

# RENAULT NEWS

**108**  
Summer  
2014

**Carlisle 2014**



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**Barn find boattail Renault** Photo courtesy Marvin Mc Falls



# Back to the Past 2014

By Francisco Miranda

**A**nother year has gone by and it's time for us to participate in the annual event "Back to the Past" that our friends from the "Autos Clásicos y de Colección" for organizing an event with such good will and taste.

As every year, the Alpine Club was present and represented by Carlos and Carmelita Calvillo, Juan Antonio Calvillo, Teodoro Hernandez Jr., Alberto and Marieta González and I. This year we were joined by Eduardo and Roberto Wolf and with the club's president, Alejandro Cortes. Since Huixquilucan's Elegance Concourse was also held on the same weekend (and they draw such big attention), many cars were missing from the show. Nevertheless, a good number of cars, around 80, were part of the event as shown in the pictures.

We enjoyed a very sunny and warm day, a big crowd was gathered and were enjoying the Rock'n'Roll music and a dance contest, as well as cars from so many different eras. For us it's a time to enjoy the magnificent murals, the University installations and campus and share our cars with younger generations.

Our cars on display were the Renault Floride, Dauphine-Gordini, Dinalpin GT4, Dinalpin Berlinette and Dinalpin Cabriolet.

Every year, along with the full size automobiles, there is also a very impressive exhibit of die cast collectibles. The model car exhibition was displayed and were also drawing almost as much attention from the attendees.

Exhibitors were well taken care of during the day with refreshments including coffee and cookies.

Another "Friends and Cars Day", which we deeply appreciate to be part of, and are looking forward for next year's gathering. Congratulations and thanks! ●









# Carlisle 2014

By Marvin McFalls

On Thursday morning I met my neighbors Rachel and Alan Rigby as they prepared to make the drive to Carlisle. Well as they fueled their Citroen CX and we talked the headlights were accidentally left on and the battery decided show off. So after a quick jump the Rigby's were on their way and I would follow behind later that evening.

Meanwhile to get the cars ready for the Invitational Display, Don McLaughlin met up with our Special Guest, Bobby Archer and Ed B. the Vice President of Carlisle Events to get the building open. Around 2:00 PM John Vogler and Brad Stevens joined Don and began checking in cars. Within a few minutes Walter Koopman with the 1962 Rene Bonnet LeMans racer, Robert Katz in the 1936 Hotchkiss, and Michael Sparazza who had trailed the 1911 Breese had all arrived.

Don, John, Walter, and Robert then headed for Hershey to pick up Kirk Gibson's cars for the Pre-war display. Bobby and Brad stayed behind to meet a late arriver. They were scheduled to leave at 3:30PM but it was closer to 4:00PM when they finally left and when they arrived the museum it was ready to close, but Don told them "we need our cars." They were supposed to be back to the fairgrounds with the cars at 6:00PM for a Pizza Party, but with traffic it was closer to 7:00PM when they arrived and unloaded the 1907 Renault and 1897 DE Dion Bouton. While the guys were away, Tom Metcalf had arrived with the Bobby Archer Encore Replica the final Invitational Renault of the evening. After missing the pizza the guys returned to the hotel to get some rest.

I arrived at 8AM Walt and Robert met me at Building R. The day before Bobby had set up his display of Memorabilia and two Renault Engines one a R5 Alpine Race prepared Engine and the other a R5 Turbo. There were also eight cars and one three wheeler in the building and three were not part of the display. Nicholas Dimopoulos, his son George and his friend Joey were ready to put in their LeCar in the building. With the help of Nick, George and Joey it didn't take long to get all the cars in their correct spots. Don McLaughlin had brought his R5 racer so we left it in the building as we waited for our last display vehicle. With all the heavy lifting complete everyone had the chance to check out the show field and vendor areas. It wasn't long before our show field display began to fill up. Once we removed my Encore racer and John's red GTA coupe from the building, Nick Chennelle also arrived with his silver GTA convertible. He drove down from Rochester, NY. After a broken ball joint and a ride on a wrecker to John's house for repairs Tom Gross was next to arrive in his red GTA Convertible

As the day went on Lloyd Mathis arrived at the fairgrounds, after travelling 875 miles in his beautiful Black GTA. John also brought his Silver GTA. We also met Bob Kough a Carlisle resident and R8 owner. While we lined up our cars for the





Toys for Tots Toy Drive, we were joined by Rachel and Alan Rigby in their Citroen CX, just in time for our driving tour and rally. After delivering our toys to Evan Thorson and the rest of the Boy Scouts from Troop 5, off we went; Two GTAs in the lead, followed by one LeCar and a Mazda MX-5 filled out the lineup. John lead us on an exciting and challenging run through the countryside and up into the mountains. The previous night it had rained hard, so we found many flooded out roads and had to rework our course.

Once we returned to the fairgrounds, I received a call from Michel Gou, our final Invitational vehicle had arrived. Michel had brought his 1974 Alpine A110 Group 4 rally car that competed in the Monte Carlo Rally. Once the car was in place our Renault Powered Racer display was complete. With all the work done as if on cue Matt Cottton arrives, just kidding.

Now our attention turned to one of our favorite activities: dinner and a movie. This year's dinner was hosted by our friends from Ohio Chapter and Dan Barton and Brent Bartley prepared a wonderful meal. We were also joined by our good friends and Special Guest from Building Y, Geoff Hacker, Rick D'Louhy from Forgotten Fiberglass and Merrill Powell, the creator of the Victress Fiberglass car back in the 1950s. Tucked away back in building Y was the 4cv based Shark which we featured last year.

Next we received a Canadian invasion from Quebec lead by Stephane Larivee and his wife Claire in the R5 Alpine, Jean-Francois Bourque with his friend Simon in his R16, Nicolas Reichenbach in his R4, and Nathalie Perreault and her boyfriend David in her LeCar to round out our neighbors from the North Terrence Gnesko and Paul Pietrzyk of Ste-Adele, Quebec drove down in Paul's Red GTA Convertible. After everyone devoured our wonderful French themed meal it was movie time. We viewed the original "Gone in 60 Seconds" then we called it an evening after 10pm.

