

THE



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Brunel's SS Great Britain
Photo's from Clive Hamilton-Gould



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Front Cover: Peter Jacobs DMS pictured at John Woolley's home during the 2013 Somerset Saunter rally.

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EDITORS NOTES

This will be my last issue as Journal Editor.

You may remember that in the last issue I made a plea for a volunteer to step forward and take on the role of editor. I am pleased to say that Mike Tebbett has kindly agreed to take over.

Mike has a fine and varied collection of cars and projects, including a Type R Delage, Hotchkiss, Amilcar and a few others to keep him busy. Mike also is editor of the Light Car and Cycle Car section of the VSCC's publication, so the Delage Journal is in safe hands.

I joined the Delage Register (or "section of the VSCC" as it was then) in 2000 and in an effort to get to know people with the aim of finding a restoration project, offered my services to Peter Jacobs, who was at the time Newsletter editor, to help with the printing and posting duties. One thing led to another and eventually I took over as editor and started producing, printing and posting the newsletter in its entirety. At various times of the year, our living room became overrun with paper and envelopes. Fortunately things progressed to using an external printer, that just left the envelope stuffing and stamp sticking a few times a year.

Sadly work and other commitments over the last few years have increased greatly to the point where I am unable to devote the time to producing the Journals to a reliable timetable.

Hopefully, I may even be able to find some time to work on my car soon which has seen very little progress over the course of this year, though I am very pleased that I have successfully made the ash frame for the first door, a task that initially seemed so simple and ended up anything but simple – maybe I should have believed the coach building text books when they said the doors were the most complicated parts of the frame to produce!

Finally being your editor for all of these years has been a fantastic experience, and despite my constant pleas for articles has been very enjoyable, so, thank you all for your support, and GOOD LUCK Mike

YOUR PUBLICATION NEEDS YOU!

Whilst we aim to let you have our publications in January, May and October of each year, this can only happen with your help.

Please send your tales of adventure, rebuild or any other story you feel may be of interest to:

MIKE TEBBETT

m.tebbett@tiscali.co.uk

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THANK YOU

"Ne faire qu'une chose. Mais la bien faire"

THE DELAGE SCENE, AS OBSERVED BY PETER JACOBS.

This summer's weather in the UK has provided plenty of opportunity to enjoy one's Delage, be it in driving, restoration, or simply contentment in ownership.

In my case restoration was the driving force and my 1925 DISS ex the USA the focus of attention. New paint and lots of attention to detail are paying off, and pending tasks including repair of the 'vee' windscreen, engine turning the instrument panel, wiring, and partial re-upholstery. (All necessary materials have been procured, but finding or making the time to employ them will take a little longer).



In between these activities my 1927 DMS took us to various events including VSCC Prescott hill-climb, The Monmouth show, Easter Compton Classics Show, and Tredegar House vintage rally. I find the car is attracting a lot of genuine interest these days. I regret I was not able to attend the Register's visit to Brunel's 'Great Britain' and the Bloodhound LSR car workshop, though both sites were 'on my doorstep.'

A highlight of this year was the rally to Ghent in Belgium to visit the Delage collection of **Fons Vervloet**. I very much enjoyed meeting so many friends made over the years through matters Delage. I travelled from Glasgow with **David Gray** in his Cadogan bodied DISS. The strong engine did not miss a beat over the whole 800 plus miles. Unforgettable.

On a sad note, the Delage movement has lost a good friend in the passing of **Geoffrey Hollyock**. I first met Geoff 1991 when he and his wife Lesley accompanied **Arthur and Nova Bailey** in their Delage CO on a rally to The Haig. Passionate about all aspects of Delage, and a talented hands-on restorer, Geoff's collection included types R, DISS, DM, and D6 70. We regularly met year on year at Beaulieu and on his frequent visits to Lesley's relations near Bristol. Geoff's knowledge and his sense of humour leave a lasting impression. A measure of his esteem amongst his peers can be appreciated from the obituary on page 11 written by **Courtney Pern**, President of the Delage Club of Australia.

Another friend and ex Delagiste **John Bull**, who used to own Delage UE 2555, died in Brazil in May. I knew John very well from the 1960's when he lived in Winford, Somerset. John was one of the group of vintage car enthusiasts who met every month at the Bentley Drivers' Club meeting at the Kings Arms in Litton. John restored his Delage tourer from poor condition and designed a replacement body. The wood frame was built by his neighbour (a professional cabinet maker), the aluminium panels formed by Mr Ferguson of Stroud. The finished result was handsome. John owned many cars in turn, from Alvis to V12 Lagonda. His work took him to Brazil where he spent the rest of his life. He never forgot his Delage and insisted that I kept him up to date with my restorations. An English gentleman through and through.

It is always a special pleasure to meet Delageistes from beyond our shores. Rose and I were delighted to welcome **Gerald Swinnerton** when he visited us in Almondsbury during his tour around the world visiting friends and relations. Gerald has only recently stood down from his Presidency of the **Delage Club of Australia**. It was also special to meet up once again with **Max Jamieson** from Auckland NZ (owner of a DI Colonial) who accompanied us during the recent the rally to Ghent. The latter rally also provided the pleasure of meeting **Christoph and Frieda Rusterholz** from Switzerland with their immaculate Delage DI with its original saloon coachwork by Birch and Workman of Belfast. We have been in written contact over very many years.

Delage in Miniature. New member **Tony Hunter** is a professional model engineer and is embarking on making a model of a sporting Delage for his own pleasure and not for a commission. Tony contacted me for help in finding suitable scale drawings that he could use. He is now armed with a copy of a detailed chassis drawing produced

"Ne faire qu'une chose. Mais la bien faire"

for coachbuilders, plus photos of a DISS instrument panel. He soon has made scale wheels and tyres plus miniature instrument faces. I am looking forward to updates on progress.

Delage Cars Remembered. I had reason to contact Messrs **Hemingway Kits** of Bridgnorth regarding an indexing attachment for my lathe and milling machine. I used my Delage-World email address. Mr. Kirk Burwell the proprietor noted the address and told me that his father had owned a Delage just after the war. I checked my records and found a Motorsport advertisement dated April 1955, for a "1933 Delage D8 15 for sale at £90; BURWELL, The Grange, Cubbington, Leamington Spa."

Kirk responded "For sure that's my Dad! He was working at AP Leamington at the time. Average wages in 1955 were £729 a year compared with £26,500 today so £90 would be similar to £3,000 - it can't have been a complete "banger" then. He got married that September that year so maybe the two things were related.... I had a hunt and saw that it was also advertised in December 1954 as: 'SMOOTH, FAST, comfortable and impressive. Super-sports 4-litre Straight Eight O.H.V. 1933 Delage. 4-5 seater fixed head coupé. Recently re-sprayed and generally overhauled. 15 mpg.'

Can any members recall and tell me what became Mr Burwell's Delage?

