



De Dion Bouton Club UK

Contact us

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dedionboutonclub@gmail.com



Books & Magazines

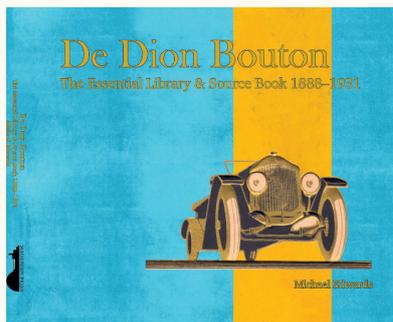
Now might be the time to fill some gaps in your library or catch up with some reading. A few suggestions for you:

Motorvations

Back issues of all copies of Motorvations are available. Individual copies are priced at £4.50 each (inc UK P&P). A complete volume 1 (includes 15 issues) is priced at £55 (inc UK P&P), and Volumes 2 and 3 are priced at £79 (includes 18 issues).

De Dion Bouton

The Essential Library Source Book 1888-1931



This book has something for all De Dion Bouton enthusiasts – those wanting to research a particular passenger or commercial vehicle Type or year of production or, perhaps gain an understanding of the history of the company. More than 2,000 known publications and articles from English, French and German sources are included, and presented in chronological order. Each reference has a short commentary on the relevance of the content. See more on surrendenpress.com.

£45 +£8 UK and Euros 12 postage. Rest of the World enquire. Order from Michael Edwards (mre01@live.co.uk/+44(0)7500003926).

Welcome Letter from the Chairman

The transition from event famine to feast in the UK is certainly upon us. Whether individual preference is for track racing, hill climbing, concours d'elegance, club rallies or local shows, there is a bountiful choice.

As in previous years, DDBUK is taking a stand at the Beaulieu Autojumble, held over the weekend of the 4th-5th September. We are located in the large marquee, where Justin and Debbie Fellows are hosting our stand, so do make a point of calling in, having a chat, and even better, buying some DDBUK Club merchandise. If you can spare an hour or so from trawling round the various fields and would like to volunteer to man the stand (always appreciated), contact Justin (01772 632175 or djgfellows@yahoo.co.uk).

Finally, and several months after circulating news about a possible visit to the London Transport Museum Depot, the staff have returned, and Andrew Howe-Davies has been able to make arrangements for members of the Club to visit the collections that are only irregularly accessible to the public. An initial booking has made for

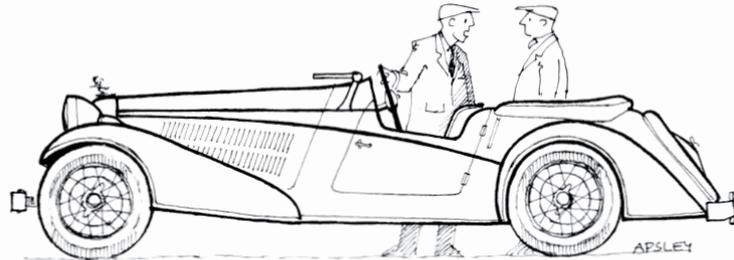
twenty people to visit on Tuesday, 12th of October at 11am for a guided tour, followed by lunch at a local Indian restaurant. If the tour is over-subscribed, there is the option to take additional tickets on an afternoon tour. Located close to Acton underground station, it is easy to find. We need to finalise the numbers by the end of August, so please respond promptly (mre01@live.co.uk) if you are interested.

We fully intend to have a pre-Brighton Run dinner at The Chesterfield on Friday, 5th of November. If you are intending to be there, an early indication (dedionboutonclub@gmail.com) would be greatly appreciated, as we work through the arrangements.

Motorvations will appear in September and the next Newsletter will be published in October

Do not hesitate to offer any feedback, content or suggestions to dedionboutonclub@gmail.com.

