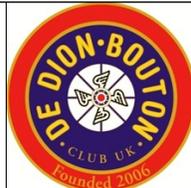




THE DE DION BOUTON CLUB UK



By 1900, the Parisian firm of De Dion-Bouton was the largest automobile manufacturer in the world, and its policy of selling loose engines and parts to other emerging motor manufacturers such as the Renault

Brothers led to its being known as midwife to the industry. Over a century later, about one in every five vehicles on the annual London to Brighton Emancipation Run is De Dion-Bouton powered. DDBUK was formed in 2006 and has grown to well over 200 members and be represented in 18 countries worldwide, attracting owners as well as enthusiasts of early motoring and history. The Club effectively follows the diaspora of the original marque. As the firm was formed at the dawn of motoring, its history is indelibly linked with the major events and races that took place both in Britain and Europe; its products were exported from France particularly to British Empire countries via the London office. Many of the vehicles are still in those parts of the world and enjoy the benefits of membership of our Club. In numerous countries the first motor vehicle was a De Dion-Bouton.

DDBUK produces the quarterly magazine *Motorvations*, which researches period sources and also publishes our very earliest motoring history, from time to time re-creating aspects of this for the advancement of knowledge of our shared unique motoring heritage.

Motor Racing in Great Britain started on the De Dion Bouton tricycles on the oval track at Sheen House, Richmond Park in 1897. Motor racing these Tricycles became very popular on Victorian cycle tracks around the country and pre-dates all other forms of motor competition in Great Britain. The Club's unique racing *Team Jarrott*, named after the first British racing driver who took part in these contests, was conceived to recreate this historically significant form of motor racing. Until *Team Jarrott* revived the format, the last contest had been held in Britain around 1903.

There is a direct link with the seminal *First London Motor Show* (The 1896 Imperial Horseless Carriage Exhibition), and the London to Brighton *Emancipation Run* (also 1896); all three of these Victorian motoring milestones were the product of The Motor-Car Club, which is Britain's oldest and first motoring Club, predating the Automobile Club (now R.A.C.). The name and title to the Motor-Car Club Ltd has also been resurrected after laying dormant for well over a century.

That DDBUK has been innovative over the last decade with events here and in Europe, and particularly with the re-introduction of Motor Tricycle racing, holding the first events for well over 100 years since these pioneering machines first took to the tracks, was recognised in our 10th anniversary year with the accolade - *Club of the Year* - at the International Historic Motoring Awards, at London's Guildhall. Our track events have been held at Silverstone, Mallory Park, the "Top Gear" track at Dunsfold, "Club Barnards" in Essex, The Hippodrome in Ostend (Belgium) and in 2017, on the 120th anniversary to the exact date, at Brooklands, where they were the first actual motor races on its listed 1907 concrete since 1939.

***You do not need to own an old vehicle to join DDBUK - enthusiasts welcome!
Just go to the Club website and download the application form.***



THE BIRTH OF MOTOR RACING IN GREAT BRITAIN

TEAM JARROTT

presents

"THE WORLD'S OLDEST MOTOR RACING"

**BROOKLANDS MOTOR COURSE
FINISHING STRAIGHT**

SUNDAY 2ND JUNE 2019

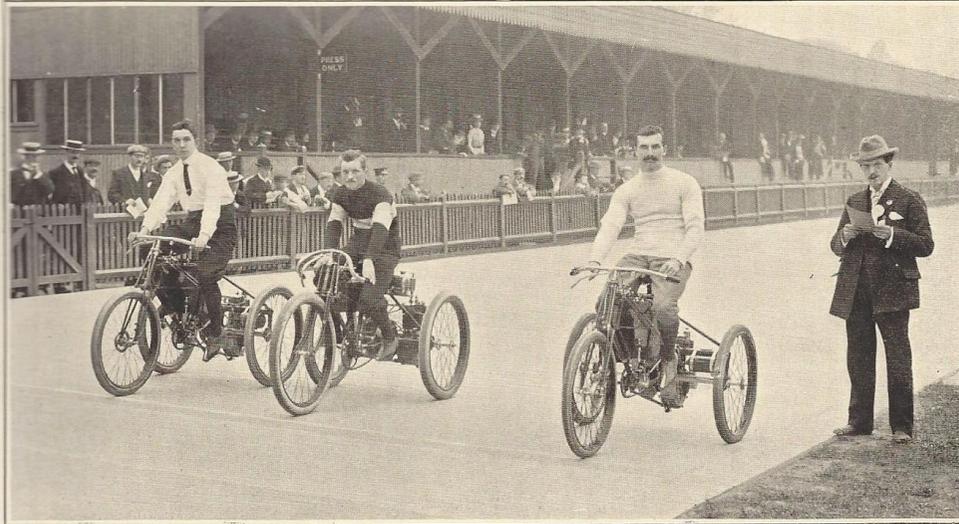
Supported by Classic and Sports Car magazine



