

# Renault News

**100**  
Summer/Fall  
2011



## Argentina

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## Renault Owners Club of North America

www.RenaultClub.us  
www.RenaultOwnersClub.org  
Email: info@renaultclub.us  
Established in May, 1991, La Jolla, California, USA  
*Founding Member:* Jacques Lynn  
President Marvin McFalls  
Vice President/Club Liaison Jesse Patton  
Membership Secretary/Treasurer Sharon Desplaines  
Editor of Online Marketplace Kurt Triffet  
Editor of Renault News Marvin McFalls  
Forum Moderator/Print Editor Michael Heather  
Spanish Translator/Editor Fernando Zavala  
Publisher Triffet Design Group  
Editor of Members/Cars List Stephen Lombardo  
Webmaster Kurt Triffet  
Librarian Michael Muller

Renault News is the newsletter of the Renault Owners Club of North America. This newsletter is published quarterly. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road. This newsletter is not an official publication of Renault USA or Régie des Usines Renault. Permission to reprint original material is granted to any non-profit membership publication on a single-use basis if full credit is given to the author. Originally published items become property of the club.

### New Members

US\$15 for 1 year online membership: worldwide  
US\$25 for 1 year postal membership: (U.S. only)  
US\$30 International postal membership (including Mexico & Canada) Join online at <www.renaultclub.us/join.html>  
Or send payment, along with details about your cars to:  
Sharon Desplaines  
7467 Mission Gorge Rd #81, Santee CA 92071  
Tel: 619-334-1711  
Email: hummer5@cox.net

### Renewals-Registry Information and Address Changes

Renew online or mail payment to:  
Sharon Desplaines  
7467 Mission Gorge Rd #81, Santee CA 92071  
Tel: 619-334-1711  
Email: hummer5@cox.net

### Classified Ads

Place ads online at <www.renaultclub.us/forum>  
Or mail brief ads to:  
Kurt Triffet, 3333 San Luis St., Ventura, CA 93003  
Email: webmaster@renaultclub.us

### Marketplace display ads available

### Articles, Letters, Correspondence

Marvin McFalls, 4800 Ball Camp Pike, Knoxville TN 37921  
Tel: 865-387-1004  
Email: moose01@earthlink.net

## Newsletter Production and Publishing

Triffet Design Group  
www.triffetdesign.com  
info@triffetdesign.com  
Tel: 805 658-8646

### Back Issue Requests

**Order back issues on CD** online at club website.

### Issues 1 to 57 only \$7

Individual hard copies US\$2 each:

Michael Muller, 4907 Meridian Ave. North,  
Seattle, WA 98103

Email: m\_muller22@hotmail.com

### Inter-Club Liaison, Club Correspondence

Jesse Patton, 730 Railroad Pl, Apt A8, West Babylon, NY  
11704 Tel: 631 669-2598

### Technical Advisors

**4CV, Dauphine, R10, Caravelle** Jacques Lynn, 13839

Hwy 8 Bus., El Cajon, CA 92021 Tel: 619 561-6687

Email: jacques@renaultparts.us

**R8, Fuego, Medallion** Don McLaughlin, 390 Linton Hill

Rd., Duncannon, PA 17020 Tel: 717 834-4449

**Alliance, Encore, GTA** Sam Stuckey, 8544 Norris Lane,

Knoxville, TN 37938 Tel: 865 922-2236

**Premier (Eagle)** Chris Davidson, 3615 E. 28th St. High-

land 92346 Tel: 909 862-4780

**American Alpine A-310 Club** Representative

Brad Stevens, 4652 Maiden Lane, Canandaigua, NY 14424

Tel: 585 394-3265

**Club Alpine Mexico** Representative

Francisco Miranda, Villahermosa #9, Mexico City DF 10400

E-mail: dinalpingt4@clubalpinemexico.com

**Alpine Renault Registered Owner's Association**

Editor: Yves Boode, 2816 Broadway, Rockford, IL 61108

Tel: 815 455-1944

**R5 Turbo Club** Representative

Bill Dickinson, 14548 Dickens St., Sherman Oaks, CA 91403

Tel: 818 981-6595

### www.RenaultClub.us

Summer 2011 Members Only section:

**Username: norway**

**Password: rogue**

### June 2011, New Postal Members

Koopman, Dan, 105 Creek Dr. Millsboro, DE 19966

Trickett, Louis, 71 West First St., Booneville, AR 72927

### June 2011, New Online Members

Dutton, Laurence PO BOX 2 Stillwater, ME 04489  
oldcarman\_99@yahoo.com

Hale, Steven 2008 Oak Way, Colorado Springs, CO 80906  
ice\_floe2@yahoo.com

Lane, Alan 1 Wheatridge Rd. Belmont Hereford,  
Herefordshire, HR2 7UL United Kingdom  
alandlaney@talktalk.net

O'Rourke, Liam 317 Rock Raymond Rd. Downingtown, PA  
19335, liam.j.orourke@gmail.com

Schofield, Ted, 4183 W. Middle Verde Rd. Camp Verde AZ  
86322, tederoo@hotmail.com

Troxler-Hahn, Heidi, P O Box 129, Heisson, WA 98622  
heidihahn2006@msn.com

### June 2011, Renewals

Asbell, James	Muniz, Pedro
Atkinson, Clive	Reynolds, James
Barton, Dan	Weeks, Hank
Knox, David	Tallant, Kevin

