

# Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | WINTER 2017 | 113



1976 R16 TX

**Renault Owners  
Club** OF NORTH AMERICA



Winter 2017 | **IN THIS ISSUE**

50 Years in the Life of a Renault 4CV . . . . .	3	Palacio de Minería CCV-2016 . . . . .	16
My 1964 Renault Caravelle Project . . . . .	5	Renault 15/17. . . . .	18
Voitures Anciennes de Granby . . . . .	8	Visit from Renault Classic to Mexico . . . . .	20
Dayton Concours . . . . .	10	Our 1976 R16 TX . . . . .	26
Electric Alliance . . . . .	13	Muster Announcement . . . . .	26
Fatty Arbuckle and the 1914 Renault . . . . .	14	Back Page - 4CV Resort Car . . . . .	28
Renault Fuego Convertible . . . . .	15		

Password for Winter 2017: **nervasport**  
Use this to access the Members Only area of [renaultclub.us](http://renaultclub.us)

**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

Renault News is the newsletter of the Renault Owners Club of North America. This newsletter is published quarterly. We are a non-profit, all-volunteer club. Our purpose is to help one another keep our Renaults in shape and on the road.

This newsletter is not an official publication of Renault USA or Régie des Usines Renault. Permission to reprint original material is granted to any non-profit membership publication on a single-use basis if full credit is given to the author. Originally published items become property of the club.

**New Members**

US\$25 for 1 year online membership: worldwide  
 US\$45 for 1 year postal membership: (U.S. only)  
 US\$60 International postal membership (including Mexico & Canada) Join online at <[renaultclub.us](http://renaultclub.us)>  
 Or send payment, along with details about your cars to:

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

**Renewals-Registry Information and Address Changes**

Renew online or mail payment to:  
 Sharon Desplaines  
 7467 Mission Gorge Rd #81, Santee CA 92071  
 Tel: 619-334-3930 • [hummer5@cox.net](mailto:hummer5@cox.net)

**Classified Ads**

Place ads online at <[renaultclub.us/letstalk](http://renaultclub.us/letstalk)>  
 Or mail brief ads to:  
 Kurt Triffet, 3333 San Luis St., Ventura, CA 93003  
[info@renaultclub.us](mailto:info@renaultclub.us)

**Marketplace display ads available**

**Renault Club Discussion Forum**

<[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)

**Back Issue Requests**

**Order back issues on CD** online at club website.

Issues 1 to 57 only \$7  
 Individual hard copies US\$2 each:  
 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

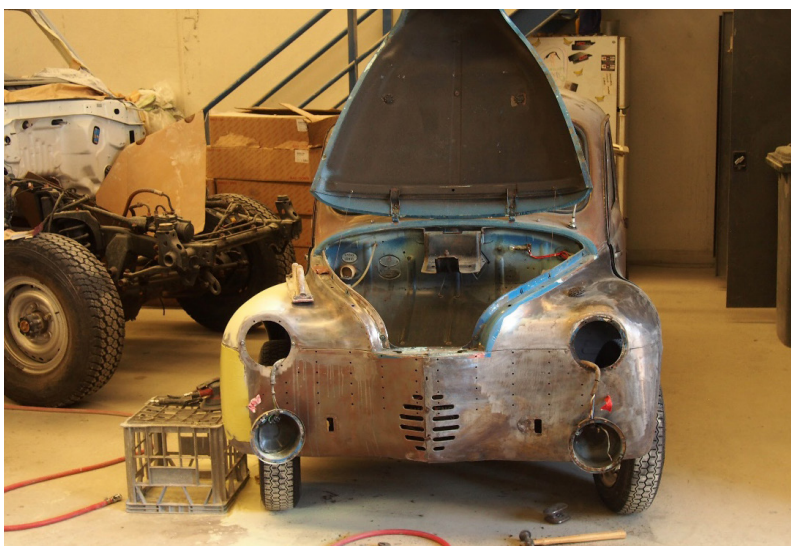
Bill Dickinson, 14548 Dickens St., Sherman Oaks, CA 91403  
 Tel: 818 981-6595



## 50 Years in the Life of a Renault 4CV

### The Acquisition and 49 Years of Poor Paint: 1966-2015

by John Waterhouse



It was during my last year of school in Adelaide, South Australia in 1966 that I had just enough money to buy an old car. I had my license as soon as I turned 16, and my thoughts turned to what I could afford.

In those days old Holdens (the Australian GM company, with models then still based on a pre-war Chevrolet design) were cheap and cheerful, but my peer group was upmarket from Holdens, driving the odd Volkswagen beetle (including a memorable small window 1200 with twin carbies, wide wheels and Pirelli Cinturato tyres), P3 Rovers if the family had an old one and even horrors like one Triumph Mayflower. One of my classmates was given a Lotus Cortina, brand new, and I had no idea how anyone could afford such a thing. I was so naive that I didn't realise people borrowed money to buy cars until I was nearly 30. Enough said.

Two doors down from our house in Adelaide there lived a Latvian family, one of many in South Australia. All of them had escaped from the advancing Russians in World War 2, and many ended up in Australia as "displaced persons". Peter Lapins worked from home repairing and reselling what we knew as "Renault 750" cars, as the 4CV was referred to in the British Commonwealth countries.

Peter Lapins and his wife had a 1952 car with lever shock absorbers, and he had done 110,000 miles in about 8 years, travelling widely across Australia, even once as far as Cooktown in Far North Queensland, as it was known in those days. Queensland roads in the 1960s were far from good, so Adelaide to Cooktown in a little Renault was a major achievement. I quite suddenly fell deeply in love with the idea of a Renault 750.

So, by early 1967 I had a running Renault 4CV, which I used to drive to holiday jobs and later to park in a big free parking area behind Adelaide University. The car needed much more work, with worn out suspension, tired shock absorbers and a leaking radiator. I sold my bicycle to pay for a new radiator, about \$20 if I recall. But it looked quite good.

I've speculated a lot about the early years of the car, from 1951 to 1966. The car was 15 years old when purchased, with 38,264 miles on the odometer and very tired. The engine had been rebuilt with expanded



pistons and Cord rings, the suspension pivots, shock absorbers and wheel bearings were completely worn out, the gearbox was pretty tired (and the crown-wheel and pinion failed the following year). I think that either the car was actually at 138,264 miles or at some stage the odometer had been wound back. Either way, it must have done far more than 38,000 miles. Paradoxically, viewed from 2016, it was an extremely good buy as the body was by and large good, and remains good, and so we have a nice example of a very early R1062 model Renault at a time when they are collected, not just looked upon as old.

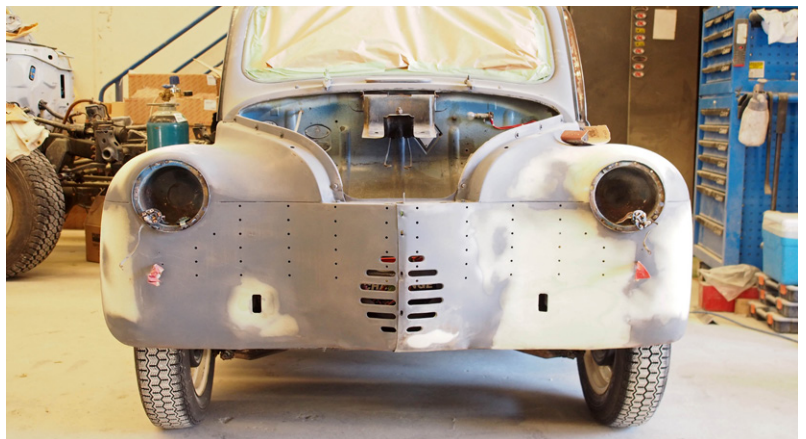
By 2015 the hand-painted finish from 1970 was looking decidedly poor and the 50th anniversary of the car's original purchase in 1966 was approaching. The oval plate number (25082) indicated a car assembled in mid- to late-December 1950 too, so the 65th birthday was approaching. Several other 4CVs were being restored and repainted in Perth too, and it seemed time.....

