

SAH Journal

The Society of Automotive Historians, Inc.
Issue 200 September—October 2002



www.autohistory.org.

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The Howard: Elusive in Its Own Time

by Keith Marvin

The decade known as the "Roaring Twenties" was a delight for those who studied cars being made in the United States. Hundreds of thousands of American auto enthusiasts kept abreast of the subject through the ubiquitous publications on automobiles. It was a glorious period, with more than 50 different makes of cars listed on domestic rosters, feature material ranging from Ford and Chevrolet to the more obscure makes such as Kleiber of California and the almost never seen Murray Mac of the Boston area (a sometime product, with as few as one car built in some years and in others none at all!).

They were all listed on various automobile rosters and sometimes only a listing might be found in the car magazines. More frequently, however, most of them would appear as subjects of feature stories, most of them augmented by advertisements. Conspicuous by its absence was the Howard of Detroit.

This wasn't exactly a mystery. For one thing, the Howard was built exclusively for export; for another, its actual period of manufacture was unusually brief, possibly less than a month of activity.

Thus the car was virtually unknown and unpromoted stateside, although Cuba appears to have been a viable marketplace. It was there that a full page ad ran in the February 1928 issue of *El Automóvil Americano*, a popular periodical similar to MoToR and having a solid circulation in Havana and its environs. The ad included a sketch of the Howard, shown here, and was targeted to anyone interested in taking on a Howard franchise in Cuba. Whether the Howard was to be exported elsewhere is debatable.

Its designer was J. Howard Rees, who used his middle name for the car, not unlike David D. Buick who had used his on the ill-fated Dunbar five years earlier. Rees was no stranger to the automobile business. In 1921 he attempted to introduce his Rees four-

Se anuncia el

HOWARD



Proyectado, construido y vendido por una organización intimamente asociada de los concesionarios y representantes que se hallan a miles o a millares de kilómetros de la fábrica, el Howard comprende todos esos requisitos que se requieren para establecer un negocio honorable, permanente y lucrativo.

Modelos de seis y de ocho cilindros, provistos de motores poderosos y económicos de 15 a 30 HP, según la fórmula oficial de la R.A.C., que desarrollan una potencia efectiva de 30 a 100 HP.—Frenos en las cuatro ruedas, remaches extra grandes.—Ajuste completo de ejes de carrocería de construcción normal y a la orden—elección a colores de carrocería, a tapicería de tela o de cuero, a tipos de ruedas, a iluminaciones de rueda y dirección completa sujeta a las especificaciones de los mismos concesionarios.—Escala de precios—de \$600.00 a \$2200.00.

El Howard, construido especialmente para los requisitos del extranjero, se vende únicamente en el extranjero.—Se envían de la manera y en la fecha en que los pide el concesionario o representante.

Los concesionarios y representantes del Howard tienen la gran ventaja de contar con un arreglo de ventas sobre una base cooperativa muy eficiente: automóviles cuando los necesitan—automóviles equipados como ellos mismo lo indican—y todo apoyado sobre un método de anuncio de fábrica muy inteligente y productivo y un método de financiación al por mayor y al por menor muy acertado.

Nos quedan todavía algunos territorios disponibles—quizás el suyo este disponible en estos momentos.—Por carta o por telegrama pidamos información completa sobre nuestros productos. La representación del Howard es su gran oportunidad.

Howard Motors Corporation
DETROIT, MICHIGAN, E. U. A.
Dirección telegráfica: ARDCO, Detroit

148 EL AUTOMÓVIL AMERICANO

continued on page 6



Thomas S. Jakups, Editor

Happy 200th

tle or nothing is known; and to share this information with all members via this and other publications.”

The newsletter was a direct result of a questionnaire sent out to about 75 people who were known to have an interest in the preservation of automotive history. Enclosed with it was an application for membership.

In that first newsletter it was suggested that readers planning to attend the fall Hershey Meet gather to discuss such issues as whether to incorporate as a non-profit group or remain a loose sort of organization; if it was time to elect officers; and whether the Society should encourage a large membership or remain a small association.

That housekeeping aside, the issue contained a listing of house organs, a term the editors called “a clumsy designation for a periodical published by an industrial organization for promotional purposes.”

It also listed some monographs on specific makes which had been pub-

lished in obscure periodicals along with a call to publicize others.

There were letters from readers—in this case comments from people who had filled out the questionnaire—as well as the first Billboard items, provided by Dick Brigham. Finally, there was a call for articles.

Today, 199 issues after that first newsletter was published for an association with no members, the Society of Automotive Historians has over 900 members worldwide. It publishes the *Journal* and the *Automotive History Review* and hosts www.autohistory.org. It has sponsored four History Conferences and seven European Meetings and holds an Annual Dinner and Awards Banquet at Hershey. It conducts a silent auction of automotive literature each year. (See this year's form enclosed with this newsletter.)

All in all a wonderful legacy for two gentleman who saw a need and did something about it. Here's to another 100 issues of the *SAH Journal*.

—Tom Jakups

It was 33 years ago this month that Richard G. Brigham, “who had the necessary printing equipment and a little paper,” and G. Marshall Naul, “who had the price of the postage on hand,” published the first newsletter of The Society of Automotive Historians. On its front page, the object of the Society was stated as, “the preservation of automotive history; to rectify as far as possible the errors in existing compilations and articles; to explore and record the history of all types of automotive vehicles, especially the many obscure makes of which lit-

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158–194 Sept./Oct. 1995–Sept./Oct. 2001

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**Copy Deadline for Journal 201
October 25th**



Dale K. Wells, President

This month I am beginning to feel like “Mr. Know-it-all,” not because I have all the answers but because the questions coming to me as President would give the impression that members and website visitors must think we in SAH do have all the answers. Here is a sample of questions received recently, and you may find them to be interesting and amusing.

A recent question was, “How do you get to be a historian? Where can one obtain a degree in auto history?” Not knowing of any institution offering such a degree, I advised the inquirer to visit libraries, see the hundreds of volumes written about auto history, check the periodicals on auto subjects and join an antique/vintage car club to read their journals. Of course, I assumed the inquirer was already aware of SAH and would become a member since he had found our email and posted the question.

Incidental to the above question is the fact that a course in auto restoration has been offered for many years at McPherson College in Kansas. In connection with the technical side of their classes, they may touch on various historical details along the way. However, I doubt if the course would make one a historian. Interestingly, this past week I found a newspaper article announcing a restoration course to be offered by Washtenaw Community College in Michigan. The really fascinating aspect of the announcement is that the students will work on cars from the Henry Ford Museum. Sounds like a good deal for both parties.