### July 2011 New Online Members

Stenberg, Kent Mohave, AZ 86401  
kent@frontiernet.net

### July 2011 Renewals

Amador, Agustin	Lopez, Hector
Brokaw, Kevin	Miller, Herbert
Downs, John	Moskowitz, Terry
Eternad-Moghadam, Cyrus	Sahli, Theodore
Felton, Edward	Smallshaw, John
Golden, Kevin	Sorreles, Kenneth
Kasprzyk, Duane	Sy, Philip

### August 2011, New Postal Members

Chaplin, Robert, 415 New Chester Rd. New Oxford, PA 17350  
dogdoc@embarqmail.com

Hall, John D. 530 Brown Lane, Madisonville, KY 42431  
jdhall@vci.net

### August 2011, New Online Members

Brownridge, Brian R. PO Box 4253 Blaine, WA 98231-4253  
brianbro@telus.net

Bustillo, Arturo 416 W. San Ysidro Blvd. L-38 San Ysidro, CA  
arturobustillo@hotmail.com

Ciampi, Jay 460 Bonnie Rd., NW. Lake Placid, FL 33852  
jciampi@embarqmail.com

Olsen, Peter 241 ST Kilda Road Kewdale, Western Australia  
6105, polsen2@bigpond.com

Olson, Gene, 3117 Scotty's Terrace Simi Valley, CA 93063  
olson\_g@msn.com

Overn, Duane #27 51404 RR264 Spruce Grove Alberta T7Y  
1E4, duane@canadasurfs.ca

Segal, Benjamin, 210 West 90th St., Apt 6A, New York, New  
York 10024, bsegal@nb.com

### August 2011, Renewals

Brokaw, Kevin	Marrese, Damian
Candy, Warren	Rapoport, Jed
Dixon, Gary	Tessier, Agathe
Gaudette, Kevin	Thurman, Jack
Gnesko, Terry	Vandermerghel, Gerard
Majer, Paul	Westcott, Gary

### September 2011 New Online Members

Boisvert, Eric, 238 Jersey Tea Circle, Ottawa Ontario k1v2l5.  
Canada, eric.boisvert27@gmail.com

De Miranda, Alexandre Eustáquio Gomes, SQS 404 Bloco G  
apto 208, Asa Sul, Brasilia - Distrito Federal, 70238-070,  
Brazil, alexegmiranda@gmail.com

Keith Devin, 424 SE Topaz Dr. Lees Summit, MO 64063  
devmon95@gmail.com

Mt.Pleasant, Gregory, 406 Osceola Rd.Syracuse, NY 13209  
gmtpleas@twcny.rr.com

Pasten, Karl. 214 N 24th Ave, Yakima, WA 98902-2366  
kpasten@aol.com

Robertson, James, 11950 SandpiperCt. Caldwell, ID 83605  
jamesrobertson83@gmail.com

### September 2011 Renewals

Bourque, Jon	Ray, Michael
Gordillo, Julio	Sparks, Carl
Guido, Christopher	Symonds, Chester
Guizar, Tito	Toda, Frank
Integrated, Solutions	Weger, Ken
LaChance, David	

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### REMINDER - BEST OF FRANCE & ITALY Sunday, November 6, 2011 - 9am to 4pm

**C**ome join us at Woodley Park, Van Nuys, CA for a day with the best of French and Italian motoring machinery. We are meeting for our annual breakfast at Jerry's Deli in Encino at 8:AM. This is our club's big Southern California meet, so see all your friends and make new ones at Woodley this year!



# Restoration of a Dauphine 1093

By Jean-François Riou, Translated by Michael Muller

**I**t all began in 1990, with a small ad in one of those free newspapers: «For sale: 1962 Dauphine 1093, etc.». As an old car enthusiast, I jumped on this opportunity. The 1093 is a very special model. It was derived from the Dauphine, which since its presentation in 1956 had sold over one million cars by 1961. To meet new homologation requirements of the FIA (Federation Internationale de l'Automobile) Renault was forced to produce at least a thousand cars of a model to be able to race in the popular touring car class. Winning those races meant increased sales! To keep up with the competition - especially Fiat with Carlo Abarth, and British Motor Company and John Cooper with the famous Mini Cooper - Renault designed the type 1093 with the help of Autobleu specifically for racing. The basis for the new model was the body of a Dauphine Gordini "Export". Of a total of 2,139,641 Dauphine produced, approximately 2140 Dauphine 1093s were built between 1962 and 1963. They are, of course, highly prized by collectors.

The car I found was in good shape, but somewhat modified from its original state. A lot of parts were not stock, the color and upholstery were wrong, and so on. But the papers were good - they proved it to be a genuine R1093. It had the large headlights, the copper radiator, and the original tachometer. Those were the only things I was sure to be correct. At the time I didn't even know if the engine was a real 1093 or not. A few weeks later I had the answer because -- I broke a piston!

When I opened the engine there were some good news and some bad news. The engine really was a true 1093 with domed pistons, and the crankshaft was still usable. The cylinder head was correct but the inner valve springs were missing. Just in case, I called the seller and asked if by any chance he still had the hard to find springs and maybe even the Autobleu pipe and carburetor. Sure enough, he had the springs and a carburetor! Unfortunately the carb wasn't the right one, but at least the springs were ok. Despite my problems I was glad, because if I wouldn't have pulled my engine I would perhaps never have recovered these springs.