When we awoke Saturday morning, the sun was shining and it was a picture perfect day. So off I went with John and Bobby to the Middlesex Diner. Each and every Saturday there is an open invitation of the Central PA Chapter of the Renault Owners Club to the Saturday morning breakfast. When we arrived Walter Koopman and Robert Katz were sitting with regulars Lee Weaver and Barry Timmons, along with out of towners Michel Gou, Nick Chennelle, Brent Bartley and Brad Stevens. Long time Chapter Secretary John Mullin also joined us, along with newcomer BobKough and his grandson Evan Thorson. Finally, Team Canada rolled in, this was quite possibly the biggest meeting ever for breakfast.

After enjoying our breakfast and conversation we caravanned to the fairgrounds and lined all our Renaults in one long line, Clayton Hoover arrived in one of his Beautiful LeCars, as well as Frank Montano and his family arrived in our third Red GTA Convertible. We then made plans to meet back at 2PM at Building R.





With the help of Lee Weaver, we now had two displays up and running. The Boy Scouts were under the tent collecting toys for Toys for Tots, So we made our way to the Invitational Display, to get the 1984 Renault Encore ready to take out onto the track for the first time in nearly 30 years with the #32 on the door. At high noon they closed down the driving school to allow the Renaults to run the circuit. On his first reconnaissance laps were completed, Bobby Archer left the track to the amateurs including Nick and I in his Blue LeCar with three boy scouts on board. Michel Gou in the A110 with a boy scout and Jimmy Einhouse in the Red GTA Coupe. Now it was time for the showdown. Tom Metcalf went out in his Renault Encore, then Bobby Archer made his second run. I would like to say it was close but Tom struggled with the locked diff on the short course. Bobby's driving exhibition was well received and everyone felt he had the fast time of the weekend but it couldn't be confirmed because the clock was off as the track workers were at lunch.

As we returned from the Track Marty Mckee and Aaron Cathey had arrived from Lenoir City, TN. Marty in his R18 Turbo Wagon, and Aaron in his Black GTA convertible. Finally Eddie Palaghita and his girlfriend Danielle Ludwig arrived from NYC in Eddie's R12 Wagon. Next we made plans for our swap meet. Nick Chenelle, Don McLaughlin and I all set up displays. It wasn't by far the biggest swap meet we ever had but we made a fair share of sales: Dale Martin who had brought his R16 in the past, bought some parts from me. I also sold parts to Brent, Clayton, Nick, and Eddie. By the time the dust settled it appeared that Lloyd had acquired the most parts, and I was happy to have lightened my load a bit. However I picked up a NOS driver's side quarter panel for a Caravelle, luckily Bobby Archer had a nearly empty trailer going back to Tennessee.

Before the program started I was charged with placing the awards from the car show on the winner's car. Annually we have between 10 and 15 cars. This year we had 24 so the judging was tough. We kicked off the festivities with the Central PA Awards. These are some unique awards given by the chapter, this year's winners were Nicolas Reichenbach, Tom Gross, and Frank Montano. Next we recognized distance traveled. Furthest went to Lloyd Mathis and Shortest to John Vogler. Then we moved on to the honorable mentions which went to Clayton Hoover, Stephan Larivee, and Nicholas Dimopoulos Third place went to Walter Koopman for his Rene Bonnet, Second went to Jean-Francois Bourque in the R16 and First place went to Michel Gou in th1974Alpine 110.

Now the program began with special recognition plaques for Tom Metcalf, Bobby Archer, and Don McLaughlin, followed by an update on CJ Hoover by his dad Clayton. Then came the raffle where we raffled of items donated from Renault friends from around the world, followed by a seminar on Bobby Archer's IMSA Renault days and a sale of Bobby's Renault Memorabilia collection. Then in typical fashion we broke off into two groups for dinner one returned to the diner and the other went to Café Bruges a Belgian restaurant down town.





Bobby, Dan, Brent, and I chose the café and were joined by David LaChance and Mark McCourt from Hemmings Motor News, as well as Dennis from Austin, Texas.

When we awoke the next morning the sun was out again, and by the time we finished breakfast and arrived at the fairgrounds most of the cars had headed home. We spent the rest of the morning with our friends from Hemming David a story and photo shoot on Robert Katz' Hotchkiss and Mark McCourt did a pictorial on the three Renault Powered Racers in building R. I spent most of my time packing up with Brad Stevens and Lee Weaver. After running back and forth between two displays Saturday, I spent most of my day in the Invitational display.

After the photo shoot Michel was the first car to slip out the of Invitational Display. At 2:00PM, we had the awards ceremony. Both Bobby and I made speech to thank everyone. Lloyd Mathis was the only Renault member to win an award as he was voted a Top Ten Elite Winner on Friday. This was the second time he received this honor, the first time was for his Dauphine. After receiving the award we loaded up Kirk's cars as well as Walt Koopman's Rene Bonnet and headed for home.

By now it was near 3:00PM and Bobby and I had 500 miles to drive back to Knoxville, so we said goodbye to all our Renault friends. It was a very excited show, and we are all looking forward to returning to Carlisle next year. We now look forward to 2015 where we will try to keep the momentum going and make it bigger and better. So if you didn't make it this year, plan to register early and sign up with the Renault Owners Club. We are already planning next year's displays and several special events that we will announce in the months to come. ●









# Pure Leading Toe-control Arms

By Peter Davson-Galle

I took my 4CVG to the Easter 2013 muster of the Australian 4CV Resister at Junee in New South Wales. It was my first muster & it had more 4CVs in one place at one time than I had before experienced. One of the nice things about looking at people's cars at the Junee meet was seeing that a good number of 4CVs had toe-control leading arms fitted to the rear suspension. In my view, this is an excellent idea & I can't see why anyone wouldn't do it. I first fitted a pair to my second 4CV in around 1966 on the advice of an Adelaide Renault agent. I'll cover 3 matters: why they're a good idea, how to make them & how to "tune" them.

