

RENAULT NEWS

106
Summer/Fall
2013



Carlisle 2013

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Another Call for Help

By Marvin McFalls

You may recall a few years back we did a series of stories on Carlos and Samanta a young couple driving from Argentina to Alaska in an R12 Station wagon. They had broken down outside of Seattle; with the help of club members Michael Muller and Martin Moe we were able to get them on their way to Alaska and back home to Argentina.

Last Christmas I suffered from a case of déjà vu when I received a message from another young Argentinian couple named Guillermo and Julietta. They were stranded in Ruidoso, New Mexico. After travelling more than 12,000 kilometers, they ran in to their first below freezing temperature in the little ski resort village. El Mañoso, their trusted Renault 18 wagon had a blown head gasket, among other issues. It turned out the only mechanic in town was originally from Mexico so they had someone to repair it, but finding parts became a problem.

I answered their call for help. I quickly put their new mechanic together with Jonathan Burnette. Jonathan was able to get all the parts they needed. As Christmas was approaching Guille and Juli made the best of the situation and spent the holiday in Ruidoso. I had recommended that they get the word of the situation to the local press, and on December 28th they were featured in the local paper. To pay for their trip the duo sells hand- made crafts, after the article the whole town came out to meet them and buy their wares.

By early January El Mañoso was running again. However Guillermo and Julietta decided to wait until March to continue their journey to Alaska. During the spring months they worked their way across Arizona, into California, and by mid-May they reached Portland, Oregon. Another breakdown occurred and they had to wait more than a week for a drive axle to arrive. When the axle arrived they were on the road again and arrived in Seattle just in time for the Memorial Day weekend.

For one reason or another I never had the opportunity to meet Carlos and Samanta, but I was determined that this time I was going to meet the unique trio of travelers from Argentina. So I booked a flight to Seattle. I decided where better to meet up with my new friends who had driven all the way from Argentina, than at a car museum. As it turns out Tacoma has one of the nicest ones in the world, so after breakfast we paid a visit to the LeMay Museum.

As we checked out all the amazing vehicles on display, I began to learn more about Guille, Juli, and El Mañoso. It turns out when Guillermo was 12 years old, his family went to Tierra Del Fuego for a vacation. While he was there he saw a sign; it said 3000km Buenos Aries. It also said 18,000km Alaska. He decided that the he would like to visit Alaska one day.



Ever since, when has told anyone of this dream of visiting Alaska, the reply is always, "Are you crazy?" So after finishing school, he went to college where everyone he met at the university also told him he was crazy whenever he mentioned the idea of going to Alaska. Then one day in graduate school he met Julietta. Guillermo told her of his dream, and she said, "this isn't crazy, and I would like to go with you." So once Guille completed his thesis for his Masters degree, they told him they would let him know in four months if he graduated.

With nothing to do for four months Guille and Juli decided, "why don't we go to Alaska?" So they began to look for a car. Julietta's father has always driven Renaults, and Guillermo is from Santa Isabel, the town where the Renault factory is located just outside of Cordoba. So it seemed like the first car they owned would be a Renault. Since they would have to live in the car they decided on a station wagon and the Renault 18 seemed to be perfect.

They began to look for something in Cordoba but none were for sale, so they had to travel nearly 500 kilometers to buy El Mañoso, a 1994 2.2 litre R18. Once back in Cordoba, they began to make modifications and preparations for the journey. They titled their trip America Aventura and In March of 2011 they left for Alaska. By September they had made it through the Andes and arrived in Columbia. Next they decided to make a side trip to Venezuela where they broke down and were delayed for months, so they took the time to visit Cuba before continuing on the their way north in 2012. They spent the first half of the year traveling thru Central America, stopping along the way to sell their crafts to pay for their journey. That summer they slowly continued through Mexico arriving in the US in the fall at Laredo, and then moved on to Odessa, Texas.

At this point their journey has been going on for 26 months and on Memorial Day they made a major milestone when they entered Canada. It is still 1500 miles to Alaska so they are preparing for the most difficult leg of their Journey. Jonathan is currently gathering up more parts for them; let's hope Guillermo, Julietta, and El Mañoso are successful in completing their epic journey. We hope to see them again in California before they return to Argentina. 🍷



Australian Muster

By Marvin McFalls

Historically in Australia, a muster is a roundup of livestock usually done around Easter. In this case it is a biannual gathering of Renaults, hosted by the 4cv Register, which takes place during Easter weekend. For more than a decade I have read about and seen photos from these great events, and had always wanted to attend one. After mentioning this to club member John Waterhouse, he brought it to the attention of the President of the 4cv Register. Last year I was contacted by Register President, Frank Wicks and the official invitation was given, so I booked my flight and made plans to spend Easter in Australia.

After a very long flight I arrived in Sydney on Thursday March 28th. Frank picked me up at the airport in his Green 750 (which is what a 4cv is called in Australia), and off we went heading for Junee in the western part of New South Wales. After driving for more than an hour, we exited the highway to meet up with Frank's wife Linda. Unfortunately, Frank's 4cv remained in top gear. After determining the problem was internal we continued on to Junee. Whenever Frank would need to take off in top gear I would have to give him a push to get started. Then jump back in the support vehicle with Linda.

Once we arrived in Junee, we met up with club member Col Redmond, as well as George and Stewart Hames. Col had driven from Adelaide towing his 4cv, while George drove possibly the only Ferlec Dauphine in Australia if not in the world, while his son Stewart drove a Caravelle. George and Frank made plans to tear apart his gearbox and find out what the problem was. So we loaded Frank's car onto Col's trailer to get it off the ground.

The next morning Frank and George removed the front cover and oil pan and discovered that the detents were holding the transmission in top gear. They were able to release the car from top gear, but weren't sure whether the detents were worn or if the case was worn allowing them to drop down holding it in top gear.

Meanwhile, the rest of us decided to pay a visit to Temora. The event didn't officially begin until later that afternoon, so we had heard a rumor that there was going to be a special demonstration at noon at the Temora Aviation Museum. Off we went and much to our surprise there was a Spitfire outside the hanger. We thought to ourselves, what an opportunity to see an actual Spitfire, then a mechanic came out driving an aircraft tug. I didn't want to get too excited but a few minutes later the twelve cylinder Rolls Royce Merlin engine fired. For the next fifteen minutes the WWII fighter completed many maneuvers. Needless to say we were all impressed.

