

# Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | FALL/WINTER 2015 | 111



Best of France & Italy 2015

**Renault Owners  
Club** OF NORTH AMERICA



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### Renault Owners Club of North America

[www.RenaultClub.us](http://www.RenaultClub.us)  
[www.RenaultOwnersClub.org](http://www.RenaultOwnersClub.org)  
 Email: [info@renaultclub.us](mailto:info@renaultclub.us)  
 Established in May, 1991, La Jolla, California, USA  
 Founding Member: . . . . . Jacques Lynn  
 President. . . . . Marvin McFalls  
 General Administrator . . . . . Kurt Triffet  
 Vice President/Club Liaison . . . . . Jesse Patton  
 Membership Secretary/Treasurer . . . Sharon Desplaines  
 Editor of Renault News. . . . . Marvin McFalls  
 Forum Moderator/Print Editor . . . . Michael Heather  
 Spanish Translator/Editor . . . . . Fernando Zavala  
 Publisher . . . . . Triffet Design Group  
 Communications Support . . . . . Sandee Weiner  
 Webmaster & Classified Ads . . . . . Kurt Triffet  
 Librarian . . . . . Michael Muller

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 467 Mission Gorge Rd #81, Santee CA 92071  
 Tel: 619-334-1711 • [hummer5@cox.net](mailto:hummer5@cox.net)

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<[renaultclub.us/letstalk](http://renaultclub.us/letstalk)>

### Articles, Letters, Correspondence

Marvin McFalls, 4800 Ball Camp Pike, Knoxville TN 37921  
 Tel: 865-387-1004 • [moose01@earthlink.net](mailto:moose01@earthlink.net)

### Newsletter Production & Publishing; Website Design

Triffet Design Group • [www.triffetdesign.com](http://www.triffetdesign.com)  
 Tel: 805 658-8646 • [info@triffetdesign.com](mailto:info@triffetdesign.com)

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Michael Muller, 4907 Meridian Ave. North,  
 Seattle, WA 98103 • [m\\_muller22@hotmail.com](mailto:m_muller22@hotmail.com)

### Inter-Club Liaison, Club Correspondence

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

### Social Media

**Facebook:** [www.facebook.com/groups/291079754246181](http://www.facebook.com/groups/291079754246181)

### Technical Advisors

**4CV, Dauphine, R10, Caravelle** Jacques Lynn, 13839  
 Hwy 8 Bus., El Cajon, CA 92021 • Tel: 619 561-6687  
[jacques@renaultparts.us](mailto:jacques@renaultparts.us)

**R8, Fuego, Medallion** Don McLaughlin, 390 Linton Hill  
 Rd., Duncannon, PA 17020 • Tel: 717 834-4449

### Alliance, Encore, GTA

John Schuler, 120 Stirrup Lane, Kunkletown PA, 18058  
 Tel: 484 431-8050

**Premier (Eagle)** Chris Davidson, 3615 E. 28th St.  
 Highland, CA 92346 • Tel: 909 862-4780

### American Alpine A-310 Club Representative

Brad Stevens, 4652 Maiden Lane, Canandaigua, NY 14424  
 Tel: 585 394-3265

### Club Alpine Mexico Representative

Francisco Miranda, Villahermosa #9, Mexico City DF 10400  
[francisco.miranda@estudio19.com.mx](mailto:francisco.miranda@estudio19.com.mx)

### Racing Tech

Bobby Archer, 977 Bask Lane, Roanoke, TX 76262  
 Tel: 817 709-8074 • [bobbyarcher1@msn.com](mailto:bobbyarcher1@msn.com)

### Alpine Renault Registered Owner's Association

Editor: Yves Boode, 2816 Broadway, Rockford, IL 61108  
 Tel: 815 455-1944 • [yvesboode@gmail.com](mailto:yvesboode@gmail.com)

### Gordini Engines, Custom Building

Martin Moe, Seattle, WA, Tel: 206-542-8440

### R5 Turbo Club Representative

Bill Dickinson, 14548 Dickens St., Sherman Oaks, CA 91403  
 Tel: 818 981-6595

# Alpine Dream 2015 - 20 Year Reunion

by Brad Stevens



I guess the title gave it all away. It was a gathering of the faithful. We started planning for it in 2014, but like all things there were some hiccups along the way. Alpine owners in the USA have many obstacles to face for a gathering. Not only are our cars extremely rare here, but the great distances we have between each other. Some of cars are used for racing, others are driven, and still others are garage queens and seldom see the light of day. Keeping in mind that the country is nearly 3000 miles across, we decided on a survey to determine where we would meet, since the majority of the responses were for Road America, the die was cast. Next was to get owners to show.

We tried several emails but owners had car problems, the distance too far, or just scheduling conflicts. However the faithful and longtime owners, Terry Zabransky and Judy Napoleon said they would be hosts and coordinate the event. They contacted and ordered a tent and golf cart to be used at the track as a benefit for the attendees. They also said we could meet at their house and stay over, for the trip up from Chicago, Illinois to Elkhart lake, Wisconsin.

Mike Deak said he would drive his 1986 Turbo GTA from Austin, Texas but would meet us at the track. Norm Preser would come from Columbia, South Carolina. However, his 1985 A-310GT developed a leak in its fuel tank so he would drive his Nissan Sentra R 800 miles to Chicago on Thursday. Terry and Judy graciously said that Norm would be able to drive their beautiful R-5Turbo 2 to the track. I left Canandaigua, on Thursday morning and drove 650 miles to Chicago. Meeting up at Terry and Judy's house, the four of us went out for Mexican food that evening.

Friday morning at 6 am is quite dark but we prepared for our departure at seven. The trip is about 220km and takes about 2.5 hours, which proves exciting as we have traffic with rush hour commuters and rather large trucks. We arrive at the track and check in. I get held up because of my e-ticket, but Terry secures the tent and the golf cart. Minutes later we have the all 4 cars parked and wait for Mike to join us. Mike Deak has to drive his 1986 Maroon GTA Turbo 1,363 miles. The trip is over 19 hours one way! That is dedication! Mike arrives and we have Brats und Bier! The rest of the day is spent watching the race cars qualify or wandering around looking at the beautiful cars in the paddock. Later, it is back to the hotel to change and head out for dinner.

