

# Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | **SPRING/SUMMER 2016** | 112



Gathering in Reedsville!

**Renault Owners  
Club** **OF NORTH AMERICA**



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**Renault Owners Club of North America**

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# Lozange Passion International – Classic Renaults at Montlhéry

by John Waterhouse



1950s record breaking turbine "Etoile Filante" and replica R1063 car



The winner of the 1935 Monte Carlo rally was a 5.4 litre, straight-8 Renault Nervasport



1978 Alpine Renault A442 – Le Mans winner, 1978

The weekend of 20-21 May, 2016, was the time for a major Renault celebration event at the famous Montlhéry racing circuit just 20 km south of Paris.

Apart from 90 years of speed records (remember the 1906 French Grand Prix, the first ever and won by a Renault), the event marked 70 years of the 4CV, 60 years of the Dauphine and sundry other decadal commemorations for Renault. The event was strongly supported by Renault Classic, which brought about 27 wonderful cars from their huge collection. Renault has avoided the idea of a big museum, instead taking a diverse range of cars to the public at events such as this.

Members of the Renault 4CV Register of Australia attended the 50th and 60th birthday celebrations. On this occasion we attended the 70th, Phil and Mirva Harrison from Brisbane being in France at the right time. Various Renaults came from other parts of Europe: from Denmark, Germany, Luxembourg and maybe others (although none from England).

Thanks to the hospitality of Jean-Pierre and Martine Delaunoy (Web Pièces Retro) I stayed in their house and went on both Saturday (layout and organising day) and Sunday (the event) as a member of the organising committee. I didn't organise much, but I did bang in many pickets as we laid out the grounds for the sudden arrival of an expected 650 cars in maybe one hour the following morning. The Club des Amateurs d'anciennes Renault deserves great praise for their efforts organising the event. I was lucky to drive a 1955 4CV PIE and ride to the event once in a 1913 Renault Type CE, both owned by Bernard Dumas, the President of the club. Bernard was most generous in allowing someone from the other side of the world, whom he had never met, to drive his car!

About 650 Renaults were registered for the Sunday, and some dozens of extra cars arrived as well. Few post-war models were not represented, and various pre-war models as well. We have very few 1930s Renaults in Australia, so these Primaquatre and Nervastella models, for example, were a rare opportunity to see the last "Louis" Renaults before the post-war nationalisation of the company.

Renault Classic was magnificent, presenting so many historically important cars and demonstrat-

## 4 renauld news

ing them on the Montlhéry circuit with its imposing concrete banking.

Perhaps the most spectacular engine was that of the 9.6 litre straight 6 of the 40 horsepower (40 CH) record breaker from 1926.

Renault provided several other winners, as well as a number of recent F1 cars. The 1978 Alpine-Renault A442 that won Le Mans was perhaps expected, but not the 4WD R20 in which the Mareau brothers won the 1982 Paris-Dakar. Beside it is the Renault 5 Turbo Maxi, driven spectacularly by Jean Ragnotti as usual. Two earlier R5 competition cars driven by Ragnotti are in the background too.

So, what was there for the 4CV enthusiast, this model being the main objective of the indulgence?

Well, there were about 80 cars, ranging from R1060 models from the late-1940s to late-model cars with three-stud wheels, from standard, mostly unrestored cars through cars with detailed restoration and "all the fruit" available as extras in their day. There were a few decapotables, both R1060 and R1062 models and some obviously owned by one family from new. A number of period one-wheel trailers and roof racks were there, the trailers all without pivoting wheels – they skid as required and cannot be reversed without an assistant to help the skidding!

### The R1063 model

Some cars at Montlhéry were standard, some had modified engines (one even supercharged) and there was a small group of R1063 cars, the factory competition model of the early 1950s. Two of the "R1063" cars were replicas, including the Renault Classic example, but there was a single, genuine R1063, number 70 of the 80 built. The others, "kitie" cars, were made up by modifying R1062 cars when Renault made all the go-fast parts available through the specialist accessory provider, Saprar. The genuine car is owned by Jean-Pol Warbecq, a charming man who is a guru on the R1063 Renault 4CVs. His car has competed twice at Le Mans and Monte Carlo, and once or twice on the Liège-Rome-Liège rally, which was run non-stop over 4 days in those days, making it an epic!

Enough on the R1063. What else was at Montlhéry?

Steven Weinberg is a marine biologist, photographer extraordinaire and 4CV global traveller. He



4CV PIE of the Paris Prefecture of Police



Part of the display of some 80 examples of the Renault 4CV



Four great Renaults: 1903 Paris-Vienna, 1906 French GP, 1926 40CH and 1934 Nervasport



Huge 40CH engine – mechanic is standing up!



1982 Paris-Dakar 4WD R20



Renault Juvaquatre Dauphinoise



1951 Renault 4CV with period trailer and Saprar roof rack



1951 Renault 4CV "decapotable"

drove his 4CV east across Eurasia, around Japan and across the USA – the book is absolutely superb.

Moving beyond the 4CV, pretty well every post-war model was represented. Many were driven on the banked circuit. Naturally, there was a grand parade.

### The Rest of the Post-War Cars

There was a cluster of Dauphines, Dauphine Gordines and Ondines of course, but many others, some becoming quite rare – it isn't often you can see a Prairie and a 4WD Colorale!

There were too many models to show all in this article. Here are a few more, and maybe more people will be tempted and able to indulge on another occasion!

*(see photos on next page)*

### Final thoughts on Lozange Passion International's May 2016 event

I couldn't have imagined such a wonderful event. I knew there would be more than the 4CV group that inspired the trip but, as the photos show to a partial extent, it was sensational. From 1898 to 2016, Renault has produced cars and continues globally. There are a few older manufacturers – obviously Daimler Benz and Peugeot for example, but not many. Over the years, Renault produced some well-made but pretty conservative vehicles, not least in the 1920s and 1930s. Renault has also produced a stunning array of cars with radically different approaches and styles. Some of the cars were and are extraordinarily successful like the rear-engined models from 1946 to about 1970, the R4 and R16, and the Espace, Twingo and Scenic "monospace" vehicles for example.