With this experience under our belt we returned to Junee



to get ready for a traditional Australian barbie. This was another amazing experience. Basically they had two gigantic grills and everyone took turns grilling, meat, poultry, and every kind of seafood you can imagine. One thing I did find out they don't cook 'Shrimp on the Barbie', I asked, "what are those?" Oh, those are prawns. As it turns out, prawns are giant shrimp. Following a great meal, I called it an evening.

On Saturday morning all the cars lined up for a return trip to Temora. As it would turn out, the actual tour of the museum while good didn't live up to the previous day's exhibition. They were having an expo for light aircraft and they also had some gyrocopters. Some of the exhibitors were selling rides, and several of us figured, when would we have another chance to go for a ride? What an experience. After lunch and another demonstration of light aircraft aerobatics we returned to Junee.

After spending the afternoon getting to know the guys better, we headed to the old train station for the muster banquet and AGM. Before eating we had the election of new officers and decision was made for the location of the next Muster in two years. I received an award for the furthest distance traveled, but since I had traveled in an Airbus 380, while French definitely not a Renault so I offered the award to John Waterhouse who had driven 3600 kms from Perth. However he determined his mate Syd Middleton had travelled a bit further also coming from Perth so I passed it along to Syd. Following a great meal, conversation, and a bit too much wine we walked back to hotel and called it an evening.

On Sunday we visited the Monte Cristo Homestead. The home was the showplace for the most influential family in Junee back in the town's heyday. Currently it fulfills two uses, one during the day for tours like ours for people interested in the design, and at night for those who believe in the paranormal. While our tour guide seemed more interested in the latter, the former was quite interesting. The estate also made a great backdrop for photos with the Renaults. Next we went to a local hotel where we enjoyed a nice lunch before visiting the train station. The station included an impressive round house where cars and engines could be stored or repaired and then returned to service via turntable. After the depot we returned to the hotel for a swap meet. Following the swap meet, I talked with a few of my new friends George Ross and Ian until dark, then I returned to the room to call it an early night.

On Monday we visited the Licorice Factory, another famous landmark that once was a flour mill but had been converted to candy factory. After a wonderful breakfast, we were give a tour of the factory and plied with samples. They specialized in licorice and chocolate confections. Needless to say almost no one left without purchasing something. Following the tour Frank, John and I were interviewed by a local reporter. Much to my surprise my



picture was featured in the next edition, I guess Americans don't come to Junee every day.

Later that afternoon we traveled to the largest city in that part of Australia. The town of Wagga Wagga was a half hour from Junee and it became a dropping off point for Frank's 4cv. Unsure if the car would become stuck in top gear again he left it at the home of Muster organizer Michael ?. After meeting Michael's Family, we returned to Junee for a farewell dinner.

After saying goodbye to all our friends we retired early as we planned to leave for Sydney at 6AM. By 10:30 we arrived at the airport, Frank and Linda insisted on going in with me until I checked in for my flight. After waiting a few hours we boarded and I waved goodbye to Australia as we started our fourteen hour journey back to the US.

What an adventure! Just an amazing group of people the Renault owners of Australia are. Before I left they invited me and any of mates who want to come back next Easter to Brisbane. They are having an International event with Renault enthusiasts from Europe, North America, and Australia. I am already making plans, if you would be interested in coming let me know. 🍷



Travelling to the Renault 4CV Register of Australia Muster

By John Waterhouse

June NSW, Easter 2013

Every two years, the Renault 4CV Register of Australia has a "Muster" over the Easter period. Usually, it is held in New South Wales, the location being a reasonable compromise for the majority of our group who live in the eastern part of Australia.

Perth, in the south west of Western Australia, is a bit remote for rear-engine Renault folk. Adelaide, the nearest city of any consequence, is 2,800 km away. The biennial Muster of the 4CV Register is typically held about 3,500 km away, so few of us from Perth attend the event.

This year, for the second time, I drove our beloved 1964 red R8 (R1130) to the Muster, the previous trip being in 2007. This time it was different, as Syd Middleton, another Perth owner, brought his 1966 white R8 1100 (R1132) too, after rebuilding and checking much of it after it had spent many years on blocks. We had about 3,500 km to travel, with a schedule that gave us 5 days to get to Junee, a small railway town near the city of Wagga Wagga, which is situated on the great Murrumbidgee River.

Our car had a fair amount of work done over the past few years and, with a bigger effort over the 2012 Christmas break, work was done in the brakes/suspension/steering and wheel bearing departments and a real luxury, she was given balanced wheels. All hoses were checked carefully and, six months ahead of time, a Hot Spark kit was fitted to the distributor, the Hall Effect switching system replacing points and capacitor. With all fluids and filters changed, the car was in good shape for a long trip. Or so I hoped.

Syd had done a lot of work to be comfortable with his R8 1100. Part of the refurbishment included fitting a fully rebuilt engine that he acquired years ago, and checked carefully. Syd, one very clever engineer, devised a "sydmid" cruise control system too, essentially a cunning throttle lock device with quick release.

Our plan was to get to Wagga Wagga in time to collect my wife Alex, who had far too much sense to drive over, and flew Perth-Sydney-Wagga, a mere 5 hours of flying.

We drove gently over about 5½ days, so as to allow for one short day on the Nullarbor Plain to see the ocean views. The absolutely flat plain ends abruptly at tall cliffs, from which there are wonderful views over the blue rollers of the Southern Ocean. I maintain that the whole drive is worth it for those views, but not everyone agrees! As the sign shows, the distances are not for the faint-hearted.



Two Western Australian R8s ready to go!



Nearly half way from Perth to Junee!



Nullarbor Cliffs – next stop Antarctica!

We shared the road with a range of other users, almost all of them bigger and faster than us. We tended to cruise at less than 4,000 rpm, so closer to 90-95 kph than 100-110 kph. It's fine to drive these cars at legally permitted speeds, but we needed the engines to hold together for 8,500 km, not 250. I last rebuilt my engine in 1988, some 100,000 km ago and we know that a common failure mode is the top ring coming through the top of its groove. Not at Nullarbor or Cocklebiddie thanks!