Detailed technical questions can be overwhelming and probably not within

And the Question Is . . .

the scope of our intended services, i.e., will the transmission from a 1976 Zooper-Dooper half-ton pick up interchange with a 1982 Zooper-Dooper half-ton four-wheel drive? Seems like the local transmission shop or dealer would have the answer for that one.

A more generic question was posed by an inquirer who wanted to know who started the reference term, “suicide doors.” Now that is really a tough one, and if any readers have the answer for it, I for one would enjoy hearing about it. I would guess it was not a manufacturer or dealer, as it admits to a certain danger about the car’s design. More likely it came from an ambulance driver, insurance inspector or policeman.

An interesting recent inquiry was in search of an auto history time-line showing the world development of the industry. Surprisingly, our walking, talking encyclopedia of things automotive, *Kit Foster*, recalled such a time-line had been attempted and was on the internet. I do seem to recall seeing such a document many years ago in one of the club publications, but cannot find an index to locate which club, or which issue.

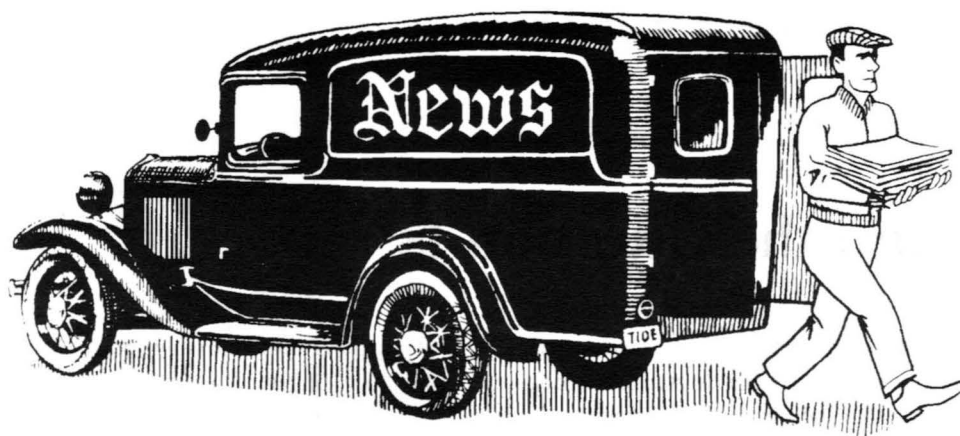
Two common points of reference, pre-war and post-war, brought a question about why we continue to use those phrases, and are they relevant to younger generations who have no strong images or recollections of WW II. Even WW I could be a point of reference in auto history for early cars, but those with personal feelings about the era are quickly disappearing, so hardly anyone around today would think of pre-war or post-war as having any WW I relevance. Now we have the Korean War and the Vietnam War creating strong historic points of reference for many of the younger

generations, so when will it be appropriate to no longer assume pre-war and post-war mean WW II? I see no answers to this one, and suspect writers, collectors and historians will reach a consensus about such phrases as time goes by. Already, musicians refer to ‘50s and ‘60s as reference points, and at car shows I hear the same references with regard to cars. “Muscle cars” is a pretty good reference term for those super-powered cars of the ‘60s and early ‘70s which began to disappear with EPA fuel standards and 55 MPH speed limits.

And finally, in a more contemporary vein, who coined the phrase, “sport utility vehicle” which seems to be the hot spot in today’s car market? The last issue of the Chrysler museum publication, *The Forum*, has an article which states the Jeep Wagoneer was the original SUV. Yes, it was sporty, and it offered a high degree of utility, but the marketing terminology is more recent and must have been coined in the late 1980s, if I had to guess, which would be about the time GM and Ford were both offering a wider variety of that type vehicle.

Many inquirers have a one-time question and are not really interested in broader aspects of auto history. I have thought perhaps a “Question of the Month” column would generate some interesting feedback. We already offer *The Billboard* in each issue of the *Journal*, and perhaps that already serves the purpose, but it does not create discussion or later indicate whether any answers were forthcoming. Any time we can provide information and help to others, we perhaps can recruit new members for SAH, depending upon the depth of their interest and ongoing curiosity.

—Dale Wells



Annual Meeting & Banquet

The 34th SAH Annual Meeting and Awards Banquet will be held on the Friday evening of Hershey weekend, October 11th, at the Hershey Golf Club, 1000 East Derry Road, Hershey, Pennsylvania.

Members and guests will gather for the Powerlite social 2-hour at 6:30 PM and dine at 7:15. The Society's 2002 publication and service awards will be presented after dinner.

Menu for the evening will be the traditional three-entrée Super Six Buffet, with beef, chicken and salmon entrées and all the fixings at the all-inclusive price of \$41.00 per person. Reservations with payment should be made by September 30th to

Kit Foster

SAH Banquet

1102 Long Cove Road

Gales Ferry, CT 06335-1812 USA

(860) 464-6466

To reach the Golf Club from the flea market fields, take Hersheypark Drive east to the end. Turn right, cross over the railroad overpass and turn left at the next stop sign. The Golf Club is the next driveway on the right. Enter via the upper doorway, and walk straight in to the SAH registration table.

Rest Your Feet, Meet a Friend, Recruit a New Member at the History Tent WAY 11-12

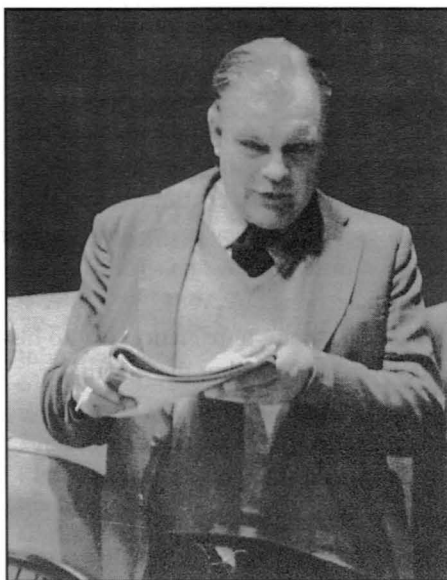
The History Tent will again offer respite, shelter and good company at White Field spaces WAY 11-12. Light refreshments will also be available. Volunteers are need-

ed to staff the tent on Thursday, Friday and Saturday. Please contact hospitality chair *Paul Lashbrook* at (954) 587-5785 or email <lashbrook@mindspring.com> to sign up for a two-hour shift.

