

RENAULT NEWS

101
Winter
2011



Best of France & Italy

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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

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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

Winter 2012 Members Only section:

Username: gala

Password: devin

October 2011 New Online Members

Pereira, Abel 377 Boynton Ave., San Jose, CA 95117
abelpereira27@oymail.com

Lowry, Scott, 503 Henderson Chapel Rd. Knoxville, TN
37920, Scottlowry09@comcast.net

Masson, Martin, 1316 rue des Peuliers Mont St Hilaire Que
Canada J3G4S6, mmasson@quebecemail.com

October 2011 Renewals

Albertus, Anthony Mitchell, Ken
Golden, Kevin Plamondon, Tim
Guido, Christopher Seeley, David
Miranda, Francisco VerDow, Robert

November 2011, New Postal Members

Parker, Rexford 18171 Riverside Ct., Huntington Beach, CA
92648, parker.fam1@verizon.net

November 2011 New Online Members

Bruce, Douglas, 2701 Kensington Pl Apt H Asheville, NC
28803-2346, dcbfilm@aol.com

Abegg, Geoffrey, 3616 Crestview Rd. Lawrence, KS 66049
abegg7@aol.com

Fletcher, Warren, 1235 N Farm Lane Circle, Orem, UT 84057
wfletcher@cesservice.com

Simpson, Pat, 15680 NE 182nd Place Woodinville, WA 98072
renault5555@gmail.com

Treasurer's Report

Prepared by Sharon Desplaines, Treasurer

January 1, 2011 To June 30, 2011

Beginning Balance:

Checking Account	000.00
Savings Account +CD	2892.60
Total	2892.60

Income:

Postal Dues	930.00
PayPal Dues	1801.12
Interest Income	3.88
Total	2735.00

Outlay:

Postage	160.00
Website	998.00
Newsletter Printing	427.58
Reimbursements (members)	46.68
Total	1632.26

Ending Balance:

Checking Account	1096.56
Savings Account	2898.78
Total	3995.34

Income Less Outlay 1102.74

Ending Balance Less Beginning Balance 1102.74

November 2011 Renewals

Asbell, James Croteau, Frank
Ashcraft, Mark Curtis, Stanley
Bacus, Jade Hacker, Geoffrey
Cardaciotto, Nick

December 2011, New Postal Members

Best, Jason, 200 S. First St. Waterford, WI 53185
jakester652000@yahoo.com

December 2011 New Online Members

Gale, Terry, P.O. Box 1487, 5257 County Rd. 146, Elizabeth,
CO 80107, nash1954@aol.com

Guilbeau, Charles, 15 la favrie 44310 saint lumine de
coutais France, guilbeaucharles@ymail.com

Miller, Jay, 145573 Grey Road 12 RR 1 Meaford Ontario N4L
1W5 Canada, holussolutions@bell.net

Rose, Randy, dauphine62@verizon.net

Thoroman, Cody, 3617 E 3975 N. Kimberly, ID 83341
fullmoonwanderer@gmail.com

Weiner, Sandee, 66 Maple Avenue, Wayne, NJ 07470
sandee@sandeeland.com

Wolfson, R, grwolfson@gmail.com

December 2011 Renewals

Alexander, Peter	Maurer, Martha
Arata, Louis	Perryman, Richard
Boode, Yves	Showers, John
Bonaime, Matt	Smith, Carl 16387 SR7 N.
Brown, Larry	Dover, AR
Degnan, James	Snyder, William
Green, Michael	Uflacker, Renen
Halley, Russ	Verhoeven, Kristiaan
Hand, Robert	Waterhouse, John
Hipp, John	Weaver, Joe
LaChance, David	
Luke III, John	

Find Us on Facebook

By Marvin McFalls

After fighting technology and the masses for years I have found my way to Facebook, so after several requests from owners, I decided to put the club on Facebook. You can check us out at Renault Club US:



www.facebook.com/groups/291079754246181



100th Issue and The Birth of Our Club

By Marvin McFalls and Jacques Lynn

We have been so busy that we didn't take the time to acknowledge the 100th issue of the Renault News. In many ways it was just yesterday I did my first article for the newsletter, but it was really about fourteen years ago. How time flies! Since that first story about the Renault Farm, I believe I have contributed to every issue since. The following year, I became the newsletter editor and the beat has gone on ever since.

In those early days, I would write, edit, and publish the grainy black and white newsletter. At first I would ghost write many of the stories, but with time we began to meet Renault owners from other countries, and today we have a great number of regular contributors from all over the world. Mike Heather took over the editing duties a few years back, and with Kurt taking over the publishing duties it has become more colorful. First the covers, and for the special 100th issue the entire issue was printed in rich beautiful color.

Over the years I have greatly enjoyed writing about my affection for Renaults and my travels, I hope that I can continue to do this for many years to come. Enjoy issue #101 it is a landmark in its own way as it is the first of many more to come.

—Marvin McFalls 🍷

Out of the blue I received a phone call from Howard Singer. He wanted to bring Renault enthusiasts together with the purpose of starting a club. This was in 1991 when I had about 17 Dauphines scattered around my house. Howard invited me and any other interested person I knew of to his home in San Diego. I called up my friend Mickey Splane who also had a collection of old Renaults and another collector who lived near by. Mickey agreed to join me.

We met on Howard's back porch Sunday afternoon. 4-5 other men were there only one that I recognized Sid Christie who lived about 10 miles down the freeway from me. Another I remember was Jim Melton. We had some snacks and talked Renaults finally deciding to chip in \$20 apiece to start a club treasury and to try to get more people involved. I had no idea at the time how to go about this, but obviously somebody else did. We agreed to meet again and then went to the driveway out front to check out each other's Renaults. I remembered Jim Melton's nice 4CV, Mickey's R10, somebody's Fuego and a more exotic car along with my Dauphine and Howard Singer's 4CV beach buggy. I had done some work on the beach buggy months before.

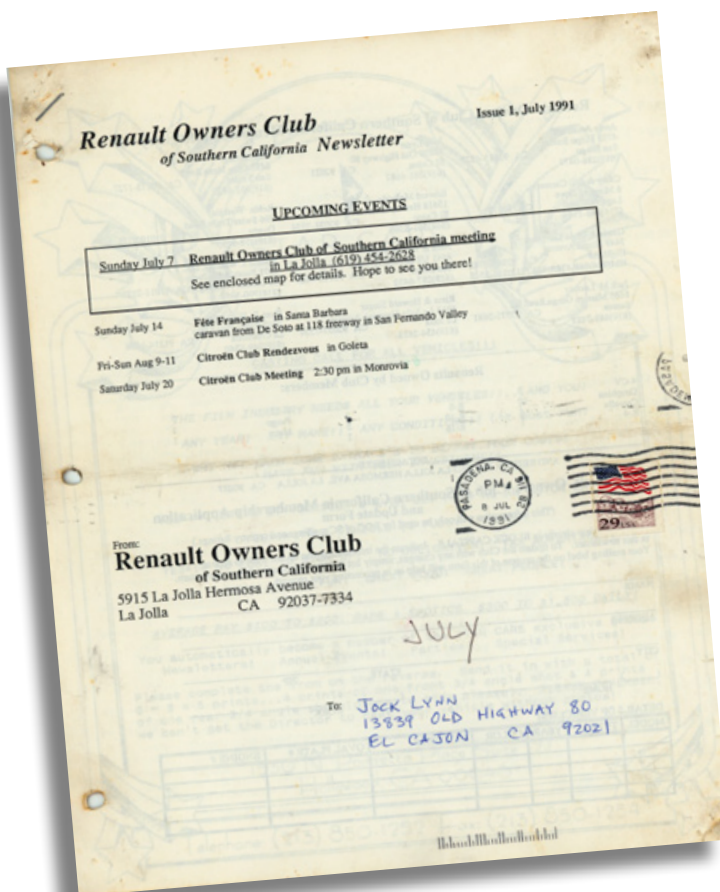
The Club was an idea at that point, but it began to materialize a couple of weeks later at a second meeting this time at a La Jolla beach park. I was surprised to see about 30 people there including women and children. I had brought along Mickey Splane's daughter who was computer capable and thought she could help with a newsletter. But Howard had brought Robin Watkins down from Los Angeles who would get that part of the Club going. I remember quite a few folks were from the greater Los Angeles area. One was Chris Davidson who as it turned out would take over the third editorship of our Renault News after the two Watkins brothers Robin and Ryan.