1) Driven independent rear suspensions tend to pull themselves to toe-in (fronts of the wheels pointing inwards) under acceleration & get dragged to toe-out (fronts pointing outwards) on lift off. This move to toe-out is potentially a bad one for handling in that such a move to lift off toe-out reinforces an existing lift off tendency to oversteer generated by weight transfer which, if not under control, can lead to a spin. Contrary to some advice to never lift off in a corner in a rear-engined swing axle vehicle, I advocate a brief lift prior to the apex to point the nose in. However, one wants all of this to be controlled & having the axles flailing around longitudinally doesn't aid the cause of having things controllable. So, the more swing axles can avoid toe changes the better.

R8 family vehicles employ two semi-trailing (attached to the body forward of the axle & trailing back to the axle on a diagonal path) arms that provide toe control but 4CV/Dauphine family vehicles rely on the trunnion bearings or bushes alone. This is a dumb idea as, being at the transaxle end of the axle tubes, they are at the wrong end of a longish lever that multiplies the forces generated at the tyres' contact patches on acceleration/deceleration. In short, it doesn't take long for such put-upon bushes/bearings to have developed enough slop to allow toe change. So, what to do?

One solution that I have employed with my current 4CVG is to use the R8 style semi-trailing arms. But that vehicle was undergoing radical conversion & I was moving to a front mounted fuel tank. Short of something like that, the under-back-seat fuel tank of a 4CV/Dauphine is right in the way of one of those arms.

However, there is clearer space to the rear of the axles on either side of the engine & the simplest sort of toe control arm to employ here is a pure leading arm (for-aft orientation & mounted on body to rear of axle). The easiest place to do this is to mount it off the longitudinal chassis rails. Not as nice as the R8 style arms but a satisfactory way of controlling toe change. Apart from making the cornering behaviour of these beasts more sanitary, such arms have the supplementary benefit of lessening stress on, & wear of, the trunnion bearings or bushes. So, how to make them? There are a few ways of doing this but I'll explain how mine were done back then &

some principles that should be complied with in any variation on the theme.

2) Crudely put, the components of the arm are the arm itself, a way of adjusting its length, a way of attaching it to the longitudinal chassis member & a way of attaching it to the axle tube. A poorly drawn diagram is below & should be referred to as one reads; but, in words:

The arm has to have one main feature: being stout enough not to bend under compression loads along its length. I used simple square section tube (2.5 cm square).

To have it adjustable, I used a piece of threaded rod. A stout flange was welded to on the rear end of the arm (easier to get at for adjustment than the axle end). That flange had an unthreaded hole in it through which the threaded rod passed & the rod had a nut on either side of the flange. At the other end (the rear) of the rod is welded a piece of tube (hole orientated laterally) of a size to receive a damper style bush fitted inside it. A similar arrangement of a piece of tube (to contain a damper bush) was welded on at the front (axle) end of the main arm. Incidentally, I chose damper bushes as they are firm enough to exercise adequate control of toe but have some flexibility such that, as the arm sweeps through its arc on bump & rebound, they can give a bit to accommodate the effective shortening that thereby occurs. Making the arms as long as possible lessens this effect.

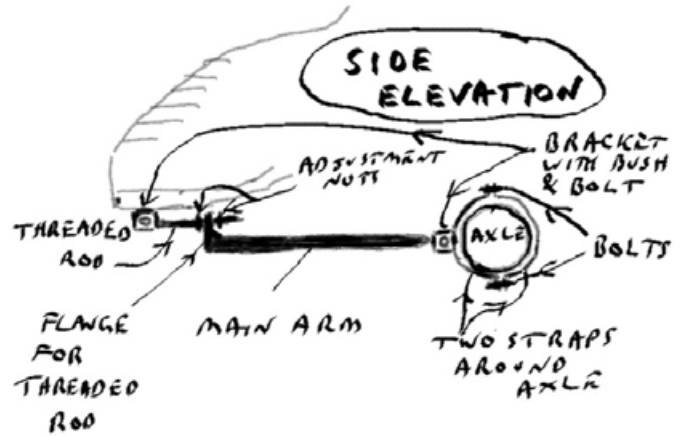
Attachment at the rear was by a bracket descending from as far back on the longitudinal chassis rail as possible. It descends far enough for the arm to be as near parallel to the ground as possible in static mode. (This "drop" will be best measured after the attachment of the rod to the axle tubes has been done.) The bracket is basically three bits of flat iron welded to make a "U" with the open end pointing down & a hole in each of the descending plates such that a bolt can pass laterally through it. The idea is that the bolt passes through the hole in the middle of the damper bush mounted at the rear end of the threaded rod on the arm.

So, what of the front? Basically, we clamped straps around the axle with a another "U" shaped flange welded on to them to, again, bolt-mount the arm through the damper bush. The "straps" were simply more flat iron that was shaped into two half circles with bent ends. The ends had holes in them such that, as the two half circles met around the axle at top and bottom, bolts held them together through those bent ends.

3) As is predictable from the above, the method of tuning is to use the length of threaded rod to vary the length of a given control arm. Initially, one simply sets that length to suit where the axle seems to naturally "sit". However, that might not prove to be the best final geometry, especially if, as is likely, your trunnion bushes or bearings have already worn

enough to have some slop. One possibility is that, having so mounted the arms, one half axle has a different toe angle to the other. This will be apparent when driving as the car will "torque steer" left or right on acceleration or deceleration.