RACING RETURNS TO BROOKLANDS

120 YEARS AGO

The first British Motor Racing Championship - September 1899



Jarrott Wridgway Edge
THE START FOR THE MOTOR-CAR CLUB CHAMPIONSHIP, 1899

From 1897 onwards there were motor tricycle races organised by The Motor-Car Club on British oval cycle tracks; initially at Sheen House in Richmond Park.

By 1899 other tracks also hosted meetings. In London, the principal venue was The Crystal Palace track at Sydenham.

After a season full of racing the Tricycles, in September 1899 the Motor-Car Club held its first Championship race meeting.

The three finalists were Charles Jarrott, Charles Wridgway and Selwyn Edge. Jarrott won and his winner's Trophy, discovered recently after missing for more than a century, is Britain's first motor racing championship Trophy.

This meeting is supported by Classic and Sports Car magazine



DDBUK website - www.dedionboutonclub.co.uk

Motorvations Publications

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PROGRAMME OF EVENTS

Sunday 2nd June 2019

10.00am Brooklands opens to the public; entrants and marshals briefing

10.30am – 11.15am Tricycle racers practice; plus novices session.

11.15am Car display/rides. Pre -War Motor Cars on track

12.00pm Race 1 - The One Mile Race for the Finishing Straight Cup
Scratch Race for Victorian Motor Tricycles

LUNCH break

Car display/rides will take place during this period

2.00pm Race 2 - The Two Mile Race for the Sheen House Cup

Handicap Race for Victorian Motor Tricycles

Followed by Car display/rides

3.30pm Race 3

Five Mile Race for the Championship of the De Dion Bouton Club UK

Scratch race for Victorian Motor Tricycles

Followed by Car display/rides

4.30pm Awards Ceremony

NB All times approximate.

DDBUK THANKS BROOKLANDS MUSEUM FOR THE USE OF THE FINISHING STRAIGHT AND FACILITIES. ALL DONATIONS RECEIVED WILL GO TO THE TRUST.

TEAM JARROTT~ THE MOTOR TRICYCLES

The Club has a complement of over twenty restored and working Victorian motor tricycles manufactured in the original period (1896 - 1902). Race meetings are held between groups of members' tricycles two or three times a year at our own private track and public venues, such as Brooklands. The motor tricycle was invented by De Dion Bouton, but such was its success that they supplied parts and engines to other cycle manufacturers, some of whom used their own frames and badged them accordingly.

Most remaining machines date from 1898 to 1901, and are powered by the De Dion Bouton engine unless otherwise noted*.

Tricycle race entrants at Brooklands

1898 Rochet - Robert Lusk (John Rhodes)

1898 Rochet - Roy Tubby

1899 De Dion Bouton - Nicholas Pellett

1899 Corre De Dion Bouton - Greg MacLeman (CSC)

1900 Phebus - Roger Horsfield

1900 Automoto* - John Elliott

1900 De Dion Bouton - Geoff Gray

1900 De Dion Bouton - Michael Edwards

In addition to the Tricycle racing, DDBUK Club members have brought a selection of their early vehicles for display and rides.

**MOTOR RACING IS DANGEROUS! PLEASE KEEP CLEAR OF MOVING TRICYCLES
DO NOT TOUCH THE TRICYCLES, THE ENGINES WILL BE HOT**