



# De Dion Bouton Club UK

## Contact us

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 dedionboutonclub@gmail.com



## Books & Magazines

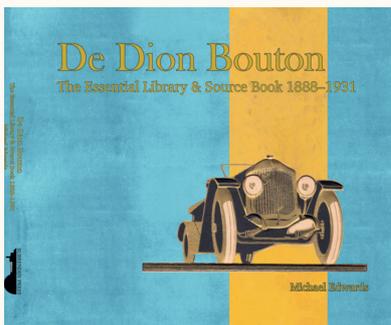
Now might be the time to fill some gaps in your library or catch up with some reading. A few suggestions for you:

### 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 Club's year is well underway, and we have the AGM completed as well as a very successful lunch gathering at Bibendum in London, where over 30 members were present. There is something very attractive and relaxing about being at an event where little preparation is required, no messing around with trailers, parking, and resolving breakdowns; the only focus is enjoying the company of those around you.

That will all be changing very shortly as we head off for our very much delayed summer rally to southern Brittany which Peter Fryer is organising. Initially planned for 2020, the hotel has retained all the original arrangements (and costs), and we have 38 members and guests who have booked at Le Roof hotel on the Gulf de Morbihan. Routes have been planned around the circumference of the Gulf, as well as visit to the main island in the Gulf, the Isle des Moines. With the anticipated summer sunshine in late June, the prospects for the event are excellent. At the time of writing, I believe that these is one room still available, so anyone interested should contact Peter (peter.fryer2@btinternet.com).

A month after our return, on July 23<sup>rd</sup>, we head

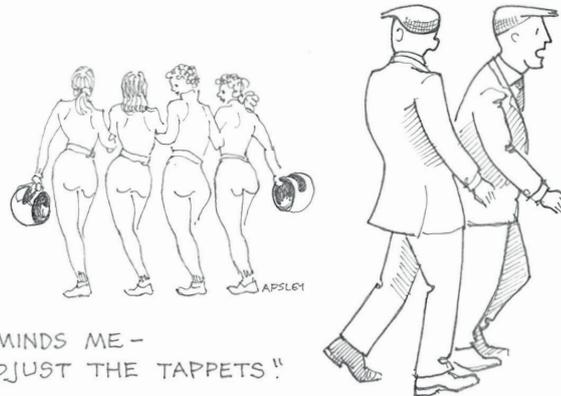
off to Barnards Farm, where Sylvia and Bernard Holmes have generously invited Club members to use their facilities for the day. There will be open access to the grounds, the railway and the car collection. In the afternoon a short run out has been prepared for those bringing old vehicles. Details of the event and the booking arrangements can be found here in the Newsletter.

In September we will be returning to Beaulieu for the International Autojumble. It was a great success last year when we met many long standing Club members, answered numerous queries about De Dion Bouton motor vehicles, and also signed up some new members. This year we intend to expand the space that we take so that we can present more of what we do as a Club. Make sure that you call in and see us if you plan to be at the event.

Motorvations will be published in June and the next Newsletter will appear in July

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

Michael



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## Time to get out... Michael Edwards

Now that Spring is well and truly here, and the fine weather has encouraged us to open the garage doors and get our machinery fettled, it is time to plan a few trips out. Arnold Marshall has sent in a list of events that the Sunbeam Motorcycle Club has scheduled for this year, all of them eminently suitable for tricycles and quadricycles. Contact Arnold directly if interested.



### **OPPORTUNITIES TO EXERCISE TRIKES AND QUADS**

The Sunbeam Motorcycle Club offers the following events suitable for pre 1915 Trikes and Quadricycles.

#### **Sunday 26<sup>th</sup> June The Third Northern Pioneer Road Test.**

Set in the beautiful Yorkshire Dales the run starts and finishes at Tennants Auctioneers in Leyburn. The veteran friendly route avoiding steep hills is approximately 50 miles long on quiet country roads in and around Wensleydale with a lunch stop at Bainbridge.

#### **Sunday 21<sup>st</sup> August The Fourth Summer Pioneer Run**

Starting and finishing at The Motorcycle Workshop in Bolney Sussex, the run is approximately 30 miles in length on quiet roads.

