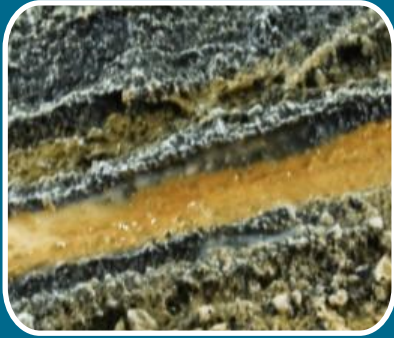




CHENARD & WALCKER



Fourth reference of this range of static built models on the scale 1/18th cast in polyurethane and polyester resins, the Chenard & Walcker of the first edition of the 24 Hours of Le Mans in 1923 had until today never been the subject of a reproduction on this scale.

Le Mans miniatures decided to take up the challenge of developing and manufacturing this new car in the greatest respect of the race of 1923. Supported by the Sarthe department, owner of a model of the same series as the car that won the race, model that is also on display at the Musée du Mans, LE MANS miniatures scanned the model in April 2022 at the Lycée Sud in LeMans in front of the students of the various automotive technical sections and thus shared its experience and know-how. This was then used to reconstruct the data of the original model with the help of the period documents at our disposal.

For this first LeMans winner of 1923, we decided to create a new base. This edition was marked by a memorable rainy weather that soaked the soil. It therefore seemed appropriate to reproduce this muddy and chaotic sand track. To be consistent with this new collection, the Le Mans miniature logo finds its place at the bottom right.

The packaging that serves as the box for this new project was also the subject of a collaboration with Erika Bienabé for the main illustration in the same spirit as the renewed other boxes. To open the box just pull on the cloth tab and slide the sleeve cover. Then to get out the model for the bottom, slide the base out the side automatically opened.

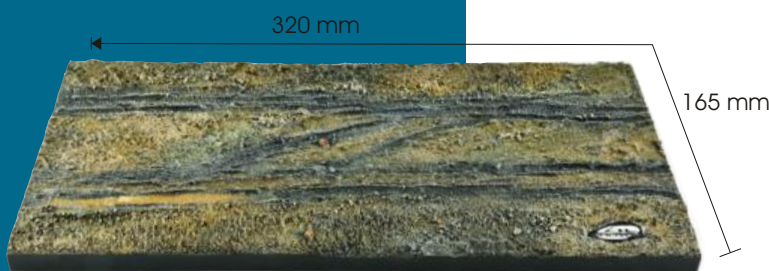
Chenard & Walcker was established in Asnières in France in 1898 at the same time as many other brands such as Renault, Hurlu, Decauville, Rheda, Créanche, Georges Richard, Marot-Gardon, Gobron-Brillé, De Dietrich. At the dawn of the First World War, it is a key player in the automotive industry : its creators Ernest Chenard and Henry Walcker make it the 4th manufacturer in France in 1922 in terms of volume.

The factory moved to Gennevilliers in 1907 and the brand specializes in the production of mid-range cars, which are destined to the small and middle *bourgeoisie* attached to simple and proven technical solutions far from the great innovations but recognized for the quality of the production more than by a marked personality.