Michael



"OH! YES, I USE IT REGULARLY. EVERY MONTH I TAKE IT ROUND TO MY BANK MANAGER, SO THAT HE CAN SEE WHERE HIS MONEY IS."



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A problem with first gear... Doug Kerr

Last month's extract from The Motor Car Journal of March 1902 on gear adjustment for a rear-engined voiturette, prompted Doug Kerr to send in a note that he had sent to a friend in Australia a little while ago, who was having gearbox problems with his two-speed, 1903 Type Q. There was no apparent problem with top gear, but the first gear was loose and producing little grip, which is of little use on any kind of incline.

Here are the notes that Doug assembled on how to adjust a two-speed De Dion Bouton gearbox, illustrated below (with gears in neutral position). At the forward extremity of the gearbox (on the left side of the diagram, marked 'M1'), there is a collar which has a shaft pin inserted in a key-way (see photo), and there is brass sheathed adjustment shaft (M).

Turning the adjustment shaft to the right loosens both the top and first gear drums shoes and when it is turned to the left it tightens the drum shoes.

The pin on the collar of the adjusting shaft must be raised to allow the shaft to rotate. When the adjusting shaft is moved inwards or outwards, the pin on the adjusting shaft needs to be inserted to stop the adjusting shaft from rotating.



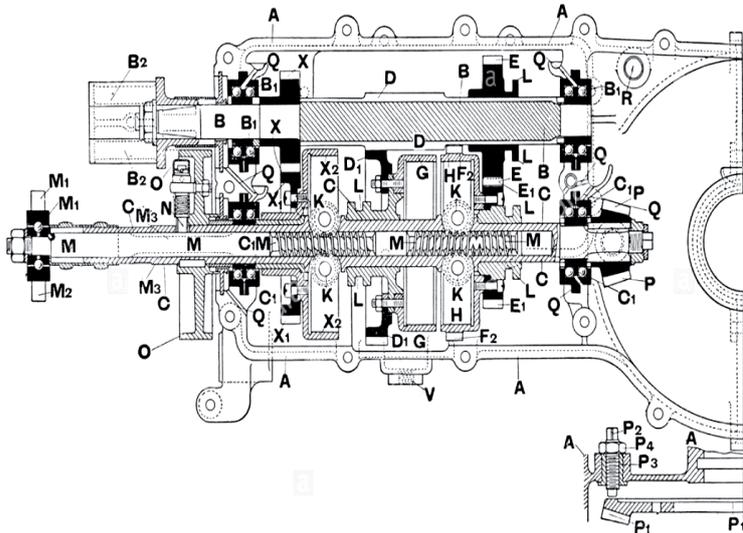
Collar of adjustment shaft



Brass adjusting shaft

The procedure to adjust the first gear is as follows:

- Place the gear lever in neutral (9 o'clock) position so that the circle on the adjusting shaft aligns with the end of the brass knurled cap on the adjusting shaft.
- Raise and turn the adjusting shaft pin out of the key-way located in the collar of the brake wheel on the adjusting shaft.
- Turn the adjusting shaft to the right half a turn, which loosens both top and first gears shoes in their drums.
- Pull the adjusting shaft out which leaves top gear still on the right-hand thread of the adjusting shaft and first gear is now on the left-hand thread of the adjusting shaft.
- Turn the adjusting shaft another half a turn to the right.
- Top gear is now loosened one full turn and first gear because it is on the left-hand thread of the shaft, has tightened half a turn.
- Re-adjust the brass knurled cap back to the circle position on the adjusting shaft and turn the adjusting shaft one full turn to the left.
- This will tighten both top and first gear shoes in their drums, leaving top where it was originally, and first gear tightened by half a turn.
- When finished adjusting, make sure you insert the pin back into the adjusting shaft key-way.
- If first gear still not gripping repeat the process half a turn at a time



