

# SAVE THE DATE Apr. 25

## Amazing auto collection.



We are confirmed for our visit to see the turn-of-the-century auto and memorabilia collection of Alan & Mary Travis. Date: April 25 @ 10am. More details at our Apr 1, dinner meeting.

# Alan Travis - 1914 Excelsior Model 7SC

I love Endurance events and adventure. I have finished events such as 2007 IRONMAN TRIATHLON, RACE ACROSS AMERICA on Bicycle 2008 (6 days), CANNONBALL, ONE LAP of AMERICA (1988), Baja 1000 off-road races, Great Race (Antique car race 1984-1995, American Gumball and more. I like the planning, daydreaming and participating.



The Motorcycle I am riding in the Cannonball is a 1914 Excelsior 7SC factory racer. The factory made a handful of these and each one is produced with brakes, a clutch and pedal start. My particular Excelsior has very low time on it from new, and all factory parts perform perfectly. The factory gas tank is "as new". A stock 7SC was the first stock motorcycle to go 100 MPH. I am the third owner of this bike. It was raced for a very short time on Illinois dirt tracks then put away for 20 years.

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# ***Great Race- 1907 Renault takes Director's Choice at inaugural Arizona Concours d'Elegance***

Cars that compete in both concours d'elegance events and the arduous Hemmings Motor News Great Race, a nine-day test of endurance for both man and machine, are a rare sight indeed, but a 1907 Renault AI 35-45



owned by Alan Travis of Phoenix, Arizona, is one exception to this rule. Travis's Renault not only entered and finished the 2012 Great Race, but last Sunday captured the Director's Choice award at the inaugural Arizona Concours d'Elegance.

**Alan Travis behind the wheel of  
his 1907 Renault**

# Travis's Renault not only entered and finished the 2012 Great Race



*Travis spent roughly four months getting the car into top operational and cosmetic shape, and the Renault remains true to its mechanical roots; starting, for example, still requires cranking that massive engine.*

Travis's 1907 Renault can claim a racing pedigree that dates to long before the Great Race; in fact, the car is an original Vanderbilt Cup racer, one of about 10 originally purchased by Willie K. Vanderbilt for the early 20th century Long Island races. Its 521-cu.in. L-head four-cylinder engine delivered almost unbelievable performance back in the day; and as late as 1968, its driver was ticketed at a speed of 88 MPH on a Glidden Tour. Prior to the 2012 Great Race.