The road trains were common companions, and the photo shows just how big they are compared with a Renault R8.

Once we had crossed the Nullarbor Plain we re-entered farming land for a while (well, about one day!) and then back into drier grazing country before crossing the southern Flinders Ranges and across the Murray Plains to Morgan, on the River Murray. It was here that Syd's engine was clearly rattling, but not in a way I had ever heard. To cut a long story short, reaching Mildura despite a serious lack of power and near-overheating, yet another few hundred kilometres, the timing chain sprocket fell off the camshaft, luckily when starting rather than when spinning at 3,500 rpm! The timing chain was the only part of the engine that Syd had not dismantled and checked. Bad luck indeed. The engine assembler had omitted the key large washer on the end of the camshaft, and how it drove 3,000 km or so without failing is a mystery.

Mildura is the perfect location for a problem when travelling to a Muster from Perth, as it is on the route from Adelaide, about 500 km away, so Syd had the necessary parts to fix the engine delivered to the hotel carpark within 24 hours – it was just two days before Easter and the group was about to leave Adelaide when we called for help.

Here the pair of Western Australian R8s sadly separated, as I had to be in Wagga Wagga in a day or so to collect my wife, Alex, who showed great common sense in flying from Perth instead of driving! My friend and co-driver Paul flew from Wagga Wagga back to Adelaide, to re-join the car for the final leg home to Perth a week or so later. Syd repaired the white car successfully but was unable to get it running, so came to Junee with one of the South Australian contingent. Alas, only one WA car arrived, but the other gets a more than honourable mention!

And so we had a great time at the Muster with many old friends and a great range of cars.

For some of us, it was to be a rare, if not unique gathering of Renault R8s of all four types, marking the 50th anniversary of the model in Australia and of the first ever Wheels magazine "Car of the Year" award. We had, I think, ten R8s in total and a solitary 10S, closely related of course.

In Australia, the original Wheels magazine "Car of the



Renault R8 pair with a typical road train on the Eyre Highway at Cocklebiddie



The two travellers at Madura Pass, 200 km west of the WA-SA border



A collection of 4CVs at the historic house "Monte Cristo" at Junee

year" award in 1963 was the 956 cc Renault R8, the model R1130, my car in fact. This award is now the longest standing annual automotive award in the world, we are told. The more common, perhaps "definitive" R8 was the "R8 1100" (the "R8 Major" in other countries) and then we had a batches few of the two types of R8 Gordini. All R8 types were represented at the Muster.

The story of the Muster itself is told elsewhere, so we will return to the second half of the trip. After all, the R8 had to get home to Perth, another 4,000 km or so. Leaving Syd to get his car going, which was achieved quite easily (frustratingly easily!) Alex and I drove gently along the River Murray and across to Adelaide to see family and friends, and Paul again joined as co-driver and Alex, again sensibly, flew home. Paul and I joined up with Syd's car in Adelaide and we had an uneventful drive home.

The trip along the Murray River, via the Barmah Forest (the largest forest of River Red Gums) is always a real pleasure. There are plenty of small towns closely spaced (never more than 150-180 km apart and usually no more than 100 km), lovely views over the river and its cliffs, and great food and wine in many places.

It is quite a long way. Never again? Hmm.....

Now, a postscript. Alex and I bought the R8 as a one-owner, second hand car in April 1973. This trip marked the 40th anniversary of our purchase and we have used the car for most of that time. She has now done approximately 330,000 km and has never failed to get home under her own power. Try that with a new electronic fridge-on-wheels.

Driving back to Adelaide from Junee was our first long trip together in the car since about 1980 (when we acquired our first Renault 16TS), so it was quite a nostalgic journey. 🍷





Renault Ownership in Australia

By Marvin McFalls

As I arrived in Australia and travelled to the muster I saw an interesting correlation between many of the Renault owners; owning a Renault was a lifelong passion. I had long known my friends John and Alex Waterhouse had owned their Renault for decades, but I thought they were more the exception than rule. Once I began to meet and talk to more people the majority of the cars on display had been owned for more than twenty years. Here in the states we have many owners that have owned their Renault that long and a few even longer, but as I became more familiar with my new friends the picture became clear.

About half the cars in attendance had been saved from the crusher in recent years and brought back to life. The average Australian owner attachment to their cars is hard to match. As I mentioned earlier, John and Alex have owned their R8 forty years and their 4CV John drove in College so it is closer to 45 years. Club President Frank Wicks bought his car back in 1984 and has driven it daily ever since. George Hames had driven his 4CV to every Muster until this one. Not that there was anything wrong with his car, but he couldn't pass up the chance to drive his son Stewart's Dauphine Ferlec.

There were two more owners' dedication to their Renaults that really stood out. Peter and Evelyn Harris have owned their 750 since 1958. Peter had owned one other car for a short time before it was destroyed in an accident. He bought his 1956 model 4CV off a used car lot for 150 pounds fifty-five years ago. If that isn't dedication than how about Jo Naismith? She bought her Renault 8 new back in 1966.

As you may know Australia is the driest continent in the world, and this is a major factor in the longevity of these cars. Col Redmond's 4CV is a great example of that. It is the most decorated Renault in Australia, winning the National Concours after it was restored. After looking at Col's car I figured the restoration was three to five years old, as it turns out it was done twenty-three years ago.

The passion of their owners for their beloved Renaults is incredible. Their dedication to these cars is like nothing I have ever seen. Peter Davson Galle summed it up for me; he said, "When I buy a car, it's for life". So if you ever get to Australia, check out the great vintage cars and talk to their owners, most likely they will have an interesting story to tell. 🗨️



2013 Carlisle Import Show

By Marvin McFalls

After the last two Carlisle meets we knew that it would take a lot to improve on them. But we began working very early; I made a total of four trips to Carlisle, John Vogler and I worked to lay the groundwork for what we billed as the 3rd Annual International French Car meet. For this year's event we considered featuring three unique displays as well as celebrating 45 years of the R16 in US and 15 years of the Renault Owners Club at Carlisle.