Staying on the subject of first gear

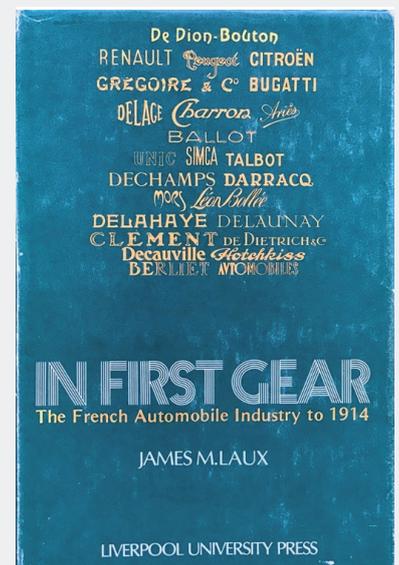
Many readers of the Newsletter may also be subscribers of *The Automobile* magazine, produced by Jonathan Rishton and Scott Barrett, who work just a few miles from where I live. One of the features they introduced during lockdown was 'Desert Island Books', where a chosen castaway is invited to select eight books to accompany a stay on a desert island (along with Georgano's Beaulieu Encyclopaedia of the Automobile and, of course, a complete bound run of *The Automobile*).

I have little doubt that if I were required to choose eight volumes, amongst them would be James Laux's 'In First Gear, The French Automobile Industry to 1914', published in 1946. Jim Laux was a Francophile Professor of History at the University of Cincinnati, who

wrote widely about French industrial history, before retiring to Florida some years ago, and where I believe he still lives.

'In First Gear' was the culmination of years of intensive research, conducted in numerous French libraries and archives and using many other primary research sources, where all the motor car manufacturers of note were covered, and comparisons made. The dynamics of the early French automotive industry are detailed and explained. As someone once said to me: "within the covers there are 238 pages of milk and honey".

Forty five years after publication it is not that easy to find, but well worth the effort.