My own 1927 DMS. Last May, whilst "filing for space" in my office I rediscovered a copy of an advert saved from the magazine Motor Sport for May 1950. It reads: *"1927 DELAGE DMS (21-h.p.) Boat bodied sports, maroon upholstery, runs perfectly because lovingly maintained. £280 or offer. Bowden Mill, North Bovey, Devon."* Better late than never, I penned an appropriate letter to the "The Chief Miller". Much to my delight, I received a 'phone call from the current Chief Miller, a Mr Harry James. He volunteered to ask around to see if anyone recalled the Delage. Very soon he was able to tell me that this car belonged to a Mr Spring who was the proprietor of Court Street Garage, Mortonhamstead, and that the Delage was in regular use by Mr Spring and his family. He had a son, Tim Spring (who would be in his early 70's by now) who is believed to have become a doctor.

Guess what! I bought my DMS from a Mr John Spring in 1962. It had been stored in a garage in Somerset when its owner had changed jobs and been given a company car. I can feel a drive to North Bovey coming on.

1921 Wooden Saloon DE. This car, owned by C W P (Peter) Hampton and said to have been exhibited in the 1921 Paris Salon has recently been sold to Mr Bradley Farrell of South Salem, New York, thereby crossing the Atlantic for a third time. As usual, the new owner requested a complete history of the car. I found a record stating its registration in the 1950's was PM9242, then further



enquiries revealed that the original East Sussex County Council vehicle register for PM 9242 (ref VEH 4/8) show that a Delage 12.8 saloon was first registered to J S Mathews, Kingsland Park, Winkfield, Berkshire, 19 May (thanks due to Andrew Lusted pp Philip Bye).

I have looked for this address (Google Earth, 192 Records etc) but can find no trace. It is possible that the house was demolished to make way for a modern estate. Can any member provide a clue that might help in uncovering more about Mr Mathews and his very distinctive Delage?

A D8 recalled. Ian Johnstone of the Real Car Co wrote to say: 'For about ten years from late 70's to late 80's I was an Overland Driver/Leader taking tours, mainly in four wheel drive Bedford trucks, London/Kathmandu, London Jo'berg and other far flung destinations. The workshop on the outskirts of Kathmandu was where we did turn around maintenance on the trucks and these photos were taken late '79 early '80 . When I went back a couple of years later I had a hope/fantasy of buying the Delage and driving it back to the UK only to find it had already been sold - allegedly to Japan – 'drat' I said"



This was the same D8 that had been promised to Register Member **Gedolph Everts**.

Cars in the news

A recently imported Type **GL** with wood-planked skiff coachwork by Labourdette was recently shown at Hampton Court Concours. (See photo right)



A replica of the Rene Friederich's **D8S** was shown at Pebble beach this year by **Alan Reid**, Register member of Melbourne, Australia.

A DI tourer in "kit form" has recently become available in Victoria, Australia. Its seller Jim Mckenzie has owned it since about 1964.

My records show: "Owned in 1960 by the Rev Donald Charles Erith Bowaker (Holy Trinity Cathedral, Cathedral Close, Wangaratta, Victoria) who wrote to Sidney Fulker asking to join the Delage Owners Club. Outright winner (field event) of 1959 Victorian VSCC rally. The Reverend acquired from ex owner and restorer, Le Comte Nicholas de Fossard de la Vatine (affectionately known in the VSCC of Oz as Tattywhiskers)."

"Ne faire qu'une chose. Mais la bien faire"

This car is serial No 14240 and the body is by Cheetham and Borwick who were in Carlton (Melbourne) until 1952. Jim bought the car from the brother of a fellow who was a minister student at Wangaratta (Northern Victoria).

Jim's email address is jimandlouise@optusnet.com.au



Barn find (Sortie du Grange) An interesting challenge and for sale in the Alps by a friend of Daniel Cabart ... 4000 €. Daniel says this D6 11 has coachwork by Autobineau.



Finally, I am planning to be in Paris for the duration of the Retromobile Exhibition in February and I look forward to meeting you there.

EVENTS

Advanced notice: Delage Register Summer Rally 2015

Delage rally for next year will be in North Oxfordshire Sunday
June 14th to 17th.

**From Courtney Pern
3rd June 2014**

Greetings from wintry Melbourne! (Actually, we've just had a record mild May - pleasant, but worrying!)

I am writing this as a member of the Delage Register, as the recently-elected President of the Delage Club of Australia and as a friend of those of you with whom I have corresponded or met personally. I would be grateful if you could publish the following (at least in part) in the Journal.

I would like to give you advance notice of our next big rally. Every two years or so, The Delage Club of Australia holds a major rally of five to seven days, often involving an interstate trip. We are planning our next for the early Autumn of 2016 (probably March), and we shall be crossing the water to Tasmania. The proposal is to run a hub rally, based on Launceston.

We are hoping to give this rally an international flavour and entice overseas members and visitors to join us for what will be a superb week of Delage motoring. We are fortunate to have many excellent roads for vintage driving in our country - mainly all sealed and without too much traffic, and nowhere is this more true than in Tasmania. Throw in great scenery and pleasant Autumn weather, and Tasmania is hard to beat. If you can't bring your Delage you can hire a modern, and we will have spare seats in many of our cars.

If you have been toying with the idea of visiting the Antipodes, let this be the trigger, and make our Rally part of your itinerary. In term of weather, February and March are the best months to visit southern Australia. So start planning now - you won't find our hospitality wanting! We will bring you more details in due course. Please email Expressions of Interest to me on pern@bigfoot.com.au.

Sincerely,
Courtney Pern

OBITUARIES

The Delage community worldwide has lost a friend, avid enthusiast and Delage ambassador with the death of our member Geoff Hollyock.

Geoff's passion for the marque, enthusiastic participation in rallies both locally and overseas, and his wealth of knowledge willingly shared have all contributed to his respected standing in our Club. Many of you will have known Geoff, as he made many friends among the Delage Community in the UK and Europe. Geoff was determined to be part of our Mountains to Lakes Rally last October, and it was wonderful to have him and Lesley over with us all. He brought his lovely DM, and drove it himself a large part of the way. Although stricken with cancer, Geoff resolved to live life to the full, and his indomitable spirit will remain an inspiration to us all.

Courtney Pern

SUR LA ROUTE



A D.I. saloon sits in the sun outside a café on Le Boulevard du Casino in Fouras.



A D.I. saloon sandwiched between two buses on the Boulevard Capitaine Petitjean in Kenitra.



A D 6.70 cabriolet finds a parking space on the quayside in St. Tropez.



A D 6.11 on the seafront at Le Touquet.



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Yankee Doodles

by Mike Smallwood

Harry Harkness

Harry Stephen Harkness died on 23 January 1919 at his home at 270 Park Avenue New York. He was 38 years old, the only son of Lamon V. Harkness, one of the biggest stockholders in the Standard Oil Company (ESSO). On his father's death in Los Angeles on 17 January 1915 Harry had inherited a colossal fortune of \$50 million. His father's stake money for the oil venture had come from his cattle business in Kansas City. Harry had always been accustomed to a wealthy lifestyle but all his money could not protect him from the influenza epidemic that swept through New York in the early weeks of 1919. Even so in some circles there was surprise that he had actually managed to survive until his 39th year.