Louise Ann Noeth Is SoCal Chapter's Valentine Winner

The Southern California chapter of the Society of Automotive Historians is proud to announce that Louise Ann Noeth is the winner of the fourth annual James Valentine Memorial Award.

Ms. Noeth is the author of *Bonneville Salt Flats*, a comprehensive book that gives the reader an excellent sense of what the pursuit of speed on the salt flats of Utah has meant to competitors over several decades. She was recognized for her efforts at a meeting of the chapter on July 27th at the Justice Brothers Museum in Duarte, California.



Michael Sedgwick

The Valentine Award is presented to the author whose work contributes most to the area of automotive historical research focusing on Southern California. *James Valentine* was a founder of the Southern California chapter of SAH and was an expert on cars manufactured in the area. Entrants are judged on the quality of writing and documentation, originality of research, use of photos and illustrations and connections to Southern California and the western United States.

—Robert G. Ewing

The Michael Sedgwick Memorial Trust

Most people active in automotive history today can point to some specific inspiration that captured their interests, probably at an early age. Ken Purdy's seminal *Kings of the Road* sits on many of our shelves, and most of us spent hours poring through the prolific publications of Floyd Clymer. By the late 1950s, however, enthusiasts began to see a new generation of books and articles, based not so much on fond reminiscence as a sound basis of scholarship. We had been introduced to the encyclopaedic memory and acerbic wit of *Michael Sedgwick*.

A graduate of Oxford and a former schoolteacher, Mr. Sedgwick joined the then Montagu Motor Museum (now Britain's National Motor Museum at Beaulieu) as curator in 1958. Though he left after eight years to pursue a free lance career, he remained on the staff of *Lord Montagu's Veteran and Vintage* magazine for twenty years, and his by-line appeared in most every significant automotive magazine in the world and on the spine of more than a dozen books. Consultant to auctioneers and a popular commentator at car events in the UK, he had instant recall of the most minute details of motor cars, particularly of the period between the world wars.

It was his mentoring to others that is perhaps his most lasting influence. A member of SAH from 1974 and a director 1982–83, he was a compulsive correspondent who answered every letter addressed to him, usually the same day.

This was undertaken with such energy that the page was rife with holes, as every *o*, *p*, *g*, *q*, *d* and *b* was punched clear through. Had his life been longer, he would almost surely have been numbered among the Friends of Automotive History. But history was not so kind, and he was stricken with a fatal heart attack on October 14, 1983, while pounding the typewriter in his garret office.

Mr. Sedgwick's friends and colleagues, however, immediately recognized their loss and within months had organized the Michael Sedgwick Memorial Trust. The purpose of the Trust is to "encourage new and original research into any aspect of motoring history" and to assist such research in reaching the public. To date, the Trust has supported the publication of nearly twenty books and has a number of similar projects in preparation.

The Sedgwick Trust is a UK not-for-profit charitable trust and welcomes contributions to help in its mission of "encouraging new research into motoring history and making the findings available to the public."

The Trust is also continually on the lookout for projects worthy of its support. The Trust itself is not a publisher, but acts as facilitator between author and publisher. Works need not be bookish in nature—they might be best suited to other print or non-print media or be a cyberinformation project. In cases where the subject matter is important but not commercially viable on its own, the Trust may partially underwrite the publication or production.

To date, most projects of the Michael Sedgwick Memorial Trust have concerned books by British authors, published in the United Kingdom. However, the Trust's interest, as was Michael Sedgwick's, is worldwide. The Trust invites proposals from all who might have a project filling a gap in automotive historic knowledge. Selections are made by the Trustees, under advisement of an editorial subcommittee, several times during the year.

To learn more about the process of making a proposal to the Michael Sedg-

wick Memorial Trust, or to make a monetary contribution, contact the Secretary:

Brian Heath
Spring Cottage
20 High Street
Milford-on-Sea
Hampshire SO41 0QD England
Telephone +44 [0] 1590 643408
Fax +44 [0]1590 645900.

Details about the Trust may also be found on the internet at www.sedgwick-trust.com.

—Kit Foster

Thomas Fairchild Awarded Jay Leno Scholarship

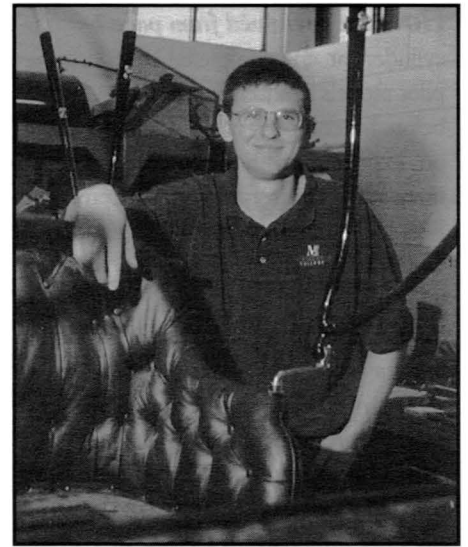
Thomas Fairchild, Sioux Falls, South Dakota, has been named recipient of the Jay Leno/*Popular Mechanics* Scholarship in the McPherson College Automotive Restoration Technology Program for the 2002–2003 academic year.

Mr. Fairchild recently completed his first year at McPherson College. Prior to enrolling in the automotive restoration technology program, he spent 18 months at High Mountain Classics, a restoration business specializing in Bugatti automobiles in Berthoud, Colorado.

"I didn't believe it at first," said Mr. Fairchild of his reaction to winning the scholarship. "It took a few days for it to really set in. I realize now that receiving this scholarship puts me in a role of serving as a diplomat or walking advertisement for the automotive restoration technology program. I think I'll enjoy that role."

Mr. Fairchild noted, "This program is a great way to get started in the restoration business. I came here to further advance my skills, and this scholarship will definitely help me prepare myself for doing high-end work."

The Jay Leno/*Popular Mechanics* Scholarship is a full scholarship for the second year of the two-year automotive restoration technology program. It was established in 1998 by avid classic car collector *Jay Leno*, host of NBC's *Tonight Show*, in collaboration with *Popular Mechanics* magazine. Mr. Fairchild is the fifth student at McPherson College to receive the schol-



Thomas Fairchild, 2002 recipient of the Jay Leno/*Popular Mechanics* Scholarship (photo courtesy of McPherson College)

arship. He returned to High Mountain Classics for work this summer. Upon his graduation from the program next May, he will spend the summer in the Los Angeles area as an intern with noted Duesenberg expert Randy Ema.