The bad thing I discovered was that the camshaft had a normal, narrow gear attached to it. For months I was unhappy with this assembly, searching desperately for the correct wide gear. Then, by chance, I learned that I was very lucky after all because my camshaft was a special one prepared by the famous engine builder Pierre Ferry! Likewise the clutch was not stock, but with nine springs instead of the six original--also a rare special part. So the bottom line was mixed - I had a real 1093, but somewhat modified and incomplete.

After some searching I found a used domed piston and repaired the engine, only to have a second piston failure just a few weeks later. This time I changed all four pistons. I had to



*As purchased...  
...and the ensuing work:*



use normal pistons with a flat top. Then, again a few weeks later, there was a new mechanical problem. The idler gear for the camshaft, made out of Celeron, disintegrated. I replaced it and drove the 1093 for some months before buying another car, a Triumph Dolomite Sprint, as a daily driver. The 1093 retired to my garage.

I was always interested in the history of this special Dauphine, and one thing was certain... you don't see one every day! After a lot of research I found out how rare it really was. Only about one hundred of the 1093s are known to exist, and probably just a few more wait to be discovered again. Most of them are in France, but I know today that three are in Mexico, two in Sweden, one in Germany, one in Spain, and maybe one in Japan.

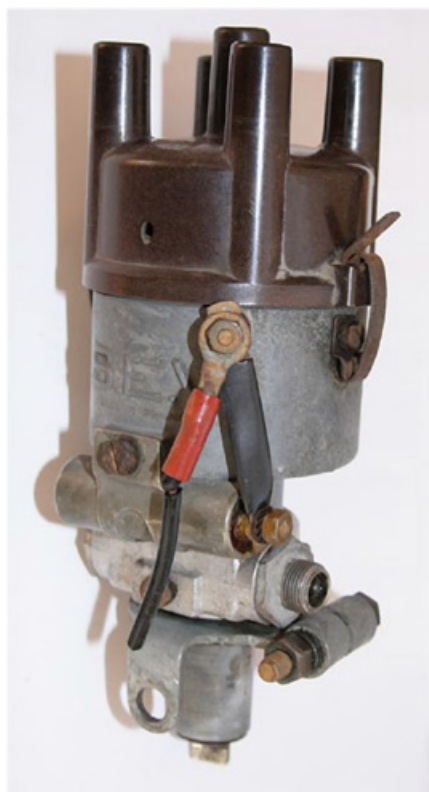
So, one day, I finally decided to restore the car that was sleeping in my garage. At the beginning of 1998, I began to make a list of original parts that were missing. I realized restoring the car to its stock specification would be very difficult because original parts are very hard to find. So I decided to restore it as a sort of prototype based on 1093, as a "light racing version."

On Easter Sunday in 1998 I started the disassembly by pulling the rearview mirror and windshield wipers. It was the start of a long story. Sixteen months later, in August 1999 (I know, I'm not very fast); the body was ready for sanding. After a lot of scraping and cleaning, the body was finally ready for some bodywork, rust repair, and paint. It was June, 2000.

Only five months later, in November, the car was back home, newly painted. When I saw the nice work and the excellent paint job on my car, I decided to restore the car not as a "prototype" after all. Instead it should be once again as it was in 1962, when it came out of the factory, meeting all the specifications of the 1093.

By then I had already prepared some parts to be reassembled. The goal was to put the car on its wheels as soon as possible so it would be easier to move. I installed the gearbox and the first problem popped up ... I couldn't shift! Since I hadn't opened the box - it worked perfectly before - it seemed likely that the problem didn't come from inside the transmission but maybe from the shift linkage. The problem was quickly solved. So the first objective was achieved, the car was on its wheels ... but the engine was still not done!

The engine rebuild started with assessing the parts situation. The crankshaft was perfect, but unfortunately already ground twice. Con rods were good, but I had to find a set of pistons and sleeves, and an aluminum idler gear for the camshaft. The oil pump had to be rebuilt. The special Ferry camshaft with its narrow gear was kept unchanged, of course. The short block was ready to be assembled. The cylinder head was also ready, but a lot of special parts were still missing. Luckily the rare original distributor with the hook-up for the mechanical tachometer came with the car, as well as the



starter. The Autobleu header I had found in northern France unfortunately got lost in the mail and never arrived. The second one I found needed to be cut apart and repaired. I came across a used carb Solex 32 PAIA-3 in decent condition. It took me three years to find the correct Tecalemit air filter! The original 12V generator and regulator I found on the internet. After cleaning and repairing all these parts the engine was finally back in the car.

Installing the wiring behind the dashboard wasn't fun, but in June 2002 the car was beginning to look much better. Now it was down to installing the brake system, replacing the windshield, rear window, the windows with all seals and opening mechanisms, trim, bumpers, windshield wipers, and all the other little things that were still missing.

Finally the engine was completely installed. I checked the oil, coolant, brake fluid, adjusted the brakes and hand brake, adjusted the lights and checked the electrical system once again. At last the great day was here! I put some fuel in the tank and -- the engine didn't start! ... Again ... it didn't start! I checked everything. Another test ... and the engine started! It was June 13, 2004.

But the car still was not finished, the upholstery wasn't done. Finally I also received the confirmation from the factory that my 1093 had all the correct numbers and, quite important, the original engine. By the time I had the car officially registered again, in September 2005, over six and a half years had passed! A long time for sure, but believe it or not, I never was discouraged. It takes time to take everything apart, find the missing pieces, clean, repaint, remake, and re-assemble everything. Then one day, when you least expect it, you're done! Of course it helped that I had a couple of other cars to drive all this time, my Triumph TR3A for sunny days and a Triumph Dolomite Sprint for bad weather. Now my little 1093 has found its place between the two!