The entire focus of the event changed when we received an urgent e-mail from Clayton Hoover in March. Clayton is the man who brought our club to Carlisle some fifteen years ago. He told us the news of his one year old son CJ had just been diagnosed with Leukemia. I knew we had to do something to help CJ and the entire family, so we planned a series of fund raising activities during the weekend.

Left over from 2012's amazing Milestones display was the 30th Anniversary of the Fuego. Due to mechanical issues and an incomplete restoration we had no Fuegos so we tied in the release of the French movie, "Who Killed Pamela Rose" with the U.S. premiere of the film at Carlisle. The film features several Renault Fuegos and we had the star car in our display, as well as Jamie Grigg's incredible restored 1985 Fuego.

Next we highlighted Fiberglass cars powered by Renault. To go along with the display we brought Geoff Hacker from Forgotten Fiberglass to give us a Seminar on all the different fiberglass cars that were sold in North America that were powered by Renault engine. In our actual display we featured the 4cv based Shark Roadster of Geoff Hacker, the Matra-Bonnet dJet owned by Walt Koopman and the Lotus Europa S2 of Dick Perryman.

Our final special display featured racers more than 100 years apart. The oldest French Vehicle was an 1897 De Dion Bouton 3 wheeled racer and the latest model on display was the 1998 Renault Sport Spider. Each vehicle attracted large crowds all weekend long and on Saturday at noon, both vehicles took to the Carlisle Autocross. Our own Don McLaughlin had the honor of the driving the Sport Spider and Kirk Gibson attempted to pilot the De Dion Bouton. Unfortunately the trike was having an issue with spark and though we pushed it around the circuit several times it never fired off. Not to worry, Kirk has agreed to bring it back and give the fans what they came to see next year.

On Friday after setting up all our great displays we moved to Gate 5 a remote part of the Carlisle Fairgrounds for a traditional event: our annual driving tour. It was now called the "CJ Fund Toy Run." Participants could either donate an unwrapped toy to be given to Children at the Hershey Medical Center or give a donation to the CJ Fund. Following the toy run, we had a North Carolina style barbeque organized by Jamie and Mary Grigg. All proceeds from the dinner were again



donated to the CJ Fund.

On top of all these great displays, The Renault Owners Club of North America had our flags and banners proudly flying on the fairground and we even had a tent on the show field just across from the event registration building. We also had new club t-shirts so we could recognize one another, thanks to the determination of Sandy Lea. On the show field we featured Eight Alliance GTAs : four convertibles and four coupes, as well as a pair of R16s and a pair of R5s

On Saturday, May 18th following our traditional breakfast at the Middlesex Diner, we once again returned to the Carlisle Fairgrounds. On this day we had volunteers work the booth all day to encourage spectators to attend all of our activities scheduled that day as well as our first ever auction to benefit the CJ Fund. Clayton arrived early on Saturday and helped all day with the various events and activities. Over the weekend we were able to raise more than \$2000 to help out CJ and his family.

Following another Breakfast at the Middlesex Diner we returned to the fairgrounds to take one last look at our displays before tearing down and heading home. It was another great year, not sure how we will top this one, but plans are already underway.

We have agreed to expand our Toy Run; open to all show participants and co-sponsored by Carlisle Events. The toys donated will support kids like CJ recovering at the Hershey Medical Center as well as others during the Holiday Season. So we are off to a great start. Hope you can join us at next year's show. 🍷



Little CJ Hoover, currently undergoing treatment for leukemia.

Passionate About our Cars,
Compassionate To Those in Need!

Thank you to those members who contributed to the 2013 CJ Fund - as well as those who participated in the Carlisle event to support the Hoover's!



CHEER International Car Show

By Marvin McFalls

The third installment of the International Car Show was put together by Walter Koopman and the army of volunteers that help at the CHEER Community Center. As in years past the show was done first class. New this year was the Friday Night Gala, which included a display of automotive racing history, an incredible buffet, as well as band, along with a silent auction to raise money for CHEER. Thanks to Walt's assistance we also had an art sale to help benefit CJ Hoover and his family.

Following a wonderful evening, Walt and I awoke early the next morning. We returned to CHEER to continue setting up for the show. The previous afternoon we had transported the Alpine 110 and Matra Bonnet. In the trailer Walt still had the Rene Bonnet, on this morning Walt drove his Porsche 550 Spider and I followed behind in my Super Five.

By the time we had our cars displayed, others started to arrive. Among other jobs assigned to me was parking lot monitor. Within a few hours we had 54 cars from around the world, as well as tractors, hearse and military vehicles. With all the great cars outside we had one more gem inside.

Kirk Gibson had lent us his 1897 De Dion Bouton three-wheeler. The Trike had made a big splash in the local press leading up to the show. Walt and his team had done a beautiful job preparing and polishing the trike as well as creating a unique display.

Another one of Walt's great volunteers was Robert Katz. Last year Robert had driven down from Philadelphia and displayed his 1936 Hotchkiss. This year he had some mechanical issues with the Hotchkiss, but he decided to come and help out anyway. He also reported on the purchase of his second French car, if I am not mistaken a 1937 Delage, at last report he is still waiting for its delivery.

We had a few more French car enthusiasts drive down from Pennsylvania. John Vogler and Don McLaughlin came down from Central PA in a pair of Matching Silver Renault Alliance GTAs they made great bookends for the Super Five.

With everyone in attendance it was time for a full champagne brunch buffet. Needless to say it beat the muffins and cold cuts I had at the previous concours event I had attended. With all the participants stuffed from brunch we went back outside to enjoy the fellowship of our hobby.

At 2:00PM we returned to banquet hall for the awards. As usual Walt and the CHEER team also impressed with the awards which were laser etched crystal. At the International Car Show they have two Best of Shows. This year's best were a Corvette and Willy's military jeep. Yours truly even took home an award for the Farthest Distance Traveled.

Following all the awards the show began to disperse. Everyone had a wonderful time and money was raised for two great causes. Robert, John, and Don stayed to help load up the cars. We hope CHEER will continue to host this amazing show. 🍷





Don't Call it a Dork

By Marvin McFalls

A number of years ago I did a story featuring 3 wheeled Renaults. As it turns out in my research I missed a pretty significant one. Thanks to my good friend Hector Mackenzie Wintle for bringing the D.R.K. to my attention.