It looks like I am the only club member left that was there at the beginning. My memory is obviously sketchy at this point as is my knowledge of who was bringing people together and organizing the Club.

Anyone who can add something to my rough sketch is more than welcome to do so. Next issue I will continue my rough sketch from where I have left off. This was not only the birth of our Renault club, but also the beginning of Jacques Renault parts business.

—Jacques Lynn 🍷

Pictured here is the 1st issue, the only known copy in existence, owned by Jacques Lynn. This will be going on eBay someday to help pay for his retirement - webmaster :-)



Gala del Automóvil 2011

By Francisco Miranda

Last November 11-13 the "Gala Internacional del Automóvil" took place, being the second time it happens at the Hacienda San Martín Ocoyoacac, very near Mexico City at 40 kilometers away.

The FMDAAC Federación Mexicana de Automóviles Antiguos y de Colección and the FIVA Federation Internationale des Véhicules Anciens, invited us to be part of this magnificent event. We drove our cars on Wednesday 10th and we were welcomed with a terrible hail storm. We even thought it could ruin the event, but luckily, the weather changed and we had a great weekend. While we waited for the storm to calm down, the organizers kindly invited us for a nice meal. A very warm reception indeed!

The official opening took place on Friday 11, for special guests, not opened to the general public. On Saturday all exhibition cars were neatly parked and businesses opened on time to greet the general public.

The event had attractions for all the family with playgrounds and stores with merchandise for kids and fashion stores with runways for the ladies. There was even a rodeo at a dedicated area, for the people who are interested in such activities.

Some 400 classic cars gathered, with makes like Audi, Renault, Porsche, Ferrari, Chevrolet, Ford, Chrysler, Fiat, Messerschmitt, etc. surrounding the new car displays of Mercedes, Jaguar, BMW, Porsche, Mastretta, Audi, Land Rover and Alfa Romeo.

3 Renault clubs cars were gathered together, each one showing their best samples. The Gordini Sport unveiled one R8S and one R4L along their usual Dinalpin, R8, R10, 4CV, Estafette. While the Azteca Club presented Dinalpin Berlinette and GT4, a Floride and an R8.

The Alpine Club showed 6 beautiful Dinalpins including the freshly restored Angel Espinosa's blue Berlinette. Carlos Calvillo with his Floride, Adrian Duarte and Jose Miguel Diaz Goñi with Berlinettes, Eduardo Wolf with a Cabriolet and last but not least, my A110L GT4. This year's Gala recognition was awarded to Angel.

All in all was a very beautiful weekend that keeps us awaiting next year's event with open arms. 🍷







The show winners:
Best American: Ford Mustang 1965
Best European: Mercedes Benz 320B 1939
Best of the Show: Mercedes Benz 300SL Cabriolet 1963
Best Club Alpine: Dinalpin A110 Berlinette.



Fuegos in Film

By Marvin McFalls

What seems like a lifetime ago now was actually earlier this year in the spring, when I was contacted by a man named Antonio about providing two Fuegos for a French film that was to be shot in Washington D.C. The film was called *Who ReKilled Pamela Rose?* As a Fuego fan I was familiar with the first film *Who Killed Pamela Rose*, an over the top comedy, and that the star Kad Merad uses Fuegos in all his movies. Approximately once a month Antonio would contact me and ask me various questions. Finally in July I was passed on to Patrick Batteux, a Frenchman based in Miami. Then for the next two months Patrick and I did the same dance as I had done with Antonio. Every time I was told the cars would be needed for five or six days, as the majority of the film would be shot in France. Finally with six weeks before the movie was to begin I e-mailed Patrick that we needed to get started to meet their deadline.

Three weeks later he e-mailed me back letting me know they wanted to have the car in D.C. four days earlier. So after another week of messing around, I told him that we had no more time for delays, they finally agreed to the terms. Immediately we were given Mark Dillon, the Art Director, as our new contact. So now we had a week to get two cars ready. On my end, I had the Silver 2.2 litre that I had been driving daily, but it needed some minor repairs including the A/C fixed, engine tuned up, steering column replaced, speedo cable, and a few other minor repairs.

While in Texas, Jonathan Burnette had a Fuego Turbo that had been sitting for the better part of a decade. We had picked up the car a couple years earlier. As I had told Patrick, it needed six weeks to get it properly sorted, now Jonathan had one week to rewire and replace nearly every major component on the car. Somehow after four days, Jonathan was able to take the car on its first test drive. This led to three more days of repairing and replacing; from the exhaust in the rear to the radiator in the front, and almost everywhere in between.

On the eighth day the car was ready to travel, everything went well until sunset. After repairing both the head lights and taillights the little Turbo Fuego continued eastward. On day nine, or should I say evening nine, they arrived in Knoxville. After a night's rest I awoke early and took the Red Fuego in for tires. It still had dry rotted Michelin TRX that somehow had made the Journey from Texas to Tennessee. So I took it to Firestone and had it shod with a new set of 14" tires on Alliance alloy rims.

Unfortunately, the tires wouldn't fit on the front of the Fuego Turbo due to brake caliper interference, so when I returned we had to do a pit stop in my driveway. Changing the 14 inch alloys from the 2.2 to the Turbo. When we were done, both Jonathan and I were bleeding, he from a previous



injury to his hand, and me from taking a lug wrench to the forehead. Needless to say we both have nice scars to remember this project. With the tire changes complete, the Journey to D.C. could continue.

With about an hour to spare, the Fuegos arrive in D.C. meeting the impossible deadline. The next four days were spent making up the cars. The first project was to take the Turbo and paint it Yellow. Originally it was to be painted red, but Mark decided since the Silver car looked so nice they would be able to use it in another scene. So the Silver 2.2 was wrapped in black vinyl. The other problem was the Yellow car in France had a fabric sunroof, and the silver car also had the same type of sunroof. The Turbo however didn't have a sunroof so Mark and his art department created a faux sunroof.

On Oct 13th we traveled to Lawrenceville, Virginia. The first day's filming was outside a prison. The stars of the film, Kad and Olivier, who play FBI detectives, are asked by their boss why do you drive such a crappy car. Kad replied the Fuego is a superior vehicle, engineered and crafted from the finest materials. He then kisses the car and gets in and starts it up. When he started up the car the belts squealed and everyone had a big smile on their face. When the director yelled cut, we knew we had our shot hopefully it makes it in the film. Unlike modern cars, the Fuego turbo has V belts, and when cold will squeal when first started.

After a few dozen more takes from different angles, the first day wrapped. We started the long drive back to D.C. Where we encountered heavy rain all the way back to the city. After a good night's rest we were back on set the next day. The Fuegos weren't filming, but they wanted us on hand. On Saturday the Yellow Fuego was filming again, this time outside the department of interior, which Mark and his team had transformed into FBI headquarters. Kad and Olivier drove up in the Yellow Fuego, and the rest of the day they shot dialogue in front of the Fuego. They even had a couple dozen extras walking around in FBI jackets and suits.