You can find more information on the 1093 on my website:  
<http://r1093.pagesperso-orange.fr/Acceuil/Fracceuil.html> 🟡









# Renaults in Argentina

By Marvin McFalls

For years I have heard that Argentina was a great place for Renaults. I didn't ever think I would have a chance to see the Renault scene in Argentina, but then I met Benjamin Becerra. Ben is a Renault enthusiast from Mexico City and he came to Carlisle back in May for the International French Car meet. He told me he had visited Argentina, and proposed a trip. Then a few months later I received an e-mail from Daniel Curia, the President of Club Renault Fuego Buenos Aires. He also invited me to attend their upcoming meet in September. Far be it from me not to turn down an open invitation, so away I went.

On Saturday, September 17th I flew to Miami. After spending the day with Jose Agosto at his home and watching SCCA races at the Miami Homestead Speedway, I returned to the Airport, where I met with Benjamin and two of his friends; Julio and Marcello from Mexico City. The four of us flew to Buenos Aires and arrived at 6AM Sunday morning. After checking into our hotel, Ben and I caught a cab for the meet.

By the time we made our way across town, the park where the show was being held was already filling up. The first person we met was Daniel Curia, who was preparing to do an interview for a local TV show. Next we met Daniel Cortesse, the Vice President of the club, followed by Sebastian Grasso and his wife Cecilia who was the event coordinator.

After getting to know the club leaders, we decided to check out some of the cars. It was about 11AM, and there were between 150-200 cars. Ben told me they had a goal of 400 cars. I told him that it wasn't likely, as late as it was. I would soon be proven wrong, because for the next four hours cars continued to roll in. By 5PM there were nearly 500 cars registered. Including 56 Fuegos, by far the best represented model. The next most popular would have been the R9, followed by R18, R11, R4, R12, Dauphine, R6, Clio, Megane, R21, and Laguna. Then you can throw in the other models built by Industria Kaiser Argentina including the Willys, Kaiser, and the Renault Torino, based on the American Rambler.

After a nice lunch at the nearby park we headed back to the show field. We continued to get to know our new friends as well as the two other Americans that had made the long journey. For a while I had spoken with Jamie Grigg along with his wife Mary. They had made the long trek to Buenos Aires from Winston - Salem, North Carolina. Jamie in a Red Fuego with identical options to my Silver 1985 2.2 litre (with fabric sunroof). We continued to talk and get to know one another, since for some reason we couldn't make the four hour drive over the mountain, but we could fly 6000 miles to finally meet in another country.

Now it was time for the awards, and nearly everyone was still in attendance. Much to our surprise, they gave Ben, Jamie and I awards for traveling such a long distance. Fol-



lowing the awards we were instant celebrities, we must have taken photos with 100 different people. Even Jamie's wife Mary was a big hit as all the ladies wanted to be photographed with her. It was an incredible experience. I have traveled all over the world for shows and I have never felt so welcome and accepted.

I can't wait for next year's meet, I have proposed Tierra del Fuego in a Fuego. Our friends from Buenos Aires say it is impossible, so if you are up for a drive of a lifetime, get in touch with me. Let's try to make the impossible a reality. 🍷





# Autodrome Heritage Festival 2011

By Francisco Miranda

**T**he Autodrome de Linas-Montlhéry celebrated on June 4th the Autodrome Heritage Festival. Nearly 500 vintage cars, motorcycles and aeroplanes gathered in a suburb near Paris. This was the third annual gathering of this event and it is getting better every year.

More than 50 different brands of cars and motorcycles took the track, first opened in 1924 about 20 kilometers from Paris. Our friend Pierre Vilalta sent us pictures of these R8 Gordins from the meet. It looks like they had a great turnout and everyone had fun. Hopefully, next year we can get a more in-depth report of the event.

Thanks again, Pierre, for the great photos. 📷



# R4 Challenge

By Marvin McFalls

Following Jonathan Burnette's successful trip to Alaska and back in the Renault Dauphine, previously considered unreliable, I challenged Jonathan to drive what could be considered the most reliable and practical car ever built by Renault, the R4. The plan was to drive it from California to Tennessee in honor of the 50th Anniversary of the R4.

On paper this sounds like a cake walk compared to driving a Dauphine to Alaska, but unlike Jonathan's Dauphine where he had taken more than a year preparing the car and daily driving to work out all the bugs, he would only have a week to repair and prepare a 1973 Mexican built R4 that had been sitting for nearly seven years. The car had been started and driven briefly the previous year, but within a few minutes the radiator began to leak.

So with this little bit of information, Jonathan began preparing spare parts and the tools he would need for this adventure. He also wanted to take a bicycle for alternate transportation to get around while he made the repairs. On July 26th he flew to San Jose, California, then found ground transportation to Healdsburg, California north of San Francisco.

By the end of the first day, he had found a long list of repairs he would need to complete by Friday afternoon the deadline for moving the car. The first repairs needed were the radiator as well as the cylinder head, and a worn out distributor. The previous owner had driven the car with the water pump belt so worn and loose that it wasn't turning the pump. As it turned out, these would be some of the easier repairs. Jonathan had brought a head gasket and a distributor which he had already converted to electronic ignition, and there was a machine shop in town and a radiator repair shop nearby to make the repairs to the radiator and cylinder head.