So, after dismantling as much as possible the car was driven to Kpaz Automotive Spray Painting, for Karson and his team to fix the paint! This involved more dismantling and the car being soda-blasted back to bare metal, then a lot of bodywork tidying up. After 65 years, the car was not blemish free (although mostly rust-free) and new paint shows every imperfection. Photos of the bonnet show the size of the task and the outcome.

Pretty well everything removable was removed and the car masked carefully as the interior was left intact, then the shell was sent for soda-blasting down to bare metal. The original undercoat, a deep brown, was really tenacious and only came off in the end with a phosphoric acid wipe. Luckily, there is essentially no rust except a few isolated places. The rear panel below the bumper bar was the only area where new metal was required.

There followed a lot of work, perhaps 100-120 hours, to deal with 65 years of knocks, small dents and blemishes, all of which had to go before the paint went on. Including one dent I vaguely recall an 18-year old owner reversing into a big rock somewhere in the north east of South Australia made. This work is well beyond my skills or patience and Kpaz folk did a wonderful job. Within a month or so she was primed and finally painted.

I think the results speak for themselves. The car is going to need rather more careful treatment in the future, however still no less use and exposure. 💎





# My 1964 Renault Caravelle Project

by Eric Chevreuil



was minding my own business and taking my recently acquired Alfa Romeo convertible to work and car shows when a friend told me about a Caravelle for sale. Vade Retro Satanas! I had enough cars and project and so little time!

At the next car show, my friend told me about the Renault again and I took the phone number of the seller. A call, a short trip to Sacramento, and here it was, all red, open, gutted out, standing on its wheel and loaded with parts, new and old all mixed up. It was a project and had been sitting for 10 years after the car was taken apart and body done and painted with a VW/Audi "salsa red". It came with 2 engines "as is" and I still had an engine and parts from my 69 R10 project...I bought the car!

Next step was to convince my car and rally buddy to accept my Alfa Romeo as a payment for work on the Renault. He accepted!

The car was taken to his remote shop, emptied and all parts gone through. The shell was lifted on the hoist, wheels and everything else taken out for a thorough inspection.

Funny thing, when lifted and sitting on four point, the flexible frame of a Caravelle kind of drop on front and rear to the extent that one cannot open the doors anymore....at least it does on mine, with or without engine, wheels, etc...

A first shopping list was made and it included all the parts for an engine (1300cc kit, bearings, seals, etc...) and also the caliper repair kits, tranny boots, new clutch plate, brake master, pads and hoses, ....

Lesson learned:

- OEM parts could be 20 or 30 years old...they fit but leak or do not do the job!

The engine: I had a 1300, 1 1180 and a 850 used engines. Took them apart, spread out the parts and figured out which one to build. My friend and I went for the big one from my R10 and decided for 1300cc. I got all the parts from various sources (Jacques of course, but also Ebay Leboncoin, and French Caravelle clubs). Once we got it all, engine was taken to a machine shop for a bath, polish and balancing. 5 pounds were shaved from the fly wheel. Engine and manifolds were reported and a Weber 32/32 was rebuilt over the Solex carburetor that was also available. The





Gordini camshaft of the Caravelle S was mounted on the 1300 (progressive and longer valve operations). Distributor was upgraded to electronic, alternator is a small one-wire model and exhaust was made custom fit. Fuel pump remained the good looking manual pump with the hand primer level on it. A water temp sensor was mounted and also an old fashion oil pressure line going to a gauge on the dash. A "donut" plate for the oil filter and an oil cooler were also purchased but not needed so far. Cooling remained stock for now. I already put a thousand mile on the engine and am now comfortable revving toward 6000rpm...and it does it. Top speed for now on a freeway was 90 + or - 10 at 5200 rpm.

Lessons learned:

- Water temp sensor is mounted not far over the exhaust manifold and I get an extra 50 degree reading on the gouge compared to a direct reading on the radiator.
- Stock cooling system is sufficient for now.
- Balanced engine and electronic ignition make it start right up and run smooth.
- Revving is pretty strong and car is speedy and responsive.
- Good "breaking" oil is important.

The body: The car's underbelly was totally treated and all four swing arms, bearings, shocks and brakes were gone through and or rebuilt. Springs were cut and car lowered. Hubs were drilled for 5 bolts and 2 inch spacers mounted to fit a 1972 Jaguar set of alloy wheels. Tires are 185x15. On my car, the original copper overflow tank was still mounted on the rear right wing and I took it out. Electrical was a nightmare. Whoever dismantled the car 10 or 15 years ago for the paint job just cut the wires. On these cars, the color of the wire is irrelevant because Renault was using whatever was available. So wires were multi-colored but a plastic sleeve of the color matching the electric diagrams was added. So you can have a blue wire with a red sleeve, making it a red wire for the diagram! Yeaaaaa! My wires were missing most sleeves and tracing them was painful. I am still missing some stuff, like blinkers! Lol

All seals, (doors, windows, trunk, hoods) were purchased or found with the pile of old and new parts that came with the car sources (Jacques of course, but also Ebay Leboncoin, and French Caravelle clubs). The fastback Hard top of the Floride was selected over the squareback of the Caravelle. Rear seat and soft top were set aside and roll bars were built behind the front seats. A 20 gallon aluminum fuel cell was mounted and filler routed through the left side window of the hard top (glass window was replaced with





a custom made plastic window).

The whole rear seat area was incased and top and front covers upholstered with black material. Seats are 67 Mustang replica black low back seats with 5 point harnesses (Speedway). Seats were cheaper new and delivered than the reupholstery of the original seats. The dash was customized. Selected speedo and RPM gauges is the set of 2 big round Jaeger from the "S". On its left is a fuel gauge and 3 switches (2 speed heater fan, 2 speed windshield wipers (R10 motor modified to fit the Caravelle) and 3 position for rally lights, off or reverse light. On the right, were the radio



is supposed to be, now stand an oil pressure gauge, a water temp and a charging gauge. A cigarette lighter plug is set right of the glove box and a map light inserted. Steering wheel is a smaller nice vintage wooden rally wheel. Headlights were fitting with a set of clear protective "bubble", Rally light mounted on a small bar on the front and a three tone "Tour de France" air horn is mounted in the front trunk were the full size matching spare wheel is held with a leather belt.

Lessons learned:

- Brake cylinders: use the square profile seal and not the one with a round profile...round profile seals eventually leak under pressure
- Remove original wiring and buy a new lum on Ebay matching your needs. Old wires are cracking and breaking.
- Change main seal of gear box before mounting the engine
- Check original gas tank before mounting the engine(mine was supposedly rebuilt (a bill showed 2010) and it was leaking all over)
- Test original Jaeger electric RPM gauge before mounting it. (mine has a short)
- Lowered with wider tires, car looks awesome but front tires might touch inner fender on narrow 360 turns.
- Without bumpers, car looks awesome.
- Californian license plate sucks.
- For the electrical, get as many Renault repair books as possible (many models, many wiring variations...)

The car is about 90% done. I am still breaking the engine and starting to push it over 5000rpm. The four disk brakes are not really powerful but do the job. Original shocks are too soft in the front. Car feels "powerful" and speedy. Handling is Renault but with the lowering and wider tires, accelerating in the curves feels safe and drifting is healthy, even on wet roads or dirt. Steering is pretty direct and feels good with the small wheel and aftermarket seats are strong and comfortable. Driving position and visibility are excellent. Noise level is custom and pleasant at high rpm "spirited" drives while quiet in suburbia cruising mode. Car looks awesome and people love it!