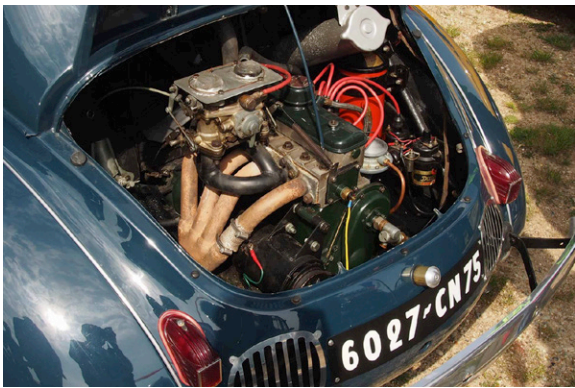
Renault has also produced some of the great small performance cars of the current era, from the R8 Gordini of the 1960s through the various very fast R5 variants to the current Meganas. Lagunas were very successful track racers, and then there are the Alpines. The A110 won the world's inaugural manufacturers championship and was the first car to come 1-2-3 in the Monte Carlo rally. It's quite a heritage. 💎



Genuine R1063



Steven Weinberg's world travelling 4CV  
see [www.weinberg.lu](http://www.weinberg.lu)



R1063 engine from exhaust side, showing extra air vents  
beside number plate



Prairie and Colorale – tough and adaptable



Vel Satis saloon – a “big” Renault that never came to Australia



Rare Renault Fregate Transfluide



Rare R18 Turbo, one of the world's first commercially  
available turbocharged saloons



Part of a swarm of R5 Turbo models

## Ault Park Concours

by Marvin McFalls



On Sunday, June 12th, the Ault Park Concours was held in Cincinnati, Ohio. After a mix-up in times I arrived just after 8AM, while Brent Bartley and Denise Shively would have probably slept in, if I hadn't been texting them asking where they were. It wasn't long before Brent and Denise joined me on the field in the 1966 Willys Interlagos. We were able to get Brent's car parked in its correct spot because it wasn't hard to find. In the next space was an Alpine A110 1600 S owned by Thomas Shaughnessy of Oceanside, California.

As Brent, Denise, and I made our initial tour of the field, we discovered another friend, Bill Paliobeis in his beautiful Vespa 400. The last time we saw bill was in Minster, OH for an Oktoberfest themed microcar meet. After catching up with Bill we continued our search of the field and we found a third Alpine. As it turned out this one was originally a FASA Espana 1300, that had been converted to a Group 4 racer and it was being displayed with other race cars.

Much to our surprise, Tom Shaughnessy also owned this car. It was hard to believe that he had transported both these cars from California just for this event. After doing a little detective work, we discovered that Tom had bought these cars at Retromobile over the winter and they had just arrived in Ohio earlier that week. It turns out that Tom is a seller of exotic cars and he houses a good portion of his inventory in Dayton, Ohio.

Well, with that mystery solved we decided to check out the rest of show. With nearly 200 cars, Ault Park is one of the bigger Concours on the East Coast, and in its 39th edition it is also one of the oldest. After seeing all the nice cars we stopped by the VIP tent to score some breakfast. With our stomachs full we returned to the showfield to introduce the Willys Interlagos to show attendees.

Once we sat down beside the car, there was a steady stream of visitors with questions. Almost always the first question is Willys? It doesn't look like a Willys to me! Once we explained that it was built in Brazil following Willy's of Ohio's demise, as well as the history of the Interlagos most were glad they had asked.

Among the steady stream of guests were a few friends. First was Mike Edgerton, the chief organizer of the Dayton Concours. He came by to check in on how plans were going for the French Car display later this summer in Dayton, as well as to touch base on plans for the show. It is hard to believe that we had only three months before the show as well as the 25th Anniversary celebration for the Renault Owners Club. The next guests were Brent's oldest son Blake and his grandson Leo. The two stopped by to show support but since it was a hot sunny day, they cut the visit short.

With all our guests as well as the public's curiosity the day just flew by. Unfortunately the judges had a tough decision and they chose Tom's Alpine 1600 S over the Interlagos for an award of distinction. But in my opinion whenever there are three Alpines at one event the real winners are the participants as well as the spectators. Our hope is that if Tom still has the Alpines in September we will see them again at the Dayton Concours on September 18th. Hope you will be there as well! 🍷



## From the Vaults

A Renault Mexico ad illustration for the Dauphine.





## Carlisle 2016

by Marvin McFalls



Every year as spring arrives we become excited with the prospect of going back to Carlisle. Usually we leave on Friday, but this year I had to leave a day early to get the cars ready for the Invitational Display. So, on Thursday afternoon I left Knoxville around 1:00 PM and arrived in Carlisle a little after 9:00 PM. I went to John Vogler and Matt Garcia's house. Matt is from Switzerland, and is a foreign exchange student who spent the year living with John. This gave me a couple of hours with them to discuss where everything would go in the morning before getting some rest.

The next morning I met with Ed B. of Carlisle Events about 8AM, before heading to the diner to pick up Brad Stevens and Tom Radcliff who had their cars in the Invitational building. Around 9:00 AM we began checking cars in. Within a few minutes John Weaver, Brent Bartley and his better half Denise Shiveley, also arrived. Next were Nick and George Dimopoulos who brought his brother's Renault RE 40 Formula 1 Scale model go-cart. Finally, Lloyd Mathis arrived after a long drive in his Renault Dauphine from Saint Louis.