#### 4 renault news

Saturday is pretty much the same but on our way back from the track, I burst a hose on my car. Fortunately, it appears nothing major so we change and go to the Osthof to view the show cars then eat. Under the cover of darkness, Marvin McFalls, president of Renault Owners of North America, flies in from Tennessee, rents a car at Chicago's O'Hare airport and drives up to Elkhart Lake, Wisconsin.

Sunday morning it is determined that some of my hoses are not good so Mike and Norm decide to replace at least three hoses. Unfortunately this keeps us late for the track, but through their Herculean efforts my car will make it back home safely. Terry, Judy and Marvin head to the track early and we follow on about 2pm to watch the races together. Sunday night the six of us go to a restaurant which was converted from an old railroad station. Great food with great friends!

Monday morning we depart from the hotel and say good bye to Marvin as he heads to O'Hare airport in Chicago to fly back to Tennessee. Arriving back in Morton Grove at Terry and Judy's house, we clean the cars and have some lunch. Later in the evening, we eat in and watch some races. Tuesday morning Norm and I leave for home, Mike departs on Wednesday. Once again Mike has to make the longest trip, totaling over 2,500 miles for the reunion.

Reflecting back on the weekend, it was a lot of miles, but we did make an extraordinary effort to celebrate the twentieth year of the American Alpine Club. We had great weather, great food and a great time. This story and the pictures only tell a fraction of what happened, but to those who attended, will remember it for some time!

Where have you been in your little Alpine? 🏠



## An Affair with French Flair

by Marvin McFalls

Each fall, car lovers from around the globe converge on Upstate S.C. to witness a celebration of European automotive excellence. The Euro Auto Festival highlights vintage, classic and antique vehicles from Europe's past and present. The cars of France were featured at this year's Euro Auto Festival; the event has taken place each year at the Zentrum, BMW's North American museum in Spartanburg, South Carolina. Now in its 20th year, the Euro Auto Festival has moved to neighboring Greenville, SC and the festival took place on October 16-17, with October 17 designated as Car Show Day.

With nearly 450 cars over the past two decades Euro Auto Fest has grown to become a must-see event for aficionados of the marques of Europe. With this year's special Feature being French cars, I teamed up with my good friend and neighbor John Rigby to put together a first rate display of French Cars. I believe from all the awards we garnered we did a pretty good job.

In typical fashion we made a pre-dawn run to Euro Auto Festival, I had Brent Bartley and his girlfriend Denise come down on Friday evening, and we left the house at 5:30AM. Somewhere in North Carolina we were separated when Brent took a pit stop. However everyone eventually arrived at The Preserve at Verdade golf course in Greenville. All told we had twenty French cars. 10 Citroens, 7 Renaults, and a Matra djet, Panhard PL-17 Convertible, and Peugeot 504 coupe.

Myself in the Alliance GTA Convertible and another Knoxville resident John Weaver who was driving his 1978 Renault LeCar were the first French cars on the field. It wasn't long before more French cars joined us. First came Jamie Grigg and his daughter in Jamie's 1985 Renault Fuego, then Norman Preser and his son followed in the Alpine 310, and Mike Deak in his Alpine GTA V6 Turbo. Next came Jeff and Larry Trepel with their Renault 16. Many members may remember this car as it was owned by Matt Cotton for many years. Our 7th car never made it onto the field due to water pump issues, so we will have to wait until next year to see Brent Bartley's Medallion Wagon

On the Citroen side, John and Barbara Rigby had two of their finest cars on display, their Traction Avant and DS23 Pallas. As well as their son Alan and his wife Rachel drove their DS. Also in a Citroen was Steve Cripps with his custom bodied 2CV delivery van. I had



met Steve back in May at the Microcar Reunion and invited him. All tolled there were 3DS, 3 2CVs derivatives, 3SMs and the Traction Avant

In the other French section we had a couple of good friends as well, Patty Schwarze and her boyfriend Don brought the Fabulous Panhard PL-17 Tiger Convertible and Jeff Lane from the Lane Motor Museum brought his Matra Bonnet dJet 5. Jeff was also the special guest speaker at Saturday night's dinner.

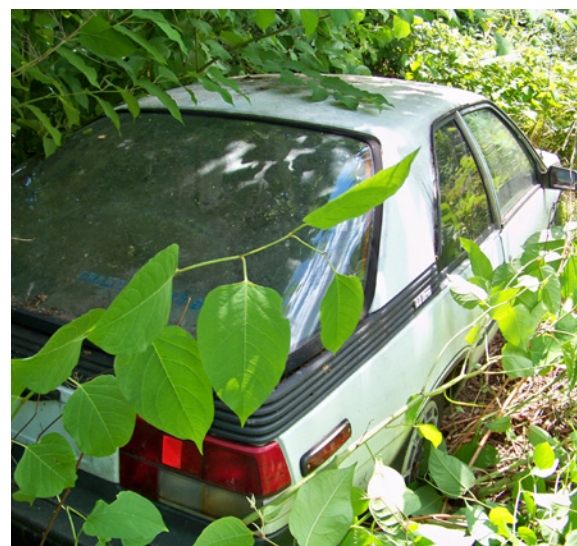
We had a wonderful afternoon hanging out with friends, Patty and Don put together a nice spread of vegetables, cheeses, and a little red wine which hit the spot. John Rigby and I made a pass through the show field. Overall the British car section appeared to be bigger than last year and the Porsche section seemed a bit smaller. It was slightly confusing figuring out which cars were in which class as many displays ran together. However for the first time at a new site it went about as well as it could.