The D.R.K first originated in the UK in 1985 and was conceived as a 4 wheeler but they had used a Renault 6 as the donor vehicle and ran into the strange uneven wheelbase when trying to fit the suspension components. Their three wheeled creation was first unveiled at the Cheshire Kit Car show in May 1986. As the car proved to be a success, D.R.K went into business. The name D.R.K derives from the car's designers and builders; Derek Callister, Robert Callister and Keith Hamer. The D.R.K is powered by a number of engines, ranging from the Renault 4 845cc to the 1100cc Renault 6 and even 1400cc of the Renault 5 and is dependent on what the owner chooses and the donor car that is used. It features an aluminum body mounted onto a wooden frame which in turn is secured to a steel chassis.

Until 1990 D.R.K's were built as a spare time hobby. After the business was sold to Callister & Roscoe body repairers, with Derek and Robert Callister being long term partners, the D.R.K went into full production building D.R.Ks to order. All D.R.K vehicles were built to a basic specification but were individually tailored for each customer. They left the factory with a fully built and painted chassis with all the components needed. It was then up to the customer to install a suitable engine and gearbox.

By 1998 when production ceased a total of 59 rolling chassis had been sold. Not bad for something that started life as a fun side project. Thanks again to Hector for turning me on to this interesting little trike. 🍷



How I got back in the Manic Business

By Glenn Woodcock

"It's a small world." That's how Mike Johnston, owner of the local garage, greeted me back in January of 2008. He had read a story I had written about the Manic GT. He went on, "That car you bought back in 1973 and sold in 1975 was originally mine." "Matter of fact," he said, "I know where there's a Manic for sale not 10 minutes from where we stand." So we drove down to take a look.

The sign said the asking price was "\$250 OBO" and it was a local number. So I phoned and spoke to the owner, who'd had the car for about five years. We dickered a bit on price (but not much) and the clincher for me was when he said the seats and door panels were stored inside along with most of the missing trim pieces and that the car also came with a rust-free Renault 8 platform from a donor car in Texas. So that's how I came home two days later with Manic GT No. 00121 out of 160 made

Once we brought everything back to the shop, we deemed the Texas platform not complete enough to begin a restoration. That led to an online search for better underpinnings. Instead, I found an unfinished car, the way it sat on the assembly line when Les Automobiles Manic went out of business on May 21, 1971. The car's owner also had a running model that he had shipped from B.C. four years ago. So I bought them both, sight unseen.

The runner was a little disappointing, its paint not as good as it looked in photos (it never is) and the interior badly customized. I thought I had the pieces to bring it back to its original state. On the plus side, it fired right up, the 4-speed transmission worked and the brake pedal was hard.

The unfinished car, still in its gel coat, had a transmission, suspension system and brakes and was crammed with parts, including a spare motor. Bonus! Not only that, there were four big, plastic bins and a couple of milk crates crammed with parts - trim bits, a complete set of gauges, headlamps, electronic components, clutches, flywheels, etc. There even was a leather-wrapped steering wheel with a rare Manic logo on the horn button.

This project took a little longer than planned. One reason is that I gave in to the pleadings of another wannabe Manic owner and sold him the running car. That left us with the unfinished car to complete, so I took the unfinished car and used what pieces were missing from No. 00121. Combined, we designated the new creation Manic GT 00201 the idea was to make it like brand new and factory correct - the last of its breed.

The engine from the parts car is the high-performance Autobleu version of the 1,289-cc Renault inline four. Its

105 hp are capable of pushing the 1,450-lb. car to 215 km/h. It's been totally rebuilt, the aluminum head has been polished and it's attached to a new 2-barrel Weber DCOF carburetor that I found online in Florida. I even have a brand new Autobleu muffler, courtesy of a fellow Manic owner in Nova Scotia.

The fiberglass body was painted. I wanted the car to be yellow, but not the Belgian Racing Yellow used by the factory. So I chose Ford chrome yellow - partly because it'll dazzle onlookers and partly because stone chips will be easy to repair with a touch-up kit from Canadian Tire. After a few treatments of Mother's Back to Black, I have the used rubber bumpers shining like new.

As the restoration continued I found we were still missing many parts. So I went online and found wheel covers and side mirrors, the windshield was cracked when the car was in the paint shop and was replaced by a good used one provided by my Manic buddy Jerry Binnendyk.

In December, 2011 - I got an early Christmas present - the first drive in my 1971 Manic GT. It had been more than three and a half years since we started the restoration. I first got to take it for a spin on the back roads near the shop, where it was filmed for the second season of *Style in Steel* on *Treasure HD*. A few days later, I drove to Larry's Auto Glass & Trim in Oshawa, where owner Larry Bowen and Mark Woodrow installed the factory headliner I picked up in Quebec and the correct black carpeting. They've already done the seats in a persimmon vinyl that exactly matches the interior trim bits salvaged from the parts car.

When we started the project, the idea was to finish the car just as the factory would have 40 years ago. But we figured it wouldn't hurt if there were a few improvements. So we added a layer of sound insulation between the engine compartment and gas tank, and even without carpeting and headliner the decibel level inside the cabin isn't too bad, probably the quietest Manic ever built. ☺



New Pope Mobile

By Marvin McFalls

While it's not a Popemobile in the traditional, bubble-shaped sense, Pope Francis now has a car that is not only humble and non-ostentatious, but also fits his personality. The pope was given a recently restored 1984 Renault 4 from an Italian priest. Renzo Zocca gave the pope his old Renault 4 that had about 186,000 miles on the odometer. Zocca thought Pope Francis would appreciate the car's role in serving poor Italian Catholics for several years.

This like so much else the new Pope has done – is different from the style of other recent Popes, who have been known to get lavish Popemobiles from automotive executives. Last year, Daimler delivered a Mercedes-Benz Popemobile to Pope Benedict XVI and Renault-Nissan boss Carlos Ghosn gave the former Pope an all-electric Renault.

To emphasize the difference, the 29-year-old Renault 4 isn't bulletproof and complies more with Francis' philosophy of church leaders driving "humble" vehicles. It's also a personally appropriate car, since Pope Francis apparently drove a Renault 4 in his native Argentina. We hope this serves the Pontiff for many years to come.

