

Renault News

103
Summer
2012



Rogue...

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Renault Owners Club of North America

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Gabrini, Phil	Robertson, James
Golden, Kevin	Sahli, Theodore
Guizar, TOTO	Sparks, Michael
Henning, Mary Lou	Verhoeven, Kristiaan
Integrated Solutions	

My Flea Market Find

By Francisco Miranda

My Dauphine plaque made by the artist Sysquet in 1998 is finished! It is 24" X 15", made of embossed resin and beautifully restored by Miguel Cacheux, our usual savior where painting is involved.

This piece was a gift from Alberto González on my birthday two years ago. He found it on a bazaar and immediately thought of me. I am grateful for that.

It was very deteriorated and I was waiting for someone who could do the job. Then, early this year I thought of Miguel and he was happy to do the job.

"Sysquet" is the artistic nickname of Francisco Duch. Sysquet means Francisco in the Catalan language. He is a sculptor and was responsible for making the original wood carving, out of a picture Pepe took of Carlos Rosado's car. Pepe was responsible for the fine detail of the carving. They made nine



copies in resin and one of those is my example.

Carlos used to be a driver in vintage races. I have to look into my very old files, as maybe I'll have a picture of his Dauphine. ●

Another 1907 Renault

By Marvin McFalls

I received an e-mail recently about a 1907 Renault competing in this year's Great American Race, so I asked a friend who lived along the route of the race to take some photos, but I haven't heard back from him since. Much to my surprise the first car I saw in the Paddock at Laguna Seca for the Monterey Motorsports Reunion was the 1907 Renault.

The Great Race is a cross-country rally that pits driver/navigator teams against the clock and against each other. This year's event will be around the Great Lakes from Traverse City, Michigan covering 19 cities, 2 countries and 4 states, ending back in Dearborn Michigan. The car is owned by Alan Travis of Phoenix Arizona.

After riding in Kirk Gibson's 1907 at the 1/8 mile circuit at Carlisle, it was amazing to see it on the more than two mile road course in Monterey. When asked about the condition of the car and the restoration this is what Mr. Travis had to say:

"Our 1907 Renault AI Vanderbilt Road going Grand Prix Racer is now finished and now is the time for sorting and performing jobs that are on the punch list. We started the restoration in December (4 months ago) after going for a 5 mile drive in a car that had never been restored but was kept in a running condition for more than 105 years.

The first drive was rather crude and nasty. The torque from the massive 521 cubic inch engine had loosened up 104 of the 7/16 rivets used to hold the frame members together, one broken motor mount, one broken transmission mount, and both rear trunion perches destroyed. The engine had 3 valves that had burnt faces and the rollers on the cams had 80 - 90 thousands play. The wood wheels, were loose and suspension loopy/goosy. The 15 gallon radiator was leaking and the Bronze Gas tank was full of crap.

As I started out in first gear and let out the clutch, the car twisted to the right and almost threw me out the doorway. The next sensation was throwing me out the back when I gave it a little gas. Next second and third gear, the car when in these gears burns rubber at will if you do not handle the throttle with a very light touch. This was a NASTY CAR!! Next 4th gear; once I got in 4th I could finally relax in the 50 to 60 mph range. This car needed to be tamed to be used on the road.

I then did a full, complete, absolute restoration. Every piece of every part taken apart and repaired as it was when new. Nothing of the Brewster coach built body was replaced, but all was restored. The stock wheels were rebuilt, but no wood was replaced and all metal parts were reused. The 60 year old tires were replaced with new ones

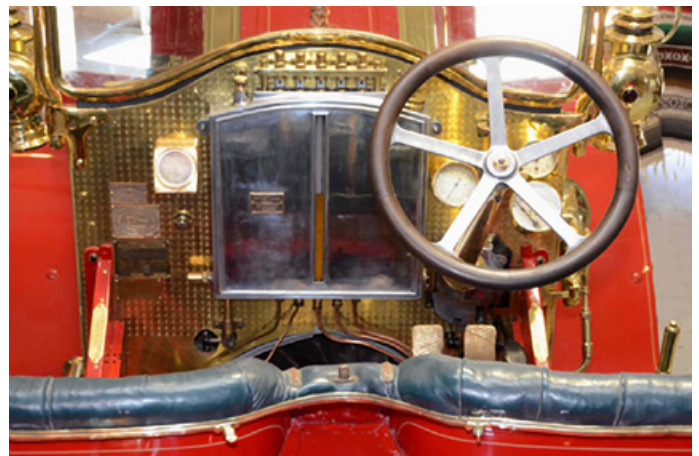
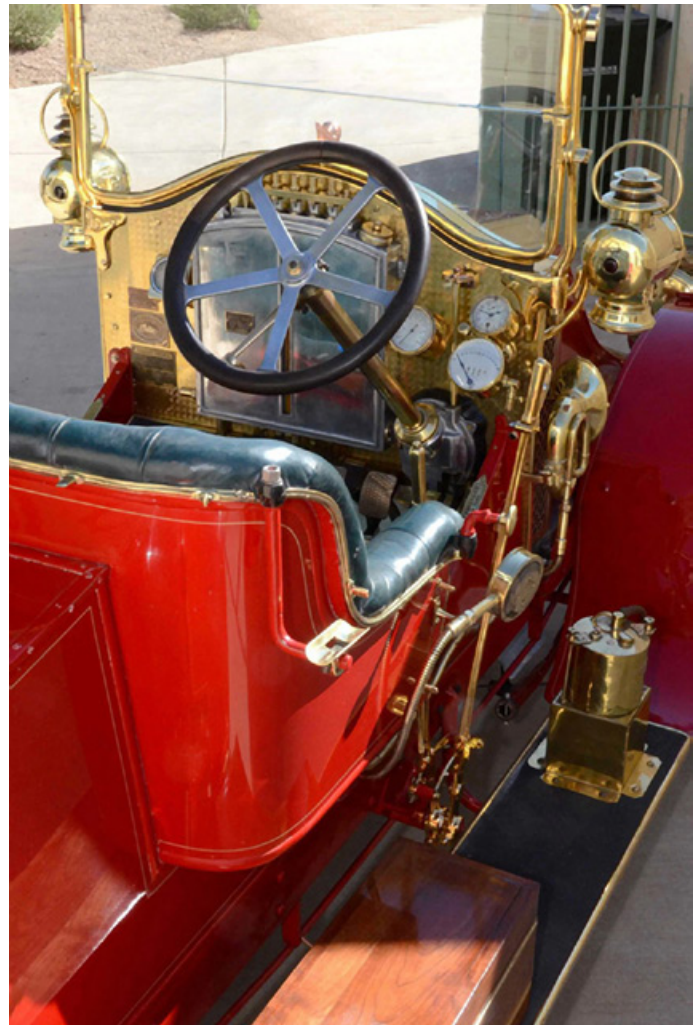