The plan is to paint the hard top red and add 2 white stripes across the whole car. Roof will also be fitted with a vintage looking VW bug roof rack, the one with the wooden slates. Rack will be modified to fit snugly on the roof. Better shocks will be mounted on the front and turn signals hopefully fixed.

The Caravelle is a really good looking car and I still have a trailer load of parts to get rid of! 🙄



# Voitures Anciennes de Granby 2016

by Marvin McFalls

Each Summer as the temperature rises at home, I begin looking forward to the last weekend in July, and my annual pilgrimage to the small town of Granby, Quebec. Granby hosts the largest car show in Canada. The Granby International takes place on Friday, Saturday, and Sunday and nearly 3500 cars invade the town about an hour east of Montreal. It is open to any vehicles 30 years or older; first come first serve and when they reach capacity they turn away late comers. So it is important that you arrive early on Saturday 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 in a late arrival.

Back before Carlisle I formulated a plan where I would be able to drive my own car to this year's event. It was a highly complicated plan which meant I had to make an initial drive to Montreal over the Memorial Day holiday, followed by a flight to Boston to meet up with Nick and George Dimopoulos who were driving their Renaults up from Danvers, Massachusetts. Nick with his LeCar, and George in his Fuego. I flew into Boston Thursday night and after a few hours rest Nick picked me up at the airport. We then went to Nick's house to meet up with his son George and begin the drive north.

We arrived at Serge and Marie-Isabelle's place just before 12PM. After getting reacquainted we made plans to meet again for dinner, then we went over to check out the exhibit. There was a good turnout for a Friday, so we decided to check out the swap meet area which made up about one third of the show area. We then returned to Serge's to meet up for dinner.

After a short but good rest I awoke at 5:30AM. Nick was already awake and George wasn't far behind. We then headed to Tim Horton's for breakfast before meeting all our Renault friends at McDonalds. The entourage made our way through the sleepy streets of Granby. The group from Montreal was led by Renault mechanic and great friend, Stephane Larivee in my Alliance GTA coupe and his wife Claire in his White R5. Nicolas Reichenbach in his now retired Gendarmerie Renault 4l, Martin Bedard and his family in the R5 Alpine, Nathalie Perreault in her silver LeCar and David Hebert in his Fuego, also along for the ride was Manic GT owner Simon Lavalliere. Finally Paul Pietrzyk driving his Renault GTA Convertible pulled in.





After greeting all our friends we jumped in our cars and headed for Granby. We had a beautiful spot reserved along the lake, or so we thought. Meanwhile as I was driving in I was approached by Photographer Alain Morin who asked if I would like to have my car photographed for his magazine? I said sure, and I asked him would he also like to have a convertible in the shoot? Only a few cars behind me was Paul Pietrzyk in his Red Alliance GTA convertible. With my coupe if gave him both styles of the limited production GTA and both cars were red.

After the fun photo shoot with Alain, Paul and I

arrived just in time to line up our cars. It turned out that Serge had to go talk with the organizers but they finally opened up our spot on the lake, and we quickly lined up the five Renault 5s followed by the R4, 2 Fuegos and the two GTA. It wasn't long before another Red GTA coupe arrived followed by Bigg Ben and his friend driving their recent French imports. Ben in his Super5 GT Turbo and his friend in a R21 Turbo. We also continued our tradition of featuring Renault powered vehicles as three DeLoreans also joined our display. Finally Jean-Francois Bourque arrived in his fabulous R16, which has received new upholstery since my last visit and was sporting a vintage boutique R16 roof rack courtesy of club member, Matt Cotton.

While we had a smaller display than last year, we were very pleased with Saturday's turnout of 15 Renault powered cars. With all the cars in place we decided to take it easy after spending the whole previous afternoon walking the swapmeet. Nick, Paul, and I spent most of the day sitting around the display, while George spent the day getting to know Natalie's daughter Marianne. We spent the next few hours talking Renaults with each other and the public.

Our display was constantly covered with spectators and it wasn't long before I heard a voice I recognized. My good friend Joe Santos made the drive over from suburban Montreal. This was the second year in a row he made the trip to Granby and was very surprised to see two Fuegos this year. We spent about an hour catching up, by 3:30PM we began to pack up, the day had just flown by. At 4:00 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.

Following a great "grill what you brought" BBQ with nearly thirty guests, we sat around for hours continuing to talk Renaults with a little Politics mixed in. Before long it was nearly 10PM and everyone headed back home. With the wonderful Canadian weather I decided to camp out at Serge's. After a great night's rest I awoke when Nick arrived and fired up his LeCar. We had time for one more visit to the show. Upon arrival I saw Jean-Francois Bourque this time he was in his Trabant, and believe it or not there was another Trabant parked next to him. You just never know what you will see at Granby. With perfect weather all three days nearly 40,000 people attended this year's show.

Plans for next year's Granby International are already underway, hopefully you can join us! Granby is a short drive from the Tri-state area via I-87, as well as New England by I-89, and I-91. 📍





# Dayton Concours

by Marvin McFalls

Last September I received an e-mail from Mike Edgerton, the principal organizer of the Dayton Concours. In his correspondence he proposed the idea of featuring the cars of France at the 2016 event. To me this was exciting news, as it was only the second time in recent memory that French Cars have be featured at an invitational event. I let Mike know that my hope was that we could feature a wide variety of French Cars from all eras, and that cars be prominently featured. Mike was open to the idea and so I went about inviting a diverse field of French cars.

As it turns out 2016 was also a significant milestone for the Renault Owners Club of North America which was celebrating its 25th Anniversary. So I figured lets combine the two and make it an event for the ages. The event kicked off on Friday September 16th with a welcome dinner and a partial tour of the Brent Bartley Collection. Early arrivers included John and Barb Vogler, Dan Barton, Brent and Denise Shiveley and I had a nice dinner. Sandy Lea was supposed to join us, but unfortunately his car broke down on the way to Dayton. So after dinner Brent and I went out on a rescue mission. AAA had towed Sandy about 75 miles from Dayton where we picked up his car and hauled it back Brent's house.

Saturday morning we awoke early and head for Carillon Brewing Company for Cars and Coffee. Brent brought out his Renault Medallion wagon, and I drove my GTA convertible, Dan had to mix things up a bit as he drove his Fiat 850 Spider. After checking out the cars and drinking all the coffee we decided to split up into two groups. Those who wanted to visit the Packard Museum and those who wanted to visit the Air Force Museum. I took the Air Force group and Brent led the Packard people. While we had a great time at the Air Force Museum those who went on the Packard Tour were able to get an extra stop as Brent tagged along with a tour visiting the Taj Ma Garaj, a local event center that caters to car enthusiasts, particularly fans of air cooled VW and Porsche. On top the tour they were also treated to a catered lunch. The folks on the Air Force tour had to settle for fast food.

After Lunch everyone met back at Brent's garage where we set about fixing Sandy Lea's Encore. I







was fairly certain his problem was either fuel or fire related and luckily Brent also had an Encore that we could borrow parts from to diagnose the problem. It didn't take long to determine that the Encore wasn't getting fire, and my first idea was to replace the ignition module. On this occasion my hunch was correct and I had Sandy's car back on the road in matter of minutes.

With that problem resolved it wasn't long before more guests began to arrive. First were Joe Wagner and Linda Connell who drove up in Linda's Encore from Cincinnati. As the conversation turned to all things Renault we had a five minute rain shower that moved everyone into the house from the garage. Along with the rain came our first non-Renault French car. Steve Brown had come down in his Citroen 2cv; though Steve is also a Renault Owner back in Maryland he also has LeCar and an Encore.