As the day wore on, more and more members arrived including: Sandy Lea, Tom Gross, Nick Chennell, Hector Lopez, Shawn Kennedy, Lee Weaver, George & Naomi Corbit to name just a few. Better late than never were two special guests from Ohio. First was Lawrence Dooley, who brought a never before seen Renault Dauphine Automatic, with every available option offered by Renault and several others that weren't offered. Next to arrive were two Dan's. First Dan Barton who came in from Dayton, Ohio with his good friend Dan Deeks. They also delivered Dan Barton's Dauphine which was the featured car for our French themed Dinner and Movie.

As the two Dans began creating an incredible feast, we were soon joined by our good friends John and Barbara Rigby, who emcee our dinner. Also arriving from New York was Eddie Palaghita with his better half Daniele Ludwig, in his Dacia 1300. Also making an appearance was the crew from Quebec, including David Hebert in the Fuego Turbo, Stephane Larivee and his wife Claire in his White R5 in rally trim, Paul Pietrzyk showing up in his Red Alliance GTA convertible, Big Ben in a Renault 5 GT Turbo, Natalie Perreault in her LeCar, and Simon Lavalliere in another LeCar.

With all the players in place it was time to greet our

guests: all fans of Renault Citroen and Peugeots converged on Building R for a feast fit for French royalty and for a good cause. In all more than sixty people attended the dinner that collected Toys for Tots. After a wonderful meal we watched an interesting French art film called Diva which featured lots of Parisian street scenes full of, astonishingly, French cars. With our bellies full and our minds stimulated we decided to call it a night.

When we awoke Saturday morning, much to our disappointment rain had set in. It would not be a picture perfect day. So off went the crew to the Middlesex Diner. Each and every week there is an open invitation of the Central PA Renault Club to breakfast, as they really do have a marked area with a sign 'Park your Renault Here'. With the poor weather we had a record crowd including: Joe Wagner and his better half Linda Connell along with regulars Lee Weaver, and John Vogler along with out of towners Tom Radcliff, Nick Chennell, and Brad Stevens. Next to arrive were a couple more locals; Tom Gross in his R18i sedan and Sandy Lea as well as George and Naomi Corbit had their first visit to the diner. Finally, Bruce Hunter arrived from Miami, Florida for the show.

After enjoying the breakfast and conversation we caravanned over to the fairgrounds. As we were attempting to make the left hand turn into the show field, we were allowed to turn in by our friends from Quebec, Canada. With the help of Brad Stevens, we now had two displays up and running. So we made our way to the Invitational Display to get ready to unveil Lawrence Dooley's incredible Dauphine. Following the unveiling we had an unscripted discussion about the Dauphine where a panel of experts told about their experiences with Dauphines over the past six decades. The event was well attended and everyone left with a little more knowledge about the model.

Now we began to prepare to get the Renault LeCars ready to take out onto the track for their 40th anniversary demonstration. At high noon, they closed down the driving school to allow the Renaults to run the circuit. On his first reconnaissance laps Stephane Larivee went solo. Due to the heavy rain the track wasn't in the best shape but once everything checked out, all the other LeCars made laps, then other Renault models took to the track including Fuego, R18i, and GTA what a sight. All told, most drivers were able to get in three runs, and the show put smiles on the faces of everyone in attendance.

Next we made plans for our silent auction and raffle to benefit Toys for Tots. By the time the dust





settled it appeared that almost every auction item found a new home and David Hebert was the biggest winner from the raffle. However I was pleased with a few of the pieces of artwork I had picked up as well as a solar powered battery charger I won in the raffle.

After the fundraising it was time for awards. Annually we have between 10 and 15 cars. This year we had more than thirty. We opened the competition up to any Renault powered car. We kicked off the festivities with everyone who had travelled long distances. In years passed I had won this award by traveling 500 miles, but this year I barely was in the top 10 as our friends from Quebec and Lloyd had travelled much further. Then we moved on to the honorable mentions then the top five. Fifth place went to Stephan Larivee in his LeCar and John Weaver took Fourth place in his round headlight LeCar. Third place went to Tom Radcliff in his R5 Turbo II, Second went to Brad Steven for his Alpine 310, First went to Brent Bartley in the Willys Interlagos. Following the car show we continued to hang out at the fairgrounds as Building R was the driest place in town.



Following the car show we divided up into several dinner groups. One went across the river to Harrisburg, another to Middlesex and the final went for the Citroen Banquet. I went with the group to Harrisburg, where after dinner we made a visit to the Kirk Gibson collection. In years past, Kirk has displayed his cars at the show but this year he decided to open his collection up to us. He even set out a spread of snacks. All that attended enjoyed the visit and afterward we returned to Carlisle for some much needed rest.



When we awoke the next morning, the rain was still hanging on and by the time we arrived at the fairgrounds most of the cars had headed home. We then spent the rest of the morning and early afternoon hanging out and getting to know members better. I spent some time with Matt Cotton and George Thompson in the morning and after running to Clayton's house, I rode back to Carlisle with Bruce Hunter.



Around 1PM Bruce and I made it back to the fairgrounds where we spent the next few hours tearing down the Invitational display. With all the cars out of the Invitational Display we packed up quickly. At 3PM, we had the Medallion Wagon packed as well as the Super 5 loaded on the trailer. By now it was near 3:30 and I had 500 miles to drive back to Knoxville, so I said goodbye to all my Renault friends. It was a very exciting show, and we are all looking forward to returning to Carlisle next year. We had originally set a goal of 25 Renaults and between all three displays

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we had 26 Renaults. If you add in the other Renault powered vehicles, we had a total of 36 Renaults.

We now look forward to 2017 where we will try to keep the momentum going and better this number. 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 several special events that we will announce in the months to come. 💎





## EyesOn Design

by Marvin McFalls

**A**s it always happens, invitations for next year's events start to arrive in December. In many ways these are some of our biggest Christmas gifts. When the invitation came to be a part of EyesOn Design, which is one of Detroit's most prestigious car shows, I was very excited. The idea that they were interested in featuring several Renaults and Alpines was terrific. The theme for this year's show was "Designed for Speed." While not too many Renaults fit this category I quickly put together a list including: Alpine Berlinette as well as the A310, R5 Turbo, R8 Gordini, Fuego, and just for grins the Alliance GTA.