from Coker Tire. The Engine now has new Valves and roller shafts and a 1913 Harry A Miller 24 Jet carburetor from a 1915 Peugeot Indy car. All other parts of the engine are original.

The dash has a 2.5 gallon oil distribution pump, A 100 mph (1905) Jones clock, 1906 Altimeter, 1907 Tachometer that has a full scale of 1600 rpm on its top scale, and directly under that scale is a 0 -100 mph, and Bosch ignition key. All of these are original and rebuilt as needed and work perfectly”

Alan believes it may be one of the (10 or 11) 1907 Renault AI's ordered by W.K Vanderbilt after he witnessed the 1906 first edition of the Le Mans Grand Prix in France. Renault won that first race with its AK race car. The AI's were a slightly tamer version of the AK. He wanted the cars to be used as “Super Cars” by his rich friends on his new road course called the Vanderbilt Cup. All 10 or 11 cars were ordered through his friend, William Cutler Morse, an import agent for Renault. Alan believes his car may have been the one that was built for Mr. Morse. He sent the car to Brewster for a small amount of body additions and the car was acquired from his widow in the 1920's.

While I am pretty sure Alan Travis' car is not one of the original Vanderbilt Cup cars after speaking to two experts both feel it is probably a 1908 model, however there is no denying it is a wonderful restoration, and after driving it in the Great Race and at Monterey it is a mechanical wonder for a car more than 100 years old, to still be raced cross country and on a circuit it is a tribute to Renault and its engineers and designers. 🍷



Renault-Frères 2012

By Marvin McFalls

After Louis Renault filled his initial order for twelve cars in early 1899, together with two of his brothers he founded Renault-Frères. Inspired by the brothers, in 2010 Club Alpine Mexico and Club Renault Gordini Sport hosted the first Renault-Frères in Mexico. The event has been held at Plaza Inbursa Cuicuilco for the past three years. The Plaza is on the site of an old paper factory converted into a shopping mall. More than 70 cars participated in this year's event celebrating the 40th Anniversary of Renault 5 and marking 50 years of the A110.

I decided after missing the first two Frères that this time I would attend. So I traveled back to Mexico in mid-March. Luckily my good Francisco Miranda was also in attendance, as he had volunteered to provide the sound and music for the event. So the sound equipment was loaded in his Estafette and he also showed two of his Dauphines. I came to the event with Ben Becerra and my friends from Club R5 Mirage. We tried to all drive in together but the timing wasn't perfect. We were finally able to line up along the outer wall of the plaza. On the other side of the square were the Alpines and all other models of Renaults, from Dauphines to Clios, were mixed in between.

After getting everything set up, Francisco and I decided to grab some breakfast we were joined by Tomas Marin and Alejandro Konstantonis from the Alpine club, as well as Pierre Vilalta, a new arrival to the Mexico car scene from France. Pierre sent us photos from an R8 Gordini meet at the Autodrome last year. I had just assumed that he was an internet friend of Francisco and was surprised to see a Frenchman at a Mexican meet. We were also joined by several members of the Gordini club, including good friends Javier Gonzalez and Miguel Cacheaux.

Following a wonderful meal we returned to the Plaza to see how the show was progressing. Little did I know they had planned to include me in the opening ceremonies for the event. I tried to be a good guest and welcomed everyone with my best impression of a Spanish speaker. After being photographed with all the other club presidents, we finally had a chance to check out all the wonderful Renaults. Even in the parking garage were some wonderful examples including a 4F that Francisco and I couldn't quit drooling over.

Next, we checked out the collection of the R5s, starting with Jose Miguel Diaz Goni's beautiful R5 Turbo. Along the way I ran into my good friend Ricardo Monroy Gamboa. Ricardo teaches Physics at the University and most of the guys call him 'The Professor'. After checking out his beautiful Green R5 TX he introduced us to his bride Monica.

It wasn't long before the Gordini club began the unveiling. First was an R8 S with Gordini style paint job. The car was nice but the paint color wasn't quite French racing blue. Next



Miguel Cacheaux unveiled a properly painted faux R12 Gordini. It was very nice, and then I was invited to help unveil Victor Perez's beautifully restored Dinalpin.

Next I met back up with Ben Becerra and we decided to take a good look at the Alpines. As we were checking out these Mexican beauties the sky started to get darker. About that time I was invited for a visit with the Gordini Club. As it would turn out the timing was perfect. As the rain began to fall we remained dry under the tent. After a half hour the rain ended and the show continued. While a few cars had left, most of the cars and spectators had stayed and awards were passed out for both cars as well as the top scale models. I found this to be very enjoyable, being a long time diecast collector myself.

Following the awards it was back to the Gordini tent for cocktails and conversation. It wasn't long before Rodolfo Ortiz arrived. Rodolfo is a good friend of Club R5 Mirage and a pretty talented guy. He had designed both the event poster and the new banner for the Club. After hanging the new banner, we gathered together all the Presidents including Hector Perez of the Gordini Club, Alberto Gonzalez of Club Alpine Mexico, Ben and myself. I believe it was a proper unveiling.

