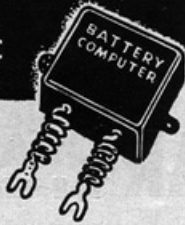


Renault Judson User Test.

Motor Trend - August 1958.

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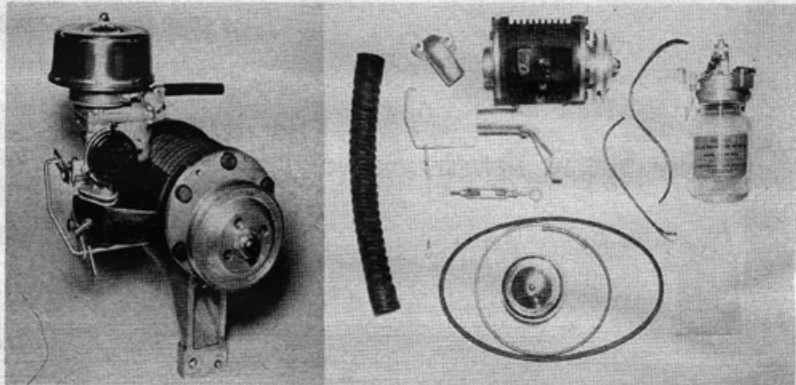
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PRODUCT USE TEST

Judson Supercharger Kit cuts Renault Dauphine's acceleration times in half

by Alex Walordy



JUDSON BLOWER for Dauphine uses stock Solex carburetor, with richer-mixture main jet. Complete kit (\$165) contains chromed air cleaner, inverse oiler.

WHEN A CAR BECOMES as popular as the Renault Dauphine, it is only natural that a great deal of attention is devoted to make it "go" still faster and better. Even the Renault factory caught the "soup-up" fever and released a Gordini Dauphine for the use of the enthusiasts. Though the Dauphine falls in the economy car class, its handling ability enables it to use a great deal more than its stock power output.

There are three basic approaches to increase the power of a Dauphine which can be used either singly or in combination: 1) modify the existing engine, 2) change to a larger size engine, or 3) install a blower. Cost, weight, and the gains in power will influence your decision.

Changing to a larger size engine, in an application like the Dauphine, would be quite costly and would further unbalance the weight distribution. Modifying the existing engine is one of the most economical steps, especially if you plan to carry out your own modifications. The horsepower gain will be moderate unless you are willing to go all-out. However, one of the disadvantages of a highly modified engine is that it becomes less tractable at low speeds. To get peak power, you must keep the engine at a fairly high rpm range, which involves additional shifting, and possibly using the four- or five-speed gearboxes available for competition.

In contrast, a blower, especially one of the vane type, can offer a great many ad-

vantages. In a normally aspirated engine, the pistons rely on atmospheric pressure to draw the air-fuel mixture from the carburetor into the cylinders. A blower, on the other hand, is a pump driven by the engine; it packs in the air-fuel mixture at higher than atmospheric pressure. As the power output of the engine is proportional to the amount of the air-fuel mixture burned during the power stroke, the use of a blower has the same effect as a change to a larger displacement engine. The addition of a blower does not pose any weight or handling problems, which makes it all the more desirable. Also a blower can be removed from a car just before selling it, and used on another car.

Judson Research and Mfg. Co. has been making very successful blower installation kits for the VW, MG-A and numerous other cars; they were bound to turn their attention to the Dauphine sooner or later. A visit to the home office and plant in Conshohocken, Pa., proved most interesting. There we were introduced to a neat cream-colored Dauphine, undistinguishable from any of the thousands of other Dauphines roaming the highways. Even starting the engine did not disclose any unusual sounds, other than a slightly more mellow tone at the upper rpm. A ride, however, revealed some startling differences.

