

1937

# Delahaye

135M Dubos Faux Coupe



1937

# Delahaye

135M Dubos Faux Coupe

France's Delahaye was one of the world's earliest automobile manufacturers. They were established during 1845 in Tours and later relocated to Paris, building their first horseless carriage in 1894. Years later, at the 1935 Paris Salon, they introduced one of their most famous and impressive models - the Type 135. It ushered in a new era for the company, featuring sporting lines and given the nickname 'Coupe des Alpes' for its early success in the Alpine Rally.

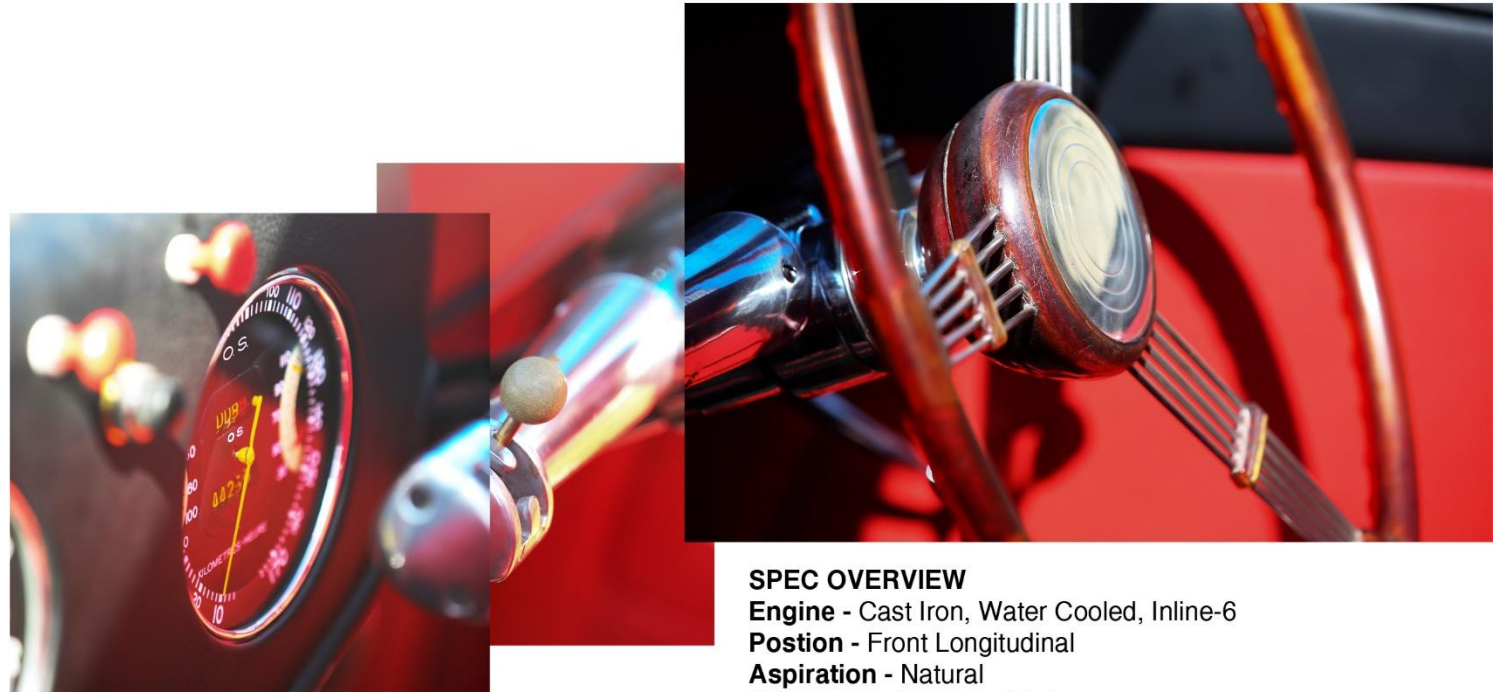
法国的Delahaye是世界上最早的汽车制造商之一。他们于1845年在图尔建立，后来搬迁到巴黎，于1894年建造了他们的第一辆无马车。多年后，在1935年的巴黎沙龙，他们推出了他们最著名和最令人印象深刻的车型之一 - 135型。它迎来了一个该公司的新时代，以运动系列为特色，并因其在阿尔卑斯山拉力赛中的早期成功而获得了“Coupe des Alpes”的绰号。