#### **Sunday 3<sup>rd</sup> October The 82<sup>nd</sup> Pioneer Run**

This traditional run from Epsom to Brighton City Airport now accepts SMCC eligible Quadricycles in addition to Trikes.

Other SMCC events suitable for Trikes and Quads this year are listed below.

5<sup>th</sup> June Rose of the Shires Run. Northants.

10<sup>th</sup> July Garden of England Run, Kent.

14<sup>th</sup> August Graham Walker Run. Hampshire.

4<sup>th</sup> September Fourteenth Constable Run. Suffolk.

10<sup>th</sup> September 12<sup>th</sup> Sunbeam September Challenge. North Yorkshire.

25<sup>th</sup> September Eighth Romney Marsh Run. Kent.

For more information contact Arnold Marshall on 01797 270209  
aw.marshall@btinternet.com)

## Barnards Farm...

Bernard and Sylvia Holmes have very kindly invited Club members to Barnards Farm on Saturday, July 23<sup>rd</sup> this year. For the many people who have visited on previous occasions, they will know that there is much to do on arrival, from a leisurely walk around the grounds to enjoy the sculpture and garden plants, to a trip on the estate train where, no doubt, there will be new features to see, and then there is the world's finest collection of veteran and Edwardian De Dion Bouton motor cars to admire. For those who want to expend more energy, the track is available for tricycles and quadricycles to use. Two small electric jeeps are on hand for children to drive under supervision.

Guests are welcome from 10.30am and there is ample parking for trailers. The trains run from noon to 1pm, and then the usual excellent buffet lunch will be served. After lunch, an optional excursion has been prepared to nearby Blackmore for those bringing old vehicles, where the cars can be displayed on the village green, while we enjoy tea and cakes. The journey there is 14.6 miles, and the return is 12 miles or 22.6 miles, depending on how adventurous participants want to be.

For those club participants wishing to attend, please email Michael Edwards ([mre01@live.co.uk](mailto:mre01@live.co.uk)), with the

number of participants, an indication of any special dietary requirements, and whether an old car is being entered for the afternoon excursion. An early response will be helpful to organise catering.

The cost per head is £29 and payment should ideally be made directly to the Club bank account (sort code: 30-91-91; account: 34965060) stating surname as a reference. If a cheque is the only option, make it payable to De Dion Bouton Club UK and send it to Michael Edwards, 59, Surrenden Road, Brighton, BN1 6PQ (07500003926).



## Beaulieu

This year we are planning a larger presence than usual at the Beaulieu International Autojumble that takes place on the 10<sup>th</sup> and 11<sup>th</sup> of September. The Club stand is being organised by Justin Fellows, so if you are able to lend a hand, manning the stand for a couple of hours, then please contact Justin ([djfellows@yahoo.co.uk](mailto:djfellows@yahoo.co.uk) ; 07545150530).





## A Treat from South Africa...

Articles about De Dion Bouton vehicles in South Africa are something of a rarity in the Newsletter, so make the most of this one. The story starts with James Sidney Drewry, who was born in London in November 1882 to a father who was a ship engineer, an inventor who advertised a patent in 1891 for a 'sprung bicycle wheel', and subsequently managed a bicycle manufacturing business in Herne Hill, in south London. His grandfather was both a barrister and a respected civil engineer who wrote a book called "A Memoir on Suspension Bridges".