Three other McPherson students in addition to Mr. Fairchild were the recipients of prestigious awards.

Thomas DeBoer, Crookston, Minnesota, was named winner of the "Pop" Rice Craftsmanship Award for the 2001–2002 academic year. Named for a well-known instructor in the early 1980s, the Rice Award recognizes the student who has demonstrated the highest degree of craftsmanship during the year.

Nathanael Lander, Arkansas City, Kansas, and Luke Chennell, Evergreen, Colorado, each received a Nitske-King Award which was established in January 2001 by the Mercedes-Benz Club of America Education Foundation. The awards consist of a \$1,000 grant to be used for professional development or for the purchase of tools and are presented for the best research paper on a Mercedes-Benz related topic written by an automotive restoration program student at McPherson College. The Nitske-King award is named after two of the Mercedes-Benz Club of America's most prolific contributors, W. Robert Nitske and Frank King.

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Howard continued from page 1

cylinder car, and completed half a dozen pilot models at a factory in Attica, Ohio, before his company failed. Claiming previous experience with the engineering department at the Hudson Motor Car Company, Rees had emphasized how different his car was from the others, while failing to note what made it different. After the collapse of his company he seems to have disappeared into the woodwork, surfacing sometime in 1927 and acquiring the factory of the former Acme Brass Company in Detroit.

Variety, choices and options

Rees not only had his factory, he had a vivid imagination for his planned Howard car. It would be one of varying specifications to appeal to various purchasers. These included a choice of six- or eight-cylinder engines, both by Continental, and wheelbases of 103, 110, 120 or 134 inches. There was to be an abundance of coachwork options, to be built by whom he didn't say, Lockheed four-wheel hydraulic brakes and a price ranging from \$615 to \$2,485. Further specifications don't seem to have been made public in early promotion, possibly never. Models were given such descriptive names as "Silver Morn" and "Morning Star." There was talk of adding a four-cylinder option, and also a light-truck model. In the *Standard Catalog of American Cars 1805-1942* historian Beverly Rae Kimes notes that Rees' plans called for April 5th as the starting date and for completion of 100 cars the first month. Truck manufacture was planned as soon as "passenger car production is well under way."

All of this would have been fine and dandy provided the "well under way" point had been reached. Alas, this goal remained far afield, as Howard production began a downward spiral from the beginning. Shortly thereafter it was all over. Like the earlier Rees, the Howard had taken a pratfall.

In all, Howard production reached an estimated 23 cars, all of which were exported to Canada. There are no known survivors. How long the company actually survived, even on paper, I think depends on whatever source one studies. As far as I

know, most listings show it into 1929, and one or two extend it into 1930, although I think this is unlikely. Regardless, the Howard was dead as a dodo.

As to the fate of J. Howard Rees, I have no idea. After the Howard fiasco he seems to have disappeared again, even as he did with his 1921 car. Unlike then, though, this time he stayed lost . . . or have I overlooked something?

The end for many independents

In retrospect we can see that the late '20s were not an auspicious time to launch a new make of car, either for export or for domestic sale. Although few could see into the immediate future, the independent makes were becoming fewer and fewer each year. Among those whose time ran out in 1928 were Davis, McFarlan and Velie. The Davis and the Velie may have limped into 1929 but without any production. On the other hand, the Plymouth was debuted by Chrysler and this was successful, backed by a corporation as it was. Yet even Plymouth has now thrown in the towel.

It wouldn't be until October 29, 1929 when the stock market disaster hit, but the clouds were forming in the distance. Few spotted them, and President Coolidge, who might have helped avert the crash by preparing for it, was content to ignore the threat and his successor, Herbert Hoover, got much of the blame. The high living which had spawned the Crash in turn spawned the Great Depression of the 1930s, and one by one the smaller automobile companies bit the dust.

Looking at this picture it is not difficult to see how remote the Howard's chances really were. Perhaps in a smoother economic time it might have lasted just a bit longer . . . only perhaps. It had a wraithlike existence, but it was here and had its place in automotive history.

A word of thanks to the following, without whose assistance this article would have been poorer in content: Gilbert Bureau, Ralph Dunwoodie, Beverly Rae Kimes, Mike Worthington-Williams, Stanley K. Yost and the late John M. Peckham. ■

Howard ad in *El Automóvil Americano* is courtesy of Keith Marvin.

automobilia

a virtual lifetime (well, almost) of collecting advertising material, prints, posters, signs, books, toys, models, plus promotional items & ephemerae



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Delaware from Port Jervis, NY)

open wednesday through sunday
from ten to five or by appointment

SAH News continued from page 5

Mr. Lander's paper, entitled "The American Mercedes: Steinway's Vision and Daimler's Innovation," discussed the manufacture of Mercedes-Benz automobiles in the United States in the early years of the twentieth century.

"Rudi Caracciola: The S, SS and SSK Year," authored by Mr. Chennell, is a biographical treatise on legendary Mercedes-Benz racing driver Rudolph Caracciola.

—Anne Kirchner
McPherson College

Silent Auction Notice

Remember! If each member sends in an item to the auction, we will have a thousand or more items for you to choose from. There must be something automotive that you can part with. Send them to

**Leroy Cole, SAH Silent Auction Chair,
P.O. Box 183, Goodrich, MI 48438**

The Darl'Mat Racing Peugeots

by Jan P. Norbye

The idea didn't come from Peugeot, whose last racing appearance as a factory team dated back to 1914 and the French Grand Prix at Lyon. Since then Peugeot's participation in sports events had been restricted to reliability trials and fuel-economy runs.

Yet, suddenly in 1937, seemingly out of nowhere, there was this team of three Peugeot sports cars at Le Mans. They impressed the whole racing world with their striking beauty and wind-cheating streamlined bodies and, above all, their speed and stamina, finishing 7th, 8th and 10th overall in a field that included some far more powerful machinery.

This racing team had its beginnings in the summer of 1934 with Emile Darl'Mat, a prosperous Peugeot dealer in Paris, who had gone to watch the 24-hour race at Le Mans in the company of two racing friends, Roger Labric and Pierre Veyron. He came away determined that when he returned to Le Mans it would be as a participant, running his own Peugeot racing team.

For a year and a half Darl'Mat did nothing about his project while Peugeot kept modernizing and improving its products, with no intent of making them more raceworthy.

A dentist with an eye for cars

Meanwhile, other parts of the project were maturing elsewhere, starting with the patent for a hardtop convertible that had been granted to Georges Paulin in 1933. Paulin, a dentist, was known for his talent for styling cars, his intuitive grasp of aerodynamics and his imaginative view of body engineering.