By 3PM the organizers came by to give out ribbons to award winners. The first to receive a Ribbon was Patty Schwarze, Followed by Jamie Grigg. As we later learned that Jamie was mistakenly give Mike Deak's award, but Mike didn't have any hard feelings and encouraged Jamie to keep the award. John Rigby won the Citroen class and Steve Cripps was second. However that wasn't all. The People's choice award was given to John Baldwin for his incredible 1965 2CV Charleston. Among the sponsors of the event was Michelin, and they awarded a special award for the car that "Best represented the French Spirit" to Terry Dobson for his Citroen Mehari. All and all a fine showing! A great afternoon with friends both old and new and we further educated the European car community about French cars. 🍷



## Another Renault Collection

by Marvin McFalls



Back during the summer I received a call from Dick Schaffer. Turns out, Dick was a member of the Renault Club in the early days. Back then he was a mechanic and he specialized in the Renault Alliance for a number of years servicing Renaults in Lansing, Michigan area following AMC's sell out to Chrysler. Well as the years have passed his customers moved on from Alliances but somehow Dick had a hard time parting with them. He told me that he had 17 Alliance, Encore and GTA models. To add just a little variety he also had a Renault Fuego.

Being that he was hundreds of miles away and my tight schedule, I called on an old friend and club member Kevin Tallent. Kevin was the original owner of the Rusty Encore that we featured in the RN a few years back. Long story short both Kevin and his brother owned Renault Alliance and they lived a couple hours away from Dick so I convinced them to go out and take photos of Dick's collection.

While many of the cars have been stripped and other have rust issues from the photos it appears three or four of the cars could probably be put back on the road. Also there is great deal of good parts still available. Anyone that would be interested in traveling to Michigan and finding a home for one of Dick's orphans or getting parts for your car, please let me know and I will put you in touch with Dick. Hopefully we can help Dick thin down his herd. 📍

# Best of France and Italy 2015

by Marvin McFalls

**O**n November 1st we made plans to return to Woodley Park for our annual West Coast meet. However we flew into LA on Halloween, and made plans for our annual trek to Frazier Park. Of course the weather interrupted our plans. As Brent Bartley was flying into LA thru Dallas, due to heavy rains, they closed the airport due to flooding. I guess we are used to this so Brent went to Philadelphia and then to LA.

We finally met up at 2:30 and after picking up our car, went to check out some R16s in the valley. I had spoken to the owner months earlier, a guy who called himself Joe, but as we talked I found out he originally came from the Czech Republic so I figured it was either short for something or possibly a nickname. Joe had hoped to acquire an R12 as he had owned one back home, but these R16s were as close as he could get. Unfortunately he lost interest in the project so they are up for sale. Both cars are really solid and the one is a runner but being 2000 miles away the numbers just didn't work out.

So off we went to Frazier Park. Our good friends, Dene and Pat Barrett, were hosting the annual get together before the show. All the usual suspects were in attendance: Jacques Lynn and Sharon Desplaines had arrived earlier in the day and Sharon had made her special spaghetti sauce and meatballs. Arriving just before us was Shin Yoshikawa and his wife Michiko. As Sharon and Pat made the finishing touches on dinner everyone else took time to get reacquainted. After a wonderful meal and stimulating conversation, Brent and I were ready for some sleep, all the traveling had worn us down.

The next morning we awoke around 6AM. Brent, and I packed up and waited for Dene and Pat to come down. Soon after 7AM we got on the road, Pat and Dene were waiting for a friend so they followed behind a few minutes late. Jacques and Sharon had already gotten an early start and of course Shin Yoshikawa decided to sleep in and pass on breakfast. At 8:10 AM we arrived at Jerry's Deli on Ventura Boulevard. When we walked in, besides Jacques and Sharon, Mike Heather, Kurt Triffet and Rex Parker were getting reacquainted. It wasn't long before Denny Moynahan and Jim Miller were also in attendance. As the waitress took our orders we caught up with what everyone had been up to since last year.

Following a good breakfast, we made our way over







to Woodley Park. Beautiful sunshine and warm temperatures were making for a perfect day. Unfortunately every day this summer and early fall have been the same, and the lack of rain had taken its toll on the Woodley grass. The show was already filling up with cars - this was an average crowd and generally the better the weather, the more cars we have, but the dusty conditions may have hurt the overall numbers a bit.

This year Jim forgot to bring the tent, but Sharon and Jacques had brought a table so we displayed our French flag and our club literature. It wasn't long before we had our first customer, Fred Barlogh, a local who recently bought an Renault 12 from New York. We gave him an application and encouraged him to bring his car to next year's event.

Even though the weather was great, we didn't have a great turnout of cars. All totaled, we had six Renaults, a Caravelle owned by Don Contreras, an R10 owned by Jim Miller, and we also had four R5 Turbos, one Turbo I and three Turbo IIs. Finally we had a Matra Djet which has a Renault powertrain. Parked next to it was Deutsch Bonnet with a Panhard engine, as well as a Panhard Dyna, and Shin, who drove his Talbot Matra Murena.

The best part of the show is checking out all the unique cars, it was an interesting mix of French cars. For the second time this year Renaults were out done by Peugeot's at our shows - for first time ever at BOF&I. There were 403, 404, 504, 505, 205 GTI and 205 T16. Next year we need to do something about that. The Citroens had a nice display including TA, DS, CX, XM and have course 2CVs. The biggest surprise was the Facel Vega reunion that included 8 different Facels covering each generation and nearly all body types. Bugatti was represented by two of the best known collectors as Jay Leno and Bruce Meyer brought incredible examples.

As usual with this show, it began to break up around 1 PM. Sharon and Jacques were the first to depart heading back to San Diego, then Mike and Kurt followed by Dene and Pat. Shin was the last to leave around 2 PM. After we said our good-byes, Brent and I were on the road by 2:30 PM.

With next year being the 25th anniversary of the club, we need to go ahead and start making plans for the Best of France and Italy 2016. I hope you can join us. 🍷





# La Carrera Panamericana

by Francisco Miranda

It is the first time ever that a Renault Dauphine participates at this important race. To be able to compete in the "Historica A" category, Miguel Garza had to specially prepare a Renault Dauphine. Miguel had recently bought my Renault Dauphine Gordini, Type 1091, built in 1962. When I sold him the car it had a 2.0 engine from a Renault 18 but it wouldn't meet the specifications for "Historica A" so Miguel installed Engine type: Renault K7M-710 Those engines were used in the Dacia Logan and in Mexico were fitted in the 2010 Renault Sandero model. With 1600 cc with 90 BHP, 8 valves. (It had to be 8 valves in order to compete in the "Historical A" Category). After installing the Webers and headers, it should be over 100 BHP.