Just for kicks I sent an invitation to His Holiness for our upcoming meet next May in Carlisle PA, hopefully if he is free that weekend he and his Renault 4 will be on display. Not surprisingly I haven't received a reply as of yet. ☺



Family 50 Years Loyal to Renault Gets New Twingo

From "Renotes"

50 years ago in September, 1963 Nel and Adriaan Bruinink from the Netherlands got the keys their first new Renault. Now half a century later, the same Dutch dealer has delivered a special Twingo Parisienne to them.

Their first car in 1963 was a grey Renault 4L, followed by different models like R6, 4F6 Combi, Express Combi and Clio.

Recently they visited the showroom in the picturesque city Harderwijk to see all the latest Renaults. As loyal customers for 50 years, Nel and Adriaan could rely on the French carmaker. Their current red-colored Twingo was still in great condition but salesman Kelvin Neuteboom Spijker of the Segerink & Wolbers dealership gave them a super deal on a brand new Twingo Parisienne in gris platine (platinum grey).

Interesting to note that the limited edition Parisienne was also Renault's first-ever special version based on the 1963 R4. In the picture Kelvin hands the keys of the new

Twingo to Nel and Adriaan together with granddaughter Melanie. A festive day for all. ☺



R8 Brake Light Switch Replacement

From "Aussiefrogs"

It is probably good to have to eat your own words sometimes. Several times in recent years my advice has been to keep the standard pressure-actuated brake light switch on Renault 4CV and R8 models. These switches rely on hydraulic pressure to turn on the brake lights and have mostly been fine over the years. However, my recent experience has led me to change direction completely and make up a mechanical switch system that actuates as soon as the pedal moves.

The basic problem was that, after a careful overhaul, the R8 pedal pressures were too light to operate the brake lights, even with a new pressure switch fitted.

My usual guiding principle is that I like to keep originality where sensible and workable. What is "sensible and workable" depends on what you want to do with your car, and in my case it is road driving, not competition, so I keep standard wheels, tyres, brakes, engine etc. And the brake light switches have served me well in the past, so why change?

My 4CV is an early R1162 model (built in 1950) and has the simplest of the pressure switches, which does not itself form the banjo union at the end of the master cylinder but screws into the end of that assembly. Standard Volkswagen switches do the job nicely. Because the 4CV and Dauphine variants in Australia all had drum brakes, the hydraulic system has to apply some pressure just to actuate the brakes against the return springs of the brake shoes. If the switch works, it usually seems to operate the brake lights even for the lightest of braking. Not so the R8, which needs very light pressures to start braking.

I overhauled the brakes on the R8 with new everything: rubber, new rotors (the first change in 300,000 km) and a thorough clean and polish of the calipers and pistons. I'm using silicone fluid too. The net result has been a dramatic lightening of pedal pressures. My old light switch failed completely and probably should have been replaced when I changed fluid types. I fitted a "new" pressure switch that I had in stock. Excellent results on first testing but after a while I found that the lights were not actuating for light pedal pressures. So I might have passed a standard "brake lights work mate?" test but knew that there was a risk of someone behind me not knowing I was braking gently.

Much pondering. What to do? I decided that I would fit a mechanical switch and by-pass the terminals on the pressure switch. Driving my Citroen Xantia, which has a micro switch in the brake pedal, led me to decide to set the R8 up so that the very first movement of the pedal would actuate the brake lights. This approach allows me to flash the brake lights at cars/4WDs/trucks that decide to tailgate me too, without actually braking.

So the next questions were:

1. Where to fit the switch?
2. What type of switch?
3. How to actuate it?

I decided to fit the switch inside the car above the brake pedal under the boot floor rather than inside the steering rack area near the master cylinder, for two reasons:

1. Out of water splash areas
2. Easier access for fitting, adjustment and repair/replacement.

So far so good, but how to do it? Again there are several factors to consider.

1. The switch and any linkages must not obstruct the action of the brake pedal, including full depression during bleeding and must be unambiguously safe in case of insurance inspection.
2. Any linkage from pedal to switch must similarly not obstruct the pedal action during braking.
3. Should the pedal action release a switch so as to allow it to turn on or actuate a switch, that is push the switch to directly turn it on?
4. The switch needs to be a standard, reliable product that can be adapted to meet 1-3 above.

I decided upon a standard micro switch, one of which I have had unused for at least 30 years. Essentially the same simple and reliable switches are still available and has 250 VAC, 10 amp capacity. One of several versions of this micro switch comes with a spring steel extension to operate the switch and most have two wiring options that have the normal "out" position of the actuation button either "on" or "off" depending upon which terminals you use.

The one I used is illustrated below, and is Jaycar catalogue number SM-1804 on page 160 of their 2013 catalogue. The photo shows the actual link to the brake pedal, with the pedal depressed to release the switch into the ON position.



Micro switch mounted on car with inbuilt spring steel actuating blade and wires attached

The next issue, for which there are many solutions, is how to link the pedal movement to the micro switch. The pedals are floor mounted and swing through an arc that is not parallel to the floor of the boot. It is also a long arc of movement, so if the pedal "turns the switch on", there is 10 15 cm more movement to accommodate after the switch has been actuated.

So I decided that the pedal action should release the switch into its "on" position, rather than actuating the switch from "off" to "on". This approach means that the pedal, on release from braking, just actuates the micro switch and turns the lights OFF in the last few mm of upward movement. The spring steel extension to the micro switch allows some latitude in adjustment too.

I also decided that a curved rod/plate connector, attached to the back of the pedal pad, would allow this actuator to curve away from the feet and then curve upward towards a switch mounted in line with the arc of movement of the pedal. Using stiff 12 mm copper plumbing tubing, squashed flat, it has worked well. The copper tube is strong enough but easily adjusted by bending and cutting until the movement of the pedal releases the micro switch. It clears the floor of the boot on its downward travel.