After a wonderful meal prepared by Denise, we headed down town for a Film Festival/ Improv event featuring comedy writers Joel and Stephen Levinson. The Film that was featured was Top Secret, written by the Zucker Bros. To Joel and Stephen this movie had been inspirational in leading them to become comedy writers. Following the movie, the Levinsons interacted with a local Improv group acting out various scenes. It was a very fun evening, followed by a night cap at a neighborhood bar. With the show looming early the next morning, we had to call it a night.



We awoke Sunday morning early and began getting ready for the show. John Vogler brought Sandy his Encore back begrudgingly, he had not joined us at the Film Festival and had taken it back to his hotel for the evening. With everyone together we made our way to Carillon Park. As we were waiting to get into the show Brent's Alpine 108 quit. It turned out his plugs were fouling and after a few minutes we were able to get car fired up and onto the field. Once all the French cars were on the field and we did our final detailing, we headed over to get breakfast.



Following breakfast, I finally had a chance to check out all the amazing French cars. We had a total of 17 cars which included various manufacturers: Bugatti, Citroen, Facel Vega, Renault, Simca, and Vespa. Among the Citroens on display was a DS 23 owned by my neighbors and good friends John and Barbara Rigby. The star of the show had to be Rick Grant's 1935 Bugatti Type 57 Binder Coupe.



## 12 renault news

Grant first purchased the car in 1968 from an ad in an AACA publication. It was then transported from California to Dayton in rough but operational condition. In 1977, it was taken to Cincinnati for restoration. It resided there until the mid 80's, when the restorer suffered a stroke and could no longer work on the car. In 1994 it was taken to Competition Motors in Salem, Massachusetts, where Donald Coleman took on the task of finishing the restoration. Mr. Coleman found the body to be very unusual and not a Gangloff as described in 1968. After researching the car at the Bugatti Trust in France, he located Pre-War photos of this very car, confirming the body was original. It is believed to be a French body by Henri Binder and it was restored as such and completed in late 2015.

With all the French cars checked out we now spent the rest of the day checking out all the other cars and motorcycles as well as the 65 acre historical park which houses a variety of historical buildings and artifacts including the 1905 Wright Flyer III, the first airplane of controlled flight, which is also a National Historic Landmark. It turned out to be a wonderful afternoon with a record breaking crowd of 5,700 filling Carillon Park

As 3PM approached we prepared for the awards. Not surprisingly, Rick Grant's 1935 Bugatti topped the field of 233 entries at the tenth Dayton Concours d'Elegance at Carillon Park on Sunday, September 18, 2016. Grant, a resident of Dayton, is a longtime car collector and vintage racecar owner

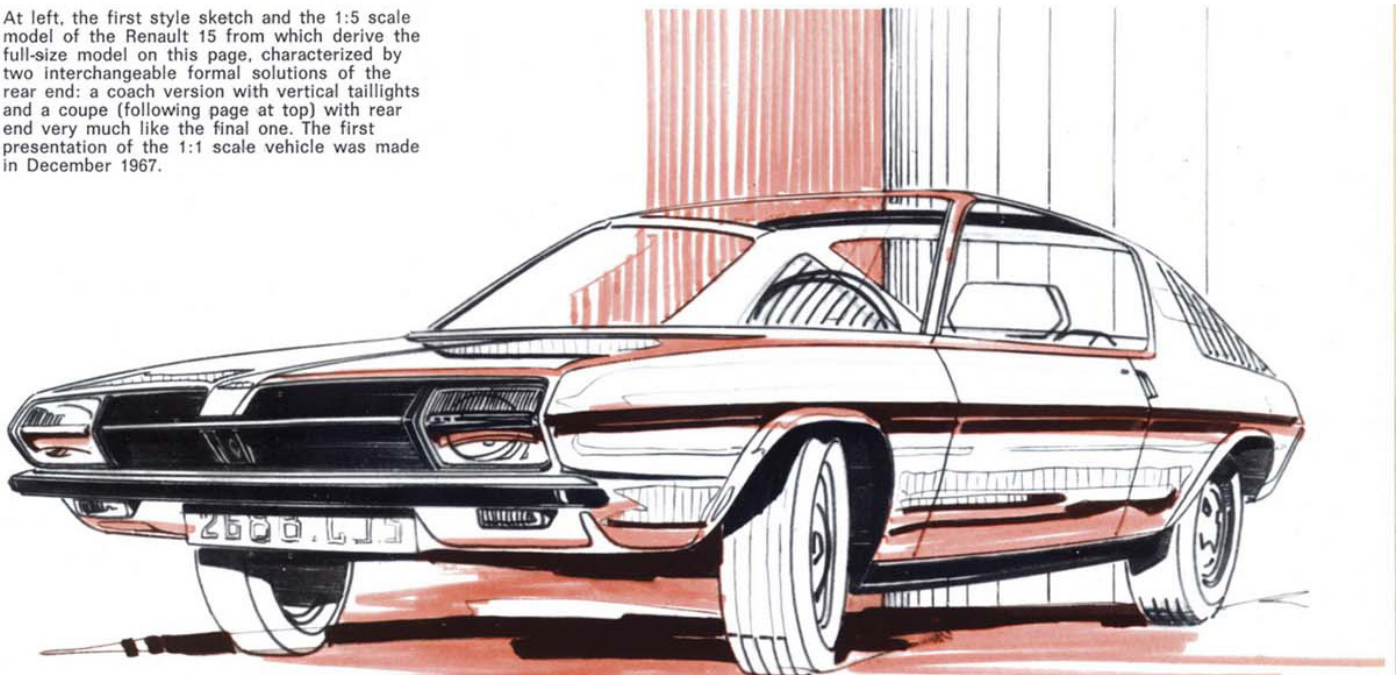
and a veteran of the Concours circuit.

With all the awards passed out, we were invited to Dan Barton's house for cocktails before heading out to dinner. Dan led the group over to his house in his Dauphine, followed by John and Barbara in their DS, me in my GTA. Brent decided to take the Alpine home then drove over in another of his cars. Following a happy hour discussing cars and other events of the day we headed over to Thai 9 for our farewell dinner. Everyone enjoyed a nice spicy Asian meal and more car conversation. The fun had to end at some point as it was getting dark, and driving old French cars after dark can be a challenge.



Everyone had a great weekend and we look forward to getting together next year at one of our many events. We hope you will try to make it out to one or more of next year's meets. 💎

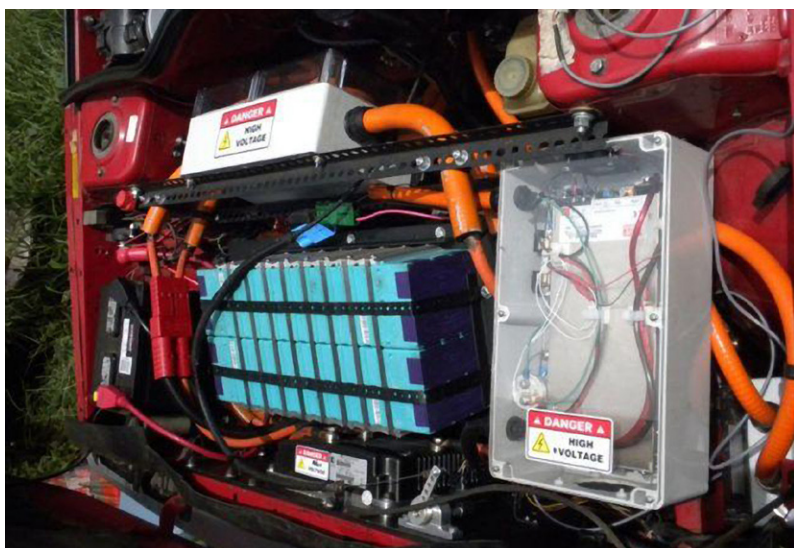
At left, the first style sketch and the 1:5 scale model of the Renault 15 from which derive the full-size model on this page, characterized by two interchangeable formal solutions of the rear end: a coach version with vertical taillights and a coupe (following page at top) with rear end very much like the final one. The first presentation of the 1:1 scale vehicle was made in December 1967.





