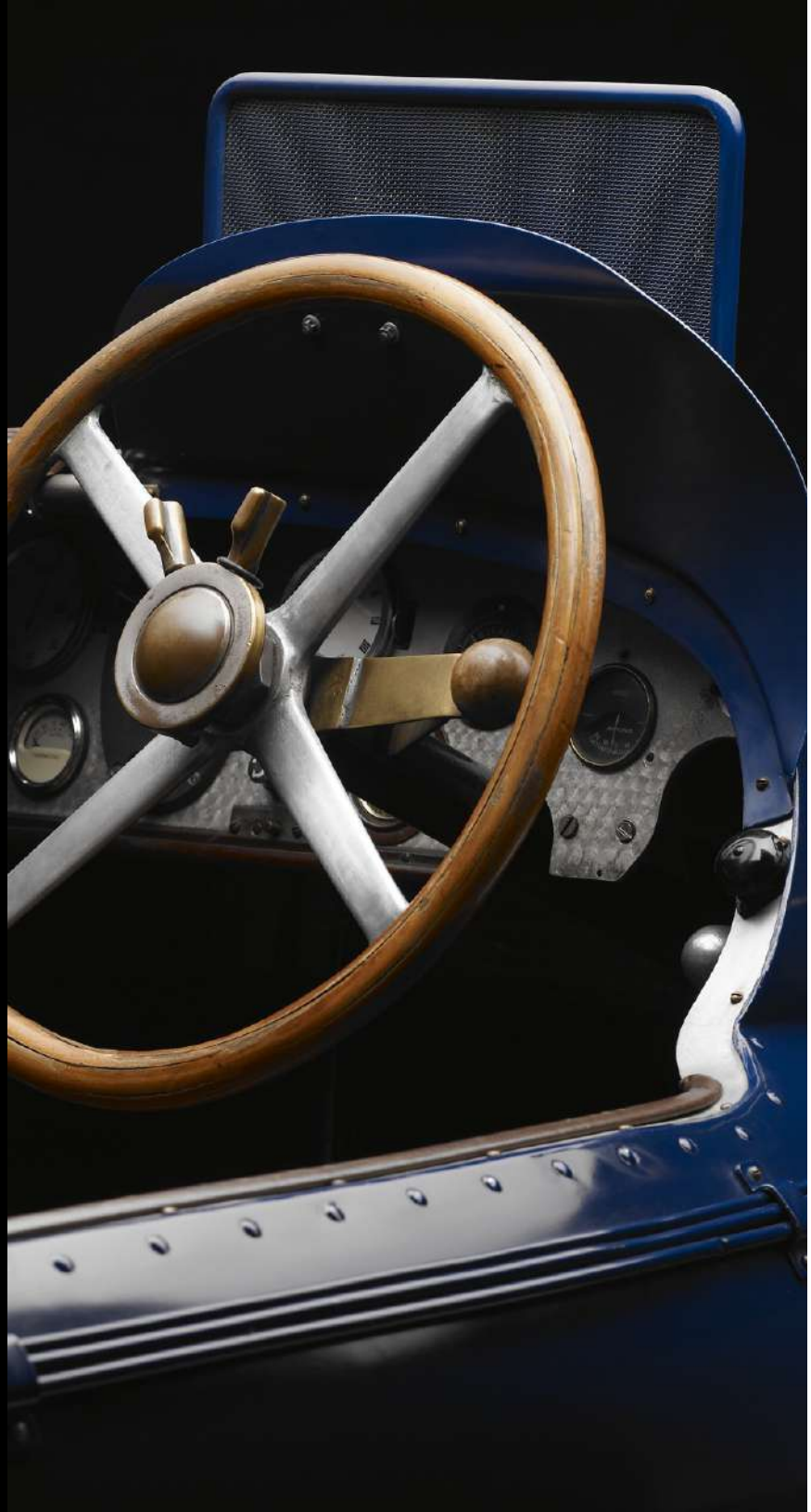
Grand Prix 1922



The Strasbourg Grand Prix

Voisin's Type C3 S racecar
Gabriel Voisin first achieved notoriety on the track with the Type C3 S—whose wind- and regulation-bending coachwork famously swept the podium at the 1922 Grand Prix du Tourisme in Strasbourg.