Harry lived the life of a rich playboy and had the confidence and sense of immortality that great wealth can bring. He also had a penchant for all things mechanical and was always ready to put on his overalls and help his mechanics. In the early years of the century he had taken to automobile racing with no little success. In 1902 driving his Mercedes 60 h.p. he won a 10 mile race on the dirt oval at Brighton Beach, New York and that same year after other successes he was declared champion by the American Automobile Association (AAA). In 1903, in a Simplex, he beat Henry Ford's '999' in a five mile race at

Grosse Point, Detroit. One of his best drives was in the 1904 'Climb to the Clouds' of 7.6 miles up Mount Washington, New Hampshire where he won in 24min 37sec. He also held the road record between Boston and New York.

His love of danger and mechanised speed would inevitably lead him to the nascent sport of aviation.

He learned to fly in France and whilst there had bought two Antoinette monoplanes which he shipped to San Diego and housed them on North Coronado Island in a specially erected tar and paper hanger which he shared with Glenn Curtiss, another early aviator and aircraft constructor. It seems that, before Harry got around to flying his new acquisitions on the west coast he moved one to New York and on 15 September 1910 he took off from the grass field aerodrome in Garden City, Long Island. He had only climbed to about 25 feet when the Antoinette suddenly stalled and dived into the ground. The fragile craft was demolished, Harry walked away

unscathed but aware of his mortality. Despite family pressure, this did not curtail his flying activities and he continued to invest in the Aero Club of San Diego and the Curtiss company. On 17th February 1911 he made history by flying an Antoinette the 21 miles from San Diego to the Mexican border. There was some mystery about this escapade as Harry was a captain in the U.S. Aeronautical Reserve and there is speculation that this was in some way supporting the Partido Liberal Mexico (PLM) as part of the Mexican Revolution and in the hope that all of Baja California would become part of the U.S., which it eventually did.

His enthusiasm then turned to yachting which despite his great wealth he wryly likened to standing in the shower tearing up \$100 bills. He owned the U.S.S. Yacht Wakiva II which, when the U.S. joined the Great War, he loaned to the Navy Department. It was said it had sunk three German submarines but in May of 1918 it was itself sunk in European waters after a collision with a navy cargo ship. Harry then embarked on a hard fought legal battle with the U.S. Government for compensation of over \$650,000 which was eventually settled in his favour.

Harry's early love of motoring competition never left him and when, in 1915, the Board of Sheepshead Bay Speedway offered him the position of chairman he accepted with alacrity.

The Sheepshead Bay Speedway, a two-mile board oval, was built on the site of the Coney Island Jockey Club at Sheepshead Bay, New York. The track, known as "The Colossus of Brooklyn" was one of the best of the board tracks. It was two miles in length, banked at a modest 17 degrees in the turns and was built on concrete piers with structural steel ties and a board surface. The developers of the facility, headed by Carl Fisher, President of the Prest-O-Lite Corporation and spearhead of the Indianapolis Motor Speedway, were thinking big. As well as motor racing there would be American football contests, baseball games and all manner of sporting events on the vast 400 acre grounds. There was even an airport on site.

With proper maintenance and modern timber treatments the Sheepshead Bay track could have lasted into the 1950s but then board tracks had an average life of only three to five years. They posed maintenance problems because of the exposed wood and the pounding they took from the fast cars, particularly on the banked sections and they were very dangerous. The sawn 4x2 boards laid edge on were not planed being left rough to provide traction and consequently were chewed up by the tyres. In the course of a race, the surface developed holes that the drivers had to avoid. The boards also splintered, throwing up sizeable chunks of wood adding to the drivers' perils. The experience was further heightened by the pungent odours of pine, castor oil and burnt rubber.

Harry Harkness threw himself into his new role of chairman with vigour. His facility manager, Everard Thompson, was a huckster of the first water who wined and dined the press and bombarded them with press releases of the purplest prose. Despite the war in Europe the opening event, a 350 mile race for the Astor Cup, was to be an international spectacular featuring Indianapolis 500 winners Jules Goux and Rene Thomas, along with fellow Frenchman Paul Bablot. Jean Porporato would represent Italy. George Robertson, the first American to win the Vanderbilt Cup, would come out of retirement to drive an English Sunbeam. To add to the confusion Dario Resta,

"Ne faire qu'une chose. Mais la bien faire"

an Englishman of Italian decent, would drive a French Peugeot and Mercedes entries were invited from Germany. A story was released that even Harkness himself would drive his first speedway race and indeed the Harkness chauffeur, Carl Limberg, was in France looking to the acquisition of a new racing Delage.

All of this came back to haunt Thompson and Harkness. Had they forgotten that it was 1915 and that events across the pond took no regard of their press releases? The Kaiser did not halt his drive on Paris so the French stayed in the trenches, Porporato, already in the US, got a secure, well paid job so withdrew and Robertson denied his defection to the British cause in no uncertain terms. Only the Harkness announcement was partially salvageable. He had been impressed by the Delage Type S bought by his rich acquaintance, David Joyce, for Barney Oldfield (there is speculation that this was the reserve car for the 1914 Lyons GP, it is the only survivor and is now in Australia) so he sent Limberg to Paris to strike a deal with the Delage concern at Courbevoie to buy the three S-Type cars that had been raced in the 1914

Grand Prix de l'Automobile Club de France at Lyons. At the outbreak of hostilities these cars had been smothered in oil and tucked away at the back of the factory. Car production had switched to munitions and with no prospect of motoring competition in the foreseeable future, Louis Delage was no doubt happy to have dollars rather than redundant machinery. One of the cars was immediately shipped to New York where it was readied for the Astor Cup but chauffeur Limberg, not Harkness, would do the driving. Limberg had some racing experience and it was not unusual at the time for wealthy families to employ such men as chauffeurs and mechanics.

After more shenanigans over qualifying with much argument over required speeds, number of laps, number of accepted entrants and even actual length of a lap, race day finally arrived and so did the rain causing the whole event to be postponed for a week. When it finally got

underway in front of a crowd of 67,000 it was worth waiting for. Limberg had an encouraging, if steady, introduction to the Delage and the Sheepshead boards by coming in 6th at an average of 84.22 m.p.h. as compared to the winning 102.6 m.p.h. of Gil Anderson in a Stutz. This success was enough for Harkness to exercise his option on the other two Lyons GP cars which were shipped across the Atlantic along with all of their spares, which comprised most of the parts for a fifth car.

Barney Oldfield had also entered the Astor Cup in the Joyce Delage Type S, but he retired after only 16 miles with a broken con-rod.



Fortunately for the investors, the whole Sheepshead Bay enterprise was a success and congratulations poured in. The press asked Harkness what he was going to do for an encore. The flamboyant chairman of the board had an immediate answer “ We will race again next month and this will be for the Harkness Trophy which I shall donate.”