The solution is judicious lengthening or shortening of one arm or the other via the nuts on the threaded rod. Basically, the recipe for doing this is as follows. If the car steers left on acceleration (right on deceleration) then lengthen the right hand arm &/or shorten the left hand arm. If the car steers right on acceleration (left on deceleration) then lengthen the left hand arm &/or shorten the right hand arm. I'd suggest trying to correct the torque steer by fiddling with both arms (in different directions) rather than just changing the length on one arm as this is less likely to stress the trunnion bearings or bushes. ●



## French Nomenclature

By Barnfind.com

For all their issues, quirks, and peculiarities, there is just something about French cars that fascinates us. We love the unusual and simplistic engineering, but we have to admit some of the names they gave their cars were less than interesting. One would think the French would have some of the most creative and profound model names for their cars, but that wasn't always the case. Now don't get us wrong, some of their cars were given great names, but the ones that went on to be huge successes got titles that were more designations than names. We hadn't really given much thought to some of these names until we looked at this 1960 Renault 4CV. We were actually a bit confused when we searched for it and realized it was supposed to be 4CV, which happens to be very similar to one of the most prolific French cars ever built the Citroen 2CV. This got us wondering how Renault and Citroen both offered cars in the late 1940s with similarly bland names. Like usual, the answer turned out to be a rather simple one.

The Second World War left the world a very different place. Nations that had once been wealthy were left in ruins. Many nations had sent all their spare resources to help in the war effort, making resources scarce. France had been hit especially hard and what resources were left were needed to rebuild the country. Rather than having large quantities of iron and steel going to car production, the government instituted a system that encouraged car manufactures to build smaller and cheaper cars. The system charged tax based on the horsepower output, with low powered cars being highly favored. For those of us here in the states, this tax is similar to the gas guzzlers tax, except it applies to every car. The CV in both the Renault and the Citroen names mean chevaux, which roughly translates into horsepower. This means the 2CV fell in the 2 horsepower tax bracket and the 4CV landed in the 4 horsepower group. Now the 2 and 4 designation doesn't mean



that these cars only produced 2 or 4 horsepower. To calculate what tax bracket a car was placed in a formula was used looked at displacement, horsepower and several other factors to calculate how much a car should be taxed. This Renault was powered by a 750 cc straight-four mounted in the rear and by 1960 power was up to over 28 hp. The additional 2 cylinders and added power placed the Renault in the higher tax bracket.

Even with bland names like 2CV and 4CV, both cars went on to be very successful both in France and abroad. The Renault was the first French production car to sell over 1 million units and of course Citroen went on to build millions of 2CVs. This 4CV has some issues and will need work, but it looks to be a great starting point. There weren't many of these imported to the states, but given how many were built and sold worldwide finding parts shouldn't be all that difficult. After investing the time and money, one should have one of the funniest and most enjoyable micro cars that has ever been built. We think the extra tax was worth every penny, both in the looks and handling departments. ●



# Renault Frères 2014

By Francisco Miranda

**A**s 2014 marks the 50th anniversary of the introduction of the legend, we are celebrating 50 years of the R8-Gordini. Renault Mexico decided to jump on the bandwagon, but in Mexico we have had only 2 R8 Gordinis, both imported as samples of a project never completed by the owner of a big Renault dealer called Autos Francia, by Mr. Martín Moreno. Years later, the owners are Pepe Maqueo and Alberto Gironella. This time, due to unresolved negotiations, we could not enjoy Alberto's cars, especially the R8G, Étoile Filante, or Renault F1 among others. The space was then replaced with a couple of nice R8S. The show must go on, as they say in show biz.

One week before the event, the promotion department thought of showing around Mexico, cars that were emblematic of the era. So, these platforms were displaying Miguel Cachue's R10 (disguised as a race car to be more striking) and the other, Alejandro Cortés' A110 Berlinette that is flashy enough to make more than one head turn around.

Pierre Vilalta worked very hard for more than a year on the restoration of his red A110 Berlinette. Miguel Cacheux was responsible for the job. He had to start a detective work in order to know what kind of assorted details were supposed to be in his car, as the owners made plenty of modifications that were very difficult to trace back. As well as buying parts all over the world that, luckily, his wife Corinne was able to bring to Mexico City, mostly.

Teodoro Hernández bought this A110L-GT4 directly on Ciudad Sahagún, the city where the old Renault factory was. They sold him the last body ever made (to our knowledge) with serial number 138. The invoice reads a GT4 body and assorted pieces that were not enough to complete the car. He also started a detective work of what parts were exclusive for the GT4 and how should be placed, etc. Bought one burned GT4 and several R8 parts and with the help of his family, they even reconstructed the fiberglass for this restoration (he has undergone 3 by now) hoping this will finally be the final one.

It's good he is very skilled and methodical, so the final work will be a great job. This time they finished at 6 AM before the show, no sleep at all and of course the previous days with very little sleep and stressful as well. He is already planning to sand all over the imperfections of the body and do some work on the seats as the actual results were oversized. He showed me the picture of the first restoration where his son Teodoro was about 3 years old. How fast time flies, as he is already attending the University! A family project that helps strengthen the bonds between them, Nice!

On display were the Twizzy and the Kangoo, both Zero Emissions. These cars will only be sold to fleets and I hope they sell lots of them, because pollution is making us (literally) cry. Some of us drove the Twizzy and it is a fun, fast and





comfortable little car. Definitely I wouldn't mind having one!

On display was the new Clio Sport that they told us it is still not decided to sell in Mexico, as they have some mechanical problems that the engineers are trying to solve. Nevertheless, it was interesting to see it there! If sold, this will be the first Renault made in France to be sold in Mexico in many years.

The main display featured 85 Classic Renaults representing many of the clubs from the state and city of Mexico including: Club Alpine Mexico. Club Renault Gordini Sport and Renault Owners Club of North America, as well as cars and guests from other regions of Mexico including Guadalajara, San Luis Potosi, Puebla, and others cities.