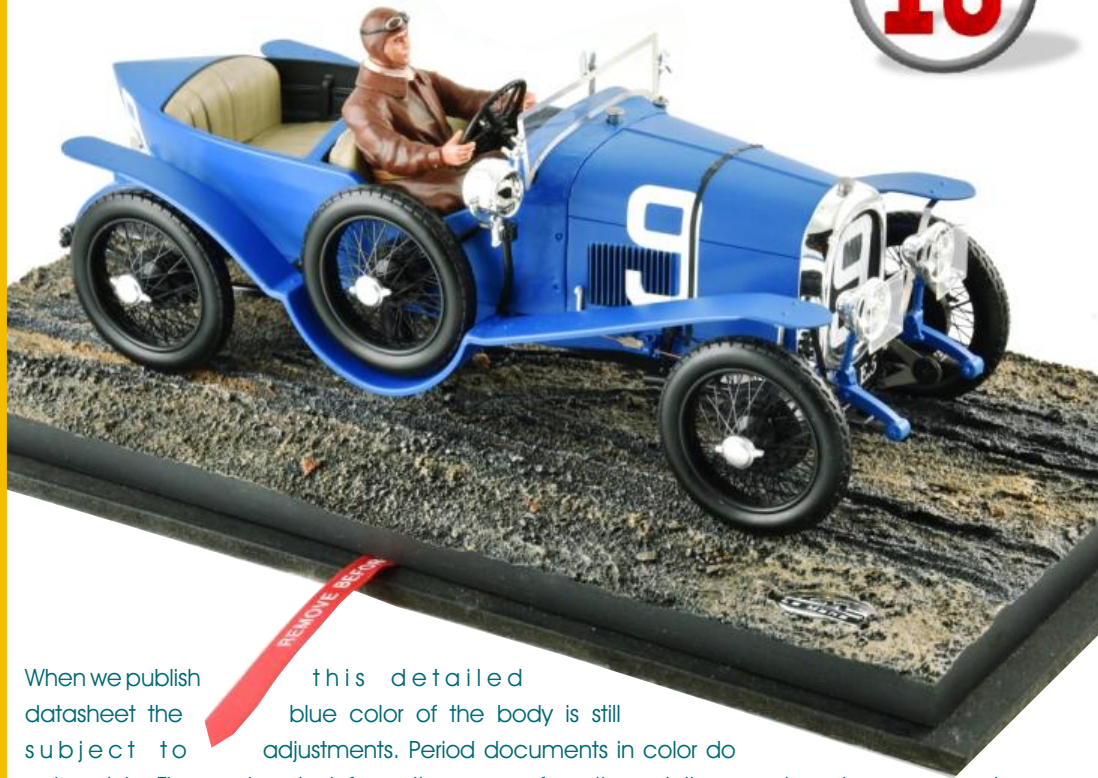
However, this reliability allowed the company to stand out in competition in the most famous and popular events of the time and especially in the first 24 Hours of Le Mans which took place in 1923.

From 1923 to 1926, the Chenard and Walcker racing team won most of the motorsport competitions where it was represented (until 1937).

However in the interwar period, unlike others, it did not achieve the commercial successes encountered by Peugeot Renault and Citroën. The economic crisis, the tensions between its leaders, the attempts of avant-gardism transposed on the models of production, the very artisanal manufacture with high costs did get the better of the mark which declares the bankruptcy in June 1936 and is bought by Chausson.



24 HEURES DU MANS 1923



When we publish this detailed datasheet the subject to this detailed blue color of the body is still adjustments. Period documents in color do not exist. The only color information comes from the paintings produced by Geo Ham who attended many car races both as a painter and illustrator but also as a driver. He could see closely the cars he painted and give the best colors. By comparing the models of the same illustration, we can deduce the tone. The choice of the shade remains subject to a degree of doubt.

The bodies of the two cars are different. Thus the unique pleating of each coated canvas that covers the dashboard top and goes down to the sides by enclosing the tank caps is obviously different from one model to another. This detail has been reproduced.

Car No. 9 does not have the Chenard & Walcker brand engraving on the radiator that exists on No. 10. On the other hand, we observe that the lateral grids are horizontal on the car n°10 while they are slightly inclined on the winning car.

To reproduce the details of this model, many choices in terms of materials in particular had to be made. For obvious reasons of transport of the models from the workshop to your showcase, technical solutions had to be found to allow transportation in the best conditions.

The mudguards are like the real metal stamped to recover the finesse and realism but also the robustness. A special tooling has been designed for each side as the right side accommodates the spare wheel. The dashboard is a mixture of photo etching, resin and aluminum turned parts like the counters.

