



## Contact us

www.dedionboutonclub.co.uk  
dedionboutonclub@gmail.com



## Books & Magazines

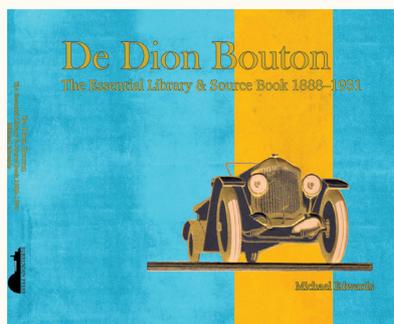
Now might be the time to fill some gaps in your library or catch up with some reading. A few suggestions for you:

### 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](http://surrendenpress.com).

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

## Welcome Letter from the Chairman

I mentioned in the last Newsletter that the Club is organising a 'Virtual AGM' on March 6<sup>th</sup>. We have now sent out the invitation and are asking members to reply promptly if they intend to join the meeting via Zoom. The accounts will be finalised by the 18<sup>th</sup> of this month, after which they will be loaded on to 'Members' section of the website. Those members who have expressed an interest in joining the AGM will receive the necessary access details in good time. Already we have a good international cross-section of members joining us on the 6<sup>th</sup> of March, and we are looking forward to welcoming you all on the day.

Laurens Klein has now started work on updating the Club's website. We are making some small technical tweaks to improve the user experience and also to help load items more efficiently, as well as installing regular updates.

I am delighted that we have had two further offers of support: Justin Fellows, a classic car enthusiast for decades, joined the Club after acquiring a De Dion Bouton-engined Bertrand from long term Club member, Clemens Heddier in 2019. More recently, in that tricky time between Christmas and New Year when there is the opportunity to

scour the classified ads, he and Debbie decided to treat themselves to a veteran Cottureau, which is now receiving some restorative care. Justin has volunteered his services to the Committee, and his nomination will be considered at the forthcoming AGM – please give him your support.

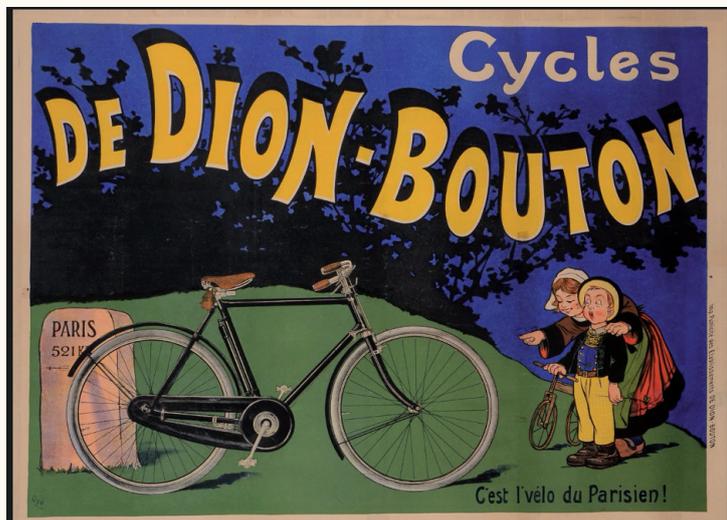
Tam Large will be known to many UK Club members for both his veteran motoring interests and his choral virtuosity (so I believe), but he is also passionate about pedal cycles. He has offered to become the Club's cycling specialist, and has embarked on a mission to assemble material about pedal cycles. If you have any catalogues or articles on De Dion Bouton pedal cycles please share them with Tam ([tam@tamlarge.com](mailto:tam@tamlarge.com))

### 2021 Subscriptions are now due

Motorvations will appear in March and the next Newsletter will be published in April.

Do not hesitate to offer any feedback, content or suggestions to [dedionboutonclub@gmail.com](mailto:dedionboutonclub@gmail.com).

