

Renault News

FOR THE NORTH AMERICAN RENAULT ENTHUSIAST | FALL/WINTER 2018 | 115



BEST OF FRANCE & ITALY

**Renault Owners
Club** OF NORTH AMERICA



fall/winter 2018 | **IN THIS ISSUE**

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4CV Muster Griffith

by John Waterhouse



The Renault 4CV Register of Australia Muster at Griffith, NSW at Easter went well, with 23 4CVs, three R8s, only one Dauphine (driven from Brisbane), a couple of A110 examples (nice ones), three Floride/Caravelle examples and odd other folk. For my sins, I'm now National Coordinator of the 4CV Register.

We are safely home after a 9,088 km trip in the R8. We drove Perth-Port Augusta-Broken Hill-Menindee-Ivanhoe-Griffith-Parkes-Canberra-Adelaide-Perth over three weeks. The car had no significant issues. We cruised at around 3,600-3,800 rpm, about 85-90 kph, and used about 1 litre of oil per 4000 km. I think the oil consumption is acceptable! During the trip, we clocked over the 150,000 miles since we bought the car, meaning she has done about 260,000 km in total. The trip is the longest we've done in the R8, somewhere between satisfying and exciting, and I must admit to great elation! Everywhere we stopped someone came to talk, from a Dutchman at Madura Pass who went in one on his honeymoon in Spain 40 years ago to a Vietnamese-French lady in Port Augusta who grew up in Paris. So nice.

The roads were all good, including the 300-km dirt section from Hyden to Norseman, except for a truly appalling road from Menindee to Ivanhoe in NSW. It is the worst public road I've seen in Oz, and I've seen a few. It was 4 hours for 200 km, some in second gear! There was no major damage except a new dent in the front undertray and a chopped out upper, rear shock-absorber rubber, replaced easily for \$2.50 in Griffith. All NSW country roads were bad, even bitumen ones, with major foundation failures everywhere. 📍

Dayton Concours 2017

by Marvin McFalls

After last September's successful event featuring the cars of France. I approached Mike Edgerton, the principal organizer of the Dayton Concours about a smaller display of French cars in this year's event. I let Mike know that my hope was that we could feature up to six French Cars in the class of European cars from 1946-1979, and that again this year that we would like to be prominently featured on the main show field outside the visitors center. Mike was open to the idea and so I went about inviting a diverse field of French cars.

Saturday morning September 16th we awoke early and head for Carillon Brewing Company for Cars and Coffee. Brent brought out his Willys Interlagos, and I drove his Blue Renault 10, Lloyd had driven all the way from St Louis in his 1964 Renault Dauphine. Also joining us was a Simca 500, basically a Fiat Topolino. After checking out the cars and drinking all the coffee and eating all the donuts we decided to go back to Brent's house and do some cleaning on our cars. After working up a bit of an appetite Denise Shiveley made us sandwiches before we did our classic French car drive to Dayton.

The drive ended at Dan Barton's house where we were treated to a welcome dinner and a partial tour of the Barton Estate and Collection. Attendees included John and Barbara Rigby, Dan and Chris Barton, Brent and Denise Shiveley and Lloyd Mathis, Garrick Costa and I had a nice dinner. Many of Dan's neighbors stopped by to check out all the classic French cars in his back yard. Also we must give out a special thanks to Dan's son Stewart, who was grill master extraordinaire, what a feast. Following happy hour we decided to head downtown and check out the nightlife of Dayton. We ended up in an Irish Pub which had a live band. After some merriment we decided to call it an evening as we had to get up early for the Concours.

We awoke Sunday morning early and began getting ready for the show. Dan had cooked up a beautiful stack of pancakes but I was excited about the show so I had to pass. I fired up my 403 Peugeot and headed for Carillon Park. Once at the show we sat and idled for quite a while before we finally were let onto the field. About 6 feet from my spot my Peugeot died. It turned out the carburetor was stopped up, but with the help of Brent and Garrick





I was able to get it into position. After some last minute detailing Lloyd, Brent, Garrick and I 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 five cars, which included cars from manufacturers: Citroen, Facel Vega, Renault, and Peugeot. Among the cars on display was a Citroen Traction Avant owned by my neighbors and good friends John and Barbara Rigby, as well as Don Williams' 1961 Facel Vega Facellia, Lloyd's amazing Dauphine, and my 403 Peugeot. The most interesting car of the group was provided by Dan with the help of Mike Self. It was an amazing barn find 4CV convertible.



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 filled Carillon Park. As 3PM approached we prepared for the awards, not surprisingly none of our French cars were recognized.



With all the awards passed out, we made plans to eat, so we headed over to Thai 9 for our farewell dinner. Everyone enjoyed a nice spicy Asian meal, and more car conversation. However 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 possibly in Dayton or at one of our other meets. We hope you can attend also. 🍷



Back to the Future!

by Michael Muller

In early March of 2017 a few club officers received an interesting email. A car collector had passed away some time ago, and his son was trying to find a buyer for 2 Renaults from the estate. The property was to be sold, the cars had to go. This in itself is not an unusual situation, but the cars offered were rare birds indeed!