The Type 135 brought Delahaye fame and it influenced the company's future direction and designs. During its lifespan, it was carefully and continuously developed, resulting in several variants including the updated 135 M (Modifie) and competition models. Delahaye 135s captured 2nd, 3rd, 4th, and 5th at the 1936 French Grand Prix, which was run to sports-car regulations that year. The 1936 LeMans 24 Hours was cancelled in 1936 due to labor unrest, but returned the following year with Delahaye 135s scoring 2nd and 3rd, followed by a 1st, 2nd, and 4th in 1938. Siam's Prince Bira won the 1938 Donington 12-Hour Sports Car Race and Prince Chula was victorious at Brooklands' 'Fastest Road Car in England' event. Post-WW II, Delahaye 135s raced well into the 1950s, with one contesting the 1954 Tour de France.

The Delahaye 135 would endure through the difficult late 1930s and postwar reconstruction until 1954, when Delahaye automobile production effectively ended.

135型使Delahaye成名，它影响了公司未来的发展方向和设计。在其生命周期中，它经过精心和不断的开发，产生了多种变体，包括升级的135 M (Modifie) 和竞赛模型。Delahaye 135s在1936年的法国大奖赛中获得了第2名，第3名，第4名和第5名，当年参加了体育赛车法规。1936年LeMans 24小时因劳工骚乱而于1936年被取消，但第二年又以Delahaye 135s获得第二和第三名，随后在1938年获得第一名，第二名和第四名。Siam的Prince Bira赢得了1938年Donington 12小时运动赛车和丘拉王子在布鲁克兰的“英格兰最快的公路赛车”赛事中取得了胜利。第二次世界大战后，Delahaye 135s进入了20世纪50年代，其中一次参加了1954年的环法自行车赛。

Delahaye 135将经历艰难的20世纪30年代后期和战后重建，直到1954年Delahaye汽车生产有效结束。



#### **SPEC OVERVIEW**

**Engine** - Cast Iron, Water Cooled, Inline-6

**Position** - Front Longitudinal

**Aspiration** - Natural

**Valvetrain** - 2 Valves / Cyl

**Displacement** - 3557 cc / 217.1 cu in

**Bore** - 80mm / 3.15 in

**Stroke** - 107 mm / 4.21 in

**Power** - 115 bhp @4000 rpm

**Driven Wheels** - RWD

**Front Brakes** - Drums w/Servo Assit

**Rear Brakes** - Drums w/Servo Assit

**Steering** - Worn & Nut

**Front Suspension** - Idependant w/Transverse Semi Elliptic Leaf Springs, Friction Dam

**Rear Suspension** - Live Axle w/Transverse Semi Elliptic Leaf Springs, Friction Damp

**Transmission** - 4-Speed Cotal Preselector



135M (Modife) Engine - 3.557cc - Triple Carburetors - 115bhp

Engineer Jean Francois designed the Type 135 chassis. Initially, it was fitted with an inline six-cylinder engine with modern overhead-valve architecture and a displacement size of 3.2 liters. Power output increased in 1935 with the engine growing to 3.6 liters.

Delahaye did not produce coachwork of its own. Instead, the work was reserved for some of the finest custom coachbuilders including Figoni et Falaschi, Saoutchik, Pennock, and Marcel Pourtout. Another elite French carrossier - Dubos Freres - used their craft to cloth the Type 135. Dubos Freres was located in the outskirts of Paris at Neuilly-sur-Seine and then Puteaux. Their early work included coachwork for Voisin, a Renault Vivastella in 1934, and then by 1937, a focus on Delahaye 135 chassis. When World War II came to a close, Dubos designed the first Talbot-Lago Grand Sport coupe, but discontinued operation by 1950.

工程师Jean Francois设计了135型底盘。最初，它配备了直列六缸发动机，采用现代顶置气门结构，排量为3.2升。功率输出在1935年增加，发动机增加到3.6升。

Delahaye并没有自己制作车身。相反，这项工作是为一些最好的定制车身制造商保留的，包括Figoni et Falaschi, Saoutchik, Pennock和Marcel Pourtout。另一位法国精英Carrossier - Dubos Freres - 使用他们的工艺来布置135型。Dubos Freres位于巴黎郊区的Neuilly-sur-Seine, 然后是Puteaux。他们早期的工作包括在1934年为Voisin, 雷诺Vivastella制造车身, 然后到1937年, 专注于Delahaye 135底盘。当第二次世界大战即将结束时, Dubos设计了第一架Talbot-Lago Grand Sport轿跑车, 但到1950年停止运营。



This particular example is a 1937 Delahaye 135 M with 'teardrop' coachwork by Dubos. It has a unique band atop the hood, which sweeps across the bodysides, terminating just aft of the B-pillar. But perhaps its most distinct feature is the bureau-style 'rollback' roof; this may be the sole example with this type of roof configuration.