Late in the day Ben's family arrived to join him for the celebration. It had been another great day in Mexico. We were able to see many old friends and make some new acquaintances. While it had been a short trip, it was action packed. I can't wait to return to Mexico again, I am always amazed by the fabulous cars and wonderful people. 😊



Mystery of the Rogue II

By Marvin McFalls

Well, every time I think this story is over, some new piece of evidence comes along. Back in 2009 by far the most pieces of this jigsaw puzzle came with the discovery of a factory in Charlotte, Michigan, which had more than twenty Renault 4cv floor pans as well as 14 original drivetrains from the early 1950s.

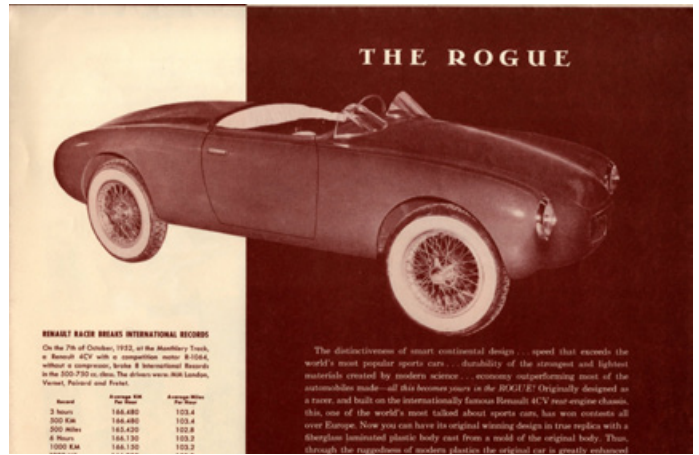
Kish Industries had been chosen by Zark Reed and Plasti-car Inc. to construct the US version of the Rogue. Stephen Kish soon received between 70-100, drivetrains, components, accessories, and the Rogue molds made by Plasticar. Bob Kish, Stephen's son recalls everything arrived in large wooden crates from Rolle Magnesium in Lansdale, PA, to Kish Industries factory in Lansing, Michigan. Unfortunately for Kish and the U.S. car market, Reed never came through with the money needed to get production up and running. So the cars sat for several years. Finally Kish and Reed worked out a deal and for the sum of \$5,000 Stephen Kish purchased Reed's dream of producing a small fiberglass rear-engined sports car.

Like Reed, Kish didn't have the capital needed to produce a fiberglass car. Bob Kish told me that his father had attempted several projects with the 4cv chassis but he had only one completed Rogue Prototype. From our discussion he told me the car was built around 1959 or 1960. While he attempted to get investors to help back the Rogue production, by that time sports cars were becoming bigger, powerful, and more common, and Kish's 4cv based cars with their antiquated drivetrains would barely move the heavier fiberglass car.

I have always wondered what happened to the Kish Rogue since my visit back in July of 2009, Then out of the blue, Jeff Lane and Geoffrey Hacker called me earlier this year letting me know that Lane had recently acquired a 4cv based Special fiberglass car from G. Scott DeGaynor of Grand Rapids, Michigan. Looking at the photos and paperwork that Mr. DeGaynor provided with the car they believed it may have been a Second Rogue. The First Rogue, which is owned by Todd Daniel of Pennsylvania, which I first reported on in 2002.

After our discussion and a little research we determined the engine in the car: #353768 was definitely from the same batch of engines that were in the warehouse. Also once you looked past all the shiny chrome and unusual bumpers one could see the family resemblance. After I let them know about Kish Industries warehouse in Michigan, they were excited to know if there were any more of these cars out there. I told them not to my knowledge.

However after visiting the Lane Motor Museum and looking thru all the papers the story takes a bit of twist on November 18, 1963, Walter Soderman, President of Global Products Corp, muddied the water when he sent out a press release about his new car. Soderman, a Commander in the Commander's Club a unique Navel Club in Lansing, Michigan, the same town



as Kish Industries. The release claims he was having lunch with some other members when he boasted he could build a car from scratch and get it licensed for \$10,000. One of the other Commanders reportedly said "Bilge water" and they made a wager.

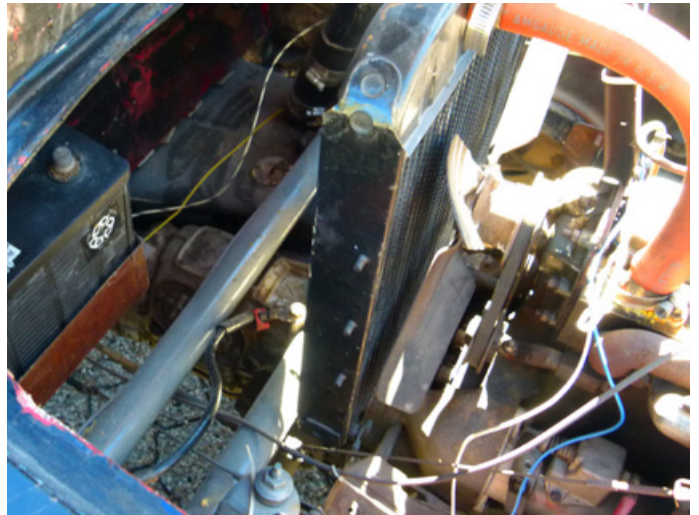
Four and a half months later Soderman debuts "The Commander." The story claims with all the plans in his head, he made the frame, molded the plastic body, but he did receive assistance with the stainless steel. In the release they boast while they have tested the top speed, they feel it will do more than 100 mph, not likely with a 21 horsepower engine. Soderman donated the car to the club and collected his prize a long, tall glass of grog.