Paulin lived at Rueil-Maison, above St. Cloud, and was practically a neighbor of Marcel Pourtout, the coachbuilder, and they became friends. Paulin would show Pourtout his sketches. The "Eclipse" hardtop convertible, in which the entire roof structure disappeared into the trunk, intrigued him to the point that he made a prototype.

Pourtout figured that the Peugeot 301 was a car of low-enough build and the right dimensions, and he could get one on short notice from Darl'Mat. The prototype was built in the winter of 1934 and led to a small series of similar constructions, first on the Peugeot 601 then on the Peugeot 402.

When Paulin showed his drawings of the roadster to Pourtout it was clear to both that this was too good a thing to pursue half-heartedly. They took Darl'Mat into their confidence.

Darl'Mat, who had once been an auto mechanic, was something of a wizard at tuning engines. He supplied a Peugeot 302 chassis but substituted its 1676-cc engine with 1991-cc unit from the 402, raised compression to 7.2:1 and got an output of 70 horsepower at 4,250 rpm. He also put in a four-speed Cotal planetary transmission with electromagnetic shift control.

Marcel Pourtout was no newcomer to the coachbuilding business. Before opening his own establishment in 1925 he had learned his craft in the shops of Krieger, de Dion-Bouton, Aubertin and Manessius. Many Bugatti, Delage, Hispano-Suiza, Talbot and Delahaye chassis were clothed in his factory.

A tryout at Montlhery

The prototype with Darl'Mat's engine and the Paulin-designed body was taken to the Montlhery track, where it proceeded to clock an average speed of 139.292 km/h for 24 hours, with a fastest lap at 147.486 km/h. Only then did Darl'Mat and Pourtout go to Robert Peugeot and ask for his permission to enter a team of these cars at Le Mans.

To exploit his success at Le Mans Darl'Mat ordered from Pourtout 12 similar cars on the 302 chassis with the 402 engine. When they were sold, Pourtout built 15 cars on the 402 chassis with Peugeot's manual gearbox and 49 cars on the 402 chassis with the Cotal transmission.

Darl'Mat had another three-car team ready for Le Mans in 1938. Engine modifications were perhaps exaggerated and included Alpac light-alloy heads and con-rods, dual Memini carburetors and an 8.55:1 compression ratio. This Peugeot 402 engine, enlarged to 2178 cc, put out 82 horsepower at 4,000 rpm and was mated with the usual Cotal semi-automatic transmission.

Only one of the three Peugeot 402 Darl'Mat cars went the full duration. Driven by Charles de Cortanze and Marcel Contet, it finished fifth overall and won its class at an all-inclusive average speed of 120.332 km/h.

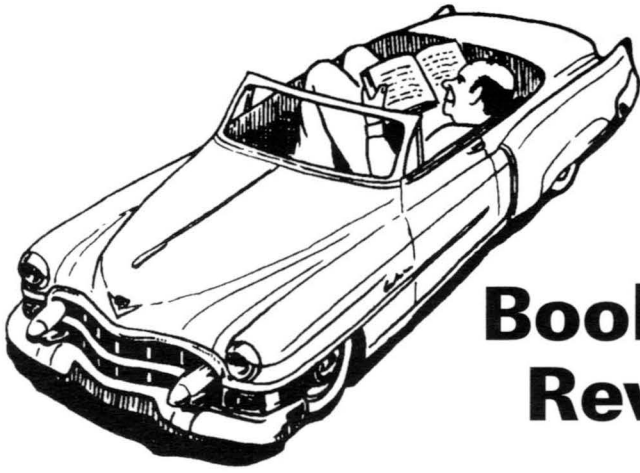
Epilogue

Georges Paulin designed a similar roadster for Saprar (a Renault subsidiary) on the Primaquatre chassis, and a most advanced aerodynamic coupe—built by Pourtout—on a Bentley chassis for Andre Embiricos that so impressed the Rolls-Royce engineers that they had two copies built by Vanvooren and tested in the wind tunnel of the Bristol Aeroplane Company.

Shortly after the Nazi occupation of Paris the government in Berlin "invited" Paulin to come to Germany as part of an elite team working on a car-of-the-future project. He refused, was soon arrested and was shot to death a few months later.

Marcel Pourtout got a contract to make the convertibles on the Ardennes chassis for the company that produced the Lancia Aprilia under license in France in 1938–39. He resumed coachbuilding for France's surviving prestige cars on separate chassis after the war but in 1950 switched his entire activity to commercial-vehicle bodies. He died in 1979.

Emile Darl'Mat held on to the Peugeot dealership after World War II and even got back into motor sports to some extent. He died in 1970, after Peugeot had taken over his enterprise to run it as a factory outlet. ■



Book Reviews

Deutsche Autos 1920–1945, by Werner Oswald, 2001 ISBN 3–613–02170–6. Hardcover, 7 x 9 inches, 542 pages, German text with hundreds of black/white photographs. Motorbuch Verlag, Stuttgart, Germany. DM49.80 (approx. \$23.00 US) plus shipping and handling

Werner Oswald was a legend in his lifetime as the expert on the history of German automobiles made in the period from 1920 until 1990. Various books written and compiled by him were published over the years. All of them are considered standard reference works and this book is no exception. In fact it was published before and had seen at least seven editions. Here we have a new special edition offered at a considerably lower price and containing every single line and picture of the original. Every automobile lover even remotely interested in the German cars should try to get this important book at the now truly very advantageous price. It is worth every single penny.

Four hundred pages are devoted to the important 40 German makes from Adler to Wanderer in alphabetical order. For each manufacturer the author offers a brief history including, where available, the production figures of the various models. Each model family is also described from a technical and historical point of view. For most of us, however, the most important parts are the very detailed “catalogue pages.” Here are all the available specifications for each model.

For the well known makes they comprise the following: Engine: number of cylinders, bore, stroke, capacity, per-

formance, compression ratio, carburetor, valves, crankshaft bearings, lubrication, ignition, battery, generator, starter. Power transmission: clutch, gear-change, gearbox, synchronization, ratios for each gear, final ratio. Chassis: front-wheel suspension, rear-wheel suspension, steering, foot-brake, hand-brake, lubrication. General Specifications: wheelbase, track front/rear, dimensions l/w/h, wheels, tires, turning circle, chassis weight, total car weight, admissible load, top speed, consumption per km, capacity of gasoline tank, price (often for chassis and various types of complete cars).