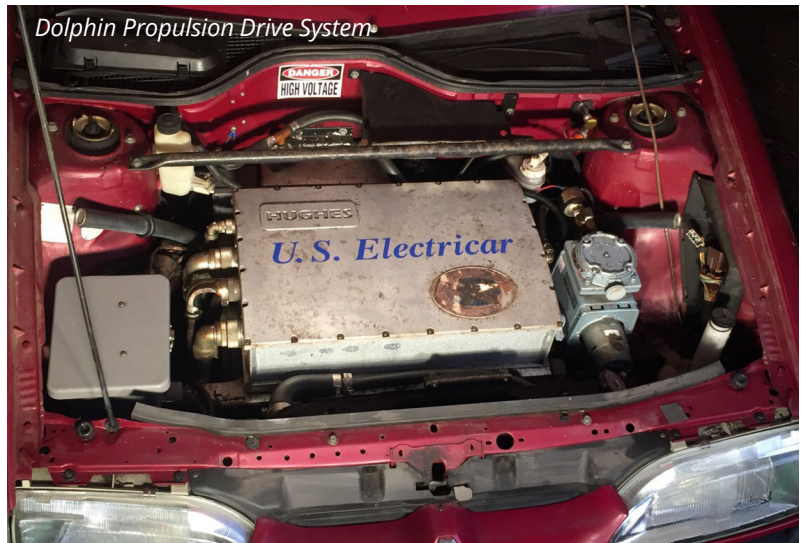
Two new (!) 1995 model year Renaults, a Renault 19 Sedan and a Renault Express Panel Van – titled since new, even though Renault stopped bringing cars to the US in the late eighties, after Chrysler had bought Renault's share in AMC.

The R19 started production shortly afterwards in 1988. The Express was produced beginning in 1985, but both cars were never available in the US. Based on the R5 LeCar, the Express with its “high cube” bodysell and the unique giraffon (giraffe hatch) at the rear was the archetypical French boulangerie van!

The icing on the cake however was the fact that both cars had replacement electric drive systems, installed by U.S. Electricar, a company in Sebastopol, CA! According to the research by the seller, these prototypes were being developed through a partnership between Renault, General Motors and Hughes Power Control Systems (a GM subsidiary) to be marketed by Renault outside the U.S. The corporate partnership was abandoned after these vehicles were built, and U.S. Electricar eventually went bankrupt.

Marvin McFalls immediately started searching for potential buyers in the Renault community, unfortunately to no avail. The cars were only about 30 miles from Seattle, so Martin Moe and I did a little reconnaissance trip. Neither one of us had the needed space or time to rescue the cars (to be sold as a package), but soon after I found a local collector in the EV scene here in Seattle who was able to get both cars off the property in time.

The plan is to restore both cars to running condition. Once finished, the sedan is likely to be on display at the museum of the Historical Electric Vehicles Foundation (hevf.org) in Kingman, AZ, the Express is going to stay in Seattle. 📍



155 kilometers on the clock – less than 100 miles!



The Express (Fourgonette)



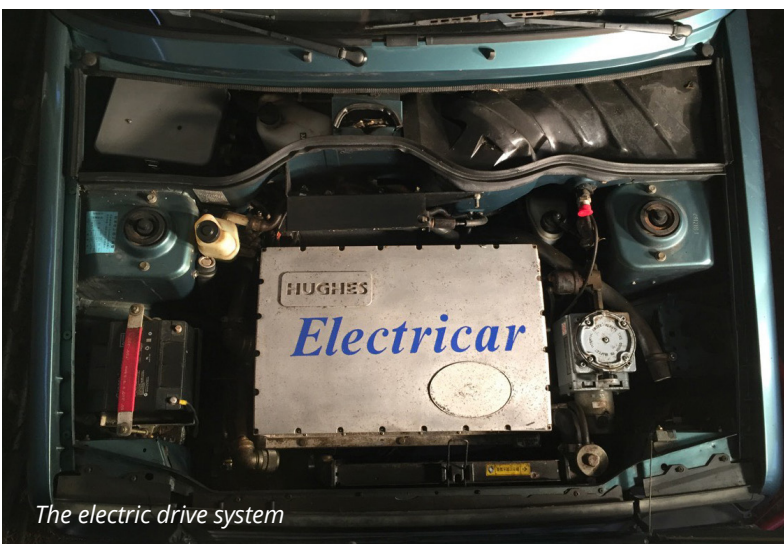
69 kilometers – less than 45 miles!



