



# RENAULT PHAETON LANDAULET

Type JV 1922





### A Convertible Limousine

**Coachbuilder Georges Kellner's unique convertible body was the perfect pairing for Renault's powerful limousine chassis.**

At the turn of the century, Renault's range of products spanned the spectrum from airplanes to world-record-setting automobiles. Of all its models, the forty-horsepower Type JV topped the Renault catalogue.

Renault earned an indelible place in French automotive history with its Kellner collaboration on the Type JV Phaeton Landaulet. Most impressive in the range of

Renault 1922 offerings, the 40 horsepower Type JV was described in sales brochures as "very flexible, having a large reserve of power at all speeds." The 17.5-foot long model, even with its established power capabilities, benefitted from Renault's patented power-assisted brakes.

Carrosserie Kellner was known as one of the best coachbuilders in France. They were charged with designing a Phaeton Landaulet body (a long, semi-enclosed limousine style model) on the Type JV chassis for the French Presidential fleet,



which formerly consisted exclusively of Voisins. The chauffeur-driven touring style with a convertible top hearkens to its carriage history and was well-suited to the parades of government officials and visiting dignitaries. The sophisticated system that transformed the closed top arrangement into a full cabriolet appearance was a major advancement for the time.

**The Mullin Collection's Phaeton Landaulet was imported to the United States by the Kellner Coachbuilding firm's New York subsidiary in February 1922.**

The car was in the Klein collection in Pennsylvania until 1973, then in the collection of Bud Josey (owner of Dunedin's Horseless Carriage Shop in Florida). In 1974 the car returned to Europe, where it was owned by several private collectors in Germany and Switzerland. It was sold at Christie's in Paris, then again at Coy's of Kensington in London. The magnificent Renault returned to the United States in 2003 to be featured in its new home, the Mullin Automotive Collection.



## PROFILE

<b>Coachbuilder</b>	Kellner
<b>Chassis number</b>	102304
<b>Number made</b>	42
<b>Production span</b>	1922–1923
<b>Acceleration</b>	0
<b>Top Speed</b>	80

## BODY | CHASSIS

<b>Front brakes type</b>	Power assisted
<b>Rear brakes type</b>	Power assisted
<b>Front suspension type</b>	Leaf springs
<b>Rear suspension type</b>	Leaf springs
<b>Length</b>	19'
<b>Height (Ground line to highest roof)</b>	6' 6"
<b>Width</b>	7' 3"

## ENGINE

<b>Engine number</b>	194
<b>Type</b>	Inline
<b>Number of cylinders</b>	6
<b>Bore x stroke</b>	110 mm x 160 mm
<b>Displacement</b>	9120
<b>Engine capacity &amp; output</b>	unavailable
<b>Transmission</b>	Rear drive
<b>Gearbox</b>	Manual
<b>Number of gears</b>	4
<b>Overdrive</b>	0

LOCHER  
KOFFER  
A.G.  
ZÜRICH  
SERIE A 5  
N° 2