# Electric Alliance

by Chris Roberts



have a **1985 Renault Alliance Convertible** which I've converted to an electric vehicle. Here are the details:

**Motor:** HPEVS AC-50 3-Phase AC

**Drivetrain:** Original 5-speed JB gearbox

**Controller:** Curtis 1238-7601

**Batteries:** 32 GBS 200AH, 3.20 Volt, Lithium Iron Phosphate

**System Voltage:** 96 Volts

**Charger:** Elcon PFC-5000

Configured with charger profile 501 with no BMS.

**Heater:** Dual 1500W Electric Heater elements. 2 cores fit perfectly in the old heater core frame.

**DC/DC Converter:** Meanwell SD-1000H-12

**Instrumentation:** Original gauges and lights being run by custom VCL in the Curtis controller. Digital ammeter is functioning off a negative side 1000A shunt in the pack circuit.

**Top Speed:** 70 MPH (112 KPH)

Downhill, of course. ~60mph seems to be the highest speed for any real length of time.

**Range:** 52 Miles (83 Kilometers) Still pushing the limits on this slowly.

**EV Miles:**

Start: 77,672 Miles (124,974 Kilometers)

Current: 81,254 Miles (130,737 Kilometers)

Total: 3,582 Miles (5,763 Kilometers)

**Seating Capacity:** 2 adults

**Tires:** Bridgestone B381 85T

**Conversion Time:** 2.5 years

**Additional Features:** Upgraded suspension. The original Alliance suspension is not up to the job of holding that much battery weight. KYB aftermarket shocks with a set of MAD Suspension Coilovers with custom seats restore a reasonable ride height to the rear of the car. 💎





# Harley Earl, Fatty Arbuckle, and the 1914 Renault

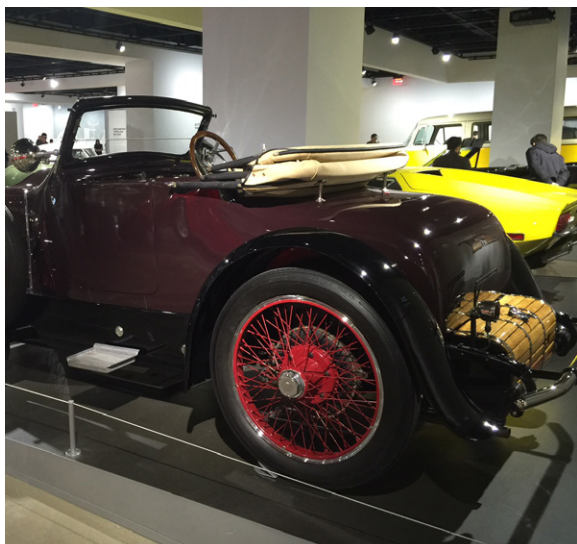
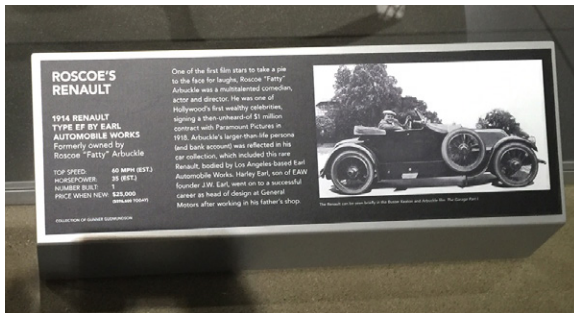
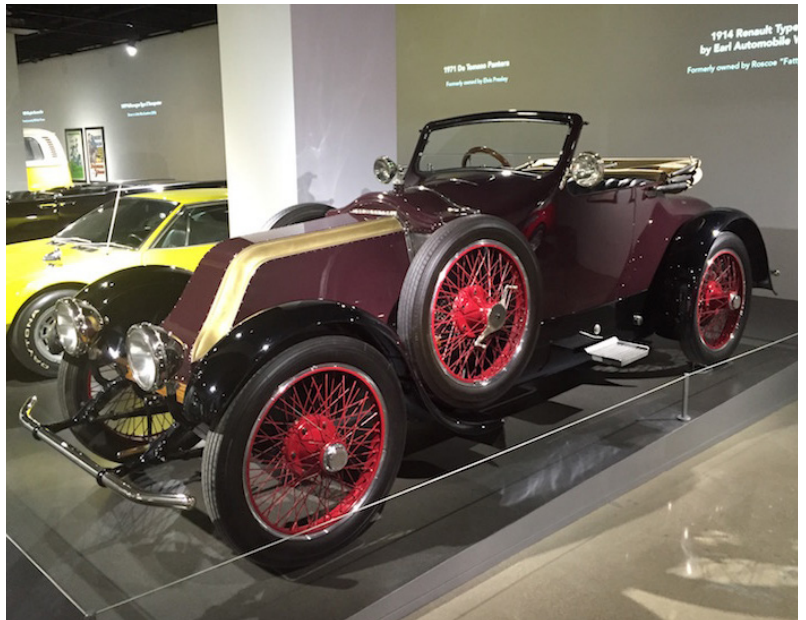
by Marvin McFalls

**A**s many of you may know, Harley Earl is one of the best known car designers of all time and Fatty Arbuckle was one of the biggest stars of the silent film era. Sometime between 1917-1919 the two crossed paths. Earl had customized a car for cowboy star Tom Mix, then at least three for Arbuckle. This 1914 Renault Roadster is believed to be the first job for Fatty. At some point in the late-teens, Harley designed the stylish and sleek coachwork for its rebody and the Earl Automobile Works constructed it. The Renault can be seen briefly in *The Garage Part I* (1920). It is a silent film comedy filled with cars and starring both Arbuckle, who directed it himself and Buster Keaton.

Nearly 100 years later the car is still in Los Angeles, CA, USA. The one of a kind 1914 Renault Type EF, once owned by Roscoe "Fatty" Arbuckle. It has survived in the private collection of Gunner Gudmundson. Earlier in 2016 it was placed on display in the new and improved Petersen Automotive Museum. If you are in L.A., take the time to stop by and see the collection along with the Fatty Arbuckle Renault. 📍



HARLEYEARL.COM - THEOLDMOTOR.COM





## Renault Fuego Convertible

by Marvin McFalls

**W**hen you hear the name Renault Fuego the first thing that comes to mind is most likely not the word convertible. In 1982, Renault commissioned coachbuilder Heuliez to create a prototype with the secret hope of penetrating the US market, as in the past with Floride which was later renamed Caravelle. The order was placed using a stock US Model Fuego Turbo to Heuliez, who was at the time the best known company in production cars for transformations in station wagons and convertibles. As usual, the bodybuilder Cerisay delivered a beautifully crafted convertible and after showing it at

the Paris Auto Show, Heuliez then forwarded it on to AMC for the North American Auto Show in Detroit.

For one reason or another it was decided not to build a Fuego Convertible for Europe or the US market. Ultimately, the project remained a unique model and was shelved in Heuliez private collection until 2012, when it was sold at a price of € 10,722 well below auction estimates by Artcurial starting at a range between 15 000 and € 25 000. As of this week the Heuliez Fuego convertible has resurfaced and is now for sale for 23,000 Euro. Unfortunately it didn't fare well as its new owner gave it a horrible hue when it was repainted and the premium alloy wheels were replaced with a set of factory Fuego late-model wheels.