Giraffe hatch is clearly visible



Pure 80s styling at its best



The electric drive system



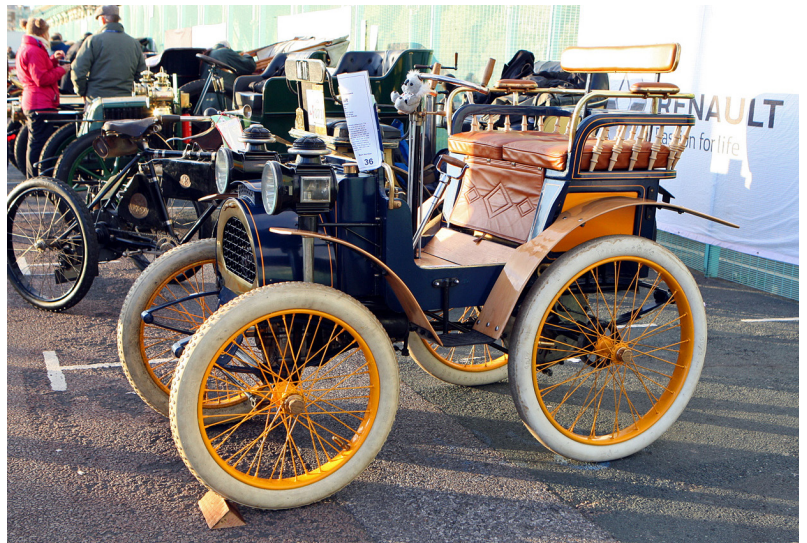
View from the cargo area

London to Brighton Renault

by Marvin McFalls

Every year there are a number of pre-1905 Renaults that take place in this historic run. However, in this year's event Peter Briggs of Western Australia has entered one of the only remaining examples of a Model A Renault. This particular example was built in 1900 and features a 1 ¾ horsepower De Dion Bouton engine along with a first series Renault gearbox.

It is quite a challenge to make the 60-mile run in approximately 8 hours in a car with this small of engine. We look forward to hearing more about Peter's run in our next issue. However, we do have a photo from the dress rehearsal held at an estate in Surrey England, as well as a few from the event. What an amazing piece of equipment, and what a fun time for Peter and all the other Veterans participating in this past November's run. 💡



Renault Resort Special

by Alan Grossman



The story of my Resort Special restoration begins, either in the sixties when I was an impressionable preteen car aficionado, or 3 years ago when I found my car in a post on Aussiefrogs. I have a vivid memory of biking to the local "drug store" in search of a new car model. I can "see" the kit on the shelf behind the counter, left middle shelf; Renault Jolly. Naturally as soon as I had my Jolly I went looking on line for that kit; to no avail. I guess it's safe to say I've wanted a Resort Special since I was a kid, dubious memories aside

I've owned a succession of collector cars for over 40 years. Buying and selling lots of arcane and some ubiquitous vehicles. I found most of them here in rural Northern California. But I also check the internet frequently for interesting projects. Sherrie Dent found the Jolly in Florida, in a container owned by her boss. He didn't seem to have any idea what it was. She posted a few pictures and a request for information on Aussiefrogs. It was clearly a good example though it looked like a previous owner outfitted it for the circus with odd graphics and "aah-ooga" horns.

Although she seemed quite avid to restore the Jolly, I am old enough to know plans can, and do change; so I messaged Sherrie my interest in the car. Her phone call was out of the blue, about 3 years later. I remember it as clearly as the Jolly model kit encounter, but with more assurance that the memory is real. I was in my shop, preparing my Abarth Double Bubble restoration project for shipment to Holland, via Oakland. It was an opportune time, with space and funds about to be available. Being lucky enough to live in Cal, where we have a great assortment of well preserved cars, I rarely buy anything not on the west coast. I was able to get an in person inspection from Kevin George, part of the Yahoo Micro Car community. He gave me the go ahead, and the car proved to be exactly as he reported.

Once home, it was just a matter of getting her going. I'm fairly confident that the 11,000 miles on the clock is accurate. I started with brakes and some maintenance. The engine and trans came out for fresh seals and gaskets as needed, a clutch, radiator work, etc. Nothing major and she seems to run great. With some new correct size tires I ran her around for a few miles, and hung most of the chrome and aluminum prior to dis assembly for paint. The Jolly was too small for the alignment rack

at my great local shop. As it's really only toe that is adjustable, I aligned it using jack stands and strings. Apparently this is the old timer method, as demonstrated by the young turks on YouTube. It was fun to do, and worked great.

I went to my friend Jere Kirkpatrick to replace the floors, after ordering and returning so called replacement pans. They were nothing more than flat pans, maybe good under your water heater at home, but hardly suitable for any restoration. Jere is a super skilled fabricator with prodigious welding skills from a lifetime of metalworking. I have fun saying he helped me do the floors, I hope he can honestly say that I helped him. I did make the wooden bucks. He's got a short video of the Jolly floor restoration on his YouTube channel, an old timer demonstrating modern and traditional methods for the young turks. <https://www.youtube.com/watch?v=HTDyE9on4ec>

Bob Trimmer has a paint and body shop. He's been around a long time. I went to see him about painting the car. He does mostly restoration work. In our early discussions, he asked if my wife liked the Jolly. I said, she's likes it a lot, but she's not really a car person. He pointed out, "it's not really a car". His tastes run to late model Corvettes and vintage Cadillacs; and he has a good sense of humor. He did a really great job with the paint and body prep. All I had to do was answer his questions, express my preferences, and write the checks.

I asked him to preserve the number 39 written in chalk on the bulkhead behind the rear seat. Total production of the Resort Specials is reported either as 44 or 50. Whichever, I am guessing that 39 was put there by Ghia. We decide to mask around the chalk during paint. At some point Bob decided to clear over the chalk to preserve it, he says he was alarmed when it disappeared and happy when it returned as the clear dried!