Other Modifications included: 2 Webbers 40 DCOE, Megajolt Ignition system that works on a damper pulley, pulse sensor to open throttle, EDIS4 module and a Ford electric coil. Brakes are Carbon Metallic keeping the already installed VW A2 calipers and 4 ventilated discs. Dual system brake master cylinder from the R18 GTX. Two Flywheel attached, weight reduced (one R18 and the other from Clio). In the end the final weight was a bit less under the R18 flywheel.

Miguel is competing to win his class and to get a decent place in the overall category, but it seems difficult watching those enormous beasts of more than 500 BHP in their roaring engines. Miguel began the race on Friday October 16th the race in Tuxtla Gutierrez. On Saturday they arrived at Mexico City and it was a complete mess closing the avenues on such a busy day, but was fun for the people watching the cars and the autographs and pictures etc.

Miguel had problems with the alternator so they were fixing it while he was at the pilot's meeting receiving his trophy for the stage Oaxaca-Cd de México. After switching the alternator, they found out the exchange was not working, so they decided to install the original back as it was perfectly working. They suppose the belt broke for whatever reason and a piece of rubber jammed the pulley and after some time it unlocked itself.

Anyway, on Sunday they continued to Toluca, then Morelia, Guanajuato, Zacatecas and finally Durango. When the dust finally cleared Miguel had won his class and finished 66 overall. A very impressive finishing considering the majority of the competition had enormous beasts of more than 500 BHP in their roar-





ing engines. Congratulations to Miguel and we hope to see him and his Championship Dauphine next year for the 60th Anniversary of the Renault Dauphine. 🏆





## FIA Motorex Mexico

by Francisco Miranda

**M**ore warm up events for the Formula One race, that were held in November and for the WRC Rally to be held in 2016 in Guanajuato.

For the first time, Mexico was host for the FIA Sport Conference, along with the FIA Motorex Mexico, an exhibition that has been held before a couple of times for the occasion of the last two conferences that were held in 2013 in England and 2014 in Germany.

This exhibition was inaugurated by FIA executives Jean Todt (President) and Jose Abeth (Vice president), government guests and famous international drivers. The first day was reserved for the FIA Sport Conference's participants, businessmen and people involved directly with motor sport. The second day, in the morning was open for teachers and students from the country's universities, especially for those involved with engineering and design; then in the afternoon and during three more days, open to general audience.

### Speakers:

Jean Todt / *FIA President*

Alejandro Agag / *Formula E*

Gerard Saillant / *President of the FIA Institute*

Sergio Pérez / *Driver Force India*

Esteban Gutiérrez / *Driver Scuderia Ferrari*

Hermann Tilke / *Architect F1*

Emmerson Fittipaldi / *President of the Driver's Commission FIA*

Michèle Mouton / *President of the Women's Commission FIA / Ex WRC Driver*

Maurizio Arrivabene / *Director Ferrari Scuderia*

Gérard Neveu / *CEO FIA World Endurance Championship*

Carlos Slim Domit / *Head of Telmex Scuderia*

Alejandro Soberón / *Head of CIE- F1 Mexico*

Federico Alamán / *Marketing Mgr CIE - F1 Mexico*

Several Antique Cars from different makes were in display: Renault participation was in the hands of Alberto Gironella (Etoile Filante, F1 R25, and Alpine Berlinette A110 1800 Groupe IV), Pierre Vilalta (Dinalpin A110 Berlinette), Roger Roux (Renault R8S), Ricardo Rodríguez (Dinalpin A110L GT4), Hugo González (Dinalpin A110 Berlinette).

FIA brought important vehicles like the Williams-Renault FW14B from 1992 owned by Frank Williams and



a Formula E (electric race car).

An audience of about 20,000 persons in the 5 days of the event was accounted.

We thank Alberto Gironella, Hugo González, Roger Roux and Ricardo Rodriguez for sharing with us their pictures. 💎





## French Cars and Coffee Part Deux

by Marvin McFalls



**B**ack in the spring we were only a blip on the radar fielding 4 Renault, however even with such small numbers many that came by reminisced about their Renaults and a few even asked about where they might find one of their own.. So we were hoping to stage a much bigger French invasion at the Fall Cars and Coffee. Last year's Fall C&C took place the same weekend as Euro Auto Festival. This year's Euro Auto Fest event featured French cars and we had hoped some of the cars from that event might stop over in Knoxville on their way back home if there was a Cars and Coffee the following day.

As it turned out the stars did not align and Cars and Coffee ended up being on October 25th 2015. So with the Mega French Cars and Coffee off the table we decided to try for a local version bigger than the spring edition. There were several hurdles to overcome first of all was the Marty Mckee's Renault 18 Turbo Wagon was still in Hershey PA when it has been since Carlisle back in May. It had spent the last five months on display at the AACA Museum, and Marty and his nephew Aaron Cathey finally picked it up just the day before C&C.

Next we had to coordinate with fellow local French Car enthusiast John and Barbara Rigby and their son and daughter-in-law Alan and Rachel Rigby. After several e-mails as well as last second visit to Amazon.com for new French flag as well as trip to my farm to pick up some orange cones to reserve enough spots. We were finally ready for the second installment of French Cars and Coffee.

In attendance was John Rigby in his 1973 Citroen SM, Barbara Rigby in her beautiful 1971 Citroen DS23 Pallas, and Alan Rigby in his 1985 Citroen CX Wagon, John Weaver in his 1978 Renault LeCar, Aaron Cathey in Marty Mckee's R18i Wagon, and myself in the 1987 Alliance GTA Convertible. All tolled we had six French cars which is a step up from the four we had in the spring.

I guess the goal for next spring will be eight. Sounds like a reasonable progression and hopefully some of you can make the drive to Knoxville for the South's largest Car and Coffee. Did I mention there is free coffee and donuts, so start making your plans to attend. 🍩

# Microcar Reunion

by Marvin McFalls

**O**n Memorial Day weekend, I awoke at 4AM to make the drive to Madison, GA in my Renault Super Five, and I arrived around 9AM, it was nice drive thru the mountains with almost no traffic. Madison is small town with less than 5000 residents, 50 miles east of Atlanta. It hosts more than 35,000 visitors who come to see the town's beautiful antebellum and Victorian homes as well as its lovely historic downtown commercial district. Listed on the National Registry of Historic Places, Madison is steeped in history and beauty, and since 1997 a good many of these out-towners had paid a visit to the Bruce Weiner Microcar Museum until February 2013 when he auctioned off his collection.