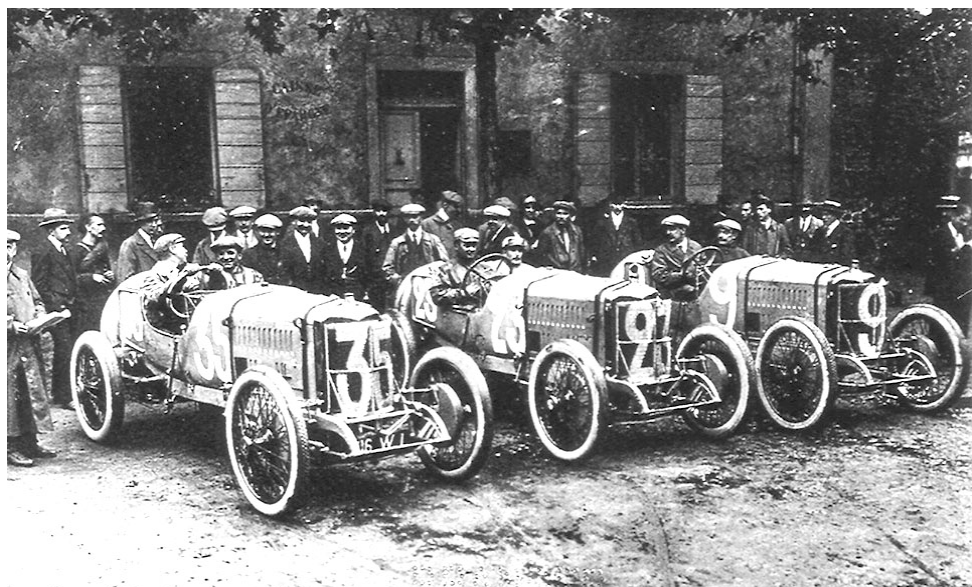


The Harkness Trophy

Somewhat strangely this was to be an invitational race over 100 miles for just six cars; three Peugeots, the Blitzen Benz, a Maxwell and a Mercedes. Dario Resta in one of the Peugeots easily won the Harkness Trophy at an average of over 105m.p.h., none of the Harkness Delages featured in the programme of short races.

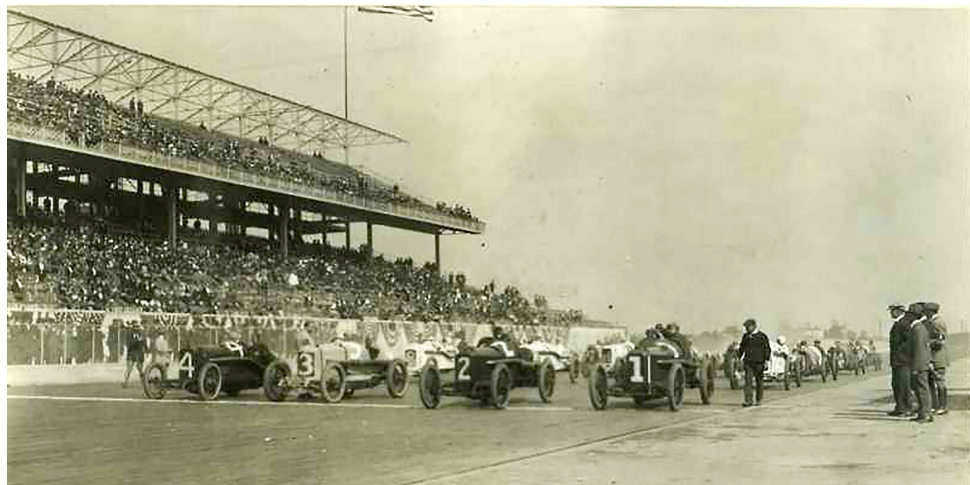
However over the next two years the Harkness Delage stable would feature regularly on all of the most prominent race tracks across the U.S.; on brick, concrete, asphalt, board and dirt.

(To be continued)



The 1914 Delage Type S Lyon GP cars of (l-r) Arthur Durary, Albert Guyoy and Paul Bablot lined up before the race.

"Ne faire qu'une chose. Mais la bien faire"



Top: Barney Oldfield in the Joyce Type S (No 3) surrounded by Peugeots on the starting grid for the Astor Cup.



Center: The field gets under way for the Astor Cup.

Bottom: The pack streams around the banking at the start of the 350 mile race in front of a crowd of 67,000.



OFFICIAL



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SPEEDWAY N.Y.

OFFICIAL

MEMBERS' ADVENTURES

Moroccanroll: By Leaf and Delage: Part 2
By Rollo Malcom-Green

The End is Nigh....

The sun was low over the mountains and the shadows lengthening as we pulled into a petrol station on the outskirts of Skoura, a small Moroccan town on the northern edge of the Sahara. The two rusty old fuel pumps were both groaning in protest but at least operational, and as we waited our turn I watched an old Peugeot pickup with arab numberplates come speeding into the forecourt and stop near the kiosk. In the back were a number of plastic cans, but the most significant aspect of this new arrival was that it was being driven by a middle-aged European lady in local robes. She got out and immediately started unloading the cans, and as she was obviously local and might know where we could stay I went over to talk to her.

Jeannie turned out to be a French Architect and had lived in the area for 8 years, becoming something of a specialist in house-building in the local vernacular of mud and wood, now becoming eco-fashionable. She was friendly and helpful, and as soon as we had fuelled up led the way a few miles futher on where she pulled up in front of a high walled garden with a large pair of ornate iron gates and colourful bourganvillia spilling over the walls. This turned out to belong to another engaging Frenchman, who was soon giving us a tour of the beautiful little fortified house ('little' as it only had 17 bedrooms to accommodate the extended family of about 30 that had lived there for generations before he bought it). The house was by then a ruin and he had spent 4 years reconstructing it. The most dramatic feature was the small central courtyard with shear walls rising 4 storeys on all sides. The result was that it remained always cool and shaded, and a refuge from the burning sun at any time of the day.

'Road' in the foothills.



"Ne faire qu'une chose. Mais la bien faire"

That night we enjoyed a charming meal with him under the stars, and the next morning he gave us instructions on how to find the track up through the High Atlas mountains.

We thought we had followed them to the letter, but 2 hours later we were back at the castle asking better guidance than 'you will see the track after the dry river-bed', and eventually succeeded at the 4th attempt. What a day we had after that ! The road ran North up to the foothills of the High Atlas, and then wound on and on up into breathtaking hairpins and dizzy vistas of peaks and valleys, often needing 1st gear, and thankfully both cars ran perfectly as we climbed and descended between 6000 and 8000 feet through barren but always spectacular landscape. By mid afternoon it was blazing hot, with little sign of villages or other vehicles, when suddenly with a loud report the offside front tyre of the Leaf exploded and we juddered to a halt. In view of the remoteness of the area we wasted little time in changing the wheel, as although we both had two spares and also spare tubes, we were all conscious throughout the journey that damaged tyres were more likely to curtail the expedition than mechanical failure.