For lesser makes or where historical documents were not available this list is abbreviated, but it still offers more information than most other sources. With the tremendous amount of original documents he had available and the patient and thorough research of the author, these specifications have great authority. For all those who are still reluctant in view of the German text, there are hundreds of black/white photographs mostly of the time, illustrating the vast majority of the many models and a wealth of unusual coachwork.

A separate chapter deals with the assembly of cars by foreign makers in Germany. A total of somewhere around 95,000 passenger cars were assembled and sold between 1927 and 1933. The foreign makes comprised GM, Ford, Citroen and later Fiat. Thirty-two pages are devoted to small and tiny makes in Germany, often not truly overcoming the prototype stage.

Another chapter explains and lists

the cars and models made in Austria and Bohemia which were offered in Germany.

On 38 pages the leading coachbuilding companies of Germany of the period are presented with short histories and typical examples of cars. A statistic on production 1901-1938 and the newly licensed cars per make from 1931 until 1938 as well as explanations of the tax system, the license plate figures and letters and a comprehensive index complete the hard-to-put-down book. With the wealth of models produced in Germany between the wars, ranging from small DKWs to sporty BMWs, early aerodynamics on Adlers and everyday cars to the mighty Mercedes-Benz, Horch and Maybach luxury cars, this book is a must for every enthusiast and historian. He or she will rapidly consider it an indispensable source of facts or will at least enjoy the hundreds of pictures often of unusual and rare cars.

(Note: This book is Volume 2 of the new line. Volume 1 will cover the German cars from the beginning to 1919. It will be written by Halwart Schrader and is presently being prepared. Volumes 3 and 4 by Oswald are on the period 1945–1990 and Volumes 5 and 6 by Eberhard Krittler complete the range with all models from 1990 onward. The price is the same for each volume.)

—Ferdinand Hediger

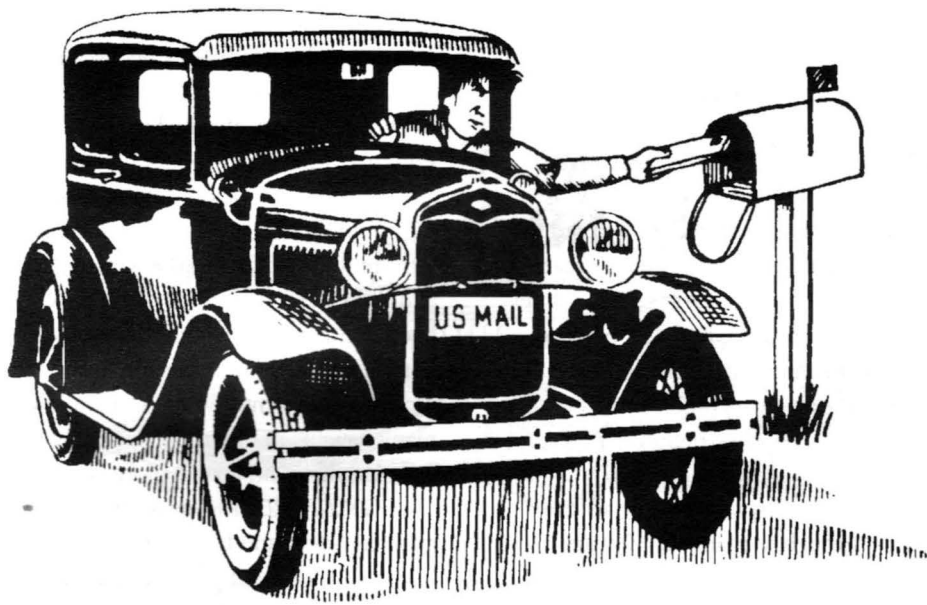
Tickford: The Joy of Driving, by Gavin Farmer, 2001 ISBN 1–876953–03–9 138 pages, approx. 100 b/w photos. Bookworks, Pty Ltd, 56 Bonds Road, Punchbowl, NSW Australia AUS \$45 plus postage

This book, which is the history of the joint venture between the Ford Motor Company of Australia and Tickford Limited, is the result of a great deal of research and personal interviews with the main players at both Ford and Tickford.

In Australia, the great car war is fought between General Motors, under the Holden banner, and Ford both in the general marketplace and on the racetracks. This is the background for the book.

In the '80s, as recounted in the book, Ford dropped the V-8 engine as an

continued on page 10



Illuminating Answer

I just received my copy of *SAH Journal* 199 and noted your question as to what was mounted on the vehicle's front bumper. The device is a "black-out" headlight that was fitted to German motor vehicles after the start of World War II.

You might also notice that the regular headlights have been painted over leaving only a small slot to illuminate the road ahead. There is small "angle" between the "Z" and "1" indicating that this vehicle was allowed to be operated as it served "the public interest," meaning it might have ended up serving a "civilian" German organization. The German government seized all privately-owned vehicles for war needs on September 15, 1939. I would say that this photograph was taken very early in the war as the chrome trim had not been painted over as shown in photographs taken later in the war.

If you want further information, I would suggest you find the following books by Reinhard Frank, *Ford at War* and *Cars of the Wehrmacht*. Both of these books have several photographs of German Ford cars.

This is an interesting vehicle because the German government required that over 90 percent of the vehicle be made in Germany, making it more unique than the "American" models assembled in other European countries. Several automotive modelers have expressed an interest in taking the model

kit Ertl/AMT 1936 Ford Coupe and modifying it to be a copy of a German Ford V8 Spezial of 1937-39. Unfortunately, no photographs of all of the various models offered or of the dashboard and interior details have been located yet. Is there anyone who has any more photographs of this model of Ford?

—Robert E. Chaney

Similar but Different

I enjoyed the photo of the 1938-39 German Ford on the back of *Journal* 199. I assume the device on the front of the car is some sort of war-time lighting system. But what I wanted to comment on is the car itself. They have always interested me, but I know little about them. They do appear similar to the U.S. Model 78, but there are a lot of differences. Besides the lights and grille, the fender seems closer to the 1935 and '36 Ford than the '37. The windshield is one piece instead of two and the doors are hinged differently than on the Model 78.

I would be interested in hearing if any other members have comments on these cars, and whether or not any have survived.

—Michael MacSems

That Funny Apparatus

That funny apparatus on the front bumper of the Ford in *SAH Journal* 199? Before and during World War II, especially in Germany, they mounted that kind of

light on a lot of private and military cars. You see that the headlights have small clefts, but it was hard to drive on roads and through towns where there were not many lights because of the black-outs.