The second display area just across the street received numerous visits from other clubs and the general public. With estimates of nearly 80 cars on Saturday and more than 100 on Sunday. Although the requirement was to drive a Renault, somehow we saw this Datsun parked in the middle of the Renault Force!

We had a very clear day on Sunday and in the panoramic views you can see in the background of the Renault balloon the volcanoes: Iztaccihualtl and Popocatepetl.

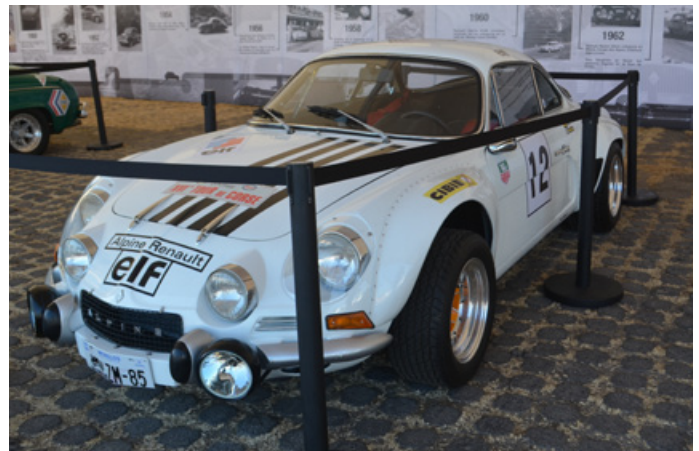
We are excited to see what 2015 holds for the next Renault Frères. ●



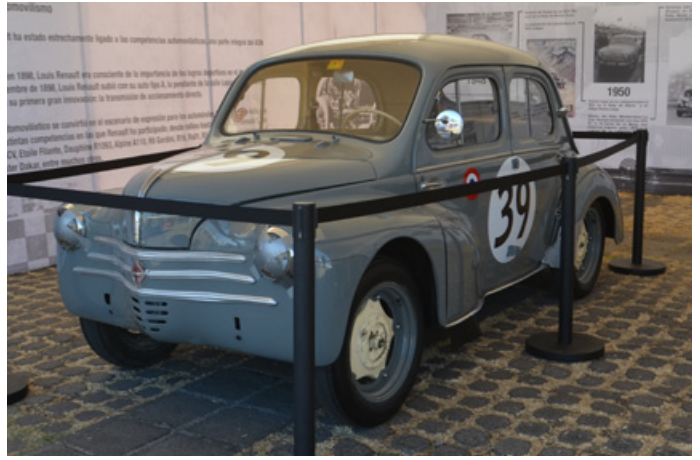






















# Retromobile 2014

By Marvin McFalls

**A**fter many years away from Retromobile I made the decision to return this year. There were many factors primarily all the exhibits were in the main building, also the Jean Rédélé tribute, and the R8 Gordini exhibit as well the opportunity to meet Jean-Charles Rédélé seemed like good reasons. So off we went in February to Paris, a risky proposition as far as potential weather delays. I chose Philadelphia as our connecting city as I had heard good things from others who have traveled internationally through the city of brotherly love.

So believe it or not Brent Bartley and I arrive in Paris bright and early on the opening day of the exhibition. We made our way from the airport to the Porte of Versailles complex checked into our hotel and made the five minute walk to Halle 1. Not surprising there was a huge crowd waiting to get in, after about a half hour we finally made it into the hall. We decided to work our way around the perimeter and then start down the aisles. It seemed like a good strategy as we saw the Bluebird One a Sunbeam based 11 litre hundred year old racer from the Beaulieu National Motor Museum. Unfortunately the day before we were told it had been started up and ran much to the delight of the crowd.

Not to be outdone next came an amazing collection of vehicles of the Maharajas. It included some of the most expensive cars in the world, Being the cars had all originated in India, they were mainly British cars and featuring many Rolls Royce. However the most interesting had to be the swan car and its miniature companion car on loan from the Dutch Lowman Museum from The Hague, Netherlands.

As we made our way around we finally found what we were looking for, the part vendors. Unfortunately as we spent the next few hours up and down the aisles we became disappointed. Mainly due to the high cost of vendor spaces there just wasn't the selection of years gone by. As we made our way into the exhibits of cars we quickly got over the disappointment of the failed parts search.

At this point we decided to move to the center and see the main attraction. As always the middle of the room features the Renault Classic exhibit. On this year's plate was the 30th Anniversary of the Espace featuring the original Matra prototype and each of the three fiberglass bodied generations that followed as well as the current edition clad in metal. Also included in the display was the V10 Powered Espace F1 and Project 900 prototype that Renault was trying to pass off as their first attempt at a minivan. I didn't think it really fit well with the other vehicles in the display.

Next was the 50th anniversary tribute to the R8 Gordini. Featuring five different R8 Gordinis that had competed the previous month in the Vintage Monte Carlo Rally. The earliest model was an 1134 model that is the earliest known example





of an 1134 racer to still exist. I didn't really like the upgrade of the four headlight sheet metal but otherwise it was an incredible car. Next was more or less one the prototype for the 1135 Gordini the last known survivor of an early competition prepared 1135. If that wasn't rare enough, the next car belonged to the Sorcerer himself, Amédée Gordini which featured a twin-cam 1500cc engine. Fourthly was a White and Orange striped which had finish second in the 1969 Coupe Gordini, and finally a nearly mint 1135 Gordini. Renault Classic had definitely put their best foot forward with this year's display

With the Renault stand complete we made our way to the back of the building. As I mentioned in the beginning Jean-Charles Rédélé had put together an incredible collection of his late father's car. As well as the opportunity to see this incredible collection of rally, prototype and formula racer, we also would be able to meet the man during our visit.