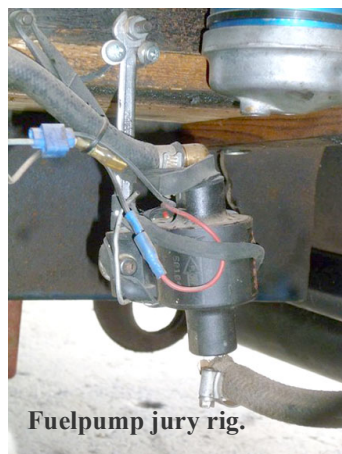
Delage in the High Atlas.

that it was probably due to overheating of the electric fuelpump Mark had fitted for the journey. With his usual dexterity he therefore used a small ring spanner as a rigid strap to lower the pump into the airstream underneath the car.

The next day we joined a better road heading north-east away from Marrakech, and in the folded hillsides were sprinklings of villages with children waving as we drove by. The air was soft and clear and cooler, and after the rigours of the previous day's drive the easy bends seemed almost relaxing! More hairpins as we twisted down to a large dam at Bin-el-Quidane, and then a long upward climb back into the hills. We were hoping to reach Fez the next day, but with 350 kms still to do we drove on as long as it was light until we reached Khenifra. Every town and village bustles with traffic, animals and a stream

We pushed on through high plains and tiny villages where the track sometimes disappeared altogether, and somewhat disconcertingly the locals were unable to understand where we were heading or had come from, and it was as darkness fell that we saw with relief the lights of the small town that could only be Demnate down below us. That night over dinner we

discussed the periodic fuel starvation that seemed to effect the Delage, and decided



Fuelpump jury rig.

of humanity, and has to be negotiated carefully but purposefully, sometimes even resorting to bumping donkeys gently out of the way. This skill reaches an art form in Fez, as we were to discover in the next few days.

Two memories of Khenifra remain strong; the first is of the aged German-speaking innkeeper who offered to ensure the cars were safe overnight when we parked opposite his ‘food store’. He spoke no English or French, but chatted happily in German about the good old days when he worked with the Afrika Korps in the North African campaigns against Monty, and bemoaned the useless waste of space that were the modern youth of the town!



Dye vats in tannery (Fez).

The second memory was of Jono and I going in search of beer, and eventually being directed to a small booth in a side street teeming with locals in their djellabahs all trying to get to the front of the queue; once money had changed hands a paper bag or wrapped newspaper containing something that chinked like glass would be thrust across the counter and disappear rapidly into the folds of

their robes – so much for an alcohol-free state!

It was the middle of just another day for the million or so inhabitants of Fez as we reached this, the oldest of the imperial cities of Morocco. It was founded in the 8th century by the son of Moulay Idriss, a political exile from Mecca who lived near Volubilis, but in the best traditions he was tracked down by his enemies and poisoned. As the arabs swept west across Africa the town rapidly became the country’s religious and cultural centre, shaped by each of the great dynasties that rose and fell during the next thousand years. The Fez medina is the centre of the old town, and is one of the largest living medieval cities in the world and now a World Heritage site. Its narrow winding alleys and covered bazaars are crammed with every conceivable sort of workshop, restaurant, market, mosques and theological colleges, quite apart from the smelly and extensive dye pits and tanneries.

Over the next two days we explored many of the alleyways and shops, following our intrepid one-eyed guide who went by the unlikely name of Ali Mohammed. He did a lot to get the best price for our purchases by trying



Retail therapy in Fez

to buy them himself, since the sight of a white man immediately doubles the asking price. Carpets, silks, beautiful copperwork and newly made 'antiques' all display incredible workmanship and ancient skills, but we were virtually thrown out of one shop during the bartering process when Jono inadvertently used the word 'commission', at which the shopowner fell frostily silent and disappeared behind some curtains, instructing his assistants to usher us out!

The worry had been where the cars could be left safely, and Ali solved this by leading us to a darkened underground carpark below a building not far from the little Kasbah hotel that we had found in the middle of the Medina. Use of the carpark gave us the chance to rig some lamps and fettle the cars for the return journey away from the burning sunlight. The hotel provided reasonably clean medieval B&B facilities for £15 per day each, which no-one complained about!

We found a traditional but classy restaurant for our last night in Fez, however despite the care we had taken when choosing food throughout our travels, both Sue and Jono (and to a lesser extent Mark) were to suffer the Sultan's Revenge for the next few weeks. In the morning we left at 7am to avoid the crowds, as we had been warned it was a holiday, but to our amazement there was scarcely anyone around let alone any traffic. It was the Festival of the Ram, which explained the huge number of sheep we had seen being pulled, carried, loaded on wheelbarrows or bicycles, or worn like a scarf everywhere in the city since we arrived. It also explained the bleating, shrieks and silences that had punctured our sleep the night before, but the empty roads as we headed north to Ceuta made up for a night's slumber. The Delage had a sudden puncture as we left the town, quickly changed, was followed by a fast and enjoyable drive up through Ouezzane and on through the Rif mountains. We swept through empty villages with locked doors everywhere, and not a sign of any children until the afternoon when they started emerging from the Mosques.

It was whilst driving through one of these villages that the incident with 'the man with the turban' occurred (see Part 1 narrative), and left a discomfiting taste in the mouth! We reached Ceuta in time to catch the last ferry of the day, and were back in Spain just over an hour later, heading east towards Granada. The cars ran swiftly and faultlessly along the wide Spanish roads, and three days later were nearing Santander after skirting Madrid, Toledo and the stunning Sierra Morena mountains. A night's stop in the pretty little battlemented hilltop town of Avila found us searching in vain for somewhere to eat at 7.30pm, though we eventually found a single pub that was open. We emerged after 9pm to find the whole town ablaze with light and people, bars and busy restaurants all over the place....as an amusing reminder of how late the Spanish have their dinner!

Having kept a day in hand to allow for mishaps, we enjoyed a final rest day in the sunshine on a tiny beach 40km West of Santander, and 24 hours later were crossing Biscay again, northbound this time, and being treated to a tour of the ship's engines and Bridge by the 1st Officer who had been fascinated by the cars as we drove aboard. He waved goodbye as we drove off at Portsmouth, as always happy to be safely home in Blighty.

FOOTNOTE: Both cars ran perfectly throughout the expedition apart from the punctures and fuel vapourisation described above. However after getting home neither

cars were used for about 3 weeks, and when attempting to start both refused, subsequently discovered to be due to sticky valves. The (Moroccan) petrol smelt foul, and the moral is to use an additive or premium fuel periodically when in Africa!

Hilltop citadel in Avila, Spain.



SS Great Britain and Bloodhound SSC Report by Colin Swinbourne (Photos: CS & CH-G)

In May this year the club organised an informal visit to Bristol. The purpose was to visit the Bloodhound SSC – The new British land speed record challenger, being built to raise the record to over 1,000mph.