On this day we were joined by Don McLaughlin and John Vogler, as well as Theo, a French foreign exchange student who is spending the year with John. When Theo saw Kad, he became very excited. To see someone so famous in France in America was incredible. He spent the whole day speaking with various members of the cast and at the end of the day he had his photo taken with Kad. I am sure a day he will not soon forget. Meanwhile we had an enjoyable day hanging out with our friends watching them make a movie.

On Sunday, it was time for Silver Fuego to make its debut; actually it was wrapped in black vinyl. With a police escort no less, we brought all three Fuegos to the set. In this scene they had simulated a forest across from the U.S. Capitol. Kad and Olivier were filmed walking thru the forest and suddenly the black Fuego drives up, with no one driving it, and Kad and Olivier drive off to the Capitol. Actually the ghost driver



was Jonathan who dove in the back seat, it was some excellent stunt work by Jonathan and both Kad and Olivier were impressed.

We were joined on set this day by Les Woods, a fellow French car enthusiast and mechanic. He later replied he enjoyed seeing Renaults being worked on and he didn't have to turn any wrenches. We had an enjoyable visit, and Les learned what quiet on the set meant. Following the shoot, Mark had us strip the vinyl from the Fuego, we also had to find a used muffler to be used in the next day's shooting.

When we arrived on set for what we thought was the final day of shooting, the Fuego, now back in Silver, was placed in front of a neighborhood brownstone. In the scene, Kad's girlfriend leaves him carrying a pink suitcase and sofa size painting. After he cries for her to come back he gets into the Silver Fuego and proceeds to eat the steering wheel. Another job done by Mark and the Art department, and installed by Jonathan. The next scene shows Kad still sitting in the seat, but now he is on the ground with various parts scattered about including the muffler we had bought the day before.

By the afternoon, I had a meeting with Patrick. They told me they had an aerial shoot planned for Thursday and they needed the car for three more days. By the time Wednesday came they decided to do more filming in Winchester, Virginia and on the streets of D.C. As Thursday came and went they weren't able to get clearance from the F.A.A. so the shoot had to be postponed.

The Yellow Fuego ended up having to spend another month in D.C. On November 14th they finally got approval for the helicopter and they got their aerial shot. So I had to return to D.C. and pick up the Yellow Fuego. Finally, on Saturday the 20th of November the two Fuegos were reunited back in Tennessee. While one is still a long way from being restored, it was driven nearly 3000 miles without any mechanical issues. I believe we will leave it as is and show it at various events next year, then we will strip the bright yellow paint and complete the restoration. 🌀



Best of France and Italy 2012

By Marvin McFalls

As the leaves begin to turn each fall, it reminds us the Best of France and Italy meet is just around the corner. As always, we paid a visit to members Pat and Dene Barrett. I flew into San Diego on Thursday, and the next morning, Jacques, Sharon, and I made the trek to Frazier Park in the rain. We arrived mid afternoon, and had a nice dinner. Then enjoyed an evening of pleasant conversation, and entertainment.

The next morning we awoke early to find a thin layer of snow on the cars, so we took our time and had a nice breakfast, then we paid a visit to club member, Shin Yoshikowa. Shin has a shop nearby, and we wanted to check out his latest purchase the 1962 Willys Interlagos. It is an Alpine 108 Berlinette built under license in Brazil. This particular model has a 998cc engine that was very rare. I believe Shin was impressed by my knowledge of the Interlagos, and we had a very enjoyable visit.

Shin then to us over to his friend Tom's house. Tom is former Aerospace Engineer, who hobby is Datsun Z cars. He is a master fabricator, and builds custom parts on all his cars. We checked out his latest project a super light custom 240 racer with a supercharger. He also had a couple more of his projects including his wife's 280z and his daily driver. Tom must be a big fan of metal flake as all three cars had it in the paint job.

With our fill of cars, we headed back to the house to get ready for our annual Spaghetti dinner. Normally we do this on Friday, but with the bad weather, we decided to do it at 4PM on Saturday. While the group was smaller than normal, we still had a nice evening. Near the end of the dinner, a latecomer joined us. Tori Miller from Pismo Beach had driven down with his 4CV. Tori is a microcar guy, and recently purchased this car. He has been working to get the car mechanically sound, but the exterior has the original paint, or what is left of it. The mix of primer and paint make for a lovely patina.

Following our meal Tori and I returned to Dene and Pat's smaller house down off the mountain. Where I called it an early evening, and I think Tori wasn't far behind. After a great night's sleep I awoke early to only hear the rain had returned. However up at Dene and Pat's the rain came down as snow, and Sharon's car had couple of inches on top when they came down the mountain. So Jacques, Sharon, Tori, Shin, and I were the only ones who decided to brave the rain and drive into L.A.

When we arrived at Jerry's we were met by Chris Davidson, who brought his GTA, as well as Joe Hernandez who left his beautiful Caravelle in the garage, I really couldn't blame him, but the hero of the day had to be Kurt Triffet who drove his Caravelle thru the monsoon like rain from Ventura. His per-



sistence was rewarded as by 9AM the rain had stopped and by 9:30 when we arrived at the show the field was beginning to dry. Luckily for us our display area, wasn't a complete bog. A few years ago we were moved next to the Facel Vegas and the Simcas. At the time it seemed like a demotion but it has worked out really well for us.

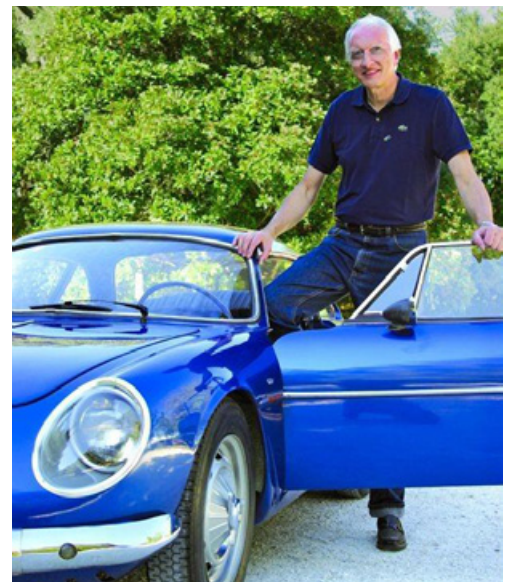
With the 20th Anniversary of the club this year, we had plans for a big meet, but the weather hadn't cooperated. Once we set up our cars and display, I had to check out the the Willys Interlagos. I knew the car and was certain that something wasn't right. I immediately found the owner, Rex Parker. As we discussed the car he broke the news of Renan's passing. It was hard to take, but the good news was Rex's excitement for the car and the prospect of getting it restored. Rex and Renan had not only been personal friends, but Brazilian nationals as well, making this a very special transfer. Rex is now a new member of the club.

Unfortunately with the horrible field Rex decided to leave the Interlagos on the trailer. While it made it impossible to get inside the car, it seemed to give everyone a better view of the small Brazilian built Alpine 108. Our cars may have been small in numbers, but it didn't seem to keep away the spectators. Not surprisingly the Interlagos was a huge hit, but Tori Miller's 4CV and Kurt's Caravelle also drew in the crowd. I was really surprised when Tori's car was awarded "Most Outstanding" car of the show. Especially considering some of the other entrants including: Jay Leno's Aluminum bodied Hispano Suiza, and a beautiful Talbot racer, not to mention some great Citroens, Peugeots, and all of the Italian cars, and even the Italian bodied Tatra's.