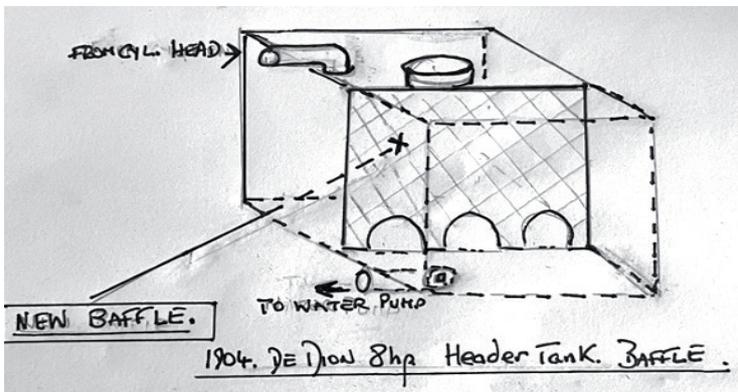




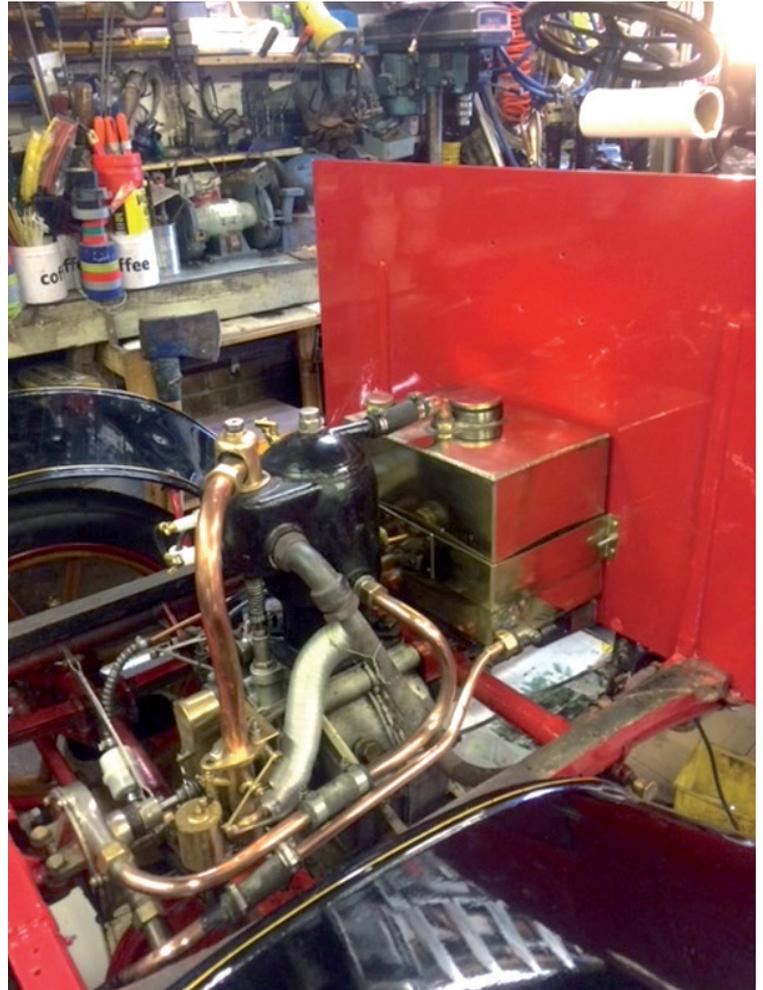
Baffling...Peter Fryer

In the January issue of the Newsletter, Peter Fryer offered details of what he had done to resolve his overheating problems that seemed to occur whenever Madeleine was introduced to a steep incline. He stripped and rebuilt the water pump, replaced various brass connections, flushed the radiator and offered up a few prayers. David Gibbins, Shaun Crofton and others contributed their own experiences, amongst which was the question of a water tank baffle. David mentioned that he had taken advantage of a split in the seam of his water tank to have a good look at what lay inside and had found a baffle plate lying on the bottom, instead of in its required vertical position. Once restored, any overheating or excessive water usage became a thing of the past.

On the basis that the installation of a baffle plate has worked once, Peter felt it was worth treating Madeleine to the same. She had been extensively restored in the 1960's but he had always struggled on Clayton Hill with four up. During the cooling system overhaul earlier this year no baffle plate had been found in the existing header tank.



Shaun and Peter produced the sketch included here, and the new baffle was brazed into place. Did it work? We shall see ...!



Proposed Annual Rally in Southern Brittany June 16th to 21st 2022, organised by Peter Fryer

The Rally next year will be in and around Vannes in Southern Brittany; 76 miles south from St. Malo. Vannes is the very beautiful and traditional Bretagne Medieval City at the top of the Morbihan and has a historic tidal port. The Morbihan is a huge inland lagoon two and a half the size of Poole Harbour; it stretches from Vannes in the North as far as Port Navalo in the south-east corner of the Morbihan and Auray to the north-west. It is mostly at sea level and so is relatively flat as is most of Southern Brittany, with sandy beaches and beautiful countryside! The Hotel, we are staying at is a Best Western Hotel, 'Le Roof' overlooking the Morbihan near Port St Anna.

It is suggested that members take the Brittany Ferry, BRETAGNE, from Portsmouth to St. Malo overnight on Wednesday June 15th, departing at 2030 hrs Weds and arriving in St Malo at 0800 on Thursday: with a two and a half hour towing/drive by Rennes RN D137 and N24 to Vannes .

The Rally fee will be £180.00 per person (£360 per couple) which includes Reception with a Vin D'Honneur on the first and last evenings, Coffee stops each day, lunch out at a local restaurant on Sunday and picnic at the Penerf River and creek (famous for oysters) and beach on Monday, plus an afternoon cruise on a pleasure launch one afternoon in the Morbihan.