While the car was with Bob I took all chrome and aluminum including the irreplaceable "Jolly Bars" and bumpers to Walker's in Redding CA. Walker didn't have a tank large enough for the rear hoop. It turns out very few people do. I dropped off the aluminum bumper stand offs at another shop in Sacramento, but they also couldn't accommodate the back bar. After a thorough search of the Sacramento area, I went home with that piece. I finally found a shop in SoCal to plate that piece. It was hand carried there and back, no way was I going to let it become just another box in a truck. Having the chrome at 3 shops was exactly what I didn't want. Stories about parts lost at the platers seem to outnumber even

tales of body and paint shop fiascoes. All the chrome turned out great.

One challenge was finding the correct floor material. I had observed some rolled up natural sisal type mats with a very original Jolly that was posted for sale on Craigslist. I missed that car, but it's another long story. It ended up near Santa Barbara, CA

I found a few images on the web of another original example at a SoCal car show. I was able to contact the photographer Patrick Redd. He was kind enough to send the images he had, and also to manipulate them, in order to provide a great sample image. I was able to match the sea grass exactly. It was a very gratifying end to a year's long quest.

More luck. I live in a small town; Phil is a car guy par excellence and a retired upholsterer. He'd offered his consulting services in the past. I had the right material, but no good info on how it all went together. Phil showed me various options and techniques, he developed details that work nicely and feel period correct too. I cut and fit the goods. David Hawley also here in Willits offered a few refinements and finished the edges. There were lots of little challenges, like finding the correct diameter material to repair the rear bumper and sourcing a suitable windshield seal that would accept the hand formed aluminum trim.

I opted not to refinish the gauge faces, but the graphics on the instrument cluster face were really bad. A French decal is available; however the resort specials were intended for the US, and have English lettering.

I asked for advice on the Yahoo MicroCar board and Carl Hansen offered his help. I sent him a scan of the face. The characters were all faded and distorted by light exposure and time. Carl was able to create a digital file that a local vinyl sign shop used to make me a new face. Carl made it look easy, maybe it was, but it seemed like magic.

That's pretty much it. I had lots of help, and my Resort Special is as "correct" as I could make it. John Waterhouse encouraged this article. And he along with many nice and knowledgeable guys on Aussiefrogs provided tons of mechanical knowledge, insights, and encouragement all along the way.

I hope to enjoy the Jolly with my wife grandchildren and for years to come, but I am dreading the inevitable first scratch. 🛠️

Renault Paris to Vienna Replica

by Marvin McFalls



1901 Renault normal Tonneau body - photo from prewarcar.com



Alan Tribe's recent replica - photo from London to Brighton



1905 Renault town car body - photo from conceptcarz.com

The first significant racing victory for Renault came in the 1902 Paris to Vienna road race, where Marcel Renault, older brother of company founder Louis, was the overall winner in his Type K, number 147 voiturette (small car). To gain sales momentum from their victory Renault introduced the Type NB, which was a 4 cylinder car produced in 1903 loosely based on the 1902 Paris to Vienna winner but with a smaller engine. It was offered with either normal tonneau or town car types of bodies.

At this year's Pebble Beach Concours, one of the three known replicas was in attendance. The car is a genuine Paris to Vienna model (Type NB) that was sold as a chassis in 1903. It originally had a custom Rothschild body of rear entry style. As I later found out the car was restored many decades ago by collector George Wingard, of Eugene Washington.

George had restored the car as a 1902 to Paris Vienna race car replica. Building special radiators, but the 4 cylinder engine is not the same as was in the 1902 race engine designed by Renault. For the original 1902 Type K race cars Renault did not build the engines, however starting in 1903 they finally had the capacity build their own passenger and race car engines. It is widely accepted by automotive historians that the engines were built by De Dion Bouton.

George bought the Type NB from Ben Moser a dealer in Santa Barbara, California many years ago. Moser had bought the car from someone in Indiana who had some great early race cars including: a 1902 or 1903 Gordon Bennett 90hp Mors and 60 hp 1904 Fiat (which Wingard still owns) and others which he never saw. Unfortunately George can't remember the collector from Indiana's name but when he finds the name he will make it known.

After completing the replica, George enjoyed driving as well as showing it at various meets. The car was very popular on the veteran car circuit. After a number of years, Wingard decided to donate his Renault to a museum. He chose The Harrah Collection also known as the National Automobile Museum, located in Reno, Nevada. They told George that the car and the body would be put on display in the museum and they were to be shown together. Unfortunately this did not occur as the original body was sold to collector in Europe. In 1978, Bill Harrah had passed away, sadly he didn't have any plans for

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his collection following his death, and all of cars became assets of the Holiday Inn hotel chain. By the mid-eighties the majority of the collection had been sold off. Luckily the Paris to Vienna Renault Replica is still part of what remains of Harrah's collection.

As for the other known replicas besides the ex George Wingard car, is a UK car built by George Dorrington (who also built a tonneau body for it as well). Recently an Australian named Alan Tribe has also built one, but it has not yet been confirmed as being on a NB chassis. This car was on the London to Brighton run this year. It is Built on a 1904 Renault Chassis with a four cylinder, fourteen hp engine.

As for the inspiration, The Type K #147 of Marcel Renault overall winner of the Paris to Vienna race in 1902. Following Marcel's death Louis kept #147 in the factory for a number of years. Over time it became a symbol of the company's origins, and at some point Louis decided that going forward that Renault would keep an example of each new model produced. Today the collection consists of more than 600 vehicles, and Marcel's Renault is one of the oldest. Each summer it is taken out and driven at various vintage car events.

