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**21** The unrestored 1927 Voisin C11 *Lumineuse* on offer with Swiss dealer Christoph Grohe

**22** The car is complete and in remarkably good condition

**23** Barring a little wear on the driver's seat, the Art Déco interior fabric is in an excellent state of preservation

**24** The 2.3-litre, six-cylinder sleeve valve engine is not seized

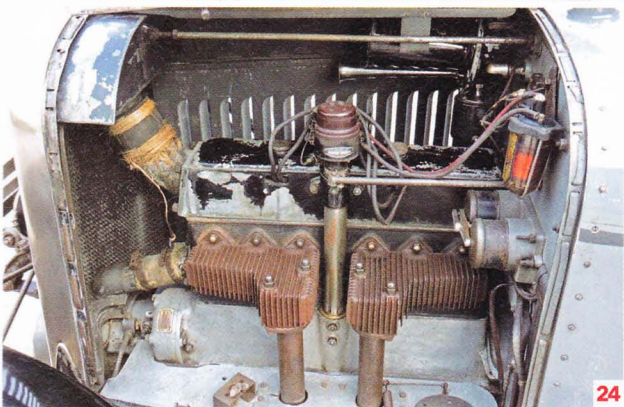
**25** The chassis number was apparently chalked on the underside of the bonnet when the car returned to the factory for refinishing. It corresponds to a late-1927 build date



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## VOISIN C11

It is not every day an unrestored Voisin turns up, but Swiss dealer Christoph Grohe wowed the cognoscenti at *Rétromobile* by displaying the untouched 1927 C11 *Lumineuse* you see here. Christoph, you may remember, scored a similar coup two years ago with the unrestored C7 *Lumineuse* which had belonged originally to Le Corbusier. That car was sold to a well-known British architect and is now nearing the end of a meticulous restoration.

The C11 is in rather better condition and is a prime candidate for careful conservation by its next custodian. The last owner was a collector with a penchant for Vintage machinery, and the Voisin has been hidden

away, gathering dust with a few other old French cars since it was last used in 1967.

The 2326cc, sleeve-valve-engined C11, launched in 1926, was Voisin's first production six-cylinder car and, with around 2000 built, one of the most popular. The chassis was offered with the usual bewildering array of factory coachwork, this example wearing a 'Charteorum' two-door, four-light body. The chassis number is 26168 and the engine number 26188, indicating it is almost certainly the original engine. Research by Voisin historian Pierre-Michel Aubert has confirmed the car left the factory in late 1927, returning in 1929 or '30 to be cosmetically refreshed, with new pale grey paint and a relatively

restrained sand-coloured interior.

Reports of the C11 have been circulating on the Voisin grapevine for a while, but few people have actually seen it since it was last on the road. Some photographs surfaced around 10 years ago showing the car looking rather sorry for itself and covered in muck. Christoph and his team have done an excellent job of cleaning and tidying the car to bring it up to its present standard, leaving just the mechanical work for the next owner. The engine isn't seized, which is a good start, and with luck any work can be undertaken without disturbing the fabulous patina. Christoph told us he had had lots of interest in the car in Paris, but it had not sold by the Saturday of the show. ■