Included in the display were four A110 Berlinettes including the 1965 Tour de Corse, a 1967 with centre-lock wheels (one of only five built), 1968 Coupe de Alps, and a 1968 Group 4 1800 racer. Also featured were two A310 in Group 4/5 attire. Prototypes included the two earliest the M63 and M64 that raced LeMans and other endurance events. An A210 that won in LeMans in 1969 as well as the extremely rare A211. Also featured was a later A220 and the A441 the last not non-turbo Alpine Prototype. Finally was 1973 A364 Formula 3 racer, which looked a bit out of place but shown Alpine participation in all three racing disciplines.

At this point we were fairly worn down after a transcontinental red-eye flight and hours on the grounds of the Expo and decided to call it a day, knowing we would return on Saturday and Sunday for more exhibits as well as visits with old friends and new.

On Saturday morning we returned to Retromobile, ready to continue our tour. We decided to focus on some of the interior rows where we found some more interesting Renault: First we found a 4CV Decouvrable convertible on the stand selling car care products. While it is an extremely rare model, it had many period incorrect parts. Also displayed was another famous pair of Renault Rally cars owned by Bernard Marreau first the Sinpar R4 and the R18 Turbo wagon. As well as a R12 Gordini on the Youngtimers magazine stand. Finally hidden well within the auction area was Alfa Romeo Dauphine, unfortunately with no credentials we couldn't get close enough for a good photo or inspection. Other Alpines included a fairly hidden A367C Formula 2 racer as well as nice metallic blue A110.

Next came an unexpected entrant from our neighbor to the north, the Canadian built Manic GT. The car had been prepared by Ateliers des Legendes Ganci a restoration house looking to attract new customer. As you know from recent issue the Manic is based on the Renault 10 Chassis and some 144 examples were built in Canada before the project collapsed. This





particular Manic was the base model with 1289cc engine and four-speed gearbox. Being that this was my first time actually seeing one in person it was a real treat, and quite worth the trip to Paris.

After checking out all these great cars it was time to meet up with some friends, first from California via Brazil was club member, Rex Parker. We had last seen Rex at the Best of France and Italy and it was nice to see him outside his So. Cal. turf. Rex is a regular attendee of retromobile and he introduced us to many of his friends from the Facel Vega club, before we all headed out to check out the diecast collectibles.

After a few hours of getting caught up we had to part with Rex for the moment to go meet up with a chap I had been trying to get a face to face with for nearly fifteen years. Hector Mackenzie-Wintle who I had missed at Retromobile and numerous other European events was working the Beaulieu stand with his mates. We spent the next hour or so comparing notes of the show as well as making a visit to Berlinette Mag stand to renew our memberships. Hector really is an incredible fountain of knowledge when it comes to Renaults of any period. It was great to finally put a face to words I had red since my earliest days in the Renault hobby. I only wish I had brought a copy of Hector's book for him to autograph.

As our time was winding down with Hector we were rejoined by Rex and we made plans for dinner. In the meantime Brent and I had the opportunity to check out one of the most interesting displays. Some one hundred years after the outbreak of the Great War known as World War One here the organizers had put together an incredible exhibit of vehicles. Featured prominently were two Renault FT tanks, as well as Type AG Marne Taxi. Also was a lesser known Renault UE tract carrier filled with ammunition. While the display was quite impressive an older gentlemen took advantage of one of the trees in the display to relieve him in dirt that organizers had placed on the expo floor. I guess for him it was authentic enough. With another day concluded we joined Rex for an incredible dinner before returning to our hotels.

The next morning we awoke early to join friends from the Renault Alliance Club Passion. First we met Philippe Galaup at Rex's hotel and then we were joined by Club President Gerard Guttman and Club Webmaster Vlad outside of Expo. Gerard and Vlad had driven their cars to the show and were part of a special display in the parking lot as you entered the Expo. After a nice meal we went to check out the display. Not surprisingly Gerard and Vlad's car were among the most popular as Gerard drove his Alliance Convertible and Vlad brought his bright yellow Alpine GTA V6 US Spec with pop up headlights. Other Renaults displayed outside include a grey 4cv, a red and white Dauphinoise van, a light green Dauphine, a blue 15TL, French racing blue A110, and R8G 1300, a maroon Fuego, and finally the newest classic Renault a first generation Twingo which celebrated twenty years since its introduction last year.

Following a great lunch we showed our French friends





around the exhibit. Our first stop was to the Renault Stand where with the assistance of Philippe we were able to talk R8 Gordinis with some of the guys from Renault Classic. Next Vlad had to check out the vendor area where he was able to find some US model brochures of Renaults for his collection. We even found time to stop by and introduce Hector to our Renault Alliance friends.

Believe it or on Sunday we were still finding interesting vehicles. We found two early Renault buses. One from the 1920s and the other from the 1930s. Also somehow we had missed a metallic blue R5 Alpine. All and all it had been a great day and we joined back up with Rex for a farewell dinner at local Brasserie.

The next morning we headed for airport. We arrived with plenty of time, but our flight was delayed. Not leaving Philadelphia on time caused us to be two hours late returning. After a quick trip through customs and immigration Brent made his flight while I had to wait several hours for a later connection. All and all it had been another great trip to France and hopefully we will make it back to Retromobile very soon. ●





# Renault Muster Down Under

By Marvin McFalls

**O**ur tour began in Brisbane on Thursday 17 April, so I left on the 15th flying first to Dallas, then on to Brisbane. I arrive at 5AM and after about five minutes I had cleared Customs and Immigration and was in the lobby of the Airport. After a few minutes, Bob Gray and John Waterhouse arrive and off we went to Bob's house in Cleveland. After a brief freshening up, Bob and I headed down town to meet up with Renault Car Club of Queensland President Phil Harrison and special guests from France, Ghislain and Josiane Houpy.

So with the help of our French speaking tour guide Daniele Lamarche-Sarvia and the two locals, Phil and Bob, the three tourists received an interesting history lesson on Brisbane. It was an enjoyable afternoon. While we were away, Bob's wife Florette and John and his wife Alex were getting everything else prepared for the trip. Once we returned Bob, John, and I paid a visit to Bob's parts bin to find spares for the two 4CVs for our travels ahead.