Other major issues he had to deal with were wheel bearings, dragging brakes, torn axle boots, charging system, electrical system and lighting issues. On top of that the car needed new tires and rear shocks. He knew he couldn't make all these repairs in three days. So he prioritized and by Friday afternoon the engine was reassembled and the cooling system repaired. He had the brake lights and turn signals working as well as the wheel bearings repacked with grease. Unfortunately the last major obstacle was brakes.

He spent most of the day Friday attempting to find a place to move the car where he could work on the brakes. But to say the residents of Healdsburg were unhelpful to his plight would be an understatement. He ended up just parking the car on a secluded street and began disassembling the wheel cylinders. Much to his surprise he was unable to find any seals or cups for the standard U.S. size wheel cylinders. So



he was forced to take apart the cylinders and hand sand and hone the pistons and use the old rubber seals.

Amazingly, he was successful, and on Saturday July 30th he left Healdsburg and drove 450 miles to Frazier Park, California. Monday, August 1st, he began making the suspension repairs as it was nearly impossible to drive the car over 85 kilometers per hour (about 53 mph) with the old, dry, rotted tires and completely worn rear shocks. He also tried to address the charging problem by replacing the old generator with a small alternator.

With the help of good friends Dene and Pat Barrett, and after a quick trip to Bakersfield, he had all the parts he needed. With new tires and rear shocks installed, the car drove completely different. It was now capable of a top speed of over 115kph (71.5 mph). The last issue he wanted to address before entering the Mojave Desert was to improve the capacity of the cooling system. So he added a heater core Dene had laying around and believe it or not the heater actually worked.

After thoroughly entertaining Dene and Pat for three days as he worked on the R4, on Thursday August 4th, he headed East off into the desert traveling along Route 66 and Interstate 40, drove through Needles, California in 119 degree weather and headed for the Continental Divide. On August 5th, he arrived in Flagstaff, Arizona. The car's cooling system had performed well in the desert, but from the sounds now coming out of the water pump it was clear there was no way it would make it the rest of the journey.

Jonathan had to make the call to El Cajon, the one he had avoided all the way to Alaska and back and nearly a thousand miles on this journey. He had to have Jacques overnight a water pump. When it arrived, it was clear that it was a an R4 water pump, but the pulley was different, so on his bicycle Jonathan had to find a machine shop and have the pulleys exchanged just as the shop was closing. After bribing the owner to stay open a little longer they were able to make the necessary fabrications and the R4 was ready to continue on its journey.

At this point in the Journey, Jonathan had to decide to continue east or head north. He decided a 600 mile side trip was in order, so he traveled to Colorado Springs where he visited with friends and continued to fine tune the car in their garage. After a few days hanging out at 10,000 feet elevation it was time to press on. At this point, Jonathan was confident he could make the final 1400 miles to Tennessee, but he figured it was smarter to return to Austin, where he had the parts needed to complete all the repairs needed.

On August 10th he left Colorado, heading South through New Mexico. Just about the time he reached the Texas border, he felt the oppressive humid air he had left a few weeks earlier. Following a good night's rest in Amarillo he spent another day driving in the miserable heat, finally arriving

back in Austin.

Since returning to Austin he has the electrical and charging systems repaired, and he has also redone some of the roadside repairs including replacing wheel cylinders and wheel bearings. Now he has started rebuilding the front end including bushings, ball joints, axles, and front shocks. By the time these repairs are complete, the R4 should be ready to drive anywhere in the world.

As far as the challenge, while he had not made his original destination of Tennessee, he had driven nearly 2600 miles, and while he did have to stop and make repairs in California and Arizona, he never officially broke down. While Jonathan's mechanical skills were definitely tested, I would have to say that he completed the challenge. And the R4 showed that even after being neglected for many years, it could still perform in any condition. Jonathan said following the trip that this was best running 845cc engine he had ever driven. All and all, mission accomplished and happy 50th birthday, R4. 🍷



# Ventura Motorsports Gathering

By Kurt Triffet

**S**unday, July 10th, at Marina Park in Ventura CA, the Ventura Motorsports club held its annual tour and car show. Never one to ignore an appropriate local gathering to show my Caravelle, I took advantage of a beautiful summer day down by the harbor to be surrounded by some of the best examples of vintage foreign and American cars around.

The theme of this year's show was the Chevy Corvette, and there were some remarkable examples including two bubble-top 1954s, one that had originally been ordered and owned by a Belgian prince.

The other cars, as shown in the photo gallery, speak for the quality and diversity of all the entries, including a million-dollar French beauty from the Mullin Auto Museum that I (gasp) never got the marque of (but to be fair, neither did the photographer hired by the show).

A great day – especially since I took home the trophy for French Best in Class. :-)











# The Weekend

by Ken Reynolds

**F**irst, I'd like to thank Jacques Lynn for everything he has done for my project. Although as we all know these projects are never quite finished and we are no different here.

We entered Maurice, our newly restored 4CV in the Niello Concours at Serrano in EL Dorado Hills, CA this weekend with the intention of just being there for some fun to show off most likely would be a little French car that no one probably would remember of maybe even seen.

The last minute I decided to be judged. The fact that ol' Maurice drove there was an accomplishment. It was his longest journey in over 20 years where it was his own tires turning on the road to move him. We did the 3 1/2 miles without incident. We were judged around noon and I knew that we looked OK and maybe better than one car in our class so I was happy. At 1:00 we got a note that we had won an award and to be at our car at 1:00 to drive to the stage.