The restoration was inspired with the interior finished in the Couture Allure of Omar Kiam's use of Red in his designs during the 1930's and 1940's and complimented with the Art Nouveau style of Sinuous Black lines and "whiplash" curves on the White canvas.

这个特殊的例子是一架1937年的Delahaye 135 M，配有Dubos设计的'泪滴'敞篷车身。它在发动机罩顶部有一个独特的带子，横跨车身两侧，终止于B柱尾部。但也许是它最显著的特征是局式“回滚”敞篷；这可能是这种车篷配置的唯一例子。修复的灵感来自于20世纪30年代和1940年代Omar Kiam在他的设计中使用红色的设计和Couture Allure的内饰，并在白色帆布上赞美了新艺术运动风格的蜿蜒黑线和“挥鞭”曲线。





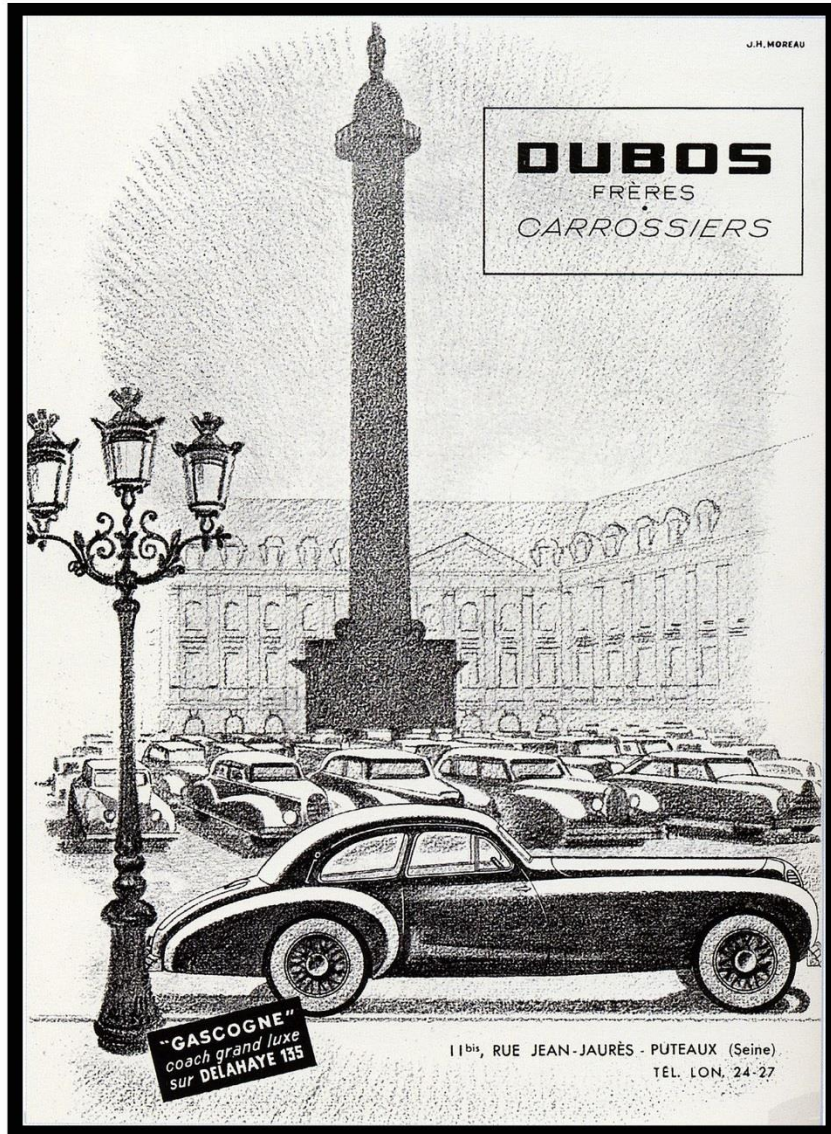
**Eberhard Von Stohrer** (May 2, 1883 – March 7, 1953) was the first owner and was an avid automobile racer and career German diplomat who served during WWI and WWII. The son of an Army General from Württemberg, he studied at Leipzig University, receiving a “Doctor of Law” degree. He also studied at the University of Strasbourg and the School of Political Sciences in Paris. During the Spanish Civil War from July 1936 to April 1939, he stayed in Madrid. The vehicle was registered as “Diplomatic or Tourist” when sold to second owner in 1948. The car's next owner, Marcios Alsina Basol of Spain, took possession of the car on August 28, 1948, followed by the third owner on December 30, 1950. Santiago Fernandez Vela of Madrid, the last recorded Spanish owner, purchased the car on May 12th of 1958.