With everything packed and repacked in the 4CVs and Scenic RX4 we headed for the welcome dinner for the Renault Muster. At the dinner I met several new friends. First the new: Don and Diana Gordon, and Graham and Maureen Nordling. Don is the Club Treasurer and Graham is the Club Secretary. Also Graeme and Annette West, his business partner Peter Kleindienst and his wife Suzie. Also there were Ken and Lyn Melville, and former Club President Ian Both. Nearly twenty years ago Ian contacted me about troubles with his Fuego. I sold him a few parts, never thought we would meet, but almost two decades later we were in the same room.

Also in attendance were friends I had met previously including: Frank and Linda Wicks, Rex and Heather Veal, Alan and Karen Moore, Rob and Rhonda Ringe, Tom Harrison and Susie Canham, Bruce Slade, as well as Phil Harrison's wife Mirva. With all the participants in place, we sat down for a nice dinner.

After dinner all my travels began to wear on me as I nearly dozed, but Alan Moore and I became entangled in a long conversation on modifications and performance adaptations on his 4CV and that carried me through the rest of the evening. By the time we returned to Bob and Florette's everyone was ready to retire.

The next morning we awoke early and started the trek from Brisbane to Toowoomba. We arrived at the rendezvous and were quickly joined by the contingent from the Renault Car Club of Australia. Frank and Linda Wicks in their Green 4CV of course we know very well but we were also joined by club President Bob Sprague and Fran Fifield in their Clio Renault Sport as well as club officer Alastair Browne in his R15 TS.

Next we travelled to a local park where we celebrated Good





Friday and were joined by the rest of the participants. Bruce and Alan in their 4CVs, Rex and Heather, and Phil and Mirva in their Dauphine. Ghislain & Josianne in the Floride, Don and Diana in the R20 TS, Ken and Lyn in the Alpine 610, Next came a group of Meganes, including Larina and Jeremy, Peter and Suzie, and Graham and Maureen. Wrapping it up with the newest Renault were Rob and Rhonda in the Renault Latitude.

It didn't take long for my navigating skills to get Bob and I off course in the 4CV, luckily his daughter Larina took charge and put us back on track. As I soon learned the coastal area of Queensland is in close proximity to the mountains. After a few hours we stopped for a nice picnic at lake before making our climb up to Toowoomba. After getting settled into our hotels we had dinner then called it an early evening.

We awoke the next morning and journeyed the final few meters to Picnic Point, which is the highest point in Toowoomba; what an incredible view! After breakfast we made our way to the local museum where we were given a tour. Included in the museum was a tribute to the Australian and New Zealand Army Corps (ANZAC), that fought in World War One suffering the highest percentage of casualties of any fighting force.

We then made our way to the town of Nobby where we had a huge lunch at Rudd's Pub, followed by Tea at locals Peter and Maryann Bisdée's house. Peter gave us a tour of his Shed where he had a Renault 4 in need of restoration while Maryann entertained and plied everyone with dessert. The RCCA decided to make an interesting pit stop on the way back, so I rode with Frank and Linda. We found ourselves on the other side of the fence of a yard filled with old cars. The cars were mainly French and it was said the owner was hoarder unwilling to sell any of them. It was an amazing time capsule of French cars in Australia, we all left wondering what would become of all these rare cars. Following dinner at the local golf club, we called it a night.

On Easter Sunday, we awoke early and headed for the Jondaryan Woolshed. When we arrived I was very excited to see good friends George, Sandra, and Stewart Hames standing next to their Ferlec Dauphine. We had been told the Hames wouldn't be joining us on the Muster so their appearance was delightfully unexpected. As it turned out the Woolshed was also one of my favorite stops on the tour. We were able to see how sheep were sheared as well as get the feel of life on an Australian station in colonial times.

After a nice lunch we made the drive to Oakey to tour the Army Flying Museum. Our tour guide took us thru the history of Army aviation in Australia needless to say by the end of the tour everyone was excited to return to the hotel to check out the F1 race before a traditional Australian BBQ. By the time we called it a night we were quite worn down from a very busy Easter.





On Monday morning we returned to Picnic Point for another scenic breakfast, before heading to the Queensland Car Museum. While I have been to car museums all over the world this one was definitely memorable as well as informative. The curator was a Holden man, so about 1/2 of collection were from the Australian division of General Motors. However, Australian Ford and Chrysler products were also represented. I particularly enjoyed the workshop, and then I was able to ride back to the hotel with Alan Moore in the NOT 750 4CV which features a 1.6 litre engine. We then wrapped up our final night in Toowoomba with another Barbie.

The next morning we headed for South Burnett, another farming community. Following a nice lunch at Popee's Restaurant and a visit with some local wallabies we then headed for Belvedere Farm. We were taken on a tour by local peanut farmer and poet, Mal. We learned a lot about farming in Australia today, and then Mal and his wife gave us trial of the flavored peanuts they prepare and sell. Everyone seemed to enjoy the many different flavors, and I would have liked to take a few jars home if they wouldn't have been confiscated by customs.

We then headed for Wondai, where we spent the evening. When we arrived we noticed the rear tire on Bruce Slade's 4CV was low. By the time we checked in to our rooms it was flat. I volunteered to be Bruce's pit crew and we quickly changed the tire. We were lucky we didn't have much farther to travel as that tire wouldn't have made it another kilometer. Following a dinner at the local pub we called it an evening.

The next morning we awoke ready for a change of scenery after spending several days in the mountains and an afternoon in farming country we were ready for some Australia's famous beaches, Mooloolooba on the Sunshine Coast was our next destination. To get to the beach we had to drive back thru the mountains. I enjoyed two unique rides. First with John Waterhouse in the 21 hp early 4CV and then when we made the final climb I rode with Phil Harrison in his Dauphine Gordini. After the ride I nicknamed him Ferrari Phil, as he whipped that Dauphine thru those curvy mountain roads.