*Heuliez Fuego convertible*



*Heuliez Fuego convertible*



*Einfeldt Fuego convertible*

This was not the end of the Fuego Convertible. Renault was not counting on various independent coachbuilders around the world who have created their own Fuego Convertibles, especially Axel Einfeldt, a Renault dealer from Geesthaacht in the Hamburg area. When Renault heard about Einfeldt's convertibles, they made it very clear that they would never let a homemade Fuego Convertible ever be sold in France. But this didn't deter Axel, and after several attempts he was able to get his first self-built Convertible on the road in Germany! Between 1983 and 1985 Einfeldt was able to create either 11 or 12 convertibles made using either GTS or GTX models and at least one version 2.2 liter injection (US model sold in Switzerland).

At present, most if not all still remain. The photos here are of a model that was sold to a collector and imported from Germany to Luxembourg, where it recently underwent a complete restoration. Renault being true to their word: Fuego Convertibles are still not allowed in France. One collector has imported one but was not able to register it. The owner just drives it occasionally in his own town (no plates, just a special garage plate).

Axel still owns his Fuego Convertible. It is the only Fuego Convertible without windshield wipers. He felt that the wipers took away from the styling of the car so he eliminated them, and I am told when it rains he always tries to keep the car moving because the rain mostly drops over his head in the back seat!! 💎



## Palacio de Minería, Palace of Mines

by Francisco Miranda

The Mexican Federation of Antique Automobiles and Collectibles, to which the Alpine Club is affiliated, organizes and coordinates many events throughout the year, but we unfortunately don't have the time to take part on most of them. There are some events in which we always participate though, and this is one of them. Organized by the 33 year old association, the "Club de Clásicos y Veteranos", which has been putting together for three consecutive years an annual show at the Palacio de Minería, (also the former Faculty of Engineering building), now restored to past glories and where the University's Rector now has his alternate office, where he works when he visits the downtown area of the city and continuing education studies carry on as everyday regular classes.

The first year, Guillermo Acosta attended in his white Dinalpin A110. Last year Carlos Calvillo displayed his Floride and this time my Dinalpin A110 GT4 was exhibited, causing a very good impression among our hosts and attending public alike. On Friday, October 28th, my friend Billy Gleason and I drove the car downtown and we thought of leaving early as cars were supposed to enter from 10 to 2 pm. We left home at about 12:30 and finally arrived there at 1:55! Horrible Friday traffic. Luckily we were not the only ones late, as after us many others arrived. It was also nice to see the Dinalpin A110 of Nicolás Sánchez alongside the GT4, but unfortunately never got the chance to see him. After parking the car and arranging everything, I phoned Alejandro Konstantinos, as he lives and works downtown, to meet us there and eat at a fantastic Spanish restaurant. We killed some time there, as we were invited to the opening ceremonies that started at 7 pm. It was impossible to go back to the south of the city with such traffic.

We were invited to take a tour through the historic building guided by one of the curators. It was very enlightening and incredible to visit many of the halls and offices that normally are not opened to the public, like the Gallery of the Rectors, where around 30 paintings of the former rectors hang from the walls, painted by important artists from every epoch. Every Rector is allowed to choose his artist. The chapel, recently restored, is a magnificent work of art as well. If anyone is more interested in the building's details, please visit their







website where you will find a detailed explanation: <http://www.palaciomineria.unam.mx/english/palaciofmines.php>

The opening ceremonies at the Assembly Hall were very solemn. The hall is normally dedicated to the professional activities of the University. A medal to engineer Oscar Fernandez, one of their club's founders, was presented as well as a dozen or so to other important persons related to the club's organization or to the University's authorities. Mr. Fernandez celebrated his club's activities but he was also commemorated as one of the last generations that graduated from that building. His professional thesis was a design for a race track and also a design of a Mexican car named Azteca back in the early 60's.



After the ceremony we were invited to enter the Bicentennial Salon, where a chamber orchestra was playing a light classical music program to pay homage to the laureates. We were honored with wines, fruits and cheeses to amuse ourselves. Alejandro Cortes who also arrived at the event, Alejandro Konstantonis and I were club representatives. Unfortunately Billy had to leave early but at least took part of the tour.



I was presented with a participating diploma and with a commemorative coin, marking the 30th anniversary of engineer Oscar Fernandez.

I left the car there for the weekend and picked it up on Sunday night. I hope next year the event does not interfere with the Formula 1 race weekend, as I would have liked to participate more and enjoy the activities they programmed for the weekend as well—Most thankful! 🙏





# Renault 15/17 in North America

by Marvin McFalls

The Renault 15 and Renault 17 are two variations of the same coupé designed and built by Renault between July 1971 and August 1979. During the 1970s, Renault's business in North America had shrunk considerably from the heydays of the late 1950 and early 1960s when they were the number one importer in the US. I had always wondered exactly how many R15/17s were sold in North America. After recently speaking with Mark McCourt of Hemming Sport and Exotic I decided to get to the bottom of this mystery.

Needless to say, while I have some definitive answers according to one of my sources, he received his information from a gentleman who had worked for AMC/Renault in Detroit during the time the R15/17 models were being sold. He confirmed all USA and Canada models were constructed in Maubeuge, France. Here is the breakdown by year for R17 Gordini Coupe/Convertible/R17 Coupe/Convertible/and R17TL

The R1326 models 17 Gordini coupe/Conv:  
 August 1974 to Dec. 1974: 50  
 1975: 368  
 1976: 949  
 1977: 397  
 1978: 1842  
 1979: 551

R1316- The 17TL/GTL coupe/conv.  
 1974: 19  
 1975: 71

R1314 17TL:  
 1975: 609

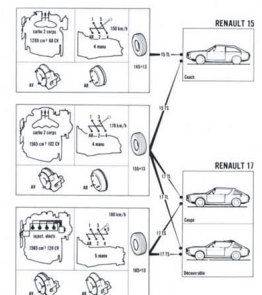
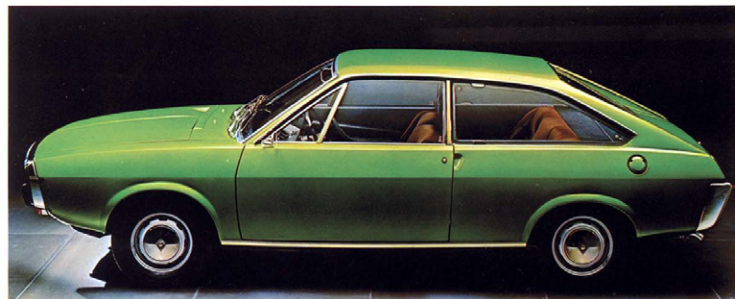
Editor's note: I do believe I have seen these numbers repeated in French language books, such as the 'Les Renault de Mon Pere' series.

There are probably some things we will never definitively know lets now discuss these. According to all the sources I have spoken with in reference to the R15 no one has been able to produce actual sales figures, but amazing the total number was always the same 3100. So at this point for all the years of the Renault 15 from 1972 to 1976 importation was probably about 3100.