Actuating assembly

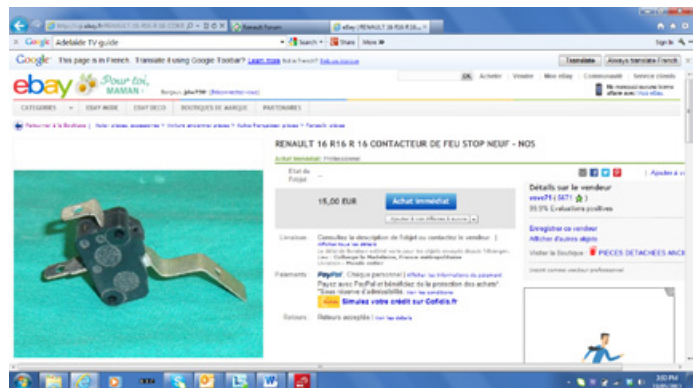
It was a simple matter to make a small bracket and fit the micro switch in "just the right place".

(As an aside, everyone should scrounge at least one disused road sign in a lifetime. My first came from a Highway's Department dump near Lake Eyre in SA in about 1985 and the second, now in use, came from one thrown carelessly into the bush near Norseman in WA, on the main road across the Nullarbor. Excellent material.)

It was then easy to connect up the wires through the speedometer cable hole and instant brake lights was the result!

I have a central light mounted on the R8 parcel shelf for safety and this also allows me to check brake light operation in the rear vision mirror, as the light reflects off the rear window. Now I just touch the pedal and the lights come on. Perfect.

Just one day after I completed this simply but fiddly construction, I was doing a routine search of ebay France, as you do, and found a new R16 brake light switch. It is essentially the same micro switch with a different lever to actuate the switch itself! Must be a good idea then.....



Ebay France R16 brake light switch.

The seller, veeve71, usually has a range of Renault parts and posts to Australia.

Since writing this article and posting on Aussiefrogs, several other folk have come forward having done much the same but with the switch mounted outside the passenger compartment, actuated by the pedal movement near the master cylinder. It seems they work OK despite a bit of water exposure. ☺

The Jet

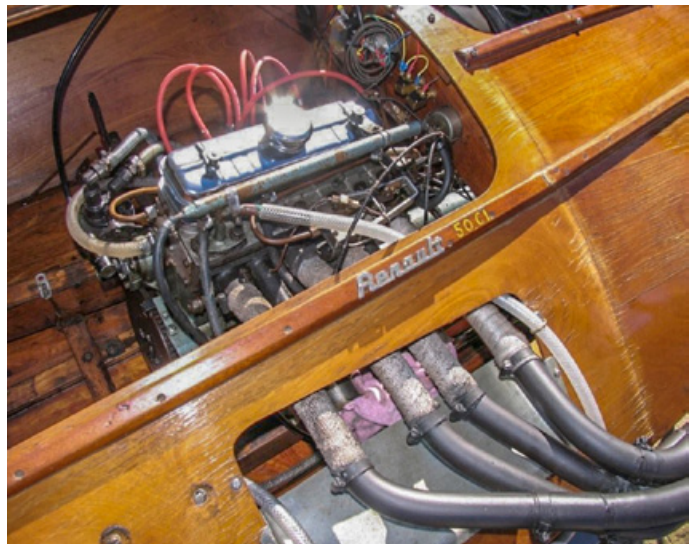
The Jet is a plywood hard chine vintage racing boat or skiff as they were called with the driving position aft. Built in Melbourne by Jack Kenner in approximately 1959, the boat is 3.56m long with a beam of 1.39m and a depth to gunwale of 0.31m. Powered by a highly modified Renault engine offset to the port side of the center-line, direct driving a surface piercing two-blade propeller. Balance is achieved with the driving position in the aft starboard where the transom-hung rudder is also located.



When Jack first fitted the Renault engine to his original V bottom hull the speed record for the 48cu inch class was 32mph (51.5kph). In May 1958 he set the records for Australian, Australasian and Victorian records of 45.235mph (72.8kph). In June 1958 after designing and machining his own propeller he increased his records to 49.933mph (80.36kph). This achieved for the first time in Australia (according to an article in Water Sportsman magazine July 1959) a speed of more than one mile per hour per cubic inch for an inboard motor.



When the 48cu inch class was changed to 50cu inch by the APBA the engine was modified more and bored to 49.83cu inches. In March 1959 he raised his records to 52.384mph (84.3kph), then in April he again raised his records to 58.03mph (93.39kph), also claiming the records for the 75, 95, 140 and 225cu inch classes .



During this time of constant development on the engine he also built a new lightweight, plywood flat bottom hull to replace the V bottom one he started with. It is unknown when the hull was changed over, but this is the hull that survives now.

May 1960 saw Jack complete his last record run when he raised all four records to 59.893mph (96.39kph). The record for the 50cu inch class has not been broken.

The Jet was then sold to JM Eddington and in September 1970 he set a record of 15.13sec in the 50cu inch class for the Special Quarter Mile Trials. This record is also unbroken.

The Engine

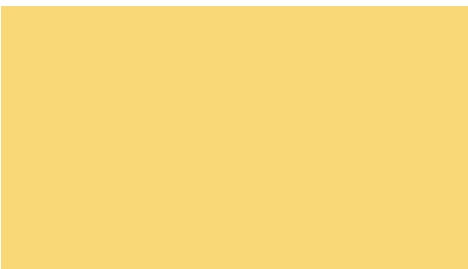
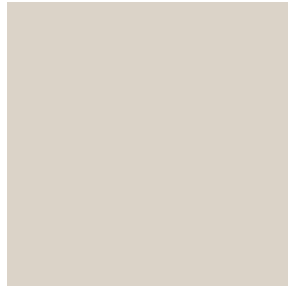
The Engine is a Renault Dauphine type 670-1, originally 850CC from about 1957 and has a multitude of modifications, all carried out with Jack's expert engineering skills. It's hard to know where to start but from the head down the ports have been enlarged from 23mm to 29mm and polished. The combustion chambers reshaped to allow the high top pistons,



also made by Jack to protrude into the head where they can be seen half way up the spark plug holes. Care has to be taken when replacing spark plugs as some brands of the same type are a fraction longer so hit the pistons. The head surface has been machined and combined with the high compression pistons give a compression ratio of 13:1. The top of the cylinder liners have also been machined to relieve the front and back of the pistons.