So all and all it was a great day, Chris, Kurt and I hung out until about 2PM, we even had some cake to celebrate the club's 20th Anniversary. Then Chris dropped me off at the airport, and headed home. While it was by far the smallest turnout we ever had, those who attended made the best of it. Hopefully next year we will have better weather, and we will see more of our Southern California members. If you're not busy, you are invited as well. 🍷

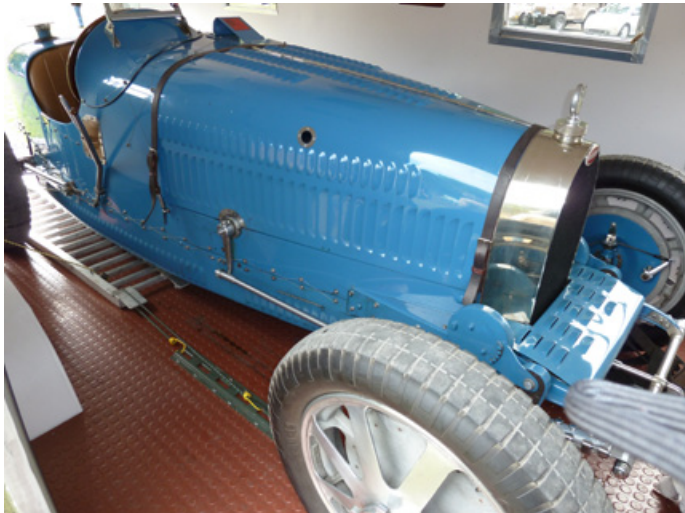


Renan P. Uflacker, a good friend of the club and the car's previous owner. He passed this last June.









Adventures in Argentina

By Jamie Grigg

Here's my opportunity to put pen to paper, or in this case fingertips to keyboard, to write about an event that I was well beyond anxious to attend. Turns out, I got much more than I bargained for.

I have been a member of the Renault Owner's Club of North America for a few years now (or at least since I've owned my 1985 Fuego 2.2 US spec.). Also, having lived in Argentina for a couple of years in the 80's, I decided that I would subtly beg membership into the Club Renault Fuego (CRF) of Buenos Aires (even though I in no way resemble a native, nor am I a current resident). Not only was I admitted membership into the club, I was welcomed with arms wide open. My passion for the car was shared and likely surpassed by a people blessed to have furthered the manufacture of the Fuego into the early 90's.

Due to a sudden revelation that I needed to bond with my new brothers, I convinced my wife that our annual vacation would necessitate 13 hours of flying to the southern part of South America. I was initially met with resistance. In fact, my spouse had never travelled beyond our great, yet sporadically secured borders. The mention of a lengthy sojourn was understandably shocking, however, little time passed when she later responded: "Why not?" That was the spark I needed to ignite my preparations.

Once I obtained a suitable date from a close associate in the club (who assured me that an event, the "Mega Encuentro Renault" in September 2011, was going to be formidable), we assembled our itinerary, secured our reservations, notified our loved ones on both continents and counted the days.

With few days remaining until the big trip, whilst perusing the classified section on the ROCONA web site, I happened to notice that the President, Marvin McFalls posted that he had acquired many new parts from a now defunct Renault dealership. I was excited to hear that among these items was the likelihood of Fuego parts. Needless to say, through my contact with him on the subject, to our great surprise, we found out that he, with some friends would be attending the same event in Buenos Aires! I won't bore you with the details, but I was excited at the prospect of not only having other North Americans at the show, but also to have the ear of the president of our North American club. I obviously took full advantage of this and somehow, despite my tendencies to pester, we became friends and still do to this day!

As a matter of fact, I did not meet Marvin in person until the day of the event. We communicated our schedules prior, but concluded that we would eventually bump into each other at the show. We also mutually agreed to plead to Mother Nature for good weather and to God for safe flights for both parties. Both came through for us! We did meet, however Marvin was incognito, sporting sunglasses and a newly gifted



strikingly yellow embroidered "Fuego" ball cap. No, I didn't know what he looked like either. Guys don't text pictures of themselves to each other (well, at least we don't). As a result, when Marvin was presented to me for introduction the morning of the show, I switched on my castellano (Argentine/Spanish dialect) thinking he was a local. Once I completed spouting my cordialities (of which he never interrupted I might add), I got "I'm Marvin" as a response. I was left mouth agape. Thanks Marv.

Well, after a short period of formalities including meeting the president of the CRF, Daniel Curia (among others), introductions, and immediate photo taking, our "Rock Star" status began. I'm sure Marvin will recount the specifics of the vehicles in the show, so I will skip-off that portion. I will mention, though that the day was filled with some hero worship and swarm-like gatherings of various locals. Marvin broke out the ROCONA banner and the hornets made a bee line for photographic opportunities, including me. We met Marvin's friend Ben Génisse who accompanied him from Mexico. We're honored to make his acquaintance and now consider him a friend as well.

Marvin indicated we could go our separate ways at this point (I believe an unspoken agreement was also struck between Marvin and me that I would keep my distance from him during the day) and we all spent the day drooling over the Renaults, chicas and chorizos. There were some fine cars presented, along with some not so fine cars. Didn't matter - they were all Renaults of some sort and if you wanted to bring one, you had every reason to. I personally enjoyed every single one and each owner who represented them. More than a few gentlemen displayed much pride over his car and for good reason. I am impressed with the meticulous care that many examples displayed. Quite a few original condition Renaults were present, which pleased me muy mucho.

Later that afternoon, the crowd gathered to a central location for the announcement of promised awards and door prizes. Many received framed certificates. We were no exception. The powers that be were evidently impressed with the distance we travelled to participate, enough so to warrant a certificate. Yours truly was called on to accept my part in the award, but alas, Marvin and Ben were MIA when their names went out over the PA. That was unacceptable, so a scout was dispatched. Dead air was also unacceptable, so while the crowd anxiously awaited the arrival of the Chosen One, it was petitioned of me to entertain the flock with song. Being the rock star that I am, I acquiesced. Terror gripped me, nevertheless I commenced with my number which was of Argentine origin. To my amazement, the crowd quickly joined in, soothing my fears. I followed with another. Same result. Mercifully by this time, Marvin, et al arrived, putting an end to my short-lived fame. We huddled to be photographed and the evidence can be easily obtained - Facebook is plastered with it.

Monday evening brought an occasion to assemble the

officers of the club, who had painstakingly planned, produced and flawlessly brought the grand event to fruition. We "Gringos" were included in the festivities which were held in the home of the event organizer, Sebastian Grasso. We spent the evening chowing on empanadas and Coke, taking pictures and autographing memorabilia. Marvin presented the club with some AMC Renault paraphernalia he had collected. We had a great time reminiscing and waxing poetic with our opinions on cars, countries, and the "Mega Encuentro" from the day before, We even enjoyed listening to the Argentines discuss the differences between their Spanish and Mexican Spanish with Ben and his two companions Julio and Marcelo. Language barriers seemed non-existent however that night. Somehow we understood each other through our broken Spanglish sentences and phrases. We all had common ground. The Renault Fuego. This was the "vehicle" that brought new relationships and friendships (even though Marvin kept scooting his chair from me).

When the little hand on the clock fell to a 90 degree right angle or thereabouts and my ability to speak or translate either language came to a crashing halt, a Renault Fuego caravan was assembled to take us all back to our respective hotels eliminating our need to summon a taxi during a time when only questionable characters roam the streets (such as ourselves). At each stop, hugs (abrazos) take longer and carry emotional baggage knowing that this is goodbye for a time. Cheek kisses are customary to Argentine men and women and were doled out generously. Marvin and I got close, but he suddenly recognized me in the glimmering moonlight and quickly pulled back. I kissed my wife instead.