Prior to the sale every other year Bruce had hosted a reunion of microcars at the farm adjoining the museum. Even before the Auction, Bruce mentioned that sometime after the auction he would have everyone back for an event where he would sell off his large collection of spare microcar parts. So it was decided that Memorial Day 2015 Bruce would clear out his parts bin, to help organize the chaos Bruce enlisted my good friend and neighbor Larry Newberry to organize the meet.

Following a preview of the parts for sale and chance to explore the new layout of the museum, I ran into my good friend Kyle Feller from Ferguson, Missouri. Kyle and his father had hauled down his City Car electric car along with a few other toys. As the noon hour approached everyone started to get hungry so we decided to drive the cars downtown and get some lunch. After a nice lunch we headed back to the farm to get setup for the following day's activities.

After hanging out all afternoon we headed back to the hotel. While I was waiting to check in I ran into Patty Schwarze and her boyfriend Don, they along with another couple had driven up from Florida in their 2CVs, along with Steve Cripps in his unique custom bodied 2CV delivery van we had a decent display of French cars. Also in attendance was another Renault owner thou he was driving a Honda 600, among the interesting cars in his collection is a Renault 4CV that he bought from Larry Newberry a few years ago.

We awoke early Saturday morning excited to see how the day's activities would play out. As there weren't any Renault parts in the collection I wasn't as





interested in the sale but found myself strolling down memory lane with the amazing collection of pinball machines and other vintage games. I particularly enjoyed playing a classic bowling game with friends Clay Holland and his son Clay Jr.

After a wonderful barbeque catered meal, it was time for the auction. Bruce had set aside a few unique parts to auction off to the highest bidder. After those items Bruce Auctioned off all of the remaining parts for one price. Not surprising Larry Newberry was the winner of that lot for \$4500. Following Ice Cream from Bruce's vintage Ice cream truck we moved back out to the Farm to auction of two cars. The first was a custom Crosley land speed which there were no takers. Next was the Autobianchi Station wagon which brought \$6250. This concluded the sale so it was back to the hotel for a little rest and microcar talk.

On Sunday those who hadn't already packed up decided to go on one final ride. After breakfast at the local Waffle House it was off for a drive to the lake. Larry was leading the drive and I was somehow chosen to be navigator. It was an enjoyable ride, and we returned to museum shortly after noon. We loaded up the cars and said our good-byes. What a great event at the former Microcar museum, it is too bad this will probably be the last meet there. It is unique to attend an event with so many different models, and with such an interesting group of collectors. 🍷



# Rally Maya Mexico 2015

by Francisco Miranda



About a month ago I received a call from Miguel Garza, which you might recall him as a diehard Dauphine fan, telling me he was thinking in participating at the Rally Maya, which is a regularities rally held in the beautiful southeast of the country, in the Mayan territories along the Yucatán Peninsula. The dates were May 4-9 and it's the second year of the event (please visit their website for more information) <http://www.rallymayamexico.com/2015/en/> International visitors are welcome and in their website they say they can help you with the temporary import papers and transfers if needed.

Some friends that participated last year say it was a great fun thing to do. A big challenge for the teams and cars, as temperatures are in the 35-40 °C range (95-104 °F) for the 5 days of the rally. The route is of 1200 kilometers (750 miles), starting in Mérida, Yucatán and ending at Cancún, Quintana Roo. It takes place in 5 days of regularities plus three before for the technical scrutiny of the cars and a parade at a main Avenue in Mérida, Yucatán; then, an extra day for the Awards Ceremony at Isla Mujeres, Quintana Roo, and very near Cancún.

This year 110 cars participated, included antique and of special interest (excluded from scoring).

So Miguel prepared his 1962 Dauphine 1093 and towed it all the way to Mérida from Puebla, where he currently lives. His son Patricio was chosen to be the copilot as he is very good with numbers and also, as he openly said, was the only one left to do the job, as his mother and brother sort of let the ball roll. ;-)

He had no knowledge of his work as he had never been in a rally, so Miguel taught him what's there to learn. They couldn't rehearse much, as preparing the car took more than expected, so only a short trip was all they took as a rehearsal. Theory was sharp as a knife, but practices... well, could have been better, as Pato told me. Nevertheless having such a good experienced teacher, they did such a great job.

On 18/05 I received a call telling me he got the first place! He's back winning rallies and it is the first time he drives his treasured Dauphine 1093 in such an event, ever since he bought it in the late nineties.

Renault's communication office learned that a Dau-

phine won the event and they decided to jump in the wagon and organize an event for the press and close friends at an art gallery. After speeches were held, hors de oeuvres and wine were offered and a photo shoot organized.

I am happy that Miguel always puts the Dauphine's name in top places, reviving glories past.

La joie de vivre!  
Felicitations chers amis! 🍷



# The Australian Renault 10S (R1190S)

by John Waterhouse

**T**he Renault 10S was a model unique to Australia. It was approximately equivalent to the Renault 8S in Europe, maybe inspired by that model. Information is not readily available but there are enough of us around from those days to put a story together!

Renault and Peugeot shared "Renault Australia Pty Ltd" in the 1960s and 1970s, with a factory in West Heidelberg factory in Melbourne. I believe the factory was first started by Peugeot in the 1950s to assemble their cars after the surprise (to Australia!) success of the 203 in the first round-Australia "Redex Trial". Apart from earlier models, notably Dauphine Gordinis and the R8, there were about 11,400 Renault 10 cars assembled at West Heidelberg from 1966 to 1970. In 1970, the last year of production, there were 5,039 Renaults sold, out of that 2,162 were Renault 10 and 10S, the others being R12 and R16 models. It is likely that the 2,162 sales in 1970 were a mix of 1969 built 10s, 1970-built 10 and 10S models, and then there would have been some 1970 built 10s sold through 1971.