While the story is entertaining, I find a lot of holes. "The Commander" is built on a 4cv chassis, with a Rogue body and the drivetrain all came from Kish Industries. The question is, did he buy the components from Kish and build it himself or have Kish build it, or is this original Kish Rogue Prototype? At this point we do not know for sure if this is both the Kish Industries Prototype and the Commander or if there might be possibly be another Rogue out there.

When I contacted Bob Kish about the recent discovery to ask him, he said "I don't have anything new to add and don't care to get involved." It seems quite unlikely, if not impossible, that an amateur could build a fiberglass car from scratch in 4 months, nor from what I learned about Stephen Kish from his son in our first visit would he have had the resources to throw a car together that quickly. Most likely it is the original Rogue modified to create The Commander. Regardless it and the warehouse of parts are an incredible find.

After Speaking with Jeff Lane he is planning to restore it like the original Rogue. It sounds like it won't be alone as the new owners of the contents of Stephen Kish's factory are planning to build at least one if not more additional Rogues. It is amazing, nearly 60 years after this story first began, Zark Reed's dream of a rear-engined fiberglass sports car is still alive. 🍷





Racing a Matra Djet in America

By Al Axelrod

I was working away at my Beverly Hills foreign car/special interest shop (where they had previously built the Reventlow Scarabs) when a neat little car came in the door and the owner said, "Hey, let's go racing." He went on to explain that he obtained the car from a Matra executive and that the company might come to the USA with their vehicles and, if so, I would be "their guy."

You could say I was crazy to believe him. But, I was young at the time and remember thinking: "If I am a good race driver/mechanic/engineer/shop owner, they will call me up and put me on the factory team."

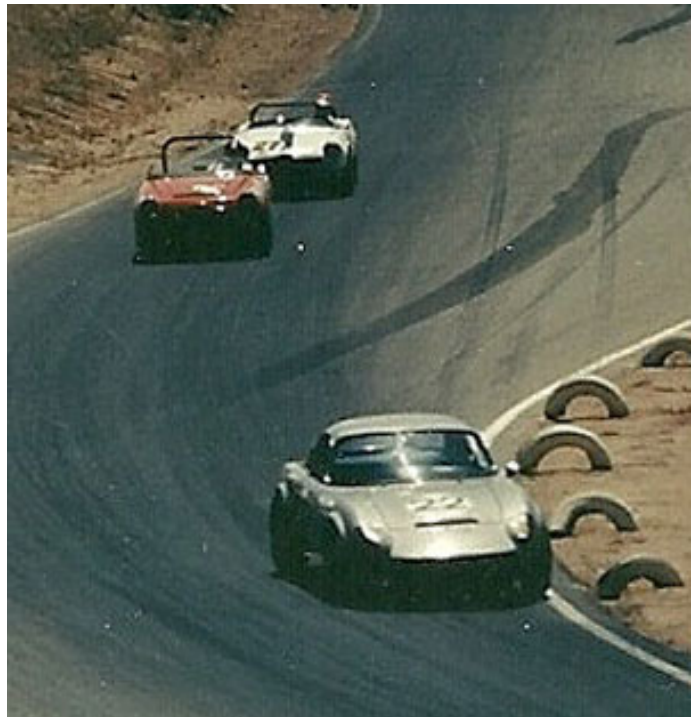
The Djet was a very aerodynamic car that had the distinction of being one of the first mid-engine sports cars. Actually, DeTomaso claimed the same for his Vallelunga, but then he was always exaggerating so no one can be quite sure. And of course there was the Porsche 550 Spyder from years earlier. So let's just say the Djet was the first production French mid-engine sports car.

The Djet was the product of a French engineering genius Rene Bonnet, who until the beginning of the 60's had been joined up with Charles Deutsch at the Panhard company. "D.B." cars stands for Deutsch Bonnet. They had won the Index of Performance in the 24 hour race in 1954 and had won many other European events in their class.

At that time Matra was a firm specializing in machine tools, plastics and glass fiber composites. They would make the body and deliver it to Bonnet. Unfortunately Bonnet could not make his business profitable and went under after Deutsch went his own way.

Bonnet owed a lot to his body supplier. What happens when you can't pay the bill? Can you spell "Takeover?" Matra came forward and did just that. Matra at that time was a machine tool company expanding into composites used in missiles, boats and soon, their own cars. Matra management boasted at one time that it was no big deal to build a good passenger car and that idea was scoffed at by many others. Turns out the scoffers were correct about the road cars but the move into world class racing was another story.

When Matra took over the reins in 1963, 198 Bonnet Djets had been built. Matra had to rework a lot of parts to make the car more suited for mass production—tiny details but you get too many of those expensive-to-make parts, and you can sink a car. They kept the basic concept intact, which was: mid-mounted engine, fully independent suspension, four wheel disc brakes, anti-roll bars front and rear and double coil springs at each rear wheel. It was quite an advanced design for 1963. All suspension components were attached to a backbone type frame similar to the Lotus and DeTomaso chassis designs.



For a car so sporty looking, it is a disappointment in that it had such a pedestrian engine — a standard Renault 8 956 cc engine. However, they were able to get engineering guru Amedee Gordini to breathe on the engine and he came up with a Gordini-tuned 1108 cc Renault unit, from the later Renault 8 that would get it up to just over 165 km/h or 100 mph. What helped was the slick aerodynamics, the co-efficient of drag being a mere 0.25. There was also a Djet II that could do 190 km/h, while the ultimate was a further modified racing version for LeMans that achieved 225 km on the Mulsanne straight.

The car was produced until 1968 (called “Djet 5” “Djet 5S” and eventually the Djet 6 with 1255cc). A total number of about 1500 Matra Djets were built, making it almost invisible among postwar sports cars due to the small numbers built. Nevertheless there is a small contingent of Matra Djet fans that keep the flame burning.