Eventually the mountains returned to sea as we made our way thru the heavy traffic of the sunshine coast. Finally we arrived at Mooloolaba Mantra hotel. After enjoying a nice afternoon at the beach we had dinner at the Surf Club, a 10 minute walk down the beach. After dinner we did a little shopping on the promenade before returning to the hotel for the evening.

The next morning we awoke early for a day at the Australia Zoo. Developed by the late Crocodile Hunter, Steve Irwin and still owned by his family, it was a very impressive Zoo with nearly every species of Marsupial as well as other animals from around the world. Included in the display were a huge bird aviary and a stadium where they put on shows. Some of the highlights of the show included a crocodile nearly twenty feet long and a trained condor. We did our best to see every

exhibit and by the end of the day we were starting to wear down. After a few hours of relaxing in the hotel room we met at O'Malley's Irish Pub. We had a nice meal and then were entertained by an Irish Band after dancing off dinner we were ready for a good night's rest.

The next morning was ANZAC Day and the day started early back at the beach club with a sunrise service. Thousands of people turned out for the tribute to those heroes that had fallen nearly a century ago. After the ceremony we packed up and prepared to move again. On the way we stopped at the Glass House Mountains. First discovered by Captain Cook, the hills rise abruptly from the coastal plain which reminded him of the glass furnaces where he grew up in England.

We decided to return to Bob and Florette's before heading to the Gold Coast. We had some stuff we no longer needed and other things we needed to pick-up. After a nice lunch on the patio, we hoped we could beat the traffic to Surfer's Paradise. As it turned out those that had traveled straight down from the Sunshine Coast fought traffic, while we made good time and only encountered traffic the last few hundred meters. After figuring out lodging accommodations, I had the task of trying to pack over 100 shirts and jackets into two suitcases. It turned out to be a monumental task, which took a few hours, which I completed while everyone else went to dinner at the Yacht Club.

The next morning would be my last full day in Australia and in typical fashion we made the hour drive from the beach to Eagle Heights Mountain where we had breakfast then we traveled on to Cedar Creek Winery for a wine tasting and lunch. We were joined by locals Ross and Rhonda McNaught in their beautiful Floride. After a nice meal and conversation with the McNaughts we headed back down the mountain to the Gold Coast with one last chance to do some shopping before dinner.

For my final meal they couldn't have picked a site with a better view more than 1000 feet above the beach in the tallest building in Australia. The Q1 tower's observation deck was great; we had our own reserved area where we had a private party. The food was good, and we even sang French Songs, everyone thought we were crazy. I received a beautiful hand-made plaque from Ghislain & Josianne from their Museum in France. It was the perfect end to a great trip.

I awoke early the next morning and Bob and John took me back to Brisbane to the airport. After getting my bags checked they returned to the Gold Coast, as I awaited my flights to Sydney, then Dallas, and finally Knoxville. The Renault Muster Down Under continued on for another week, before wrapping up. While we were disappointed that more international Renault Enthusiasts didn't participate those that did had memories that will last a lifetime. I hope to return to Australia again soon, the people are wonderful and the cars are amazing. If you ever get the chance I highly recommend it. ●



## Westach 6-Volt Rev Counters

By John Waterhouse

**P**ictures are worth many words. Sitting neatly at the left of Colin Redmond's newly refurbished dashboard is a 50 mm 6-volt tachometer from Westach, in the USA.

I'd been looking for a 50 mm instrument for years, on and off, and never seemed to be able to find one to suit my 6-volt car. It hadn't been easy to find a neat, classic-looking 12-volt one for the R8, but eventually ebay UK delivered what I needed. Someone is always selling 12-volt tachos anyway, even if some are styled pretty badly. OK for a Datsun 120Y coupé perhaps...

Google came to my rescue in the end, and I discovered Westberg Manufacturing Inc. in Sonoma, California (see [www.westach.com](http://www.westach.com)), the maker of Westach instruments.

Other contact details are:  
Address: 3400 Westach Way, Sonoma, CA 95476, USA  
Phone: (707) 938-2121 Fax: (707) 938-4968  
Monday to Thursday 7:30AM-4:00PM PST  
Technical Info: [westach@juno.com](mailto:westach@juno.com) ●



## What An Auto Year!

By Richard Reau

**I**t has been quite a year with classic cars, and here's the latest news...

Last fall I sold off the '64 Dodge Dart, which brought me down to just two classic cars, the '66 Caravelle and the '69 Volvo 1800S. At that time both cars were "restored" and driving just fine. But the ready cash from the sale of the Dart had me perusing Craigslist, where I discovered a '76 MGB and the delightful world of classic British motoring.

I took the Renault out to my sister's house 30 miles away and stored it in her garage over the winter, our worst since the blizzard year of '78. Came spring, and I was working with the MG, and motoring it and the Volvo around. Sheer bliss. 2 weeks ago, I finally retrieved the Caravelle to keep it fresh, and realized soon that I did not have good storage for 3 cars. I decided to sell the Caravelle, and listed it on ebay.

The bidding was brisk up to my reserve of \$4250...(4000 for the car, 250 for ebay fees). At the end, the car sold for \$6000. It will go to a guy named Mike Malamut, who owns/runs the Malamut Auto Museum in Thousand Oaks, CA. Evidently they rent cars to the movie studios. The ebay fees were just \$140 total. I am pleased with the listing, and I received a cashier's check for the car, and did not have to go through PayPal and pay their fees.

Then, in the middle of the auction process, I was rear-ended in the Volvo, and it appears that the car is totaled. Hopefully the insurance settlement will be in line with the actual value of the car. Now I'm down to just the MGB. I have my eye on a barn-find BMW 2002. ●





# The Back Page

**Dauphine in the wild.**

*Photo by Rob Pitt*



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