

LORRANE 18
DIETRICH



DIETRICH

V° GRAND PRIX." ENDURANCE ": 24 HEURES

SUR LE CIRCUIT PERMANENT DE LA SARTHE





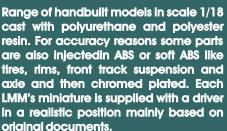
In 1905, Dietrich's family disbands from the Lunéville factory which is taken over by Eugène's nephew, Adrien de Turckheim. The company is transformed into SA and takes the name of Société Lorraine des Anciens Etablissements de Dietrich & Cie de Lunéville, better known as «Lorraine Dietrich». It adopts as its brand and emblem the cross of Lorraine, gold on a blue background.

In 1907, a second factory was established in Argenteuil in the Paris region and specialized in the manufacture of tourism cars.

At the end of WWI, it was decided to design a new modern car robust but also light to relaunch the brand; it should be the A1-6.

With the crisis of 1929, the project to develop a popular car is obsolete. But it is the aeronautics that will take over the car construction thanks to the creation of the Société Générale Aéronautique around Lorraine-Dietrich. The adventure ended in 1934 with the bankruptcy of the company.

The Argenteuil factory continues to produce trucks under Tatra license. The last Lorraine cars left the factory in 1935. It is during this troubled period that we see the B3-6 Sport at the 24 Hours of Le Mans entered by independents. The Lunéville factory specializes until 1939 in railway equipment, producing in particular the railcar Lorraine. The Lorraine-Dietrich brand is taken over by one of its competitors Gnome and Rhone in 1941.



The models manufactured under Pantheon range do not include driver.



















It is a new basis that welcomes the Lorraine Dietrich models of 1926.

It represents part of the Pontlieue turn at Le Mans. For the occasion of the 24 Hours, the usual road was covered with sand and tar. But when racing cars passe, the tar peels off and reveals the cobblestones.

The men of the Argenteuil factory decide to make a synthesis of the modifications of the previous year. For the radiator, it will be the type of the n°4 of 1925, whose installation is easier, more efficient and lighter system: two small oil radiators appear on either side of the water radiator. This causes changes in the design of the grille. In order to avoid not being able to use the total reserve of 100l of gasoline as happened in 1925 and to run out of fuel due to the higher position of the carburetors with respect to the bottom of the tank, It is decided to add a hand pump for pressurizing the fuel tank.

For the body, the spare wheel storage system is adopted in a compartment located under the trunk in the rear end. The batteries, as on the 1925 model are repositioned in profiled boxes integrated into the steps. This frees up the space needed to install 4 real doors, including the driver's one largely slotted for a more comfortable steering position. The radiator with cut-edges is replaced on the version presented at the auto show of Paris of 1921, by a radiator in shape of ogive, more fluid and more modern.

On the edge of the awning is installed the «billiard» counter invented by the Société Barbier & Sons to count points at billiards. This one is much easier to use than the tachometer used until now.

From the beginning of March, all these innovations are tested on the 4th mule car on the road to Rouen and it is confident that the 3 crews arrive at Le Mans.

More details about the race in documentation section on gts-series.com















Gérard de Courcelles





Panthéon versions without figurine







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Other available references

BUGATTI T32





KING OF BELGIANS



CHENARD & WALCKER

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SUR LE CIRCUIT PERMANENT DE LA SARTHE LES 26:27 MAI 1923