My own car was a 1966 model, bought in Paris. The deal was the owner gave me the car and we split the cost of parts but there would be no funds for my labor. This little engine with a terrific alloy cross-flow hemi-head could be turned up to 9200 rpm after Edelbrock balanced everything. Camshaft wizard Racer Brown, with his business only a block away from my shop said, “Here is the grind you want.” and he was right. I raised the compression as much as I dared, 12.6 to 1, which was too much with the existing combustion chamber design. That was too much for a well-designed head. I then reduced the ratio to 10.3 to 1 since the engine breathed so well.

I had wheels made from 13” X 5 1/2” wide rims from the Corvaire. Those 3-lug nut centers were questionable but in a season of SCCA racing, only one weld failed with no other damage to the car or anyone else. We also privately located and obtained in France a more suitable ratio ring and pinion for track use, but were saddled with the four speed transaxle from a Renault delivery van. All the intake and exhaust ports were polished and matched to the well-designed factory headers and intake manifold.

We used the stock two side-draft, dual-choke 40PHH Solexes. Jetting the carbs and finding the right plugs was a huge challenge. Nothing was overlooked as to weight reduction and the many details that make a production car fast and reliable. The final touch was some 13” racing Goodyears and off we went to Willow Springs for testing. Our crew chief Roy Miller commented at how well tuned the suspension and balance was “right out of the box.”

Our first Class win at Santa Barbara was pictured on dealer posters in France, but when I asked for “real” wheels from the factory guys, I never got an answer. It was a heady experience then.

It was CanAm time, I think in October, and off to Riverside we went. On Sunday before the CanAm there was a program of Production Car class events. We were homologated in Class

G with; the Kastner prepped Spitfires, BMC-sponsored MG Midgets and a single fast Datsun sponsored 1600 roadster. We won, over the three factory sponsored teams. It was a great day for crew chief Roy Miller and the crew and my driver, Lee Midgeley, as he simply beat them all and saw 9200 rpm on the tach at the end of the long Riverside straight.

I eventually gave the car back to the owner. We had it converted for street use but left the Huth-built triangulated roll bar. The Matra then disappeared from the world and the racing scene. I saw it up for sale years later, somewhat wrecked, and passed on it. 🙄



A Rainy and Slippery Saturday Morning - Slalom UVM

By Francisco Miranda

9:00 AM stated the invitation for the slalom that Miguel Cacheux has been organizing with a big success along with the Universidad del Valle de México. At 7 Am a light rain started and lasted till almost 9:00 am and almost made me refrain from attending, but I was lucky I decided not to quit, as I had such a nice time after all!

This is the 8th slalom they held in about a year's time. The heads of the Mechanical Engineering and the Mechatronics careers are very interested to learn that the young students get involved with mechanical and sports and also with past technologies. They have diplomas in Restoration, Maintenance and Conservation of antique cars, so they try to motivate students to have fun with their careers as well.

Miguel Cacheux, Manuel Arévalo and Jose Luis "Guaguaró" Gutierrez are the responsible persons for organizing the event, coordinating with the University's authorities, summon friends and students for the event, laying out the track, positioning the orange signaling cones and most important, make the slalom work safely and are in charge of timings, charting, starting times, etc.

Some 30 old and new cars were gathered, with makes like Porsche 914 and Boxster, Chevrolet Chevelle, Audi, BMW 320, BMW Mini, VW Caribe (Golf in the US), Seat and of course, Renault with Dinalpin, Floride, Clio, Duster and Dauphine models.

The winner's this time were as follows:

Classic Cars:

1. Fernando Roldán (Dinalpin)
2. Manuel Arévalo (VW Caribe)
3. Francisco Miranda (Dauphine)

Open Category:

1. Klaus Schinkel (Clio Sport)
2. Pablo Alcocer (Clio Sport)
3. Alfredo Cuadros (Clio Sport)

Thanks to the UVM for inviting us to take part in this events!





Kudos to the Alpine A110-50

Story and captioned photos by Roy Smith

For many years enthusiasts of the Renault Alpine have been yearning for a new model from the mother company, who still owns the rights to the Alpine name and logo.

The likelihood of a new Alpine coming into production was, and in fact probably still is a risky proposition for the risk-averse Renault.

However, like all the major manufacturers, Renault is constantly looking to the future and developing concepts. Once in great while, with modifications for production and after testing both the equipment and the market, these concept cars actually end up in production. Will it happen with the Alpine A110-50? "We hope so" Michel Leclere (former F3 and F1 driver now with Renault Classic) told me at the Goodwood Festival of Speed last weekend.

Let's look at the possibilities. According to a Renault press release: "The Renault Alpine A 110-50 is a car of today; a bold embodiment of Renault's passion for motorsport". The ghost of the "Alpine" legacy had been nagging away in the design departments for years. Maybe the time was now right to resurrect the great name? The Alpine berlinette is enjoying its 50th anniversary, a good time to launch such a project with a simple name...the Alpine A110-50. "For everybody on the team, it was a dream-come-true to work on an Alpine concept car. We wanted to put this car firmly in the modern day, while resonating with its heritage" said Laurens van den Acker, Senior VP, Corporate Design.

So what's it like? For me it's a little on the large size, but that's in common with other current designs; today, the chassis has to incorporate all the current regulations and passenger safety requirements that the early berlinettes did not need to adhere to.

That said, do I like it? Yes, it's fabulous; from the visual perspective it's spectacular, it fits the concept. Its DNA blends Renault's sporting ambitions with the success of the marque in the past; in short it has pedigree.

Its power unit is the Renault 3.5 litre, a 24-valve 400hp V6 engine mounted in the rear. This particular car has an F1-type gearbox and drive train but it would not be beyond imagination to install more mundane parts should it go into production. Although I am not a specialist of modern technology, I understand that the data in the "black box" management system can be analysed using version 4 of the Wintax software, enabling analysis of more than 50 parameters concerning engine speed, gears, steering angle, car speed, throttle position and brake pressure. Apparently this makes optimization of setting up and analysis of problems a walk in the park.



Gullwing doors for the carbon fiber A110-50.



Perhaps the most striking angle is from the rear.