The Delahaye remained in Spain and was apparently left abandoned in a parking facility, when in 1979 it was listed as being owned by Mr. Vela and was part of his museum collection. At the time, the car was complete and a restoration commenced. The current caretaker acquired the car from Mr. Vela during the late 2000s, importing the car to the United States, and commissioning a complete restoration.



Eberhard Von Stohrer (1883年5月2日 - 1953年3月7日) 是它的第一个拥有者，是第一次世界大战和二战期间服役的狂热汽车赛车手和职业德国外交官。他是来自Württemberg的陆军将军的儿子，在莱比锡大学学习，获得“法学博士”学位。他还曾在斯特拉斯堡大学和巴黎政治学院学习。在1936年7月至1939年4月的西班牙内战期间，他留在马德里。该车在1948年出售给第二车主时被注册为“外交或旅游”型车。该车的下一个车主，西班牙的Marcios Alsina Basol于1948年8月28日占有该车，随后于1950年12月30日获得第三车主。1958年5月12日，西班牙最后一位车主马德里的Santiago Fernandez Vela购买了这辆车。

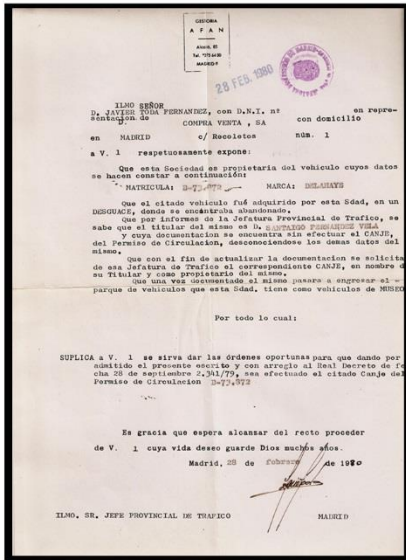
Delahaye留在西班牙，显然被滞留在了停车场。到1979年，它被列为Vela先生的财产，并且是他博物馆藏品的一部分。当时，汽车已经完工并开始修复。目前的看护人在21世纪后期从维拉先生那里购买，将此车进口到美国，并进行了完整的修复。



This vehicle was shown at the Paris Auto Salon by The Dubos Company, which started as a coachbuilder of horse-drawn carriages. Carrossier Louis Dubos / Dubos Frères was situated in Neuilly-sur-Seine. In the mid-1920's they reluctantly converted to coachwork construction for automobiles. The company is best known of their work for Avion Voisin's, Talbot Lagos and a beautiful Bugatti Type 51. In 1945, they moved to Puteaux and became one of Talbot's favorite suppliers of coachwork.

The design of this vehicle by Dubos was styled with Jean Bugatti attributes seen on Bugatti Atalante's, such as incorporating a unique bureau roof by Jan van Leersum, independent seating, Jean Bugatti type tail, Delage D8 style wheels, a red translucent steering wheel and a wonderful ribbon design for the body line.

Advertisement for Dubos Carrossiers featuring the Delahaye 135



TITULARES DEL VEHICULO			
APELLIDO P.	APELLIDO 1.	NOMBRE	PROV. FECHA
Von	Storer	Eberhard	
Alcina	Basol	Marciso	28-8-48
Tur	Llor	Mauricio	30-12-54
Fernandes	Vela	Santiago	12-5-58

DOMICILIADO EN	PROV.	CALLE O PLAZA	D. N. I. N.º
Barcelona	Idn	Mallorca 228	
Idn	Idn	Albes 106	
Zaragoza	Zaragoza	Artañeta 34	
Madrid	Madrid	D. Fern. Vela La Cruz 100	

OBSERVACIONES O IMPEDIMENTOS DE TRANSFERENCIA:  
 14-360.-Embargo Recaudacion Nacional - Zona Franca de Madrid