I contacted a number of owners to see who might want to participate and not surprising I quickly rounded up owners with examples. European car organizer and good friend Daniel Faussie was very excited. For a period of time it looked like we were going to have a nice showing but as the show neared, participants continued to drop out. By the week of the show we were down to three cars: Brent Bartley's Willy Interlagos A108, Gary Ernest with his A310 and my Alliance GTA Convertible.

On the Saturday before Father's day I made my way into the Detroit area. My first stop was in the town of White Lake, Michigan where I went to check out a rare survivor and most likely the last Renault Encore in the state of Michigan. I met the owner Tom Zasko and checked out his beautiful car. Tom had bought the car from the original owner who obviously took care of the car and never drove in the harsh Michigan winters. Tom had used the car for a few years in the summer months to get back and forth to work, but recently he was given a company vehicle so he no longer needed the Renault. I think if Tom had his way he would keep the car, but his wife encouraged him to sell it.

So after giving the car test drive and thorough inspection I couldn't find many flaws. So Tom and I worked out the details and time table. My hope is the car will be brought to Dayton in September for the Club's 25th anniversary before coming to its new home.

With that business concluded I next headed to Detroit to meet up with Brent Bartley and Denise Shively. They had driven up from Dayton and we met up at around noon at our hotel. Next, we headed out for





a nice lunch at the local diner, for those who attend Carlisle this place was somewhat reminiscent of the Middlesex where we eat many a meal, with huge portions and reasonable prices. Following lunch we headed back to the hotel and then went out Exploring Grosse Pointe. Our first stop was the Edsel & Eleanor Ford House, the location of the next day's show. After getting the lay of the land, we then went by the Yacht club and the lake front before checking out some of the neighborhoods before finally arriving at Daniel Faussie's house.

Daniel was hosting a party with several of the other show attendees and organizers. Daniel's wife Laura and her oldest son were prepared a wonderful meal for everyone while we kicked off the happy hour and became better acquainted. Daniel is originally from France and huge fan of French cars. About the time appetizers were put out Daniel received a call from Gary. Unfortunately he had broken the master cylinder on his car getting it ready for the next day's show. So now we were down to only two French cars.

While the loss of our third car was tough blow, it didn't damper the celebration that was by now in full swing. Following an incredible dinner, we next went out to Daniel's garage to check out his Renault. He has a beautiful Dauphine automatic with only 19,000 original miles. Time seemed to fly as the men talked about cars and other things car related while the ladies talked about things less mechanical. We were all reunited by the dessert tray, and the men and women began to intermingle once again.

Before we knew it, it was after 10PM, so we decided to head back to the hotel to get a little rest. The next morning we awoke at 6AM, and took Brent's car over to unload it. Luckily they had trailer parking down the street and Brent and Denise drove the Willys and I followed behind in the GTA. The event was well organized and it didn't take more than a few minutes to get checked in and on our spot on the showfield.

After last minute cleaning of the cars we headed over to have breakfast then we check out the competition. With the more than 200 cars it was a great exhibition. There were numerous themed displays including Indy 500 Pace Cars, Police Cars, lots of American muscle, military vehicles, and our group the European Sports cars.

The morning was busy with judging and before we knew it lunch had already arrived. The whole day was action packed and as the day wore on more people had questions about the cars. All day it was haven't seen one of the them in years in reference to the GTA,

and then it would be never seen one of these when they saw the Interlagos. Not surprising Brent won an award of distinction for the Willys. I figured the car would do well with its racing heritage and the clean lines of the A108.

As the after wore on we spent time with Daniel and some other friends stopped by. Not surprisingly, Grosse Pointe resident and good friend Graham Kozak of Autoweek was one of the judges. We hadn't seen each other since last year at Pebble Beach so it was great to catch up. I also had an acquaintance stop by from the Lake Bluff Concours. He was very excited to see French cars and hopefully we will have a few cars in their show next August.

By 4pm the show was winding down and participants were waiting for the flood gates to open when they allowed the cars to exit the showfield. Surprisingly getting out wasn't difficult and we cruised back down to the trailer lot and loaded up Brent's car, and then we jumped back on the interstate heading south. After a nice dinner in Findley, Ohio, we made it back to Miamisburg just before dark.

What a great weekend, hopefully we will get another invitation to the EyesOn Design next year and we can give Detroit a proper showing of French cars particularly Renaults and Alpines. 🍷



EyesOnDesign





# Renault Frères 2016

by Francisco Miranda



On April 10th we once again had Mexico's largest Renault Event: Renault Frères. This was the seventh annual event reuniting most clubs and unaffiliated individuals in a major concentration of the make.

It was not restricted to only antique or vintage cars but new sport or street vehicles as well.

As in previous occasions, collaboration between the clubs was very important. The Alpine Club joined forces with the recently renovated Gordini Sport and Mexico clubs to put together a big festive day.

This year we went back to our roots and decided to focus on milestones of the three major Renault anniversaries: 4CV- 70 years, Dauphine- 60 years and R5- 40 years in Mexico. Although there was not much time for careful planning, with the experience gained from events past and the 3 year brief pause of the "corporate organization" it was possible to do it, at least on paper.

On the downside we had another issue here, both clubs, the Renault Gordini and the Alpine were in the midst of changing presidency and at the very last moment the startup for organizing was taking place, maybe just a couple of months prior to the date granted by the Plaza as their best weekend available for us. For the Alpine Club, Alejandro Konstantonis, then chair of the club, put up a commission to take care of Frères related issues under Alejandro Cortes guidance. In turn, he put together the group that started having meetings along with the other club's representatives. Lot of things to do, not to mention we had the Easter Holidays one week before our event, so many people were out of town on vacation. Even Cortes took some days off but had to keep working from the beach!