There was a small production run of 200 Renault 10S cars, produced as four batches of 50. These cars came at the end (or near the end) of the R10 production in 1969-70, approximately at the time that the R12 was released. Renault were faced with new Australian Design Rules (ADRs) for January 1971 and the R10 would not comply in many ways, so they had to finish R10 production by the end of 1970. It is hard to get exact information, but it seems likely that the 10S was a strategy to deal with some spare body shells and lift the image a bit to sell the last cars more easily.

Renault had a good reputation for rallying in those late-1960s and had won the Australian Rally Championship with the R8 Gordini in 1970. It is a measure of the suitability of the R8 Gordini for mixed dirt track forest sections as well as bitumen roads that it won against all comers when really quite an old model. They would probably have won in 1971 too but for repeated gearbox component failures, the offending parts being manufactured in England by Hewland!

As far as we know the bodyshell and suspension of the 10S were unchanged but the cars differed from the standard Renault 10 in several ways:

1. 8-port cylinder head (instead of 6-port) with larger



## RENAULT 10S

The Renault 10S a real performance car... We've added a new sports head, a tachometer, competition steering wheel and a whole host of other features that make this little beauty perform as well as the 4-wheel disc brakes and fully independent suspension is already has. You'll find Renault 10S a new way to express that anti-ordinary feeling.

This is the model for the enthusiast driver who appreciates a competition steering wheel for its lightness and control. A car that caters for the performance driver who values maximum performance by changing gear according to his tachometer strategically placed on the speedometer head, new carburettor and the advanced performance of a double barrelled carburettor and manual choke.

Yet you still get all the advantages of the Renault 1000: superior control and lateral support of deep non-padded seats, the four wheel disc brakes, top and seat safety belts, radial ply tyres, rack and pinion steering and a torsional flexing chassis.

And to protect every single part of the body Renault 10S is treated with an anti-rust treatment, the most advanced method of paint application in the world today, in full accordance with the ADR's.

Australia plant in West Heidelberg, Victoria.

**Technical Data.**  
 Engine: Gordini 1100 4 cylinder - 1100 c.c. (70x72) - removable wet lines - light alloy cylinder block with aluminium valves - 5 bearing carburettor - cast iron and cast aluminium parts - double barrelled carburettor with manual choke - Dry air cleaner - 1000 g.p.m. oil pump - 1000 g.p.m. oil pump

**h.p. (S.A.E. at 5,000 r.p.m.) - Max torque (S.A.E. at 3,000 r.p.m.)**  
 55/35

**Brakes:** Single-drum self brakes on all four wheels with leading callipers and locking effort reducing device. Hydraulic control. Pressure equaliser. Power-assisted, self-adjusting advantage of disc brakes.

**Chassis:** torsion, fully independent.

**Wheels:** 1st: 3.61 - 2nd: 2.35 - 3rd: 1.68 - 4th: 1.68

**Choke:** Dry single-globe with diaphragm spring. Mechanical control. Vacuum-assisted gear.

**Principal Dimensions**

A Overall length	11' 3"
B Overall width	5' 0"
C Overall height	4' 2 1/2"
D Wheelbase	7' 5 1/2"
E Front track	4' 0"
F Rear track	4' 0"
G Ground clearance:	
Front	3' 0"
Rear	2' 10 1/2"

**Interior measurements**

H Seat width	1' 5"
I Height above seats	4' 5"
J Seat	2' 11 1/2"
K Wheel at elbow height	4' 2"
L Wheel at knee height	4' 11 1/2"
M Wheel at seat height	4' 1 1/2"
N Head	2' 10"

valves and with a dual-choke downdraft Weber carburettor with a manual choke (instead of the usual Solex with automatic choke). The choke was operated with a floor-mounted lever beside the gear lever. The engine developed approximately 60 bhp instead of 48-50 bhp on the standard Renault 10 1100 cc engines which had the 6-port head.

2. One of the latest versions of the type-330 gearbox, stronger internally than earlier ones
3. Revised instrument panel with matching round gauges (speedometer and rev counter) and a round fuel gauge instead of the standard binnacle with the horizontal bar speedometer (and without the rev counter).
4. Black stripes down the sides of the car (a "delete option")



5. 4.5 inch rims instead of 4 inch with 145x15 tyres instead of 135x15 tyres. The rims were made in Australia by ROH (Rubery-Owen Holdings, a UK company) and were genuine "safety rims" so they could be used tubeless. These locally-made rims were welded, not riveted, and generally considered to be stronger than the French ones used on the earlier R10 and R8 models.
6. Dunlop SP3 tyres – awful tyres that probably contributed to many 10S examples being written off after rollovers.
7. Black side stripes and "10S" badge.

One of the true stories about the 10S is related to the instrument panel. Renault simply went to a VDO shop and bought them retail over the counter – very homely! In those days, VDO had a manufacturing operation in Australia and sold a full range of instruments both wholesale and retail. In my opinion the Jaeger gauges, as fitted to the R8 Gordini and some Caravelles, looked much better!

A few examples of the 10S are owned by enthusiasts in Australia, some in good original condition. Perhaps for this reason there seem to be very few genuine 10S car survivors. I'd be surprised if there were more than 10-15 in the country. Quite a few of those surviving 10S cars are actually R10s, retrofitted with 10S engines/transmissions (and badges!) after the rollover of the real 10S. There was at least one enterprising Renault man buying up wrecked 10S cars (the shell distortion being the reason for the write-off) and converting R10s for their owners. There is no point in arguing with the owners of these "faux-10S" examples and pretty pedantic too!

What I find most interesting is how much more modern a 10S feels than our R8. They were made only 4 years later than the R8 but feel much more rigid in the body. They are a bit faster, but not much and of course have the same gearbox ratios. I've found that our car is most comfortable cruising at about 95-100 km/h, just below 4,000 rpm. It will drive at 5,000 kph, but this is hardly relaxed cruising. The 10S is perhaps a bit more comfortable faster, but there is not much in it. Of course, the larger tyres have a greater rolling radius, which helps. No-one should rely on the old Jaeger "strip" speedometers for estimating speed of course. Ours reads 60 mph at precisely 80 kph and seems to be typical! 💎



# 100 Years Grand Prix

feature from "Oldtimer Markt" 7/2006, by Gregor Schulz, translated by Michael Muller

## The closest relative to the winner of the inaugural race resides in Germany.

Tractor drivers enjoy a clear advantage. If you're familiar with vintage agricultural machinery you won't be surprised in this Renault. What? After all, this is a race car to the core!