Building upon his aviation experience, Voisin crafted a narrow torpédo shape reminiscent of airplane bodies, with an engine block that was anchored in a low, forward position on the chassis. Voisin believed that this configuration balanced the car by placing the center of gravity—the heaviest portion of the vehicle—in front of the center of aerodynamic pressure. This distribution allowed the car to slip through the air pressure created by the car's speed and to resist turbulent lateral forces. The effect was increased handling, functionality, and safety at speed. To achieve this aerodynamic form, Voisin outwitted the Automobile Club de France's regulations requiring a minimum width of 1.30 meters for the body. To meet the width requirement, he added streamlined running boards that extended beyond the

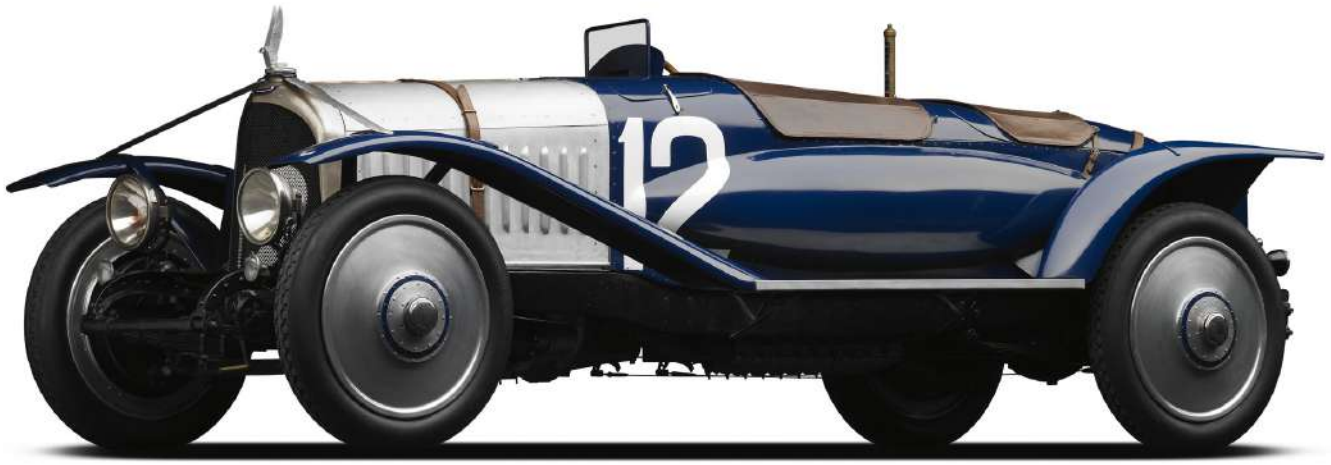


body—an innovative trick that caused a scandal.

According to French Voisin expert Philippe Moch, this car in is a partial re-creation of the Strasbourg Type C3 S racecar built on a Voisin Type C3 chassis, which became a C5 chassis (Chassis 2718). The chassis is reported to be that of Car 12, driven at Strasbourg by Henri Rougier, while the body is new. The decision to re-create the car was made in light of the fact that all originals had been destroyed, and the fervent desire to honor the Type C3 S and its place in automotive history.

Chassis 2718 was re-created by Voisin marque expert Phillipe Moch from a Type C5 chassis that had been modified earlier from a Type C3 S chassis.

The car was acquired by the Mullin Automotive Museum in 2009.



PROFILE

Coachbuilder	Recreation by Philipp Moch
Chassis number	2718
Body type	Grand Prix
Number made	90
Acceleration	0
Top Speed	unavailable

BODY | CHASSIS

Front brakes type	Drum
Rear brakes type	Drum
Front suspension type	Solid axle with semielliptical leaf springs with friction shock absorbers
Rear suspension type	Live axle with semielliptical leaf springs and friction shock absorber
Length	14' 8"
Height (Ground line to highest roof)	4' 10"
Width	5' 9"

ENGINE

Engine number	2624
Type	Inline
Number of cylinders	4
Displacement	3969
Distribution	Knight sleeve-valves
BHP at 3600 RPM	120
Gearbox	Manual
Number of gears	3
Overdrive	0


S.A. APPAREILS J.E. MALIVERT. PARIS
Ste S.G.D.G.
FRANCE & ETRANGER
AVIONS VOISIN
MOTEUR
N°
CIRCULATION D'HUILE

MULLIN
AUTOMOTIVE MUSEUM