Delage Register member Mark Owen is one of the build team on the Bloodhound and kindly agreed to organise the visit, and to make a day of it, Clive Hamilton-Gould organised that in the morning we would visit the SS Great Britain. Moira and I, along with our grandson Peter made the trip from Kent to Wells on the Thursday to stay with Richard and Clare Wiseman. An early start, saw Moira and me following Richard, Clare and Peter in the Delage DIS over the Mendip Hills towards Bristol and the SS Great Britain.

This was our first visit to the SS Great Britain. I remember watching it as a child when it was towed on a barge up the river Avon having just returned from the Falkland Island, it is now a fantastic attraction with the ship beautifully restored, and the ships fascinating story set out on the quayside attraction. Unfortunately, our two –

"Ne faire qu'une chose. Mais la bien faire"

three hour visit was not sufficient to do it justice, so a return visit is required! After lunch we drove the short distance to Avonmouth and the Bloodhound headquarters.

The Bloodhound is an amazing creation, a real mix of jet fighter and formula one technology – oh, and with a bit of rocket propulsion thrown in! It was a real privilege to see the car under construction – It was not yet a complete car, (but still very impressive) comprising of the three main sub-assemblies, the nose / cockpit, the lower chassis that would house the rocket motor and fuel pump (a formula one engine!) and the upper chassis, (looking like a hedgehog with all of the skin-pins locating the titanium skin sections to the frames) that would house the Rolls Royce Eurofighter Typhoon jet engine.

You can find out more information about the Bloodhound project (and maybe support the programme in one of the many ways available) at www.bloodhoundssc.com.

Altogether a fantastic day out, thanks must go to Mark for organising our visit to the Bloodhound and to Clive for co-ordinating the days activities.



Peter dreaming!



Richard Wiseman asking Mark "and what happens if I push this button"



The lower chassis

The New Delage. Part Three – The engine; what horrors await!?

by David Barker

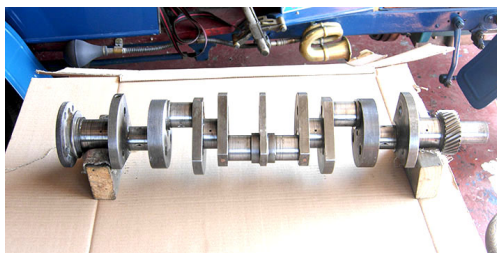
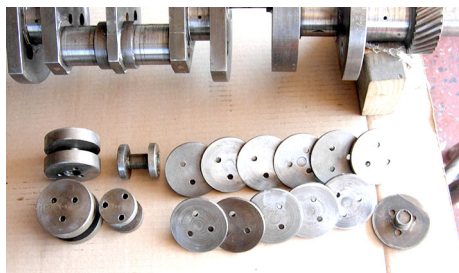
When I collected the engine from Limoges I was told that it had been rebuilt, but I treated that claim with my usual amount of scepticism. Correctly, as it turned out.

At some time it had thrown a rod and the crankcase had been patched pretty well and a new rod found, two rods had been re-metalled but the oil holes to feed the little ends had not been drilled. But the crank, main bearings and rods seemed fine at first sight. The camshaft was a different matter, two or three lobes were badly pitted and one had a chip out of the edge, the tappets and all the rest of the valve gear were fine, but everything was very dirty and I picked a spare washer and the stub end of a piece of chalk out of the tappet chest. The pressed steel cover off the water jacket was badly rusted and was through in a few spots, these being very much more obvious after it had been down to the shot-blasters! Some had already been filled in with braze but the rest were quite small so I ran a bead of J.B. Weld (epoxy metal) round the raised part where the holes were and then coated the whole thing with epoxy resin, I assume this will stick like the proverbial as it has gone onto the freshly shot blasted surface. The pistons were coming to within 60 thou of the face of the block so I had 50 thou surface ground of it and the face of the head “licked-up” at the same time. The pistons and rings themselves look quite good, as did the bores so things were not looking too bad, so I thought! But I finally I decided that new pistons were a sensible thing, might as well go through the whole engine and make a proper job of it. A trawl through about ten Hepolite catalogues only came up with one suitable candidate, Sunbeam Rapier, so Thorntons are getting me six. The crown will have to be very slightly modified but apart from that they should be fine. Oh, the bronze bush in the little end of the con-rods will need reaming out nine thou as the Sunbeam uses 5/8” pins rather than 22mm. They are 77mm so the bores will clean up nicely. Capacity will now be 2120 c.c. exactly the same as a DI and the C.R. about 8.25:1, and Johnson’s are making us new head gaskets in their new material with fire-rings round the bores.

The crankshaft is a fabulous looking thing with twenty circular balance weights bolted all over the place so I will have it crack detected and the balance checked with the flywheel to make sure it’s O.K.; there is a torsional vibration damper on the front, luckily in good condition with just six of the brass thimbles seized in their holes, so things are looking reasonable on that front. But now it is down to the nitty gritty; first the con rods, I thought I should check that they were balanced, five were fairly evenly balanced at close to 1070 grams, but the other one, presumably the replacement was 60 grams lighter. 60 grams is rather a lot, try putting a few nuts and bolts on the digital scales and see how much steel it is! Well it is too much to add to the light one and too much to take off the other five in my book. Bugger! That means new rods, but if I’m going to up the power by 50% at least I will be happier about giving it a few revs if it has new rods inside, Farndon seem to have a good reputation and are pretty reasonable price wise, so I’ve sent them an old rod to get a firm quote

"Ne faire qu'une chose. Mais la bien faire"

and a delivery date. Luckily Colin Cross thinks he'll have new ones too, so that will save 10%.



Colin is also going along with the idea of a better cam profile to get some overlap. Baynton-Jones have quoted £1380 for a new one plus £600 for a master, all plus VAT. That's coming close to £2500! So we looked at Polgain in Yarmouth who say they can weld the cams up (B-J won't countenance such a terrible thing!) and grind then to whatever profile we want for around £600. Bad idea! They got them welded up but didn't seem willing or able to get on with the rest, such as straightening them and grinding new profiles. By this stage it also appeared that they knew very little about cam timing, lift or dwell. So we cut our losses, got the camshafts back, now useless of course, and went to Newman Cams, to whom we should have gone in the first place if we had had any sense. G & S Valves are making a full set of new valves but luckily all the rest of the valve gear, with the remote valve springs you find in all the "S" model Delages is fine; I can't see anything amiss there at all.

The Frenchman who sold me the engine assured me that it had been properly rebuilt at great cost, I never thought it would be perfect, but I didn't think it would be this bad! Re-assembled with one new rod that wasn't correct, a badly worn camshaft, knackered valves and the water plate rusted through! Rebuilt? Like hell it was!

So on to the gearbox, and surprise, surprise! Amazingly it's absolutely fine! All the gears look unworn, the bearings are fine, all it needs is a clean and a couple of coats of paint. My luck must be changing!