Your Hotel Booking is direct with Le Roof on 0033 2 97 63 47 47 or their E mail lerooft@club-internet.fr They have an excellent website. Address your E mail to Valerie and Quote De Dion Club Rally and the dates 16th June to 21st 2022.



Participants will need to book accommodation directly with the hotel, but as a first step, please contact Peter if you are interested in joining the event (peterfryer@globetrans.co.uk or 01252-850374).



Around the World

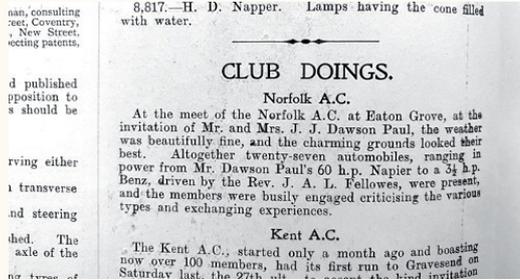


The Newsletter editor is always willing to undertake a little sleuthing on behalf of members, and when Des Burnett sent in a photograph of a number of veterans (including a Type N De Dion Bouton) parked outside an impressive mansion, complete with impeccably dressed occupants, with a 'when' and 'where' question, it was an excellent opportunity. None of the cars had registration numbers (so it had to be before January 1904), the cars present seemed to date from 1902 or 1903, and the photographer

was located in Cromer, north Norfolk. A look at *The Autocar* for 1902 contained no reference to any Norfolk event that year, but in July 1903 there was a meeting of the Norfolk Automobile Club at Eaton Grove in Norwich, where 27 motor cars gathered.

Problem solved! Not really. It helps having relations who live in Norwich; they confirmed that Eaton Grove is now a school, and the building looks nothing like the one in the photograph. Nevertheless, in the image there are 27 motor cars, so perhaps the group gathered at Eaton Grove, and then visited another

country house on the same day. It could be assumed that the run was no more than 25 miles, and so how many stately piles does that offer up to choose from? The answer is rather more than you might imagine, a significant percentage of which either no longer exist or are in diminished form. One of these is Melton Constable Hall, 23 miles from the centre of Norwich. It has the same portico as Des Burnett's photograph, and we can be pretty confident it is where the 27 cars gathered. Next challenge



Our subscriptions are due on the 1st of February each year.

Our annual subscription rates are:

UK: £35

Euro Zone: €35

Rest of the World: £30

The Club's bank details are:

Lloyds Bank:
Sort code: 30-91-91 Account
no: 34965060

Overseas members can also pay by PayPal via the Club's website

Membership renewal can easily be done by clicking on the sub renewal button on the front page of the website.

For the bookshelves



There are usually some surplus catalogues and handbooks available. Let me know what you are looking for. Michael Edwards (+447500003926/mre01@live.co.uk).



Several hundred Bonhams catalogues have been acquired that need to find a good home. They are all from the last twenty years. There is no charge for any issues that members might be interested in, but postage for these should be borne in mind.

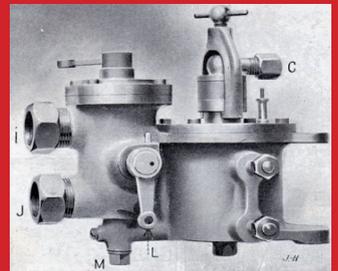
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Wanted

A De Dion Carburettor suitable for a 3.5HP Voiturette.

There is a Longuemare Carburettor number N6102 in good condition with 22mm inlet/outlet available as a swap.

Please contact Arnold Marshall on 01797 270209 or e-mail aw.marshall@btinternet.com if you can help.



Vehicles For Sale

1898 Marot-Gardon tricycle, with the larger 2.75hp air-cooled engine, fuel tank for longer range touring, and a Jamatel gearbox. VCC dating certificate

trojon24@hotmail.co.uk
02392-613490



New Members

The Club is pleased to welcome the following new members, who have joined since the last issue:

-  Brian Bruce
-  John Harrison
-  Geoff Ironside
-  Chris Woodhouse