Michael



Amongst the companies producing early motor tricycles, De Dion Bouton was unique in that it had not been involved in the rapidly expanding cycle craze from the late 1890s. It was a surprise to many observers that in 1909, the same year that the company launched the first production V-8, it also began to manufacture pedal cycles. Tam Large offers a reason for the decision on page 3 of this newsletter.





# Greasy Fingers



We are not as cool as we would like to be... with Penny Chew and David Ralph

Following Peter Fryer's article on his investigations of overheating, and the task of dismantling the water pump, the following email arrived from David Ralph:

"Penny's 6hp car will boil if it is stuck in traffic or is held for too long on the Start or Finish lines of the LBVCR. I have seen many De Dion Bouton's boiling on the finish line at Brighton. I looked into the cooling system of her car a few years ago. I first wanted to check if the water pump was working so I removed the top hose where it connects to the water tank and directed the hose into a bucket. I then started the engine to see how much, if any, water was being pumped. To my surprise the bucket was full to the top in a matter of seconds. My conclusion is that the water pump is too efficient and pushes the water around the system too quickly. On the move the car

never boils although it certainly gets hot climbing Clayton Hill. I guess that enough air is passing through the radiator to take heat away when the car is moving. But when it is stationary the water is pumped round so fast it doesn't have time to transfer heat to the radiator gills. Looking at the pump it is quite large in diameter and much bigger than the pump fitted to my Wolseley and to the Humberette, I had before."

I passed on David's note to the Club's technical officer, Shaun Crofton, which produced the following reply;

"Dear David

Whilst I can fully appreciate your anxieties regarding Penny's 6hp the physics say quite unequivocally that an increase in water velocity in a heat exchanger system can only

lead to increased heat transfer rather than decreased. Also not all 6hps boil at the slightest insult and since you have proven that the pump is working well the explanation has to be one of the following. Either the cylinder head is heavily scaled internally and has a layer of sediment at the bottom or on one side opposite the water pipe take off or the radiator core is partially blocked. On a cold, damp November morning a 6hp should idle quite happily for 20-30 mins without getting close to boiling when the cooling system is in proper order. Further investigation will reveal the source of the trouble. My money is on a partial blockage in the radiator core."

Shaun

## In the workshop...

A great many of the larger De Dion Bouton chassis were originally furnished with formal coachwork, requiring the consummate skills of coachbuilders and upholsterers and not inconsiderable investment; indeed the price of a high-spec landaulette purchased in 1907 would have secured a comfortable family home. Post-war many of these bodies were stripped of their brasswork and chopped up for firewood or chopped down for

touring bodies. The number of bodies that survived this carnage has been depressingly modest. In recent decades, the increasing difficulty of sourcing the required specialist restoration skills, the inevitable long wait for the work to be completed, and the more mundane concern that the vehicles rarely fit a modern garage, has further reduced the likelihood of seeing these splendid constructions on the open road.

Clubmembers should feel heartened that Bernard Holmes has almost finished the restoration of his 1907 Type AX landaulette, complete with sumptuous upholstery. All that is now required are a few tweaks to the back axle and the car will be on the road. The editor of the newsletter hopes to be able to bring you a photograph of the first outing of the completed vehicle in a forthcoming issue.





## Two-wheel travel... with Tam Large

Many, indeed probably most, of the early manufacturers of automobiles started off as established bicycle makers, which is not surprising considering the explosion of interest in all things cycling as people discovered the freedom of the open road on (mostly) two wheels. The addition of motive power of various kinds for tricycles and motor cars was simply a natural progression, and many bicycle makers quickly took note of this change and leapt on the bandwagon.

De Dion Bouton were the great exception. They didn't start making bicycles until 1909, and they devoted much of their early bicycle literature to explaining their decision to embark on this seemingly backward move.