The body is going for painting this week, the chassis is all sorted, the engine block, head, crank and rods are all at Steve Cotterill's waiting for them to get round to it and we are waiting for the new pistons and camshaft. The windscreen, new petrol filler cap I have made and various other little bits are at the nickel-ling shop so I can spend some time picking plums and blackberries and chopping up logs to refill the log shed for the winter. Oh yes, I can go for ten days holiday in Croatia!

Three months later, Christmas time, and things have progressed on most fronts, we had a good holiday in Croatia which is a really amazing country, I have had a couple of weeks with my son, Mathew, on his boat. He is taking it from Cannes to Barbados for the Classic sailing week in the Caribbean, I joined him for the thousand mile leg from Lanzarote to the Cape Verdes, quite an interesting experience, sailing 60 ft yachts in the open ocean is rather different to sailing dinghies on inland waters or to sailing 150ft schooners in the Tall Ships Race!

However I digress; the body is now back from painting, looking resplendent in its new Midnight Blue paint, it is now sitting on the trailer waiting for me to firstly finish the engine and install it in the chassis and secondly for some upholstery, carpets and things. The new camshaft still has not appeared from Newmans, but it is Christmas and bloody cold outside so I am in no hurry to go out into the workshop, maybe until spring! Most of the engine is built up, putting all twenty balance weights back on the crankshaft was a major job but nothing compared to putting the crank back into the crankcase and connecting all the con-rods up! Because of all the balance weights each pair of conrods, one and six, two and five and three and four have to be connected in turn, then the crank turned 60 degrees before the next pair. All great fun and you certainly need two people to make sure nothing gets jammed or damaged. Putting the oil ways, oil pump and sump back on was a simple easy job after that. The head is back on with all the valves and valve gear so basically all is at a stand still waiting for the camshaft.

Maybe all will be together sometime this summer, it would be nice to think so but at the moment I have a very bad back and sprained my ankle a few weeks ago which between them are making life a bit difficult!



Delage Difficulties... continued

by Mike Tebbit

My article in journal No. 44 may be remembered, concerning as it did the difficulties I got myself into when taking on the restoration of an R Type Delage. Members may remember that I bought the car from France, sight unseen, and discovered that there were some 'issues' with the car. On the plus side the purchase price was low, though perhaps I should have been warned by this fact! There follows a sort of update on progress with the car, or in some cases the complete lack of it!

On the plus side, the chassis frame is now complete. The local Blacksmith made up some nice new sections for me, and a local metal bashing company produced two excellent dumb irons. I also made up a new rear cross member from some

appropriate channel section. I then set the chassis up on top of my small trailer, checking everything for squareness and trueness and carefully tack welded the new parts into the sandblasted original sections. In the meantime I had contacted a mobile welding company who specialise in work on 'classic' cars and they duly arrived on my driveway last summer and proceeded to properly weld the whole thing up for me. They have done a super job. I only had a minor amount of grinding to clean up the welds and then gave the chassis several coats of primer and topcoat. The complete frame has given me a fillip to get on with the rest of the car. The next chassis job will be the commissioning of a new set of springs and thanks to David Barker I have all the information for the manufacture of these.

The engine, some will recall, was a disaster with a cracked crankshaft and various other maladies. The new crankshaft has arrived, and it only took the firm 14 months (!) to make it. Sadly they forgot to increase the throw for me, which was mildly annoying, but it is a beautiful piece of work and they gave me a huge discount due to these 'issues'. They have also offered to balance the crank, rods and flywheel for me free of charge. So hey ho, swings and roundabouts, as they say. The crank has now gone off to Coventry Boring and Metalling with the crankcase and rods for metalling and boring. I await the no doubt large bill with some trepidation.

I did buy from David Barker the two spare engines and other parts he had left over from his R Type restoration, though they were of an earlier and slightly different type to mine they have provided some better tappets and various other small parts for my engine. Then I was contacted by a French enthusiast near Bordeaux who was looking for an early R Type engine to restore as a spare for his own car. He was overjoyed when I offered one of these engines to him, as it was identical to the one in his car. I took the engine out to France under the tonneau of my 1927 Donnet Type K as we had arranged to meet at my friend's house in Rouen. I was called to one side by the customs people at Portsmouth on the way out who asked me the usual standard questions including "What is in the back?" ... "A spare engine" I said their response can be imagined and was quite amusing

The radiator is still with the nice man in Yorkshire, he has had the thing now for 18 months. I have telephoned him, but am now starting to worry about it. I think another 'phone call or two are indicated.

A very attractive wood rimmed Edwardian steering wheel in good order came with the car, though it did not seem to be the original. Unexpectedly I was contacted by another member of the family I bought the car from who offered me free of charge, the original steering wheel from the car. I did not wish to get involved with what was obviously a family dispute, but indicated I would like the wheel. It duly arrived, with some libellous comments towards his relative from whom I had bought the car.

The sandblaster never did find the two outer rear hubs he lost, but did pay for two replacements to be manufactured by my local engineering company. No doubt the originals will now turn up! I have also had the one hub with the stripped thread machined with a new thread and a custom made nut. The wheels have all been stripped and given several coats of primer and topcoat. They are remarkable sound, though I am sort of wishing they could be replaced with some wire wheels as they

would I feel be stronger and possibly lighter. I know that David Barker had little choice in this as the wheels for his R Type were in very poor condition. He had the hubs machined to form the centres of his wire wheels but I am loath to destroy my excellent wheels to do the same. I have been looking at getting some Rudge Whitworth centres made up for the hubs so I can use centre lock and detachable wheels, but have not made a great deal of progress on this.

I have also just obtained some parts from France that included an original Delage Type R4 car plate. Intriguingly the chassis number on the plate is only a few removed from mine. Included in the 'package' is a front axle in excellent condition and two more sound wheels. These parts are all being stored by the nice chap who bought that spare engine, and hence I now have a splendid excuse (or reason!) for yet another trip to France.

So, it seems my wanted advert is now somewhat smaller than before, but I would still like a pair of brake levers to replace the heavily corroded examples that came with the car. Mind you nobody offered me anything as a result of the previous article, but I am forever hopeful!

MEMBERS CARS

The DI tourer belonging to **Adrian Rubie** is now resplendent with new hood and tonneau. I believe this now completes the meticulous restoration carried out by Adrian. With the confidence that grows as it covers the miles it should soon be ready for enjoyment both home and abroad.

Philippe Vessellier has made an immaculate job of restoring his DIS rolling chassis to "as new" condition, after, as he says "40 years sleeping time." When purchased the car had been converted to a farm "pick-up". The longer term plan is to manufacture a Kelsch style sports body for it, but in the mean time Philippe has reinstalled the "farm

version." I think you will agree that it is quite delightful.



Neale and Jenny Lawson took part in a Veteran Car Club rally (Dumfries) in May and sent this attractive picture.