Some accessories such as headlights, horn, mirror and radiator are chrome color. Note that the cylinder at the back of the horn on the step is an acetylene bottle to power the headlights and not a fire extinguisher as one might think. The wheels are composed of 3 levels of spokes in photo etching painted in black. The injected rims are made in ABS then painted too. The engraving of the tire takes the very simple pattern of the original tire of the time with a shape of water drops.

The headlights will be in imitation mesh, to protect against the projections of stones and gravel.

Particular care is given to the reproduction of the different cloths that make up the model: the one of the seats is in light color in contrast with the other surrounding colors, the blue of the coated canvas previously mentioned on the sides as well as the one of the stretched canvas aviation type that covers the entire back. The clothes of drivers wrapped in thick and waterproof coats also undergo a «special treatment» to look as real as possible.

118004/9M



18



The 24-Hour Endurance Grand Prix taken place at Le Mans in 1923 was the first edition of the 24 Hours of Le Mans. It happens on May 26 and 27 on the circuit of the Sarthe 17,262 km as it was used during the Grand Prix of the Automobile Club de France in 1921.

The challenge of this race is to exceed a distance in kilometers depending on the displacement of the vehicle to continue to compete in the Rudge-Whitworth Cup. This cup comes in 2 formats: biennial (best performance on 2 endurance GP) and triennial (best performance on 3 GP). Charles Faroux, race director had been planning since almost all the cars fulfilled their contract and ensured their qualification after 16 hours of racing. To qualify the Chenard & Walcker must cover 1352 Km.

The event is aimed at so-called «commercial» models with a touring body equipped with all the basic accessories (wings-steps, headlights, lanterns, hood, horn, mirrors, etc.). The driver is required to repair any possible failure alone and without help. A 60 kg ballast is added in addition to the driver to simulate the weight of a passenger.

It aims to improve the abilities of production cars by testing the mechanical components. If the design of the Chenard & Walcker series models is very conservative, the competition bodies are characterized by very avant-garde lines for the time that testify to the first research on aerodynamics. The cars are equipped with a 1,978 cc Chenard and Walcker four-cylinder overhead camshaft engine.



118004/10M

www.gts-series.com



GEORGES DURANI



Ref. FLM118051



Ref. FLM118050



ANDRE LAGACHE

Ref. FLM118049

This weekend is in the rain and the track is muddy. It is also the change to summer time: the race starts on Saturday at 4 pm but ends at 5 pm on Sunday. Of the 33 cars entered, 30 are from 17 French brands. Two Excelsiors come from Belgium and one Bentley crosses the Channel. The starting grid is decided according to the engines capacities in descending order. The Belgian Excelsiors start on the front line; the Chenard n°9 and 10 who run in the Sport category are in the 4th and the n°11 in the Tourism category in 5th ligne.

A violent hailstorm hit the circuit just before the start. André Lagache led at the end of the first lap. Bignan, Excelsior, Loraine and Bentley were also at the forefront without succeeding in preventing the Chenard & Walcker from controlling the event or imposing the rhythm.

After only 14 laps, the first retirement of the history with the S.A.R.A n°31 of François Pazzoli who deprived of its lighting suddenly fails in the ditch and breaks its suspension. René Marie on the Bugatti n°28, whose tank is punctured, is forced to walk twice 5 km to refuel.

After a fiery battle in unusual weather conditions for a month of May, Chenard & Walcker won a double victory by placing on the podium 2 of the 3 cars entered by the brand.

At the finish, Raoul Bachmann in his Chenard & Walcker n°10, hampered by another competitor, crashed into Paul Gros, the second driver of the Bignan n°23, who came out with a broken arm and bruises. No. 10 finishes unofficially 2nd, Bignan, 3rd. La Chenard & Walcker No. 11 driven by Fernand Bachmann and Raymond Glanzmann is 11th. However according to the official rules there is no final classification; the cars are qualified for 1924.