Special thanks to George Wingard for assistance in providing the History of his Renault NB, and to John Kemsley, from the Renault Freres in the UK, for the addition historical background on the Type NB.

Also from the Dossiers Chronologiques Renault - the 1903 NB was built on the same principle as the K series which won the Paris Vienna race but with a smaller engine. The 1902 engine was designed by Renault, but De Dion had built the engine. The 1903 engine was a smaller version and was built in house by Renault. 📌



Paris to Vienna winner original Type K # 147
- photo from supercars.net



Paris to Vienna winner original Type K # 147 - photo from supercars.net



Engine view at Pebble Beach - photo by Marvin McFalls



Dawn Patrol at Pebble Beach
- photo by Marvin McFalls



Young spectator behind the wheel
at Pebble Beach - photo by Marvin
McFalls

The Best of France and Italy 2017

by Kurt Triffet



It was a beautiful Sunday morning, November 3rd heading the 50 miles from my town of Ventura, CA into the San Fernando Valley for our annual So Cal club meet at the Best of France and Italy.

Meeting up at Jerry's Deli, about a half mile from the show, was pleased to find Jacques Lynn and Sharon Desplaines (our formidable club Treasurer), Joe Hernandez, Dene and Pat Barret, Chris Davidson, our former club president, and a brand new member, Agustin Amador, who came from Florida to see the show.

After breakfast, we all caravanned to the show, where we got a great location among all the French and Italian cars on display.

This was a milestone show for us, since we had four, count 'em four, Caravelles there, and all from club members. I brought my old stalwart red 1967, Flavio Montero had his gorgeous 1960, Don Contreras drove up with his white '67, and Joe Hernandez dazzled us with his pristine green '67. The most probably anyone in the U.S. have ever seen together at one time. Jerome Perry brought a nicely restored 4CV and a very pretty R8 Gordini showed up.

The rest of the show was fantastic, and I'd like to share a great article by Rory Jurnecka at *Automobile Magazine* that describes the uniqueness of this show:

Best of France and Italy is Southern California's Best Show

Where are these cars the other 364 days of the year?

It's the question I always wonder after a day spent at the annual Best of France and Italy car show held each November at Woodley Park in Van Nuys, California: Why do I never see this [insert esoteric car here] any place other than this car show?

It's a valid question, though it's probably best that some of the cars on display are kept shielded from the melee that is Southern California traffic. After all, your Renault Turbo 2, Fiat 600, or Alfa Romeo GTV comes face to face with a distractedly-driven Ford F-150, there will only be one winner (and it won't be of French or Italian origin).

Those who attend the French-Italian show as a spec-



tator each year are rewarded with zero admission or parking fees (yes, a truly free show). There's a row of parts vendors should you need that elusive Campagnolo wheel, Marchal headlight, or Weber carburetor to keep your classic runabout humming as happily as a gendarme in a boulangerie, and of course, some mighty amazing cars.

Have you ever seen a Voisin Biscooter before? We hadn't either, but there one was on the dusty show field—and it was for sale too! Not your thing? The owner also brought a Ferves Ranger, which is also for sale.

Alfa Romeos are probably the marque that shows up with the largest attendance each year (Fiats surely rank second for sheer volume), as the Southern California Alfa Romeo Club is an active one.

You'll mostly find vintage GTVs, Spiders and various Busso V-6 powered models, but this year there was at least one 4C and one 2017 Giulia sedan in attendance.

Ever seen a genuine Abarth before? Not the Abarth-badged cars that Fiat now churns out in great numbers, but the rare, lightweight, hand-built sports and race cars made when Carlo still owned the company he founded?

There were three on-hand at this year's show, including two Zagato-bodied, 750 GT "double bubble" coupes and a 1000 GT "Bialbero." Both were highly competitive in small-bore international racing in their day.

It's probably been at least a few years since most have seen a Fiat X/19 on the streets, but there were at least five or six at this year's BoFI show. There was also a healthy turnout of 124 Spiders (several of the original model and at least one 2017 version), 850 Coupes and Spiders and even a neglected 600 Jolly in barnfind condition, the latter of which was for sale.

Italian participation always seems slightly heavier than the French contingent, but this year there was a healthy showing of both Renaults and Citroens. At least four of the pretty Renault Caravelle models showed up, including one with a factory hardtop that transformed the convertible into a very elegant looking coupe.

One Citroen DS wagon (also known as a Famillare) was decorated in a wacky Beatles-themed "Yellow Submarine" vibe. One thing you quickly learn about many owners of budget French and Italian classics is that they don't take themselves (or their cars) too seriously. A refreshing experience. 🍷















The R1063 competition version in the Mille Miglia, 1952-1956

by John Waterhouse



The Renault 4CV was first sold in 1947 to an eager post-war public, an economy car designed to take account of the austerity of the late-1940s and early 1950s. It had a rear-mounted, wet-sleeve, 4-cylinder, in-line engine of 760 cc capacity with an alloy head. This first model, the R1060, was supplanted in late 1950 by an improved (strengthened) car, the R1062. The R1062 had a smaller bore (by 0.5 mm) to give a capacity of 747 cc, fitting the 750 cc competition classes.