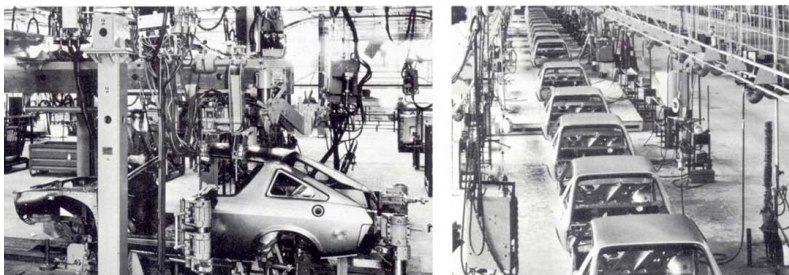
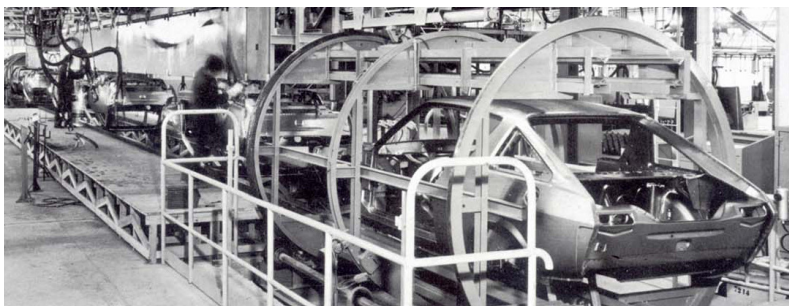
Also, the 1972 through 1974 R1313 Renault17 TS production numbers were included in world-



RENAULT 17 sports coupe







wide figures, as was the brief 1974 R1323 coupe/conv. run from Feb. thru July 1974 (all with the 807 D-Jetronic engines). So we cannot determine the number of these models that were actually imported since they were sold under the same model number. If I had to guess I would say the R17 TS numbers would be comparable to the R17 Gordini so probably somewhere between 300 on the low end and 1000 on the high end. As for the R1323 I have never actually seen one of these so I would have to guess the number is probably similar to the 74 Gordini totals of less than 100

While my initial thoughts were a little higher, I would have guessed that the record year would have been more than 2000 models sold, but 1842 is close. I would have also guessed more than 10,000 examples all told, which I believe we are definitely well below.

As for today in North America, an estimate of cars still on the road would probably be between 20-30 and probably just north of 100 examples total. The majority being either R17 TS or Gordini. To my knowledge there is only one US model R15 still on the road.

Hopefully this article will bring some more examples to light of the legendary 1970s 2+2 coupe/convertible. 💎





# The Visit from Renault Classic to Mexico

by Francisco Miranda

**S**unday October 2nd, we spent a nice day with two members from the Renault Classic team from France and an small group from the Gordini Club, in a breakfast organized by Pierre Vilalta, Roger Roux and Miguel Cacheux, who kindly invited me and other not members of the club to show our cars for the event. Unfortunately Pierre couldn't be present as he had the 60th wedding anniversary of his parents back in France. Congratulations!

Francoise Chiron and Jean-Louis Pichafroy came to Mexico with the 40 CV and a Nervastella which will be shown in promotional events from Renault on tour throughout Latin-America. Using the occasion, the breakfast was organized so we could meet and show them what is happening with antique Renaults and Dinalpins on this side of the Atlantic.

Jose Luis Torres was in charge of organizing the restaurant in the beautiful colonial area of Mexico City called San Angel. A delicious breakfast always help to make new friends, and I am glad we could show them a bit more of Mexico City so they could take back to France nicer memories and images, other than just the hotel near the airport and Renault training center, where they were working demonstrating the priceless vehicles, in their very short 5 days' stay.

After breakfast our guests were planning a visit the Automobile Museum. Language is always an important thing to consider and unfortunately I do not speak French, apart from loose scattered words. Roger and Ricardo Rodriguez, the two French speaking guys of the group, already had other things to do and our guests, although they spoke English, didn't feel very comfortable on it. Anyway, the organizers needed someone to take them, but all of the other club members were busy or had something else to do, so Miguel Cacheux asked me to organize the tour in my GT4. Needless to say, it was a rather rough ride for two big guys to sit in the small little car. Luckily Miguel took their luggage in his R10, otherwise it would have been an impossible task! He was going to meet us later at the museum, after finishing the transportation of the old cars under his care.

It actually came to be part of the attraction to drive through San Angel and Coyoacan streets in a 1972 Dinalpin! They were having a good time indeed. The museum is (sadly) about to close its doors to the public, giving way to a shopping mall, and it is being teared







down soon. We were fortunate to still see the whole collection together before they take the cars to Puebla to another museum, but going to that city is a two and a half hours drive. They enjoyed seeing the American vehicles and the French and European cars as well. I even learned a few things on the go.

For our surprise, Roger appeared, as he managed to escape from his family reunion. Cacheux was still busy as Pierre's car decided not to start, so he had to call a platform to transport the car and that was taking more time than planned. While we waited, we decided to have a beer at the nearby Coyoacan square, a busy tourist and locals gathering place, with lots of artisans selling their goods, music, food, etc. It is an ongoing weekly fair. The Oaxacan restaurant we planned to take them was full, so we settled for next door's place with an international menu. We had hors d'oeuvres and a nice cold artisan's beer with a very interesting talk on their work for Renault Classic. They enjoyed seeing our cars in such a good state of conservation, so some details were also discussed and lot of questions answered. Finally Miguel Cacheux arrived and after a while later, Roger offered to drive them to the airport in his beautiful Megane Sport. A busy day but we made a couple of new friends thanks to our common passion for old Renaults.

We hope to see them soon!

### **A word on the Nervasport and 40 CV**

#### **1926 40 CV**

The original Renault 40 CV was built in 1926, designed by engineers Plessier and Gartfield. A streamlined single-seater, with radiator mounted behind the engine as common in Renault cars of those days. Renault would set a new 50-mile record at an average of 190.013 km/h and a new 24-hour record at 173.649 km/h.

This car has fitted a 6 cylinder, 9.1 liter engine. It's a replica made from very few pictures or films from the epoch by Renault Classic, over the original chassis and mechanical parts.

#### **1934 Nervasport**

At about 8 years from the speed record imposed by the 40 CV, Louis Renault was ready to look for another world record, so he asked his engineers to work on the project, this time based on the Nervasport production vehicles, using an engine from the actual production line.

The project was formed by the drivers Roger Quaresous, Louis Fromentin, André Wagner and Georges



Berthelon, headed by Auguste Riolfo. The Nervasport to be used as the reference model for this record-chasing machine would combine exceptional power and aerodynamic qualities.

It was fitted with an 8-cylinder in-line engine with a capacity of 5 liters. The single-seater body was narrow and streamlined, designed by Marcel Riffard, a man whose name is associated with the history of both Renault vehicles and aircraft. He stressed over a very dynamic style. This splendid performance made the name of the Nervasport and would influence the design of future Renault vehicles.

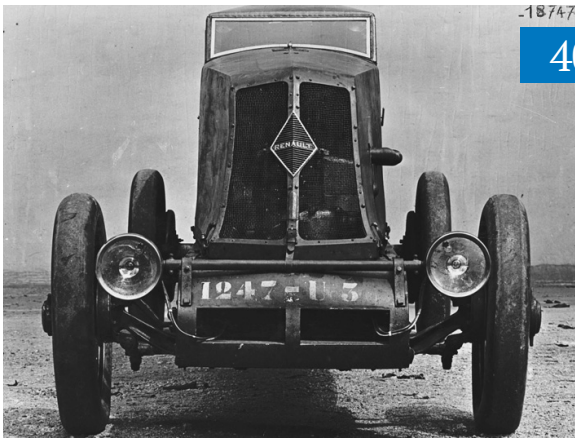
The team of drivers drove non-stop in three-hour shifts on 4 and 5 April 1934, on the Montlhéry circuit. On 5 April, after 48 hours, 3 minutes and 14 seconds of driving, the Nervasport crossed the finishing line breaking a total of nine international records and three world records, including: 8,037 km in 48 hours, i.e. an average of 167.445 kph. 🏆