*"Some people are perhaps astonished when first they hear the news that Maison De Dion Bouton have set themselves to making bicycles"* proclaims the preface to the 1909 catalogue. It then goes on to make its case that *"in every cyclist there is an automobilist in waiting"*. Waiting that is, for the opportunity to replace his bicycle with a light car. Once he gets the money the cyclist is then presented with a huge range of marques from which to choose. After some entertaining passages of delightfully florid prose extolling the virtues of Maison De Dion Bouton, its experience in making pretty well all other forms of locomotion on the road, and the excellence of its engineers, materials, and facilities, the cunning plan was gradually unveiled. *"Our bicycles being therefore of the same breed, which permits our cars, as well as being seen often, to travel more than 100,000 kilometres without returning a single time to our factories"*. Once the cyclist has made the, surely inevitable, decision to ride one of the superlative De Dion Bouton bicycles, naturally he will chose Maison De Dion Bouton from which to purchase his first motor car... Ah! Now we understand.

The earliest major article I have seen so far accompanying the launch of the DDB bicycle range is a front page spread in the "De Dion Bouton Journal Industriel Hebdomadaire" (De Dion Bouton Weekly Trade Journal) of the 10<sup>th</sup> April 1909. Accompanying engravings of their new top of the range "Modele B – Touriste" and ladies' "Modele E pour Dames" roadsters, is a wonderfully whimsical piece. While strolling along the Champs-Élysées the writer muses on the usefulness of seven-

league-boots as described in a childhood book about Petit Poucet (a sort of French Tom Thumb), bemoaning the lack of these useful items from a bygone age. Thinking of other far flung parts of Paris to which he would like to bound, he realizes – you've got it – the modern equivalent is a bicycle, preferably one of a high degree of perfection: De Dion Bouton of course.

BICYCLETTES DE DION-BOUTON

**GUIDONS**

POUVANT ÊTRE LIVRÉS SUR NOS BICYCLETTES

MODÈLES 1914



N° 1  
Très relevé (10 cm)



N° 2  
Relevé (15 cm)



N° 3  
Droit



N° 4  
Demi-cintré



N° 4 bis  
Demi-cintré à potence



N° 5  
Cintré



N° 5 bis  
Cintré à potence



N° 6  
Genre "Poulain"

A moins de demande spéciale nous livrons nos machines :

Types K, L, LA, MB, N, O, P, PA, T, U, V, avec guidon N° 2.

Types M, MC, avec guidon N° 5 bis

Types MD, avec guidon N° 5.

◇

Nous livrons à volonté l'un quelconque de ces guidons sur les modèles M et MC.

◇

Sur demande, nous pouvons livrer sans supplément un guidon N° 1, 2, 3, 4 ou 5 sur les modèles K et MD, et avec un supplément de 2 fr. un guidon N° 4 bis, 5 bis, ou 6.

Les freins de Dion-Bouton ne peuvent se monter que sur les guidons N° 2.

I can thoroughly recommend these simple broadsheet newspapers. They are filled with wonderful pictures and advertisements and should appeal to all De Dion Bouton enthusiasts even if one does not speak the lingo. Even more delights if school-French can be resuscitated to decipher the writing. In the same issue above we can read that the 1908 Olympic Games made a substantial profit. Those were the days.

The 1909 Catalogue lists only 5 models: Modele A – Routier Leger; Modele B – Touriste; Modele C – Course Sur Route; Modele D Pour Dame, and Modele E –



Pour Dame (a higher spec. version). All models had a large number of options for gears, saddle, brakes etc. This range would be expanded considerably in the years to come. The catalogue ends with a picture of a De Dion Bouton single-cylinder Voiture Legere – bait for the cyclist once he has bought the bicycle one suspects.