As an extra you could fit that special central light (in German Tarnscheinwerfer) with a soft light that the "enemy" could not see from above. An advantage would have been that when you were driving in column the light gave an impression of the rear axle of the car in front of you.

—Frans Vrijaldenhoven

[Rudiger Liebe and Don Peterson also identified the black-out lighting apparatus—Kit Foster]

A Fawick Recollection

The article "Henry Ford of Farm Tractor Fame," by Max Gregory (*Journal* 199) contains a name I had heard of only once before, the Fawick Flyer, built by Thomas L. Fawick. An elderly friend who passed away in the mid 1980's told me the following story: His father-in-law was a medical doctor in the era when doctors still made house calls and he purchased a new Fawick touring car around 1910 or so. Mr. Fawick was supposed to have built two touring cars and two racers. He named the racers Fawick Flyers. Things did not go well financially and those were the only four cars built by Mr. Fawick. How long the doctor drove the car and what he thought of it are not known to me. Since his wife's family came from the Seattle/Puget Sound area I presume that Mr. Fawick made his four cars there.

I hope that another SAH member will share his or her knowledge of Thomas L. Fawick and his automobiles.

—Nelson Bolan

Editor's Note: Along with his letter Nelson included an article that challenged readers to find new uses for old Fords from the April 1929 issue of *Modern Mechanics* (This do-it-yourself magazine was evidently the *Popular Science* of its day.) The article mentions the Fords being used as a power source for irrigation pumps, portable saws, tool sharpeners, potato cutters, grain elevators and shop tools.

Setting the Record Straight

One of the reasons there's a Society of Automotive Historians is that the founders were tired of seeing egregious errors of fact in automotive publications and resolved to do something about it. And the correction of errors is one of the purposes of the Society contained in its articles of incorporation.

It's easy to spot errors and to do nothing about them. Recently I saw three in a well-known automotive publication, but I was discouraged from writing because the editor was said to have little interest in his publication being correct as long as it was colorful. I've been put to shame by *Jan P. Norbye* who seems to be making a career these days of taking publications to task for printing inaccuracies when they should have known better.

Ward's Engine Update (April 1, 2002) revealed that "the Maybach 'Type 12' introduced in 1929 . . . became the world's first 12-cyl. in series production." This caused Jan to ask the editor if it were only a dream that Packard had built more than 35,000 Twin Sixes between 1915 and 1923. The *Wall Street Journal* of April 11, 2002, earned his corrective ire by describing Saab Aviation as a unit of General Motors. A book review in a recent *Sunday Times* (London) identified Ford's Rouge plant as "where the production line gave America the Model T in vast, affordable numbers in the first 20 years of the century."

If errors are not corrected, they are likely to be perpetuated by those who don't know better. If SAH members don't call attention to them, who will? It's a job for us all.

—Taylor Vinson

Book Reviews continued from page 8

option in its Falcon range of cars. It also withdrew from direct involvement in motor racing thereby ceding market dominance to Holden. In some ways Ford was stuck with the image of being Australia's manufacturer of taxis, so numerous were Falcon taxis on the road.

With the appointment of Jacques Nasser as President of the Ford Motor Company of Australia, the image and culture

of Ford began to change. An integral part of that change was the liaison with Tickford.

The early chapters explain how Tickford, who had been known in England as makers of high-class convertible coachwork for such chassis as Alvis and Healey, came to be chosen by Ford as their joint venture partner to add pizzazz to the Falcon range of automobiles. A brief history of Tickford is part of the book.

The main part of the book deals with the first ten years of the joint venture. It begins with the work performed on the Ford Capri Club Sprint (the Capri was the Mazda 323-based sports car sold in America through the Lincoln-Mercury dealer network). Interestingly, at the time Tickford's involvement was not acknowledged on the cars.

The story progresses through the '90s where the XR range of performance enhanced Falcons and Fairlanes were built at a dedicated Tickford factory near the Ford plant at Broadmeadows and sold through the Ford dealer network. Also included is a chapter on the first year of a bold new venture for both companies—

the Ford Tickford Experience. The FTE range of highly modified Falcons—TE50, TS50 and TL50—are sold through a small boutique network attached to the main Ford network.

Finally, the Tickford book describes the company's racetrack involvement with Ford in the Ford Tickford Racing (FTR) and the V-8 SuperCars that were developed and raced. Although the results are not what Ford would currently want, the Tickford joint venture has brought Ford many benefits in the market place by lifting its image from taxi to sports sedan.

TICKFORD: The Joy of Driving is a good technical and historical record of the first decade of activity between the two companies. The modifications carried out by Tickford to the standard Falcons in engine and chassis are covered in sufficient detail to satisfy those readers with a technical bent.

The joint venture is continuing despite the fact that Tickford has been bought by ProDrive. It will be interesting to see what transpires over the next ten years.

—Alan Carter

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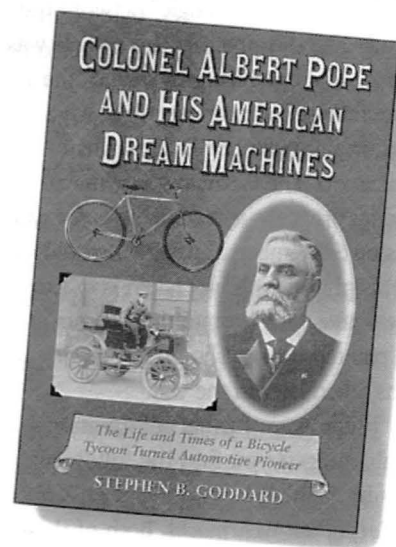
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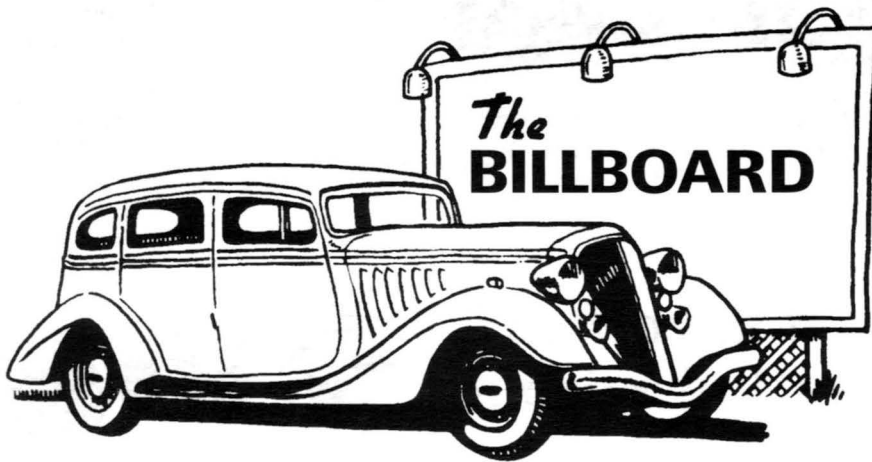
A little over a century ago in Hartford, Connecticut, Colonel Albert A. Pope was hailed as a leading automaker in the United States. That his name is not a household word today is the very essence of his story. Students of American business history will know of Pope, but this work also includes Pope's account of his Civil War service at Antietam, Fredericksburg and Vicksburg and explores in detail his entrepreneurial ventures.