Not counting this year without Renault Corporate's participation, made many issues easy to flow and easy to deal with but on the other hand our budget and mass diffusion went to null. Some sponsors were called in to participate and we were lucky they gladly contributed for the event. Even without previous years' advertising campaign and relying only on social networks, we managed to gather approximately 200 cars, including the usual secondary parking spaces for Renault visitors not affiliated with any club, which added 70 or so cars to the event. Counted visitors we had approximately 1700 people. As you may notice

in the pictures, people were very happy enjoying the cars and for some, the memories that arose in them. A raffle for a flat screen TV was held as an incentive for people to register and be counted. The authorities of the Plaza were satisfied with the results, meaning now we are invited to make another event next year.

Starting the Wednesday prior to the event, 12 cars were chosen to be parked inside the Plaza to promote our event and also to incentivate the plaza customers to return on Sunday. It is definitely a good advertising gimmick, as many of us heard comments from other friends asking if we knew about that event, not knowing those were our cars being displayed!

Special guests were invited to the opening ceremony. We had Luis Silva, President of Federación Mexicana de Automóviles Antiguos y de Colección, Pepe Siatos, racer and iconic Renault mechanic/ personality (he was heavily injured in a motorcycle accident a couple of years ago and now luckily he is back among us), Jose Luis Montiel, the new CEO of Renault Mexico and of course the club's officials giving the welcome speeches.

Four unveilings took place: Roger Roux presented a brass 1976- R5 and his newly acquired yellow 1971 Dinalpin A110 Berlinette that was sold by Alejandro Cortés that started restoration with Carlos Calvillo; Jose Luis Torres unveiled his silver 1960 Dauphine and a yellow 1973- R8S. Needless to say, these cars are in beautiful condition and incidentally all cars were completely or partially restored and painted by Miguel Cacheux.

Two separate areas named "museum zones" were assigned for the honorees Dauphine and 4 CV and the other for the R5's. We had one 4CV and 4 Dauphines. 10 R5 including Jose Miguel Goñi's R5 Turbo as a "centerfold".

In close communication with Marvin McFalls we managed to save a space for a beautiful R5 owned by Rodrigo Suárez as other members were already committed to activities elsewhere. A drawback when you invite people only a week prior to the event! I hope next year's organization offers more time so we can make a bigger show.

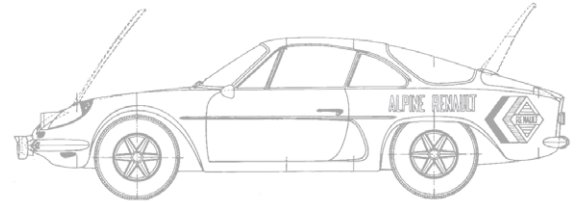
We enjoyed a friendly atmosphere all day long, where, apart from nice cars, food and drinks were shared with friends, not to mention a musical ensemble playing 60's and 70's pop music and a storytelling group for the younger audiences.

We thank the management of the Cuicuilco Plaza,





the sponsors and last but not least, our friends from the Gordini Sport and Mexico's Clubs and we look forward to see them next year in the 2017's Renault Frères. 🏆



# Renault Gathering in Reedsville!

by Clayton C. Hoover

I've been attending the Carlisle PA Import Car Show for many years, often with a Le Car or occasionally two. This is the one car show I find the time to attend most years, and I enjoy seeing all of my fellow Renault owners and their cars, as well as the other import cars on the show field.

Marvin reminds me of years back when there were only one or two Renaults in attendance and I rallied the Renault owners so that this has become one of our largest gatherings each year.

I always block my calendar and usually plan to be off the Friday of the show to prepare for spending Saturday at the show. Unfortunately, this year, several months after the original dates were announced, the Carlisle show dates were moved back one week from normal, which conflicted with some prescheduled events in my life that prevented me from attending. I was disappointed that I was not going to be able to attend this year. I had not announced my absence to anyone and was waiting closer to the time to share the not so great news.

As luck would have it, I received a call from Marvin several weeks ahead of the show in which he was proud to declare to me that this year he wanted to feature Le Cars, knowing that Terrance Gnesko was going to be bringing his recently refurbished Le Car from Canada to display and expecting that I would be bringing at least one Le Car to show...hopefully two or even more. In addition, he announced that a French videographer was going to be in attendance to capture footage and interview folks for a French program. I sensed the excitement in Marvin's voice as he always seems to have a grand plan and works hard to make it all happen, and I was not looking forward to sharing my news.

Not wanting to let Marvin down and miss seeing everyone this year, especially considering his plans for the Le Car feature, I quickly thought about it and came up with a proposal that I pitched to Marvin: Since I could not come to Carlisle this year and display my Le Cars, I offered to set-up my Le Cars in my own backyard and have a mini-show for anyone who was able to make the 1.5-hour trip from Carlisle. Marvin and I discussed the plans and decided that this would be a great opportunity for a Sunday morning activity since there was nothing definite planned, and since I was not really that far away, it could be a nice little trek for the Renaults.

I pitched it to Marvin as the opportunity to have "the





greatest showing of Le Cars since a dealer's lot in 1983". I was counting on the Canadian members to show up in force as they have for the last few years, knowing that there were 3 or 4 Le Cars in their group, which added to my 5 would be at least 8.

In typical Marvin fashion, he took the news and ran with it, making a formal announcement quickly thereafter and soliciting feedback for possible turnout. Since this was going to take place on Sunday, we both assumed that the turnout might not be so great since many folks attend on Friday and/or Saturday and return home Saturday night or Sunday morning. Nonetheless, we put it on the activity schedule for the weekend and waited to see what would happen.