Mary and I will remember our experiences in Buenos Aires forever. We brought home cherished new relationships and precious memories along with some pre-packaged sweet treats. We saw more Renaults in one day than we ever have up to that historic day. What an amazing occurrence. What generous hospitality! What extraordinary solidarity!

All from a little French car! 🇫🇷



More Travel = More Renaults in France!

by John Waterhouse

It's been quite a year for Waterhouse travel, coinciding with a personal decision to slow down a bit and travel less!

Early December had me freezing but elated in Paris. We have several jobs in Africa at present, with clients based in France, and sometimes there is no avoiding the need for face to face contact. I was asked very cautiously "would you mind going to Paris just before Christmas?" Would I mind!!! I put a brave face on and went for four days of meetings, finishing happily (and well-organised by me) on a Friday. Whoopee. No avoiding a weekend in Paris.

On the Saturday I saw Jean-Pierre Delaunoy, who earns his living selling rear-engined Renault parts (Web Pieces Renault) and rebuilding engines, gearboxes, steering racks, distributors etc to a very high standard. J-P has forgotten more than I know about Renault 4CVs and his father was also an enthusiast in the 1950s.

As usual J-P and his wife Martine (who had a Renault 8S when younger) provided great hospitality starting with lunch at his house, then we visited the old Renault factory site at Boulogne-Billancourt. Renault started serious production there, with a full factory on an island in the Seine and adjacent land. Over the last 10 years the whole site has been handed over for housing development (I believe it was free to the local government provided they accepted the polluted nature of the soils from the foundry and metal working for the best part of 100 years). It is a pilgrimage site for us rear-engined folk, with preservation of the famous bridge joining the parts of the factory complex over the Seine, along with the old entrance to the factory and the under-cover test track along the river bank that our 4CVs were driven along. The old headquarters building is still there on the mainland near the bridge to the island. It is quite melancholy to see the remnants of a once large and thriving industrial complex, but that is the story of all old manufacturing in Europe. Renault has a huge and ultra-modern tech-centre outside Paris now and several factories outside Paris (indeed outside France).



Pilgrimage to Billancourt - note the old test track windows along the riverbank to right of bridge

There are a few building remnants left, notably the old headquarters building and its famous gate (to some of us). Jean-Pierre showed me where the workers used to enter, where the old club "Amicales des Anciennes Renault" used to meet and sundry other things.



Jean-Pierre looking for the old Louis Renault workshop building – now gone somewhere else!



Renault headquarters

Ah, nostalgia.

Jean-Pierre also took me on Sunday to the monthly get-together of classic cars at the Gazoline magazine headquarters and workshop just out of Paris at Bailly. It was a freezing morning with ice on the road and we wondered whether many would come. Well, wow! A fabulous eclectic collection

of cars from Daf 55s to pre-war Renaults and a lovely Salmson sports car, a Panhard rally and on and on. There must have been four Alpine A110s, several Porsches, a few rusty Jaguars and one lovely Austin-Healy 100-4 (if you like that sort of thing). Several R4s arrived, ranging from superb early ones to heavily modified ones for the Raids that Gazoline organises and runs.



For those who do not know, Gazoline is a very good classic car magazine produced in France, with absolutely excellent technical articles (in French of course). J-P has written several detailed articles on 4CV gearbox rebuilding for example. There is a good website for Gazoline, which is well worth visiting (<http://gazoline.net/>).

One of only six Chapron-bodied two-door Renault Fregates came to the venue, complete with its Transfluide transmission. This is a special car! Apparently five of the 6 made still exist and two are running. The Transfluide was yet another French version of a two-pedal transmission, with a manual three speed gearbox modified to be operated by a simple quadrant lever on the steering column to remotely change gear and automatically operate a conventional clutch. The transmission included a torque converter to allow starts in any gear and minimal gear changing. There are only about two Fregates still running anywhere in Australia, neither a Transfluide, and the rare Chapron-bodied two-door was a treat that I didn't expect.



Renault Fregate (Chapron) with wire wheels



Henri Chapron badges identify the bodywork on the 2-door Fregate



Transfluide gear indicator, unconventional with letters for "normale", "montagne" etc (the operating quadrant lever is to the right, not visible)



The casual event brought several R4s together, always a pleasure. The R4 was pretty close to being the first modern hatchback produced in serious numbers and anyone who has owned or driven one is captivated in my experience.

The pale blue (a typical early R4 colour) economy model from 1964 was very much what the R4 aimed to be – a serious competitor for the Citroën 2CV whilst offering a bit more refinement and driveability with more power and a stronger body.



Wonderfully original 1964 R4 – the absolute base model without rear side windows



R4 "Raid prepared"

This R4 has the normal rear windows (which hinged open on the common 4L model) and opening windows on the rear doors, lacking on the base model

I was lucky enough that day to have a ride in Jean-Pierre's 4CV, which has a few hidden features, particularly an engine capacity of 903 cc (the maximum for a late example of the venerable Ventoux engine block), a quick ratio steering rack and special rear suspension designed and sold at great expense by Gregoire as an add on. The swing axles are retained with a complex arrangement of springs (see <http://www.4cv-renault.com/> and look for "The Friend Gregoire"). J-P's 4CV will cruise at 110 kph at half power and 4,000 rpm and is remarkably stable directionally, not to mention feeling almost modern over speed bumps. My old 1951 car with stiffer

springs, lever shock absorbers (of Renault manufacture) and half the power feels very much an immediately post-war product, and really has a lot of 1930s technology in it. Not so the later cars, especially when updated and improved a bit.



Gazoline workshop with R4 chassis being prepared for a Raid with strengthened front suspension for example



Jean-Pierre Delaunoy's car in Paris

J-P's website "Web Pièces Rétro" offers new, secondhand and reconditioned parts, particularly for 4CV and Dauphine but covering R8/10 cars to some extent. He rebuilds most mechanical parts for sale, such as distributors, steering racks, gearboxes and engines and ships them to clients overseas.

Finally, I was interviewed on camera, quite unexpectedly, by the owner of Gazoline magazine. So I may feature on their website, which include film clips, before too long, or even by the time this article is read. It was unplanned and I hope the interview won't seem too bad.

As usual in France, some folk at the event were surprised to find an Australian with the passion. There was one beautiful 16TS there, pretty rare cars these days, and its owner was surprised to hear that my father had one in 1969, and that I had subsequently had two more.

"Vive la France" is all I can say! 🇫🇷

Transports Gordini... a snap shot in time

By Roy Smith, Photos by the author and from the Bob dance collection.

No, not a new competitor to Picfords; but who knows what might have been? Many enthusiasts will be familiar with the very nice recreation of the famous Amédée Gordini racing car Transporter – yes, it was indeed a racing car transporter, not just a truck. However the recreation is based on a Laffly chassis, whereas the original transporter was a Lancia 3RO 6.8 Litre vehicle. This is the subject of our study; it is not complete and sadly the original vehicle no longer exists, I understand, but many stories abound and we thought it might be interesting to recall some of the highlights or maybe lowlights of one of the most recognisable racing car support vehicles to grace the paddocks of Europe's racing circuits in the 1950s.



Recreation of the famous Gordini support vehicle (©RS)



Grand Prix F1 Gordinis by the Lancia at Silverstone 1956. (©Bob Dance)

We have to go back to the end of 1947 to begin the story. After the war, Amédée Gordini and his team used a variety of Simca vans and small trucks to carry parts and tow his early racing cars to the circuits. Often these vehicles would be just support vehicles carrying spares whilst the racing

cars themselves were driven on the roads, unlicensed and with no lights, and at night would travel in convoy between the various Simcas driven by the mechanics.