TECHNICAL CORNER

On **Matters Technical**, various topics have cropped up since Journal 46 including the following:

Ian Ferguson sought information regarding the oil pressure relief valve on the DM 6-cylinder engine, in this case that of Roger Brown's car. This unit has a triangular flange held in place by three countersunk screws. With these screws removed the valve can be very difficult to extract from the crankcase. The solution is to make up a slide hammer that screws into the thread in place of the hexagonal plug.



Cylinder head bolt sealing, DI series. The heads of these bolts tighten down onto thick copper washers. With use these washers become thin and distorted. Replacements are hard to find and I have purchased some of these: "10 x M12 12mm METRIC Bonded Dowty Seal Self Centering Hydraulic Oil Seal Washers." I will report in due course on their suitability.

Inverted tooth timing chain. Hugh Murray was concerned that when fitting the chain to a DISS engine the adjustment afforded by rotating the magneto cradle was hard over to one end when minimum slack was set... leaving plenty of adjustment to allow for future stretch. It turns out that the chain had been shortened by one link to compensate for wear. NOT A GOOD IDEA with this type of chain. The hunt is now on for a suitable replacement, preferably a modern version of silent chain rather than roller chain and sprockets.

DM camshaft. Hugh McGarel-Groves need to get a new modified camshaft made for his Delage DM Sport, as it's still running with the original camshaft, which is not really suitable on a supercharged competition car. I have offered to lend Hugh my spare to use as a pattern, rather than leaving the engine dismantled whilst there are still events that can be entered.

Pipe nuts for Exhausteur connections. I am making a batch of these in brass to original dimensions i.e. 14mm A/F hexagon, for 8mm pipe with compression olive. Let me know if you require any. Price i.o.e. £1.2 ea. plus postage.

Perrot shaft operated front brakes. I am prompted to mention to members of the pitfall of compensating for brake shoe wear by re-positioning the input lever on the Perrot shaft to take up slack in the cables. By design, the position of the lever is set so that when the wheels move in either direction from straight ahead the effect on the brake cam is minimised or equal for either lock. If you jack up the front axle and watch the brake lever as you steer from left to right you will see the effect. Re-positioning the lever can lead to the fork end of the perrot shaft jumping out of engagement on full lock when the brakes are applied (especially when servo assisted

(e.g. DM, D6, D8).

Although frowned on by some, a solution that will compensate for brake shoe wear without incurring the above problem is to add a steel strip to the cam pressure face of each brake shoe. With a width to fit closely to the cheeks of the cam and with top and bottom ends bent back over the shoe it cannot escape when assembled.

PJ

Salvaging Manifold Nuts

The brass cap nuts employed by Delage to attach the exhaust manifolds on DM and DI series engines are frequently found to have worn out threads. The simple solution is to remove the remaining thread with an 8mm drill that has had its pointy end ground off (so that it stops at the blind end of the hole), and replace the thread with a stainless steel helical coil thread insert. A new thread is cut with a tap suited to the insert, the mouth of the bore then being chamfered. A thread inert mounted on the slotted end tool is then hand wound into the nut. Stop winding when the insert is half a turn below being flush and break off its lower tang with a sharp tap to the top of winding-in tool. That's it! Quick and permanent.



To ensure axial alignment of the new thread it is best if this work can be done in a lathe, but this is not essential. The inserts are about 22p each. They are available in various lengths. The tap is more expensive but is a worthwhile investment if you have a lot of threads to repair and there are a lot of 8mm threads in a Delage aluminium crankcase.

PJ

NEW MEMBERS

We would like to welcome the following new members to the Delage Register.

- Michael A Hunter No Delage at present.
- Louis Flanagan. DI 1926 chassis, much enthusiasm to build up a real engine special.
- Bradley R Farrell, USA DE 1921 attractive special body two seater.
- Liz Shevels DML 1929 saloon bought by her father in 2009, good running car
- John O'Donnell DI tourer 1926 body by Tom Bowhill attractive running car

DELAGE REGISTER REGALIA



Ties:	100% polyester, with finely detailed weave	£7.00 each
Lapel Badges:	Gold plated / blue vitreous enamel (23 x 16mm)	£3.60 each
Postcards:	1920's Delage advertisement	£3.50 for 10
Sew-on-Badge	Silver metallised thread (88 x 62mm)	£3.60 each

Postage & Packing prices at December 2013

Badges, lapel & sew-on	UK add £1.00 for up to 8 items
	EU add £1.00 per item
	Rest of world add £1.50 per item
Ties, postcards (10 pack)	UK add £1.00 for one item, or £1.50 for up to 4 items
	EU add £1.80 per item
	Rest of world add £2.50 per item

TO ORDER OR TO CONFIRM P & P ON MIXED ORDERS

Please contact

Peter Jacobs

peter@delage-world.co.uk

or address on page 3

DELAGÉ CLASSIFIEDS

FOR SALE: 1927 Delage DIC Van.
Imported from France by Jon Champ
some 18 years ago as a wreck and now
totally rebuilt at huge cost. Vintage and
great fun!
Sadly for sale at £27,500

Contact: Chris Banham on tel. 01728
603388 or 07548 933090 (Suffolk, UK)



Wanted Parts for DI rebuild: I am looking for a set of standard (75mm) DI pistons.

Contact: John Raine, Kervalerien, St. Servais, 22160 France
Telephone .0033 296459154

For Sale, Delage DI Parts, DI Engine comprising of: Crank-case, sump, chain
sprockets, 4 con-rods, cylinder block (in need of a re-sleeve) flywheel and a clutch
£2,000

Dynastart £400, Carb £300, Magneto (clockwise rotation) £300, Magneto (anti-
clockwise rotation) £200

Contact: John Raine, Kervalerien, St. Servais, 22160 France
Telephone .0033 296459154

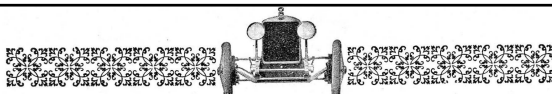
Wanted: DI Fuel-tank – Or the remains of one! – The last big bit I need for my car! –
I will have to make a DISS tank, so the mountings, fittings and filler from a rotten DI
tank are needed.

North-East (or similar) ammeter to fit a DI switch panel, also, the nut that secures the
steering wheel.

Contact: Colin Swinbourne on 07884 187843 or colin.swinbourne@btopenworld.com

For Sale: DISS passenger side stub axle, still fitted with its steering arm £100

Contact: Colin Swinbourne on 07884 187843 or colin.swinbourne@btopenworld.com



Annual Subscriptions

Due 1st January 2015

Subscriptions remain at £20:00 for the UK and Europe, and
£25:00 for the rest of the World.

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Send to the Treasurer:

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TA9 3PT

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- To pay by credit transfer to the Delage Register's bank account, contact Clive Hamilton-Gould
- For payment by cheque on non UK bank add £6:00
- By PayPal to hga@towerfields.com add £2:00
- By credit card add £2:00, and contact Clive Hamilton-Gould and give card no. start and end date, security code no. post or zip code, and your house number.

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