A great weekend with a surprise 60th birthday party thrown in there thanks to my wife, Catherine. 🍷



# Paris Automobile Show 2011



# R4 Fifty Years ago and Today

By Ingen Kommentarer

**I**t all started back in January of 1961 when Renault took their new model the Renault 4 to the United States to test it out. Their adventure started in of all places Bemidji, Minnesota.

Inspired by this, myself, Svend, Martin and Trond and our two families decided to embark on a trip across the United States to retrace the steps the original prototypes took.

Unfortunately when we decided to retrace the trip, we couldn't find any itinerary, so we decided to make our trip not only a cross country trip, but we also decided to visit Canada and Mexico.

On June 24th we finally arrived in New York after leaving Norway two days earlier. Flight delays were difficult and unexpected. The next morning we went to the port to pick up our R4s.

After sightseeing for a few days on June 29th we left New York City and Drove to Niagara Falls. We had a great time and the falls were beautiful, then we crossed into Canada.

After spending the night in small town called Jarvis we stopped by a farm and visited with the owner, who had a large collection of tractors. We now began our drive to Windsor and the US Border crossing.

Next we traveled to Detroit and visited the Henry Ford Museum for the Fourth of July. We couldn't have planned a car trip any better than celebrating America's Independence Day in the motor city.

On July 5th, we made the long drive to Bemidji. We photographed our R4s in front of the same Duck, as well as the Paul Bunyan statue that Renault had also done fifty years earlier.

As we continued to head westward we made it to Mt. Rushmore and the Crazy horse monuments. After enjoying South Dakota it was on to Utah.

In Salt Lake City we tried our R4s on the Great salt flats but didn't make it past 85 kph. Then we visited Las Vegas and continued west down historic Route 66.

Following a stop in Kingman, AZ, we traveled to Los Angeles. We ended our trip in San Diego with a short visit to Tijuana, Mexico. The R4s performed well with only a few minor repairs needed. The most difficult was when we had to push one of the cars across the border as the carburetor required attention.



January, 1961, Bemidji, Minnesota



January, 2011



Dahle family, Niagara Falls

On July 25th a little more than month after we began, our trip ended. What a wonderful journey, with memories that will last forever. 🍷

*Hagen family,  
Niagra Falls*



*Tractors in Jarvis*



*Detroit*



*Canada border breakdown*



*We found Norway!*



*A quick repair*



*South Dakota*



*Bonneville Salt Flats*



*Kingman, AZ*



*Route 66*



*Las Vegas*



*Los Angeles*

# 50th Anniversary of R4 at Bonneville Salt Flats

By Jake Lingeman

**W**ith all the speedy machines headed to the Bonneville Salt Flats in August, a classic Renault 4 van is due to stick out. But one will be there Aug. 13-19 for some record breaking fun.

The project, celebrating the 50th anniversary of the Renault 4, is headed by Les Triplettes de Bonneville with help from Renault Classic. The record-breaking Triplettes consist of Jean Caillou, Gilles Pujol and Frank Figuls. They will be joined by Bernard Canonne.

The group will race a 1983 Renault 4 Fourgonnette van, dubbed Saline4Fun. The goal will be to beat a speed record.

Now don't laugh, the team has done this before. They brought a 49.9-cc motorcycle several years ago and won. And by winning we mean beat other classic motorcycles with between one and two horsepower. Now the Triplettes own 13 records in total.

For the Fourgonnette, the team will use a Renault 5 Turbo engine producing 290 hp. In addition, they'll add a custom gearbox, and new steering, suspension and braking components. The team's goal is to hit an average of 173 mph in two runs in the desert.

Outside, the van will remain largely unchanged. The only clues will be the exhaust exiting out the front right-hand wing and the parachute roof hatch.

The Fourgonnette weighs in at a feather-like 1,587 pounds. 🍷

*Editor's Note: We will update the R4 Vans results in the next issue.*





# Rogue Revisited

By Geoffrey Hacker

Let's talk Renault! Did you know that rear engine Renault automobiles nearly outsold VW's in the late '50? Believe it or not, Renault was on its way to becoming the next "big gun" foreign car in the market. A 1958 Time Magazine article said:

*"The car that has come up fastest in the US market in the past year is Renault's Dauphine. A snub-nosed 32-hp Sedan, it is low-priced, economical and small enough to shoehorn into a small parking space. The Dauphine is already outselling Volkswagen in eleven U.S. states, including Texas. So brisk is demand that Renault and the French Line have formed a new shipping company with six freighters that ferry up to 1,060 Dauphines each across the Atlantic."*

Renault could have been the "big player" of kit cars in the '60s, but sales soon declined after the initial "heady" days of the late 1950's. And Renaults utilized unibody construction, so they would not have lent themselves as readily to the kit car hobby that was going to blossom starting in the mid to late '60s.

A company can dream.....