The factory competition cars were designated R1063. Over time, 80 were made and run as team cars ("usines" cars) or sold to privateers ("client" cars). Most of these cars were destroyed over time but a few remain. Many more R1062 cars were modified to meet many R1063 specifications, since Renault sold the "go fast" components through the accessory business "Saprar". The modified vehicles were called "kitée" cars.

Renault 4CVs were successful in competition. They were active in hill-climbs, long distance track racing (not least in their class at Le Mans) and in rallies and road races, including some of the big ones, Monte Carlo, Liège-Rome-Liège (run without rest breaks back in those days!) and of course the Mille Miglia.

Renault 4CVs competed in the Mille Miglia from 1952 to 1956 inclusive, winning several times in their 750 cc classes. Jean Rédélé won his 750 cc class in a works R1063 in the 1954 Mille Miglia. The car number is 2206, a Mille Miglia system to reflect the exact time of departure, as shown on the top-left photo.

From these early competition cars, Jean Rédélé developed his range of Alpine competition cars, built in Dieppe by Société des Automobiles Alpine SAS.

Perhaps their greatest years were 1971 when the immortal A110 came 1-2-3 in the Monte Carlo Rally and won the FIA International Championship for Manufacturers, 1973 when they won the inaugural FIA World Rally Championship and 1978 when they won the Le Mans 24-hour race with the Renault Alpine A442B. 🏆

Renaults in Finland (or, what is an AWZ?)

by John Waterhouse

A small car museum in Finland, about 10 km from the Russian border, didn't give any hints that it would be interesting.

I thought "perhaps a few old Volvos and, with luck, a rear-engined Renault since the Finns liked them for traction." What we found was far more interesting than we'd imagined, packed into a series of interconnected rooms.

There were indeed old Volvos and the inevitable SAAB. There were many old motor bikes, ranging from a Finnish moped to an MV Agusta, and some very interesting European motor racing memorabilia (cars and bikes) and photographs. The collection was diverse indeed, from big US cars to an Austin A30 – they even got to Finland it seems. One of only three 1939 straight-eight Daimlers ever made, originally owned by the Swedish royal family, was a complete surprise. It was in apparently quite good original condition and reportedly the only car in the museum not drivable. Several old Moskvitches, a Skoda and a Wartburg represented the Eastern Block of the 1950s and 60s and sundry odd things like a Morris Minor completed a pretty diverse collection of cars. Downstairs were trucks and old workshop gear too, with some interesting motor bikes. It was a remarkable little museum.

I'd told our group that we'd probably find a rear-engined Renault. No-one believed me of course, but.... There it was, downstairs in yet another room. According to the information, it is a 1956 car with two owners from new. The car looks very original overall and has the usual French front doors with fixed glass and a large quarter pane. At the rear, it has the double air filter arrangement fitted to some Australian cars, with the air pipe running to the front of the vehicle.

It also has the later type instrument cluster in front of the driver and various stickers testifying to the car's involvement in a number of Renault club events in the 1990s.

The only other Renault was this R4, hiding the AWZ in the back corner. Observant readers will recognise the Wartburg (black bonnet), a Morris Minor and two European offerings from US parent companies (probably Ford/GMH but I don't remember).

So, moving from the Renaults, what is or was an AWZ? There was a curious little car tucked in that back corner behind the R4. It had a bit of a Trabant





Corroded AWZ badge – note
"Zwickau" at lower right



AWZ badge from a download

look, but wasn't. The badge (below) gave a slight hint, that word "Zwickau". Some readers may be aware of Zwickau's importance in the Auto Union story and Trabants were made there. This little car was hidden in a corner, behind a post, and I had to climb in past a surprisingly nice Renault R4 to photograph it.

About 36,000 of these AWZ cars were made in Zwickau, in East Germany, from 1955 to 1958. It seems they used pre-war DKW components (2-cylinder, 2-stroke engine for example) and morphed into the early Trabant model. I imagine they are pretty rare.

All in all, the museum was a surprising delight. The man in the museum was the only person we met in Finland with little or no English, but we made our pleasure clear to him. 💎

Renault on a Stick

by Stephen McCarthy

Here are 2 new pictures (along with a couple originals;) of the 4CV in Pearsall, TX (southwest of San Antonio). My next door neighbor has a ranch in the town and sees the car every week ... and used to see it daily when he lived in Pearsall as a child!!! 💎



110th Anniversary Reunion of the Vanderbilt Renaults

by Marvin McFalls

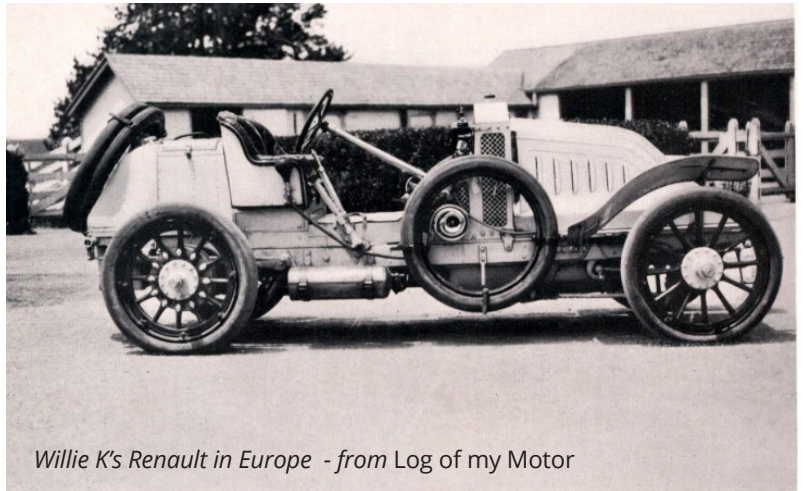
As 2017 marks 110 years since the creation of the Vanderbilt Renault, the Pebble Beach Concours d'Elegance decided to host a long overdue reunion, sending out invitations to all of the remaining examples in the United States and Europe. However before reviewing the recent gathering let's look back at how the Vanderbilt Renaults came to be.