By the end of 1947 Gordini was thinking of moving up in the world and at the annual Gordini team banquet in December 1947 there was much talk of a truck to carry the cars. A transporter to carry the single-seaters and parts to each circuit had become a necessity. However, at that time no manufacturer had a vehicle adapted for this purpose and funds for such a "special" tailor-made purchase were limited. The simplest solution was therefore to buy a truck, and there were many that had been recovered from the Germans after the war and were being sold by the French Customs Administration. Gordini was on the case quickly and he had found out about three trucks and a Fiat 2.8L that were up for auction. Le Sorcier put in a successful bid and immediately sold two, keeping the best one and the Fiat. The truck was a 1938 Lancia Type 3 RO (chassis 5644373), with a 5-cylinder in-line 6875cc engine running on heavy diesel oil, coupled to an 8-speed gearbox. Weighing 4 tonnes empty, it could carry a load of 6 tonnes and its cabin could hold 5 passengers. Its standard-design classic chassis had a wheelbase of 4.5m and an open space length of 4.5m from the back of the seats into which a racing car of the time could fit. With twin rear wheels, it could reach 50kmh fully loaded. It was immediately stripped of its original bodywork and rebuilt by Gaby Beusser (Gordini's bodywork specialist) using duralumin sheeting. He installed two large rear doors and interior fittings to carry two cars, one above the other, with shelving, a workbench and storage boxes that were accessible from the outside, as can be seen in the photo above. Tyres could be carried inside and a trailer capable of carrying a third car could be attached to a newly fitted towing hook.

It was used for the first time at the Pau Grand Prix on 29 March 1948 and was used over many years, clocking up hundreds of thousands of kilometres. A contemporary report in the October 1948 edition of the British magazine Motor Sport described it as follows: "The Equipe Gordini is a well-organised concern and its trucks which carry the racing cars are models of efficiency. Two cars are carried in each truck. The first one is run up the back ramp on to a channel-section frame, which is then hoisted up by means of steel ropes and pulley-blocks attached to the roof-members of the truck, not such a hard job, as the Simca-Gordinis only weigh about 330 kilos each. Room is thus left on the floor of the truck to carry a second racing car. Spare wheels, complete with tyres, sixteen in each truck, are carried in tubular racks at the front of the vehicle, while tools and spares are again carried in drawers and lockers. Equipment like this costs money and is beyond the reach of the private owner, but it obviously adds much to the efficiency of any racing organisation."

The old Lancia had begun its new life and would see many adventures almost worthy of a book on its own. Throughout 1948 and 1949 Robert Aumaître (affectionately known as "le Grand Robert" - he was a big man!), Gordini's team manager of the time, wanted the transporter to have an upgrade. It had plenty of torque but was very slow and on the roads of France and the rest of Europe at the time it took forever to get anywhere. As the Gordini team was notoriously always late in leaving for an event, the journey frequently involved great stress on both man and vehicle to arrive on time and in comfort, which it has to be said was almost non-existent! So with a short break before the Brno Grand Prix of 1949, Robert Aumaître pressed Amédée Gordini to allow him to give it more speed. Finally Gordini agreed and gave him the go-ahead to improve the truck. Aumaître got started and created a sort of "overdrive" for the gearbox, which was tested on the Gordini team's "test track" - the Blvd Victor in Paris - where it reached 90kmh! With this performance and some weight reduction in other areas, speed could now be maintained when going uphill.

Brno was a long way: even with the truck improvements it was some 35 hours from Paris. Most of the team went in the Fiat 2.8L truck, while the Patron and his lady drove down in a Coupé Simca 8. For this trip the Lancia had just the driver and co-driver; to reduce the weight to be carried, they left the trailer behind. Two single-seater racing cars were inside the truck while a sports car for another race on the same programme was simply attached to the Lancia tow hook by a 2.5m bar. Gordini mechanic Emile Loison was chosen to drive in it; his only view for 1700km would be the rear of the transporter. The usual caravan left Paris and headed off for Czechoslovakia. Mechanic Vidue, driving the Lancia, kept up a good, steady 90kmh! About half way they changed drivers and Aumaître took over, wanting to give his modifications a proper test. He put his foot down and, spitting fire and flames, the Lancia at times hit 110kmh. Hitched up behind this charging monster, not able to see anything, was poor Emile, who had tremendous difficulty in negotiating the bends. In the end they reached Brno in only 30 hours. The Lancia truck had never been driven so fast!

The never-ending series of races involved huge distances and each season would see many breakdowns, not helped by a lack of maintenance. Amédée Gordini's company was always short of money and the transporter, not being a racing car, was frequently neglected and repairs were often makeshift. This was to become a critical problem in 1951 when they were off to Barcelona. Spain was a long way for the Lancia truck, which was getting very tired. It left the Blvd Victor workshops at 3pm with its three single-seaters and Gordini personnel Vidue, Aumaître, Loris and Debord. After a stop at Vermenton for dinner, the whole team got back on the road. Vidue was driving the Lancia while his companions slept. It was nearly 10 o'clock when a worried Vidue woke the others as the transporter slowed down and stopped at the side of the road. Vidue said: "The throttle

won't work... It looks as if the clutch or transmission has let go." And to prove his point, Vidue pushed the throttle pedal to the floor; the engine roared but was running free. Aumaître jumped out in the dark, and the next thing the others heard was, "Hey, guys, get me out of here!" Aumaître was stuck up to his chest in a sludgy stream. "Quick! I'm sinking!" he yelled, as they reached down to help, eventually managing to drag him out. However, the smell of the sludge was so terrible they had to wash him down with water they were carrying before continuing with the inspection of the Lancia! Once he was cleaned up, investigations showed that the drive shaft was turning, but the truck wasn't going anywhere. The axle was broken on the left side. They had to find a local garage in Vermenton; after much searching they found a small general mechanic able to do the welding repair. At 1pm, after a drink or two for friendship's sake, they put it all back together. By 3.30pm all was complete and they set off again. Passing through Valence (at midnight), Perpignan (at 9am) and at last Barcelona. It was 3pm when they arrived at the Gordini pit. Gordini, who had gone to Spain by another route in his Aronde, only found out what had happened when they reached Barcelona. Robert Aumaître enjoyed telling him how he nearly drowned! Lessons had been learned, but Aumaître was wondering if the Lancia would hold together long enough to get back to Paris. Gordini had to give in, issuing instructions for an overhaul. The work began as soon as they got back to the workshop. The engine was dismantled and received new pistons, bearings, valves and valve springs. The gearbox and axle were refurbished as well as the clutch. All the bearings were changed, the electric circuit renewed and Gabriel Beausser did a makeover on the bodywork, which had suffered a great deal this season. The trailer was given an automatic brake attachment and shock absorbers. The same rejuvenation programme was also applied to the Fiat 2.8L, about which we have little information.

In 1954 the Lancia was given a new coat of paint; the blue specially created for the Sorcier by Villemer before the war had virtually worn off and faded almost to dirty white. "Gordini blue" was beautiful, but its major fault lay in its poor resistance to the rays of the sun.