But there were Renault based fiberglass sports cars in America, and the one that would eventually be called the "Rogue" debuted in early 1954. Let's see what their press release had to say:



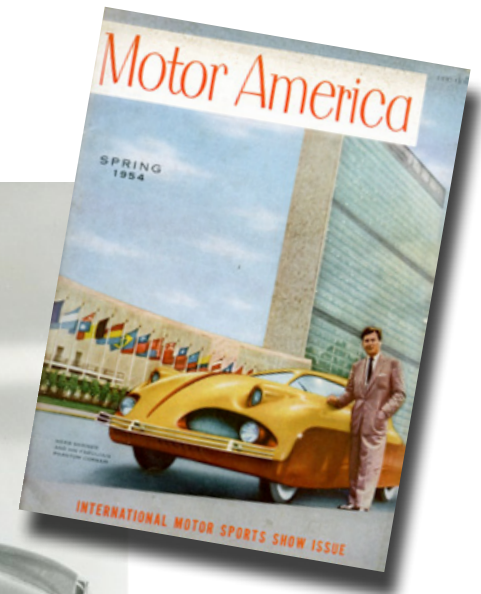
Press Release: February 9th, 1954  
Renault Based Plastic Sports Car

*First all-plastic body automobile with rear engine drive, on display in Renault booth at International Motor Sports Show, Seventh Regiment Armory, New York City, which starts February 6th. An American adaptation of a Renault racing car, the new sports car is scheduled to go into production shortly after the show at a plant in Doylestown, Pennsylvania, and will be priced at approximately \$2000.*

*Molded of Celanese Marco reinforced fibrous glass in nine pieces and mounted on a Renault standard "750" chassis, the overall weight of the sportster is about 1,000 pounds; gasoline consumption is approximately fifty miles per gallon under normal conditions. According to Z.W. Redd, the manufacturer, seated, right, above, road speed will be in excess of eighty miles per hour.*

*Sales in greater New York will be handed by Renault Selling Branch, Inc. Dealerships elsewhere are open. Left, standing is Larry Wiggins, an associate in the new venture.*

*Editor's Note: In our next issue we feature our latest discovery the 2nd Rogue, built in Michigan by Kish Industries. 🍷*



# Update on the Shark Roadster

By Geoffrey Hacker

**A** special thanks to Bob Cunningham and Glenn Brummer. Two eagle-eyed scouts that surf the Internet constantly and found the beautiful 8x10 glossy press photo of the Shark roadster by Glenn Gumms – Henry Covington's early partner on producing molds for Covington's Tiburon (Shark) coupe. Finding this new fiberglass "treasure" was the source of inspiration for today's story.

Although I have had a copy and associated picture of the article that is from today's story for over 30 years, I never thought I would find any original photos from the press releases and the Shark. Well I was right. I never did find the photos. Bob and Glenn did – on eBay about a week ago.

So...in honor of their exciting find, I thought I would share this long-lost article and never seen before picture with you today. This is another "Renault" based fiberglass sports car, and the story how I found 3 lug cosmic rally wheels for both my Renault-based Shark roadsters merits a story in itself – but not today.

Off we go....back in our time machine to 1965 when the "Shark Roadster" was about to hit the streets. And "hats-off" to both Bob Cunningham and Glenn Brummer for their tenacity, friendship, and one exciting "find."

## **Business News**

**Evening Independent: St. Petersburg, Florida  
March, 29th, 1965**

**Church steeples and sporty-looking cars do not have much in common, except at Glenn Industries, a St. Petersburg firm which used fiberglass to manufacture them, as well as filter screens, chain chards, and phosphate mining valves. The 25 foot high church steeple was completed by Glenn Industries the other day and picked up by Barker Manufacturing Company employee for delivery at the church site.**

**The steeple is made entirely of fiberglass on a mold constructed at Glenn Industries, 4523, 35th Street North, under the direct supervision of Glenn W. Gums, president. But more intriguing than the steeple are the sporty looking car bodies Gums and his employees can make to provide any car with an entirely new look.**

**Gums' product is the result of many years of experimenting. He gives much of the credit for the idea of the molded fiberglass bodies for cars to the late Henry B. Covington, a designer and vice president of Pardoll Associates, Inc., also of St. Petersburg, at the time of his death May 6th, 1962**

**A native of North Carolina, Covington had been a designer with Gruen and Elgin watch companies before**

**coming to this city from Cincinnati to join the Crest Leather Manufacturing Company. Later he left Crest to join Pardoll. Covington and Gums become associated in the manufacture of the molded-body cars which cannot rust, rot or crack and eliminate the fender – bender type of collision.**

**After Covington's death, Gums continued experiments with molding the bodies and through refinements, has produced a standardized molded body that will fit the chassis of a Volkswagen, Renault, Fiat, or other cars of that type. The molded body also includes a fastback to give the car an even more appealing appearance that makes it the center of attention wherever it is seen.**

**Gums, a native of Merrill, Wisconsin, has been in plastics for 20 years, first in his native state and, for the last eight years, in St. Petersburg. He was associated with his brothers, Gerald and Robert, in both Merrill and Rib Lake, Wisconsin. The brothers owned or controlled EverLite Laminates, Lakesite Plastic, and Glenco Plastics Company in Wisconsin, and since coming to Florida, Gums has been associated with Pli-Glas Products Company, Inc., and now Glenn Industries.**

**Gums takes an old Volkswagen, Renault, or Fiat, strips off the body and winds up with nothing more than the chassis. The engine is overhauled, brakes relined, and everything possible to bring the chassis and engine back to its original state.**

**"The chassis never wears out," Gums says, "and you can build on that easily." After the chassis is renewed, the body of the car is molded and fitted into place. Presto! It looks like a new car. But its body is 10 times stronger than steel. The molded fiberglass can take a lot of beating.**

**To prove the point, Gums will demonstrate by striking the body with a hammer and leave nothing more than a rust mark from the head of the hammer, to show that the blow was struck. Gums has made seven of the molded bodies for various people since he came up with a satisfactory mold.**