In 1906, the First Grand Prix took place on a 60 mile course near LeMans, France. The winner of the race was a Type AK Renault powered by a large 13-litre, four-cylinder engine. Driver Ferenc Sziisz had skillfully powered his Renault past tremendous larger competition. Mr. William K Vanderbilt Jr. Known as "Willie K." was so impressed with the performance of this amazing new Renault race car that he commissioned Renault to build a smaller version for himself and his friends.

At a cost of \$8500 each, the owners of the new Vanderbilt Renaults were some of the most influential people in New York and among the wealthiest in the world. The Vanderbilt Renault was built on the smaller Type AI chassis with a 7.4 litre engine and a four-speed transmission. The Vanderbilt Cup Renault was rated at 35/45hp. In total either 10 or 11 examples were built.

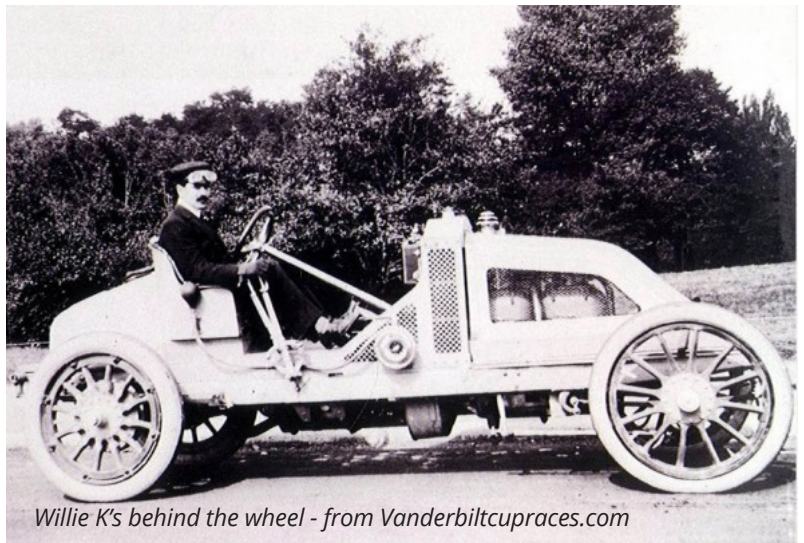
The cars were delivered by Renault Frères in New York in the summer of 1907, The Frères local agent Paul Lacroix, would also be co-driver of the 1907 Morris Park 24 Hour race winning Vanderbilt Renault along with driver M.G. Bernin. This would be first of four significant race results for the Vanderbilt Renault over the next three seasons. Racing against vehicles with often twice and occasionally three times the horsepower. Willie K's "Little Renault", as he often referred to it, had proven to be one of the most formidable racers of this period.

With such prominent racing pedigrees and influential owners you would think that the Vanderbilt Renaults would have found their way in to museums or private collections, but the best hope for cars of this era was that they were stored in a garage or a barn as the birth of car collecting was still a generation away. Happily the story of the Vanderbilt Renault is not typical of this period. All 5 cars that remain have well documented histories going back to the 1920s and 1930s.