## TRANSLATION

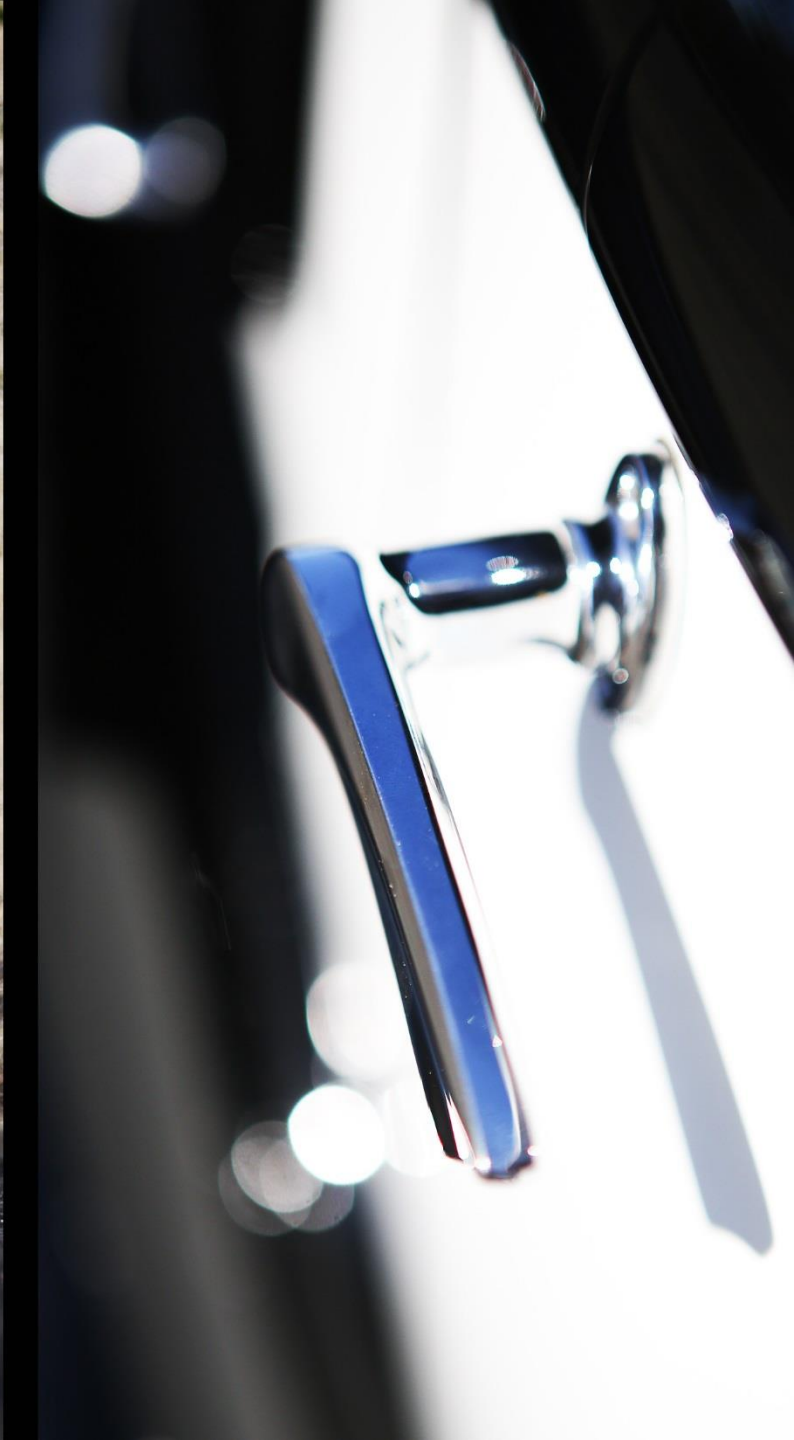
This company owns the vehicle whose data are usually noted below:

The vehicle was acquired by the company in a junkyard, where it was abandoned. The Provincial Traffic, it is known that the holder is Santaiga D. Fernandez Vela and whose documentation is without effecting the exchange, Circulation Permit, not knowing the other's data. That in order to update the documentation requested that Chief Traffic corresponding EXCHANGE, on behalf of the Holder as owner. Once documented the same happened to thicken a car park that society has the car museum..

For all these reasons:

They serve to give appropriate to assuming admitted this writing and in accordance with Royal Decree dated September 28, 1979, it made the above exchange Circulation Permit with orders











Bund on the Boulevard

*An affiliate of Boulevard Motorcar Company*