On starting off, the seat is firmly pushed into your back. The improvement in acceleration cuts down the 0 to 50 time from 18 to 10.5 seconds. Zero to 60 is reached

in a very creditable 15.5 seconds—or just half the stock time. That is quite an improvement for the fairly low \$165 tab of a blower kit. With the stock Renault muffler the noise level was not higher than that of the unsupercharged Dauphine. Judson does recommend a switch to the Abarth muffler to reduce the back pressure in the exhaust manifold at high car speeds. The entire blower kit weighs 16 pounds, so that a change in handling due to weight distribution is completely unnoticeable. There is, however, a welcome change in being able to use the throttle more aggressively in turns, and in acceleration. The change in top speed is not too considerable, from 74 to 82 mph. This is due mostly to the high overall gear ratio.

Lively as the stock Dauphine is, there is no comparison between it and the blown

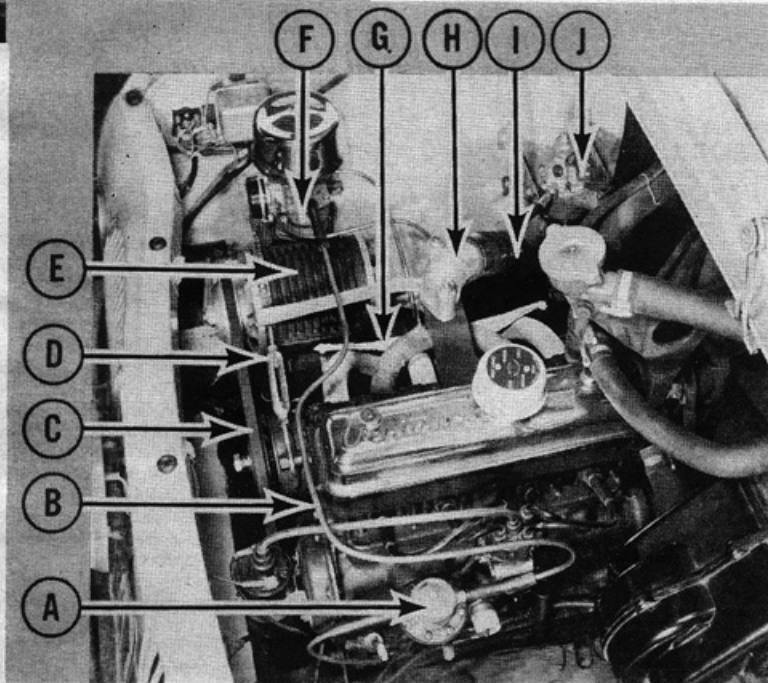
version. The blower provides ample acceleration for coping with most any traffic condition from low speed pickup to passing on the highway.

MPH	ACCELERATION	
	Unsupercharged	Supercharged
0-30	7.2	4.5
0-40	12.0	7.0
0-50	18.0	10.5
0-60	31.0	15.5
0-70	71.0	34.0

The noise level is no higher than that of a stock Dauphine. Those who do not know the joys of downshifting will be glad to learn that second does not have to be used any more than on an American car.

The Judson blower allows you to drive as economically as you wish, and still have ample power on tap. Below a given throttle opening the manifold is still under vacuum as the air entry to the blower, via the carburetor, is restricted. The engine is thus operating as though the blower were not there. When the throttle is opened wider the blower raises the manifold pressure, and fuel consumption will go up in relation to the boost pressure. /MT

SMALL IN SIZE, 16-pound supercharger can raise engine output 50 per cent.



BLOWER INSTALLATION is quite simple. Fuel pump (A) feeds unit through curved line (B). Belt (C), shared with generator, has its tension adjusted by turnbuckle (D). Supercharger (E) has Solex carburetor (F), with chromed air cleaner, mounted on top; it's protected from manifold heat by asbestos shield (G). Special manifold elbow (H) connects to flexible hose (I) from blower outlet. Inverse oiler (J) provides lubrication for both blower and upper end of engine; one-quart jar holds lubricant for 800-1000 miles.

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