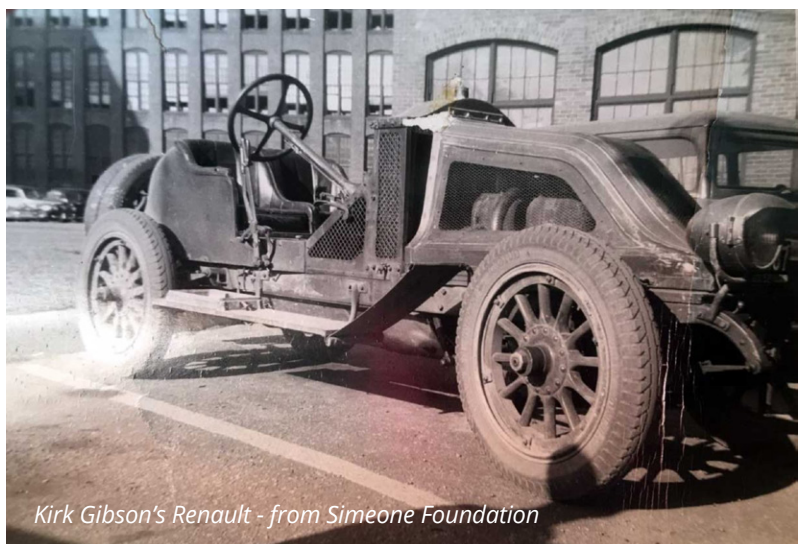


Willie K's Renault in Europe - from Log of my Motor

THE SPECIALLY BUILT 35-H. P. RENAULT CAR



Willie K's behind the wheel - from Vanderbiltcupraces.com



Kirk Gibson's Renault - from Simeone Foundation



*Agatha in the UK in the late 20th century
- from motorsportmagazine.com*



Kevin Kelly and Kirk Gibson at Pebble Beach - from Marvin McFalls



Kauffman's Renault on the Tour d'Elegance from Pebble Beach Concours



Eleven decades later four of the five remaining examples made it to the fairway at Pebble Beach on August 20th 2017. The four magnificent Renaults that were prominently displayed on the 18th green included: The Price Museum of Speed car, (formerly owned by George Waterman Jr.) and the Simeon Foundation car, (previously of the Kirk Gibson collection). Also in attendance was The Owls Head Museum car (Formerly of the Long Island Automotive Museum) and Robert Kauffman's car (previously from the Indianapolis Motor Speedway Museum). Sadly Agatha, the fifth Vanderbilt Renault, which was discovered by Marcus Chambers in London in 1935, restored by David Harrison in England in the 1980s and is currently owned by Wolfgang Augé of Germany didn't make the long voyage to Central California.

While at first glance the cars appeared to be nearly identical, although there were a number of subtle differences in their components as well as their accessories. However the closer the cars were examined a considerable number of differences were pointed out down to the types of fasteners and hardware used in construction. It appears that a number of coach builders had been employed in the final assembly of the Vanderbilt Renaults as the only two cars that could have been possibly assembled by the same builder were John Price and Dr. Fred Simeone's cars. It was apparent that the Owls Head car and Robert Kauffman's cars were assembled by different coach builders from each other as well as that of the Price and Simeone cars.

This was quite possibly the first time that four Vanderbilt Renaults had been together since they left the Renault factory in Billancourt, France. Organizers had prominently placed the Vanderbilt Renaults in the first four spaces alongside the ocean. As it turned out they were the first cars that the majority of spectators encountered as they made their way down from the lodge. The foot traffic was very heavy all morning, it wasn't long before the Judges came by to look over the Kauffman car as it was the only Vanderbilt Renault that was to be judged. The other three Vanderbilt Renaults were classified as exhibit only for various reason in the case of Simeone's car it wasn't judged because Simeone is a judge, and thus he recused himself. Kauffman's car was judged along with the other remaining cars in the Open Wheel Race Car Class, However Robert's Renault was the only car in the class that also completed the Tour d'Elegance earlier in the week.

The Renaults were very popular with the attendees as well as the Paparazzi. A number of celebrities stopped by, even a Knight, Sir Jackie Stewart,

slid behind the wheel of one of the cars to get a feel for what driving one of these cars might have been like. As the crowds began to wane it was not long before there was some activity around the Kauffman Renault. Robert was awarded a best in class ribbon. It wasn't long until they began to hand out the awards for class winners and Robert's Renault was called to line up for the award. From our vantage point we could see the awards stand on a large video screen so there was no need to follow the car down. It wasn't long until they drove onto the ramp up to the awards stand to collect the award. This would have made for a perfect ending to a magnificent day, but as other cars that had followed Robert passed by it became clear that the Vanderbilt Renault had also won another prize.

Following the Class Awards were the Special Awards. One of the first Special Awards given was the Phil Hill Cup, This is awarded to the most significant race car. Being that the two featured marks at this year's event were Ferrari and Isotta Fraschini speculation would have been that one of those marks would have taken home this award, but In what would have had to have been classified as unexpected turn of events the Vanderbilt Renault of Robert Kauffman was given this most prestigious award. With two significant awards of distinction now on board the Renault we awaited the triumphant return of the racer to its spot on fairway, but just like the earlier class awards other cars that followed drove by, but no sign of Robert and the Vanderbilt Renault.

Speculation began to pass through group if their might be a chance the car was in the running for yet another award and what it might be. The conjecture ended as the Vanderbilt Renault was given the Revs Program at Stanford Award. This award is presented by a panel of students and professors from Stanford University to the automobile that they determine to be the most historically significant on the green. Another great honor for the Vanderbilt Renault. With three trophies now on board Robert Kauffman and the Vanderbilt Renault made its victorious return and rejoined the display.

With the much anticipated reunion, along with all the major awards, this had certainly been a landmark day in the long storied history of the "Little Renault". Mr. William K Vanderbilt Jr. inspiration continues to arouse the emotions of those whom come in contact with it. Let's hope we do not have to wait too long before another gathering of the Brutes of Billancourt can be arranged. It certainly was a magnificent sight that any who attended won't soon forget. 🏆



Robert Kauffman at Pebble Beach - from Marvin McFalls



Sir Jackie Stewart behind the wheel of the Simeone Renault - from Marvin McFalls



Owls Head Renault at Pebble Beach - from Pebble Beach Concours



Kauffman Renault at Pebble Beach - from Pebble Beach Concours

Here's The 1968 R10 That Caused Me to Join ROCONA

by Bob Merlis

recently joined the club and got the welcome letter. Here's the 1968 R10 that caused me to join. Please enjoy my enthusiasm as I'm an automotive journalist. 🏆



The Back Page - "Barnie"—A Real Barn Find



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