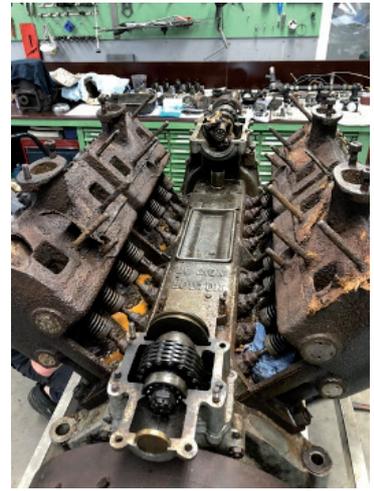
Having parted with my De Dion Bouton powered Clement last year, I resolved to keep my foot in the De Dion Bouton world with the acquisition of a De Dion bicycle, purchased from our very own Chairman (offered for sale in the November Newsletter). As a long-term early bicycle enthusiast, this made a lot of sense: to me anyway. A dip into catalogues and other writings showed that there is a whole new DDB world waiting to be unearthed. De Dion Bouton made bicycles from 1909 until at least 1928, which is the date of the most recent catalogue I have come across. Our Chairman kindly accepted my suggestion that I might gather and co-ordinate information on De Dion Cycles for the benefit of our members. In order to do this I need your help, especially those who have De Dion Bicycles and/or catalogues and other relevant information. I would be hugely grateful to anyone who might forward details, photographs, frame numbers etc. of DDB bicycles they own or know about. I also need to gain copies / scans of DDB bicycle catalogues so that I may know more about the models available in each year and the little details which might aid dating. Everything I gather will be freely available to members. I have currently catalogues for 1909, 1914, 1921, 1925 and 1928, so there are many gaps in the set I would like to fill. Please email me on [tam@tamlarge.com](mailto:tam@tamlarge.com).



A request came to the Club from the Canadian Automotive Museum, based in Oshawa, Ontario, for information about Edwardian motor cars. Amongst their collection is a twin cylinder Type DE2 tourer from 1912, whose engine number is just two digits different from the one housed at Autoworld in Brussels. The museum will be launching a new exhibition of its early cars as soon as the premises re-open later in the year.



Job Brouwers from the Netherlands is someone who likes a challenge, and this project should meet his needs. He has recently acquired a 1915 Type GF chassis into which this V-8 engine fits very snugly. Job will be writing about the progress of his restoration for a future edition of the Newsletter



Take a look at the website, where in the History section, the entries on model development have been updated

[www.dedionboutonclub.co.uk](http://www.dedionboutonclub.co.uk)

## Subscriptions



Our subscriptions are due on the 1<sup>st</sup> 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

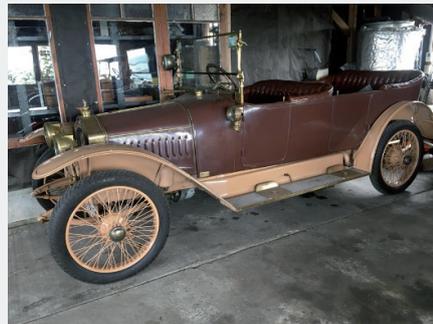
Overseas members can also pay by PayPal via the Club's website

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

## For Sale

**1913, Type EK, 9/12hp Tourer, no.187, four cylinder, 1642cc**

[williamhearne23@gmail.com](mailto:williamhearne23@gmail.com)  
006434300998



**1907 Type AL Rear entrance tonneau, no. 288, engine 22310**

[PeterBird68@gmail.com](mailto:PeterBird68@gmail.com)  
+44(0)7980209482



**1911, Type CS2 four cylinder tourer**

[thomasjamescook@gmail.com](mailto:thomasjamescook@gmail.com)  
+44(0)7831-116810



## Under the workbench...

Do you need digital images or prints from turn of the century glass plate negatives? Contact Jack Smethers, who can clean the plates, re-touch where necessary, and then produce positive images in whatever format required. [jack@jacksmethers.com](mailto:jack@jacksmethers.com)



De Dion Bouton engine converted for stationary use. In the same family for 93 years and once used to power a canal boat. Michael Smith ([m.smith214@btinternet.com](mailto:m.smith214@btinternet.com))

## New Members

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

 Tim Britnell

 Keith Pearson



London to Brighton Veteran Car Run finisher's medals available (from the 1930s). Michael Edwards (+44(0)7500003926/[mre01@live.co.uk](mailto:mre01@live.co.uk)).