The old girl had been given new life, but by 1955 it was deteriorating again, though it was used throughout the 1955 and '56 seasons. However, the Lancia's days were numbered; as all good men of France know, Gordini's era as a factory racing team was over in 1957 the doors closed on the Gordini F1 team. The Lancia 3 R0 was used for the last time at Le Mans in 1957, after which it fell into disrepair. The last I heard, it had rotted away many years ago, having probably travelled the equivalent of many circumnavigations of the globe. More about Gordini and the Lancia can be found in the book *Gordini* by Christian Huet, whom I thank for the background for this story, and a forthcoming (in September 2012) book in English *Amedee Gordini- a true racing legend.* 🍷

An Oldie But Goodie, continued—The Finished Car

By Bob Dustan

The car was found at the Puyallup, WA swap meet in February, 2007. I had gone to the swap meet and was interested in the car. A week or so after the meet I purchased it in an as is condition.

The car was built by a Harry Rasmussen in 1959, using a 1954 Renault 4CV as the basis. The car was displayed in the 1962 Seattle World Fair. The next owner was Bruce Houghton, who later gave or sold it to his son Matt. The planned restoration project stalled and the car sat under a tarp under a tree for some time. Steve Breiting, Matt's uncle, eventually took the car to the swap meet where I finally purchased it.

The fiberglass body made by Devin sits on a tube frame, with many updated Renault parts. Bill Devin of southern California started in 1957 to produce a series of attractive fiberglass bodies for all types of engines and car components, in fact 27 different configurations were available. Devin (<http://www.devinsportscars.com/index.html>) became the largest producer of fiberglass bodies in the late fifties and early sixties.

My car was updated with R8 disc brakes, a Dauphine four speed transmission and rear cross member. Martin Moe of Seattle, WA built the engine, described in an earlier issue of Renault News. An oddity of the car is the power-adjustable pedals as the seat itself is fixed!

A quick chronology: purchased the car in February, 2007. Gathered parts 2007 through 2010. Began serious restoration fall of 2010. Restoration was completed July, 2011. First race at Portland Historic Races July 8–10, 2011. 🏁



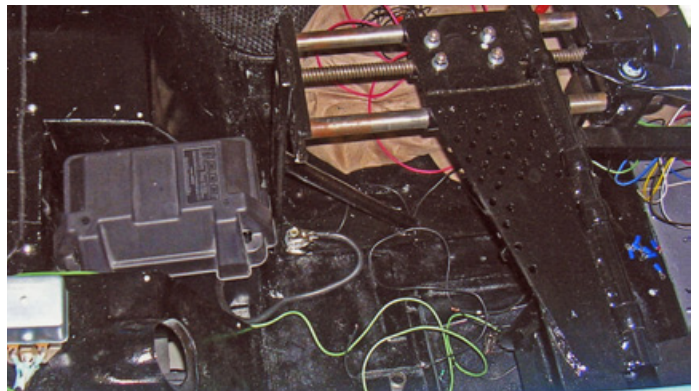
Car as bought



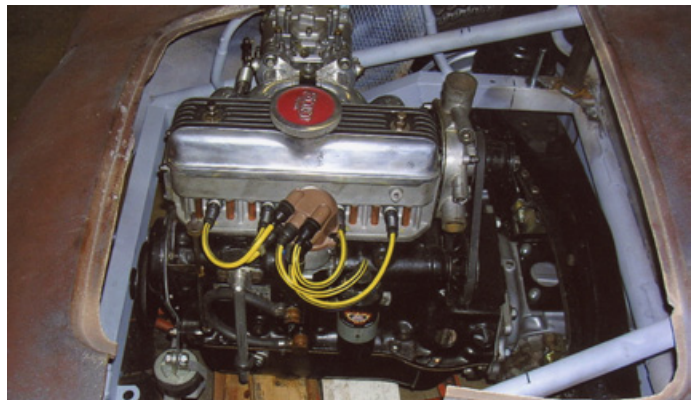
Body completely redone



Adjustable pedal box before, and



Adjustable pedal box after



Engine installed



Finished and ready to race!

A Few Renault Gems From European Museums

By John Waterhouse

Alex, my wife, and I were lucky enough to visit a few auto museums in Europe this year. There were a few old Renaults here and there, so it seemed a good idea to share the pleasure a bit.

Not too many words needed – just images of a diverse range of Renaults, from a racer from 1908 to one of the great (and unbelievably noisy) V6 1.5 litre turbo F1 cars of the 1980s.

The two museums with a good selection of Renaults were Autoworld in Brussels, Belgium and the Schlumpf collection in Mulhouse, France.

Autoworld - Brussels

Our first visit was to the “Autoworld” museum in Brussels. Funny but big place, characterised by cars that are, for a nice change, not restored to death but often old but fairly tidy. I like that balance!

The first old Renault we saw, almost illegibly labelled unfortunately, was this Type V, 4-cylinder 1908 racer. It is just newer than the Vanderbilt Cup cars (as featured in Newsletter 96 last year). Fabulous car – if only we could have got closer!



1908 Type V Renault

Then, just a bit further along, a big car from the 1920s.



Louis Renault persisted with rear mounted radiators long after most manufacturers had moved forward (along with their radiators!), which led to these distinctive and quite beautiful bodies on his cars.



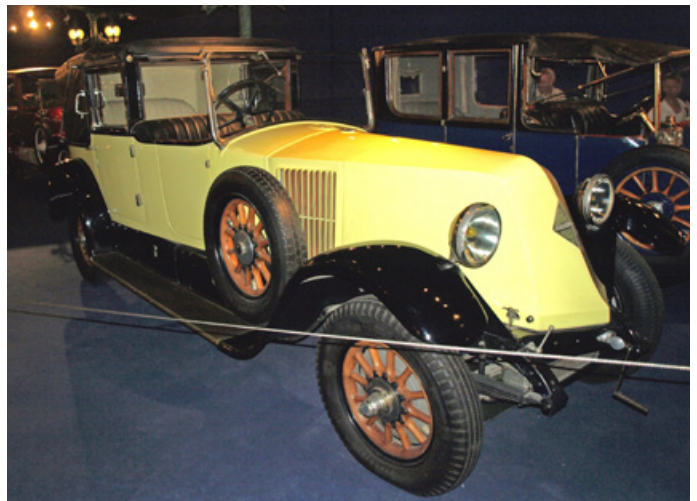
1908 Renault AX

Autoworld is a comfortable size and well worth a few hours.

After that, and a visit to Molsheim to pay homage to Ettore Bugatti, we finally reached the great Schlumpf Collection in Mulhouse, now the French national collection.

Schlumpf Collection at Mulhouse

The Mulhouse museum is huge, beautifully organised and has perhaps the greatest number of Bugattis anywhere on the planet!



1924 Renault Type NM 40CV Landauet

These “big Renaults” aimed to compete with other luxury

saloons of their time, such as Hispano-Suiza, Panhard-Levassor and Rolls-Royce. Like most “big Renaults” their success was only moderate.

Since its acquisition by the French government, the Schlumpf collection is part of the national collection of “Musées et Monuments de France”, so more vehicles are being added.

The collection now includes one Renault 4CV, a Renault 16 (one of the great, innovative designs of the postwar “Regie Renault” and one of the fabulous Renault 5 turbo rally cars. 🗨️



Alpine Renault – the Le Mans winning model from the 1970s



Ragnotti's Renault 5 turbo



Alain Prost's Renault Turbo F1 car

Return of the Floride

By Renault Press

The latest limited edition version of Renault Mégane Coupé-Cabriolet continues to evoke the spirit of the original Floride. French-style glamour: forever immortalized in the world of cinema, the elegant lines of Floride have never lost their charm. In the same way that the original model was promoted by movie stars back in 1960, Mégane Coupé-Cabriolet Floride was presented at the 2011 Cannes Festival. Following the success of last year's model, Renault has introduced a new, numbered, limited edition version of Mégane Coupé-Cabriolet, namely Mégane Coupé-Cabriolet Floride.