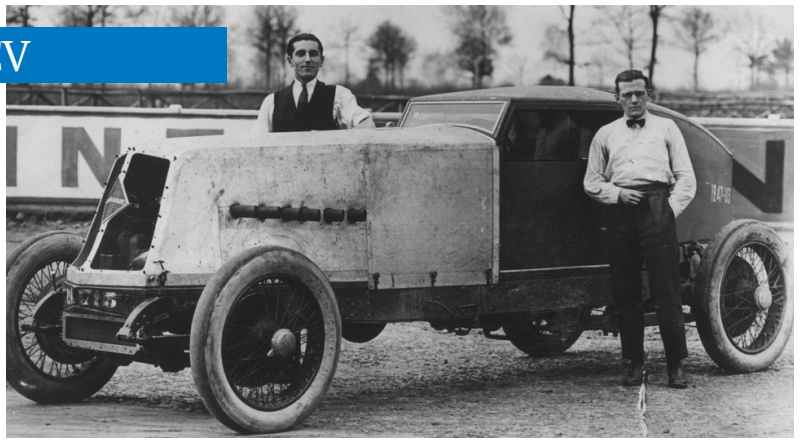






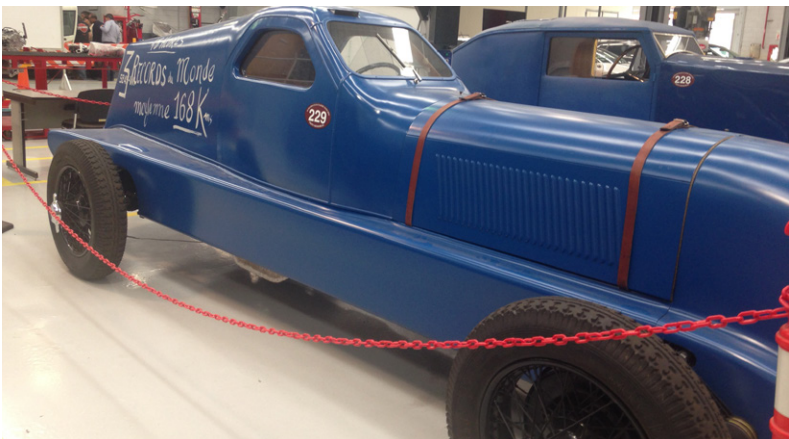
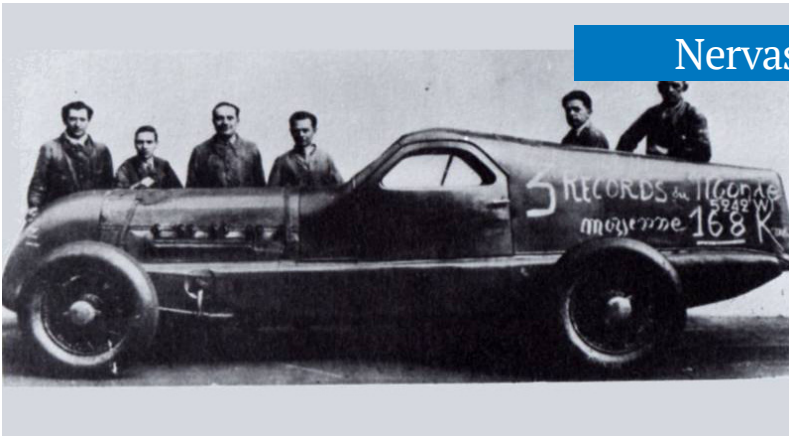


40 CV





Nervasport





# Our 1976 R16 TX

by Tania Palmer

**Y**ou know how some stray animals just know who they belong with? That's how we adopted Lucille, a 1976 Renault R16 TX (1156). Our friends had purchased a 1966 R16 (1150) from a collector of French cars in Monterey and dubbed it "Elroy". When the seller found out how much work the '66 needed after being in storage for many years, he felt badly that it needed so much work and gave them the '76 as a parts car. It was obviously well loved and well cared for despite passing through several hands and over 15 years in storage.

The '76 had been personally imported to the U.S. and made California legal. When our friends realized the "parts car" was original paint and original interior, they couldn't bear to part it out. They nurtured it back into to running condition and dubbed it "Lucille". They brought Lucille to a car club meet in San Francisco, where we were introduced to her charms.

The seats nestled us in comfort, and the pliant suspension made the pock-marked roads feel newly repaved. We offered Lucille a new home and enjoyed taking her on local backroads. After only a few months, we realized that she really needed more work, and since we had fallen in love with her by this time, we decided to bite the bullet and make the necessary repairs.

Sourcing parts for a car that is rarer in the U.S. than hens teeth was challenging, but not impossible. There is a shop in the Netherlands that specializes in R16s. With the engine out for a full rebuild, we also decided to swap out the automatic transmission for a 5-speed manual. Now with new pep in her step, Lucille constantly amazes us, and we appreciate her more and more. Everywhere we take her, people who have owned an R16 tell us how much they loved theirs.

This Fall, we drove her to Van Nuys to share her charms at the Best of France and Italy, where much to our pleasant surprise, Lucille won the Best French Car award. (More on this next issue)

We'd like to thank Geert Ehrismann from the Renault 16 Shop and our friends with the '66. Without their help, Lucille would probably be back in storage instead of enjoying the open road.

<http://www.renault16shop.com/> 🇫🇷





# Upcoming Renault 4CV Register of Australia Bi-annual Muster

by Chris Roberts

## Renault 4CV Register of Australia are holding their 15th Bi-annual Muster in Griffith NSW from Friday 14 April to Monday 17 April 2017.

Griffith is a town in Country NSW that was designed by Walter Burley Griffin, the man who also designed Canberra, Australia's Capital. Griffith now has a population of 25,000 people and is a vibrant, multicultural and diverse rural city in a rice, grape, citrus and cereal area.

The Griffith area has fertile land that is particularly well-suited to vineyards, which has made it a popular food and wine destination. Griffith also comes alive during La Festa, an annual event celebrating food, wine and cultural diversity that takes place over Easter.

Griffith has a rich Italian heritage - learn about this history at the Griffith Italian Museum which is part of Pioneer Park Museum which spans 40 buildings on 11 hectares of land.

Hermit's Cave -the former abode of a heartbroken Italian, is another fascinating spot to visit.

## Here is a proposed program for the weekend activities.

Our main accommodation for the weekend will be the Kidman Wayside Inn. We will start our weekend off there on Friday night with an informal Pizza Evening, giving everyone a chance to mingle and reacquaint or get to know new Renault friends. Saturday morning we will have a tour of the town in our cars

before a display and a chance to wander and enjoy the town. After this we head to the Pioneer Park Museum for a tour and lunch and another car display. For those with interest there will be time to then visit Hermit's Cave before heading back to our accommodation. Tonight we enjoy our Bi-Annual General Meeting and dinner at the Exies Club which is within walking distance for most people from Kidman Wayside Inn. Sunday we head to McWilliam's winery for a tour and lunch, possibly some live music at the winery today. Sunday afternoon sees us hold our usual Swap Meet back at the Kidman Wayside Inn. Monday morning we will visit a garden and enjoy morning tea. There may be an opportunity to visit a Fruit Farm this afternoon.

For anyone interested in joining Jacques & Sharon for the Muster in Australia, please email our National Coordinator, Frank Wicks <fwicks2@bigpond.com > with your details as soon as possible, We can then keep in contact and send you information as it comes to hand. The most important detail initially is to book you a room at the accommodation. Please let us know soon if you have an interest and we can book the room for you. There will payment details and other information going out with our last newsletter in December this year.

Regards to our friends in the USA.

Frank Wicks and members of the 4CV Register of Australia 🍷





# The Back Page - 4CV Resort Car

by Kurt Triffet

New member Ed Cris recently sent us photos of his work in progress, a gorgeous 4CV resort car. 📸



---

Renault Owners Club of North America  
7467 Mission Gorge, #81  
Santee, CA 92071