Le Mans miniatures

LORRAINE DIETRICH 43

IVe GRAND PRIX D'ENDURANCE DE 24 HEURES

SUR LE CIRCUIT PERMANENT DE LA SARTHE

Range of handbuilt models in scale 1/18 cast with polyurethane and polyester resin. For accuracy reasons some parts are also injectedin ABS or soft ABS like tires, rims, front track suspension and axle and then chromed plated. Each LMM's miniature is supplied with a driver in a realistic position mainly based on original documents.
The models manufactured under Pantheon range do not include driver.







B3-6 sport



1926

The company of Dietrich & Compagnie of Lunéville was born in 1880.

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With the crisis of 1929, the project to develop a popular car is obsolete.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.













André Rossignol

143102/6M



WINNER

143102/6BM



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

www.gts-series.com













Edouard Brisson

3rd

43

143102/4M



Gérard de Courcelles

143102/5M

2nd



www.gts-series.com

Other available references











143PANT005M



143PANT006M





143PANT007M





Pantheon versions without figurine

To come...











Already available

LORRAINE DIETRICH B3-6 Sport
143102/4M n°4 (3rd) Le Mans 1926 driven by Edouard Brisson
143102/5M n°5 (2nd) Le Mans 1926 driven by Gérard de Courcelles
1430102/6M n°6 Winner Le Mans 1926 driven by André Rossignol
143102/6BM n°6 Winner Le Mans 1926 top up driven by André Rossignol

*143PANT005M n°4 (3rd) Le Mans 1926 top up
*143PANT006M n°5 (2nd) Le Mans 1926
*143PANT007M n°6 Winner Le Mans 1926

BUGATTI T59
143106/28M n°28 GP Monaco 1934 driven by Tazio Nuvolari
143106/8M n°8 GP Monaco 1934 driven by René Dreyfus
143108M/LB châssis #59124 - 1934 light blue driven by a gentle man driver

*143PANT003M n°14 GP ACF 1934
*143PANT004M Ralf Lauren black

* Pantheon series without figurine

To come...

BUGATTI T59
143103/1934M King of Belgians 1934 driven by Léopold III
143PANT008M King of Belgians 1934 - Rétromobile 2020

CHENARD & WALCKER
143100/10M n°10 (2nd) Le Mans 1923
143100/9M n°9 Winner Le Mans 1923

Pantheon references to determine

BUGATTI T32
143105/6M n°6 (3rd) GP ACF Tours 1923

Pantheon reference to determine





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