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Information Wanted Looking for copies or information about the Ford International Division's magazine called *Interford*, published from 1949 until ?.
Michael MacSems, P.O. Box 11415, Olympia, WA 98508, 360-754-9585, e-mail IFHP@aol.com

Information Wanted I am hoping to have a book published on the Lexington automobile (1909-1927). This company was started in Lexington, Kentucky, and moved to Connersville, Indiana, in 1910. Included in this book will be the Ansted (1926-1927) and Howard (1913-1914) automobiles and the United States Automobile Company, which was founded in 1920, the Central Manufacturing Company, Indiana Lamp Company, Ansted

Spring and Axle Company and Ansted Engine Company. Any literature, ads, articles or records pertaining to these companies would be of special interest to me.
Richard A. Stanley, 2357 E. County Rd. 475 South, Connersville, IN 47331-9428, e-mail richcar@si-net.com

Literature Wanted Interested in purchasing collections of sales catalogs and folders for British, European and Japanese cars. Primarily interested in 1950s to 1980s era.
George Soltys, 22 Arcadia Drive, Manchester, NJ 08759, email gsoltys1@aol.com.

Photographs Wanted UK author and SAH member requires period photography of fiberglass dune buggies for forth-

coming book. Stills, racing shots, show reports or advertising ephemera wanted, particularly covering the period 1964-1975, but anything considered including period magazines and promotional material. Photos can be any format, but must be good quality. Information also required on US archives that might also hold such images.
James Hale, 66 Mile Oak Road, Portslade, East Sussex, BN41 2PL, England email: james.hale@btinternet.com

UK Chapter Goes Global For all those SAH members who are compulsive reader/collectors of all published automotive history, the U.K. Chapter—The Society of Automotive Historians in Britain—are producing their newsletter as a sixteen-page magazine. They are offering it to SAH membership worldwide. If you would like your name included on their mailing list please send \$10 to SAH—Quarterly, 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA. MasterCard, Visa, AmEx accepted; be sure to include expiration date. Like to see a trial page? email
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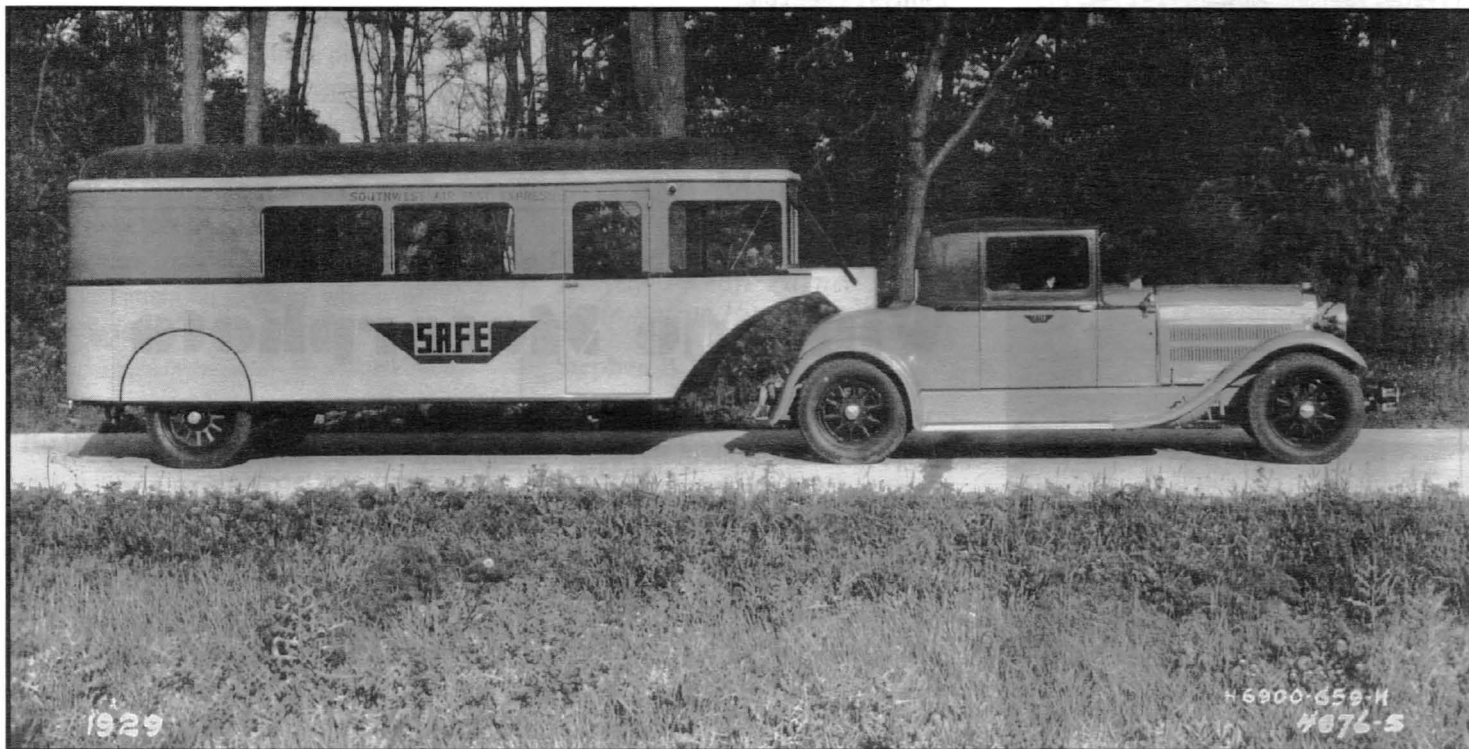
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With the stock market crashing in 1929 you could pack your cares and woes in this Southwest Air Fast Express trailer, hop into the Hudson coupe and head for the open road. (Eldon and Edna Hostetler collection courtesy of Beverly Rae Kimes)