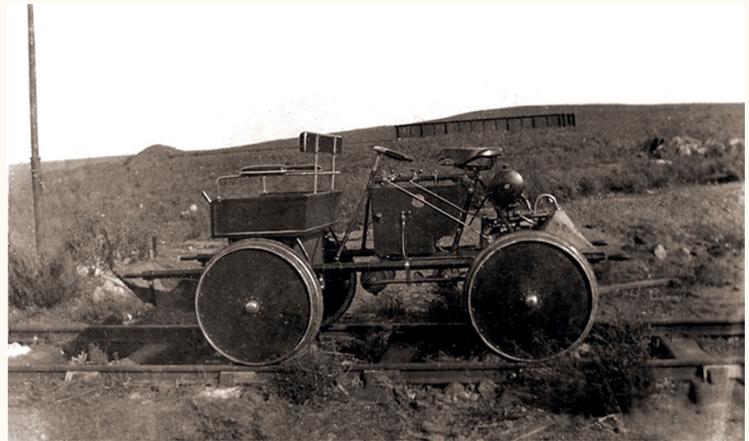


Following an apprenticeship at Drewry & Sons, James found employment with De Dion Bouton as a 'junior engineer and improver'. Between 1902 and 1906, James worked in South Africa on the Cape to Cairo railway project. This was one of the most ambitious schemes ever conceived during the heyday of colonial expansion in Africa, with Cecil Rhodes as its driving force, and with the overall ambition of connecting all the adjacent possessions of the British Empire through a continuous railway and telegraph line covering 6,500 miles. It was destined never to be finished.

One of the projects that Drewry worked on was the construction of a rail trolley. Two photographs of the trolley are presented here; they feature in James Drewry's diaries, completed during his stay in South Africa. It is clearly derived from a De Dion Bouton quadricycle, which James would have been familiar with during the time when he worked for the company. The vehicle differs considerably in detail from the standard machine. There is nothing about the frame in terms of the side rails, front forks, or the bridge axle, that are typical of the DDB quadricycle. The full frame tank was introduced by De Dion Bouton in spring 1902 (and by Ariel two years previously) and yet the full frame tank in the photograph is a different concoction, although it does have the De Dion Bouton badge and it may well have started life as a standard item, but its capacity has been significantly expanded.

The drive shafts and overall width of the machine are markedly different from the usual quadricycle, but then the machine would have had to fit the standard rail gauge of 1.435m. The engine is a water-cooled unit without the usual finned cylinder block. It looks to be a 3.5hp water cooled engine that was introduced

in June 1899 for the voiturette. This engine was never installed into a road-going tricycle or quadricycle.



The construction of rail cars became something of an obsession for Drewry because upon his return home he designed and manufactured the Drewry petrol-driven rail car that was made by his company in Herne Hill. The railcars were exported to South America, South Africa, India, Australia, and Hawaii. The company he established for the purpose was ultimately sold to B.S.A. of Birmingham.

The manufacture of railcars, following on from the dramatic expansion of the rail network in all parts of the globe outside of Europe during the first three decades of the twentieth century, increased very significantly, and there were numerous experiments involving the conversion of road cars to rail vehicles. As an example, the facilities of the factory at Puteaux, following the near cessation of motor car production in the early 1930s, were used for the manufacture of railcars.

Drewry's career was not entirely dedicated to railcars, for he developed pontoon bridges for the Belgian army in the First World War. With the arrival of the Second World War, he was involved in the construction of tank trailers and a secret project named the 'Welfreighter', a mini submarine. Google "James Sidney Drewry 1882-1952, for more details on this fascinating individual.



The Vintage Revival event took place at Montlhéry last weekend, as I write this note, and what a success it was. Last year's event was cancelled but this year the bank-tracked circuit attracted many participants, spectators and a host of exotic machinery including an early De Dion Bouton motorcycle and (a great rarity) an Gaillardet-engined tricycle with its exotic cylinder barrel. Gaillardet worked at the De Dion Bouton company as an engineer before striking out on his own as an engine manufacturer. There was De Dion Bouton interest not just on the track but amongst the autojumble stands where an early voiturette carburettor, multiple engines, and, remarkably, a complete set of con rods and pistons for a 1913 V-8, were spotted.

## 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

### 1901 Type G2 Voiturette

This 4.5hp-engined vehicle has been in long term family ownership and has not been on the market for a very long time. It is complete and running with a host of original features, including the upholstery, which is unusual for a vehicle that is 120 years old. It is ready for the road and is currently located in Holland.

## New Members

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

-  Klazinus Noordijk
-  Micah Lazarus
-  Trevor Wood
-  Steven Williams
-  Jos van Genugten
-  Richard Clarke
-  Allan Winn
-  Jean-Christophe Gandubert



More information can be obtained by contacting: [voiturette@hotmail.nl](mailto:voiturette@hotmail.nl).