On top of the pushrod side of the rocker arms there is a frame which supports another set of valve springs that push the pushrods down to stop valve bounce. The rocker arms have been replaced by those from an earlier model which were fitted with brass bushes and the spring rocker spacers replaced with machined brass spacers. The block has had some of its excess weight cut off (gearbox mount section) and new engine mounts fabricated. The top of the block and cylinder liners have had 2.3mm machined off them. The timing gear in these engines originally had a fibre idling gear. Jack has machined the crankshaft and camshaft gears to fit a timing chain as well as fabricating an adjustable idler gear for the chain. The camshaft timing is Inlet opens 43° BTDC closes 79° ABDC Inlet opens 79° BBDC closes 48° ATDC. With a lift of 0.280ins.

The oil system has also been greatly modified, with the main oil gallery blocked and diverted through a full flow oil filter. An external oil manifold has been fabricated and the block is drilled so as to deliver oil to each lobe of the camshaft. Oil is also delivered by external pipes to the rocker shaft, the timing chain and the propeller shaft which protrudes out through the stern of the boat and runs in needle bearings. The sump has been extended and baffled and now holds 4 litres of oil, double its original capacity of 2 litres. The crankshaft and conrods are polished and balanced while the flywheel has been lightened from 4.3kg to 1.8kg. ●



The Evolution of Butter Pat—Chapter 1

By Jacques Lynn (Reprinted from Renault News #57)

Cars have been a hobby of mine since Superman died. I grew up greasy and Renaults just came with the flow. The mid 1970's found me back in the US after 6 years in Asia and the Pacific, looking once again for cheap transportation. A Dauphine presented itself. It was nice looking, cheap cheap, and with it's engine one step above a lawnmower and easily accessible, easy to repair. It turned out they were even easier to find in various stages of disrepair. In a few years I had a yard full of them and I kept busy buying, fixing, selling or parting out the cars until here I am with well over a hundred under my belt and piles of parts. I've learned a thing or two about the old Renaults in the process.

Mechanically Dauphines are weak and of course everything was worn out by the time I picked them up. I hadn't paid more than \$100 for one in years of collecting. It was an ongoing process replacing worn out nonfunctional parts with worn out functional ones. Even when I put new parts in, something else would always go wrong. I always had to keep one spare Dauphine ready to go with a tow bar at hand for the two that my wife and I drove.

I found the clutch the weakest part of the car followed by a cooling system that had to be just right or it would warp the head in a flash. The metallurgy was poor with a weak cast iron crankshaft, and pistons and liners that wore out quickly. A new Dauphine, babied along, would certainly last 75-100,000 miles, but they had almost never been babied. More likely abused by frustrated teen kids with dad's old car in hand to learn on, a first car, cheap cheap cheap, a new toy and learning experience.

The next generation Renaults proved much stronger. The "Sierra" engine and 330 transmission that first came out in Caravelles and R8s were used in Renaults at least to the Alliances and Encores of the 1980's. The best part was the interchangeability they had with the Dauphine equipment. The Dauphine body being much more attractive to me, the natural thing to do was to replace the mechanicals with the newer and better-engineered ones that came out in later model cars. My everyday driver "Gordi" stepped up to the plate. Everything including the motor, transaxle, front end, brakes, speedometer, heater, and wiper motor were exchanged. But that's another story. Clancy Menzel and his 4CV restoration came along (issues 39&40). I got involved in that and found the mechanicals almost the same as the Dauphine, but the style was even more appealing. To me, Renault styling has regressed since the war while the car mechanicals have progressed.

The next logical step was a 4CV Special. I found her in a Tucson back yard quite neglected.

The motor barely ran and every body panel was dinged

and dented, but she was rust free except for under the floor mats where rare Arizona rains had seeped through sunburnt window gaskets. There it was warm and moist year round ...death for floors.

She sported 4 "new" VW 165-15 tires which I inflated and towed her back to San Diego on. 300 miles and the rubber tits on the new tires hadn't even worn off, so I sold them to my brother for his Bug. Every one of them blew out within a few months. So much for "new" tires in the desert for years.

I didn't know her as Butter Pat yet, just my long term special project. She came together in well thought out steps and spurts depending on my time inclination and the weather. I had earlier put an Alliance 1400 cc motor in our Caravelle (issues #17 & 20). Of course I had thrown out the computer and its modern ignition and injection system for the older and better-known R10 equipment. That was a mistake according to Jonathan Burnette. The new computerized motor was simpler and more dependable and he swore, it would out perform the more traditional carbureted motors. Jonathan knew what he was talking about. He was a Renault mechanic by profession working with all the different models imported to the US. A regular suppository of information I called him. Intimidated I was, but with Jonathan on the phone in Austin Texas, I managed to install it.

It has been such a big project I feel I have to do chapters to do it justice. Five more will follow this:
2) Engine and Transaxel, 3) Heating and Cooling,
4) Gauges and Controls, 5) Suspension and Brakes, and finally Body and Trim (the finishing touches).

I'm looking forward to this story with the same sense of challenge, intimidation and excitement I had building my Butter Pat Special. ☺



Model Cars

By Francisco Miranda and Kurt Triffet

Francisco:

Another amusement many of us share is collecting scale model cars. Many different reasons come to mind as to why we start collecting such toys, even if we have the 1:1 version, but basically we like to have a version of our car or just because we like a specific car, we buy its miniaturized version.

So this time I wanted to share with fellow members of ROCoNA some pictures of the Renault cars in my collection.



Kurt:

I became a Caravelle enthusiast because I owned a scale model car when I was young. My Grandparents would go to France every year and always bring back a toy for the grandkids. This inspired me to eventually buy the actual car later in life. Since owning the car, and having kept all the French car toys I grew up with, I decided to build on my collection of miniatures. 🟢



The Back Page

Training Them While They're Young

I recently received the this photo of coin operated toy car from Kirk Gibson, leave it to him to find the first coin op Renault ride I have ever seen. The ride is located outside Olympia Washington, and somehow it is of a pre 1920s Renault. Since Kirk owns a 1907 Renault it seems only fitting to give his grandson his first driving lesson on this ride.

Marvin McFalls



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