Major features include state-of-the-art performance and equipment, combined with a design concept which recalls the aura of the legendary Floride of the 1960s. The new model is now available to order in France, priced at €33,100. In styling terms the new Floride features a striking Ivory color scheme matched to a two-tone red and ivory full-leather interior. This exclusive limited edition version is restricted to just 1,600 numbered examples, of which 250 are destined for France. It will be only available in Ivory in France, but will be offered both in Ivory and Red in most other European markets. Manufactured in Douai, France, the model will be powered by the top-of-the-range engine



for the Mégane Coupé-Cabriolet for each of the markets where it is sold.

Rewind to the 1960s: the Floride epitomizes the appeal and freedom of the day's new pleasure-seeking lifestyle. Fast-forward back to 2011, and the Mégane Coupé-Cabriolet brought the same Floride spirit to the Cannes Film Festival. Now, for 2012, Mégane Coupé-Cabriolet Floride has become even more chic thanks to a new, two-tone red and ivory leather upholstery. It will make its first public appearance at the Brussels Motor Show on January 10, 2012.

Added allure is provided by the high-gloss, piano black panoramic roof which contrasts elegantly with the car's classic Floride Ivory livery, a pastel shade which draws direct inspiration from the catalogues of the swinging sixties. The standard-equipment 17-inch Sari aluminum alloy diamond-effect wheels are also finished in ivory, echoing the whitewall tires that were so fashionable back in the fifties, while retro-style Floride badging adorns the front wings. The model name, cast in a chromed 3D font typical of the era, is also visible on the lower body side just ahead of the rear wheel arches.

The elegance of the interior pays tribute to the original Floride. Fully upholstered in red and ivory leather, it is eye-catching and distinctive. The seat facings are trimmed in red leather, with the side bolsters picked out in ivory. The steering wheel, too, is wrapped in two-tone red/ivory leather of the finest quality. The dashboard, which is finished in red with an ivory trim strip, carries the Floride name in chrome letters, while the spherical metal gear lever knob is inscribed with the letter 'f'. The edged carpet mats also feature a red-embroidered 'f' monogram. Last but not least of the details is the numbered plaque located on the centre console

Mégane Coupé-Cabriolet Floride is powered by a dCi 130 horsepower DPF engine which drives through a six-speed manual gearbox for smooth, refined performance. The result is a high-tech package which delivers not only outstanding driving enjoyment but also impeccable comfort. As an elegant dream car, Mégane Coupé-Cabriolet Floride exudes motoring enjoyment, bringing a dash of color and fantasy to a sometimes drab world. 🗨️

1906 Grand Prix Renault Engine

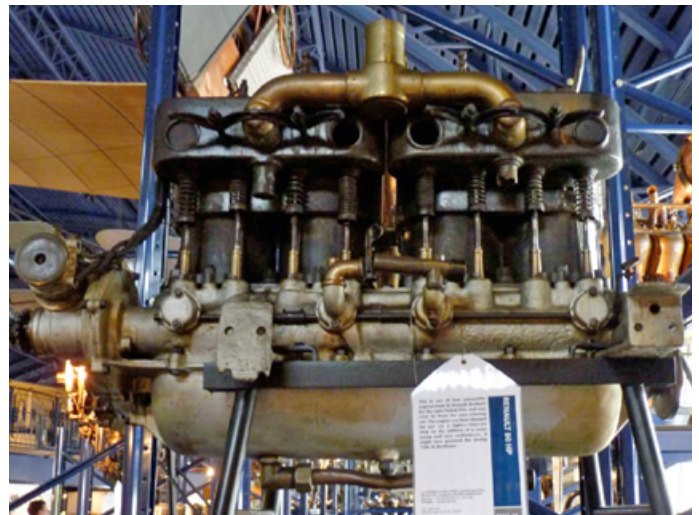
By John Waterhouse

It's amazing what you find when you least expect it! We were passing through London en route for Ireland and North America and went to the Science Museum. Naturally, we visited the aviation area, which has a few remarkable planes and a great collection of engines. The rocket-powered Messerschmidt, the Supermarine seaplane that won the Schneider Trophy and Alcock and Brown's Vickers Vimy, the first aircraft to fly the Atlantic are but a few.

There is a great display of aero engines of which this (below) is supposed to be one of four built by Renault Freres for the 1906 French Grand Prix. This race was the first Grand Prix, run over two days, and was won by Renault.

This may or may not be the engine from the winning car (which readers will know was driven by the Hungarian Szisz). The label is reproduced below, and it is self-explanatory.

Reading the great article about the Vanderbilt Cup Renaults in USA reminded me to send these (not very good) photos. That article (in newsletter #96, Summer 2010) remarked that none of the original 1906 cars had been seen for 100 years or more. It has often been the fate of old racing cars to be destroyed or re-used when they were merely old, before they became interesting and collectible!



"This is one of four automobile engines made by the Renault Brothers for the 1906 Grand Prix and may even be from the race-winning car. The engine was later changed for use on a lighter-than-air ship by the addition of a water pump and a new carburetor. It might have powered the airship 'Ville de Bordeaux'.

4 cylinders in line; water-cooled; ignition, Bosch H.T. magneto; Zenith carburetor.

Power: 80 hp (670kW) at 1,100 rpm

Weight: 264 kg (581 lb)

Inv. 1932-275

Source: Capt. A. W. R. Trusler"

Renault Repair Shops in the U.S.

By Jacques Lynn

I am often asked in my parts business if I know a good shop that can work on the old Renaults. I have started a list of 14 shops. Please email me if you can add to this list: jacques@renaultparts.us or drop me a postcard.

Jacques Lynn
13839 Hwy. 8 Business
El Cajon Ca 92021

Zip

- | | | | |
|-------|--|-------|--|
| 10974 | Classic Restorations
150 Rt. 17 N., Sloatsburg NY
Tel: 845-712-5500 | 90813 | CW Topping
520 W. Esther St., Long Beach CA |
| 19053 | Al's Collision
4122 Old Lincoln Hwy., Trevoise PA
Tel: 215-364-1290 | 91303 | All Car Parts
21407 Vanowen St., Canoga Park CA
Tel: 818-884-711 |
| 19335 | Ancient Auto Service
21 E. Lancaster Ave., Downingtown PA
Tel: 610-873-3077 | 91505 | Vigen Zorgarian
1108 N Hollywood Wy., Burbank CA |
| 66203 | Suburban Rod And Custom
6142 Merriam Dr., Merriam KS
Tel: 913-927-8501 | 91945 | Tolley's Foreign Car Service
7620 N. Ave., Lemon Grove CA
Tel: 619-461-3365 |
| 77099 | Auto Collectors Garage
10812 Fallstone Rd. Ste.400, Houston TX
Tel: 713-541-2281 | 92075 | Classic German & British Sports Cars
421 N. Hwy 101, Solona Beach CA
Tel: 858-345-1272 |
| 90706 | McMillan & Son Garage
9156 E Alondra Blvd., Bellflower CA
Tel: 562-866-2644 | 94103 | Import Motor Service
412 Valencia St., San Francisco CA
Tel: 415-241-0430 |
| | | 95062 | Affordable Repair
2850 Soquel Ave. Ste B, Santa Cruz CA
Tel: 831-464-3936 |
| | | 95841 | Coats Automotive Repair
5850 Rosebud Ln., Sacramento CA |
| | | 98134 | Randall Fehr Restorations
30 S. Horton St., Seattle WA
Tel: 206-622-7469 |



The Back Page

Pictures from the Renault Owners Club of San Bernardino, CA in 1956. The club is long gone, but the memories remain...



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