Flowing lines show well as the A110-50 dashes up the Goodwood hill.

In short is it worthy of the name Alpine? Yes! And in the words of Concept and Show Car Director Axel Breun: "The car is very curvy, like the Berlinette, while expressing the three key words of our new design policy: simple, sensual and friendly"

I think you have done it Mr Breun, now let's wait and see! ☺

Technical data.....sourced from the spec sheet issued by Renault

CHASSIS

Type Tubular 25CD4S steel chassis with semi-load bearing engine and gearbox

BODYWORK Carbon

Aerodynamic features Front splitter, diffuser, rear wing

ENGINE

Position Longitudinal, mid-rear
Type Renault V4Y – 6 cylinders – 24 valves – 3,498cc
Bore x stroke 95.5mm x 81.4mm
Injection/ignition Magneti-Marelli Marvell 6R
Maximum power 400hp at 7,200rpm
Maximum torque 422Nm at 6,200rpm
Maximum revs 7,500rpm

TRANSMISSION

Type Rear-wheel drive
Gearbox Six speeds + reverse – sequential
Gear shift Semi-automatic (pedal-operated clutch and paddle)
Differential Limited slip differential
Clutch Cerametallic twin-plate 184mm-diameter clutch

SUSPENSION & BRAKES

Suspension Double wishbones, adjustable two-way Sachs damper/spring assemblies, front anti-roll bar
Front brakes Ventilated steel discs (Ø 356mm x 32mm) with six-piston AP Racing callipers
Rear brakes Steel discs (Ø 330mm x 32mm) with four-piston AP Racing callipers

WHEELS & TYRES

Wheels Aluminium alloy – Front: 8 x 21 / Rear: 9.5 x 21
Tyres Michelin 245-35 x 21 (front) and 265-35 x 21 (rear)

DIMENSIONS, CAPACITIES

Length/width/height 4,330mm / 1,961mm / 1,230mm
Front/rear track 1,680mm / 1,690mm
Fuel tank 30 litres
Kerb weight 880kg



Carbon fiber everything in the cockpit, and digital instruments of course.





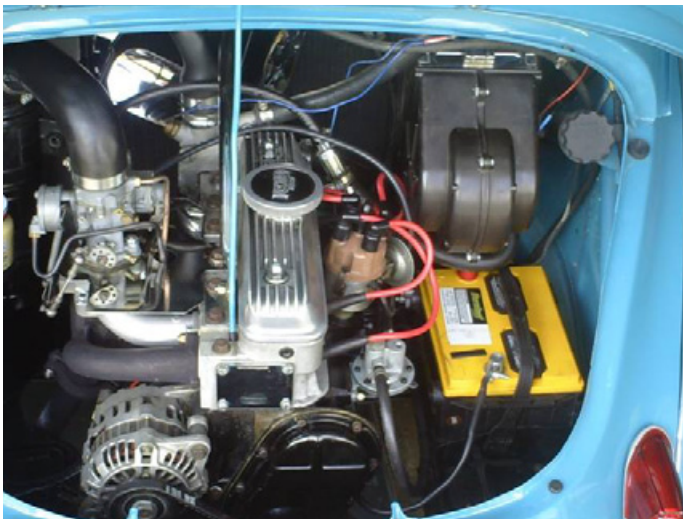
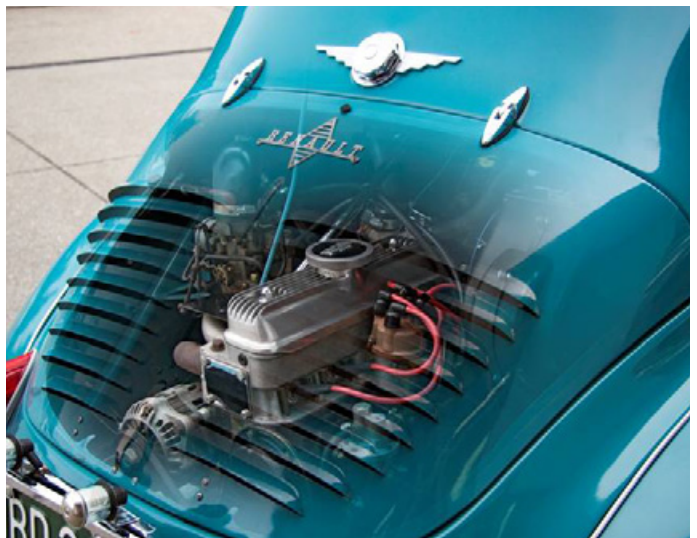
4CV at LeMay Museum Opening

By Terry Cassem

The LeMay - America's Car Museum grand opening on June 2nd was great! The Harold LeMay Museum is the largest collection of classic and vintage automobiles, trucks, and motorcycles in the world. If you are ever in the Seattle area or specifically Tacoma, make plans to stop by for a visit.

I have included a few pictures and I even did a short videos about my Renault 4cv while I was there. A special thanks to Lance Lambert of the Vintage Automobile show for setting up the interview. For entertainment, they had the band, *Asleep at the Wheel* from Austin, Texas. They were great as usual!

It was a wonderful day. 🍷



Barn Find Caravelles

by Marvin McFalls

When it comes to unique and unusual cars, there is one country that stands out above all the rest and that's France. Some of the most interesting cars ever built have come out of France, but few French cars have ever made it to our shores. Those that have seem to be very popular and are typically loved by their owners. We have found a surprising number of French barn finds, the most common being the Renault Caravelle. Another one of these quirky little French cars has been pulled from a barn and is now being sold on eBay.

This 1962 Caravelle's interior has already had some work done to it, although it's not been done to factory condition. The shag carpet actually matches the looks of the car well, but it was obviously installed by a previous owner. They also installed new seat covers, and while they look nice, they aren't correct.

The seller claims the engine runs great, but the car currently isn't drivable. These small 4 cylinder engines are known to be durable, so it's possible that it runs great. With less than 50 hp, this car isn't going to get you anywhere real fast, but it is efficient. After tuning this car up, it could get as much as 45 mpg.