When this car was built, the invention of the gasoline-powered, self-propelled horseless carriage was just twenty years old. Although at the time one novelty was chasing the next, in retrospect there were only a few epochal events that proved to be sustainable over decades or even linger to this day. In spite or perhaps because of this it is hard to tell what deserves more attention: the historical event itself or the vehicle connected with it? You don't find century old survivors out of sheet metal and steel at every corner! So we really need to tell two stories.

First, there were the brothers Renault - Louis, Fernand and Marcel - who had been building cars since 1898. Like most designers at the dawn of the automobile Louis and Marcel Renault were avid racers, until Marcel was killed in the 1903 race Paris-Madrid. After a short break Renault participated in racing again. The advertising value of sporting successes was too big to ignore.

Then there was the wealthy New York publisher James Gordon Bennett Jr., who in 1905 stopped sponsoring the race named after him.

Since 1900 the Coupe Gordon Bennett was the most important competition in the automotive world. With the end of the Gordon Bennett Cup the Automobile Club de France (or ACF) felt the need to step up and provide an equivalent successor, especially since the French company Brasier had taken home the last Gordon Bennett Cup.

The race which the ACF finally hosted on June 26 and 27, 1906 outside the gates of the old episcopal town of Le Mans was more than a milestone, at least in retrospect. Not because the ACF came up with a new mode of racing, but because this race was the first ever in the history of motorsports using the title



"Grand Prix". As such it constitutes the beginning of modern racing!

32 cars took up the challenge. It was required to cover a total of 1236 kilometers (about 775 miles) on two consecutive days. In other words, six laps per day, each 103 kilometers (65 miles) long. The winner hailed from Hungary, his name was Ferenc Szisz. His car however was French: a Renault AK. It sported a huge inline-four with 12,829 ccs (a whopping 783 cu inch), which at cozy 1200 rpm transferred 90 hp to the rigid rear axle, which made do without a differential.



Engine displacement was unrestricted, contrary to the maximum weight of 1000 kg, yet the ACF came up with surprisingly progressive regulations and limited fuel consumption: a race car could only consume 30 liters of fuel per 100 kilometers (approx. 7.8

mpg). Formula 1 rules today ignore fuel consumption completely, and current race cars burn around 70 liters (3.4 mpg). In addition the exhaust pipes had to point up in 1906, to avoid too much dust swirls on the unimproved roads.

Renault's secret for success were the tires, or rather, the rims: Michelin had developed a new system in which the wheel together with the rubber was attached to the wheel hub with eight nuts. This way a tire change took just two minutes! Fiat and Clement-Bayard also used the same rims and finished second and third.



Renault's success did not go unnoticed across the Atlantic. At the initiative of sponsor William Kissam Vanderbilt II, who since 1904 organized the race for the Vanderbilt Cup on Long Island, Renault sold eleven race cars in the US in 1907. They were a slightly scaled-down version of Szisz' grand prix racer.

Because the winning car of 1906 got lost before the First World War, the surviving Vanderbilt-Renaults today are the closest relatives of the first grand prix winner. Wolfgang Auge from the Westphalian town of Geske owns one of them. The Renault dealer calls his racing car almost lovingly "Agatha". It is not entirely clear where this name originated. In any case, the car had the name already in the thirties when it competed as one of the first cars ever in early classic car races. Maybe it was because Renault never assigned any official designation even to the Vanderbilt racers.

Under the sweeping hood lies a relatively leisurely four-cylinder, which develops 42 hp from 7,433 cc (454 cu in, bore x stroke: 140x130 mm). The engine is the same as in the street model AI, which Renault offered its customers between 1907 and 1914. Wolfgang Auge bought Agatha because of his enthusiasm for the company with the diamond logo. Recognized experts in the field of pre-WWI race cars rate the Renault by far the best ride of its time. This is due to the very low center of gravity. The mass center is also in the center of the car thanks to the radiator placed behind the motor, and the shaft drive. However, it is uncertain whether a hundred years ago the designers in Billancourt had exactly this in mind when they decided to build the car this way. Possibly the center of gravity and drivability were just random results without some engineer designing it intentionally.

Once you're in the coach box you can't see the elegantly curved hood anymore. This hood was typical for Renault cars till 1930. Another typical Renault feature, the radiator positioned behind the motor, is obstructing the view of the passengers. On the other hand, next to the wheels you can see the hydraulic shocks, at the time incredibly advanced. They are not stock Renault items however, but were added a few years later in the US.

To drive Agatha one really needs three hands, because the brakes are applied best using the hand-brake which is located outboard on the right. Only this lever uses the brake drums of the rear wheels. The



brake pedal acts directly on the drive shaft. Louis Renault pioneered shaft drive and patented it already in 1899. Even in 1906, most cars were still driven by a chain. At the beginning of the 20th century the total-loss oiling system was quite common as well. The occasional oil drop spilling onto the street after passing through the engine was totally accepted. Ideally, the 1.5 liters per 100 kilometers were collected and drained regularly.

The peak power of 42 hp is delivered at 1,200 rpm. Wolfgang Auge pushes the motor hardly ever into the four-digit range. But even at lower rpms the drivability is great, because the 7.4 liter engine develops the most torque already at 800 rpm. 130 km/h (80 mph) are never a problem. Even Renault itself doesn't own a car more similar to the winning car of the first Grand Prix than Auge's Agatha, therefore the German has a lot to do in 2006: Agatha, the witness of the early days of the Grand Prix, will be attending a lot of celebrations—whether in Le Mans or Goodwood.

Of course, there are no more human witnesses around. Ferenc Szisz, who later took French citizenship and changed his first name to Francois, continued racing till 1914. He died in 1944 at the age of 70 in Auffargis near Paris - or did he? Years later a man appeared in Hungary claiming to be the nearly one hundred year old Szisz. His true identity remains hidden in the darkness of history. The fact that Renault still today looks after a grave in Auffargis should be proof of who the real Ferenc Szisz was.