As the show weekend approached, it became clear that rain might dampen the activities. The forecast called for occasional showers on Saturday, and rain always reduces the show turnout, especially because the Carlisle show field is grass, which quickly turns to mud. Nevertheless, the schedule of events was already set, so we waited to see how it would play out. On Friday, I proceeded to get all 5 of my nice Le Cars out of storage and staged them in my back yard in preparation for Sunday. I knew there was a chance of rain on Saturday, so I wanted to get my cars into place ahead of the rain since my yard could easily turn to soft mud as well. By Friday night I had things pretty well set for Sunday... my cars were all in place, I had given them all a quick bath to cleanse them of the dust from a winter's rest in the garage, and I even managed to organize some parts in my garage for a potential swap meet. I was all set and looked forward to Sunday.



Unfortunately, the projected occasional rain showers for Saturday turned into what seemed to be a small hurricane worth of saturation over central PA from Saturday morning through Sunday, to the tune of close to two inches of rain. On Saturday, Marvin called me to confirm he still expected a few cars to make the trek...the locals (John Vogler, Don McLaughlin, Tom Gross) for sure...maybe more. Sunday morning, to my surprise, Marvin called with the wonderful news that the caravan to Reedsville was going to be much larger than what we anticipated, despite the ongoing rain, and after several calls back and forth to coordinate arrival as they were en route, Renaults started showing up around 10AM.



I had things set up for the cars to enter my property from a back road into my yard, which was actually a paved road that was taken out of use 50+ years ago, but has since then seen a layer of overgrowth across much of it. It is not a steep grade up to my yard, but the elevation does change, and the combination of all

the rain, the soft over layer of dirt, grass, and moss, and more than a dozen cars quickly turned a normally stable path into a slightly muddy patch in spots. This was the way in, though, so I kept my fingers crossed and watched as car after car made it through the path and onto my back yard, with no one getting stuck and no car getting plastered in mud. Once everyone arrived, we managed to get all of the Le Cars lined up for pictures and the acknowledgement that this was the greatest turnout of Le Cars any of us had seen since Le Cars were new on the lots in '83!

I was thrilled to see so many cars and so many folks in attendance. The rain was steady, yet they all came out. Of course, my plans for the event turned into seeking shelter in my shed based on the steady rain. Nonetheless, we made the most of it and most of the crowd stayed for over two hours. There was a lot to see at my house...my five Le Cars lined up in the yard, along with 3 other project Le Cars of mine on the property, the pair of R17's in the shed, and my Renault tractor, which I had sitting in another spot in my yard. Marvin and the French videographer spent some time with me to walk and talk about my cars and my tractor, and after that, I opened my garage door and the crowd shuffled in to browse the inventory of parts I had prepared to offer for sale. Quite a few folks ended up with some nice finds (at nice prices, I hope they would agree), but time flew by and things had to wind down so that they could return to Carlisle for the remainder of the show activities. I did manage to hold the Canadians back for a bit to make sure they could show me their cars, since I did not get a chance to see them previously, and after they left, Tom Gross and Sandy Lea remained (they sat patiently and waited for all the rest to go) and we chatted a bit before they went on their way.

As nice as it all went, all things considered, there is one thing that sticks in my mind that did not go as well as planned...with all the activity, rain, videotaping, etc. I was unable to spend the time I would have liked to spend visiting and speaking with each and every person in attendance, and there was so much going on that I did not even get to share the drinks and snacks we prepared for the visitors. I was active the whole time and failed to notice that several folks who had hoped to talk with me or work out deals on parts had already left. I trust no one took it personally, and I do think the combination of things made it less than ideal for affording the focus as I desired. Overall, though, I feel very good about the experience.

By early afternoon, all were gone, and I spent a couple more hours consolidating parts to clear out the garage followed by putting cars back in the garage and

returning things to normal. Despite the volume of rain and volume of cars, my yard did not suffer any visible damage, and once all my cars were put away, you could not really tell that so much had just taken place.

As always, Don McLaughlin managed to take some amazing pictures to document the day...thank you Don. In addition to thanking Don, I certainly want to thank each and every person who came that day, with special thanks to Marvin for coordinating the effort. It was a fun time, even with the not so great weather and short visit, and it certainly accomplished all that was intended...I got to be a part of the Carlisle show weekend, I got to show my cars (and more than I could have shown at the Carlisle grounds), I got to meet quite a few fellow Renault owners, most of whom I knew and see each year, but some new faces as well, I got to provide the interview and video footage for the French videographer, and we managed to assemble a record number of Le Cars in one location.

Hopefully next year schedules and timing work out so that I will be at the Carlisle import car show with at least one car. Next year will be even more special than this year for another reason...my son CJ will be past his cancer treatment and will hopefully be able to come with me to the show. He loves cars, and for all that the club did for CJ and my family a few years ago, we want to make sure everyone gets to meet CJ and see him in good health.

Of course, I would love to host more visits in Reedsville in the future...there are certainly plenty of Renaults to see here, and I can talk your ear off with all my stories. I don't want to compete with the Carlisle show nor do I want to make anyone feel obligated to come, but I think my home is close enough to Carlisle that it makes for a decent trip and an enjoyable time, especially when the sun is shining! We'll have to do it again sometime!

Though the Renault visit in my backyard is certainly going to be a highlight of 2016, a bigger highlight that my family is looking forward to is CJ completing his cancer treatment in July. It has been three long years in and out of the hospital with many ups and downs along the way. Thankfully, his cancer is in remission, and we are optimistic that the next five years will pass without incident and he can be formally declared "cured". Thanks to all for your thoughts, prayers, and support up to this point as we have gone through this ordeal. Our club may not be the biggest nor the wealthiest, but we certainly display some of the greatest compassion and comradery that I have seen, and I am proud to be the owner of quite a few Renaults and even more proud to be a member of the Renault Owner's Club of North America. 🍷

# Adventures of Butterpat to the Phoenix Unique Little Car Show

by Jacques Lynn and Sharon Desplaines



**W**e took off early Friday morning heading for Phoenix and the Little Unique Car Show.

I couldn't get Sharon to go with me in Butterpat. She said the little Renault 4CV was too cramped for a long, long six hour or more drive and not dependable enough. I thought otherwise. I had installed a Renault Alliance motor which pretty well doubled the power and dependability. It had fuel injection and a computer to take care of everything. I also added a 4 speed R10 transmission, disc brakes all around, a larger LeCar radiator and a "Big" Caravelle gas tank.