This is definitely an interesting looking car and there aren't many on U.S. roads, but this one has some minor rust issues. It's salvageable, but the cost of restoration makes this car a labor of love. We would hate to see this car parted out, so hopefully someone will save it.

When it rains it pours after discovering the 62 model, Clark Rodgers alerted me to three more recently discovered in the San Jose area, if you are in the market for one let me know and I will put you in touch with the seller. ☺



Another Mystery Solved

By Marvin McFalls

In our last issue we featured the Renault Fuego Cabriolet. To refresh your memory, at the request of the Régie Renault, a convertible Renault Fuego was developed by Heuliez in 1982 from a French model. The finished car was clad in the United States market-specific elements which including mounting: larger bumpers, headlights, turn signals and lights. Then Fuego convertible was exhibited at the Paris Auto Show in October 1982.

I have always wondered what happened to this car and now it is a matter of public record. It turns out it has been in the same factory it was born in all those years ago. It and many other cars were at the plant in Cerizay, France. Heuliez had decided to sell some of the collection of prototypes at auction, at no reserve price, in all a total of forty-one exceptional cars were sold. This was similar to what Chrysler did a few years ago when they parted with Alliance #1 and many other cars. The Heuliez cars were taken for auction to the Le Mans Classic, on 7 July, at the stroke of 6: 00 pm the sale began.

The Auction company had appraised the Fuego Cabriolet between 15-25,000 Euros, but when the gavel came down the high bid was a modest 10,722 Euro. A good price for a one of a kind creation in my opinion. Now that it is in the hands of a private collector, hopefully we won't have to wait thirty years for its next appearance. 🍷



Microcar Reunion

By Marvin McFalls

On Memorial Day weekend, I had planned to take the R4 to Madison, GA, along with the Famous Fuego. The night before I was supposed to leave, a friend who was going to drive the Fuego became ill. Another friend who was supposed to join me in his R5 overslept, so I decided to take the Fuego, which was already loaded with all the displays for the show. I awoke at 4AM and arrived in Madison around 9AM. It was nice drive through the mountains with almost no traffic.

Madison GA is small town with less than 5000 residents, 50 miles east of Atlanta. It hosts more than 35,000 visitors who come to see the town's beautiful antebellum and Victorian homes as well as its lovely historic downtown commercial district. Listed on the National Registry of Historic Places, Madison is steeped in history and beauty, and since 1997 a good many of these out-a-towners pay a visit to the Bruce Weiner Microcar Museum. Every other year Bruce has hosted a reunion of microcars at the farm adjoining the museum.

After arriving I found my good friend and neighbor Larry Newberry who organized the meet. Larry currently specializes in the Vespa 400 microcars, but when I first met him he raced a Renault 4cv. Actually we became reacquainted a few years ago after he bought his 4cv racer back from a member of our club. Larry had recently re sold the race car to Frank and Mary Zampa. Frank and Mary were at the show, they were very excited about their new purchase and took an application for the club.

Bruce wanted to get all the cars lined up to take an aerial photo. After the photo many of the guests went for a microcar drive, so I decided to stay behind and work on setting up the tent and display along with some help from my friends with Geo Metro club. You just never know who will show up at one of these events.

Once all the heavy lifting was complete Lloyd Mathis, with his brother Shawn arrived in their Dauphine from St Louis Missouri. It wasn't long before another club member John Luke from Nashville, GA also arrived. While we had hoped for a much bigger turnout we made the best of weekend. John and I paid a visit to Bruce's Museum, after a wonderful lunch downtown.

Over the years, I have visited many microcar collections all over the world, however hands down Bruce has the most impressive. It is the largest collection of Microcars in the World, and if you are in Atlanta it is well worth the drive to pay a visit. There will be an auction of the collection next February, so make you plans to attend between now and then.

Just seeing Lloyd the week before in Carlisle, Shawn and I spent a good bit of time sitting under the tent and trying to avoid the hot Georgia sun. Lloyd's Dauphine was a big hit,



as many people selected it as their choice for Best in Show. As the day wore on almost everyone stopped by the Renault display, to reminisce about their experience with Renaults.

After a catered meal, it was time for the awards. Earlier in the day that had awarded best in class trophies, in which Lloyd Dauphine had won. Next were the awards for furthest distance. The winner of traveled, which was an awarded to a mircocar enthusiast from Seattle, Washington. The award for furthest distance driven in a traditional Microcar built post war thru the 1960s. Lloyd's Dauphine easily won this award after driving more than 900 miles. Second place went to a Vespa 400 that had driven only 200 miles. For the final award we were hoping for possibly the sweep, but the Best in Show went to T.W. and Jeanette Scott for their beautiful BMW Isetta.

What a great event at the Microcar museum, it is too bad this will probably be the last meet. It is unique to attend an event with so many different makes, and with such a great cast of characters. 🍷





Return of the Renault 5

By Marvin McFalls

Rumors are that Renault may reintroducing the R5 in 2014. While I am happy to see the iconic Renault make its return, it doesn't make much sense. The problem with selling a new R5 is that there is such a narrow window in the Renault range of models. From what I read they are claiming it will replace the low end Clio Campus. However at that price range it will also cover the mid and high end Twingos as well. Then you have the cost of developing a third vehicle on the same platform. I believe the real reason they would want to bring the 5 back is as part of the new Alpine line, as you see in this rendering.