Of the twelve manufacturers participating in the first Grand Prix three are still in business today: next to Renault, Fiat and Mercedes. Coincidence or not, a hundred years later, these three makes set the tone in Formula 1 racing, although Fiat uses Ferrari, and Mercedes collaborates with McLaren. It seems the past has a present and a future. 💎



## Voitures Anciennes de Granby

by Marvin McFalls

Each year, the last weekend in July the small town of Granby, Quebec, hosts the largest car show in Canada the Granby International. On Saturday and Sunday 3,000 cars invade the town about hour east of Quebec. It is open to any vehicles first come first serve when they reach capacity they turn away late comers. So it is important that you arrive early and if you want to display your vehicle with friends or a club you must come together. Organizers try to put cars with similar origins together, but once an area is full it is difficult to fit a late arriver in.

After much discussion at this year's Carlisle meet we decided that we would attend Granby on Saturday. Matt Cotton drove his R16 up from New Jersey arriving Friday afternoon, and I planned to fly in Friday evening. After several hours being delayed in New York, Matt and Nicolas Rampette Reichenbach picked me up at the airport. After a short but good rest we awoke at 5:30AM to leave for Granby.

Being that it was summer time my good friend Jean-Francois Bourque, who owns a Vespa shop wasn't able to attend, so he lent me his fabulous R16. So off Matt, Nicolas, and myself went in the two R16s, and Nicolas' 1987 R4 former French police car. We made our way thru the sleepy streets of Montreal to Rendezvous with more Renault friend with their cars. At this stop we picked up Four LeCars. The group was led by local Renault mechanic Stephane Larivee and his wife Claire in the R5 Alpine, Nathalie Perreault in her silver LeCar, As well as David Hebert in Vincent Poirier's LeCar. Also along for the ride was Manic GT owner Simon Lavalliere. All of these folks had joined us in Carlisle, but we were also introduced to Andre and their young daughter in the Red LeCar with a sunroof.

After the introductions we jumped on the freeway and headed for Granby. Just outside of town we stopped at the Hotel Granby where we expected to meet Terrence Gnesko, and Paul Pietrzyk, Terrence in his early US model LeCar and Paul in his Red Alliance GTA convertible. However we were also joined by three more LeCars owned by locals Serge Gingras with the LeCar Sport and Julie Champagne in a red LeCar, The eighth and final LeCar in our group was a blue four door owned by Rene Lupien.

We then convoyed our 12 Renaults thru the streets



of Granby lead by Serge. Being a local, he took us down several side streets and back alleys until we came onto the main avenue, just outside the entrance to the show. We quickly made our way into the show and were directed to the import section where we carved out a spot for all our Renaults. After hanging the club banner and taking the group photo, we decided to check out the swap meet area which made up about one third of the show area.

On one of the first rows we went down I saw an electric toy Vespa. Since J-F had lent me his car, I figured this might be a good gift to display in his shop. After finding out the price, we decided to check out the rest of the swap meet. Terrence, Paul, and I walked for what seemed like hours. Both Paul and Terrence bought steering wheel locks for their Renaults. While I couldn't get the little scooter out of my head, but for now we decided to head back to the cars and have some lunch. When we arrived we saw that the lucky thirteenth Renault had arrived! A beautiful white Fuego Turbo owned by Richard Milot.

After a fabulous meal that Nicolas' father in law had picked up at a Vietnamese deli, Stephane and I decided to go back to the swap meet and try to buy that scooter for J-F. I guess the heat had gotten to the vendor as he was willing to come down on the price, and we were the proud new owners of a Vespa. Steph was so proud he wanted to take her for a spin, but he gained his composure before breaking it.

We spent the next few hours talking Renaults with each other and the public. Our display was constantly covered with spectators, one guy must have spoken to Matt for at least two hours. We met several people that own or had owned Renaults including one guy who had a Manic GT he was getting restored. By 3PM we began to pack up, the day had flown by.

At 3:30 we caravanned out of the show causing quite a stir among the French Canadian crowd. Again we took some side roads back to Serge's house for a BBQ and happy hour. I had brought the bottle of wine I was given when I had visited France the previous summer, this seemed an appropriate time to open and share with French speaking friend. Serge and his family had put together a marvelous spread, and after we lined up all the cars for a group photo. We had to head back to the city for dinner with J-F and other friends.

After sitting in Traffic for a while we finally made it back to the city. Since J-F sells Vespa he met us at a nice Italian restaurant. We were joined by Jocelyn Harvey and his wife. Jocelyn owns a gorgeous 204

Peugeot. After a great dinner we went on a late night driving tour of the city. Matt and myself road with J-F in the R16, while Nicolas and Jocelyn followed in the R4 and Peugeot. After driving all over the city we headed up to get a scenic view from above. It was a perfect night and what a view.

At this point we said good night to Jocelyn and returned to the Restaurant where Matt picked up his car and J-F had left his Trabant. At this point I said farewell to Matt and Nicolas and I followed J-F to his house. After a good night's rest, J-F and I talked for a few hours before heading back to the airport. It had been a fabulous weekend, just wish I could have spent more time. Next year we are planning to return to Granby hopefully by Renault. It is very accessible from the Tri-state area as well as New England. 💎



# The Back Page - 4CV on a Stick

by Marvin McFalls



I recently had an interesting conversation about cars on a stick with good friend David LaChance of Hemmings Motor News. It turns out in Pearsall Texas there is a Green Renault 4CV that is a local landmark. It was recently rediscovered by Mike Pearsall and his wife, from Gresham Oregon. They were travelling through Texas on vacation and decided to visit a nearby town with the same surname.

This isn't the first Renault on a stick featured in the Renault News, We also featured a Renault Alliance on stick in Seward Alaska, back when Jonathan Burnette made his historic trek in his Dauphine.

I have a personal tale, going back to my Johnson City, TN days where there was a Black Beauty LeCar on a stick at a local junkyard. I made an offer to the owner and he brought her down. About two hours later I had all the bits I wanted, sold what I didn't want back to him, as it was far too rusty to save.

Finally I have a good friend that pulled a Vespa 400 off a pole. He has driven that car all over the US, so you just never know what you will find atop a stick. 📍

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