It was raining hard with lots of fog when we left El Cajon on Freeway 8 going east over the Sierra Mountains.

Sharon was following close behind in her 2013 Red Toyota. The close behind part was because my little car was too hard to see. The tail lights were very small and in that weather I was hardly visible. I needed her for safety. ([Sharon] Only? HA)

A few miles out the first of my problems started screeching intermittently, my speedometer. This had never happened before so I pulled off at an exit and tried to disconnect the cable. There I was with my head under the dash and feet in the air struggling fruitlessly to unscrew the cable when Highway Patrol pulled alongside and asked if he could help. (No, not really) He gave Butterpat a compliment and drove off. Butterpat just had a new coat of paint (well overdue-poor girl) and had never looked better. We continued on.

The speedometer needle was dancing around so much during the screeching periods that it flew off. The odometer continued to work for several more miles until—silence. Something broke, probably the cable, and that was the end of it.

Now I had been using the headlights and wipers since we started over the mountains, but turned them off after things cleared up down in the desert. We pulled into a rest stop outside of El Centro, but when it was time to go Butterpat wouldn't start. The battery was too drained. I got a friendly fellow to give me a hand push that did the trick and on we went.



In El Centro I would need to gas up but first had to deal with the battery. So I found an Auto Zone and bought a new one. I have used the smallest 12 volt battery I could find for years. One priced less than \$50 and made for lawn tractors. With the new battery installed we were back on the road. I kept the old battery figuring I would try and charge it while we were at the car show instead of turning it in to Auto Zone for the \$10.00 core. If it charged good it would be worth the \$10.00, but if not I could get my core charge back on my way home. With the new battery installed we were back on the road.

We breezed through Yuma and stopped half way to Gila Bend at Dateland for breakfast and one of their great "Date Shakes". I have made the trip to Phoenix many times before when my parents lived there and always looked forward to working on a date shake either heading out toward Gila Bend or back toward Yuma.

After our meal we went back to our cars. I jumped in Butterpat and found the battery too low to start. What to do?? Fortunately the car parked next to me had a friendly couple in it who offered to help. They pulled out jumper cables and hooked Butterpat up to their battery. Wow, a quick crank and I was off. Just in time because it began to rain--pour. I still needed to fill up on gas and pulled into the station next door. There were half a dozen motorcyclists there sheltering from the rain. They were quite impressed with my car so I figured I was good for a push and turned off the motor to fill up. But amazingly, Butterpat started right up on the little it had left in the battery.

On the way to Gila Bend the rain stopped and one by one the motorcycles caught up and passed with a wave. My alternator belt started squeaking--was it the alternator---or what? We stopped at Gila Bend and I checked it out. The alternator was turning alright so I tightened it up to stop the squeaking belt. Then before I got out of town my dashboard green alternator lite came on. The belt was gone. It not only drove the alternator but also the water pump so I had to quickly stop and put on my spare belt and for security I bought another one. That was wise for before we reached our destination at the Sheraton in Phoenix the green lite came on again and I needed another belt. I could smell the belt heating up. My alternator was one I got in a junkyard from a Mazda. It was very small and had a built in regulator. With a few spacer washers it fit neatly on Butter pats' 1398cc motor. The pulley turned out to be too small so that the belt would squeak if I turned on my headlights. So I found a

larger one that used a wider belt. I kept the original narrow belt and it seemed to work well until this trip. Perhaps I could use the wider, heavier belt even though it would be too large for the crank and water pump pulley. I bought one and put it on at the car show.

After the car show was over we planned to head south to Tucson and visit with some old friends. Within a few miles I found the wider belt had twisted sideways in the pulleys. So I gave up on that. I lost another belt getting to Tucson and another in Tucson. After three days there we prepared to return to San Diego by purchasing four reserve belts. I also tried to slack off on the tension. Ever since that squeaking belt problem heading for Gila Bend I had been keeping the belt tight. Well, it turned out that was my problem. Once I gave it more slack I didn't lose another belt and I got home with my four spare belts.

So off we went heading back to San Diego. After stopping for breakfast I barely got the car started again. The battery was way down heading for Gila Bend. I found the car would not go over 55mph. It would buck and miss if I tried going any faster. Then I found that if I used any other electric function the car would die. Apparently the alternator was putting out only enough electricity to fire the sparkplugs up to 55mph and no more.

I continued on to Yuma at 55mph and there I found an Auto Parts store turned off the motor and left both batteries to get charged while we had lunch nearby.

After lunch I found both batteries fully charged and took them out to Butterpat. I installed the newer one and drove off going as fast as I wanted. By the time I reached El Centro it was back to 55mph. It was about there that I realized I'd left my other battery at the curb in Yuma next to Auto Zone. Oh, Well.

We went on through the desert and then over the Sierra Mountains again going 55mph. It didn't matter uphill or downhill 55 was the limit.

Sharon drove behind me the whole trip, yet I hadn't needed her the whole time. ([Sharon] She was there giving him support whether he realized it or not!) Butterpat and I had made it by the skin of our teeth unassisted.

[Sharon] Well, Jacques has covered the journey pretty good, but I do believe there were more





change of belts along the way which he won't admit.

Now, going back to the Annual Southwest Unique Little Car Show at the Sheraton Hotel, in Phoenix, AZ. You must remember this is one women's opinion.

This show was quite different then the first show I attended with Jacques in Upland, CA. At this show we were segregated with our vehicles. All the Metropolitan's were parked together on the lawn which was impressive and other makes and models were parked helter-skelter on the asphalt in no orderly fashion.



There was no organization for the parade to the restaurant. Just go when you were ready. Not a nice parade all together. The restaurant was set up in a manner you were separated from the others so you couldn't set together as a group and chat. Many people were seated by themselves throughout the restaurant.