Still it would have been better if Renault would have entered the Retro market more than 15 years ago when they developed the Fifty, instead of being the last manufacturer to join the party. If the Renault Five is successful, ultimately it may mean the death of another iconic Renault, the Twingo. All that said if I were given the choice of the three, I would choose a new five over a Clio or Twingo. Welcome back my friend you have been missed. 🍷

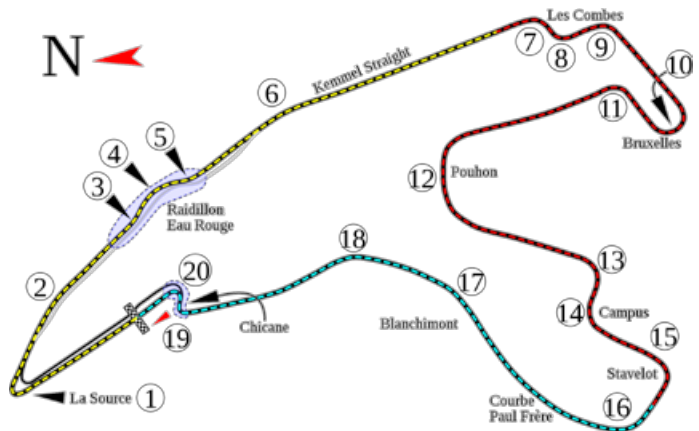


Visit to Francorchamps

By Filip Van Der Beken

The Circuit de Spa-Francorchamps is the venue of the Formula One Belgian Grand Prix and the Spa 24 Hours and 1000 km Spa endurance races. It is also home to the all Volkswagen club events, 25 Hours of Spa, run by the Uniroyal Fun Cup. It is one of the most challenging race tracks in the world, mainly due to its fast, hilly and twisty nature. Spa is a favorite circuit of many racing drivers and fans.

Designed in 1920 by Jules de Their and Henri Langlois Van Ophem, the original triangle-shaped course used public roads between the Belgian towns of Spa, Malmédy, and Stavelot. The track was intended to have hosted its inaugural race in August 1921, however this event had to be cancelled as there was only one entrant. The first car race was held at the circuit in 1922, and two years later saw the first running of the now famous 24 Hours of Francorchamps race. The circuit was first used for Grand Prix racing in 1925. 🕒





Good Things Come to Those Who Wait...

By Michael Muller

It all started when my friend Jean-François Riou told me about the restoration of his Dauphine 1093 (Renault News #100). He mentioned how he got a *certificat general* from the Renault factory—a birth certificate!

Why shouldn't I get the build ticket for my Caravelle? It would be interesting to find out the exact day of production—I already had a rough idea from the chassis number—and to see what the original engine number was. Sounds easy enough. Jean-François gave me the e-mail address of Renault's classic cars department and I fired off my request, politely apologizing for my less than adequate French. That was on February 19, 2011.

On March 3, I received the reply. In French, of course. Monsieur Byleveld just as politely apologized: *Veillez m'excuser mais je ne parle pas et je n'écris pas en Anglais*. It wasn't too hard to figure out the next step: I had to file my request using the *formulaire de demande de certificat* (you can download it on the ROCONA website). Besides the expected—VIN, model, year of first registration etc.—they also asked for proof of ownership and some ID. Jean-François graciously helped me with the form and made sure I had filled in everything correctly.

Payment was only necessary if they could come up with the information, in which case the fee was set at 50 Euros. Fair enough.

A few days later I sent my mail with the attached scans of title and driver's licence. This was going to be great!

March went by, and so did April, then May, and June. In July I talked to Jean-François about the intricacies of French bureaucracy. He assured me everything was totally normal. Just sit back and relax. What else was there to do, anyway!

By the end of August I had almost forgotten about the whole affair. And then, on September 2, I finally received another e-mail, this time in perfect English! Monsieur Byleveld apologized for the delay and confirmed that the information had been found!

The only thing left to do now was paying up. The e-mail contained another form, Validation2, with all the necessary information. I got in touch with a friend in Europe who transferred the requested 50 Euros for me the same day. A money transfer from the US would have added some fees I was happy to avoid. Validation2 promised that my certificat would be sent within two weeks, and I sent the new form along with a receipt of the money transfer (*le double du justificatif du virement*) back to France right away.

The inquisitive e-mail I sent more than three weeks later was never answered. Things were beyond my control anyway, so I decided to just remain patient.

When, on October 18, I finally held a copy of the build ticket in my hands, along with a letter certifying the production date and chassis number, the whole affair had taken eight months almost to the day.

Le mystère du mécanisme

The information on the certificate is still somewhat puzzling. It contains the number of the *mécanisme*, and so far I haven't been able to identify this vital part! Jean-François assured me it wasn't the transmission—but what else can it be?

Now the next step for me is tracking the delivery of my car to the US. All I have at this point is the original French order number: Order USA 2S (possibly 2S?), number 77232.

No idea what those numbers mean. Any help would be highly appreciated! ☺



RENAULT CLASSIC
FRANCIS BLUET
88 Quai Georges Simenon
92100 BOULOGNE-BILLANCOURT

Boulogne, le 14/09/2011
Ref : N° 2011/R019

CERTIFICAT

RENAULT S.A.S., 13/15 quai Le Gallo - 92100 Boulogne Billancourt certifie que le véhicule suivant :

Genre : VP	Marque : Renault	Modèle : Caravelle
Type : R1131	N° dans la série du type : 93316	N° de fabrication : 23715
Couleur : Blanc	Carrosserie : C.I	Energie : ES
Puissance : 6 cv	Places assises : 4	
Est sorti d'usine le :	29 mars 1963	

Hugues FORTRON
Chef du service Renault Classic

- Le présent document est établi sur la foi du seul document administratif ("carte grise") remis par le demandeur à l'appui de sa demande, sans examen par nos soins du véhicule concerné.

Renault a été agréé par arrêté préfectoral en date du 03/04/11/13
Régie agréé : 13-15 quai Adolphe Le Gallo - 92100 Boulogne Billancourt cedex - Tél: +33 (0)1 76 84 04 04
780 129 987 P.C.S. Numero - Site: 780 129 987 00001 - APPE 341 2

The Back Page

An Estafette in Mexico City's Cathedral Downtown Square



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13839 Hwy 8 Business
El Cajon, CA 92021