**Two of them are in St. Petersburg. There is one owned by a Clearwater resident, and one by a resident of Tampa. The other two are in Chicago and Bakersfield California. He has the seventh. The cost for a sporty looking molded body on an old chassis? About \$600, possibly a little less. It costs approximately \$175 to prepare the chassis and engine for the mold. The molded body costs approximately \$400. It takes about three weeks from start to finish of the job. There is no limit to the use of fiberglass, Gums claims.**

"We have made 12 x 12 x 3 screen filters for Tampa Electric, Company" he said, "and we are experimenting now with plane wing tanks. We have made caskets that will not rot, crack, or rust. We make boxes for tools, the 'buckets' for snorkels, chain guards for Florida Power Corporation, and many other items." Gums, now

42, attended Plastic Technical Institute in Chicago. He graduated in 1945. The president of Glenn Industries is a tobacco-chewing workman, who shoulders a share of each work day's load. He isn't the executive type; he's more the workman. ☺

# Fiberglass — Aspiring, Sporty Future

**RAY B. ROCHE**  
Business Writer

Church steeples and sporty-looking cars do not have much in common, except at Glenn Industries, a St. Petersburg firm which uses fiberglass to manufacture them, as well as filter screens, chain guards, phosphorus mining valves.

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Covington and Gums became associated in the manufacture of the molded-body cars which cannot rust, rot or crack and eliminate the fender-bender type of collision.

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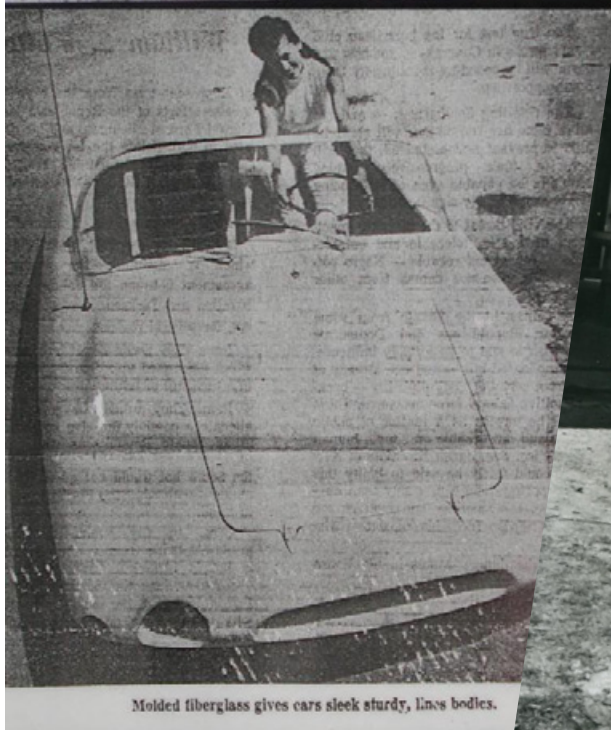
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"The chassis never wears out," Gums says, "and you can build on that easily."

After the chassis is renewed, the body of the car is molded and fitted into place. Presto! It looks like a new car. But its body is 10 times stronger than steel. The molded fiberglass can take a lot of beating, will not rust, rot or crack, and will last for years.

"There is no limit to the use of fiberglass," Gums claims.

"We have made 12 x 12 x 3 screen filters for Tampa Electric Co.," he said, "and we are experimenting now with plane wing tanks. We have made caskets that will not rot, crack or rust. We make boxes for tools, the 'buckets' for snorkels, chain guards for Florida Power Corporation, and many other items."



Molded fiberglass gives cars sleek sturdy, lines bodies.



# The Back Page

*In the UK, Roy Smith, writer in English of Alpine books, has his quite well known R5 Turbo acquired from another Club Alpine Renault member in 2006 for sale due to a new project Roy has in mind.*

*This superb car has been the subject of a full chassis and body restoration including new carpeting and interior and seats refurbished during 2007/8. Originally thought to be a conversion to right hand drive by Fleischmann in Germany, a subsequent surprise arrived in 2007 when investigation resulted in a letter from Alpine saying that this car was listed as a prototype in the records and not saleable in France. (this letter is to hand and will be supplied with the car).*

*The implication of this is obvious as there is nothing different about the car as a Turbo series 1 other than that it is right hand drive. It was sold in 1982 to a customer in Cyprus, coming to the UK in 1988 when acquired and registered by Radbourne Racing. The chassis number is 0001554. Extensive updating of many parts with no expense spared has resulted in a fabulous car that if it was a LHD would now command a very high price. It has new "tarmac" Bilsteins on the rear and adjustable AVOs on the front. New Tyres, on compomotives, the original wheels with new MXVs on are included as is the original but refurbished Gotti spare. The car is almost as original apart from fitted cage and additional cooling fans, comes with original steering wheel. (A previous owner has switched the original aluminium doors for steel ones, though this does not detract from the car) Roy has prepared a full statement of fact about the car following his five years of ownership and full investigations into its life and originality. For sale at a realistic £33,000. Sterling*

*Interested to know more, contact Roy on [Alpeene@aol.com](mailto:Alpeene@aol.com) in the first instance. It is now being offered outside the club and Internationally. All collection and shipping costs to the buyers account.*



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Renault Owners Club of North America  
13839 Hwy 8 Business  
El Cajon, CA 92021