Now, don't get me wrong, I know that there is a lot of work involved in setting up a show like this. It's not something you just do over night and it takes a lot of people to do it right. I thank and appreciate those people who gave their time and effort to make the show come together.



We've attended a lot of shows, like the 4CV Muster in Forbes, Australia. Now that is a show and I must tell you that there will be another one next April, 2017 in Griffin Australia that Jacques and I will be attending. I will provide more information on this in forth coming issues so you can begin to plan your trip if possible. Let me know if you would like to go and I can get more information when made available to us. 💎



## My Dauphine

by Dave Hall

**B**ack in late 1959, as I turned 16, my parents were faced with getting a car that I could safely learn to drive and not get into any trouble (didn't think about that then but am sure they did).

They found a small standard shift car called a Renault Dauphine, a small four door car with a small four cylinder engine and a three speed floor stick shift. I learned to drive the Dauphine by practicing in our large driveway (backing up, first gear forward, backing up, forward, etc.). I am sure I killed the engine almost every time I let out the clutch for a day or so then got the knack of it and eventually drove it to my driver's license test. I distinctly recall how easy it was to park during the test since it was so small/short.

For the next two years until I left for college, that was to be the car in which all family errands were accomplished. For dates, however, I was allowed to use the 1954 Buick Roadmaster Convertible that my parents also owned at that same time. I have also restored one of those that I was lucky to find in decent condition in Jackson, Mississippi (picked it up a week before Katrina ripped through there).

After a many year search for a 1960 Dauphine, I finally located one in New York in 2014, had it shipped via the most inexpensive mover I could find and it arrived in El Paso (my home) soon thereafter via a truck driven by two Russian immigrants. On arrival, It had two flat tires and was literally stuffed full of parts that the previous owner had purchased with the intent to restore it. Engine was removed and I found it on the back seat floor. In its original white color, it sat on four wheels for nearly a year as I searched for someone with engine and transaxle rebuild experience and a parts source. I joined the North American Renault Club and shortly thereafter I found Jacques Lynn in California and Jonathan Burnette in Austin, Texas. I ordered many parts from Jacque and was able to have Jonathan agree to rebuild the engine and transaxle.

After I removed all parts to end with a totally stripped uni-body, I was able to find a local restoration shop that had an open rotisserie. We mounted the body and had it blasted to strip all exterior paint. I decided to restore it to the color of the original car and had it painted a color that seemed to me to be as close as I could recall.

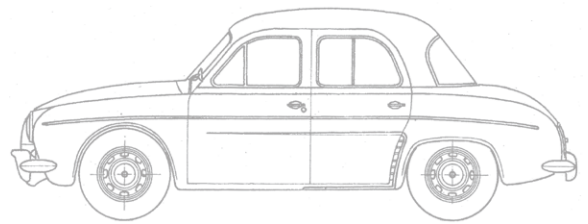
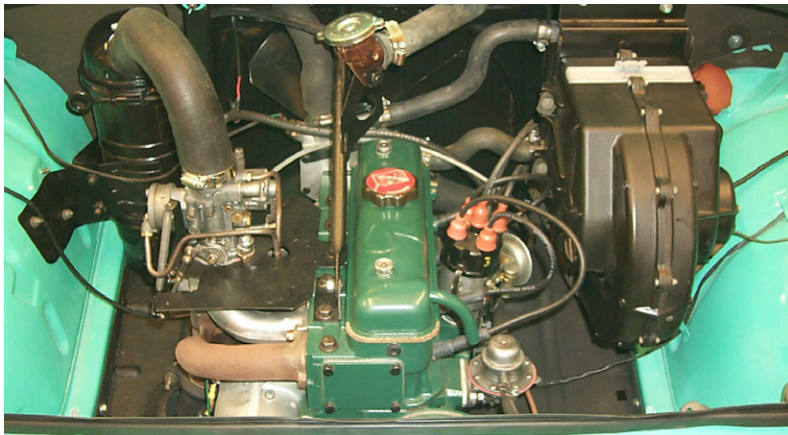




Reassembly followed with the engine and transaxle assembly going in last. The engine is now a Gordini with a bit more horsepower and the gears inside the gear box now include a first gear synchromesh not offered in 1960. Now it purrs like a kitten and drives great with new suspension and that additional horsepower.

I expect to get it the required Texas safety inspection soon then licensed to enable it to be legally driven. It will be interesting to see people's reactions when it gets selected to attend one of our local Southwest Classic Car Club events or other classic car events here in El Paso as I doubt that the vast majority of attendees here have never seen (or for that matter ever even heard) of one.

Thanks for the opportunity to let folks see this restored car. 🍷

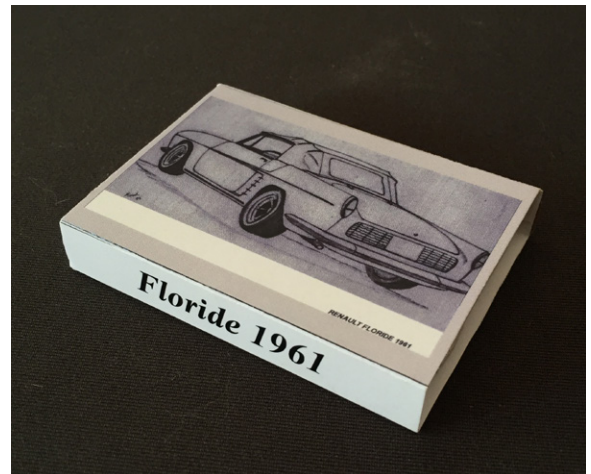


# The Back Page - Renault Matchbook Artist

by Kurt Triffet



**F**rancisco Miranda sent me a very unique gift last year. At a meet in Mexico in 2013, he came across this artist who created artwork of various Renaults and made matchbooks from them. Since I have a Caravelle, it was fun to add this to my collection. 📖



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